

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION BOARD
October 14, 2015

MINUTES OF MEETING

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board met on October 14, 2015 at 9:07 a.m. in the City Council Committee on the second floor of Durham City Hall. The following attended:

Mark Kleinschmidt (MPO Board Chair)	Town of Chapel Hill
Diane Catotti (MPO Board Vice-Chair)	City of Durham
Jim G. Crawford (Member)	Chatham County
Steve Schewel (Member)	City of Durham
Ellen Reckhow (Member)	Durham County
Bernadette Pelissier (Member)	GoTriangle
Barry Jacobs (Member)	Orange County
Eric Hallman (Alternate)	Town of Hillsborough
Jenn Weaver (Member)	Town of Hillsborough
Damon Seils (Member)	Town of Carrboro
Ed Harrison (Alternate)	Town of Chapel Hill
Joey Hopkins	NCDOT, Division 5
David Keilson	NCDOT, Division 5
Patrick Wilson	NCDOT, Division 7
Julie Bollinger	NCDOT, TPB
Don Moffitt	Durham City Council
Craig Benedict	Orange County
Tom Altieri	Orange County
Bergen Watterson	Town of Carrboro
David Bonk	Town of Chapel Hill
John Hodges-Copple	Triangle J Council of Governments
Patrick McDonough	GoTriangle
Tammy Bouchelle	GoTriangle
Geoff Green	GoTriangle
Natalie Murdock	GoTriangle
Mark Ahrendsen	City of Durham/DCHC MPO
Felix Nwoko	DCHC MPO
Andy Henry	DCHC MPO
Meg Scully	DCHC MPO
Dale McKeel	City of Durham/DCHC MPO
Brian Rhodes	DCHC MPO
Nick Tennyson	NCDOT Secretary of Transportation
Taruna Tayal	VHB
Bill Marley	FHWA
Terry Rekeweg	Public Speaker/Citizen

Quorum Count: 9 of 11 Voting Members

Chair Mark Kleinschmidt called the meeting to order at 9:07 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. Chair Mark Kleinschmidt reminded everyone to sign-in using the sign-in sheet that was being circulated.

PRELIMINARIES:

Ethics Reminder

Chair Mark Kleinschmidt read the Ethics Reminder and asked if there were any known conflicts of interest with respect to matters coming before the Board and requested that if there were any identified during the meeting for them to be announced.

There were no known conflicts identified by DCHC MPO Board members.

Adjustments to the Agenda

Chair Mark Kleinschmidt asked if there were any adjustments to the agenda.

Mark Ahrendsen stated that Nicolas J. Tennyson, Secretary of the North Carolina Department of Transportation, has been added the agenda. Mark Ahrendsen stated that there are handouts related to the Durham-Orange Light Rail Transit (D-O LRT) Draft Environmental Impact Statement (DEIS) that will be discussed in the agenda.

Public Comments

Chair Mark Kleinschmidt asked if there were any members of the public signed up to speak.

Terry Rekeweg signed up to speak publicly during the meeting.

Terry Rekeweg stated that he would like to thank the MPO Board for the opportunity to speak before them. Terry Rekeweg stated that he wanted to go over the summary of DEIS comments that he submitted for the D-O LRT and he made note that he circulated a copy to the MPO Board members. Terry Rekeweg stated that in his report he gave the background why he believes the D-O LRT project is heading for failure, by its own weight of poor results. Terry Rekeweg stated that his report compares the current project with an alternative plan, which would replace four minor station locations with greater regional destinations like the Southpoint area and several stations on the west side of Research Triangle Park. This alternative would be the beginning of a true regional transit system, taking more passengers to where they really want to go. Terry Rekeweg stated that it would be safer, cost effective, and 11 minutes faster from Chapel Hill to downtown Durham.

Terry Rekeweg stated that in contrast, the current rail plan does not competently connect to the rest of the Triangle Region. Terry Rekeweg asked the MPO Board who in the room would consistently ride a transit system from Chapel Hill to Research Triangle Park or Raleigh going 13 miles out of their way? Terry Rekeweg stated that the route is slow and that the winding track alignment would add 26 miles and 1 hour to a work commute. Terry Rekeweg stated that he would no way give one hour a day to do this and passengers would instead take a bus or drive.

