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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

46 Terry Rekeweg Public Speaker/Citizen

47

48 Quorum Count: 9 of 11 Voting Members

49

50

51 Chair Mark Kleinschmidt called the meeting to order at 9:07 a.m. A roll call was performed. The

52 Voting Members and Alternate Voting Members of the DCHC MPO Board were identified and are

53 indicated above. Chair Mark Kleinschmidt reminded everyone to sign-in using the sign-in sheet that

54 was being circulated.

55

PRELIMINARIES:

56 **Ethics Reminder**

57 Chair Mark Kleinschmidt read the Ethics Reminder and asked if there were any known conflicts

58 of interest with respect to matters coming before the Board and requested that if there were any

59 identified during the meeting for them to be announced.

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

61 **Adjustments to the Agenda**

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

63 Mark Ahrendsen stated that Nicolas J. Tennyson, Secretary of the North Carolina Department

64 of Transportation, has been added the agenda. Mark Ahrendsen stated that there are handouts

65 related to the Durham-Orange Light Rail Transit (D-O LRT) Draft Environmental Impact Statement

66 (DEIS) that will be discussed in the agenda.

67 **Public Comments**

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

69 Terry Rekeweg signed up to speak publicly during the meeting.

70 Terry Rekeweg stated that he would like to thank the MPO Board for the opportunity to speak

71 before them. Terry Rekeweg stated that he wanted to go over the summary of DEIS comments that he

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

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

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

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

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

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

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

104 Nicolas J. Tennyson stated that the time that he spent with the MPO (four years of MPO work)
105 to be among the most educational in terms of the complexity of public service. Nicholas J. Tennyson
106 stated that transportation planning requires a lot of learning to understand how things flow. Nicholas
107 J. Tennyson discussed that his own experience with the D-O LRT planning process dated back over 20
108 years ago and he was personally surprised(not in a good way); to see the new change put into
109 legislation about the funding process for a project that he firmly believes is critical to the urban area.
110 Nicholas J. Tennyson stated that he remembers talking about this in the 1990's and asking people what
111 do they think it would take to avoid the need to have some form of premium transit transportation.
112 Economic collapse was observed during the 90's when the bubble collapsed and Cisco went from filling
113 up five new buildings for expanding the business to trying to find a buyer for the buildings outside of
114 the Cisco business unit. Nicholas J. Tennyson stated that he does not see anything different for the
115 future except that there are more cars on I-40 than ever before and there are more young people who
116 think of transportation as of something that is not just an automobile. Nicholas J. Tennyson discussed
117 that he was not very happy with the context in terms of the recent events and he wished that he had
118 something to tell the MPO that it was going to change or give the MPO a clear path as to how or if
119 things are going to change. The Governor has been very clear about his attitude about this. The

120 NCDOT and the administration are not happy about the fact that the STIP (which is not a system that
121 has not been universally admired in terms of projects selected) changes have affected the D-O LRT.
122 The NCDOT and the administration have tried to reverse the decision that was made. The legislation
123 took a last second pass at reversing the decision and that change is in works for the short session.

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

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

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

142 Nicholas J. Tennyson stated that the overall health of North Carolina Highway infrastructure is
143 good. The legislation has provided greater funding over the next 10 years. There is an additional 1.6

144 billion dollars in the 10 year plan. Nicholas J. Tennyson discussed that there will be substantial changes
145 in the projects coming that are going to be based on P3.0 scoring.

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

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

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

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

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

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

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

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

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

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

187 Nicholas J. Tennyson stated that the challenge is that the Federal delegation felt that they were
188 doing a favor when they earmarked something. Then it would come out of the equity budget. The
189 treatment of the project was that it was not an exempt project. In the P4.0, bike/ped project

190 submissions can include ROW, but the project will not be exempt. There was a response letter from
191 former Secretary Tata. Nicholas J. Tennyson stated that he could provide a copy if you need it.

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

194 Nicholas J. Tennyson thanked everyone for their time.

195 **Directives to Staff**

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

197 **CONSENT AGENDA:**

198 **6. Approval of September 9, 2015 Meeting Minutes**

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

200 **8. Authorize Durham City Manager on behalf of DCHC MPO to enter into agreement with North**

201 **Carolina Department of Transportation for the Metropolitan Planning Program Grant (Section 5303)**

202 **for FY16**

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

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

211 Steve Schewel stated that he wanted to make a comment on the minutes. Steve Schewel
212 stated that the minutes are fabulous. Steve Schewel stated that the minutes for this MPO are so good

213 and he cannot believe the detail that is captured and the way that they reflect what happened in the
214 meeting. Steve Schewel stated that he was really impressed.

