



MEMORANDUM

TO: Technical Coordinating Committee
FROM: Deanna Trebil – MPO Administrator
DATE: October 1, 2020
RE: TCC Meeting – October 8, 2020

The Technical Coordinating Committee will meet at **10:30 AM** on **Thursday, October 8, 2020** in **Johnson Boulevard Conference Room** of **Jacksonville City Hall** (815 New Bridge Street). We encourage you attend this meeting either in-person and virtually depending on your preference.

If joining virtually, you may access the meeting through this website: <https://global.gotomeeting.com/join/320557389> or you can dial in using your phone: (312) 757-3121, Access Code: 320-557-389.

Discussion topics for this meeting include proposed Amendments to the 2045 Metropolitan Transportation Plan and the 2020-2029 Metropolitan Transportation Improvement Plan, Prioritization 6.0, Douglass Gate Improvements as well as other transportation-related topics.

Your attendance, or that of your alternate, at this meeting is very important.

Please contact me at (910) 938-5073 with any questions or concerns.



AGENDA

TECHNICAL COORDINATING COMMITTEE

October 8, 2020 – 10:30 AM

In-Person or Virtual Meeting

Please join the meeting from your computer, tablet, or smartphone.

<https://global.gotomeeting.com/join/320557389>

You can also dial in using your phone: (312) 757-3121, Access Code: 320-557-389.

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|------|---------------------------|--------------|
| I. | Call to Order | Wally Hansen |
| II. | Welcome and Introductions | Wally Hansen |
| III. | Public Comment | Wally Hansen |

Action Items

- | | | |
|-----|---|---------------|
| IV. | May 14, 2020 Meeting Minutes (Attachment 1)
<i>Recommended Action: Approval of meeting minutes</i> | Wally Hansen |
| V. | 2045 MTP Amendment 1 (Attachment 2)
<i>Recommended Action: Recommend approval to the TAC</i> | Deanna Trebil |
| VI. | 2020-2029 MTIP Amendment 2 (Attachment 3)
<i>Recommended Action: Recommend approval to the TAC</i> | Deanna Trebil |

Discussion Items

- | | | |
|-------|----------------------------|---------------|
| VII. | P6.0 Update | Anthony Prinz |
| VIII. | Douglass Gate Improvements | Anthony Prinz |

Reports/Comments

- | | | |
|-------|--|-----------------|
| IX. | Report from MPO | Deanna Trebil |
| X. | Report from NCDOT Division 3 | Caitlin Marks |
| XI. | Report from NCDOT Transportation Planning Division | Behshad Norowzi |
| XII. | Report from FHWA Field Officer | Bill Marley |
| XIII. | Questions, Closing Comments | Wally Hansen |



JACKSONVILLE URBAN AREA
JUMPO
METROPOLITAN PLANNING ORGANIZATION

Attachment: 1
Technical Coordinating Committee
Action Required

To: Technical Coordinating Committee
From: Deanna Trebil, MPO Administrator
Subject: May 14, 2020 Meeting Minutes

10/8/2020

Recommended Action: Approval of meeting minutes

Attachments: May 14, 2020 meeting minutes

**JACKSONVILLE METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COORDINATING COMMITTEE
VIRTUAL/ REGULAR - MEETING
May 14, 2020**

**CITY OF JACKSONVILLE
JOHNSON BOULEVARD CONFERENCE ROOM**

Present Mr. Wally Hansen, and Mr. Ryan King, Mr. Ron Massey, Mr. Anthony Prinz, Ms. Debbie
In Person: Jefferson, Ms. Stephanie Kutz, Ms. Deanna Trebil, Mr. Roy Bredahl

Virtually Ms. Carol Long, Ms. Jessica Rhue, Mr. Chris White, Mr. Behshad Norowzi, Lt. Sean
Present: Magill, Ms. Caitlin Marks, Mr. Trevor Carroll, Mr. Chris Palsgrove, Mr. Kerry Terrell, Mr.
 Brian Kelly, Ms. Stacie Miles, Mr. Joe Fore, Mr. Nathan Rhue, Mr. Thomas Bradshaw,
 Mr. Joe Ramirez, Mr. Bill Marley, and Mr. Steve Myers

Absent: None

I. [Call to Order](#)

Mr. Wally Hanson called the TCC meeting to order at 10:32 am, Thursday, May 14, 2020, at Jacksonville City Hall, Johnson Boulevard Conference Room – 815 New Bridge Street., Jacksonville, NC.

II. [Welcome and Introductions](#)

Mr. Hansen welcomed everyone to the new virtual meeting format.

III. [Public Comment](#)

No public comments were made.

Action Items

IV. [February 13, 2020 Meeting Minutes](#)

Mr. Hansen asked for a motion to approve the February 13, 2020 Meeting Minutes.

Mr. Ryan King moved to approve the February 13, 2020 Meeting Minutes. Ms. Carol Long seconded the motion.

The motion to approve the February 13, 2020 Meeting Minutes was unanimously approved by the Committee Members present.

V. [Revision of the TCC Bylaws](#)

Mr. Hansen asked for a motion to approve the Revision of the TCC Bylaws.

Ms. Carol Long moved to approve the Revision of the TCC Bylaws with the addition of adding the capability to host virtual meetings for approval by the TCC. Mr. Ryan King seconded the motion.

The motion to approve the Revision of the TCC Bylaws with the addition of adding the capability to host virtual meetings for approval by the TCC was unanimously approved by the Committee Members present.

VI. [Public Participation Plan Revision](#)

Ms. Trebil stated that JUMPO strives to ensure an open transportation process where the free exchange of ideas and information, input from interested parties at all stages can take place in an effective manner.

The Public Transportation Plan (PPP) was recently adopted in September 2019 and is required to be adopted every three years. The proposed revision clarifies statements that appear to conflict with each other regarding how and when public comment should be solicited. Changes were made to clarify the intent of these sections, which did not reduce the number of days to seek public comment nor did it eliminate the requirement for public comment periods during TCC and TAC meetings.

Mr. Hansen asked for a motion to recommend approval to TAC.

Ms. Carol Long moved to approve the recommendation to TAC of the Public Participation Plan revision as stated. Mr. Ryan King seconded the motion.

The motion to approve the recommendation to TAC of Public Participation Plan revision was unanimously approved by the Committee Members present.

VII. [\(MTIP\) Amendment #1](#)

Ms. Trebil reminded the Committee that the TAC adopted the 2020-2029 Metropolitan Transportation Improvement Program (MTIP) on December 12, 2019. Staff is recommending an amendment to the MTIP to add two new projects as a result of the Coronavirus Aid, Relief, and Economic Security (CARES) Act and to make other adjustments that were made by NCDOT to assist in balancing their budget as well as increase the overall project budget.

In order for Jacksonville Transit to utilize this funding for capital projects, the MTIP needs to be amended. Jacksonville Transit is interested in adding two projects: **Satellite Transfer Facility and Pedestrian Access/Walkways (new sidewalk connections).**

Mr. Hansen asked for a motion to approve the recommendation to TAC for approval of the MTIP Amendment #1.

Mr. Ryan King moved to approve the recommendation to TAC for approval of the MTIP Amendment #1. Ms. Carol Long seconded the motion.

The motion to approve the recommendation to TAC for approval of the MTIP Amendment #1, was unanimously approved by the Committee Members present.

Discussion Items

VIII. [TRAC Update](#)

Ms. Trebil provided an update on the Transportation Resiliency Action Committee's (TRAC) efforts of develop a predictive model that will help explain and identify areas of vulnerability. The predictive model is trying to answer: (1) areas that are prone to overtop; (2) criticality of roads; (3) duration the roadway is unpassable; and (4) who would be responsible for improvements.

Ms. Trebil shared with the Committee an example of an area that is prone to flooding and what the model would tell us if improvements were made. Located off of Ellis Boulevard and adjacent to Scales Creek, this area is prone to flooding with significant rainfall. Immediately adjacent to this area is the City of Jacksonville's Ellis Pump Station. The same consultant just happens to be working on both projects which allowed them to share the results of the predictive model if different types of improvements were made to the culverts under NC-24.

