

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION BOARD**11 October 2017****MINUTES OF MEETING**

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board met on October 11, 2017, at 9:00 a.m. in the City Council Committee Room, located on the second floor of Durham City Hall. The following people were in attendance:

Steve Schewel (MPO Board Chair)	City of Durham
Damon Seils (MPO Board Vice Chair)	Town of Carrboro
James G. Crawford (Alternate)	Chatham County
Ellen Reckhow (Member)	Durham County
Ed Harrison (Member)	GoTriangle
Barry Jacobs (Member)	Orange County
Pam Hemminger (Member, Excused Absence)	Town of Chapel Hill
Wendy Jacobs (Alternate)	Durham County
Lydia Lavelle (Alternate)	Town of Carrboro
Michael Parker (Alternate)	Town of Chapel Hill
Penny Rich (Alternate)	Orange County
Jenn Weaver (Alternate)	Town Of Hillsborough
Nina Szlosberg-Landis (Member)	NC Board of Transportation
David Keilson	NCDOT, Division 5
Patrick Wilson	NCDOT, Division 7
Bryan Kluchar	NCDOT, Division 8
Julie Bogle	NCDOT, TPB
Nishith Trivedi	Orange County
Bergen Watterson	Town of Chapel Hill
Tina Moon	Town of Carrboro
Kayla Seibel	Town of Chapel Hill
John Hodges-Copple	Triangle J Council of Governments
Patrick McDonough	GoTriangle
Geoff Green	GoTriangle
Terry Bellamy	City of Durham
Ellen Beckmann	City of Durham
Tasha Johnson	City of Durham
Eddie Dancausse	Federal Highway Administration
Felix Nwoko	DCHC MPO
Andy Henry	DCHC MPO
Meg Scully	DCHC MPO
Aaron Cain	DCHC MPO
Dale McKeel	DCHC MPO/City of Durham
Brian Rhodes	DCHC MPO
Anne Phillips	DCHC MPO
Bill Judge	City of Durham

Evan Tenenbaum
Gretchen Coperine

Durham County
Research Triangle Park

Quorum Count: 9 of 10 Voting Members

Vice Chair Damon Seils called the meeting to order at 9:05 a.m. A roll call was performed. The Voting Members and Alternate Voting Members of the DCHC MPO Board were identified and are indicated above. Vice Chair Damon Seils reminded everyone to sign-in using the sign-in sheet that was being circulated.

Vice Chair Damon Seils stated that he would be presiding over the meeting because Chair Steve Schewel had lost his voice.

Michael Parker made a motion to grant Pam Hemminger an excused absence. Chair Steve Schewel seconded the motion. The motion passed unanimously.

PRELIMINARIES:

2. Ethics Reminder

Vice Chair Damon Seils read the Ethics Reminder and asked if there were any known conflicts of interest with respect to matters coming before the MPO Board and requested that if there were any identified during the meeting for them to be announced. There were no known conflicts identified by MPO Board members.

3. Adjustments to the Agenda

Vice Chair Damon Seils stated that an update on the Durham-Orange Light Rail (D-O LRT) project would be added to the agenda before item 15.

4. Public Comments

There were no public comments.

5. Directives to Staff

The Directives to Staff were included in the agenda packet for review.

CONSENT AGENDA:

6. September 13, 2017 MPO Board Meeting Minutes

Ellen Reckhow made a motion to approve the September 13, 2017, MPO Board Meeting Minutes. Michael Parker seconded the motion. The motion passed unanimously.

ACTION ITEMS:

7. Request for a Resolution and a Signed Letter in Support of the City of Durham's Application for a TIGER Grant for the Two-Way Conversion of the Downtown Durham Loop

Terry Bellamy, Director of the Durham Department of Transportation

Terry Bellamy stated that the City of Durham applied for a TIGER Grant to convert the Downtown Durham Loop to two-way traffic in 2012, but did not receive an award. He described recent investment in downtown Durham, and explained how converting the Downtown Loop to two-way traffic would benefit the region. He added that the grant proposal was due on October 16, 2017, and that the City of Durham has reached out to US Senators and Representatives for letters of support for the grant.

