

**JACKSONVILLE METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COORDINATING COMMITTEE
VIRTUAL/ REGULAR - MEETING
April 8, 2021**

**CITY OF JACKSONVILLE
JOHNSON BOULEVARD CONFERENCE ROOM**

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

Virtually Mr. Behshad Norowzi, Ms. Caitlin Marks, Mr. Brian Kelly, Ms. Jessica Rhue, Mr. Bill
Present: Marley, Mr. BJ Eversole, Mr. Kerry Terrell, Mr. Steve Myers, Ms. Carol Long, Mr. Daniel
 Cumbo, Ms. Teresa Miller, Mr. Tim McCurry, Mr. Chris White, and Mr. George Hoops

I. [Call to Order](#)

Mr. Hansen called the TCC meeting to order at 10:32am, Thursday, April 8, 2021, at Jacksonville City Hall, Johnson Boulevard Conference Room – 815 New Bridge Street., Jacksonville, NC.

II. [Welcome and Introductions](#)

Mr. Hansen welcomed everyone to the meeting, both in person and virtual. Mr. Hansen asked those in person to identify himself or herself, and then he called everyone's name that was attending virtually.

III. [Public Comment](#)

No one had signed up for public comment.

Action Items

IV. [February 11, 2021 Meeting Minutes](#)

Mr. Hansen for a motion to approve the February 11, 2021 Meeting Minutes.

Mr. Ryan King made a motion to approve the February 11, 2021 Meeting Minutes as presented. Mr. Ron Massey seconded the motion.

The motion to approve the February 11, 2021 Meeting Minutes as presented was approved unanimously and approved by the Committee Members present both in person and virtual.

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

Ms. Trebil mentioned 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 State Board of Transportation (BOT) plans on adjusting the funding for U5716 (US 258/NC 53 Interchange). When NCDOT modifies the State Transportation Improvement Plan (STIP), JUMPO is also required to update the MTIP to reflect those changes.

The initial Amendment was uploaded to JUMPO's website on March 22, 2021, and later amended to add the changes related to the U-5716 project. A public comment period was available through May 11, 2021 and posted on the JUMPO's website.

Mr. Hansen asked for a motion to recommend approval of the 2020-2029 MTIP Amendment 3 to the Transportation Advisory Committee.

Ms. Jessica Rhue moved to approve the 2020-2029 MTIP Amendment 3 as presented and Ms. Carol Long seconded the motion.

The motion to approve the 2020-2029 MTIP Amendment 3 was unanimously approved by the Committee Members present both in person and virtual.

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

Ms. Kutz stated the prioritization process for the selection of projects for the FY 2024 - 2033 State Transportation Improvement Program is known as P6.0, which establishes the quantitative scoring criteria. The quantitative score accounts for 70% of the Regional Impact and 50% of the 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 to NCDOT for approval. However, it also requires approval by the TCC and TAC. The proposed P6.0 Local Input Methodology has been uploaded to JUMPO's website (www.jumpo-nc.org) on March 22, 2021 for public comment until May 11, 2021.

After some discussion, Mr. Hansen asked for a motion to recommend approval of the raft P6.0 Local Input Methodology to the Transportation Advisory Committee.

Mr. Ron Massey moved to approve the Draft P6.0 Input Methodology and Ms. Carol Long seconded the motion.

The motion to approve the Draft P6.0 Input Methodology was unanimously approved by the Committee Members present both in person and virtual.

VII. [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. This deadline has been extended due to the pandemic.

The draft FY 2022 UPWP is similar to the 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 position. This position is requested to continue conducting more feasibility and planning studies in-house.

After some discussion, Mr. Hansen asked for a motion to recommend adoption of the draft FY 2022 Unified Planning Work Program to the Transportation Advisory Committee.

Mr. Ryan King moved to approve the FY 2022 Unified Planning Work Program and Mr. Ron Massey seconded the motion.

The motion to approve the FY 2022 Unified Planning Work Program as presented was unanimously approved by the Committee Members present both in person and virtual.

Discussion Items

VIII. [P6.0](#)

Ms. Kutz discussed the P6.0 Work Plan. She noted that the Local Input Methodology was out for public comment and had been sent to NCDOT for their approval. Quantitative Scores for the projects are anticipated to be released at the end of July 2021. Once those scores are received the subcommittee would convene to assign points.

IX. [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:

1. Reduce the frequency and duration of regional isolation.
2. Reduce the frequency and duration of local isolation from strategic points of interest.
3. 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.

Reports/Comments

X. [Report from MPO](#)

Ms. Trebil was happy to report that Douglass Gate project was recently let and that construction would hopefully start in mid-June. She also provided an update on the MPO Boundary stating that NCDOT should execute the Memorandum of Understanding by the end of May at which time we can begin the process of welcoming new members for the TCC and TAC Committees.

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

Ms. Marks gave her report on projects in development.

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

Mr. Behshad gave the Committee an update stating that the NCDOT cash flow has improved, and the census data might impact the MPO Boundary which is expected to be received around May 2022.

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

Mr. Marley conquered on Mr. Behshad's comment on the cash flow. We are hoping for a re-authorization bill and an infrastructure bill, which will assist with roads, bridges, pedestrian accommodations, and rails.

XIV. [Questions, Closing Comments](#)

Mr. Hansen asked for an adjournment of the March 8, 2021 TCC meeting.

The meeting was adjourned at 11:38 a.m. Mr. Ryan King made a motion and Mr. Massey seconded the motion.