Terry Rekeweg stated that for over 2 years he has given many rail studies to GoTriangle, brought major issues forward for discussion and yet they have been ignored. GoTriangle has been unresponsive to his questions. Terry Rekeweg discussed the comments that he made at the public workshop were intentionally removed from the public record and that most of the material that he submitted to GoTriangle were not included in the DEIS public record on the website. Terry Rekeweg stated that he has been unable to get a meeting with GoTriangle senior staff and consultants with whom he could make a full presentation of the problems and possible solutions.

Terry Rekeweg stated that before the MPO Board recommends the D-O LRT project, there should be at least one public meeting to debate the issues that he has brought forth. Terry Rekeweg stated that an independent transit consultant should be brought in to evaluate the issues which the

DEIS has neglected. Terry Rekeweg stated lastly, the rail project falls short of being a useful fixture in the high-tech Triangle Region and it should be redesigned.

Chair Mark Kleinschmidt thanked Terry Rekeweg for his comments on the D-O LRT DEIS and asked MPO Board members if they had any questions for Terry Rekeweg. There were no questions from the MPO Board.

Chair Mark Kleinschmidt thanked Nicolas J. Tennyson, Secretary of the North Carolina Department of Transportation for stopping by to give his comments and some updates on upcoming NCDOT projects.

Nicolas J. Tennyson stated that the time that he spent with the MPO (four years of MPO work) to be among the most educational in terms of the complexity of public service. Nicholas J. Tennyson stated that transportation planning requires a lot of learning to understand how things flow. Nicholas J. Tennyson discussed that his own experience with the D-O LRT planning process dated back over 20 years ago and he was personally surprised(not in a good way); to see the new change put into legislation about the funding process for a project that he firmly believes is critical to the urban area. Nicholas J. Tennyson stated that he remembers talking about this in the 1990's and asking people what do they think it would take to avoid the need to have some form of premium transit transportation. Economic collapse was observed during the 90's when the bubble collapsed and Cisco went from filling up five new buildings for expanding the business to trying to find a buyer for the buildings outside of the Cisco business unit. Nicholas J. Tennyson stated that he does not see anything different for the future except that there are more cars on I-40 than ever before and there are more young people who think of transportation as of something that is not just an automobile. Nicholas J. Tennyson discussed that he was not very happy with the context in terms of the recent events and he wished that he had something to tell the MPO that it was going to change or give the MPO a clear path as to how or if things are going to change. The Governor has been very clear about his attitude about this. The NCDOT and the administration are not happy about the fact that the STIP (which is not a system that has been universally admired in terms of projects selected) changes have affected the D-O LRT. The NCDOT and the administration have tried to reverse the decision that was made. The legislation took a last second pass at reversing the decision and that change is in works for the short session.

Nicolas J. Tennyson stated that in the meantime, the duty and the challenge is to do the amendments to the new adopted STIP in order to reflect the money that is in the budget. The amendments will be to the MPO's and RPO's across the state. The proposed STIP amendments will be coming out in the next few months and must reflect the new law.

Nicolas J. Tennyson discussed a shared reality that the mission of every government official is to have another government official at some other level to raise taxes then give the MPO the money to spend. Functionally, that is what the Federal gas tax would be considered. The Federal gas taxes are the funds that will be used back on North Carolina needs and projects, but you never get the entire 100% of the funds. The reality is that the collection of the taxes has been broken down. The Federal gas tax has not been raised in over 20 years. The outlook of getting more funds will come through a new flat line plan which will come from Federal Revenue.

Nicolas J. Tennyson discussed that the problem that North Carolina faces is growth. North Carolina benefited by having an adjustable gas tax based on the price of gas. There are now questions as to if North Carolina is ready to transition to a new toll system, like the Triangle Expressway, which is continuing to perform ahead of projections. There are some places in North Carolina that would not collect enough tolls to justify the new toll collection system. The next toll project will occur on the coast. The Mid Currituck Bridge Project, when built, will gain new revenue and help with the evacuation of the Outer Banks when necessary.

