

# **DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

## **TECHNICAL COMMITTEE**

**September 23, 2020**

## **MINUTES OF MEETING**

The Durham-Chapel Hill Carrboro Metropolitan Planning Organization (DCHC) Technical Committee met on September 23, 2020, at 9:00 a.m. through a Zoom © teleconferencing platform. The following people were in attendance:

Nishith Trivedi (Chair)	Orange County
Ellen Beckmann (Vice Chair)	City of Durham
Kumar Neppalli (Member)	Chapel Hill Engineering
Zachary Hallock (Member)	Carrboro Planning
Chance Mullis (Member)	Chatham County Planning
Jomar Pastorelle (Member)	Chapel Hill Planning
Hank Graham (Member)	Research Triangle Foundation
Margaret Hauth (Member)	Town of Hillsborough
Julie Bogle (Member)	NCDOT TPD
John Grant (Member)	NCDOT Traffic Operations
Joe Geigle (Member)	FHWA
Tasha Johnson (Member)	City of Durham Public Works
Pierre Osei-Owusu (Member)	City of Durham
Evan Tenenbaum (Member)	City of Durham
Bergen Watterson (Member)	Chapel Hill Planning
Tina Moon (Member)	Town of Carrboro
Zach Hallock (Member)	Town of Carrboro
Brooke Ganser (Member)	Durham County Planning
Scott Whiteman (Member)	Durham County Planning
Theo Letman (Member)	Orange Public Transportation
John Hodges-Copple (Member)	Triangle J Council of Governments
Jay Heikes (Member)	GoTriangle
Kurt Stolka (Member)	University of North Carolina
Cha'ssem Anderson (Alternate)	University of North Carolina
Meg Scully (Alternate)	GoTriangle
David Keilson (Alternate)	NCDOT Division 5
Stephen Robinson (Alternate)	NCDOT Division 7

41	Pat Wilson (Alternate)	NCDOT Division 7
42	Bryan Kluchar (Alternate)	NCDOT Division 8
43	Brian Taylor (Alternate)	City of Durham Transportation
44	Bill Judge (Alternate)	City of Durham Transportation
45	Matt Cecil (Alternate)	Chapel Hill Transit/Planning
46	Jeron Monroe	NCDOT
47	Cy Stober	City of Mebane
48	Wannetta Mallette	BGMPO
49	Blake Cashmore	BGMPO
50	Sean Egan	City of Durham
51	Alex Bell	Renaissance Planning
52	Jody Lewis	VHB
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54	Felix Nwoko	DCHC MPO
55	Aaron Cain	DCHC MPO
56	Andy Henry	DCHC MPO
57	KC Chae	DCHC MPO
58	Dale McKeel	City of Durham/DCHC MPO
59	Anne Phillips	DCHC MPO
60	Yanping Zhang	DCHC MPO
61	Jaehoon Kim	DCHC MPO
62	Joelle Davis Carter	DCHC MPO

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64 Quorum Count: 27 Voting Members

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66 Chair Nishith Trivedi called the meeting of the Technical Committee (TC) to order

67 at 9:01 a.m. Aaron Cain stated that attendees would be recorded from the attendee list

68 of the Zoom call.

69 **PRELIMINARIES:**

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72 **2. Adjustments to the Agenda**

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74 Chair Nishith Trivedi asked if there were any adjustments to the agenda. Felix

75 Nwoko stated that at the end of the agenda, the TC would appoint two representatives

76 to the MPO's new governance committee.

**3. Public Comments**

There were no public comments.

**CONSENT AGENDA:**

**4. Approval of July 22, 2020, Meeting Minutes**

There were no comments on the July 22, 2020, meeting minutes. Kumar Neppalli made a motion to approve the minutes. Zachary Hallock seconded the motion. The motion passed unanimously.

