

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TECHNICAL COMMITTEE

September 22, 2021

MINUTES OF MEETING

The Durham-Chapel Hill Carrboro Metropolitan Planning Organization Technical Committee met on September 22, 2021 at 9:00 a.m. through a teleconferencing platform. The following members were in attendance:

Ellen Beckmann (Chair) Durham County
Nishith Trivedi (Vice Chair) Orange County
Evan Tenenbaum (Member) City of Durham Transportation
Tasha Johnson (Member) City of Durham Public Works
Tom Devlin (Member) City of Durham Transportation
Kayla Seibel (Member) City of Durham Planning
Lynwood Best (Member) City of Durham
Brooke Ganser (Member) Durham County
Scott Whiteman (Member) Durham County
Tina Moon (Member) Carrboro Planning
Zach Hallock (Member) Carrboro Planning
Bergen Watterson (Member) Town of Chapel Hill
Josh Mayo (Member) Town of Chapel Hill
Kumar Neppalli (Member) Chapel Hill Engineering
Margaret Hauth (Member) Town of Hillsborough
Chance Mullis (Member) Chatham County Planning
John Hodges-Copple (Member) TJCOG
Julie Bogle (Member) NCDOT TPD
Brandon Jones (Member) NCDOT Division 5
John Grant (Member) NCDOT Traffic Operations
Kurt Stolka (Member) The University of North Carolina
Tom Altieri (Member) Orange County Planning
Theo Letman (Member) Orange Public Transportation
Travis Crayton (Member) Research Triangle Foundation
Bill Judge (Alternate) City of Durham
Evian Patterson (Alternate) City of Durham Transportation
David Keilson (Alternate) NCDOT Division 5
Stephen Robinson (Alternate) NCDOT Division 7
Pat Wilson (Alternate) NCDOT Division 7
Bryan Kluchar (Alternate) NCDOT Division 8
Matt Cecil (Alternate) Chapel Hill Transit/Planning
Meg Scully (Alternate) GoTriangle
Chassem Anderson (Alternate) The University of North Carolina

Joe Geigle, Federal Highway Administration
Rachel Stair, Raleigh-Durham Airport Authority

43 Sean Egan, City of Durham
44 Jeron Monroe, NCDOT Division 8
45 John Tallmadge, Bike Durham

46 Felix Nwoko, DCHC MPO
47 Aaron Cain, DCHC MPO
48 Anne Phillips, DCHC MPO
49 Andy Henry, DCHC MPO
50 Dale McKeel, City of Durham/DCHC MPO
51 Yanping Zhang, DCHC MPO
52 Kayla Peloquin, DCHC MPO
53 Jake Ford, DCHC MPO

54 Quorum count: 27 of 31 voting members

55 Chair Ellen Beckmann called the meeting to order at 9:02 a.m.

56 **PRELIMINARIES:**

57 **1. Roll Call**

58 The roll call was completed using the Zoom participant list. Aaron Cain welcomed Tom
59 Devlin and Lynwood Best as new voting members for the City of Durham as well as Grace
60 Smith and Evian Patterson as new alternate voting members for the City of Durham.

61 **2. Adjustments to the Agenda**

62 There were no adjustments to the agenda.

63 **3. Public Comments**

64 There were no public comments.

65 **CONSENT AGENDA:**

66 **4. Approval of the August 25, 2021 TC Meeting Minutes**

67 There was no discussion on the consent agenda. Kumar Neppalli made a motion to
68 approve the consent agenda. Tom Devlin seconded the motion. The motion passed
69 unanimously.

70 **ACTION ITEMS:**

71 **5. 2050 MTP – Alternative Analysis**

72 Andy Henry, LPA Staff

73 Andy Henry shared a presentation on the 2050 Metropolitan Transportation Plan (MTP)
74 Preferred Option. Andy Henry asked the TC to review the elements in the two options for the
75 Preferred Option, and said staff will further develop the Preferred Option and hold a TC
76 subcommittee meeting before the Preferred Option is forwarded to the MPO Board. Andy Henry
77 summarized the MPO Board Directives given on September 1, 2021 to create two options, one
78 that follows the Transportation Improvement Program (TIP) for the first decade, then supports
79 the MPO goals after that (Traditional Option), and one that is aligned with the MPO's priorities
80 following only the first 4 years of the TIP (Vision Option). Andy Henry said the MPO Board also
81 stated that while climate change and Vehicle Miles Traveled (VMT) are important, other factors
82 such as direct environmental impacts, air and water quality, safety, racial equity, and human
83 health and well-being are also important. Andy Henry mentioned that those factors are difficult
84 to quantify, so staff need better analytical tools and models to produce different Performance
85 Measures (PMs) and Measures of Effectiveness (MOEs).