215 Chair Mark Kleinschmidt stated that they receive the minutes quickly.

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

220 **ACTION ITEMS:**

221 **9. DCHC MPO Certification Closeout Presentation**

222 **Felix Nwoko, LPA**

223 **Bill Marley, FHWA – NC Division**

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

229 Bill Marley discussed the DCHC MPO Certification Review Closeout presentation. Bill Marley
230 stated that the FHWA and the FTA must certify jointly the DCHC MPO metropolitan transportation
231 planning process in Transportation Management Areas (TMAs) at least once every four years. The
232 Durham – Chapel Hill – Carrboro Metropolitan Planning Organization (DCHC MPO) is a TMA, a
233 Metropolitan Planning Organization (MPO) with a population of at least 200,000 as defined by the
234 United States Census Bureau. Bill Marley stated that it is customary that after the report, FHWA give a
235 presentation report of their findings. Bill Marley stated that the review is coordinated by the FHWA and
236 the FT) as well as members of NCDOT Planning Program Development, Transportation Planning Branch
237 and members of the MPO staff participate in the review. Bill Marley stated that the review is done to

238 assess the level of compliance with the Federal Metropolitan Planning Organization regulations. Bill
239 Marley stated that this was Durham's fifth or sixth review since the nineties and that shows a long
240 history of experience in conducting the reviews in this MPO area. Bill Marley stated that during the
241 reviews, FHWA and FTA identify commendations, make recommendations, and determine if any
242 corrective actions are necessary. Bill Marley stated that the current review of the DCHC MPO had no
243 corrective actions and everything went very well.

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

256 Bill Marley stated the commendations that they found included the DCHC MPO website. The
257 website was very interactive, user friendly and above the other websites, not that the other websites
258 were not sufficient but Durham's website was very impressive with the amount of information that you
259 can get in real time. Bill Marley stated that the FTA representative, Tajsha LaShore, came up from
260 Atlanta for the review and she was very impressed with the level of Transit in the DCHC MPO. Bill
261 Marley stated that Tajsha Lashore was astounded that most of her questions regarding transit were

262 already answered during discussion on the other topics and when it came time to speak about transit
263 specifically, there were only a few follow up questions. Bill Marley stated that reviewers were
264 impressed with the work that the Triangle J Council of Governments has done as the regional
265 coordinator for the Triangle Area transportation and air quality conformity process. The Triangle Area
266 transportation partners are also to be commended for their communication, responsiveness, and timely
267 completion of projects tasks. The Triangle Area transportation and air quality conformity process is a
268 model for how this process should work in North Carolina.

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

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

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

281 Bill Marley discussed and reviewed a few recommendations that were offered. Bill Marley
282 stated that the recommendations are just items that they noted and they do not merit any corrective
283 actions. It is recommended that the Triangle Area continue to consider transportation and air quality
284 conformity as they work on upcoming Metropolitan Transportation Plan (MTP) updates and beyond. As
285 the project lists are prepared, projects should be grouped by horizon years and projects should be

286 identified as regionally significant, not regionally significant, or exempt. Doing this extra work will help
287 keep the Triangle Area prepared for future conformity work in the event the area is designated under a
288 future new National Ambient Air Quality Standard (NAAQS).

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

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

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

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

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

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

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

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

315 **10. NCDOT SPOT P4.0 New Project Recommendations Update**

316 **Lindsay Smart, LPA Staff**

317 **Felix Nwoko, LPA**

318 **Kosok Chae, LPA Staff**

319 **Andy Henry, LPA Staff**

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

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

330 Andy Henry explained that the DCHC MPO was limited to 14 new projects in each mode. The
331 four primary modes in the DCHC MPO area were highway, bicycle/pedestrian, public transportation,
332 and rail. Andy Henry stated that the DCHC MPO's subcommittee decided that the DCHC MPO's
333 jurisdictions and counties could each submit four new projects for each mode, with the exception that
334 the City of Durham and Durham County could submit eight new projects. The transit operators (Chapel
335 Hill Transit, GoDurham, and GoTriangle) could submit ten new transit projects with the exception that

336 Orange Public Transit could submit five new transit projects and there was no limit on the number of
337 new rail project submittals by a jurisdiction because there were not more than 14 potential rail projects
338 in the DCHC MPO. Andy Henry stated that this method yielded the following new project submittals: 32
339 highway; 31 bicycle and pedestrian; 21 transit projects; and 10 rail projects.

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

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

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

357 Andy Henry discussed that the MPO Technical Committee would review the new project
358 submittals at their October 28, 2015, meeting using both the DCHC MPO LPA's scores and the SPOT
359 online tool raw scores as guidance, and select 14 new projects from each mode for submittal to the

360 SPOT P4.0 scoring process. The MPO Board would receive the Technical Committee recommendation at
361 the November 11, 2015, DCHC MPO Board meeting.