**ACTION ITEMS:**

**5. STIP Reprogramming**

**Anne Phillips, LPA Staff**

**Aaron Cain, LPA Staff**

Anne Phillips reported that the North Carolina Department of Transportation (NCDOT) has reprogrammed the State Transportation Improvement Program (STIP) because of their financial situation. Anne Phillips stated that projects impacted within the Durham-Chapel Hill Metropolitan Planning Organization (DCHC) were listed in the agenda.

Anne Phillips stated that the TC and elected officials raised concerns about the reprogramming's effects on some of the projects in DCHC. Anne Phillips stated that MPO staff arranged a meeting with STIP staff to address these concerns about the reprogramming. There was concern about the Woodcroft Parkway Extension, which had been delayed by ten years. The group was concerned that the City of Durham would lose design work because of the timeframe. Anne Phillips emphasized that there is some flexibility and that the STIP reprogramming is a starting point and projects can be

106 moved around in our geographic area within the Strategic Transportation Investment  
107 (STI) categories.

108 Aaron Cain stated that, according to Mike Stanley, projects can be moved up to  
109 the first five years of the STIP if some projects of an equivalent cost are delayed to the  
110 second five years of the STIP and are within the same tier. Three Durham projects were  
111 identified that could be delayed to the second five years so that the Woodcroft Parkway  
112 project can move up to the first five years. Aaron Cain continued that staff will not  
113 approve the full reprogrammed STIP in the Transportation Improvement Plan (TIP).  
114 Staff will recommend a reprogrammed TIP with the specific adjustments described  
115 earlier. There were some questions and discussions about the thought process  
116 regarding the adjustments of projects in the reprogrammed STIP.

117 Evan Tenenbaum stated a concern about shifting bicycle and pedestrian projects  
118 for the Woodcroft Parkway Extension. Aaron Cain stated that design money has already  
119 been spent and if it is delayed for eight to ten years, as it is being called for in the  
120 reprogrammed STIP, the design work already done would be considered obsolete.

121 Another concern was raised by Orange County regarding the interrelation of  
122 projects in Hillsborough, including I-0305, I-5967, I-5984 and R-5845, and if the  
123 relationship between these projects had been considered in the reprogramming. Aaron  
124 Cain stated that Mike Stanley of the STIP office confirmed that the coordination on the  
125 Hillsborough projects was considered a part of that reprogramming and they are making  
126 sure programs are working together and scheduled appropriately.

127 Anne Phillips added that a Metropolitan Transportation Plan (MTP) Amendment  
128 is not federally required because the 2025 horizon year is not in the first four years of

the STIP. MPO staff has decided to amend the MTP so that the MTP and TIP are in alignment. Anne Phillips indicated that the TIP is fiscally constrained because of its relationship to the MTP, and staff does not want to risk an interpretation of the TIP not being fiscally constrained. Aaron Cain noted that there may be a required air quality report and invited John Hodges-Copple to address this matter in more detail. John Hodges-Copple indicated that the MTP amendment could move forward as expeditiously as possible, but the air quality determination report would likely occur later due to the need to arrange interagency consultations and other procedures.

No action was required by the TC as this item was for informational and discussion purposes only.

## **6. Alternate Scoring Criteria for SPOT 6**

### **Anne Phillips, LPA Staff**

Anne Phillips stated that Strategic Transportation Investment (STI) law allows the MPO to use alternate scoring criteria for highway projects in the Division Needs tier for SPOT 6.0 if there is concurrence with the Division and all its MPOs and RPOs. Anne Phillips stated that there would likely be concurrence for Division 5. For Division 5, a decision has been made to move the points out of freight and accessibility and connectivity to safety for mobility projects. The reason for this is the lack of precise freight data for secondary routes means that the projects do not score very well in that category. The accessibility and connectivity factors represent economic indicators intended for rural counties and more urbanized areas do not necessarily benefit. For the modernization projects, discussions have focused on moving freight points to safety. For Divisions 7 and 8, potential changes are still being discussed but the primary interest is moving freight points to safety. Anne Phillips noted that no one has indicated

that they are against the change, but staff is waiting on confirmation of concurrence.