Nicholas J. Tennyson stated that the overall health of North Carolina Highway infrastructure is good. The legislation has provided greater funding over the next 10 years. There is an additional 1.6 billion dollars in the 10 year plan. Nicholas J. Tennyson discussed that there will be substantial changes in the projects coming that are going to be based on P3.0 scoring.

Nicholas J. Tennyson discussed that he has continued to be impressed at the professionalism and responsiveness of the personnel in the NCDOT. If there is anyone who does not feel that is true please let him know. Please feel free to call or contact him at any time. He asked if there were any questions.

Chair Mark Kleinschmidt stated that he looks forward to working with Nicholas J. Tennyson in completing the work necessary to deal with the STIP changes. Chair Mark Kleinschmidt thanked him for stopping by and for being responsive in his comments.

Ellen Reckhow asked Nicholas J. Tennyson about the cap that was put on the D-O LRT. Ellen Reckhow wanted know the timing for the amendment.

Nicholas J. Tennyson stated that the challenge is that the STIP is comprehensive and has all transportation funding included. It has to be prepared in ways that are reflective of statutory funding and restrictions. As we move forward to prepare the amendments that are reflective on the increase in the amount of funding available the NCDOT is going to be constrained to respect the law. There will be amendments proposed and a draft will be coming out next month. Among the amendments there will be changes to the amount of money funded to the D-O LRT, and those amendments will be sent to all MPO's, RPO's, etc. and the NCDOT Board of Transportation will act, as has been the case with all approvals for the STIP. The MPO has a role. The MPO will diligently review the proposals and give feedback.

Ed Harrison stated that there was a small change that showed up in the budget that involved policy for reimbursement by local government back to NCDOT for non-auto projects. Ed Harrison wanted to know if Nicholas J. Tennyson could explain the details.

Nicholas J. Tennyson stated that the non-auto projects were called non-auto betterments. Those are things that are requested by local governments that are more expensive in assess of parking procedure.

Ed Harrison stated that it did not look like a positive change.

Nicholas J. Tennyson stated that this is an old timey view, but some people see it as a positive change. As it happens, decisions are made by the legislative bodies. It may take a little while to work through what exactly an impact that it will have. There are some specific areas that would not have any impact for an example, the things that go through the NEPA process, that deal with historic property. There are things about the Complete Street Program that allows some non-auto/non-highway transportation modes to be considered and designed in. It turns out that there is a little bit of challenge reconciling between our bridge standards and highway standards for bike lane provisions and sidewalk provisions. All those things are in the systems, so it is not necessarily that the procedures cut off all additional expenditures. There are some questions about aesthetic design issues. The noise wall question comes up and we do have some answers to that question that have been developed over time. It is not the standard poured concrete horror show that it has been. , Nicholas J. Tennyson stated that the statute says that if something is going to exceed the department typical procedure, then the entity requesting it will be responsible for the cost.

Chair Mark Kleinschmidt asked for clarity about the NCDOT's Complete Street Policy. Nicholas J. Tennyson stated that it would not be affected by statute.

Mark Ahrendsen asked about the Federal earmark for the Duke Belt Line.

Nicholas J. Tennyson stated that the challenge is that the Federal delegation felt that they were doing a favor when they earmarked something. Then it would come out of the equity budget. The

treatment of the project was that it was not an exempt project. In the P4.0, bike/ped project submissions can include ROW, but the project will not be exempt. There was a response letter from former Secretary Tata. Nicholas J. Tennyson stated that he could provide a copy if you need it.

Chair Mark Kleinschmidt asked if there were any more questions. There were no more questions.

Nicholas J. Tennyson thanked everyone for their time.

Directives to Staff

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

CONSENT AGENDA:

6. Approval of September 9, 2015 Meeting Minutes

7. FFY15 Section 5306/5340 Partial (4/12) Split Letter

8. Authorize Durham City Manager on behalf of DCHC MPO to enter into agreement with North Carolina Department of Transportation for the Metropolitan Planning Program Grant (Section 5303) for FY16

Chair Mark Kleinschmidt asked if there was any discussion on the September 9, 2015 meeting minutes.

