

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TECHNICAL COMMITTEE

March 23, 2022

MINUTES OF MEETING

The Durham-Chapel Hill Carrboro Metropolitan Planning Organization Technical Committee met on March 23, 2022 at 8:00 a.m. through a teleconferencing platform. The following members were in attendance:

Ellen Beckmann (Chair) Durham County
Nishith Trivedi (Vice Chair) Orange County
Theo Letman (Member) Orange County
Tom Altieri (Member) Orange County
Tom Devlin (Member) City of Durham Transportation
Kayla Seibel (Member) City of Durham Planning
Tasha Johnson (Member) City of Durham Public Works
Scott Whiteman (Member) Durham County
Brooke Roper (Member) Durham County
Tina Moon (Member) Carrboro Planning
Bergen Watterson (Member) Town of Chapel Hill
Josh Mayo (Member) Town of Chapel Hill
Margaret Hauth (Member) Town of Hillsborough
John Hodges-Copple (Member) TJCOG
Jay Heikes (Member) GoTriangle
Julie Bogle (Member) NCDOT TPD
John Grant (Member) NCDOT Traffic Operations
Kurt Stolka (Member) The University of North Carolina
Travis Crayton (Member) Research Triangle Foundation
Joe Geigle (Member) Federal Highway Administration

Bill Judge (Alternate) City of Durham
Evian Patterson (Alternate) City of Durham Transportation
Chance Mullis (Alternate) Chatham County
David Keilson (Alternate) NCDOT Division 5
Stephen Robinson (Alternate) NCDOT Division 7
Bryan Kluchar (Alternate) NCDOT Division 8
Matt Cecil (Alternate) Chapel Hill Transit/Planning
Matt Day (Alternate) TJCOG

DeDreana Freeman, Council Member, City of Durham
Tracy Parrott, NCDOT Division 5
Jeron Monroe, NCDOT Division 8
Nick Morrison, NCDOT Integrated Mobility Division
Sean Egan, City of Durham
Shelly Parker, GoTriangle

42 Chris Lukasina, CAMPO
43 Aaron Davis, City of Mebane
44 Andrew Hickling, McAdams
45 Iona Thomas, McAdams
46 Dave Connelly, Resident

47 Aaron Cain, DCHC MPO
48 Andy Henry, DCHC MPO
49 Dale McKeel, City of Durham/DCHC MPO
50 Casey Chae, DCHC MPO
51 Filmon Fishastion, DCHC MPO
52 Yanping Zhang, DCHC MPO
53 Kayla Peloquin, DCHC MPO
54 Mariel Klein, DCHC MPO

55 Quorum count: 26 of 31 voting members

56 Chair Ellen Beckmann called the meeting to order at 8:00 a.m.

57 **PRELIMINARIES:**

58 **1. Roll Call**

59 The roll call was completed using the Zoom participant list.

60 **2. Adjustments to the Agenda**

61 There were no adjustments to the agenda.

62 **3. Public Comments**

63 There were no public comments.

64 **CONSENT AGENDA:**

65 **4. Approval of the February 23, 2022 TC Meeting Minutes**

66 Kayla Peloquin, LPA Staff

67 **5. Transportation Improvement Program (TIP) Amendment #10**

68 Kayla Peloquin, LPA Staff

69 **6. GoTriangle Regional Transit Letter of Support**

70 Jay Heikes, GoTriangle

71 **7. Adoption of New Triangle Regional Model Protocol**

72 John Hodges-Copple, TJCOG

73 Aaron Cain, LPA Staff

74 Aaron Cain mentioned two changes to the consent agenda, the first of which is to

75 remove the Durham Beltline Trail from Transportation Improvement Program (TIP) Amendment

#10. Aaron Cain said the City of Durham will flex the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant funding to the Federal Transit Administration (FTA). Aaron Cain read the amended recommended motion for the Triangle Regional Model (TRM) Protocol as included in the motion below.