86 Andy Henry reviewed the revenue projections for the three original scenarios from the
87 Alternative Analysis (Plans and Trends, Shared Leadership, and All Together) and reminded the
88 TC that the MPO must balance costs and revenues within three ten-year horizons. Andy Henry
89 said the current TIP encompasses FY20-29, all of which is included in the Traditional Option,
90 while the Vision Option only includes committed projects in the TIP through FY23. Andy Henry
91 shared lists of selected highway projects for both the Vision and Traditional Options. Andy
92 Henry said both options would include modernization projects, projects that provide an
93 advantage for buses, grid projects, and projects of high local or regional interest. Andy Henry
94 reviewed a list of excluded highway projects and said he will distribute a map and table for each
95 Option to TC members after the meeting.

96 Aaron Cain asked that jurisdictions communicate if they have any projects of local or
97 regional interest they feel should be included or any projects they feel should not be included.
98 Aaron Cain mentioned that the Traditional Option is similar to the All Together Scenario, and

that the Capital Area MPO (CAMPO) Board has voted to move forward with the All Together Scenario as their Preferred Option. John Hodges-Copple said that the only projects that DCHC and CAMPO need to agree on are projects with shared investments. John Hodges-Copple pointed out that revenues are not independent of the expenses, meaning that if a highway project is removed, the revenue will disappear along with the project. There was a discussion on the effect of removing projects on the revenue projections and reprogramming of funds. Bill Judge asked for the timeline on providing recommended changes to the project list and Andy Henry asked for recommendations by October 1, 2021. Chair Ellen Beckmann brought up the option to modify a project cross-section instead of completely omitting that project. Vice Chair Nishith Trivedi reminded the TC that a substantial change to a project would require the project to be resubmitted to the strategic prioritization process again and that removing highway projects would result in funding loss, not funding redirected to another project. Andy Henry presented a map for each option showing included and excluded highway projects.

There was a discussion on the difference between modernizations and complete streets. Andy Henry said a modernization is a type of project that does not add capacity but focuses on improving operations and safety through infrastructure such as sidewalks and bike lanes, while complete streets refers to an NCDOT policy supporting biking and walking infrastructure. Andy Henry said further clarification will be provided regarding the terms modernization and complete streets.

Andy Henry shared the transit projects for the two options, and stated transit projects are similar for both the Vision and Traditional Options consisting of Commuter Rail Transit (CRT), Bus Rapid Transit (BRT), Bus improvements, Bus on Shoulder System (BOSS), and Express Busses. Andy Henry said work with GoTriangle is ongoing to formulate cost estimates for transit projects.

Andy Henry said bicycle and pedestrian projects were not listed or mapped in the 2045 MTP, so they are not all listed in the Preferred Option, however the total cost and estimated

length in miles for bicycle and pedestrian projects was available for the following categories: sidewalk, shared use path/sidepath, and protected bike lanes on both sides. Andy Henry said the values shown in the presentation were adopted in the Comprehensive Transportation Plan (CTP). Vice Chair Nishith Trivedi asked if the cost estimates include the local match cost share. Andy Henry said the values in the table are total cost estimates that do not specify funding sources. Chair Ellen Beckmann pointed out the high unit cost for protected bike lanes and questioned if the cost includes widening the road. Chair Ellen Beckmann added that sidewalks should be prioritized and would like to see an increase in the 855 miles planned as many areas are deficient in sidewalks and they are appropriate for most contexts. Chair Ellen Beckmann said 477 miles seems high for bike lanes, and the MPO would likely prioritize protected bike lane projects that are less costly such as a conversion of a road lane to a protected bike lane. Andy Henry said the costs for protected bike lanes are very high and staff will continue to work on estimates. Zach Hallock mentioned the way protected bike lanes are constructed is shifting to not necessarily include constructing a new lane, so there less costly ways to construct them similarly to a multiuse path. Andy Henry said these sidewalk, shared use path, and protected bike lane projects could be built by municipalities or developers.

Andy Henry shared a suitability map for BOSS projects and asked if BOSS projects should be added to the highway table with the consideration that costing those projects would be complex. Meg Scully said it is important to include BOSS maps in the MTP and that Jay Heikes is prepared to provide assistance with BOSS planning. Andy Henry said the initial BOSS suitability study produced cost estimates, but they seemed unrealistically low, so assistance with BOSS planning would be greatly appreciated. Chair Ellen Beckmann asked if it would be possible to implement BOSS shoulder widening in tandem with maintenance projects that do not include a widening. Brandon Jones pointed out the opportunity should be considered to add BOSS elements in conjunction with interstate maintenance projects.