Damon Seils suggested revisions to the minutes. Damon Seils stated that he would like to change line 394 in the minutes, which currently states; Damon Seils stated to Linda Spollone that a letter was received by her father. Damon Seils stated that he was actually referring to Mr. Martinson from Durham Area Designers. Damon Seils stated that he was telling Mr. Martinson that a letter was received from the Durham Area Designers about their recommendations about the Light Rail Project. Damon Seils stated that he would like that change reflected in the amended minutes.

Steve Schewel stated that he wanted to make a comment on the minutes. Steve Schewel stated that the minutes are fabulous. Steve Schewel stated that the minutes for this MPO are so good and he cannot believe the detail that is captured and the way that they reflect what happened in the meeting. Steve Schewel stated that he was really impressed.

Chair Mark Kleinschmidt stated that they receive the minutes quickly.

Chair Mark Kleinschmidt asked for a motion to approve September 9, 2015 3 item Consent Agenda and the proposed amendments to meeting minutes. Vice-Chair Diane Catotti made a motion to approve the amended minutes with the 3 item Consent Agenda. Damon Seils seconded the motion. The motion carried unanimously.

ACTION ITEMS:

9. DCHC MPO Certification Closeout Presentation

Felix Nwoko, LPA

Bill Marley, FHWA – NC Division

Felix Nwoko discussed the fact that in May 2015 the Federal Highway Administration (FHWA) North Carolina Division Office and Federal Transit Administration (FTA) Region 4 jointly conducted a certification review of the DCHC MPO metropolitan transportation planning processes. Felix Nwoko stated that the review was conducted by Billy Marley. Felix Nwoko introduced Bill Marley to present the DCHC MPO Certification Review Closeout presentation.

Bill Marley discussed the DCHC MPO Certification Review Closeout presentation. Bill Marley stated that the FHWA and the FTA must certify jointly the DCHC MPO metropolitan transportation planning process in Transportation Management Areas (TMAs) at least once every four years. The Durham – Chapel Hill – Carrboro Metropolitan Planning Organization (DCHC MPO) is a TMA, a Metropolitan Planning Organization (MPO) with a population of at least 200,000 as defined by the United States Census Bureau. Bill Marley stated that it is customary that after the report, FHWA give a presentation report of their findings. Bill Marley stated that the review is coordinated by the FHWA and

the FT) as well as members of NCDOT Planning Program Development, Transportation Planning Branch and members of the MPO staff participate in the review. Bill Marley stated that the review is done to assess the level of compliance with the Federal Metropolitan Planning Organization regulations. Bill Marley stated that this was Durham's fifth or sixth review since the nineties and that shows a long history of experience in conducting the reviews in this MPO area. Bill Marley stated that during the reviews, FHWA and FTA identify commendations, make recommendations, and determine if any corrective actions are necessary. Bill Marley stated that the current review of the DCHC MPO had no corrective actions and everything went very well.

Bill Marley discussed major review items. Bill Marley stated that some of the left over previous certification review issues had been addressed or were underway. Bill Marley stated that the level of coordination between MPOs and NCDOT varies from place to place and time to time. Bill Marley stated that he likes to see synergy there and he noted that it was improving in Durham. Bill Marley stated that they look at Agreements and Contracts between the MPO and a number of jurisdictions, the Unified Planning Work Program (UPWP), Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP). Bill Marley stated that they also like to listen to what the needs and wants of the DCHC are in order to see if there are things that may be done further help. Bill Marley stated that Public Involvement is a big area that they are trying to stress at the Federal level and reviewing public involvement efforts are part of the certification.. The date of the report sets the four year clock for the date of the following certification review.

Bill Marley stated the commendations that they found included the DCHC MPO website. The website was very interactive, user friendly and above the other websites, not that the other websites were not sufficient but Durham's website was very impressive with the amount of information that you can get in real time. Bill Marley stated that the FTA representative, Tajsha LaShore, came up from Atlanta for the review and she was very impressed with the level of Transit in the DCHC MPO. Bill Marley stated that Tajsha Lashore was astounded that most of her questions regarding transit were already answered during discussion on the other topics and when it came time to speak about transit specifically, there were only a few follow up questions. Bill Marley stated that reviewers were impressed with the work that the Triangle J Council of Governments has done as the regional coordinator for the Triangle Area transportation and air quality conformity process. The Triangle Area transportation partners are also to be commended for their communication, responsiveness, and timely completion of projects tasks. The Triangle Area transportation and air quality conformity process is a model for how this process should work in North Carolina.