Chair Ellen Beckmann asked why the City of Durham is flexing funds from the Federal Highway Administration (FHWA) to FTA and how that may help with project delivery. Aaron Cain said the City of Durham is a direct recipient of FTA, which will streamline project delivery. Tom Devlin added that the City of Durham has more extensive experience with FTA and this process will eliminate the need to pay a 10% administrative fee to NCDOT. Chair Ellen Beckmann said perhaps other jurisdictions may be able to utilize this strategy and Tom Devlin said the City of Durham is happy to discuss the process with other jurisdictions.

John Hodges-Copple noted that the TRM Protocol intentionally does not include funding splits between partners as the main goal of the protocol is to outline how the four partners work together. John Hodges-Copple said funding splits can differ annually and it is therefore not appropriate to discuss funding splits in the protocol itself.

John Hodges-Copple made a motion to approve the consent agenda and modify the motion for the TRM to: recommend that the MPO Board adopt the TRM Protocol. Recommend that the TRM Executive Committee revisit the Protocol within the next year to add necessary items such as the cost split, resolve any disputes, and identify any modifications that may need to be made. Tom Devlin seconded the motion. The motion passed unanimously.

ACTION ITEMS:

8. US 15-501 Corridor Study **Andy Henry, LPA Staff**

Andy Henry said the action today is to review proposed steps to move the US 15-501 Corridor Study and make a recommendation to the MPO Board. Andy Henry said US 15-501 is a very important travel and commuter corridor in the MPO and the original study was intended

to coordinate land-use and transportation, guide selection of projects in long-range transportation plans, and inform the project development process. Andy Henry reviewed the extent of the corridor study and summarized previous consultant work and public engagement leading to the original report that was not well received by the MPO Board or the community. Andy Henry said efforts to hire another consultant to wrap up the study did not result in any bids and the project has since been stalled. Andy Henry provided more context on the issues with the study and the reasons given by consultants for not bidding on the project.

Tom Devlin asked if there is a rush to finish the study while there is an MPO staff shortage or if it would be more prudent to wait until the new MPO Director is hired. Andy Henry said that he has time now that the 2050 Metropolitan Transportation Plan (MTP) has been adopted but acknowledged that it may be plausible to wait for the new MPO Director. Aaron Cain said that while there is no rush to complete the full study, current staff availability is one reason to begin facilitated conversations with stakeholders sooner rather than later in order to develop a firm understanding of the stakeholder goals. Kurt Stolka said the University of North Carolina (UNC) would like the study area extended to the UNC Hospital. Aaron Cain said there is much interest in studying how transit accommodations may work in this corridor and will look into the possibility of expanding the study extent. Andy Henry said one option to move the study forward is to split the study into four segments. There was a discussion on issues surrounding the extent of the study.

Andy Henry said that overall, the results of the study should be effective and useful, NCDOT should be involved, and there should be community involvement and support. Andy Henry said stakeholders need to be involved in some capacity, perhaps through a project steering committee or a TC subcommittee. Andy Henry noted that the Durham and Orange County Transit Plans may include details that could inform the study. Andy Henry said that most of the issues are concentrated in the first and second of the four segments. Andy Henry said the MPO staff recommendation is to develop a work statement and hire a consultant through a

more flexible procurement process that is well equipped to conduct extensive public engagement. Andy Henry described the different possible approaches to finishing the study.

Tina Moon said this study presents a good opportunity to study the relationship with NC 54 as some bicycle and pedestrian improvements appropriate for US 15-501 may also be appropriate for sections of NC 54 West toward Chapel Hill and Carrboro. Tom Devlin said the City of Durham supports the second alternative outlined in the memo to complete the non-controversial segments first and then work on the remainder of the issues when the MPO is fully staffed and the County Transit Plans are complete. Jay Heikes supported the MPO staff recommendation to move forward with the full study and mentioned the GoTriangle Board has expressed interest in high capacity transit on US 15-501. Jay Heikes asked what horizon year was used for the study data and Andy Henry said 2045 model data was used. Jay Heikes said that because the horizon year is beyond the Transit Plans, projects in the 2050 MTP should be taken into consideration so as to not limit possibilities to what is included in the fiscally constrained portion of the Transit Plans. Jay Heikes supported Kurt Stolka's suggestion of expanding the study area to include UNC hospitals.