Ms. Trebil also shared some of the work done to date on gathering data such as identifying the FEMA crossings, road elevations, etc. The next step in developing the model is to identify and validate each FEMA crossing with stakeholders.

IX. [P6.0 Update](#)

Ms. Kutz stated the SPOT office issued a new schedule adjusting dates in large part due to COVID. The next date for the submittal of projects is July 31, 2020. Staff is ahead of the game since we have already submitted our projects.

Reports/Comments

X. [Report from MPO](#)

Ms. Trebil informed the Committee the paving on Henderson Drive has begun. Jacksonville Station is moving ahead as City Council authorized award of the contract. Construction is expected to begin mid to late June, with a 15 month construction schedule.

Mr. Prinz made some comments about the reports of NCDOT. Stating the character of the NCDOT we personally have contact with is not at fault. Mr. Prinz stated he believes it's a systematic issue that was intentionally done by the Secretary and other Chief executives at DOT at that time.

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

Ms. Marks gave her updated spreadsheet report. As previously reported, all projects in development remain on hold.

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

Mr. Behshad Norowzi gave his report stating that due to COVID traffic patterns have changed as many are now working from home. As a result, there has been an approximate 40% reduction in VMT between this time in 2019 and the present. As a result in reduction, it is impacting NCDOT's budget at expected decrease in revenues of 300 million dollars this fiscal year as a result of the decrease in gas tax revenues.

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

Mr. Bill Marley stated the authorized legislation is running out. If Congress does not approve a budget soon, the federal government will have to operate under a continuing resolution.

XIV. [Questions, Closing Comments](#)

Mr. Hansen asked the members who logged in late to introduce themselves.

Ms. Long gave an update on OUTS stating that they have been able to maintain operations through COVID. They have taken additional safety measures into account for the safety of their drivers and passengers. She also mentioned that OUTS had applied for CARES funding as well.

Mr. Hansen asked for an adjournment of the May 14, 2020 TCC meeting.

The meeting was adjourned at 11:29 a.m.



To: Technical Coordinating Committee
From: Deanna Trebil, MPO Administrator
Subject: 2045 Metropolitan Transportation Plan (MTP) – Amendment 1

10/8/2020

The Transportation Advisory Committee adopted the 2045 Metropolitan Transportation Plan (MTP) on March 12, 2020, which is our long range plan for our urbanized area. Staff is recommending updates and changes to Chapter 7, Performance Measures. NCDOT provided guidance recommending language be added explaining how the projects identified in the MTP would help achieve or address the performance measures identified by FHWA as well as reporting on the status if these measures have been reached.

Additionally, Jacksonville Transit is now required to report Transit Safety Performance Measures (PTASP) for both the fixed route and the demand response. This is a new section that has been added and is required to be part of JUMPO's MTP.

The Draft 2045 MTP Amendment 1 has been uploaded to JUMPO's website for public comment, which can be viewed here: <http://jumpo-nc.org/>.

TCC Recommended Action: Recommend approval of the Draft 2045 MTP Amendment 1 to the TAC

Attachment: Resolution



Introduction

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) enacted in 2012 and the Fixing America's Surface Transportation Act (FAST Act) enacted in 2015, state Departments of Transportation (DOT), Metropolitan Planning Organizations (MPO), and public transportation providers must apply a transportation performance management approach in carrying out their federally-required transportation planning and programming activities. The process requires the establishment and use of a coordinated performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule). This regulation implements the transportation planning and transportation performance management provisions of MAP-21 and the FAST Act.

In accordance with 23 CFR 450.324(f)(3)-(4)(i)(ii) of the Planning Rule, and the North Carolina Performance Management Agreement between the North Carolina Department of Transportation (NCDOT), the Jacksonville Urban Area MPO, and public transportation providers, NCDOT and each North Carolina MPO must include a description of the applicable performance measures and targets and a System Performance Report for the performance measures in their respective statewide and metropolitan transportation plans.

The System Performance Report presents the condition and performance of the transportation system with respect to required performance measures and approved performance targets, and reports on progress achieved in meeting the targets in comparison with previous reports and the baseline. The Planning Rule specifies the following timeframes for when a state or MPO must include the System Performance Report:

- Highway Safety/PM1 - In any statewide or metropolitan transportation plan amended or adopted on or after May 27, 2018;
- Pavement and Bridge Condition/PM2 - In any statewide or metropolitan transportation plan amended or adopted on or after May 20, 2019;
- System Performance, Freight, and Congestion Mitigation and Air Quality/PM3 - In any statewide or metropolitan transportation plan amended or adopted on or after May 20, 2019;
- Transit Assets - In any statewide or metropolitan transportation plan amended or adopted on or after October 1, 2018;
- Transit Safety Measures - In any statewide or metropolitan transportation plan amended or adopted on or after July 20, 2021.

The Jacksonville Urban Area MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Jacksonville Urban Area MPO 2045 MTP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the North Carolina Strategic Highway



Safety Plan (SHSP), the Highway Safety Improvement Program (HSIP), the Transportation Asset Management Plan (TAMP), the North Carolina Multimodal Statewide Freight Plan, the NCDOT Group Transit Asset Management Plan, and the current 2040 North Carolina Statewide Long Range Transportation Plan (SLRTP).

- The 2040 SLRTP provides a 30-year transportation blueprint for the state. The Plan summarizes the state’s highest priorities for ensuring safety and preserving the existing transportation systems and focusing on services and facilities with statewide significance. Investment strategies identified in the 2040 SLRTP are intended to meet the mobility needs, ensuring safety and promote economic growth for the state, and reflect optimal performance impacts across each investment program given anticipated transportation revenues.
- The North Carolina SHSP is intended to articulate the way forward to achieve Vision Zero, where even one fatality is too many on North Carolina roads. The SHSP’s vision, mission, and goals guide the development and implementation of strategies and actions to achieve Vision Zero for the MPOs and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across North Carolina.
- The HSIP annual report provides for a continuous and systematic process that identifies and reviews traffic safety issues across the state to identify locations with potential for improvement. The goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.
- MAP-21 requires States to develop a TAMP for all NHS pavements and bridges within the state. North Carolina’s TAMP includes investment strategies leading to a program of projects that would make progress toward achievement of a State’s pavement and bridge condition targets.
- The North Carolina Multimodal Statewide Freight Plan defines the conditions and performance of the state freight system and identifies the policies and investments that will enhance highway freight mobility well into the future. The Plan identifies freight needs and the criteria used to determine investments in freight, and prioritizes freight investments across modes.

The sections that follow provide detail regarding the performance measures and associated targets, as well as, information by Jacksonville Urban Area MPO regarding how projects programmed in their TIP are helping the NCDOT achieve their targets.



Safety Targets/PM1

Effective April 14, 2016, the FHWA established five highway safety performance measures to carry out the Highway Safety Improvement Program (HSIP). The HSIP is a federal-aid funding program intended to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. These performance measures are:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled;
3. Number of serious injuries;
4. Rate of serious injuries per 100 million vehicle miles traveled; and
5. Number of combined non-motorized fatalities and non-motorized serious injuries.

Safety performance targets are established annually by the State DOTs for each safety performance measure and reported to FHWA in the HSIP Annual Report. MPOs then establish annual targets for each measure by either agreeing to program projects that will support the statewide targets, or setting quantifiable targets for the metropolitan planning area.

On January 23, 2018, the JUMPO Technical Advisory Committee (TAC) acted to support the NCDOT safety targets for each project measure. However, moving forward the TAC and MPO encourage the NCDOT to focus on engineering, enforcement, and education strategies to achieve these goals, as current and project growth trends may prove safety targets unattainable by solely focusing on infrastructure investment. In support of the safety targets and tracking performance, the MPO will measure safety targets before and after project completion using similar methodology to that performed by the State in creating the targets.

These safety goals are updated annually in August by NCDOT and require action by the JUMPO Technical Advisory Committee (TAC) to formally adopt the revised annual goals.