Bill Marley discussed that on commendation is that DCHC MPO's coordination with the transit operators is outstanding. The transit operators spoke about how fortunate they are to be in the DCHC MPO. They have staff conversations with the DCHC MPO and feel their voices are being heard. The addition of the transit representation on the MPO Board did not create a significant difference because the relationship was already good. Overall, the DCHC MPO does an excellent job of including the transit operators/providers in all areas of the planning process.

Bill Marley discussed the commendation of the recently completed Environmental Justice (EJ) Report. The EJ Report is an extremely well-written and comprehensive document that will provide a solid foundation for the DCHC MPO as it moves forward with addressing EJ concerns and conducting EJ analyses.

Bill Marley discussed the commendation of the DCHC MPO and NCDOT for cooperation and coordination between DCHC MPO and NCDOT as it is much improved with regard to project selection.

Bill Marley discussed and reviewed a few recommendations that were offered. Bill Marley stated that the recommendations are just items that they noted and they do not merit any corrective actions. It is recommended that the Triangle Area continue to consider transportation and air quality

conformity as they work on upcoming Metropolitan Transportation Plan (MTP) updates and beyond. As the project lists are prepared, projects should be grouped by horizon years and projects should be identified as regionally significant, not regionally significant, or exempt. Doing this extra work will help keep the Triangle Area prepared for future conformity work in the event the area is designated under a future new National Ambient Air Quality Standard (NAAQS).

Bill Marley discussed that it is recommended that the DCHC MPO consider all modes of transportation in its federal metropolitan transportation planning activities, including highways, especially with regard to the efficient intrastate and interstate movement of people and goods (freight) through the MPO.

Bill Marley discussed that it is recommended that the DCHC MPO separately identify African Americans since they are the largest EJ population and racial minority within the DCHC MPO boundary. As a best practice, the DCHC MPO may also want to present the individual raw data for each racial minority within the DCHC MPO boundaries for information purposes, keeping in mind that the only racial minority to be mapped and analyzed separately would be African Americans, due to their significant size.

Bill Marley discussed that it is recommended that with regard to public involvement and ensuring participation from all EJ populations of concern that the DCHC MPO be more deliberate in seeking and documenting representatives from all of its EJ populations to include on mailing lists, focus groups, advisory committees, etc. to enhance public involvement.

Bill Marley discussed that it is recommended that the DCHC MPO include language in its Public Involvement Plan (PIP) objectives that specifically targets EJ populations.

Bill Marley discussed that it is recommended that the DCHC MPO use measured data such as travel time and travel speeds in place of modeled/estimated measures such as Level of Service.

Bill Marley stated the DCHC MPO substantially meets the Federal metropolitan transportation planning requirements and that the metropolitan transportation planning process is certified for the next four years as of July 24, 2015.

Steve Schewel discussed that he was surprised and pleased about level of service.

Mark Ahrendsen stated that he has participated in several different DCHC MPO certifications that this current certification is clearly the most positive and thorough report that has been received. Mark Ahrendsen stated that it a testament to the DCHC MPO Board and DCHC MPO Staff. Mark Ahrendsen stated that the DCHC MPO staff is the best in the state. Bill Marley stated that he agreed.

10. NCDOT SPOT P4.0 New Project Recommendations Update

Lindsay Smart, LPA Staff

Felix Nwoko, LPA

Kosok Chae, LPA Staff

Andy Henry, LPA Staff

Andy Henry discussed the NCDOT P4.0 New Project Recommendation Update. Andy Henry stated that there was no action on the item and that it was just an update. Andy Henry stated that it was his goal that everyone would know which projects would be considered for the submittal to the SPOT process and for people to understand the overall SPOT process. Andy Henry stated that the MPO Board will see the same projects presented in the November 2015 meeting, but they would be listed and ranked in order with a recommendation from the MPO Technical Committee that would indicate which projects would be submitted to SPOT for prioritization.

Diane Catotti requested readable hard copies for the November 2015 meeting because it was hard to read them from the online presentation screen. Andy Henry agreed that it would be arranged to have hard copies for the November 2015 meeting.

