



**NORTH CAROLINA'S
EASTERN REGION**
MILITARY GROWTH TASK FORCE

**REGIONAL GROWTH
MANAGEMENT PLAN**

Presentation to
US Highway 70 Corridor Commission
Thursday August 6, 2009

**NORTH CAROLINA'S EASTERN REGION
MILITARY GROWTH TASK FORCE**



Regional Impact

Up to 61,000 people in 5 years = 13.7% growth



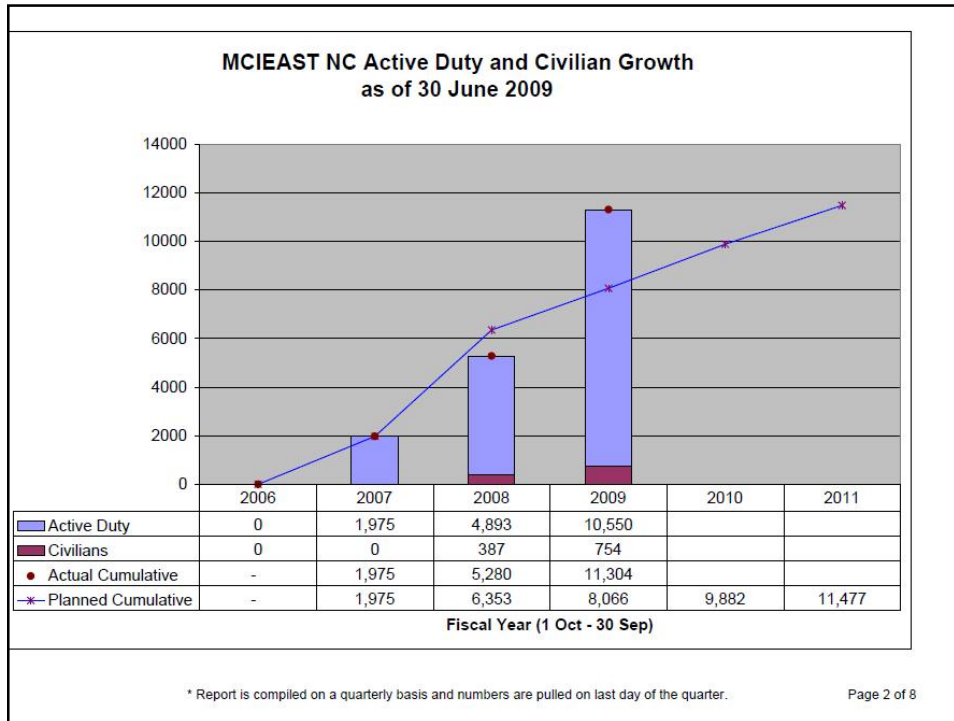
- **USMC Growth:** Direct Impact of up to 21,000 people (11,477 new jobs and 9,501 (+) dependents)
- **Induced Growth:** potential of additional 15,000 people indirectly associated with USMC growth
- **Normal Growth:** (projected growth 2007-2011*) of 25,000+

* - Source: NC Office of State Budget and Management

Projected Growth at NC Bases

Installation	Active Duty	Civilian Employees	Approximate Totals
202K GTF EIS			
MCBCL	6,747	959	7,706
MCASNR	1,267	144	1,411
MCASCP	565	219	784
TOTAL			9,901
OTHER			
MARSOC	875		875
USN F/A-18s	677	24	701
OVERALL TOTAL			11,477