Ellen Reckhow stated that she heartily supported the effort to convert the Downtown Durham Loop to two-way traffic. Ed Harrison and Terry Bellamy discussed the cost of the project.

Ellen Reckhow made a motion to have the MPO Board pass a resolution in support of the City of Durham's TIGER Grant Application, and for the Chair of the MPO Board to sign a letter in support of the City of Durham's application for a TIGER grant for the two-way conversion of the Downtown Durham Loop. Chair Steve Schewel seconded the motion. The motion passed unanimously.

8. 2045 Metropolitan Transportation Plan (MTP)

Andy Henry, LPA Staff

Andy Henry described recent milestones in the development of the MTP. Andy Henry stated that the public comment period for the Alternatives Analysis closed on September 20, 2017. He discussed the sources that were used for the employment and population guide totals. Andy Henry explained why the MTP uses the AIM High land-use scenario. Ellen Reckhow, Andy Henry, and John Hodges-Copple discussed population densities in the AIM High scenario. Andy Henry drew attention to

99 MPO-wide maps for each county showing the distribution of population and employment growth. He
100 also drew attention to interactive highway maps. Ed Harrison asked for and received clarification about
101 how to make the legend appear in the interactive maps. Andy Henry discussed the modernization of the
102 Durham Freeway between West Chapel Hill Street and Briggs Avenue. Andy Henry and Ellen Reckhow
103 discussed whether NC 54 West of Fayetteville Street would be widened or modernized. Ellen Reckhow
104 suggested looking into a bikeway parallel to NC 54. Ellen Beckmann stated that the Durham Bike+Walk
105 Plan recommends a separated bike facility along parts of NC 54, and that Durham has had preliminary
106 discussions with the North Carolina Department of Transportation (NCDOT) about this issue. Ed Harrison
107 and Andy Henry discussed new development occurring east of Chapel Hill near the I-40 interchange to
108 NC 54.

109 Andy Henry stated that the list of projects in the MTP is listed in alphabetical order for each
110 decade of the MTP. Andy Henry stated that transit projects are based on the county transit plans. He
111 called attention to the extension of the light rail to Carrboro and the extension of the commuter rail to
112 Hillsborough that were included for the preferred option. Michael Parker expressed concern that mass
113 transit is being undervalued. Ellen Reckhow concurred with Michael Parker. She stated that transit and
114 highways are weak in the 2035-2045 span of the MTP, and that the region will be in bad shape if current
115 population and employment projections are correct. Andy Henry discussed how building large fixed
116 guideways systems and Strategic Transportation Investments (STI) legislation has affected the
117 distribution of transit projects in the MTP. He added that the light and commuter rail extensions are
118 meant to bring modal balance back to the MTP. Ellen Reckhow and Andy Henry discussed the planning
119 process for the light rail extension to Carrboro. Andy Henry and Vice Chair Damon Seils discussed the
120 assumptions about STI legislation that were factored into the last decade of the MTP. Andy Henry
121 stated that the final MTP will consider whether New Starts or Small Starts funding can be used for light
122 and commuter rail extensions in the last decade of the MTP.

Barry Jacobs stated that the Chapel Hill Bus Rapid Transit (BRT) to Durham Technical Community College and UNC Hospital in Hillsborough should be indicated in the MTP. John Hodges-Copple and Barry Jacobs discussed population density projections for Orange County. Andy Henry and Barry Jacobs discussed whether the preferred option could be released without the BRT extension so that it can be analyzed during the public comment period and potentially brought back for the final plan.

Nina Szlosberg-Landis and Andy Henry discussed whether there is a way to express community goals and the fact that they are hampered by legislative parameters in the MTP. Vice Chair Damon Seils stated that staff was trying to arrange a meeting with the Transportation Secretary and NCDOT Board of Transportation (BOT) members to discuss some of these issues. Ed Harrison and Andy Henry discussed how the results of short range transit planning could be incorporated into the MTP. Andy Henry drew attention to a map of the fixed guideway systems. Andy Henry discussed funding for bicycle and pedestrian projects, and noted that detailed local bicycle and pedestrian plans are referenced in the MTP. Vice Chair Damon Seils and Andy Henry discussed how updates to local bicycle and pedestrian plans would be incorporated into the MTP. Andy Henry reviewed the financial plan for the MTP by transportation mode. He noted that there was a problem at the statewide level in 2045 in that costs are projected to be higher than revenues. Ellen Reckhow and Andy Henry discussed growth and revenue assumptions at the statewide level.