Chair Ellen Beckmann said the study should explore how US 15-501 can become a multimodal corridor through the incorporation of high capacity transit between UNC and Duke University. Chair Ellen Beckmann suggested focusing on segments one and two and adding transit destination endpoints. Kurt Stolka said that with such a long horizon year, perhaps an interim solution such as an exclusive bus lane could be planned while work continues to find funding for full Bus Rapid Transit (BRT). Jay Heikes agreed.

There was consensus for MPO staff to discuss internally to develop a plan to move the study forward. There were no objections, so a TC subcommittee will be scheduled to identify overarching goals for the study.

9. Greater Triangle Commuter Rail Opportunity Analysis Overview: Summaries of Land Use, Affordable Housing, and Travel Markets Analyses
John Hodges-Copple, TJCOG

John Hodges-Copple said this presentation provides an overview of three separate analyses undertaken as part of the Greater Triangle Commuter Rail (GTCR) opportunity analysis. John Hodges-Copple said the analyses were designed to complement the work done by GoTriangle and the consultant team focusing on service analysis. John Hodges-Copple said Triangle J Council of Government (TJCOG) analyzed what might happen along the corridor if the GTCR is constructed. John Hodges-Copple introduced the three analyses; affordable housing, travel market, and land use. John Hodges-Copple described the opportunity analysis framework comprised of three areas: the four-county region, the rail corridor, and the station study areas. John Hodges-Copple said the two key concepts of the GTCR corridor analysis are opportunity (opportunity combined with actions can lead to benefits whereas opportunity alone does not equal benefits) and the descriptive analysis lens that seeks to understand the evidence, not make recommendations.

John Hodges-Copple reviewed the two different types of affordable housing, Legally Binding/Affordable-Restricted (LBAR) and Naturally Occurring Affordable Housing (NOAH). John Hodges-Copple described various land use analysis metrics with relation to housing, jobs, and future growth capacity on both geographic and temporal scales. John Hodges-Copple presented development patterns of land use within the corridor and described the benefits of focusing on equitable Transit Oriented Development (TOD).

John Hodges-Copple described the travel market using county-to-county commuter flow data between residencies and jobs at the GTCR corridor level. John Hodges-Copple said that while 30% of regions total jobs are in the corridor, only 4% of the land of the four counties is in the corridor. John Hodges-Copple said there is a mix of high earning and low-to-moderate income jobs within the corridor. John Hodges Copple touched on REINVEST neighborhoods that typically have high transit propensity due to RE (race and ethnicity) IN (income) VE (vehicle availability) ST (status of LBAR units). John Hodges-Copple reviewed key points of each of the

three analyses. John Hodges-Copple highlighted the importance of giving land use and transit equal consideration, multi-family housing developments, the critical nature of safe and seamless first-mile/last-mile connections.

Tina Moon said it would benefit the project to consider the character of NOAH before bulldozing to build new multi-family housing that would result in a loss of community character and lifestyle. Chair Ellen Beckmann agreed with John Hodges-Copple about how the GTCR would need to be embedded into an overall transit network. Chair Ellen Beckmann asked what the next steps are for this analysis and how it may inform other plans. John Hodges-Copple said the information will be available at <https://www.readyforrailinc.com/> and hopes it will inform other plans such as the Durham Comprehensive Plan. Chair Ellen Beckmann suggested a follow-up meeting to discuss how this information should be shared during Comprehensive Plan development process. Scott Whiteman stated the draft Comprehensive Plan does take GTCR into consideration and he will take a closer look at the report.

This item was for informational purposes; no further action was required by the TC.