Andy Henry explained that the DCHC MPO was limited to 14 new projects in each mode. The four primary modes in the DCHC MPO area were highway, bicycle/pedestrian, public transportation,

and rail. Andy Henry stated that the DCHC MPO's subcommittee decided that the DCHC MPO's jurisdictions and counties could each submit four new projects for each mode, with the exception that the City of Durham and Durham County could submit eight new projects. The transit operators (Chapel Hill Transit, GoDurham, and GoTriangle) could submit ten new transit projects with the exception that Orange Public Transit could submit five new transit projects and there was no limit on the number of new rail project submittals by a jurisdiction because there were not more than 14 potential rail projects in the DCHC MPO. Andy Henry stated that this method yielded the following new project submittals: 32 highway; 31 bicycle and pedestrian; 21 transit projects; and 10 rail projects.

Andy Henry stated that there were only 10 rail projects and ten can be submitted so there was no need to select from the list. Andy Henry discussed that there were 21 transit projects and the DCHC MPO would not need to rank transit projects because the MPO had been coordinating with Division 5 and Division 7 and hoped that all 21 projects would be submitted using the submittal limits of the DCHC MPO and those two NCDOT division offices. Andy stated that would leave 32 highway and 31 bicycle and pedestrian projects.

Andy Henry stated that the MPO staff put a lot of time into creating an evaluation process to mimic the SPOT 4.0 process for the highway and bicycle/pedestrian. The evaluation process was not perfect because there was not a lot of data. However, Kosok Chae, Yanping Zhang, and Lindsay Smart did a great job mimicking that process and those scores were available.

Andy Henry discussed that in addition to the DCHC MPO LPA's preliminary scores, the MPO Technical Committee had recommended the use of the SPOT Online raw scores for project selection guidance. The LPA staff would enter the new highway and bicycle and pedestrian projects into the SPOT online tool, when it became available on October 19th, and extract the raw SPOT Online scores. It should be understood that these SPOT scores would not precisely match the final SPOT score because some scoring data was still not available to the NCDOT and the NCDOT would not apply the scaling factor to the raw scores until the winter 2015/2016.

Andy Henry discussed that the MPO Technical Committee would review the new project submittals at their October 28, 2015, meeting using both the DCHC MPO LPA's scores and the SPOT online tool raw scores as guidance, and select 14 new projects from each mode for submittal to the SPOT P4.0 scoring process. The MPO Board would receive the Technical Committee recommendation at the November 11, 2015, DCHC MPO Board meeting.

Andy Henry discussed some examples of the SPOT 3.0 and SPOT 4.0 projects. Andy Henry stated examples of how the projects would make it into the process. It would take until March 2016 to find out what projects would make the cut.

Andy Henry asked if there were any questions on the SPOT 4.0 update.

There were no additional questions asked by the MPO Board.

11. STP-DA and Transportation Alternatives Program (TAP)

Margaret Scully, LPA

Felix Nwoko, LPA

Margaret Scully discussed the need to approve the formula and policy to distribute STP-DA and TAP funds to sub-recipients for FY2017 through FY2025. Margaret Scully stated that in August 2014 the DCHC MPO Board approved a formula and policy to allocate STP-DA and TAP funding to sub-recipients for FY15 and FY16. The formula included funds that had previously been unobligated as well as expected funds for STP-DA and TAP for FY15 and FY16.

Also, the original formula for FY15 and FY16 included a 30 percent inflation factor that was added to the total, prior to distribution for the purpose of increasing the use of funds. The old formula was included as an attachment for reference. Now, STP-DA and TAP funding must be allocated for FY17 through FY2025. DCHC MPO LPA staff recommended a formula and policy in which an annual estimated allocation be used to project annual funding levels to 2025 to be consistent with the

TIP/STIP. Each year, the STIP indicates that the DCHC MPO will receive approximately \$4,469,000 in STP-DA funding and \$350,000 in TAP funding. These funds are then proposed to be distributed using the attached formula. The formula is for one year only, not two years as in FY15 and FY16. The NTD data used in the transit allocation will be updated each year with the most current data entered into NTD. The data in this formula are from Reporting Year 2014. A Technical Committee subcommittee met to discuss the changes to the distribution formula. The Technical Committee recommended approval. A Call-for-Projects would be held at a later date for STP-DA and TAP funded regional bicycle and pedestrian projects. TAP projects would be selected on a competitive basis.