Michael Parker suggested adding a discussion of guiding principles and an executive summary to the MTP. Andy Henry stated that the goals and objectives have already been developed for the MTP, and that he could add a section explaining why they are not followed completely and an executive summary to the MTP.

Nina Szlosberg-Landis stated that it might be wise to consider how an increasing number of electric vehicles, alternative modes, and autonomous vehicles will affect the gas tax and capacity needs in the future. She suggested that the MPO consider a presentation on current thinking about these

issues, while also considering the need for alternative funding sources. Vice Chair Damon Seils stated that these topics should be added to the discussion with the Transportation Secretary and his staff. Vice Chair Damon Seils and Felix Nwoko discussed the progress on arranging the meeting with the Transportation Secretary and an upcoming joint meeting with the DCHC MPO and the Capital Area Metropolitan Planning Organization (CAMPO). Nina Szlosberg-Landis offered to help set up the meeting with the Transportation Secretary.

Andy Henry stated that the output from the updated land-use model and the MTP report were not ready. He added that the preferred option would be released by the end of the month, while the full MTP report would be released at the December 2017 Board meeting.

Michael Parker made a motion to authorize the Technical Committee (TC) to release the preferred option with final Triangle Regional Model (TRM) results and draft Goals/Objectives/Performance Measures at the October 25 TC meeting. Ellen Reckhow seconded the motion. The motion passed unanimously.

9. Draft FY2018-27 Metropolitan Transportation Improvement Plan

Aaron Cain, LPA Staff

Aaron Cain stated that the Metropolitan Transportation Improvement Plan (MTIP) consists of State Transportation Improvement Plan (STIP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program, Surface Transportation Block Grant Direct Attribution (STBG-DA) projects, and minor amendments. He added that the MTIP needs to be forwarded to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) by November 15, 2017. Aaron Cain also discussed the timeline for holding a public hearing and releasing the MTIP for a public comment period. Aaron Cain described plans to update the MTIP webpage before the public comment period.

Ellen Reckhow made a motion to release the draft FY2018-27 MTIP for public comment. Barry Jacobs seconded the motion. The motion passed unanimously.

10. SPOT P5.0 Project Submittals from the Divisions

Aaron Cain, LPA Staff

Aaron Cain stated that all of the projects for all four modes were submitted for consideration to the Strategic Prioritization Office of Transportation (SPOT) by the September 29, 2017, deadline, with the exception of two GoTriangle projects that turned out not to be eligible. Aaron Cain drew attention to a list of projects that the Divisions were submitting within the DCHC MPO area.

Aaron Cain defined auxiliary lanes and specified the location of the proposed I-40 auxiliary lanes in response to a question from Ed Harrison. Aaron Cain and Vice Chair Damon Seils discussed the bicycle and pedestrian projects that the Divisions submitted on behalf of the DCHC MPO. Vice Chair Damon Seils clarified that the Franklin Street/Merritt Mill project was being submitted both as a highway and a bicycle and pedestrian project for the purposes of scoring. James G. Crawford pointed out that US 15-501 was mistakenly labeled. James G. Crawford and Aaron Cain discussed the location of the synchronized street on US 15-501.

This item was informational and no further action was required by the MPO Board.

11. Request for DCHC MPO Support for Town of Carrboro NCDOT Bicycle Planning Grant Application

Tina Moon, Town of Carrboro

Aaron Cain stated that the Town of Carrboro would be applying for a grant to update their bicycle plan, and that the grant application requires a letter or memo of support from the MPO Board. Vice Chair Damon Seils stated that Carrboro's bicycle plan is overdue for its regular update, and that updating the plan will be part of a package of projects that will allow Carrboro to achieve gold level status with the League of American Bicyclists.

