

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION DCHC MPO BOARD**August 10, 2016****MINUTES OF MEETING**

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization DCHC MPO Board met on August 10, 2016, 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 (DCHC MPO Board Chair)	City of Durham
Damon Seils (DCHC MPO Board Vice Chair)	Town of Carrboro
Bernadette Pelissier (Member)	GoTriangle
Ellen Reckhow (Member)	Durham County
Brian J. Lowen (Member)	Town of Hillsborough
Lydia Lavelle (Alternate)	Town of Carrboro
Jim W. Crawford (Member)	NC Board of Transportation
Jim G. Crawford (Member)	Chatham County
Renee Price (Alternate)	Orange County
William V. "Bill" Bell (Alternate)	City of Durham/Mayor
David Keilson	NCDOT, Division 5
Richard Hancock	NCDOT, Division 5
Patrick Wilson	NCDOT, Division 7
Jennifer Britt	NCDOT, Division 8
Max Bushell	Orange County
Tina Moon	Town of Carrboro
John Hodges-Copple	Triangle J Council of Governments
Ellen Beckmann	City of Durham
Karen Porter	GoTriangle
Patrick McDonough	GoTriangle
Michael Parker	Town of Chapel Hill
Eddie Dancausse	Federal Highway Administration
Andy Henry	DCHC MPO
Allison Cooper	Wake County Planning
Felix Nwoko	DCHC MPO
Dale McKeel	DCHC MPO
Brian Rhodes	DCHC MPO
Lindsay Smart	DCHC MPO
David Bonk	Town of Chapel Hill
Peter Skillern	Reinvestment Partners
Bergen Watterson	Town of Carrboro
Kayla Seibel	Town of Chapel Hill
Robin Baker	City of Durham (Intern/CMO)
Scott Whiteman	City/County Planning

47 Quorum Count: 8 of 11 Voting Members

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49 Chair Steve Schewel called the meeting to order at 9:03 a.m. A roll call was performed. The Voting
50 Members and Alternate Voting Members of the DCHC MPO Board were identified and are indicated above.
51 Chair Steve Schewel reminded everyone to sign-in using the sign-in sheet that was being circulated. Ellen
52 Reckhow made a motion to excuse the absence of Don Moffitt, Member, City of Durham. Jim G. Crawford
53 seconded the motion. The motion was carried unanimously. Lydia Lavelle recognized Michael Parker of the
54 Chapel Hill Town Council during the roll call.

55 **PRELIMINARIES:**

56 **Ethics Reminder**

57 Chair Steve Schewel read the Ethics Reminder for the DCHC MPO Board members and asked Board
58 members if there were any known conflicts of interest with respect to matters coming before the Board and
59 requested that if there were any identified during the meeting for them to be announced.

60 **Adjustments to the Agenda**

61 Chair Steve Schewel asked if there were any adjustments to the agenda. There were no adjustments
62 made to the agenda.

63 **Public Comments**

64 Chair Steve Schewel asked if there were any members of the public signed up to speak.

65 Peter Skillern, a citizen residing at 2615 Indian Trail, Durham, NC, and Executive Director of
66 Reinvestment Partners, a non-profit advocacy community development agency in Durham, spoke during this
67 portion of the meeting. He stated that mass transit is important, progressive, and forward looking. Peter Skillern
68 stated that the General Assembly's actions have delayed and increased the cost of the project. He urged the
69 MPO Board to consider including Bus Rapid Transit (BRT) in its light rail plans and to keep the process of
70 considering BRT transparent. He believes that BRT could provide greater flexibility and improve the equity of
71 mass transit.

Chair Steve Schewel noted that GoTriangle has been considering alternatives in light of the situation with the State Legislature and further urged GoTriangle Board members to consider Peter Skillern's request.

Directives to Staff

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

Ellen Reckhow requested that the closure of the gravel portion of Pickett Road for safety reasons be reflected in the Directives to Staff. Felix Nwoko responded that he followed up on this issue and is coordinating with the North Carolina Department of Transportation (NCDOT). Chair Steve Schewel asked that this issue be added to the Directives.

