



TECHNICAL COORDINATING COMMITTEE MEETING MINUTES

**February 12, 2026
Jacksonville Station, Onslow Room
1300 N Marine Blvd
Jacksonville, NC 28540**

**Present,
In Person:** Mr. Carter Metcalf, Mr. Wally Hansen, Mr. Ryan King, Mr. Danny Ferucci, Mr. Eric Ritzel, Mr. Tim McCurry, Ms. Amy Procopio, Mr. Stephen Adams, Mr. Chris Coursey

**Present,
Remote:** Mr. Ronald Massey, Mr. Mitch Sprunger, Mr. Nathan Rhue, Mr. Chris Roberson, Ms. Kim Nguyen, Ms. Kirsten Spirakis, Ms. Adrienne Cox, Lt. Dale Silance, Mr. Maksym Bezruchko, Mr. Behshad Norowzi, Mr. Doug LaFave, Mr. Joel Strickland, Ms. Sarah Hartshorn, Mr. Russel Thompson

I. Call to Order

Chairman Metcalf called the TCC meeting to order at 10:40 am at Jacksonville Station.

II. Welcome and Introductions

Chairman Metcalf welcomed members and invited attendees. Members present introduced themselves, followed by those attending virtually. Mr. Maksym Bezruchko was introduced as the new MPO Coordinator for Jacksonville with NCDOT Transportation Planning Division.

Chairman Metcalf also announced the county's new Deputy County Manager, Mr. Steve Eaton, was not able to attend the meeting, but expressed his excitement about being involved with the TCC.

III. Public Comment

No requests were received, and no public comments were made.

Action Items

IV. Election of Officers

Staff opened the floor for nominations for TCC Chairman and Vice-Chairman positions.

Mr. King nominated Mr. Carter Metcalf to continue serving as Chairman. No other nominations were received. Mr. Ferruci seconded, and the motion was approved unanimously. Chairman Metcalf then nominated Mr. Wally Hansen to continuing serving as Vice-Chairman. No other nominations were received. Mr. King seconded, and the motion was approved unanimously.

V. November 13, 2025, Meeting Minutes

Chairman Metcalf requested a motion to approve the meeting minutes as presented. Mr. King noted a correction was needed on item #4, where the Chairman name needed to be changed. Staff made note of the correction. Vice-Chairman Hansen made a motion, and Mr. King seconded. The motion was approved unanimously.

VI. Draft 2026-2035 MTIP Amendment #3

Mr. Adams presented the draft of Amendment #3 draft to the 2026-2035 Metropolitan Transportation Improvement Plan (MTIP), noting that Federal Highway Administration (FHWA) approved the 2026-2035 State Transportation Improvement Programs (STIP) in December, allowing the JUMPO to proceed solely with adopting amendments with the 2026-2035 program.

He then provided a summary of the proposed amendments, which primarily involve modifications to funding allocations for public transit projects across the state. Additionally, funding adjustments are being scheduled for FY28 through FY35 for statewide, regional, division-level projects. The only project in Amendment #3 affecting the JUMPO area is Project TN-6131, which reflected an updated funding allocation for electric vehicle purchases in Surf City.

Chairman Metcalf asked if there were any questions regarding the amendment and none were received. He then requested a motion to recommend TAC adoption. Vice-Chairman Hansen made a motion, and Mr. King seconded. The motion was approved unanimously.

VII. Draft FY27 Unified Planning Work Program (UPWP)

Mr. Adams presented the draft FY27 Unified Planning Work Program (UPWP), outlining JUMPO's proposed planning activities and funding allocations for the upcoming fiscal year. He noted that prior discussions have led to identifying a key focus area: a special study to develop a comprehensive bicycle and pedestrian plan for the MPO planning area. He also noted that the prior bike and ped plan for the MPO was completed in 2018, before the expansion of the planning boundary. The updated plan's vision includes conducting facility inventories and assessments of existing pedestrian infrastructure, as well as providing prioritized project cut sheets with associated cost estimates. Lastly, he gave a brief overview of the Request for Qualifications (RFQ) and timeline used in selecting the most qualified firm for the project.