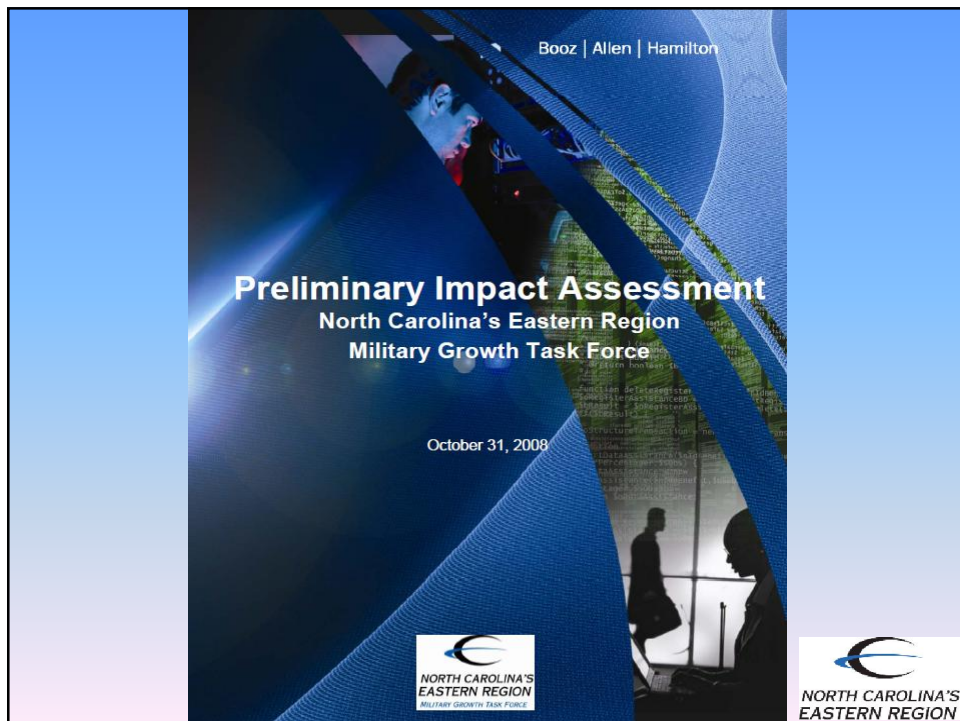
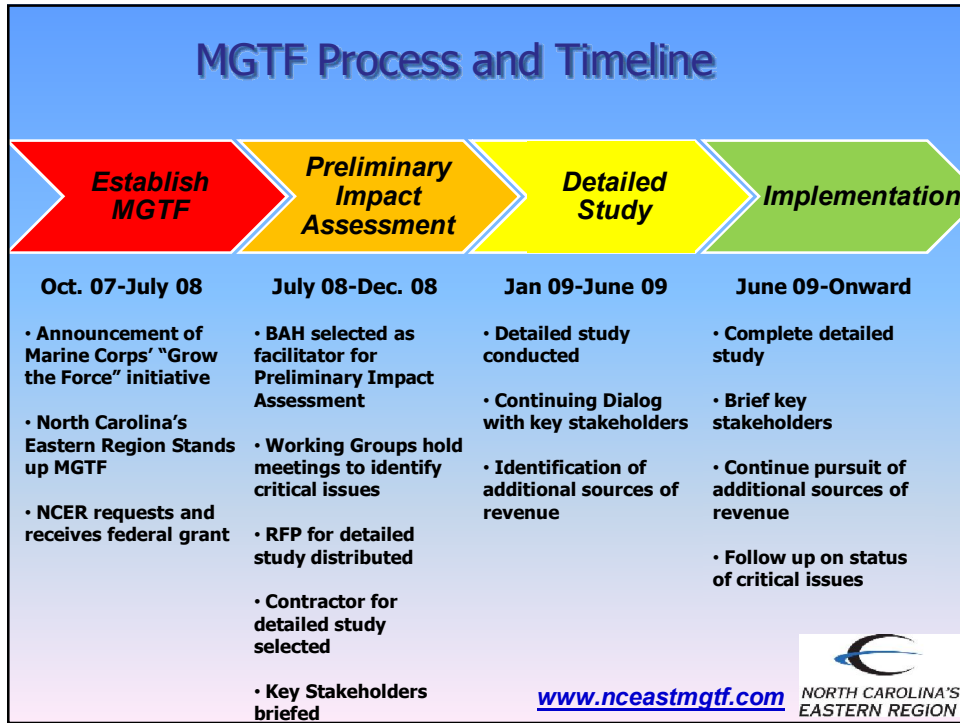