Safety Targets	2020 Targets			2019 Targets		
	Reduce by	From (2014-2018 average)	To (2016-2020 average)	Reduce By	From (2013-2017 average)	To (2015-2019 average)
Total Fatalities	6.23 %	1,396.4	1,227.8	5.59 %	1,362.8	1,214.7
Fatality Rate	5.39 %	1.211	1.084	5.02 %	1.216	1.097
Total Serious Injuries	8.54 %	3,362.6	2,812.8	6.77 %	2,865.2	2,490.6
Serious Injury Rate	7.64 %	2.886	2.462	6.12 %	2.528	2.228
Total Non-Motorized Fatalities and Serious Injuries	7.13 %	494.6	426.6	6.02 %	457.0	403.7



Safety Targets	2018 Targets		
	Reduce by	From (2012- 2016 average)	To (2014- 2018 average)
Total Fatalities	5.10 %	1,340.6	1,207.3
Fatality Rate	4.75 %	1.228	1.114
Total Serious Injuries	5.10 %	2,399.8	2,161.2
Serious Injury Rate	4.75 %	2.191	1.988
Total Non-Motorized Fatalities and Serious Injuries	5.30 %	438.8	393.5

As shown in the table above, the five-year rolling average of four of the five measures, with the exception of fatality rate, increased from 2013-2017 to 2014-2018. The 2020 targets are based on a goal of reducing fatalities and serious injuries by a certain percentage by December 31, 2020.

In early 2020, FHWA completed an assessment of target achievement for NCDOT’s 2018 safety targets, based on the 5-year averages for 2014-2018 for each measure. Per FHWA’s PM1 rule, a state has met or made significant progress toward its safety targets when at least four of the targets have been met or the actual outcome is better than the baseline performance. Based on FHWA’s review, North Carolina did not make significant progress toward achieving its safety targets. As a result, NCDOT must ensure that all HSIP safety funds are obligated, and must develop an HSIP Implementation Plan that describes actions the State will take to meet or make significant progress toward achieving its targets.

The latest safety conditions will be updated annually on a rolling 5-year average basis, and will be reflected within each subsequent System Performance Report, to track performance over time in relation to baseline conditions and established targets.

The 2045 MTP will increase the safety of the transportation system for motorized and non-motorized users as required by the Planning Rule. When identifying projects and potential improvements, the MPO considers a multitude of factors include congestion, safety, access and connectivity at a minimum. The development of the MTP is intended to increase the safety of the transportation system for motorized and non-motorized users. Refer to Section Chapter 1, Section E, Guiding Principles which represent a set of value statements for major transportation priorities and the goals that the Plan strives to accomplish.



Pavement and Bridge Targets/PM2

Effective May 20, 2017, FHWA established performance measures to assess pavement condition and bridge condition for the National Highway Performance Program. This second FHWA performance measure rule (PM2) established six performance measures:

1. Percent of Interstate pavements in good condition;
2. Percent of Interstate pavements in poor condition;
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition;
4. Percent of non-Interstate NHS pavements in poor condition;
5. Percent of NHS bridges by deck area classified as in good condition; and
6. Percent of NHS bridges by deck area classified as in poor condition.

Pavement Condition Measures

The pavement condition measures represent the percentage of lane-miles on the Interstate or non-Interstate NHS that are in good condition or poor condition. FHWA established five metrics to assess pavement condition: International Roughness Index (IRI), applicable to asphalt and concrete pavements; cracking percent, applicable to asphalt and concrete pavements; rutting, applicable only to asphalt pavements; faulting applicable only to certain types of concrete pavements; and Present Serviceability Rating (PSR), applicable only to roads with lower posted speeds and used in lieu of the other metrics at the option of the state. For each metric, a threshold is used to establish good, fair, or poor condition.

Pavement condition is assessed using the applicable metrics and thresholds. A pavement section is rated in good condition if two or three of the applicable metric ratings are good, and in poor condition if two or more applicable metric ratings are poor. If a state reports PSR for any pavement segments, those segments are rated according to a single PSR scale. For all pavement types, sections that are not good or poor are rated as fair.

The pavement condition measures are expressed as a percentage of all applicable roads in good or poor condition. Pavement in good condition suggests that no major investment is needed. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

Bridge Condition Measures

The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition. The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. FHWA created a metric rating threshold for each component to establish good, fair, or poor condition. Every bridge on the NHS is evaluated using these component ratings. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

To determine the percent of bridges in good or in poor condition, the sum of total deck area of good or poor NHS bridges is divided by the total deck area of bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width. Good condition suggests that no major investment is needed. Bridges in poor condition are safe to drive on; however, they are nearing



a point where substantial reconstruction or replacement is needed.

Pavement and Bridge Targets

Pavement and bridge condition performance is assessed and reported over a four-year performance period. The first performance period began on January 1, 2018, and runs through December 31, 2021. NCDOT reported baseline PM2 performance and targets to FHWA on October 1, 2018, and will report updated performance information at the midpoint and end of the performance period. The second four-year performance period will cover January 1, 2022, to December 31, 2025, with additional performance periods following every four years.

The PM2 rule requires states and MPOs to establish two-year and/or four-year performance targets for each PM2 measure. Current two-year targets represent expected pavement and bridge condition at the end of calendar year 2019, while the current four-year targets represent expected condition at the end of calendar year 2021.

States established targets as follows:

- Percent of Interstate pavements in good and poor condition – four-year targets;
- Percent of non-Interstate NHS pavements in good and poor condition – two-year and four-year targets; and
- Percent of NHS bridges by deck area in good and poor condition – two-year and four-year targets.

NCDOT established current statewide two-year and four-year PM2 targets on May 16, 2018. On October 11, 2018, the JUMPO TAC acted to support the NCDOT pavement and bridge targets for each performance measure. In support of the pavement and bridge targets and tracking performance, the MPO will measure these targets before and after project completion using similar methodology to that performed by the State in creating the targets.

The goals established by the state for 2019 and 2021 are as follows:

Pavement and Bridge Measures and Targets			
Performance Measure	Statewide Performance (Baseline)	2 Year Target 1/1/2018 – 12/31/2019	4 Year Target 1/1/2018 – 12/31/2021
Interstate Pavement Condition (Good)	63.6%	Not required	37.0%
Interstate Pavement Condition (Poor)	0.15%	Not required	2.2%
Non-Interstate NHS Pavement Condition (Good)	36.1%	27.0%	21.0%
Non-Interstate NHS Pavement Condition (Poor)	1.2%	4.2%	4.7%
NHS Bridge Condition (Good)	38.2%	33.0%	30.0%
NHS Bridge Condition (Poor)	6.6%	8.0%	9.0%



The Jacksonville Urban Area MPO's 2045 MTP addresses infrastructure preservation and identifies pavement and bridge infrastructure needs within the metropolitan planning area, and allocates funding for targeted infrastructure improvements. As part of the development of the MTP, the MPO identifies bridges within its planning area that may require maintenance as identified by NCDOT's Bridge Inspection. Refer to Section Chapter 1, Section F, Guiding Principles which represent a set of value statements for major transportation priorities and the goals that the Plan strives to accomplish.

The Jacksonville Urban Area MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Jacksonville Urban Area MPO's 2045 MTP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Transportation Asset Management Plan (TAMP) and the current 2040 Statewide Long Range Transportation Plan.

- MAP-21 requires States to develop a TAMP for all NHS pavements and bridges within the state. North Carolina's TAMP includes investment strategies leading to a program of projects that would make progress toward achievement of a State's pavement and bridge condition targets.
- The 2040 SLRTP summarizes transportation deficiencies across the state and defines an investment portfolio across all modes, highway preservation, highway safety, and highway operations over the 30-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.



System Performance, Freight and Congestion Mitigation & Air Quality Improvement Program/PM3

Effective May 20, 2017, FHWA established measures to assess performance of the National Highway System, freight movement on the Interstate system, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. This third FHWA performance measure rule (PM3) established six performance measures, described below.

