

TRANSPORTATION ADVISORY COMMITTEE
May 13, 2021

Onslow County Government Building
234 NW Corridor Blvd, Jacksonville, NC

Present: Mr. Bob Warden, Mr. Randy Thomas, and Mr. Royce Bennett

Others Present: Mr. Ron Massey, Ms. Deanna Trebil, Ms. Debbie Jefferson, Ms. Carol Long, and Mr. Anthony Prinz

Via Phone: Mr. BJ Eversole, Mr. Bill Marley, Mr. Behshad Norowzi, Mr. Ray Silance, Mr. Daniel Combo, Mr. Roy Bredahl, Mr. Chad Kimes, Ms. Caitlin Marks, Ms. Christina Ramirez, Mr. Roy Herrick, Mr. Christopher Palsgrove, and Mr. Chris White

I. [Call to Order](#)

Chairman Bob Warden called the Jacksonville Urban Area MPO Transportation Advisory Committee (TAC) Meeting to order at 3:31 pm on Thursday, May 13, 2021, at the Onslow County Government Building – 234 NW Corridor Blvd and via Teleconference.

II. [Welcome and Introductions](#)

Chairman Warden welcomed everyone to the TAC meeting, and thanked everyone on the teleconference for calling in.

III. [Adoption of the Agenda](#)

Chairman Warden asked for a motion to adopt the agenda as written.

Mr. Royce Bennett made a motion to accept the agenda as written. Mr. Randy Thomas seconded the motion to accept the agenda as written.

The agenda was accepted unanimously by the committee members present.

IV. [Public Comment](#)

There were no public comments in person, audio or virtual.

Action Items:

V. [March 11, 2021 Meeting Minutes](#)

Chairman Warden asked for a motion to approve the March 11, 2021 Meeting Minutes.

Mr. Royce Bennett made a motion to approve the March 11, 2021 Meeting Minutes as presented. Mr. Randy Thomas seconded the motion.

The motion to approve the March 11, 2021 Meeting Minutes as presented was accepted unanimously by the committee members present.

VI. [2020-2029 MTIP Amendment 3](#)

Ms. Deanna Trebil stated that the Transportation Advisory Committee adopted the 2020-2029 Metropolitan Transportation Improvement Program (MTIP) on December 12, 2019. Amendment 1 was approved on June 11, 2020 and Amendment 2 was approved on November 19, 2020.

In February 2021, the State Board of Transportation (BOT) adjusted the funding for U-4906 (Gum Branch Widening Project) and the schedule for EB-6012 (Chaney Ave Trail). Additionally, in May 2021 the BOT plans to adjust funding for U-5716 (US 258/NC 53 Interchange).

Staff was recently notified that NCDOT will be advancing the project let date of U-4906 from December 2021 to September 2021. The proposed change will be considered by the BOT during their July 2021 meeting. The change in construction schedule is considered an Administrative change and solicitation of public comment is not required in accordance with the Public Participation Plan.

The initial Amendment was uploaded to JUMPO's website on March 22, 2021, and later amended to add the changes related to U-5716 project. A public comment was available through May 11, 2021 to which no comments were received. The TCC recommended approval of Amendment 3 of the 2020-2029 MTIP.

Chairman Warden asked for a motion of approval of the 2020-2029 MTIP Amendment 3.

Mr. Randy Thomas made a motion to approve the 2020-2029 MTIP Amendment 3 as presented. Mr. Royce Bennett seconded the motion.

The motion to approve the 2020-2029 MTIP Amendment 3 as presented was accepted unanimously by the committee members present.

VII. [Draft P6.0 Local Input Methodology](#)

Ms. Trebil discussed the process of selecting projects for the FY 2024-2033 State Transportation Improvement Program which is known as Prioritization 6.0, which establishes the quantitative scoring criteria. These scores account for 70% Regional Impact and 50% for Division Needs projects' scores. The remainder of the score comes from local input, divided equally between the MPO and the Division Engineer.

The methodology used by the MPO to assign local points, as required by state law, is a combination of quantitative and qualitative criteria. With P6.0, the MPO does have the option to apply the Local Input Point Flexing Policy. This means that up to 500 Local Input Points can be transferred from one category to the other. If the MPO chooses to flex Local Input Points, the MPO will provide written documentation to the SPOT Office prior to assigning Regional Impact Local Input Points.

The draft P6.0 Local Input Methodology has been submitted and approved by NCDOT. However, it also requires approval by the TCC and TAC. The proposed P6.0 Local Input Methodology has been uploaded to JUMPO's website on March 22, 2021 for public comment to be received until May 11, 2021. No public comment was received. The TCC recommended approval of the P6.0 Local Input Methodology.

Chairman Warden asked for a recommendation of approval for the Draft P6.0 Local Input Methodology.

Mr. Royce Bennett made a motion to approve the Draft P6.0 Local Input Methodology as presented. Mr. Randy Thomas seconded the motion to approve.

The motion to approve the Draft P6.0 Local Input Methodology as presented was accepted unanimously by the committee members present.

VIII. [FY 2022 Unified Planning Work Program](#)

Ms. Trebil stated that each year the Jacksonville MPO produces a Unified Planning Work Program (UPWP) to outline expenditures necessary to carry out planning activities by the MPO and its member agencies during the upcoming fiscal year. NCDOT requires the UPWP be adopted and submitted by May 31, 2021 for the coming fiscal year.

