

- 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

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

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

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

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

96 **ACTION ITEMS:**

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

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

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

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

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

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

130 Tina Moon said this study presents a good opportunity to study the relationship with NC
131 54 as some bicycle and pedestrian improvements appropriate for US 15-501 may also be
132 appropriate for sections of NC 54 West toward Chapel Hill and Carrboro. Tom Devlin said the
133 City of Durham supports the second alternative outlined in the memo to complete the non-
134 controversial segments first and then work on the remainder of the issues when the MPO is fully
135 staffed and the County Transit Plans are complete. Jay Heikes supported the MPO staff
136 recommendation to move forward with the full study and mentioned the GoTriangle Board has
137 expressed interest in high capacity transit on US 15-501. Jay Heikes asked what horizon year
138 was used for the study data and Andy Henry said 2045 model data was used. Jay Heikes said
139 that because the horizon year is beyond the Transit Plans, projects in the 2050 MTP should be
140 taken into consideration so as to not limit possibilities to what is included in the fiscally
141 constrained portion of the Transit Plans. Jay Heikes supported Kurt Stolka's suggestion of
142 expanding the study area to include UNC hospitals.

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

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

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

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

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

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

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

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

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

194 **10. Triangle Bikeway Study**

195 **Iona Thomas, McAdams**

196 **Dale McKeel, LPA Staff**

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

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

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

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

219 Tom Devlin made a motion to recommend that the MPO Board release the report for a
 220 30-day public comment period. Travis Crayton seconded the motion. The motion passed
 221 unanimously.

222 **11. 2022-2025 On Call Agreement Informational Presentation**
 223 **Mariei Klein, LPA Staff**

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

225 **12. FY22 UPWP Amendment #2**
 226 **Mariei Klein, LPA Staff**

227 Mariel Klein said Unified Planning Work Program (UPWP) Amendment #2 reallocates
 228 \$200,000 in Surface Transportation Block Grant Direct Attributable (STBGDA) funds to the US
 229 70 Durham study to bring the total for the study to \$300,000. Mariel Klein said the amendment
 230 also splits out the special studies line into three lines for ease of visibility. Mariel Klein said the
 231 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.