National Highway System Performance:

1. Percent of person-miles on the Interstate system that are reliable;
2. Percent of person-miles on the non-Interstate NHS that are reliable;

Freight Movement on the Interstate:

3. Truck Travel Time Reliability Index (TTTR);

Congestion Mitigation and Air Quality Improvement (CMAQ) Program:

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative two-year and four-year reduction of on-road mobile source emissions for CMAQ funded projects (CMAQ Emission Reduction).

The CMAQ performance measures apply to states and MPOs with projects financed with CMAQ funds whose boundary contains any part of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter. The Jacksonville Urban Area MPO meets air quality standards, therefore, the CMAQ measures do not apply and are not reflected in the System Performance Report.

System Performance Measures

The two System Performance measures assess the reliability of travel times on the Interstate or non-Interstate NHS system. The performance metric used to calculate reliability is the Level of Travel Time Reliability (LOTTR). LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over all applicable roads during four time periods (AM peak, Mid-day, PM peak, and weekends) that cover the hours of 6 AM to 8 PM each day.

The LOTTR ratio is calculated for each segment of applicable roadway, essentially comparing the segment with itself. A segment is deemed to be reliable if its LOTTR is less than 1.5 during all four time periods. If one or more time periods has a LOTTR of 1.5 or above, that segment is unreliable.

The measures are expressed as the percent of person-miles traveled on the Interstate or non-Interstate NHS system that are reliable. Person-miles take into account the number of people traveling in buses, cars, and trucks over these roadway segments. To determine total person miles traveled, the vehicle miles traveled (VMT) on each segment is multiplied by average vehicle occupancy. To calculate the percent of person miles traveled that are reliable, the sum of the number of reliable person miles traveled is divided by the sum of total person miles traveled.



Freight Movement Performance Measure

The Freight Movement performance measure assesses reliability for trucks traveling on the Interstate. A TTTR ratio is generated by dividing the 95th percentile truck travel time by a normal travel time (50th percentile) for each segment of the Interstate system over five time periods throughout weekdays and weekends (AM peak, Mid-day, PM peak, weekend, and overnight) that cover all hours of the day. For each segment, the highest TTTR value among the five time periods is multiplied by the length of the segment. The sum of all length-weighted segments is then divided by the total length of Interstate to generate the TTTR Index.

PM3 Performance Targets

Performance for the PM3 measures is assessed and reported over a four-year performance period. For all PM3 measures except the CMAQ Emission Reduction measure, the first performance period began on January 1, 2018, and will end on December 31, 2021. North Carolina reported baseline PM3 performance and targets to FHWA on October 1, 2018, and will report updated performance information at the midpoint (October 1, 2020) and end of the performance period. The second four-year performance period will cover January 1, 2022, to December 31, 2025, with additional performance periods following every four years.

The PM3 rule requires state DOTs and MPOs to establish two-year and/or four-year performance targets for each PM3 measure. For all targets except CMAQ Emission Reductions, the current two-year and four-year targets represent expected performance at the end of calendar years 2019 and 2021, respectively.

States establish targets as follows:

- Percent of person-miles on the Interstate system that are reliable – two-year and four-year targets;
- Percent of person-miles on the non-Interstate NHS that are reliable – four-year targets;
- Truck Travel Time Reliability – two-year and four-year targets;
- Annual hours of peak hour excessive delay per capita (PHED) – four-year targets; and
- Percent of non-single occupant vehicle travel (Non-SOV) – two-year and four-year targets.

MPOs establish four-year targets for the System Performance and Freight Movement. MPOs establish targets by either agreeing to program projects that will support the statewide targets, or setting quantifiable targets for the MPO's planning area that differ from the state targets.

NCDOT established statewide PM3 targets on May 16, 2018. On October 11, 2018, the JUMPO TAC acted to support the NCDOT system performance and freight targets for each performance measure. In support of the system performance and freight targets and tracking performance, the MPO will measure these targets before and after project completion using similar methodology to that performed by the State in creating the targets.



The goals established by the state for 2019 and 2021 are as follows:

System Performance and Freight Measures and Targets			
Performance Measure	Statewide Performance (Baseline)	2 Year Target 1/1/2018 – 12/31/2019	4 Year Target 1/1/2018 – 12/31/2021
Interstate Level of Travel Time Reliability	88.1%	80.0%	75.0%
Non-Interstate NHS Level of Travel Time Reliability	88.4%	Not Required	70.0%
Interstate Truck Travel Time Reliability	1.39	1.65	1.70

The Jacksonville Urban Area MPO’s 2045 MTP addresses reliability, freight movement, congestion, and identifies needs for each of these issues within the metropolitan planning area and allocates funding for targeted improvements.

The Jacksonville Urban Area MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Jacksonville Urban Area MPO’s 2045 planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the North Carolina Multimodal Statewide Freight Plan and the current 2040 North Carolina Statewide Transportation Plan (SLRTP).

- The North Carolina Multimodal Statewide Freight Plan defines the conditions and performance of the state freight system and identifies the policies and investments that will enhance highway freight mobility well into the future. The Plan identifies freight needs and the criteria used to determine investments in freight, and prioritizes freight investments across modes.
- The SLRTP summarizes transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.



Transit Asset Management

On July 26, 2016, FTA published the final Transit Asset Management rule. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term “state of good repair,” requires that public transportation providers develop and implement transit asset management (TAM) plans, and establishes state of good repair standards and performance measures for four asset categories: transit equipment, rolling stock, transit infrastructure, and facilities. The rule became effective on October 1, 2018.

Performance measures outlined in the final rule for transit asset management.

Asset Category	Performance Measure and Asset Class
1. Equipment	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark
2. Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark
3. Infrastructure	Percentage of track segments with performance restrictions
4. Facilities	Percentage of facilities within an asset class rated below condition 3 on the TERM scale

For equipment and rolling stock asset categories, useful life benchmark (ULB) is defined as the expected lifecycle of a capital asset, or the acceptable period of use in service, for a particular transit provider’s operating environment. ULB considers a provider’s unique operating environment such as geography and service frequency and is not the same as an asset’s useful life.

Public Transportation Provider Coordination with States and MPOs for TAM Targets

Following are key TAM considerations for NCDOT, MPOs, and transit providers:

- Public transportation providers are required to establish and report transit asset management targets annually for the following fiscal year.
- To the maximum extent practicable, transit providers, states, and MPOs must coordinate with each other in the selection of performance targets.
- Each provider or its sponsors must share its targets, TAM plan, and asset condition information with each MPO in which the provider’s projects and services are programmed in the MPO’s TIP.
- MPOs are required to establish initial transit asset management targets within 180 days of the date that public transportation providers establish initial targets. However, MPOs are not required to establish transit asset management targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the TIP or MTP.
- When establishing transit asset management targets, the MPO can either agree to program projects that will support the provider targets, or establish its own regional transit asset management targets for the MPO planning area.
- In cases where two or more providers operate in an MPO planning area and the providers



establish different targets for the same measure and asset class, the MPO has the option of coordinating with the providers to establish a single asset class target for the MPO planning area, or establishing a set of targets for the MPO planning area that reflects the differing transit provider targets.

- MPOs and states must reference the transit asset targets in their long-range transportation plans, and describe the anticipated effect of their respective transportation improvement programs toward achieving their targets.

Tier I and Tier II Providers

The TAM rule defines two tiers of public transportation providers based on size parameters. Tier I providers are those that operate rail service or more than 100 vehicles in all fixed route modes, or more than 100 vehicles in one non-fixed route mode. Tier II providers are those that are a subrecipient of FTA 5311 funds, or an American Indian Tribe, or have 100 or less vehicles across all fixed route modes, or have 100 vehicles or less in one non-fixed route mode. A Tier I provider must establish its own TAM plan and transit asset targets, as well as report performance and other data to FTA. A Tier II provider has the option to establish its own TAM plan and targets, or to participate in a group plan with other Tier II providers whereby the TAM plan and annual targets are established by a plan sponsor, typically a state DOT, for the entire group. NCDOT adopted a Group TAM Plan on October 17, 2017.

