

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION BOARD

March 11, 2015

MINUTES OF MEETING

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board met on March 11, 2015, at 9:00 a.m. in the Council Committee Room on the second floor of Durham City Hall. The following attended:

Ed Harrison (Alternate)	Town of Chapel Hill
Damon Seils	Town of Carrboro
Barry Jacobs	Orange County
Steve Schewel	City of Durham
Bernadette Pelissier	Triangle Transit
Brenda Howerton (Alternate)	Durham County
Jim W. Crawford	NC Board of Transportation
James G. Crawford	Chatham County
Renee Price (Alternate)	Orange County
Mark Ahrendsen	City of Durham/DCHC MPO
Ellen Beckmann	City of Durham
David Bonk	Town of Chapel Hill
Andy Henry	DCHC MPO
Brandon Jones	NCDOT, Division 5
Bret Martin	Orange County
Patrick McDonough	Triangle Transit
Felix Nwoko	DCHC MPO
Brian Rhodes	DCHC MPO
Meg Scully	DCHC MPO
Lindsay Smart	DCHC MPO
Eve Barkley	DCHC MPO
Dale McKeel	City of Durham/DCHC MPO
Bergen Watterson	Town of Carrboro
John Hodges-Copple	Triangle J Council of Governments (TJCOG)
Stan Hutchens	DCHC MPO
Donnie Brew	FHWA
Tina Moon	Town of Carrboro
Terry Rekeweg	Raleigh Resident
Aaron Cain	Durham Planning
Mila Vega	Town of Chapel Hill
Geoff Green	Triangle Transit

Damon Seils, Acting MPO Chair, called the meeting to order at 9:15 a.m. and the Roll Call was conducted.

Mark Kleinschmidt, MPO Chair, and Diane Catotti, MPO Vice-Chair, were not present.

Ethics Reminder

Acting Chair Damon Seils read the Ethics Reminder for Board members and asked Board members if there are 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 Board members.

Adjustments to the Agenda:

Mark Ahrendsen introduced adjustments to the agenda and reminded the Board of the public information session dates for the draft State Transportation Improvement Program (STIP).

Mark Ahrendsen then asked that Board members speak more clearly into the microphones. In addition, Mark Ahrendsen asked that members motioning on an item, and those members seconding, include their names for the minutes and tape.

There were adjustments to the agenda. Public Comments agenda item #4 was discussed between agenda items #7 and #8.

Public Comments

Terry Rekeweg, citizen from Raleigh, NC, presented his Durham-Orange Light Rail Project alternative rail plan on Friday, March 6, 2014, to staff at Triangle Transit Authority (TTA). Terry Rekeweg briefed the Board on nine Rail Operation Maintenance Facility (ROMF) sites as alternatives to the ROMF sites currently shown in the light rail plan.

Terry Rekeweg stated there were some controversial issues about the existing ROMF sites such as Farrington ROMF site being located in a residential area and the Alston Avenue ROMF site which will replace some businesses and homes. Terry Rekeweg stated that the additional nine ROMF sites are less controversial. Terry Rekeweg proposed to TTA that the nine ROMF site alternatives be studied and included in the NEPA document. Terry Rekeweg stated that given the claims and information that was assembled, the alternative route appeared to achieve the purpose of the rail project and better than the

current Locally Preferred Alternative (LPA). Terry Rekeweg stated the alternative route advantages are less cost, greater safety, significant greater areas for TOD affordable housing, fewer environmental impacts, solving the New Hope Creek controversy, fewer impacts to homes and businesses, greater potential for reducing traffic congestion, encouraging growth in ridership and in minority ridership, rail transit closer to designated areas of growth in Durham, more intelligent zoning of ROMF sites, better future rail connection from Chapel Hill, NC to Research Triangle Park, NC and to Raleigh, NC, and more convenience for potential users.

Terry Rekeweg stated that TTA staff said there were ten comments from people at the public meetings in November. Terry Rekeweg pointed out that many local businesses located on 15-501 presented to the MPO Board on January 14, 2015, and supported the alternative plan. Terry Rekeweg reported that TTA staff had stated the alternative plan should be studied.

Acting Chair Damon Seils asked for comments from the MPO Board; there were no comments.

Mark Ahrendsen accepted maps provided by Terry Rekeweg and he will pass them along to TTA staff.

Directives to Staff (Attachment 5)

The Directives to Staff are attached for review.