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

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

366 There were no additional questions asked by the MPO Board.

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

368 **Margaret Scully, LPA**

369 **Felix Nwoko, LPA**

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

375 Also, the original formula for FY15 and FY16 included a 30 percent inflation factor that was
376 added to the total, prior to distribution for the purpose of increasing the use of funds. The old formula
377 was included as an attachment for reference. Now, STP-DA and TAP funding must be allocated for
378 FY17 through FY2025. DCHC MPO LPA staff recommended a formula and policy in which an annual
379 estimated allocation be used to project annual funding levels to 2025 to be consistent with the
380 TIP/STIP. Each year, the STIP indicates that the DCHC MPO will receive approximately \$4,469,000 in
381 STP-DA funding and \$350,000 in TAP funding. These funds are then proposed to be distributed using
382 the attached formula. The formula is for one year only, not two years as in FY15 and FY16. The NTD
383 data used in the transit allocation will be updated each year with the most current data entered into
384 NTD. The data in this formula are from Reporting Year 2014. A Technical Committee subcommittee
385 met to discuss the changes to the distribution formula. The Technical Committee recommended

386 approval. A Call-for-Projects would be held at a later date for STP-DA and TAP funded regional bicycle
387 and pedestrian projects. TAP projects would be selected on a competitive basis.

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

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

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

395 **Mark Ahrendsen, TC Chair**

396 **Patrick McDonough, GoTriangle**

397 Patrick McDonough stated that the Durham Light Rail Transit (D-O LRT) public comment ended
398 at 12:01 a.m. October 14, 2015. GoTriangle received a lot of comments and there were a lot of
399 comments still coming in. Patrick McDonough stated that Tammy Bouchelle told him that GoTriangle
400 received many, many comments and other comments were still coming in. Patrick McDonough stated
401 that there were two court reporters at the two public hearings and GoTriangle is still waiting for those
402 transcripts to come in. Patrick McDonough discussed that several of the local Boards have taken action
403 in the last few weeks. The Town of Chapel Hill had a unanimous endorsement of the preferred
404 alternative as did the Durham City Council. Those letters contained a variety of comments about items
405 that were important to the community and the Councils (Durham County letters on Monday evening of
406 this week, a letter from the manager in Orange County back in April 2015 about the projects and a
407 letter from David Andrews, Town Manager, of the Town of Carrboro on 10/13/15 in support of the new
408 preferred alternative). Patrick McDonough thanked everyone for their participation, coming out to
409 listen to citizens' concerns, and for their hard work. Patrick McDonough discussed that a lot of
410 information can be found on the GoTriangle website and he made the audience aware that the

411 information is consistently updated to reflect new information that has been made available to share.
412 Patrick McDonough stated that his main focus during the current meeting was to give the MPO an
413 opportunity to ask questions.

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

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

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

426 Tammy Bouchelle stated that GoTriangle anticipates that the FEIS would be published in
427 February 2016 but anticipates that GoTriangle would have a solid draft submitted to FTA by December
428 1, 2015.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

474 **REPORTS:**

475 **13. Report from the DCHC MPO Board Chair**
476 **Mark Kleinschmidt, DCHC MPO Board Chair**

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

478 **14. Report from the DCHC MPO Technical Committee Chair**
479 **Mark Ahrendsen, DCHC MPO TC Chair**

480 Mark Ahrendsen stated that he wanted to mention the potential future amendment to the
481 2016-2025 STIP. Mark Ahrendsen stated that the amendment to the 2016-2025 STIP will take place

482 in order to reflect the new changes based on of the new legislation that was just put in place this
483 week.

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

486 **15. Reports from LPA Staff**

487 **Felix Nwoko, LPA Staff**

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

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

496 **16. NCDOT Reports:**

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

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

500 There was no report from NCDOT Division 8.

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

502 There was no report from Traffic Operations, NCDOT.

503 **INFORMATIONAL ITEMS:**

504 **17. Recent News, Articles, and Updates**

505 Chair Mark Kleinschmidt stated that he wanted to acknowledge and thank Eric Hallman for his
506 years of service. It was noted that the current meeting was the last meeting for Eric Hallman, who

507 has been a MPO Board member for 12 years. Chair Mark Kleinschmidt stated that he would like to
508 invite Eric Hallman to the next upcoming scheduled MPO Board meeting.

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

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

513 **ADJOURNMENT:**

514 There being no further business before the DCHC MPO Board, the meeting was adjourned at
515 10:27 a.m.