CONSENT AGENDA:

6. & 7. Approval of June 8, 2016 Meetings Minutes and 5307/5339 Split Letters

Chair Steve Schewel asked if there was any discussion of the June 8, 2016, meeting minutes and the 5307/5339 Split Letters. Vice Chair Damon Seils commented that Council Member Ed Harrison's name should be removed from line 65 of the minutes. There was no discussion of the 5307/5339 Split Letters.

Chair Steve Schewel asked for a motion to approve the June 8, 2016, Board meeting minutes with the exception of the inclusion of Council Member Harrison's name. Vice Chair Damon Seils made a motion to approve the consent agenda. Ellen Reckhow seconded the motion. The motion carried unanimously.

Chair Steve Schewel noted that Mayor William Bell was out of the room for this vote.

ACTION ITEMS:

8. Wake County Transit Plan

Tim Gardiner, Wake County Planning

The Wake County Transit Plan was approved by the Capital Area Metropolitan Planning Organization (CAMPO) on May 18, 2016, and by GoTriangle on May 25, 2016. Wake County is requesting that the DCHC MPO, Durham County, Orange County, and Burlington-Graham MPO approve the Wake County Transit Plan, specifically the financial plan as required by the Local Government Sales Tax Act (N.S.G.S. 105-508, et

97 seg), and also approve and execute the agreement between GoTriangle, Durham County, Orange County, Wake
98 County, CAMPO, DCHC MPO, and Burlington-Graham MPO Setting Forth the Mutual Understanding of the
99 Parties.

100 Tim Gardiner of Wake County Planning and Allison Cooper of the Wake County Attorney's Office
101 presented on this issue. Allison Cooper presented highlights of the tax district and the financial plan agreement.

102 Ellen Reckhow requested hard copies of Section B of the Wake Transit Plan. Allison Cooper clarified that
103 Section B is available at the end of the Wake Transit Plan that was attached to the agenda.

104 Allison Cooper called attention to specific highlighted sections on page 4 and 5 of the provided handout.
105 She also referred to Article 4 on page 11 where the financial plan is identified and specified that Section 404
106 addresses amendments to the plan. She pointed out that the agreement confirms that the Durham County and
107 Orange County transit plans are independent from the Wake County transit plan. Allison Cooper stated that
108 Wake County cannot use revenue collected from Durham County and Orange County, and that accounting
109 firewalls would be put in place to separate collected tax revenue. Allison Cooper concluded her presentation by
110 reminding the Board that the financial plan needs to be approved in order for Wake County to move forward
111 with its referendum. If the financial plan is not approved, Wake County will have to start over and revisit the
112 multi-county single-tax structure currently in place.

113 Vice Chair Damon Seils clarified that the statutory requirement is that counties approve the plan prior to
114 Wake County levying the tax, not the bond referendum.

115 Bernadette Pelissier commented that throughout the process there were always concerns that money be
116 kept separately by the counties. GoTriangle has maintained this separation by using different banks.

117 Ellen Reckhow stated that GoTriangle held a joint public hearing in Raleigh for the plan in May. The plan
118 had incredible support from the public and elected officials.

Tim Gardiner resumed the presentation by highlighting the major guiding goals of the plan. These goals are creating stronger regional connections, connecting communities, creating a frequent reliable bus network, and boosting transit service across the community.

Chair Steve Schewel asked what the agreement contemplated for the 37 miles of commuter rail. Tim Gardiner stated that Durham County and Orange County can set their own priorities according to the agreement. Chair Steve Schewel commented on the "Transit Service Abundance (Revenue Hours Per Capita)" chart on page 7 of the Recommended Wake County Transit Plan attachment. He pointed out how well Durham and Chapel Hill revenue hours look compared to other peer cities.

Chair Steve Schewel reminded the Board that Wake County was requesting approval of the plan before absentee voting begins on September 9.

David Bonk stated that the staff and the MPO Technical Committee (TC) did not have a recommendation as they did not have the opportunity to thoroughly review the plan.

Ellen Reckhow stated that Durham County hoped that the MPO would take action today and that all other boards took action in May and June including GoTriangle, Durham County, and Orange County. Ellen Reckhow introduced a motion to approve the financial plan for Wake County and Bernadette Pelissier seconded the motion.