Michael Parker made a motion to adopt the resolution in support of the Town of Carrboro's grant application to update its Comprehensive Bicycle Transportation Plan. Chair Steve Schewel seconded the motion. The motion passed unanimously.

12. Review of NCDOT Bicycle Policy and Pedestrian Policy

Dale McKeel, LPA Staff

197 Dale McKeel thanked Nina Szlosberg-Landis for letting the DCHC MPO know that NCDOT was
198 reviewing its bicycle and pedestrian policies. Dale McKeel drew attention to the contents of a letter that
199 was drafted based on comments received from a TC subcommittee about NCDOT's current bicycle and
200 pedestrian policies. Dale McKeel stated that the letter highlights inconsistencies within current NCDOT
201 policy, such as STI legislation, and NCDOT's failure to acknowledge recent design guidance. Dale McKeel
202 stated that the second part of the letter would address very specific issues and concerns about existing
203 policies that need to be discussed.

204 Dale McKeel stated that Barry Jacobs has suggested that the letter contain a more specific
205 consideration of prefabricated bridges. There was discussion of the fact that NCDOT has rejected a
206 prefabricated pedestrian bridge on Orange Grove Road over I-40, and whether the rejection of this
207 bridge was a specific instance or a general policy.

208 Dale McKeel stated that Deputy Transportation Secretary Julie White has set up an NCDOT
209 stakeholder advisory group to review bicycle and pedestrian policies, and that Ellen Beckmann has been
210 asked to be part of the group. Ed Harrison commented that there is potential for some change now that
211 Julie White is Deputy Transportation Secretary. Barry Jacobs commented that counties and urban area
212 are setting up a system where there is no walkability and connectivity for pedestrians in the long term.
213 He stated that the county cannot use NCDOT right of way (ROW) to build sidewalks and that it is
214 responsible for maintaining any sidewalks it builds. Wendy Jacobs stated that there are many schools
215 out in the county where there are no sidewalks that would allow students to walk to school safely. Vice
216 Chair Damon Seils and Dale McKeel discussed the possibility of expanding the bullet point that
217 addresses the local government cost share for pedestrian facilities that are incidental to highway
218 projects to include a discussion of long-term and ongoing maintenance for pedestrian facilities on state
219 roads. It was decided that a separate bullet point should be added to address a needed strategy for the

provision and maintenance of sidewalks in DOT ROW in suburbanizing or urbanizing rural areas to promote more walkability and connectivity.

Ellen Reckhow discussed an example of a multi-use path on the Outer Banks of North Carolina and the health benefits of encouraging bicycling on such paths. Ed Harrison discussed the difficulties that urban areas sometimes have getting sidewalks. Nina Szlosberg-Landis stated that an unintended consequence of the legislation requiring a local match is that while urban areas like Raleigh and Durham can provide a match, rural areas are often unable to do so. There was discussion of referencing the Safe Routes to School program in the letter. Barry Jacobs gave an example of an instance where Orange County was unable to require a private developer to provide sidewalks because the sidewalks would have been in NCDOT ROW. Jenn Weaver stated that Hillsborough would only be able to reduce congestion if it can get people off of its roads. Vice Chair Damon Seils suggested that the letter reference a letter that the MPO Board recently sent to NCDOT about bicycle facilities on Old NC 86.

Barry Jacobs made a motion to approve the letter with suggested amendments from the MPO Board. Ellen Reckhow seconded the motion. The motion passed unanimously.

13. FY2018 Unified Planning Work Program (UPWP) Amendment #1

Meg Scully, LPA Staff

Amendment #1 of the FY2018 UPWP proposes to obligate STBG-DA funds that had been de-obligated in prior years for the Lead Planning Agency and the Town of Chapel Hill, and de-obligate all Orange County funds. Meg Scully stated that the Orange County funds would be flexed to Orange Public Transit (OPT).

Ellen Reckhow made a motion to approve the FY2018 UPWP Amendment #1. Michael Parker seconded the motion. The motion passed unanimously.