The following Tier I and Tier II public transportation providers operate in the Jacksonville Urban Area MPO planning area: Jacksonville Transit and Onslow United Transit System (OUTS). Both Transit Systems are Tier II providers and they are both participating in the NCDOT's Group TAM Plan.

Transit Asset Targets in the Jacksonville Urban Area MPO Planning Area

The transit asset management targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities. The targets reflect the most recent data available on the number, age, and condition of transit assets, and expectations and capital investment plans for improving these assets. The table summarizes both existing conditions for the most recent year available, and the targets for 2021.

Public transportation operators are directed to share information with MPOs and states so that all plans and performance reports are coordinated. Jacksonville Transit and Onslow United Transit System agree to plan and program projects that contribute toward the accomplishment of NCDOT's Group Transit Asset Management Plan's targets as noted below for each of the listed performance measures which were agreed upon on April 16, 2020 (published by NCDOT):



Asset Category - Performance Measure	Asset Class	Useful Life Benchmark	2019 Target
Revenue Vehicles			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AO - Automobile	8	20%
	BU - Bus	14	20%
	CU - Cutaway Bus	10	20%
	MB - Mini-bus	10	20%
	MV - Mini-van	8	20%
	SV - Sport Utility Vehicle	8	20%
	VN - Van	8	20%
	Other	8	20%
Equipment			
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	8	20%
	Steel Wheel Vehicles	8	20%
	Trucks and other Rubber Tire Vehicles	8	20%
	Maintenance Equipment	Agency Determined	20%
	Computer Software	Agency Determined	20%
Facilities			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	N/A	20%
	Maintenance	N/A	20%
	Parking Structures	N/A	20%
	Passenger Facilities	N/A	20%

Jacksonville Transit and Onslow United Transit System (OUTS) are part of the Group TAM Plan developed by NCDOT for Tier II providers in North Carolina. The 2020 asset conditions and 2021 targets for the Tier II providers are shown above.

The statewide group TAM targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities over the next year. The targets reflect the most recent data available on the number, age, and condition of transit assets, and expectations and capital investment plans for improving these assets during the next fiscal year, using the asset inventory and investment prioritization process incorporated in the Group TAM Plan.

A performance target of 20 percent was set for all asset categories, meaning that 80 percent of the assets in each category meet or exceed the asset management performance measure. Twenty-percent was selected to account for delays in acquiring the local match, the grant cycle, procurement process, and asset delivery.

As required by FTA, NCDOT will update the Group TAM Plan at least once every four years. NCDOT will update the performance targets for the participating agencies on an annual basis, and will notify the participating transit agencies and the MPOs in which they operate when the targets are updated.



Transit Safety Performance

The Federal Transit Administration (FTA) published a final Public Transportation Agency Safety Plan (PTASP) rule and related performance measures as authorized by Section 20021 of the Moving Ahead for Progress in the 21st Century Act (MAP-21). The PTASP rule requires operators of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement a PTASP based on a safety management systems approach. Development and implementation of PTASPs is anticipated to help ensure that public transportation systems are safe nationwide.

The rule applies to all operators of public transportation that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program. The rule does not apply to certain modes of transit service that are subject to the safety jurisdiction of another Federal agency, including passenger ferry operations that are regulated by the United States Coast Guard, and commuter rail operations that are regulated by the Federal Railroad Administration.

Rail operators subject to the rule, and operators of large bus systems (more than 100 vehicles in peak revenue service), must draft and implement their own PTASP. For small operators (defined as those operating 100 or fewer vehicles in peak revenue service) subject to the rule, states must draft and certify PTASPs on their behalf, unless a small provider opts to draft and certify its own safety plan and notifies the State that they will do so. FTA allows the state and small providers within the state to decide whether the state will develop a single statewide PTASP for all small providers, or whether it will draft and certify multiple individualized safety plans for each provider. FTA recommends as best practice that the state develop individualized PTASPs for each small provider. If a state drafts a single statewide PTASP, the state must ensure that the plan clearly identifies the specific safety information for each provider, including the safety performance targets. Regardless of whether the state or small transit provider drafts and certifies a safety plan, each transit provider is required to implement its own safety plan.

The PTASP rule was published on July 19, 2018 with an effective date of July 19, 2019. Transit operators subject to the rule must have a PTASP and safety targets in place by July 20, 2020, which FTA later extended to December 31, 2020. MPOs must then establish transit safety targets no later than 180 days after transit operators establishes its targets (on or before January 16, 2021, depending on the date the transit agency established targets).

Transit Safety Performance Measures

The transit agency sets targets in the PTASP based on the safety performance measures established in the National Public Transportation Safety Plan (NPTSP). The required transit safety performance measures are:

1. Total number of reportable fatalities.
2. Rate of reportable fatalities per total vehicle revenue miles by mode.
3. Total number of reportable injuries.
4. Rate of reportable injuries per total vehicle revenue miles by mode.
5. Total number of reportable safety events.



6. Rate of reportable events per total vehicle revenue miles by mode.
7. System reliability - Mean distance between major mechanical failures by mode.

Transit Provider Coordination with States and MPOs for Transit Safety

Key considerations for MPOs and transit agencies:

- Transit operators are required to review, update, and certify their PTASP annually.
- A transit agency must make its safety performance targets available to states and MPOs to aid in the planning process, along with its safety plans.
- To the maximum extent practicable, a transit agency must coordinate with states and MPOs in the selection of state and MPO safety performance targets.
- MPOs are required to establish initial transit safety targets within 180 days of the date that public transportation providers establish initial targets. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the TIP or MTP.
- When establishing transit safety targets, the MPO can either agree to program projects that will support the transit provider targets, or establish its own regional transit targets for the MPO planning area.
- In cases where two or more providers operate in an MPO planning area and establish different targets for a given measure, the MPO has the option of coordinating with the providers to establish a single target for the MPO planning area, or establishing a set of targets for the MPO planning area that reflects the differing transit provider targets.
- MPOs and states must reference those targets in their long-range transportation plans. States and MPOs must each describe the anticipated effect of their respective transportation improvement programs toward achieving their targets.

Transit Safety Targets in the Jacksonville Urban Area MPO Area

The public transportation providers subject to the PTASP requirements operating in the MPO region are Jacksonville Transit and Onslow United Transit System (OUTS).

On November 12, 2020 (tentative until adopted), the Jacksonville Urban Area MPO agreed to support Jacksonville Transit's safety targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the transit provider targets.

Jacksonville Transit established the transit safety targets identified in Table 12 and Table 13 on May 19, 2020. The table summarizes both existing safety performance for the most recent year available, and the targets for 2021.



Table 12 – Jacksonville Transit Fixed Route

Performance Measure	Baseline Performance (2020)	2021 Target
Total number of reportable fatalities	0	0
Rate of reportable fatalities per 100K vehicle revenue miles	0	0
Total number of reportable injuries	0	0
Rate of reportable injuries per 100K vehicle revenue miles	0	0
Total number of reportable safety events	3	3
Rate of reportable safety events per 100K vehicle revenue miles	1.1	1.1
Mean distance between major mechanical failures per vehicle revenue miles	86,250	86,250

Table 13 – Jacksonville Transit Demand Response

Performance Measure	Baseline Performance (2020)	2021 Target
Total number of reportable fatalities	0	0
Rate of reportable fatalities per 100K vehicle revenue miles	0	0
Total number of reportable injuries	0	0
Rate of reportable injuries per 100K vehicle revenue miles	0	0
Total number of reportable safety events	0	0
Rate of reportable safety events per 100K vehicle revenue miles	0	0
Mean distance between major mechanical failures per vehicle revenue miles	4,608	4,608

Transit Safety Performance

The MTP systems performance report discusses the condition and performance of the transportation system for each applicable target as well as the progress achieved by the MPO in meeting targets in comparison with performance recorded in previous reports. The FTA transit safety performance measures are new and after 2021, a trend analysis and recommendation can be developed to help identify or modify goals. On or before July 20, 2020 (later extended to December 31, 2020), transit agencies must have in place a PTASP that includes transit safety performance and targets.