CONSENT AGENDA:

February 11, 2015 Board Meeting Minutes

Acting Chair Damon Seils provided amendments to the February 11, 2015, MPO Board meeting minutes as follows: page 4, lines 146 through 149, "Damon Seils then asked about the limitations of the analysis as a result of not including multi modal data. The analysis assumes that the only way to deal with new growth and development is to widen roads and add lanes, but this assumption biases towards automobile access; disregarding other modes of transportation (i.e., buses, bicycles, pedestrians);" page 6, line 244, change "Chapel Transit" to "Chapel Hill Transit;" page 6, line 245, change "these were already

purchases" to "these funds were already allocated;" page 6, lines 254 through 255, "Damon Seils believes the funding for design phase for the South Greensboro Street project should be fiscal year 2016 and the construction phase will then be fiscal year 2017.

A motion was made by Bernadette Pelissier and seconded by Steve Schewel to approve the February 11, 2015, MPO Board Meeting minutes. The motion carried unanimously.

ACTION ITEMS:

7. FY2014-2015 Unified Planning Work Program (UPWP) Amendment #2

Meg Scully presented the FY2014-2015 Unified Planning Work Program (UPWP) Amendment #2.

Meg Scully explained the attachments including a Resolution with tables and a memorandum. Meg Scully stated the Lead Planning Agency requested an amendment to FY2015 UPWP to re-allocate funds among various task codes and de-obligate funds for freight study and travel surveys. Meg Scully stated that Durham County reallocated funds among task codes to allow additional work on draft EIS for light rail project. The City of Durham de-obligated some STP-DA funds for bicycle and pedestrian projects. Meg Scully stated the City of Durham de-obligated TIGER 6 Planning Grant as no funds will be expended this year and Chapel Hill will re-allocate 5303 funds among various tasks and de-obligate STP-DA funds for pedestrian plan and other task codes

Meg Scully stated that the action requested is to receive approval by Board.

Steve Schewel asked why Amendment #2 de-obligated some bicycle and pedestrian project funds. Meg Scully answered that those projects were postponed until next year FY2016. Steve Schewel then asked Mark Ahrendsen if the City of Durham was not doing the bicycle plan update in FY2016 starting July 1. Mark Ahrendsen assured Steve Schewel that the bicycle plan was going ahead in FY2016.

Steve Schewel then asked if the TIGER VI Duke Belt Line project was going to be programmed in 2016. Mark Ahrendsen and Meg Scully assured Steve Schewel and the Board that the TIGER VI Duke Belt Line project is going ahead for FY2016.

A motion was made by Steve Schewel and seconded by Bernadette Pelissier to approve the FY2014-2015 UPWP Amendment #2 resolution.

The motion carried unanimously.

8. Draft FY2015-2016 Unified Planning Work Program (UPWP) Approval

Meg Scully provided a presentation on the Draft FY2015-2016 UPWP Approval. Meg Scully requested approval for FY2015-2016 UPWP, with resolutions on pages. 1, 2 and 3, the local match cost share on page 17, self-certification and other assurances on pages 4 through 8. Meg Scully reiterated the change to Amendment #2 as stated in agenda item #7.

Steve Schewel inquired about who performed the studies and were they DCHC MPO staff, and asked how many staff the MPO has. Meg Scully answered that some studies were performed by Lead Planning Agency (LPA) staff and others by consultants; and specified that there are ten (10) DCHC MPO LPA staffers. Meg Scully explained that for LPA staff funding, there are monies allocated as shown in the table on page 22 of the FY15-16 UPWP.

Steve Schewel asked if the majority of the reports and studies were mainly performed by MPO staff or mainly by hired consultants. Steve Schewel asked who performed the accounting and who understood the studies, and commented that he does not understand the report, for example, the studies listed on page 12 of the UPWP draft.

Meg Scully responded that some projects listed in the draft UPWP were federally mandated. Meg Scully asked Steve Schewel if there was a specific project for which he needed additional information.

Meg Scully referred to Felix Nwoko to answer any technical questions, and she would field any accounting questions. Mark Ahrendsen and Felix Nwoko explained that the UPWP was a template to follow; that the projects listed were an expectation of work in FY2015-2016. Ed Harrison followed up the comments by informing the NCDOT page only indicated zeros. Acting Chair Damon Seils stated that it is the responsibility of local jurisdictions to complete projects allotted to them in the UPWP. Meg Scully stated

that sub-agencies and local jurisdictions send reports on how much time and money were spent on their projects at the end of each quarter to seek reimbursement from the NCDOT. Meg Scully stated that jurisdictions conducting projects with other funds, such as 5307, TIGER VI and 5309 were usually responsible for requesting their own reimbursements. NCDOT Public Transportation and Planning branches govern how they would like the reports to appear and what they would like the reports to contain.