150 Andy Henry shared the PMs that seemed to be well received by the MPO Board and
151 those that had too little variance among scenarios to provide any insight into the scenarios.
152 Andy Henry shared the additional PMs that will be produced for the Preferred Option, and
153 brought up the potential to use the Rapid Policy Assessment Tool (RPAT) that is more sensitive
154 to policy and behavioral changes than the Triangle Regional Model (TRM). Andy Henry shared
155 factors that make VMT reduction difficult, such as land-use policies, the price of gasoline and
156 parking, and exogenous trips through the MPO boundaries. Andy Henry said there was no
157 change in mode share measures when non-motorized mileage was increased by 20% in the
158 TRM, and the modeling staff would need to further explain those results. Andy Henry stated that
159 the Opportunity Places land use foundation that was used for the All Together Scenario will also
160 be used for the Vision Option.

161 Andy Henry asked for feedback, especially on transit and highway components, by
162 October 1, 2021. Transit costs are still being worked on with GoTriangle. Chair Ellen Beckmann
163 thanked Andy Henry for the quick turnaround for the MPO Board's directives, but said there are
164 more details that need to be refined and that our model capabilities don't support the type of
165 planning the MPO Board has requested. A TC subcommittee meeting was scheduled for
166 October 4, 2021. Vice Chair Nishith Trivedi thanked Andy Henry for soliciting input from all of
167 the jurisdictions and reviewing their suggestions.

168 Meg Scully made a motion to authorize a TC subcommittee to meet on October 4, 2021
169 and authorize the subcommittee to make a recommendation on the release of the Preferred
170 Option to the MPO Board. Zach Hallock seconded the motion. The motion passed unanimously.

171 **6. Federal Funding Policy Update**
172 **Anne Phillips, LPA Staff**

173 Anne Phillips said two subcommittee meetings were held to discuss the Federal
174 Funding Policy, which was last updated in 2015. Anne Phillips mentioned the MPO Board
175 requested that MPO staff update the policy for the FY23 call for projects. Anne Phillips

summarized how feedback has been collected from various jurisdictions and incorporated into the draft policy that is aimed to be adopted in November 2021.

Zach Hallock reiterated previous comments regarding the crash count safety metric, and suggested normalizing crash data would be more fair for smaller jurisdictions that don't have expansive road networks. Anne Phillips said she is working with modeling staff to refine analysis of safety data.

There was discussion of whether federal funding could be used for staff activities through Regional Flexible Funding (RFF) or the Unified Planning Work Program (UPWP), and Julie Bogle pointed out that UPWP funding should support planning activities, not staff positions. Anne Phillips said that language will be clarified. There was a discussion about how Durham County is the only jurisdiction that funds staff using local discretionary funding, and the process should be changed so that Durham County uses the same process as other jurisdictions. Chair Ellen Beckmann said it is an inefficient process to fund local staff with Surface Transportation Block Grant Direct Attributable (STBGDA) funding, but that it would be challenging to change. There was a discussion regarding the scope of the MPO Governance Study and if it will address the funding sources of staff positions. There was consensus that the TC would benefit from an update on the Governance Study.

Meg Scully asked for the language to be clarified on page 9 of the draft in the Environmental Justice and Equity section to further specify how the relative scores will be handled for transit ridership. Anne Phillips said she will refine the language in that section. Tina Moon brought up the negative impact to the Town of Carrboro from the removal of local discretionary funding as Carrboro often depends on this source of funding to complete projects. Bergen Watterson said Chapel Hill shares that concern. Anne Phillips said DCHC is unique in providing local discretionary funding based on population, but that the most efficient process would be to combine all of the funding sources and then award funding to projects from the aggregate source. Anne Phillips emphasized that funding for existing projects will be prioritized

to complete as many projects as possible. Anne Phillips added that project submittals for existing projects would go through an easier process because prior funding means it has already gone through a call for projects and scored well. The MPO is proposing only one call for projects each year in which existing projects would be routed differently than a new project.

Evan Tenenbaum suggested a separate meeting to wrap up the City of Durham's discussion points and asked about the timeline for this call for projects. Anne Phillips responded that in order to combine funding sources to avoid a split call for projects as we had in FY22, the Congestion Mitigation and Air Quality (CMAQ) funding will drive the timeline. Anne Phillips said NCDOT has announced CMAQ projects are due in February 2022, so the Federal Funding Policy needs to be approved as soon as possible because a formal call for projects cannot be issued without an updated policy. Anne Phillips proposed issuing a pre-call for projects this year to share the amount of funding available and an estimated timeline. Anne Phillips said she is open to another TC subcommittee meeting for further adjustments to the policy if there is interest. Chair Ellen Beckmann recommended the TC recommend the MPO Board release the draft policy as is at their October meeting, then have further discussions at the October TC prior to the MPO Board meeting in November. Anne Phillips said she will write a memo explaining the differences between the original and the draft policy for the MPO Board. Bill Judge pointed out the uncertainties in the next year, such as the federal legislation and the MPO Governance Study, and suggested the policy be allowed to be updated as needed at any time. Anne Phillips agreed and said that the MPO Board can approve changes to the policy at any time, and that using the policy for this round of funding will help provide more insight into the policy.