She added that these changes are due to NCDOT by October 23. She also added that changes can be made to Regional Impact projects, but more people would have to agree, which was unlikely at this point.

Questions revolved around any significant changes and she confirmed that there are not really any major changes from SPOT 5.0.

Kumar Neppalli made a motion to recommend that the MPO Board endorse the alternate scoring criteria. Evan Tenenbaum seconded the motion. The motion passed unanimously.

## **7. 2050 MTP-SE Data and TRM**

**Andy Henry, LPA Staff**

Andy Henry noted that this is only for comments and noted that he would talk about the milestones and steps for the 2050 MTP, Socioeconomic Data (SE) and Triangle Regional Model (TRM). The MPO Board approved the goals and objectives for the 2050 MTP at the September Board meeting. The milestones are the deficiency analysis and after that, the alternatives analysis. Andy Henry indicated there is a need to finish the SE Data and the TRM to get them approved for use in the 2050 MTP. The deficiency analysis for next spring is basically a no-build scenario. The 2050 population and employment are applied to today's transportation network to create a benchmark to determine where the deficiencies are.

Another key goal is to identify some performance measures. Previously, performance measures were developed at the end of the MTP process and shown in the final MTP report. In this cycle, the performance measures will be developed for the

178 deficiency analysis and alternative analysis. Some of the changes in the performance  
179 measures will include a focus on equity and environment.

180         Andy Henry transitioned into a discussion about the socioeconomic data (SE).  
181 He explained that the SE data is gathered by traffic analysis zone (TAZ) data. With the  
182 TRM, there are inputs and outputs. Key input data for the TRM is SE Data and travel  
183 behavior. Key output data include the performance measures such as vehicle model  
184 travel (VMT), roadway congestion, and transit ridership. The base year will be 2016 and  
185 the horizon years will be 2030, 2040 and 2050. Andy Henry then directed attention to a  
186 map that showed the counties, MPOs, and TRM area. The model encompasses all the  
187 MPO planning areas plus areas outside the MPOs that affect model area travel. He  
188 emphasized that the DCHC MPO is primarily responsible for two partial counties,  
189 Roxboro and Chatham counties.

190         For the 2016 base year, certificates of occupancy for new dwelling units are  
191 obtained and that population is added to the most recent U.S. Census values. Guide  
192 totals from sources such as the North Carolina Office of State Management and Budget  
193 and the American Community Survey are used to check the work. Employment data is  
194 also included beginning with the InfoUSA database that is adjusted by local planners  
195 using the Employment Analyst application. The employment guide totals are drawn from  
196 sources such as the North Carolina Employment Security Commission. Andy Henry  
197 noted that the MPO also collects 2020 data to run and calibrate the TRM using the  
198 2016-2020 time period.

199         The forecast years for the model are 2030, 2040, and 2050. Andy Henry reported  
200 that the MPO will start at the county level (e.g. examining growth in the county) and then

employ the community visualization land use model that allocates the county level population to specific parcels and grids. This data is then summarized back into TAZ's for use in the TRM.

Andy Henry highlighted how population guide totals from the NC Office of State Budget and Management (NC OSBM) will be used to project the 2050 population. He showed annual growth values and rates for the MPO counties. Andy Henry showed county level employment data and growth rates that are from the Woods & Poole Economic Forecast. He clarified that when looking at partial counties, we do not assess a portion of the total county population or employment based on the area. Instead, we use the trends of population or employment in those partial county areas. Andy Henry reiterated the purpose of the presentation by summarizing the future milestones and major next steps in the SE data and TRM process.

Andy Henry concluded the presentation and asked for questions. Some of the questions revolved around impact of COVID-19 on the annual growth rate data analysis and the inability to gather accurate employment data from key sources due to COVID-19.

This item was for informational purposes only.

## **8. Triangle Region ITS Strategic Deployment Plan Update**

**Felix Nwoko, LPA Staff**

**Jody Lewis, VHB**

**Casey Chae, LPA Staff**

Felix Nwoko opened the discussion by providing a brief overview of the project.