Damon Seils stated that he wanted to thank the Staff for making a great readable spreadsheet table.

Chair Mark Kleinschmidt asked for a motion to approve the formula and policy to distribute STP-DA and TAP funds to sub-recipients for FY2017 through FY2025. A motion was made by Damon Seils to approve the formula and policy to distribute STP-DA and TAP funds to sub-recipients for FY2017 through FY2025 and seconded by Vice-Chair Diane Catotti. The motion passed unanimously.

12. Durham-Orange Light Rail Transit (D-O LRT) Project Status Report

Mark Ahrendsen, TC Chair

Patrick McDonough, GoTriangle

Patrick McDonough stated that the Durham Light Rail Transit (D-O LRT) public comment ended at 12:01 a.m. October 14, 2015. GoTriangle received a lot of comments and there were a lot of comments still coming in. Patrick McDonough stated that Tammy Bouchelle told him that GoTriangle received many, many comments and other comments were still coming in. Patrick McDonough stated that there were two court reporters at the two public hearings and GoTriangle is still waiting for those transcripts to come in. Patrick McDonough discussed that several of the local Boards have taken action in the last few weeks. The Town of Chapel Hill had a unanimous endorsement of the preferred alternative as did the Durham City Council. Those letters contained a variety of comments about items that were important to the community and the Councils (Durham County letters on Monday evening of this week, a letter from the manager in Orange County back in April 2015 about the projects and a letter from David Andrews, Town Manager, of the Town of Carrboro on 10/13/15 in support of the new preferred alternative). Patrick McDonough thanked everyone for their participation, coming out to listen to citizens' concerns, and for their hard work. Patrick McDonough discussed that a lot of information can be found on the GoTriangle website and he made the audience aware that the information is consistently updated to reflect new information that has been made available to share. Patrick McDonough stated that his main focus during the current meeting was to give the MPO an opportunity to ask questions.

Bernadette Pelissier asked GoTriangle representative Tammy Bouchelle to give a date or timeframe as to when the response to the DEIS comments would be available for review because they had to be submitted to the FTA.

Tammy Bouchelle stated once all the comments were compiled, October 30, 2015, would be the anticipated date for a full draft of responses to be available for review by FTA. Tammy Bouchelle stated that would be the current deadline and then after that GoTriangle would make comments that they had been receiving on general comments and passing them on to Mark Ahrendsen to share with the MPO. Tammy Bouchelle noted that GoTriangle would continue that process and that if any additional comments were made they would make the full responses available until the FEIS was published.

Chair Mark Kleinschmidt asked GoTriangle representative Tammy Bouchelle when the FEIS would be published.

Tammy Bouchelle stated that GoTriangle anticipates that the FEIS would be published in February 2016 but anticipates that GoTriangle would have a solid draft submitted to FTA by December 1, 2015.

Diane Catotti asked Tammy Bouchelle, if the anticipated December 1, 2015, FTA Draft be posted publicly so that the public may view it.

Tammy Bouchelle stated that the actual FTA Draft would not be posted. Tammy Bouchelle stated that GoTriangle would not allow it to be posted until the FTA had signed off. Tammy Bouchelle stated that there would be a notice of availability for the final combined FEIS ROD like there was for the DEIS, so the public and interested stakeholders would be able to review the document.

Diane Catotti asked GoTriangle representative Tammy Bouchelle if answers should be expected in February 2016.

Tammy Bouchelle stated yes, answers should be expected in February 2016.

Ellen Reckhow asked Tammy Bouchelle what would be available when MPO Board votes in November.

Tammy Bouchelle stated there was a matrix that broke down the comments by categories. Tammy Bouchelle discussed that those responses were being shared with the MPO Board through Mark Ahrendsen and MPO LPA staff and the comments were shared as quickly as processed. Tammy Bouchelle discussed that agencies (EX: Army Corps of Engineers) that presented comments may not be available when the DCHC MPO Board votes, but there would be a draft given to the FTA.