Evan Tenenbaum made a motion to recommend that the MPO Board release the draft policy for a 21-day public comment period. Margaret Hauth seconded the motion. The motion passed unanimously.

7. Transportation Improvement Program Amendment #8
Anne Phillips, LPA Staff

Anne Phillips stated that this amendment consists mostly of projects updated by NCDOT in the State Transportation Improvement Program (STIP) with one exception of CMAQ funding for the Town of Chapel Hill Estes Drive project that triggered the public-comment period per the Public Involvement Policy (PIP).

Bergen Watterson made a motion to recommend that the MPO Board release TIP Amendment #8 for a 21-day public comment period. Tom Devlin seconded the motion. The motion passed unanimously.

8. GoDurham Section 5307 and 5339 Proposed Program of Projects
Pierre Osei-Owusu, GoDurham

Tom Devlin said it is required that the proposed Program of Projects (POP) for 5307 and 5339 funds be published and have a public hearing. Tom Devlin said GoDurham usually advertises the public hearing in the News & Observer newspaper, but would like to hold a public hearing at an MPO Board meeting for more visibility. Tom Devlin said the POP allocates 5307 funds for preventative maintenance on GoDurham buses and FY23 replacement electric buses while the 5339 funds will be used for purchasing GoDurham ACCESS vehicles and a portion of the electric bus purchase.

Tom Devlin made a motion to recommend that the MPO Board hold a public hearing for GoDurham's 5307 and 5339 Proposed Program of Projects. Zach Hallock seconded the motion. The motion passed unanimously.

9. 5310 Grant Program of Projects Amendment
Maribel Klein, LPA Staff
Aaron Cain, LPA Staff

Aaron Cain said this amendment to the current GoDurham 5310 Program of Projects is to support on-demand transportation services to enhance mobility service for seniors and individuals with disabilities in response to decreased transportation options during the COVID-19 pandemic. Aaron Cain added that in order to begin utilizing those funds, the MPO needs to approve the POP amendment.

Tom Devlin made a motion to approve the amended POP to include the awarding of CRRSAA funds to GoDurham ACCESS. Travis Crayton seconded the motion. The motion passed unanimously.

REPORTS FROM STAFF:

10. Report from Staff **Aaron Cain, LPA Staff**

Anne Phillips stated that DCHC and CAMPO met with NCDOT about doing a three-year funding application for the Transportation Demand Management (TDM) program to make it more efficient. TJCOG will have to provide an annual work program. Anne Phillips said that she would follow up with TJCOG.

11. Report from the Chair **Ellen Beckmann, TC Chair**

Chair Ellen Beckmann had no report.

12. NCDOT Reports **Brandon Jones (David Keilson), Division 5 – NCDOT**

Brandon Jones said work continues with the SPOT 6.0 workgroup and mentioned a recent WRAL article that summarizes where the workgroup is with cost updates for the STIP reprogramming. Brandon Jones said further coordination is needed with MPOs and RPOs across the state to make adjustments. Brandon Jones said NCDOT is refining the guidance and evaluation methodology for the Complete Streets Policy and should have a draft to share in October 2021. Chair Ellen Beckmann said the Complete Streets Policy update would be of high interest to the TC and said consistency is important such that certain jurisdictions aren't given different instructions based on perceived resources.

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

Stephen Robinson highlighted the I-3306 project (I-40) widening contract that has been awarded and said a kickoff meeting will be held the week of September 27, 2021. Stephen Robinson added that the majority of design work will begin this fall with construction likely

282 beginning next spring to early summer. Stephen Robinson gave an update on project W-5707
283 that is being planned for this fall and public outreach will occur when the traffic patterns shift.
284 Vice Chair Nishith Trivedi asked Stephen Robinson to include Orange County in the meeting.
285 Stephen Robinson asked TC members to email a preferred contact for each organization that
286 wants to be involved.

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

288 Bryan Kluchar had no additional report.

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

290 Julie Bogle had no additional report.

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

292 John Grant had no additional report.

293 **INFORMATIONAL ITEMS:**

294 **Adjourn**

295 There being no further business, the meeting was adjourned by Chair Ellen Beckmann
296 at 11:13 a.m.

297 **Next meeting: October 27, 9 a.m., meeting to be held via teleconference**