He explained that VHB was the lead consultant and both the Capital Area Metropolitan Planning Organization (CAMPO) and DCHC MPO were involved in the study. The ITS Strategic Development Plan is a result of a mandatory regulation that required an



original architectural plan. Felix Nwoko turned the presentation over to Jody Lewis who provided the purpose of the plan, key components of the plan, how the objectives were achieved, and major findings.

Jody Lewis reported that examples of the study objectives included 1) supporting Vision Zero, 2) supporting reliability across the integrated transportation network, 3) enhancing mobility and multimodal activity, 3) monitoring major asset inventory, and 4) supporting economic vitality in a competitive environment. Identifying ITS projects to determine any project gaps between the first plan and the updated plan was also a goal of the update. In closing, Jody Lewis also indicated that 42 action items were established with the intent of describing steps to achieve the project goals. He highlighted a few major action times that included:

- Building a fiber optic network to enhance communication across the region.
- Establishing a regionally compatible asset management system.
- Continue deployment to support transit. With the emergence of the BRT, it will be critical to have the resources to manage an effective system across jurisdictional boundaries.

There were questions and comments around the short-term items and reality of accomplishing the items in a mid-term or long-term timeframe. John Hodges-Copple raised concerns about the viability of achieving the short-term items.

Zachary Hallock made a motion to recommend that the Board release the report for public comment. Scott Whiteman seconded the motion. The motion passed unanimously.

**9. Mobility Report Card 2019**  
**Felix Nwoko, LPA staff**

**Alex Bell, Renaissance Planning**  
**Casey Chae and Jaehoon Kim, LPA staff**

Felix Nwoko informed the Board that the last Mobility Report Card (MRC) was completed in 2014. A key recommendation from the last report was to use an online feature to update data more readily.

Alex Bell provided a summary of the MRC and explained that the report is an opportunity to evaluate performance and statistics across the multimodal transportation system throughout the region. The report is organized into 12 chapters relating to topics such as supply, demand and utilization, and safety. He further noted that a key objective was to increase user accessibility to the report and decrease the bulkiness of the document. The report was restructured to provide a brief synopsis of key findings at the beginning of each chapter, present a discussion of key metrics, include subareas including summarizations based on jurisdiction, municipality, and county levels.

Finally, the report includes broadly defined subareas focused on travel markets and comparisons to demonstrate how the systems are evolving and ways that utilization is shifting. Alex Bell added this information aligns with the MPO congestion management process and historical Fixing America's Surface Transportation (FAST) Act congestion management procedures. The MRC is also referenced as a basis for developing performance measures for different modes and attributes of the system and analyzing other data. Andy Henry interjected that he found the storybook feature in the dashboard to be extremely helpful and suggested that it be placed on the DCHC website.

Alex Bell provided a tour of the report. He pointed out that the new dashboard features make it easier for users to query and find information. Further, information and

data can be more readily updated by technical staff. Alex Bell then highlighted key findings from the report related to traffic volume, pedestrian safety, and vehicular travel time among other topics.

Alex Bell concluded the presentation and Felix Nwoko requested a change to the agenda for a release of the report for public comment. Much of the discussion was guided by questions about the source of the data, multimodal diversity index factors, conducting a VMT assessment in the future, bike and pedestrian travel counts, usefulness of the report results, and researching software that may aid in providing more specific data on metrics that inform the impact of transportation in the region. There were specific recommendations (e.g. specificity about the naming of areas to alleviate confusion) and concerns (e.g. potential bias and misrepresentation of the data for areas such as East Durham) about the report in addition to the next steps for report utilization.

Zachary Hallock made a motion to recommend that the MPO Board release the report for public comment. Jomar Pastorelle seconded the motion. The motion passed unanimously.