JACKSONVILLE URBAN AREA
JUMPO
 METROPOLITAN PLANNING ORGANIZATION

RESOLUTION ADOPTING AMENDMENT #1 TO THE 2045 METROPOLITAN TRANSPORTATION PLAN

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

WHEREAS, the Federal Highway Administration and the Federal Transit Administration require Metropolitan Planning Organizations (MPO) to maintain a long range transportation plan with no less than a 20-year planning horizon; and

WHEREAS, Federal guidelines stipulate that long range transportation plans must be updated every five years; and

WHEREAS, the Jacksonville Urban Area MPO most recently adopted an updated long range transportation plan in June of 2015; and

WHEREAS, the Jacksonville Urban Area MPO has coordinated with federal, state and local stakeholders to develop a 2045 Metropolitan Transportation Plan; and

WHEREAS, the Metropolitan Transportation Plan is inclusive of all modes and is consistent with Federal guidelines; and

WHEREAS, the 2045 Metropolitan Transportation Plan was advertised for public comment in accordance with the adopted Public Participation Plan and adopted on March 12, 2020; and

WHEREAS, Amendment #1 to the Metropolitan Transportation Plan was advertised for public comment in accordance with the adopted Public Participation Plan;

NOW, THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee hereby adopts the 2045 Metropolitan Transportation Plan on this the 12th day of March, 2020.

 Robert Warden, Chairman

Subscribed and sworn to me this _____ day of _____ 2020.

 Notary Public

My commission expires _____



To: Technical Coordinating Committee
From: Deanna Trebil, MPO Administrator
Subject: 2020-2029 Metropolitan Transportation Improvement Program (MTIP) - Amendment 2

10/8/2020

The Transportation Advisory Committee adopted the 2020-2029 Metropolitan Transportation Improvement Program (MTIP) on December 12, 2019. Amendment 1 was approved by the TAC on June 11, 2020 which included the addition of two new projects for Jacksonville Transit as a result of the Coronavirus Aid, Relief, and Economic Security (CARES) Act. This amendment also makes other adjusts that were made by NCDOT to assist in balancing their budget as well as increase the overall project budget.

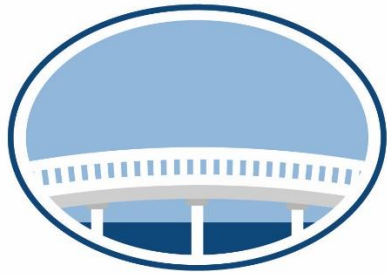
In October 2020, the State Board of Transportation (BOT) will consider adopting a re-programmed State Transportation Improvement Plan (STIP) adjusting project schedules in order to ensure a fiscally constraint program in accordance with federal law. Projects that were committed as a result of Prioritization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

The Division allowed JUMPO to provide feedback on the proposed changes. As a result, Commerce Drive Extension (U-5878) was able to stay on schedule, while Trade Street (U-5787) was pushed out. It should be noted that the changes for U-5787 and U-5878 were not initially presented to the BOT for consideration and that approval is expected in November.

As a result of NCDOT re-programming the STIP, JUMPO is required to update the MTIP to reflect these changes. The proposed Amendment has been uploaded to JUMPO's website for public comment, which can be viewed here: www.jumpo-nc.org.

TCC Recommended Action: Recommend approval of the 2020-2029 MTIP Amendment 2 to the TAC

Attachment: 2020-2029 Metropolitan Transportation Plan Amendment 2



JACKSONVILLE URBAN AREA
JUMPO
METROPOLITAN PLANNING ORGANIZATION

FY 2020-2029

Transportation Improvement Program

TIP

The Jacksonville Urban MPO has established performance management targets for highway safety, infrastructure condition, congestion, system reliability, emissions, freight movement and transit. The Jacksonville Urban MPO anticipates meeting their identified targets with the mix of projects included in the FY 2020-2029 TIP.

Adopted

December 2019

Proposed Amendment #2 – November 8, 2020

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

This document reflects transportation investment priorities and programs transportation projects for potential funding over the ten-year period of FY 2020-2029. Projects programmed in the first six years of the document (FY 2020-2025) depict the funding committed in the Transportation Improvement Program. Projects programmed in the remaining years (FY 2026-2029) are illustrative.

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

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

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

All highway projects in the TIP, including all phases, are the responsibility of NCDOT. Preliminary Engineering for all projects (except Bicycle and Pedestrian Projects) is accounted for under a Statewide Line Item which also includes environmental analysis.

Local match for all projects is provided by NCDOT unless otherwise stated. Costs listed in the document are total costs. Most federal sources require a 20% local match, although some federal funding types either require no match or only 10%.

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

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

Financial Plan

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

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

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

Funding from the following federal programs is included:

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

Highway

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

Highway Expenditures FY 2020-2025 (<i>\$thousands</i>)	
Funding Source	Total Amount
Surface Transportation Block Grant (Any Area)	\$8,700
Highway Safety Improvement Program	\$0
National Highway Performance Program	\$400
State Highway Trust Funds	\$59,877
Total	\$68,977

Table 1

Highway Expenditures* FY 2025-2029 (<i>\$thousands</i>)	
Funding Source	Total Amount
National Highway Performance Program	\$1,000
Highway Safety Improvement	\$1,500
State Highway Trust Funds	\$78,977
Total	\$81,477

Table 2

**Anticipated funding*

Public Transportation

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

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

Table 3

Transit Capital/Construction Expenditures FY 2020-2025 (<i>\$thousands</i>)					
FUZ	T	FBUS	Local Match		Total
			State	Local	
\$10,669	\$295	\$4,500	\$153	\$2,567	\$18,184

Table 4

The state provides assistance with planning and operating expenses.

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

Table 5

Anticipated public transportation revenue includes

Anticipated Revenue FY 2020-2025 (<i>\$thousands</i>)							
FUZ	FMPL	T	FBUS	State	SMAP	Local	Total
\$14,043	\$183	\$295	\$4,500	\$240	\$240	\$4,923	\$24,852

Table 6

JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COMMITTED / NON	ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	FY 2020	FY 2021	FY 2022	STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED FUTURE YEARS
											FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	
RURAL PROJECTS																					
<input checked="" type="checkbox"/>	VARIOUS	R-5783	DIVISION 3 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.		4280	3780	TA	C	400												
							S	C	100												
DIV	BRUNSWICK DUPLIN NEW HANOVER ONSLow PENDER SAMPSON																				
UNDER CONSTRUCTION; "S" FUNDS REFLECT STATE HIGHWAY FUNDS																					
URBAN PROJECTS																					
<input checked="" type="checkbox"/>	US 17 BUSINESS (MARINE BOULEVARD)	U-5950 H150377	SR 1336 (HENDERSON DRIVE). IMPROVE INTERSECTION.	1	1007	500	T														
							T														
							T														
REG	ONSLow																				
<input checked="" type="checkbox"/>	US 17	U-4007	US 17 BUSINESS TO SR 1326 (DRUMMER KELLUM ROAD) IN JACKSONVILLE. ADD ADDITIONAL LANES AND CONSTRUCT ROUTES ON NEW LOCATION.	1.4	210529	93309	NHP														R 34775 C 26300 R 32345 C 16600
							NHP														
							NHP														
							NHP														
							T														
	ONSLow																				
							A														
							B														
							C														
							D														
							P3.0 COMMITTED	SW	E	H090474-											
<input checked="" type="checkbox"/>	US 17 (WILMINGTON HIGHWAY)	U-5735 H090800	SR 1130 (OLD MAPLEHURST ROAD) IN JACKSONVILLE. CONSTRUCT INTERCHANGE AND ASSOCIATED IMPROVEMENTS TO MCAS NEW RIVER MAIN GATE.		54420	1900	T														
							T														
REG	ONSLow																				
<input checked="" type="checkbox"/>	US 17	U-5951 H150368	US 17 BUSINESS (MARINE BOULEVARD). UPGRADE AT-GRADE INTERSECTION TO PARTIAL INTERCHANGE.	3	18750	1350	T														
							T														
							T														
REG	ONSLow																				
<input checked="" type="checkbox"/>	US 17	U-6065 H150966	NC 172 (SNEADS FERRY ROAD/SR 1518 (OLD FOLKSTONE ROAD). INSTALL SUPER-STREET WITH INTERSECTION IMPROVEMENTS.	1	4750	750	T														
							T														
							T														
							HSIP														
SW	ONSLow																				
<input checked="" type="checkbox"/>	US 17	U-6107 H170604	MCDANIEL DRIVE /WORKSHOP LANE. UPGRADE INTERSECTION.	0.5	1410	10	NHP														
							NHP														
							NHP														
SW	ONSLow																				