Military Growth Task Force

- **Purpose:** To facilitate regional unity of community planning efforts associated with USMC and projected growth in eastern NC
- **Working Groups Formed**
 - Housing
 - Public Safety and Emergency Services
 - Workforce
 - Quality of Life Factors
 - Education
 - Local Govt. Managers and Planners
 - Transportation
 - Communications and Govt. Affairs
 - Infrastructure
 - Medical, Health and Social Services





North Carolina's Eastern Region
Military Growth Task Force
NEEDS STATEMENT: 20 March 2009
Functional Area: TRANSPORTATION

INTRODUCTION

Transportation facilities within the 7-county region are represented by five major modes—highways, ports, rail, aviation, and maritime. Due to the heavy reliance on highways to transport troops, cargo, supplies, and equipment, as well as the exorbitant cost associated with infrastructure improvements for other modes, highway-related issues are the focus of transportation urgent needs.

NEED #1: US 17 Improvements

- The U.S. Highway 17 corridor, a Strategic Highway Corridor (SHT), has strategic value to local, regional, and state mobility. Because US 17 is connected to many military bases and other strategic highways, ports, etc., an urgent need exists to improve the operating capacity of this roadway. The current TIP (2009-2015) calls for widening US 17 (TIP # R-2514) to include multi-lanes, with bypasses of Belgrade, Maysville, and Pollockville.
- **Action Requested: \$95.9 million for the unfunded portion of \$227.9 million required to widen US 17** (TIP Status, TIP # R-2514: Remaining project "unfunded"— construction of sections B, C and D)

NEED #2: Jacksonville ITS System, Jacksonville MPO

- The Jacksonville Metropolitan Planning Organization (MPO) has identified the need to develop and implement a community-wide Intelligent Transportation System, interconnecting approximately 135 existing traffic signals to effectively respond to area-wide traffic demands in real time – potentially including installation of traffic cameras, progression-controlled signal systems, variable message signs, and the creation of a Traffic Management Center.
- **Action Requested: \$5.5 million for the unfunded portion of developing and implementing a community-wide Intelligent Transportation System** (TIP Status: Not currently funded in the State TIP; Jacksonville MPO is currently in the process of requesting this project to be included in their local TIP)

NEED #3: US 70 Improvements

- The US Highway 70 corridor is a SHC that connects New Bern and Havelock, and intersects with NC 24 at Morehead City. The section between New Bern and the planned Havelock Bypass carries 25,000 to 30,000 vehicles per day and experiences the highest level of crashes (157 crashes per 100 million vehicle miles traveled) along US 70 in Craven County—almost twice the crash rate of other similar roadways in North Carolina. A plan has been developed by the US 70 Corridor Commission that recommends retrofitting this 12.5-mile section of US 70 to a freeway with seven proposed interchanges.
- **Action Requested: \$100 million to fund retrofitting a 12.5-mile section of US 70 as a freeway with seven proposed interchanges** (TIP Status: Not currently funded in the State TIP)