Steve Schewel asked who did the forecasting (modeling) work for the Triangle Regional Model (TRM). Felix Nwoko answered the modeling was completed by the Institute for Transportation Research and Education (ITRE) in Raleigh, North Carolina and two LPA/City of Durham staff members assist ITRE.

Steve Schewel asked who developed the Freight Plan. Felix Nwoko answered that the Freight Plan is being done through collaboration between the DCHC MPO, CAMPO, and NCDOT. Felix Nwoko referenced that page 23 of the draft UPWP gave a description for all the information and data used in the tables of the draft UPWP. Felix Nwoko asked if there was anything further that could be done to simplify the projects and tables in the draft UPWP. Mark Ahrendsen stated that four-year certification reviews and two-year audits by NCDOT ensured that funds and projects were done properly.

Acting Chair Damon Seils asked about the three resolutions listed at the beginning of report: 1) and 2) appeared to be identical. Meg Scully answered that each were for different funds, which had to be listed separately, meeting the requirements of funding agencies.

A motion was made by Brenda Howerton and seconded by Steve Schewel to approve the FY2015-2016 Unified Planning Work Program (including resolutions, local match cost share and self-certification). The motion carried unanimously.

9. Amendment #24 to FY2012-2018 TIP

Lindsay Smart provided a presentation on Amendment #24 to FY2012-2018 Transportation Improvement Program (TIP). Lindsay Smart stated that the action requested was to review TIP amendment #24, to provide comments, and approve TIP amendment#24 to the FY2012-2018 TIP.

Lindsay Smart stated that Amendment #24 does not require public comment as it did not include any new projects and did not propose changes in funding that total greater than \$1,000,000. Lindsay Smart also stated that Chapel Hill was using the de-obligated funds in the UPWP to cover increased costs for the PE phase of the North Estes Drive project.

A motion was made by Bernadette Pelissier and seconded by Ed Harrison to approve Amendment #24 to FY2012 2018 TIP. The motion carried unanimously.

10. Congestion Management Process (CMP) – System Status Report 2014

Andy Henry provided a presentation on Congestion Management Process (CMP) – System Status Report 2014. Andy Henry stated the action was for the Board to review and adopt the Congestion Management Process (CMP) - System Status Report 2014. Andy Henry explained the changes to the report since January 2015. Andy Henry was asked to mark "unfunded, but likely" projects as "funded," as the projects will likely be funded in the TIP that is expected to be adopted by the MPO this summer.

Brenda Howerton asked that a map be included in the document to show travel time figures. Andy Henry referred to page 19, a table of travel times.

Ed Harrison asked what the distinction between US 15-501 North and US 15-501 South was. Andy Henry answered that "North" was in Durham County; "South" in Chatham County. Ed Harrison remarked that this was different from how Chapel Hill distinguishes US 15-501. Mark Ahrendsen pointed out a map that showed how US 15-501 was demarcated by the CMP System Status Report.

Ed Harrison commented about earlier Mobility Report Cards (MRCs) from Chapel Hill and Carrboro, which provided different data, types as intersection delay, arterial volume, transit usage and availability,

bicycle and pedestrian counts and facilities at the same locations. Ed. Harrison asked whether the MPO MRC will be the same. Andy Henry affirmed that would be the case with the MPO MRC.

Steve Schewel asked why the corridors within the DCHC MPO were being less impacted by travel delay: Andy Henry answered that the DCHC MPO was a lot smaller than the comparison cities. Andy Henry stated that the Triangle is more spread out than the comparison cities. Steve Schewel asked if the comparatively lower travel delay was because Triangle and MPO residents drove so many miles compared to residents in the other cities. Andy Henry answered that he was not sure specifically why travel delay was comparatively lower, but speculated it was due to the Triangle being spread out.

Steve Schewel commented that he thought the fact of "sprawl" was a conscientious choice by planners and a private decision by residents, but do the congestion figures in the CMP report dictate anything, as far as future planning in the MPO. Steve. Schewel asked how the MPO manages plans in regards to the congestion numbers. Andy Henry answered that if there were lots of mixed use along corridors, this would shorten trips and lower congestion.