Mayor William Bell stated that he had already approved the plan as part of the GoTriangle Board and that he saw no reason not to approve it.

Vice Chair Damon Seils asked for clarification about the Wake County Transit revenue language. He noted that two terms, "Wake County tax revenue" and "Wake Transit Plan revenue," were used in the agreement. He asked whether "Wake Transit Plan revenue" referred to funds generated by Wake County or funds provided to Wake County by federal sources. Allison Cooper stated that "non-Wake Revenue" was anything generated outside of Wake County and that "Wake County Transit revenue" should not mean anything that was derived

from the ½ cent sales tax. Allison Cooper stated that together the two terms “Wake County tax revenue” and “Wake Transit Plan revenue” describe everything that comes in revenue-wise.

Allison Cooper requested that in addition to approving the plan, an authorized signatory for the MPO Board sign the agreement.

Bernadette Pelissier stated that she voted in support of the plan twice, as part of the GoTriangle Board and the Orange County Board.

Ellen Reckhow commented that the Commuter Rail Bill allows for a levy of an additional supplemental tax for a special tax district in Research Triangle Park (RTP); this might be another funding tool.

Vice Chair Damon Seils stated that this plan is important for regional relations and regional transit and that he supported the motion.

Ellen Reckhow made a motion to approve the finance plan and authorize the appropriate signatory.

Bernadette Pelissier seconded the motion. The motion was unanimously carried.

9. Revised Amendment #2 to the FY2016-2025 TIP

Lindsay Smart, LPA Staff

Lindsay Smart presented on revised amendment # 2 to the FY2016-2025 TIP. During the DCHC MPO Board meeting on February 10, 2016, the Board reviewed draft amendment #2 and released it for the public review and comment period. The DCHC MPO Board held a public hearing for draft amendment #2 on April 13, 2016. The draft amendment has been out for public comment since February 10, 2016. To date, no public comments have been received. The previously reviewed draft amendment #2 to the FY2016-2025 TIP has been revised to remove the Durham-Orange Light Rail Transit (D-O LRT) project from the amendment until further information is received.

Vice Chair Damon Seils made a motion to pass the amendment. Bernadette Pelissier seconded the motion. The motion carried unanimously.

10. Public Hearing and Approval of SPOT P4.0 Regional Impact Category Project Priorities and Local Input Points

Lindsay Smart, LPA Staff

Lindsay Smart provided a summary of amendment #3 to the DCHC MPO FY2016-2025 TIP which cancels projects, amends projects, and adds new projects to the DCHC MPO TIP. This amendment serves to align the DCHC MPO TIP with the changes that have been made to the NCDOT State Transportation Improvement Plan (STIP) through monthly "Item N Highway Program" and "Item I Public Transportation Program" for the dates between February 1, 2016, and May 31, 2016. The amendment #3 also includes project amendment requests that the DCHC MPO LPA staff have received from DCHC MPO member jurisdictions and agencies. The MPO did not receive any additional comments from the public on the amendment.

Lindsay Smart stated that amendment #3 has locally managed and transit projects. Many locally managed projects have fallen behind schedule and there was a need to update the project schedules to bring them into the current year.

Ellen Reckhow commented that the Old Durham/Chapel Hill Road project received extra funding. Lindsay Smart clarified that this was done through the MPO.

Chair Steve Schewel asked Lindsay Smart to elaborate on the delays. Lindsay Smart stated that there was a lot of local staff turnover in the past couple of years and that every new jurisdiction has had new staff responsible for new project delivery. Planners work with the TC and MPOs to get projects funded in a variety of ways. Once a project is funded, it shows up in the TIP or local Capital Improvement Plan (CIP). Some projects sit there until there are staff resources to move them forward or until there is the ability to use the MPO's on call contract to move them forward. There are certain milestones where the MPO staff has noticed delays. The MPO staff has designed their agenda based on reports from local staff about glitches in this process.

Vice Chair Damon Seils commented that community members might hear that the MPO Board was delaying projects but that the Board is not delaying projects, just updating the schedule of projects to reflect delays or other changes in scheduling that are happening on the local level.