Mark Ahrendsen stated that GoTriangle had already sent two batches of responses to comments received during the comment period and they would send a final batch before the MPO Board November 11 meeting.

Ellen Reckhow stated that she skimmed some of the received responses and they seem to be very generic.

Tammy Bouchelle stated that the responses were reflective of the comments that GoTriangle had received so far. Tammy Bouchelle discussed examples of some of the generic comments that GoTriangle received; Ex: 1: "We love the Light Rail." Ex 2: "We hate the Light Rail; do not waste the tax payer's money."

Ellen Reckhow stated that some of the MPO Board members were copied on some of the public comments and they were way more specific and it seems that they should require more tailored responses.

Tammy Bouchelle stated that the more specific comments would take more time and that the GoTriangle staff was still working on those responses. Those responses would be shared as they were being made available and the responses to the FTA would be shared with the MPO.

Diane Catotti asked the MPO Staff to provide all the compiled responses as part of the Consent Agenda packet for the November Meeting.

Mark Ahrendsen stated that once GoTriangle provided the compilation of responses to comments to the MPO staff, staff would distribute the compilation to the MPO Board members.

Tammy Bouchelle discussed that GoTriangle had been sending manageable batches of responses for review. However, if the MPO would like more to be sent at one time, GoTriangle would be more than happy to do that.

Patrick McDonough discussed the fact that there were over 120 questions that were not a question related to the DEIS (EX: "Are there conductors on the train?"). Above and beyond the comments, they were trying to answer the basic questions as well.

Steve Schewel discussed that he would like to have all of the questions and responses given to the MPO.

Patrick McDonough agreed to have the responses and questions delivered to the MPO in advance of the November 11, 2015 MPO Board meeting.

REPORTS:

13. Report from the DCHC MPO Board Chair

Mark Kleinschmidt, DCHC MPO Board Chair

Chair Mark Kleinschmidt stated there was no report from the DCHC MPO Chair.

14. Report from the DCHC MPO Technical Committee Chair

Mark Ahrendsen, DCHC MPO TC Chair

Mark Ahrendsen stated that he wanted to mention the potential future amendment to the 2016-2025 STIP. Mark Ahrendsen stated that the amendment to the 2016-2025 STIP will take place in order to reflect the new changes based on of the new legislation that was just put in place this week.

Mark Ahrendsen stated the MPO Board will not take action on the amendment changes until January; however, they will have a meeting to review the amendment changes in December.

15. Reports from LPA Staff

Felix Nwoko, LPA Staff

Felix Nwoko stated that the staff report was included in the packet and he would be glad to answer any questions. There were no questions.

Dale McKeel stated that he wanted to mention that the MPO funds the GoSmart (formerly know, as GoTriangle) Program. Dale McKeel stated that every year they have the "Golden Modes" program where they recognize awards to various walkers, cyclist, transit users and people who use multiple ways to get to work. Dale McKeel stated that it is good program. The program will be held on November 12, 2015, 2:30 p.m. – 4:30 p.m. at the Durham Athletic Park. Dale McKeel stated that he will send out an email so that people may RSVP if they are available to participate.

16. NCDOT Reports:

Joey Hopkins, NCDOT Division 5, stated that there were no further comments.

Pat Wilson, NCDOT Division 7, stated that the project in Carrboro and Jones Ferry Road is underway this week.

There was no report from NCDOT Division 8.

Julie Bollinger, Transportation Planning Branch, NCDOT, stated that there was no report.

There was no report from Traffic Operations, NCDOT.

INFORMATIONAL ITEMS:

17. Recent News, Articles, and Updates

Chair Mark Kleinschmidt stated that he wanted to acknowledge and thank Eric Hallman for his years of service. It was noted that the current meeting was the last meeting for Eric Hallman, who has been a MPO Board member for 12 years. Chair Mark Kleinschmidt stated that he would like to invite Eric Hallman to the next upcoming scheduled MPO Board meeting.

Chair Mark Kleinschmidt noted that it will also be Vice-Chair Diane Catotti's last MPO Board meeting.

Damon Seils stated that in this fiscal year the Town of Carrboro is now starting to offer town employees a free GoPass.

ADJOURNMENT:

There being no further business before the DCHC MPO Board, the meeting was adjourned at 10:27 a.m.