14. Surface Transportation Block Grant -Direct Attributable (STBG-DA) and Transportation Alternative Program (TAP) Funding Distribution for FY2019

Meg Scully, LPA Staff

Meg Scully drew attention to the attached UPWP development schedule. She stated that in 2015 the MPO Board approved the formula and policy to distribute STBG-DA and Transportation Alternative Program (TAP) funds to sub-recipients for fiscal years 2017 through 2025 with the expectation that each year, prior to development of the next year's 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. Meg Scully called attention to a table with the funding allocations. Meg Scully stated that there would be a call for bicycle and pedestrian projects and local discretionary projects that need to go into the MTIP in the spring.

Barry Jacobs suggested that the TC revisit the methodology in the 2015 adopted policy because OPT has changed the way that it collects data. Meg Scully explained that the MPO uses the most recently certified NTD data for each transit agency and that the data are typically two years prior to allocation year. She added that because OPT is a small service provider, it is exempt from providing some information which affects the funding that it receives. Barry Jacobs stated that Orange County now has a transit department and the capacity to collect more data. Vice Chair Damon Seils and Ellen Beckmann discussed the possibility of having the TC revisit the 2015 adopted policy because of Orange County's greater capacity to provide more transit data. Meg Scully stated that funds are provided at the regional level, and when someone does not provide data, the region receives less money. If OPT begins to provide more data, then more funding will come to the urbanized area (UZA) and more funds would be distributed to OPT per the policy. There was discussion of the amount of time it would take for Orange County to see changes in its funding allocation if the methodology is updated.

Ellen Reckhow made a motion to approve the FY2019 distribution of STBG-DA and TAP funds.

Barry Jacobs seconded the motion. The motion passed unanimously.

Added Agenda Item: Update on the D-OLRT

Patrick McDonough, GoTriangle

Patrick McDonough stated that the D-O LRT is now in the engineering phase, and that GoTriangle has discovered several adjustments to the light rail alignment that would meet a number of community needs. Patrick McDonough described the three levels of approval required to make various types of changes to the light rail project. Patrick McDonough stated that the changes discussed in his presentation would only require approval from the GoTriangle Board, but that GoTriangle wants to share information with other boards in order to get feedback before making a decision. Patrick McDonough described the benefits and cost savings of shortening station platforms. Patrick McDonough stated that the original decision to have longer three-car platforms was based on Charlotte's light rail system, but that analysis has revealed that the D-O LRT will have more balanced ridership than Charlotte. Patrick McDonough described steps that are being taken to make sure that the shorter platforms will be sufficient for the ridership that is projected for 2040. Patrick McDonough stated that shorter platforms will be beneficial for the proposed Blackwell and Mangum Street station by avoiding a potential interaction with a historic building. Patrick McDonough and Wendy Jacobs discussed whether shorter platforms will reduce the environmental impact of the project. Ed Harrison commented on the number of buses that would be needed for the projected ridership of the light rail system, and on the benefits that light rail offers over BRT.

Patrick McDonough discussed the benefits and increased cost of refining the location of the Patterson Place station. He stated that refining the location of the station would better accommodate the sloping topography of the area and open up more parcels for transit oriented development (TOD). Michael Parker and Patrick McDonough discussed the cost of adjusting the location of the Patterson Place station. Wendy Jacobs pointed out that the overall budget for the project would not change, and Patrick McDonough explained that the D-O LRT project has a 30% pad in its budget. He added that funds saved by adjusting the design of the project are added to a contingency fund. There was discussion of whether GoTriangle has received a written response from the New Hope Creek Advisory Committee.

James G. Crawford pointed out that the map does not reflect that areas near Patterson Place are currently being developed.

Patrick McDonough reviewed the benefits associated with the Martin Luther King, Jr. Parkway refinement, including safer facilities for pedestrians, avoiding interaction with telecommunications infrastructure, and increasing redevelopment opportunities. Patrick McDonough also discussed how a proposed bicycle and pedestrian facility along the light rail route in this area would benefit the nearby Blue Cross Blue Shield campus. Ed Harrison and Patrick McDonough discussed whether multi-use paths are possible along other sections of the light rail alignment. There was discussion of whether there were any changes to the South Square and Gateway stations. Wendy Jacobs suggested that it would be great to hear about areas that have been identified that could be used as multi-use paths in the future. She also stated that the Patterson Place station would benefit the owners of the nearby shopping center and commented that she hoped that they would be willing to work with GoTriangle on dedication of ROW.