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

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

JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

COMMITTED / NON	ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	FY 2020	FY 2021	FY 2022	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS										UNFUNDED FUTURE YEARS	
											STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM						
											FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032		
URBAN PROJECTS																						
<input checked="" type="checkbox"/>	<input type="checkbox"/>	US 17 BUSINESS (MARINE BOULEVARD)	U-5728 H140361	SR 1308 (BELL FORK ROAD) IN JACKSONVILLE. IMPROVE INTERSECTION.	7201	3201	T							C	2000	C	2000					
REG	ON SLOW																					
RIGHT-OF-WAY IN PROGRESS																						
<input checked="" type="checkbox"/>	<input type="checkbox"/>	COMMERCE DRIVE EXTENSION	U-5878 H140368	COMMERCE DRIVE TO SR 1406 (PINEY GREEN ROAD). CONSTRUCT ROADWAY ON NEW LOCATION.	0.2	5475	2225	T						C	1625	C	1625					
DIV	ON SLOW																					
RIGHT-OF-WAY IN PROGRESS																						
MITIGATION PROJECTS																						
<input checked="" type="checkbox"/>	<input type="checkbox"/>	VARIOUS	EE-4903	ECOSYSTEMS ENHANCEMENT PROGRAM FOR DIVISION 3 PROJECT MITIGATION.	5505	5505																
		BRUNSWICK DUPLIN NEW HANOVER ON SLOW PENDER SAMPSON																				
IN PROGRESS																						
HIGHWAY SAFETY PROJECTS																						
<input checked="" type="checkbox"/>	<input type="checkbox"/>	NC 53	SF-4903F	SR 1109 (HOLLY SHELTER ROAD). REALIGNMENT AND LANE CONSTRUCTION.	49	49																
TRN	ON SLOW																					
UNDER CONSTRUCTION - COMBINED FOR LETTING WITH R-5023B AND C.																						
<input checked="" type="checkbox"/>	<input type="checkbox"/>	NC 172	W-5602	CAMP LEJEUNE GATE TO NC 210. CONVERT TWO LANE ROADWAY TO THREE LANE ROADWAY WITH A TWO WAY LEFT TURN LANE.	25365	13657	T				CB	558	CB	558	CB	558	CB	558	CB	558	CB	558
REG	ON SLOW						T				C	3338										
UNDER CONSTRUCTION. BUILD NC BOND FUNDING: \$6,500,000 FOR CON PAYBACK 2021 - 2035 (FY 2021 / YRS 2&3 SALE).																						
<input checked="" type="checkbox"/>	<input type="checkbox"/>	VARIOUS	HS-2003	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 3.																		
DIV	BRUNSWICK DUPLIN NEW HANOVER ON SLOW PENDER SAMPSON																					
PROGRAMMED FOR PRELIMINARY ENGINEERING ONLY. INDIVIDUAL PROJECTS AND FUNDING TO BE REQUESTED IN THE FUTURE AS NEEDED.																						
<input checked="" type="checkbox"/>	<input type="checkbox"/>	VARIOUS	W-5203	DIVISION 3 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.	22135	21485	HSIP	C	650													
	BRUNSWICK DUPLIN NEW HANOVER ON SLOW PENDER SAMPSON						ALTERNATE CRITERIA	DIV	DIV													
							ALTERNATE CRITERIA	REG	REG													
							ALTERNATE CRITERIA	SW	SW													
DIVISION PURCHASE ORDER CONTRACT (DPOC) - IN PROGRESS																						

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

JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COMMITTED / NON	ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	FY 2020	FY 2021	FY 2022	STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED FUTURE YEARS
											FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	
HIGHWAY SAFETY PROJECTS																					
<input checked="" type="checkbox"/>	VARIOUS	W-5703	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 3.		3236	2536	HSIP R 30 DIV														
							HSIP C 180 DIV														
							HSIP R 30 RE														
							HSIP C 180 RE														
							HSIP R 40 SW														
							HSIP C 240 SW														
	BRUNSWICK						ALTERNATE CRITERIA DIV DIV														
	DUPLIN						ALTERNATE CRITERIA REG REG														
	NEW HANOVER						ALTERNATE CRITERIA SW SW														
	ONSLow																				
	PENDER																				
	SAMPSON																				
IN PROGRESS																					
<input checked="" type="checkbox"/>	VARIOUS	W-5803	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 3.		623		HSIP C 42 A														
							HSIP C 425 B														
							HSIP C 82 C														
							HSIP C 17 D														
							HSIP C 57 E														
	BRUNSWICK						ALTERNATE CRITERIA SW A														
	DUPLIN						ALTERNATE CRITERIA REG B														
	NEW HANOVER						ALTERNATE CRITERIA REG C														
	ONSLow						ALTERNATE CRITERIA REG D														
	PENDER						ALTERNATE CRITERIA REG E														
	SAMPSON																				
INDIVIDUAL PROJECTS AND FUNDING TO BE REQUESTED IN THE FUTURE AS NEEDED.																					
<input checked="" type="checkbox"/>	ALBERT J. ELLIS AIRPORT (OAJ)	AV-5733 A130292	DESIGN AND CONSTRUCT RUNWAY 23 HOLDING APRON.		750		T														
	REG	ONSLow																			
<input checked="" type="checkbox"/>	ALBERT J. ELLIS AIRPORT (OAJ)	AV-5804 A150605	ACQUIRE LAND FOR ROADWAY RELOCATION, RPZ AND RUNWAY EXTENSION.		697		O														
	REG	ONSLow					T														
OTHER FUNDS ARE AIRPORT FUNDS																					
<input checked="" type="checkbox"/>	ALBERT J. ELLIS AIRPORT (OAJ)	AV-5805 A150604	ACQUIRE LAND FOR RUNWAY EXTENSION AND ROADWAY RELOCATION.		361		O														
	REG	ONSLow					T														
OTHER FUNDS ARE AIRPORT FUNDS																					
<input checked="" type="checkbox"/>	ALBERT J. ELLIS AIRPORT (OAJ)	AV-5806 A150610	EXTEND RUNWAY 23 AND TAXIWAY A.		12880		O														
	REG	ONSLow					T														
OTHER FUNDS ARE AIRPORT FUNDS																					
BICYCLE AND PEDESTRIAN PROJECTS																					
<input checked="" type="checkbox"/>	DOWNTOWN GREENWAY	EB-6012 B171216	CHANNEY AVENUE TO WARDOLA DRIVE IN JACKSONVILLE. CONSTRUCT MULTI-USE PATH.	0.6	799	89	L	C	142												
	DIV	ONSLow					TA5200	C	568												
<input checked="" type="checkbox"/>	JACKSONVILLE	EB-4705	LEJEUNE BOULEVARD GREENWAY, SOUTH SIDE OF NC 24 (LEJEUNE BOULEVARD), MONTFORD POINT ROAD TO U-5132 GREENWAY TERMINI.	1.5	1956	1956															
	TRN	ONSLow																			
UNDER CONSTRUCTION																					