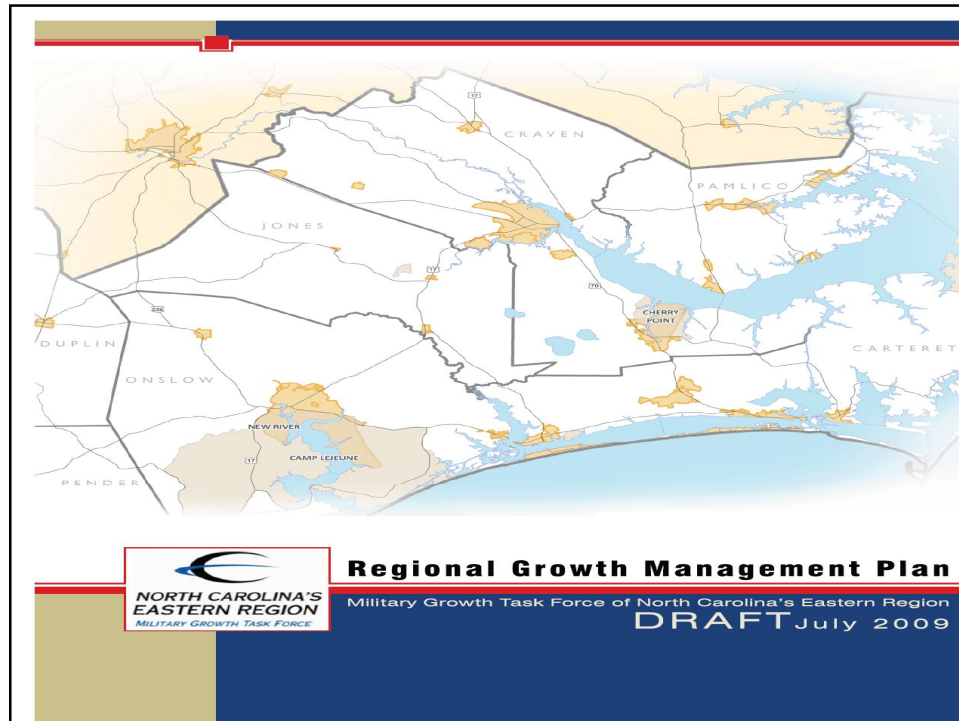


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ORGANIZATION, METHODOLOGY, AND PARAMETERS

- Task-organized around the nine working groups
- Working groups consisted of "experts" from the community and interested citizens
- Supported by consultant-provided rapporteur to aid with data collection and analysis
- Specific needs, proposals for possible remedies, and potential sources of assistance were vetted between the rapporteur and the committee members
- Existing studies, analyses, and data were collected and used to add depth of research and analytical rigor
- Two general sections – both organized around the nine working group areas
 - Broad overview discussing growth impacts from a regional perspective
 - Seven (7) separate county modules
- Seven counties collectively serve as hosts to the military service members and civilian employees of the three Marine Corps bases in eastern NC
- Period of study – January 1, 2007 – December 31, 2011



OTHER PLAN COMPONENTS

➤ LAND USE AND COMPATIBILITY

- JLUS/AICUZ documents for all bases reviewed, with separate recommendations made or incorporated in the various functional areas
- Recommendations include continued progress toward completing components not yet addressed, and seeking OEA funding to help with planning efforts

➤ COUNTY-SPECIFIC MODULES

- Each of the seven (7) MGTF counties has a specific chapter section... 50-100 pages long
- Organized in the same manner as the regional section, with much more specific county detail
- Recommendations are specific to the county, but can also be merged with those of other counties in the MGTF region where applicable

➤ APPENDICES

- 19 different sections of supporting documents
- Covers such information as housing demand and availability, certain state water regulations, surveys of various facilities, and a JLUS summary



- Top-down approach identified high, medium, and low priorities for the region
- Evaluating the regional context and applying local perspective
- Capacity deficiencies that exist today and therefore will be exacerbated by military influx, as well as strictly local transportation challenges
- Strategic corridor mobility – priority for high level of investment
- Access management and interchange improvements – lower level of investment but positive impact
- Focus is on regional transportation issues that have a direct relationship to the military as well as smaller, cost-effective projects like military gate improvements



SUMMARY OF FINDINGS AND RECOMMENDATIONS

TRANSPORTATION

FINDINGS:

- Study emphasizes transport of military personnel, goods, and services from base to base, port to base, and residential to base. One of the largest sections in the plan.
- Highway issues lead the list of findings, involving not only issues of congestion but issues of safety.
- Interrelationship between ports, rail, highways, and military needs is complicated and requires a comprehensive study.
- Public transit issues, as well as bicycle and pedestrian issues are more localized; there appear to be no service or capacity issues in the areas of aviation/airports and ferry.
- Transportation Improvement Program (TIP) recommends some projects with a priority not shared by this study because of a relatively low impact on the military

RECOMMENDATIONS:

- Multi-agency Collaboration/Blue Ribbon Committee to elevate awareness of military importance to the region and lobby for implementation of priority projects
- 33 different recommendations in all areas, plus 16 different funding options



SUMMARY OF FINDINGS AND RECOMMENDATIONS

TRANSPORTATION

RECOMMENDATIONS: (continued)