## **10. State of the Region Report**

**Felix Nwoko, LPA Staff**

**Alex Bell, Renaissance Planning**

Alex Bell stated that this report is a companion piece but focused less on all the detailed data of the MRC and more on contextualizing fundamental travel demand trends, mobility statistics at a higher level, and peer region comparison data. There are five chapters focused on population and economy that set the stage for understanding

growth and development. Alex Bell provided an overview of the report. He pointed out some key highlights of the report variables such as degree attainment and employment.

Chair Nishith Trivedi asked if the report needed to be released for public comment. There were questions from the TC about coordination with other agencies and planning groups in the area as well as the data that was used for the report.

Vice Chair Ellen Beckmann made a motion to recommend that the MPO Board release the report for public comment. Scott Whiteman seconded the motion. The motion passed unanimously.

**11. Surface Transportation Block Grant-Direct Attributable (STBG-DA) and Transportation Alternative Program (TAP) Funding Distribution for FY22**  
**Felix Nwoko, LPA Staff**

Felix Nwoko provided an overview of the programs. He noted that the MPO Board previously approved the formula and policy to distribute Surface Transportation Block Grant Direct Attribution (STBG-DA) and Transportation Alternative Program (TAP) funds to subrecipients for fiscal years 2017 through 2025 with the expectation that each year, prior to development of the next year's Unified Planning Work Program (UPWP), the actual STBG-DA and TAP allocation to the DCHC MPO would be entered into the formula as would the most recent certified National Transit Database (NTD) data (to be used in calculating the distribution to transit agencies). Approval of this allocation will commence the FY22 UPWP development as agencies may choose to use the allocation for planning purposes, and thus must program funds in the UPWP.

Bergen Watterson made a motion to recommend that the Board approve the FY22 distribution of STBG-DA and TAP funds. Chance Mullis seconded the motion. The motion passed unanimously.

**11 B. Governance Committee****Felix Nwoko, LPA Staff**

Felix Nwoko provided background on the MPO's governance committee and explained that the TC must appoint two members to serve on this committee. Felix Nwoko recommended that appointees should represent a geographic balance. Currently there are members from Chatham County, the Town of Carrboro, and the City of Durham Transportation Department on the committee. Chair Nishith Trivedi indicated that he and Scott Whiteman of Durham County volunteered to be the representatives and asked if anyone else was interested in serving as the TC representatives on the committee. No other members of the TC were interested in serving on the committee.

Vice Chair Ellen Beckmann made a motion to appoint Chair Nishith Trivedi and Scott Whiteman as the TC representatives for the governance committee. Bergen Watterson seconded the motion. The motion passed unanimously.

**REPORTS FROM STAFF:****13. Report from Staff****Felix Nwoko, LPA Staff****Aaron Cain, LPA Staff**

Aaron Cain reminded everyone that there is a virtual transit summit for the update of the Orange County transit plan on October 1, 2020, from 5 p.m. - 8 p.m. Additionally, online materials on public engagement would be released for the Durham County transit plan by September 30.

**14. Report from the Chair****Nishith Trivedi, TC Chair**

There was no additional report from the TC Chair.

**14. NCDOT Reports**

David Kelison, NCDOT Division 5, provided updates on the Alston Avenue project, the Old Durham/Old Chapel Hill Road project, and the East End Connector project. Members inquired about accurate dates of project completion for the Alston Avenue project and East End Connector.

Stephen Robinson, NCDOT Division 7, stated that there was no additional report.

Bryan Kluchar, NCDOT Division 8, stated that the STIP reprogramming has extended U-6192 to fiscal year 2030.

Julie Bogle, NCDOT Transportation Planning Division, stated that the NC MOVES 2050 plan draft recommendation report will be released for public comment, in the form of a survey, from October 9 to November 9. Notifications will go out to the public and there is also a presentation being developed to share with the Board. Aaron Cain and Julie Bogle discussed the timing for the presentation.

There was no additional report from John Grant, NCDOT Traffic Operations.

**INFORMATIONAL ITEMS:**

Aaron Cain stated that the meeting would be held virtually and meetings at City Hall may not occur anytime soon.

Chair Nishith Trivedi adjourned the meeting at 11:45 a.m.