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COMMITTED / NON	ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	FY 2020	FY 2021	FY 2022	STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED FUTURE YEARS
											FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	
PUBLIC TRANSPORTATION PROJECTS																					
<input checked="" type="checkbox"/>	JACKSONVILLE TRANSIT	TG-4952	NON-FIXED ROUTE ADA PARATRANSIT		927	166	5307	CP 70	CP 71	CP 74	CP 76	CP 78	CP 80	CP 80	CP 80						
PT	ON SLOW						L	CP 17	CP 18	CP 18	CP 19	CP 20	CP 20	CP 20	CP 20						
<input checked="" type="checkbox"/>	JACKSONVILLE TRANSIT	TG-5109	PREVENTIVE MAINTENANCE - FIXED ROUTE		3102	1026	5307														
PT	ON SLOW						5307	CP 189	CP 194	CP 201	CP 206	CP 213	CP 219	CP 219	CP 219						
							L	CP 47	CP 49	CP 50	CP 52	CP 53	CP 55	CP 55	CP 55						
<input checked="" type="checkbox"/>	JACKSONVILLE TRANSIT	TG-5225	ROUTINE CAPITAL-BUS STOP SHELTERS, BENCHES, SHOP EQUIPMENT, SPARE PARTS, ENGINES, SERVICE VEHICLES, ETC.		767	618	5307	CP 14	CP 14	CP 14	CP 14	CP 15	CP 16	CP 16	CP 16						
PT	ON SLOW						L	CP 3	CP 3	CP 4	CP 4	CP 4	CP 4	CP 4	CP 4						
<input checked="" type="checkbox"/>	JACKSONVILLE TRANSIT	TG-5225C	MOBILITY MANAGEMENT		890	237	5307	CP 59	CP 62	CP 63	CP 65	CP 67	CP 69	CP 69	CP 69						
PT	ON SLOW						L	CP 15	CP 15	CP 16	CP 16	CP 17	CP 17	CP 17	CP 17						
<input checked="" type="checkbox"/>	JACKSONVILLE TRANSIT	TL-0001	CONSTRUCT AN URBAN FIXED-ROUTE SATELLITE TRANSFER FACILITY FOR JACKSONVILLE TRANSIT TO INCLUDE PUBLIC PARKING, SHELTERS, RESTROOMS AND PASSENGER TERMINAL		1000		5307	C 1000													
PT	ON SLOW																				
NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.																					
<input checked="" type="checkbox"/>	JACKSONVILLE TRANSIT	TL-0002	CONSTRUCT PEDESTRIAN ACCESS AND SAFETY IMPROVEMENTS FOR JACKSONVILLE TRANSIT WITHIN 1/2 MILE OF HIGH VOLUME URBAN FIXED ROUTE BUS STOPS. IMPROVEMENTS WILL INCLUDE NEW SIDE WALK CONNECTIONS, ADA RETROFIT OF EXISTING SIDE WALKS AND CONSTRUCTION OF HIGH VISIBILITY CROSSWALKS AT KEY ROADWAY INTERSECTIONS.		900		5307	C 900													
PT	ON SLOW																				
NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.																					
<input checked="" type="checkbox"/>	JACKSONVILLE TRANSIT	TO-4923	OPERATING ASSISTANCE		14066	6076	5307	O 466	O 475	O 484	O 494	O 504	O 514	O 524	O 534						
PT	ON SLOW						L	O 344	O 357	O 371	O 385	O 399	O 413	O 427	O 441						
							SMAP	O 122	O 118	O 113	O 109	O 105	O 101	O 97	O 93						
<input checked="" type="checkbox"/>	JACKSONVILLE TRANSIT	TP-4908	PLANNING ASSISTANCE - 5307		1093	348	5307	PL 67	PL 70	PL 72	PL 74	PL 76	PL 78	PL 78	PL 80						
PT	ON SLOW						L	PL 8	PL 9	PL 9	PL 9	PL 10	PL 10	PL 10	PL 10						
							S	PL 8	PL 9	PL 9	PL 9	PL 10	PL 10	PL 10	PL 10						
<input checked="" type="checkbox"/>	JACKSONVILLE TRANSIT	TP-5102	PLANNING ASSISTANCE - 5303		605	270	5303	PL 29	PL 30	PL 30	PL 31	PL 31	PL 32	PL 32	PL 32						
PT	ON SLOW						L	PL 5	PL 5	PL 5	PL 5	PL 6	PL 6	PL 6	PL 6						
							S	PL 5	PL 5	PL 5	PL 5	PL 6	PL 6	PL 6	PL 6						
<input checked="" type="checkbox"/>	JACKSONVILLE TRANSIT	TS-5114	SAFETY & SECURITY - MIN. 1% SET ASIDE		254	138	5307	CP 17	CP 18	CP 19	CP 20	CP 21	CP 21								
PT	ON SLOW																				

FUNDS AUTHORIZED IN PROGRESS

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							STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM									
					FUNDS	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032			
PUBLIC TRANSPORTATION PROJECTS																					
<input checked="" type="checkbox"/>	JACKSONVILLE TRANSIT	TT-4907	TECHNOLOGY - VEHICLE TRACKING, FARE COLLECTION, PASSENGER INFORMATION, DATA COMMUNICATIONS, TRAFFIC SIGNAL PRIORITY		2433	1293	5307	CP	216	CP	216	CP	80	CP	80	CP	80	CP	80		
PT	ONSLow								CP	80	CP	80	CP	80	CP	80	CP	80			
									CP	20	CP	20	CP	20	CP	20	CP	20			
PASSENGER RAIL PROJECTS																					
<input checked="" type="checkbox"/>	VARIOUS	RC-2003	TRAFFIC SEPARATION STUDY IMPLEMENTATION AND CLOSURES IN DIVISION 3.																		
DIV	BRUNSWICK DUPLIN NEW HANOVER ONSLow PENDER SAMPSON																				
PROGRAMMED FOR PRELIMINARY ENGINEERING ONLY. INDIVIDUAL PROJECTS AND FUNDING TO BE REQUESTED IN THE FUTURE AS NEEDED.																					
<input checked="" type="checkbox"/>	VARIOUS	RX-2003	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS IN DIVISION 3.																		
DIV	BRUNSWICK DUPLIN NEW HANOVER ONSLow PENDER SAMPSON																				
PROGRAMMED FOR PRELIMINARY ENGINEERING ONLY. INDIVIDUAL PROJECTS AND FUNDING TO BE REQUESTED IN THE FUTURE AS NEEDED.																					
<input checked="" type="checkbox"/>	VARIOUS	Y-5803	TRAFFIC SEPARATION STUDY IMPLEMENTATION AND CLOSURES IN DIVISION 3.																		
DIV	BRUNSWICK DUPLIN NEW HANOVER ONSLow PENDER SAMPSON																				
INDIVIDUAL PROJECTS AND FUNDING TO BE REQUESTED IN THE FUTURE AS NEEDED.																					
<input checked="" type="checkbox"/>	VARIOUS	Z-5803	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS IN DIVISION 3.																		
DIV	BRUNSWICK DUPLIN NEW HANOVER ONSLow PENDER SAMPSON																				
INDIVIDUAL PROJECTS AND FUNDING TO BE REQUESTED IN THE FUTURE AS NEEDED.																					

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RESOLUTION ADOPTING AMENDMENT #2 RE-PROGRAMMING OF THE JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION FY 2020-2029 TRANSPORTATION IMPROVEMENT PROGRAM

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

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

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

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

WHEREAS, the Transportation Advisory Committee reviewed the FY 2020-2029 Metropolitan Transportation Improvement Program (MTIP), originally adopted in December of 2019; and

WHEREAS, Amendment #1 included the addition of two new projects (TL-0001 Satellite Transfer Facility and TL-0002 Pedestrian Access/Walkways) as well as other adjustments necessitated by NCDOT regarding delay in construction years and increasing of project budgets which was adopted on June 11, 2020; and

WHEREAS, the TIP now requires a re-programming of projects by adjusting project schedules in order to be a fiscally constrained Plan, which is hereby presented as Amendment #2; and

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

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Advisory Committee hereby adopts Amendment #2 to the FY 2020-2029 Transportation Improvement Program, on this 12th day of November, 2020.

Bob Warden, Chairman

Subscribed and sworn to me this _____ day of _____ 2020.

Notary Public

My commission expires _____.