- High recommendations center around the strategic corridors
US 17, US 70, & NC 24
 - US 17 – Jones County Bypass
 - Piney Green Road (Jacksonville) – Widen to 4-lane, median-divided
 - US 70 corridor between New Bern and Havelock – access management
 - Slocum gate improvements at Cherry Point
 - New main gate for Camp Lejeune off NC 24
 - US 17 – Hampstead Bypass (Pender County)
 - NC 24 between Jacksonville and Morehead City – access management
- Other highway related issues involve rail, port, and airport activities/improvements
- Development of passenger rail service
- Public transit funding to coordinate public transit beyond county boundaries



US Highway 17 Corridor

- Connects 4 counties in the MGTf region
- Critical connection to Jacksonville and MCB-Camp Lejeune as well as the region's largest cities and the state's ports
- Primary deployment route from Camp Lejeune to the Port of Wilmington

US Highway 70 Corridor

- Connects 2 counties in the MGTf region
- High volume and unpredictable access creates major safety hazards for all traffic
- Improvements enhance regional mobility, alleviate safety concerns, improve efficiency of evacuations, and enhance travel times for military

NC Highway 24 Corridor

- Connects 3 counties in the MGTf region
- Approaching its practical capacity in non-municipal areas, over capacity in urban areas
- Primary deployment route from Camp Lejeune/New River to the Port at Morehead City

**US HIGHWAY 70 CORRIDOR RECOMMENDATIONS**

- US 70 – Between Havelock and Morehead City
 - Improve existing divided highway through enhanced access mgmt.
 - Provides enhanced route; improves mobility; improves access to port
- US 70 – Between Havelock and New Bern
 - Upgrade existing to freeway standards; restrict side street access
 - Conforms to Super 70 vision; improves mobility, safety, access
- Havelock Bypass
 - Four-lane divided on new location, bypassing Havelock via new route
- Radio Island to US 70 North of Beaufort
 - Multi-lanes, part on new location
- US 70 – Northeast of Beaufort
 - From North Carteret Bypass to Olga Road, improving existing roadway via access management and added shoulders
 - Provides enhanced connection between Port and N Carteret Bypass as well as additional primary route between Havelock/Cherry Point and Morehead City
- US 70/Slocum Road Gate Improvements
 - New grade-separated flyover directly into the Base



ADDITIONAL US HIGHWAY 70 CORRIDOR ISSUES

- Included in the MGTF recommendations because of the potential of military-infused growth. These situations may or may not be part of the state's TIP:
 - Catfish Lake Road – Between US 70 and NC 58. Improve existing roadway, add shoulders, access management
 - Lake Road/Nine Mile Road – Between US 70 and NC 24. Improve existing roadway, add shoulders, access management.
- US Highway 70-related issues which are included in the draft RGMP, but are not part of the MGTF's list of recommendations:
 - North Carteret Bypass – Between Havelock and Morehead City. New freeway to conform with Super 70 vision
 - US 70 West of Dover, NC (to Kinston) – Upgrade to freeway.
 - Numerous improvements on NC 101
 - Gallant's Channel Bridge (part of Beaufort Bypass)
 - US 70 corridor improvements east of New Bern affecting Coastal Carolina Regional Airport



FROM DRAFT TO FINAL POTENTIAL VETTING PROCESS

- Draft has been delivered to all shareholders and is published online. Comments will be received through August 25.
- Comments/corrections of errors of style, format, consistency will be made immediately; comments regarding content will be discussed by MGTF Board
- Need for further "prioritizing" of recommendations:
 - Long term vs short term
 - Reasonable expectation of completion
 - Reasonable expectation of funding
- One or more special meetings of the MGTF to discuss draft, determine priorities



FROM DRAFT TO FINAL POTENTIAL VETTING PROCESS

- Meeting with consultant project manager and the individual rapporteurs to discuss comments/concerns of content
- Consultant has ten (10) days after final discussion of comments to produce a final RGMP
- MGTF to formally approve the Regional Growth Management Plan – no later than October 15, 2009
- Implementation process begins; application process to OEA for grant funding



MILITARY GROWTH TASK FORCE OF NORTH CAROLINA'S EASTERN REGION



QUESTIONS?

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