Members discussed challenges related to pedestrian infrastructure in unincorporated areas, emphasizing the need for maintenance strategies and alternative funding opportunities beyond state programming. Vice-Chairman Hansen suggested that staff consider solutions for specific areas, such as Aragona Village and Hunter Creek, where existing sidewalks are not being maintained. Members also highlighted the importance of creating connections from townships to County parks outside of vehicle travel to these destinations. Mr. King noted that current legislation may limit requirements for pedestrian connections outside corporate limits but suggested options could exist if maintenance plans are established. Mr. Adams acknowledged these concerns and confirmed that staff will continue to incorporate input from towns and community members throughout the study.

Chairman Metcalf asked if there were any questions regarding the UPWP and none were received. He then requested a motion to recommend TAC adoption. Mr. King made the motion, and Vice-Chairman Hansen seconded. The motion was approved unanimously.

VIII. Draft 2026-2035 MTIP Administrative Modification #1

Mr. Adams presented an administrative modification to allocate approximately \$278,000 in federal lapse funds for transit use. He explained that MPOs are required to request administrative modifications to their MTIP when seeking additional funding. Mr. Adams noted that staff had been contacted by NCDOT's Integrated Mobility Division (IMD) regarding a potential lapse of Fiscal Year 5307 funds. Staff have proposed using the funds to support Jacksonville Station Phase II improvements, including expanded bus parking, fueling infrastructure, and operational facilities. This project encompasses both the adjacent transit station property as well as the future downtown transfer station.

Mr. Coursey then provided a brief update on the status of the Jacksonville Station Phase II project, noting that the NEPA process is currently underway and once completed, the City will be able to move forward with acquiring the parcels for the planned facilities. Due to not receiving enough responses from interested design firms, the project will be readvertised within the next few months.

Chairman Metcalf asked if there were any questions regarding the administrative modification and none were received. He then requested a motion to recommend TAC approval. Mr. King made the motion, and Vice-Chairman Hansen seconded. The motion was approved unanimously.

Discussion Items

IX. H191492 Gum Branch Road Project Design Alternatives

Mr. Adams opened the discussion by noting that Project H-191492 was being presented to the TCC to review updates to feasibility concepts currently under evaluation by the NCDOT Feasibility Studies Unit. He clarified that the project remains unfunded and was not submitted in the P8 cycle but is being advanced with the intent of preparing a competitive submission for the P9 cycle. The overarching goal is to position the project to score well by improving safety and operational efficiency while aligning with broader corridor planning efforts along Gum Branch Road.

Mr. Adams explained that three alternatives had been developed through coordination meetings. A key consideration identified was the balance between maintaining corridor consistency with Reduced Conflict Intersections (RCIs) and accommodating existing and planned development. He noted that while RCIs typically result in higher project scores due to their safety benefits, applying a full RCI treatment along this segment may not be practical given current conditions. He further highlighted a significant constraint associated with a previously approved Traffic Impact Analysis (TIA) tied to The Vineyard development, which includes required roadway improvements that have not yet been constructed. One of those requirements is a signalized intersection at Vineyards Avenue. He emphasized that this signal is developer-funded and already permitted, making its removal infeasible from both a practical and political standpoint.