The draft is similar to current year's budget and is created to further the operational objectives identified by the TCC and TAC. The work program accounts for all direct operating expenses and includes a request for one additional full time position. This position is requested to continue conducting more feasibility and planning studies in-house.

Chairman Warden asked for a motion of approval of the FY 2022 Unified Planning Work

Program.

Mr. Randy Thomas made a motion to approve the FY 2022 Unified Planning Work Program as presented. Mr. Royce Bennett seconded the motion.

The motion to approve the FY 2022 Unified Planning Work Program as presented was accepted unanimously by the committee members present.

Discussion Items

IX. [P6.0](#)

Mr. Prinz presented the Work Program and reviewed the current status of the upcoming Local Input Methodology (LIP) that is identified to begin in May that was previously discussed.

From here forward, we rely on NCDOT to take the information that we had given them, run it through their model, spit it back out to us, and then we start the process of giving them feedback. That is why the LIP is so important as it creates the framework on how we will prioritize the projects.

The dates shown in the Work Program are current as of now, but are subject to change as we move forward.

X. [TRAC](#)

Ms. Trebil provided an update on the progress made to date on the Transportation Resiliency Action Committee Initiative to include a review of the goals and key areas of focus.

TRAC began meeting in January 2019 with the goal to strengthen mobility to improve community resiliency. They established the following objectives:

Reduce the frequency and duration of regional isolation.

Reduce the frequency and duration of local isolation from strategic points of interest.

Identify and implement operational systems that improve mobility.

The goal was to use data that is publicly available and maintained by others creating a framework that could be easily reproduced by others.

The key areas of focus were on frequency, criticality, and duration of flooding. We accomplished this by focusing efforts on NCDOT roads, classified the roads in order of significance, and identified FEMA regulated crossing. This led to identifying 83 drainage crossings which included bridges and culverts using a static model to compile results.

The methodology and results of the static model were reviewed by TRAC to validate the results. Stakeholders provided feedback on each crossing given their past experience

with flooding events and with Hurricane Florence. From this meeting, some of the crossing priorities changed helping to inform the development of the two-dimension modeling basins, the next step in evaluating the transportation network. Additionally, two additional crossings were added: #84 – Stormwater pipe at Bear Creek Road and #85 – Pond at Kingsbridge Rd based on known historical flooding.

When evaluating where the 85 crossings are located within these drainage basins, TRAC made the decision to proceed forward with 3-D modeling portions of the New River Basin and the Southwest Creek Basin.

The basins chosen by TRAC have the largest number of crossings, proximity of these crossings to locations of importance, and historical knowledge of road closures. These basins included a total of 41 crossings, 33 crossings located within New River Basin and eight (8) crossings located within the Southwest Creek basin. These basins were modeled to determine duration of flooding by evaluating rain events and looking at the depth of flooding and the intensity of rainfall.

Next steps include completing the analysis of each crossing, finalize the narrative methodology, and publish the ArcGIS Online dashboard. The intent is to include the narrative of this initiative as a new chapter in the Metropolitan Transportation Plan.

XI. [Camp Lejeune Rail – Road Access](#)

Mr. Prinz stated Commissioner Bennett had contacted him several weeks ago to request discussion the Camp Lejeune Rail that has been freed up for commercial use and what type of roadway improvements are planned for the area. If nothing was planned, then to have a discussion on what type of improvements might be needed.

The Camp Lejeune Rail Line crosses Hwy 24 near Piney Green Road and then runs south of Rocky Run Road, passing Riggs Road and continues south of Stella Road. The Rail line does have some limiting factors regarding access with the Hoffman Forrest to the North and the White Oak River to the Right.

From a planning standpoint, Mr. Prinz stated that the MPO has not studied this area much other than the Hwy 24 Access Management Project, which is focused on improving safety along this corridor and not improving capacity. There are other improvements identified to help with regional mobility such as extending the Jacksonville Bypass to Ramsey Road. Another related project is improving Ramsey Road by additional capacity either on existing or new alignment to Hwy 17. These improvements would allow for a greater efficiency to Hwy 24 and creating an outer loop for Jacksonville.

At this time, it is uncertain what type of private companies might be interested or how they might use the rail at this time. It recommended that staff look at the Rail Study that was previously conducted to determine if any potential companies that might have been identified and to possibly update that Study.

After much discussion, the Committee recommended establishing a sub-committee to look at a short-term planning exercise to identify limitations and opportunities for access and geometric or safety issues related to the accessing the Rail line that are in close proximity to Piney Green Road. Another step is to review the previously completed Camp Lejeune Rail Study as discussed to help identify other parcels in the area that are eligible for development in the vicinity of Swansboro-Belgrade Road.

Reports/Comments

XII. [Report from TAC Secretary](#)

Mr. Prinz discussed the Douglass Gate project, expressing the beginning and completion dates. This gate would allow the capability to search commercial vehicles and take some of the load off the main gate. The committee members expressed this is a great project and the quickness of the construction is outstanding.

Jacksonville Station is continuing to move forward. Mr. Prinz stated that this building would be quite impressive once completed.

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

Ms. Caitlin mentioned her update is included in the packets and DOT is going through an exercise to update cost estimates for all projects in the STIP.

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

Mr. Behshad presented his updated report. His updated report included a new tool to help make our roadways safer - Drone Bridge Inspection.

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

Mr. Marley gave his updated report of the census, the TIP and the STIP. Also discussed the reorganization of the new administration.

XVI. [Closing Comments](#)

Chairman Warden thanked everyone for their participation in today's meeting. The meeting was adjourned at 4:51pm.