Ellen Reckhow and Lindsay Smart had an exchange about the I-40 managed lanes issue.

Vice Chair Damon Seils made a motion to approve the amendment #3. Ellen Reckhow seconded the motion. The motion carried unanimously.

11. 2040 MTP Amendment #2 - Chapel Hill BRT

Andy Henry, LPA Staff

Andy Henry delivered a presentation on the Chapel Hill BRT project. Amendment #2 would change references to the Chapel Hill BRT in the 2040 Metropolitan Transit Plan (MTP) to make it clear that the route extends to Southern Village and would update the expected headways. These changes are shown in the relevant pages of Chapter 7 and Appendices 2 and 3. This amendment will not update the financial plan of the 2040 MTP. The cost increase for the Chapel Hill BRT, approximately \$62 million, is a fraction of the \$6.8 billion total MTP cost. The 2040 MTP also had a surplus of \$67 million that can cover the cost increase related to this project.

Ellen Reckhow and Andy Henry discussed a timeline for updates to the bus and rail investment plans.

Jim G. Crawford made a motion to release the 2040 MTP Amendment #2 for a minimum 42-day public comment period and schedule a public hearing for the September Board meeting. Ellen Reckhow seconded the motion. The motion carried unanimously.

Renee Price and Andy Henry had an exchange about balancing the finance plan.

Mayor William Bell departed the meeting at 10:12am.

12. CTP and MTP Schedules

Andy Henry, LPA Staff

Andy Henry gave a presentation on the differences between the Comprehensive Transit Plan (CTP) and MTP. The Comprehensive Transportation Plan (CTP) has been submitted to the NCDOT for their internal review and will subsequently be released for public involvement. Tasks to develop the MTP, such as the Goals, Objectives, and Performance Measures, have already been initiated and the transportation network and SE Data scenarios are currently being developed.

Andy Henry referred to his handout diagram and handout schedule. He drew attention to the 1-page schedule for the CTP, at the bottom of which is the 2045 MTP. Andy Henry stated that the CTP and all of its

projects will be approved before any projects are released in the MTP. He also noted that the 2045 MTP would be finished on a four- year cycle.

There were no comments or questions and no action was required by the Board.

13. Connect 2045: Update on SE Data, land use modeling, and scenarios

John Hodges-Copple, TJOG

John Hodges-Copple provided a summary of the relationship between the CTP, MTP, and TIP. He stated that the CTP functions as a ceiling, the TIP as the floor, and the MTP as somewhere between the two. He noted that it was important to understand what scenarios are and what they will be used for. He called attention to three land use foundations or scenarios and explained how network foundations are paired with land use. The attachment "Connect 2045" presents the proposed land use and transportation scenarios. The attachment "Triangle Communities 2.0 Technical Overview" summarizes the Communities methodology.

There was discussion of how these scenarios related to the MTP and of how land use categories and parcels are assigned.

There was additional discussion of how this activity translated to other tasks and other fields of study.

Ellen Reckhow stated that it was important to recognize that modeling like this is valuable if elected officials follow their land use plans and zoning plans. John Hodges-Copple explained that these are huge regional models that may not show results of one development, even if it is a large development for a community. There was additional discussion about deviation from land use plans and how those deviations are accounted for in the models, such as D-O LRT.

Chair Steve Schewel stated that although looking at constrained scenarios makes sense, he did not want whatever scenarios the Board asked for to indicate that support for the D-O LRT was weakened. Ellen Reckhow stated that more data could justify the Board's resolve and can be used to argue for transit.

REPORTS:

14. Report from the DCHC MPO Board Chair

Steve Schewel, DCHC MPO Board Chair

Chair Steve Schewel stated there was no report from the DCHC MPO Chair.

15. Report from the DCHC MPO Technical Committee Chair

David Bonk, DCHC MPO TC Chair

David Bonk stated that there was no additional report from the DCHC MPO TC Chair.

16. Reports from LPA Staff

Felix Nwoko, LPA Staff

Felix Nwoko stated that there was no additional report from the LPA Staff.