Mr. Ritzel added that attempts to integrate this signal into a continuous RCI corridor were explored but ultimately deemed too complex and potentially confusing for the traveling public due to restricted movements and indirect access patterns. NCDOT supported refining the concept toward a hybrid approach which would maintain a traditional signalized roadway section between NC 53

and Maynard Boulevard to serve the commercial side, while transitioning to an RCI design north of Maynard Boulevard. Mr. Thompson

Members of the committee and the broader group agreed this approach would preserve accessibility to businesses and better align with public expectations, while still capturing the safety and scoring advantages of RCIs in less developed areas of the corridor. Additional considerations included other programmed safety projects, specifically signal installations at Huntington Green Drive and in the Raintree area, which are expected to be constructed by late 2026. The team acknowledged that these future conditions must be incorporated into H191492's long-term design, particularly given the potential 10-year horizon before full project implementation. Traffic patterns, including commercial activity such as delivery vehicles serving nearby businesses, were also noted as factors influencing design decisions. With respect to pedestrian accommodations, Mr. Thompson noted that while sidewalks are not currently included in the project scope due to right-of-way and maintenance considerations outside municipal limits, there are existing agreements between NCDOT and county parks and recreation departments that allow for sidewalk maintenance in such areas. He added that similar arrangements have been successfully implemented elsewhere and could be evaluated further as part of future studies to identify feasible opportunities for pedestrian infrastructure along the corridor.

Overall, the group reached consensus on advancing the hybrid corridor concept as the preferred direction. The next steps include refining the design with the consultant team, developing updated cost estimates, and incorporating stakeholder input to ensure the project is well-positioned for submission in the P9 cycle.

X. NC 172 Road Abandonment in Sneads Ferry

Mr. Adams opened the discussion regarding the abandonment of a portion of NC 172 that routes onto Camp Lejeune, specifically the segment of NC 172 from the Sneads Ferry Bridge area to Bear Creek Road. He explained that, following coordination with Mr. McCurry, base liaison, NCDOT is requesting to remove this portion from the state-maintained network. This segment, located within the base's property, extends from Mile Marker 7.69 to Mile Marker 22.87. Mile markers would be adjusted accordingly, and NCDOT has confirmed that the necessary permits are in place to transfer maintenance responsibility.

Mr. LaFave confirmed that the abandonment request aligns with current property control and that mileposts can be coordinated as the process moves forward. He indicated that the base will determine the road designation for internal purposes, but the segment will no longer be maintained by the state. He added that while the road may remain labeled as NC 172 on maps for reference, state maintenance responsibilities will end, and the DOT will continue to track the relevant mile markers. Mr. Thompson noted that once the route is officially abandoned, the base may assign a local designation, similar to prior closures at Fort Bragg, and that NCDOT will not assign a new state route number. Discussion also addressed public notification and signage, noting that signs currently indicate NC 172 and base property, and that updates would be needed to clarify the end of state maintenance. Additionally, it was noted that routing updates in digital mapping platforms, such as Google Maps, will automatically reflect the closure once the road is abandoned, but may take some time.

Chairman Metcalf expressed no objections and confirmed the county's support for the request. The group reached consensus on supporting the abandonment process. Staff informed members

that a resolution of support will be brought to the TAC at their next meeting to formally adopt support.

Reports/Comments

XI. Report from MPO Secretary

Mr. Adams provided a few updates on ongoing projects. He noted that East Thompson Street is awaiting completion of pavement markings, after which the pedestrian signals will be turned on. Progress is moving forward on U-5789, the intersection improvement project at the Jacksonville Parkway and Western Boulevard, after recent weather has affected preliminary foliage clearing required for the project. He also reported that U-5728 is scheduled to be advertised in the spring and that NCDOT is currently finalizing cost-sharing agreements. The Gum Branch has 75% plans completed, with final review by NCDOT currently underway.

Regarding projects submitted for NCDOT's TAP Funding Call, two are advancing to bring pedestrian improvements at Marlin Drive & Western Boulevard and Western Boulevard & Brynn Marr Road. Staff recently addended a scoping meeting with NCDOT and project consultant. Mr. Coursey highlighted that potential lane geometry improvements at Marlin Drive could be added to the project scope, noting existing concerns with potential sideswipes. Mr. Ritzel added that discussions during the meeting also included installing a more appropriate curb at the right-turn lane to allow for proper vehicle storage, however additional improvements may not be incorporated into the project due to the fiscal constraints and the timeline of the TAP program. He noted that these additional features could be considered by submitting them in future funding calls.