10. Triangle Bikeway Study

Iona Thomas, McAdams

Dale McKeel, LPA Staff

Iona Thomas, project manager for the joint Triangle Bikeway study with DCHC MPO and the Capital Area MPO (CAMPO), reviewed the study corridor and the project history. Iona Thomas said this project is seen as a commuter facility in the job rich corridor. Iona Thomas stated some case studies that were researched to inform the study as there is no analogous project at this scale in the state. Iona Thomas described the community outreach efforts that garnered high participation through virtual efforts and targeted under-represented residents through focus groups to bridge the demographic gap of survey respondents and those who live along the corridor. Iona Thomas compared current and desired commuting patterns of respondents. Iona Thomas said that although this was not a statistically valid survey, she was

still surprised at the high result of 68% of respondents who indicated they would use the facility at least once per week.

Iona Thomas tied the study to the nine community values. Iona Thomas said an extensive alternatives analysis was conducted and McAdams worked closely with NCDOT staff to consider projects programmed in the State Transportation Improvement Program (STIP). Iona Thomas described the four projected implementation scenarios. Dale McKeel said the action today is to recommend the MPO Board release the Triangle Bikeway Study for a 30-day public comment period. Dale McKeel said the first Regional Advisory Committee meeting is scheduled for Friday, March 25.

Chair Ellen Beckmann asked for a cost estimate for the project. Iona Thomas said there are segment costs on the cut sheets and she will have a total estimate for the MPO Board meeting. Travis Crayton asked if appendices are available yet, and Iona Thomas said she will follow up, Dale McKeel said they will be added to the MPO website as well.

Tom Devlin made a motion to recommend that the MPO Board release the report for a 30-day public comment period. Travis Crayton seconded the motion. The motion passed unanimously.

11. 2022-2025 On Call Agreement Informational Presentation
Mariel Klein, LPA Staff

Due to time constraints, this item was tabled to the April 27, 2022 TC meeting.

12. FY22 UPWP Amendment #2
Mariel Klein, LPA Staff

Mariel Klein said Unified Planning Work Program (UPWP) Amendment #2 reallocates \$200,000 in Surface Transportation Block Grant Direct Attributable (STBGDA) funds to the US 70 Durham study to bring the total for the study to \$300,000. Mariel Klein said the amendment also splits out the special studies line into three lines for ease of visibility. Mariel Klein said the amendment de-obligates \$200,000 in STBGDA funds to make it available for the FY24 Regional

232 Flexible Funding (RFF) call for projects. Mariel Klein said more details are available in the
233 attached memo.

234 Jay Heikes made a motion to recommend that the MPO Board approve the FY22 UPWP
235 Amendment #2. Tom Devlin seconded the motion. The motion passed unanimously.

236 **REPORTS FROM STAFF:**

237 **13. Report from Staff**

238 Aaron Cain discussed known guidelines pertaining to in-person meeting requirements
239 when the North Carolina state of emergency is lifted. Aaron Cain said staff is investigating
240 hybrid meeting options for those who are not voting members.

241 **13. Report from the Chair**
242 **Ellen Beckmann, TC Chair**

243 Chair Ellen Beckmann said the Durham and Orange County Transit Plans Governance
244 Study staff workshop was held on March 1, 2022. There will be an update for elected Boards in
245 May 2022.

246 **14. NCDOT Reports**
247 **Brandon Jones (David Keilson), Division 5 – NCDOT**

248 David Keilson mentioned the upcoming sign installation for re-numbered routes and
249 exits on the East End Connector.

250 **Wright Archer (Pat Wilson, Stephen Robinson), Division 7 – NCDOT**

251 Stephen Robinson said the I-40 (I-3306) project is still on schedule for work to begin this
252 June or July.

253 **Patrick Norman (Bryan Kluchar), Division 8 - NCDOT**

254 Bryan Kluchar had no additional report.

255 **Julie Bogle, Transportation Planning Division – NCDOT**

256 Julie Bogle had no additional report.

257 **John Grant, Traffic Operations – NCDOT**

258 John Grant had no additional report.

259 **Nick Morrison, Integrated Mobility Division – NCDOT**

260 Nick Morrison said applications are open through May 9, 2022 for the 2022 multimodal
261 planning program and an informational webinar will be held on April 5, 2022.

262 **INFORMATIONAL ITEMS:**

263 **Adjourn**

264 There being no further business, the meeting was adjourned by Chair Ellen Beckmann
265 at 10:00 a.m.