Patrick McDonough asked that any comments on these changes be transmitted to the GoTriangle Board through a statement from staff. Vice Chair Damon Seils stated that he appreciated that kind of tweaking and adjustments that are being made to improve the project. Patrick McDonough stated that there would be a meeting on Monday, October 16 to discuss station area planning in Chapel Hill. There was discussion of the best way to include Durham in the Chapel Hill discussions. Aaron Cain asked for and received clarification that a memo from staff to the GoTriangle Board conveying that the MPO Board supports the proposed changes would be helpful.

There was discussion of the environmental sustainability of the project. Patrick McDonough stated that the D-O LRT would be one of the first projects to go through the new Envision environmental sustainability process. Ellen Reckhow and Patrick McDonough discussed the possibility of creating a document that outlines sustainable measures that are being taken with the D-O LRT project. Patrick

McDonough stated that the Envision certification would highlight these measures. Barry Jacobs stated that GoTriangle itself needs to be sustainable and establish sustainable standards.

This item was informational and no further action was required by the MPO Board.

15. Explanation of SPOT/STI Framework

Aaron Cain, LPA Staff

This agenda item will be discussed at a future MPO Board meeting.

REPORTS:

16 . Report from the DCHC MPO Board Chair

Damon Seils, DCHC MPO Board Vice Chair

Vice Chair Damon Seils stated that the chairs and vice chairs of the DCHC MPO and CAMPO would be meeting on Friday, October 13 to discuss issues of mutual interest.

Ellen Reckhow asked that Vice Chair Damon Seils request information about the feasibility study for the bike path along I-40 at the meeting.

17. Report from the DCHC MPO Technical Committee Chair

Ellen Beckmann, DCHC MPO TC Chair

Ellen Beckmann stated that the materials from recent public meetings related to the Roxboro/Latta/Infinity project and the Garrett Road/US 15-501 interchange project are available on NCDOT's website. There was discussion of the plans and the construction timeline for the Garrett Road/US 15-501 interchange. There was also discussion of whether this project best meets the needs of the community.

18. Reports from LPA Staff

Felix Nwoko, LPA Staff

Aaron Cain stated that the DCHC MPO has been chosen to host the North Carolina Association of Metropolitan Planning Organization (NCAMPO) Conference in the last week of April 2018. He added that MPO staff welcomes mobile tour ideas to get people out to Orange and Chatham counties. He

asked that the MPO Board forward any ideas to him. Aaron Cain stated that a save the date for the event would be released in coming weeks.

19. NCDOT Reports:

David Keilson, NCDOT Division 5, stated that there are some utility conflicts with the Old Durham-Chapel Hill Road project, but that the Division hopes to be able to construct the roundabout at Pope Road without any long-term closures. David Keilson discussed upcoming closures related to the East End Connector project.

Wendy Jacobs commended NCDOT staff and City of Durham Transportation staff for their participation in Walk to School Day at Lakewood Elementary on October 4, 2017. Ellen Beckmann stated that Deputy Transportation Secretary Julie White also attended the event and made remarks at Lakewood Elementary School.

The Division 7 report was included in the agenda packet.

Bryan Kluchar, NCDOT Division 8, stated that all Divisions are beginning a new round of TAP funding for American with Disabilities Act (ADA) compliance and that the district engineer will be coordinating the effort for the MPO. Bryan Kluchar stated that an additional \$1 million in funding is available for ADA compliance. Aaron Cain stated that he has already heard from Division 5 and 7 about this issue.

Lydia Lavelle invited MPO Board members to participate in the Mayor's Bike Ride at 8:30 a.m. on Friday, October 13 in Carrboro.

Julie Bogle, NCDOT Transportation Planning Branch (TPB), stated that the statewide freight plan was adopted at the NCDOT BOT meeting in September 2017, and is currently under consideration for federal approval. She added that the plan was on the TPB website and the lead contact person for the project is Heather Hildebrandt.

INFORMATIONAL ITEMS:

365 20. Recent News, Articles, and Updates