Ed Harrison commented that the budget-level regulations on page 5 were not that different from the STIP. Ed Harrison stated the most notable was the proposed separation of Barbee Chapel Road from NC 54, which he believed to be quite complicated. Ed Harrison wondered if there should be a committee for the two projects designs, particularly Barbee Chapel and NC 54. Mark Ahrendsen, Andy Henry and Acting Chair Damon Seils agreed, all stating that design was important.

Mark Ahrendsen commented on Steve Schewel's point about congestion and travel delay being comparatively lower than other cities. Mark Ahrendsen believed the congestion was just one metric used in the CMP report, and that other metrics might not show the same result in comparisons with other cities. Mark Ahrendsen stated the rate of growth of the Triangle was important to remember.

Steve Schewel asked about the table on page 15 of the report. Steve Schewel commented just because congestion was growing as fast as population does not mean it would not get worse in the future.

211 Steve Schewel asked how the performance metrics relate to population growth. Steve Schewel
212 commented that in his experience, the congestion performance does not quite ring true, as he noticed that
213 NC 147 is much more congested than a decade ago. Steve Schewel then asked was the congestion metric
214 really that good, given what the MPO wanted.

215 Bernadette Pelissier commented that perhaps using quartiles or more detailed statistics on the
216 performance metrics would provide better, more relative, information rather than the big picture. Andy
217 Henry stated the table on page 19 of the report tried to get to that point and that more information would
218 be available in the Mobility Report Card.

219 Renee Price commented on Steve Schewel's point and asked where the desire for the MPO in
220 regards to travel delay was. Renee Price asked about the threshold for the MPO and its goal. Renee Price
221 believed where people lived and age should be incorporated into the report statistics for congestion.

222 Steve Schewel asked what was ramp metering. Andy Henry answered it was a traffic signal on the
223 ramp, allowing only a set number of vehicles onto congested roadways, depending on how congested the
224 roadways were. Andy Henry stated that three or four ramps were identified in an NCDOT study for a trial;
225 he believed all were on I-540. Ed Harrison agreed that ramp metering does make sense. Acting Chairman
226 Damon Seils asked if ramp metering was very costly to implement. Andy Henry acknowledged it could be
227 expensive.

228 Brenda Howerton referred to pages 17 and 18 of the report and asked how the "world" sees MPO;
229 how MPO compares to other places in census figures and other survey results. Brenda Howerton asked
230 what it meant that African Americans were less likely to pay to reduce congestion than the general
231 population. Andy Henry stated it was part of a survey that compared various demographics to the general
232 population. Brenda Howerton asked if the survey compared income levels. Acting Chair Damon Seils
233 stated that this was one limit to the survey.

Andy Henry commented that this was a telephone survey, not scientifically-stratified, and unlikely to get accurate income information. Andy Henry stated that the survey results could be removed from the report. Brenda Howerton and Renee Price were opposed to anything that would stereotype people and requested the information be removed. Andy Henry and Acting Chair Damon Seils agreed that any stereotyping by gender or race will be removed from the report, and the survey results will be reviewed and possibly modified.

A motion was made by Brenda Howerton and seconded by Renee Price to adopt the Congestion Management Process (CMP) – System Status Report 2014 (pending removal of, or revision to, survey responses referencing race and gender). The motion carried unanimously.

11. Overview of New DCHC MPO Website

Felix Nwoko provided an overview of the new DCHC MPO website. Felix Nwoko stated that the DCHC MPO website launched on January 26, 2015, with a few minor hiccups; however, those hiccups have been resolved. Lindsay Smart and Eve Barkley provided assistance with the demonstration of the new website.

Ed Harrison pointed out that the Board will soon be moving to electronic packets only for agendas. Ed Harrison asked how to access larger documents, such as maps and tables. Acting Chair Damon Seils asked how to best receive large tables and maps from the electronic packets. Acting Chair Damon Seils asked would it be something that could be provided case-by-case or by request. Lindsay Smart explained that the current formatting was usually 8.5" x 11" size to allow for easy printing by most printers. Lindsay Smart suggested that larger items could be provided case-by-case or by request for printing at appropriate sizes.

Ed Harrison asked if there was a target date for providing agendas for Board meetings on Granicus. Lindsay Smart affirmed that agendas would be ready at least a week before Board meetings. Eve Barkley offered that agendas were to be prepared after each Board meeting for the following Board meeting, allowing more time for LPA staff to add items or comments to the next meeting's agenda.

259 Acting Chair Damon Seils asked if Granicus items would be available on tablets via the application.
 260 Lindsay Smart confirmed that these items would be available, requiring only login information to access the
 261 website. Eve Barkley will help with setting up accounts for Board members.