XII. Report from NCDOT Division 3

Mr. Ritzel provided updates on projects in development and construction in Onslow County. He explained the packet notes 29 projects, including nine signal projects for 2026 and two larger TIP projects. U-5959 (Marine Boulevard and Henderson Drive intersection) is currently advancing through right-of-way acquisition, with preliminary plan review completed and surveys ongoing. Also, for Onslow County, a bridge project over Jenkins Swamp on Brock Road is underway.

For construction, six active projects were noted, including several on-call contracts. Two highway safety projects have moved into construction under Traffic Services oversight, though ground-breaking will not occur immediately. U-5789 is advancing design work for underground utilities, signage, and detours, with clearing and grubbing scheduled to begin in January. U-6065 (US 17 at NC 172 and Old Folks Road) will install an RCI and is at 10% design completion, with detours and underground work underway. Other projects are progressing through procurement or awaiting notices to proceed for on-call contractors.

Maintenance and resurfacing updates included a recently completed contract covering multiple routes, with NC 172 removed from future lists. Ongoing contracts include guardrail upgrades and installations along US 17, US 258, US 421, and NC 24, as well as primary plant bed maintenance, bridge joint replacements, and resurfacing projects on routes such as Turkey Point, NC 24, and Harbor Point. Lastly, Mr. Ritzel encouraged members to visit the NCGOING Portal, which displays active projects throughout the JUMPO area.

XIII. Report from NCDOT Transportation Planning Division

Mr. Bezruchko reported several updates from the newsletter. He noted Jacksonville's functional classification updates were approved in December 2025 and that the changes should now be recognized in the federal roadway system. He also shared upcoming deadlines for the second quarter invoices. Lastly, he offered to provide further information or assistance to members and encouraged them to reach out via the contact information provided in the newsletter.

XIV. Report from NCDOT Integrated Mobility Division

Ms. Nguyen shared funding and resource opportunities to support multimodal projects in Jacksonville. She highlighted the bicycle helmet program, which provides free helmets to government and nonprofit organizations for distribution to children, and encouraged applications via the program website. She also provided an update on the annual multimodal planning grant, set to open in the spring, and can help municipalities partially or fully fund bicycle and pedestrian plans. Ms. Nguyen encouraged members to reach out using the contact information provided in the newsletter should they need any additional assistance.

XV. Report from FHWA Field Officer

FHWA did not attend the meeting, therefore, no report was given.

XVI. Questions, Closing Comments

Chairman Metcalf asked if there were any additional comments not addressed during the meeting. None were received. He then shared two citizen concerns to be relayed to JUMPO.

The first concern involved culverts along Blue Creek Road, associated with a proposed, but currently unfunded, expansion project. Citizens expressed that the culverts are undersized, citing an observation by a district representative. Chairman Metcalf noted that the Blue Creek natural creek is experiencing significant sedimentation, and that due to environmental protections, dredging or clearing the stream is not feasible. He added that the county has taken interim measures to mitigate flooding, including efforts to control beaver activity and reduce blockages.

The second concern focused on Queens Creek Road and Queens Haven Road in the Bear Creek area. Residents raised safety concerns related to increased traffic from recent townhome developments that feed onto Smallwood Road and Queens Haven Road. He noted that while there is no immediate safety threat, these concerns could be addressed as part of a proposed, but unfunded, roadway project extending from Smallwood Road to Highway 24. Chairman Metcalf emphasized that both concerns are connected to ongoing or proposed projects, but neither requires immediate action. He also acknowledged resident frustration regarding these infrastructure concerns.

Chairman Metcalf thanked all attendees for their participation and called for a motion to adjourn the meeting. Mr. King made the motion, and Vice-Chairman Hansen seconded. The motion carried, and the meeting was adjourned at 11:53 am.

The next TCC meeting is scheduled for May 14, 2026.