17. NCDOT Reports:

Richard Hancock, NCDOT Division 5, stated that Alston Avenue was let in July to Zachary Construction from San Antonio, Texas. There was a washout from flooding on Glenn Road and the road should be re-opened by mid-September. Old Chapel Hill Rd was scheduled for let in September, but will now be let in January because of issues with Surface Transportation Program-Direct Attribution (STP-DA) funding which cannot be used for utility relocation.

NCDOT is considering replacing the 30-inch pipe under Trenton Road with a 72-inch pipe. There is no recommendation for improvement for pipes and drainage from I-40. Funding and responsibility for this replacement have not yet been identified. Ellen Reckhow suggested that City/County Stormwater Department might look at the area.

Pat Wilson, NCDOT Department 7, reported that the traffic signal at NC 54 and Dodsons Crossroads is in operation as of August 10, 2016.

Vice Chair Damon Seils and Pat Wilson discussed the Franklin/Merritt Mill/Brewers intersection project in Carrboro.

Jennifer Britt, Assistant District Engineer, Division 8, reported that Lystra Road has been reopened and that there is a lot of new paving in Chatham County. There was some discussion of SPOT 4.0 and 3 non-highway projects put forward by the Town of Cary.

There was no report from the NCDOT Transportation Planning Branch.

There was no report from the NCDOT Traffic Operations.

INFORMATIONAL ITEMS:

18. Recent News, Articles, and Updates

All handouts are available on the website.

Vice Chair Damon Seils commented on an article sent from the Town Clerk of Carrboro on a new federal rule about the consolidation of MPOs. He wondered whether this rule would affect the region and whether the staff was aware of it. Felix Nwoko is tracking this issue very carefully.

19. Proposed Repurposing Request of Durham Earmark

Dale McKeel, LPA Staff

Dale McKeel presented on the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) legislation (2004) which included an earmark for Durham for the acquisition of rail corridors for use as bicycle and pedestrian trails. The Consolidated Appropriations Act of 2016 included a provision allowing (but not requiring) states to “repurpose” earmarks that are more than 10 years old. The Durham earmark is eligible for repurposing under this provision. MPO and MPO LPA staff learned that NCDOT intended to repurpose the Durham earmark to the U-3308, Alston Avenue (NC 55) project, and requested that, if NCDOT is intent on repurposing the Durham earmark, to repurpose the funds instead toward the construction of STIP Project EB-4707B, Old Durham-Chapel Hill Rd (SR 2220), from Pope Road (SR 1113) to Garrett Road (SR 1116), in Durham County. NCDOT has responded that the funds will be repurposed to EB-4707B as requested.

Chair Steve Schewel and Dale McKeel discussed reasons for the loss of the earmark and whether the Board or any individual bodies could take action to support keeping the earmark for the beltline. Dale McKeel reported that the earmark was gone from the beltline, and there was nothing that the Board could do to get it back.

There was no request for action on this issue.

296 **20. Report on North Carolina Non-Motorized Volume Data Program**

297 Dale McKeel, LPA Staff

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299 In 2014 the North Carolina Non-Motorized Volume Data Program was launched by NCDOT with
300 cooperation from Metropolitan Planning Organizations and local governments. Continuous count stations
301 were installed in several locations, including Carrboro, Chapel Hill, and Durham. The report provided an
302 overview of the program and data collected during the first 12-month collection period. One additional count
303 location was added in Durham in 2015, on the northern section of the American Tobacco Trail, and two
304 additional locations have been identified in Durham for 2016 (Main Street in front of Duke East Campus, and
305 Cornwallis Road between NC 55 and Research Triangle Park).

306 There was no motion or action for this agenda item.

307 **21. Training for Locally Managed Federal**

308 Lindsay Smart, LPA Staff

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310 In the spring and summer 2016 the MPO LPA staff and local jurisdictional staff have reviewed lists of
311 locally managed projects that have fallen behind schedule. The outcome of these discussions has been that
312 the MPO LPA staff will work with FHWA and NCDOT to facilitate a one-day training workshop on different
313 aspects of locally managed projects. The workshop is scheduled for Wednesday, August 31, 2016.

314 There was no motion or action for this agenda item.

315 **ADJOURNMENT:**

316 There being no further business before the DCHC MPO Board, the meeting was adjourned at 11:18 a.m.