262 Acting Chair Damon Seils and Steve Schewel commented on the website and electronic agendas as
 263 being great improvements.

264 **REPORTS:**

265 **12. Report from the Board Chair - Mark Kleinschmidt, Board Chair**

266 There were no reports from the MPO Board Chair.

267 Damon Seils, Acting Chair, commented that some of the absent Board members were currently at
 268 the Mayors Challenge Summit in Washington, D.C..

269 **13. Report from the Technical Committee Chair - Mark Ahrendsen**

270 Mark Ahrendsen stated that LPA staff and other NC MPO staff members were attending the Mayors
 271 Challenge Summit in Washington, D.C. Dale McKeel confirmed that the Asheville MPO was attending the
 272 Summit.

273 Mark Ahrendsen stated that MPO and local jurisdiction staff were continuing to work with TTA on
 274 light rail system. Mark Ahrendsen stated that outreach and public meetings were still ongoing.

275 Ed Harrison commented that TTA was holding tours and that he and other Board members were
 276 attending. Bernadette Pelissier had already attended one. Renee Price and Brenda Howerton were also
 277 attending one.

278 Mark Ahrendsen mentioned that transit systems were working on new brands, focusing on "Go"
 279 Durham, "Go" Cary and "Go" Raleigh. Mark Ahrendsen stated Transit agencies were developing a unified
 280 brand for all transit systems in Triangle, while still retaining a local feel through name and color schemes.
 281 Mark Ahrendsen informed the Board members of the unveilings that will be held on March 25, 2015 in
 282 Raleigh, Cary and Durham.

Mark Ahrendsen stated that City of Durham staff was working with NCDOT staff to plan the East End Connector groundbreaking ceremony.

Mark Ahrendsen mentioned that the FHWA/FTA TMA certification review will be held during the second week of May and it would coincide with the Board meeting. Felix Nwoko confirmed the date and stated that FHWA and FTA representatives will be attending the May Board meeting at the conclusion of the TMA certification review.

Lindsay Smart stated that MPO staff will host a Board member Orientation on Wednesday, April 8, 2015 after the April MPO Board meeting. Lindsay Smart asked Board members to confirm their attendance by email to her. Lindsay Smart stated the topics for the orientation meeting would include an overview of the MPO's processes and staff would be available to answer Board member questions regarding MPO plans, UPWP projects, funding, and other MPO-related topics.

14. Report from LPA Staff (Attachment 15) - Felix Nwoko, LPA Staff

There were no reports from the LPA staff.

15. NCDOT Report (Attachment 17)

Brandon Jones, Deputy Engineer, Division 5, stated that there were no reports from NCDOT, Division 5, but is open to any questions from the Board. There were no questions from Board members.

Pat Wilson, Division 7, notified the Board about upcoming public meetings on STIP draft. The STIP draft public meetings will be held on Monday, March 23, 2015, at Orange County West Campus Building, in Hillsborough, NC and Thursday, March 26, 2015, at Greensboro Division Office. Both meetings will be from 4:00 p.m. to 7:00 p.m.

Pat Wilson stated that the Smith Level Road project has utility delays; therefore, the completion date for May 2015 has been rescheduled to January 2016. Pat Wilson stated that an update on the project will be provided at the April Board meeting.

306 Pat Wilson stated that work was still going on with the Town of Carrboro on Jones Ferry Road
 307 project. Pat Wilson stated that last week he met with the Town of Carrboro staff to discuss scaling down
 308 project to help NCDOT with right-of-way problems. Pat Wilson stated that sidewalks will be limited to just
 309 past Davie Road. Pat Wilson stated that sidewalks along that section could be put in later, but right-of-way
 310 issues right now could cause the project to go over budget.

311 Ed Harrison asked if the STIP project for the feasibility study on US15-501 (from I-40 to Southern
 312 Village) could be advertised to the public, simply for public interest aspect. Ed Harrison asked Pat Wilson
 313 who was in charge on that project. Pat Wilson answered that David Bonk would be most knowledgeable.

314 **INFORMATIONAL ITEMS:**

315 **16. Recent News Articles and Updates**

316 The recent news articles and updates are attached for review.

317 **17. 2015 NCAMPO Transportation Conference**

318
 319 US House Resolution 19 - A Bill to Enhance the Capabilities of MPO's, and for Other Purposes.

320 **Adjournment**

321 There being no further business before the MPO Board, the meeting was adjourned at 10:52 a.m.

322 The next meeting is scheduled for April 8 at 9 a.m. in the Committee Room.