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**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

**TECHNICAL COMMITTEE**

**September 26, 2018**

**MINUTES OF MEETING**

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Technical Committee met on September 26, 2018, 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:

Ellen Beckmann (Chair)	City of Durham Transportation
Margaret Hauth (Vice Chair)	Hillsborough Planning
Kayla Seibel (Member)	Chapel Hill Planning
Kumar Neppalli (Member)	Chapel Hill Engineering
Bergen Watterson (Member)	Chapel Hill Planning
Hannah Jacobson (Member)	City of Durham Planning
Zach Hallock (Member)	Carrboro Planning
Evan Tenenbaum (Member)	Durham County Planning
Scott Whiteman (Member)	Durham County Planning
Tom Altieri (Member)	Orange County Planning
Nishith Trivedi (Member)	Orange County Planning
Chance Mullis (Member)	Chatham County Planning
Geoff Green (Member)	GoTriangle
John Hodges-Copple (Member)	TJCOG
Tim Brock (Member)	Research Triangle Foundation
Julie Bogle (Member)	NCDOT TPD
John Grant (Member)	NCDOT Traffic Operations
Ed Lewis (Alternate)	NCDOT, Division 7
Bryan Kluchar (Member)	NCDOT, Division 8
Bill Judge (Alternate)	City of Durham Transportation
Eddie Dancausse	Federal Highway Administration
Andy Henry	DCHC MPO
Aaron Cain	DCHC MPO
Meg Scully	DCHC MPO
Dale McKeel	City of Durham/DCHC MPO
Cy Stober	City of Mebane
Don Bryson	VHB

Quorum Count: 20 of 31 Voting Members

Chair Ellen Beckmann called the meeting to order at 9:02 a.m. A roll call was performed. The Voting Members and Alternate Voting Members of the DCHC MPO Technical Committee (TC) were

45 identified and are indicated above. Chair Ellen Beckmann reminded everyone to sign-in using the sign-in  
46 sheet that was being circulated.

47 **PRELIMINARIES:**

48 **2. Adjustments to the Agenda**

49 Items 6 and 7 were presented in reverse order, as were Items 12 and 13.

50 **3. Public Comments**

51 There were no members of the public signed up to speak during the meeting.

52 **CONSENT AGENDA:**

53 **4. Approval of August 22, 2018, Meeting Minutes**

54 Chair Ellen Beckmann asked if there were any comments for the August 22, 2018, Meeting  
55 Minutes. Aaron Cain responded that North Carolina Department of Transportation (NCDOT) preferred  
56 that Item 17 be changed to, "The report was presented with no comments or questions."

57 John Hodges-Copple made a motion to approve the amended August 22, 2018, Meeting Minutes.  
58 Geoff Green seconded the motion. The motion passed unanimously.

59 **ACTION ITEMS:**

60 **5. NC 98 Corridor Study**  
61 **Andy Henry, MPO Staff**

62 Andy Henry stated that the MPO Board released the draft report of the NC 98 Corridor Study for a  
63 minimum 30-day public comment period at their August 8 meeting and conducted a public hearing at their  
64 September 12 meeting. Andy Henry stated that comments from the public and the Durham Board of  
65 County Commissioners (BOCC) led to adding the option of multiuse pathways on both sides of NC 98 in  
66 Durham County rather than having bike lanes and sidewalks. Andy Henry added that funding could  
67 become an issue with the multiuse pathway, and that North Carolina Department of Transportation  
68 (NCDOT) should be included in the decision-making process.

69 Evan Tenenbaum made a motion to recommend that the MPO Board approve the NC 98 Corridor  
70 Study. Geoff Green seconded the motion. The motion passed unanimously.

71 **6. NC 54 West Corridor Study**

72 **Don Bryson, VHB**

73 **Aaron Cain, LPA Staff**

74 Don Bryson stated that the NC 54 West Corridor Study was to determine the long term needs of  
75 the corridor in terms of traffic growth, land use, and other issues. Don Bryson stated the NC 54 West  
76 Corridor is slightly over 20 miles that starts from Old Fayetteville Road in Carrboro and ends at I-85 in  
77 Graham, and the DCHC MPO section of the corridor is about a quarter of its total length. Don Bryson  
78 mentioned that there are ongoing improvements to the corridor, such as signalization and other  
79 intersection improvements. Don Bryson added that outreach to other MPOs, RPOs and local jurisdictions  
80 will take place before the MPO Board's November 14 meeting. Don Bryson stated that workshops were  
81 conducted as part of the Corridor Study, which identified stakeholders' feedback that included the need  
82 for pedestrian and bicycle facilities.

83 Don Bryson described that the levels of traffic along the corridor are higher on the ends and lower  
84 in the middle, with the traffic at Carrboro being very heavy and directional. Don Bryson stated that there  
85 has been strong growth along the corridor in the past three years. Don Bryson added that the corridor has  
86 already surpassed its two-lane capacity in some areas.

87 Don Bryson discussed solutions to long-term needs of the corridor. Don Bryson stated that the  
88 Corridor Study recommended median U-turn at two intersections, NC 119 and Old Fayetteville Road. Don  
89 Bryson added that T-intersections with two-lane roundabouts were also recommended at other locations.  
90 Don Bryson also stated that a four-lane divided median would be preferred, with the implementation  
91 timeframe depending on the node, or section, of the corridor. Don Bryson also stated that a multiuse path  
92 on one side of the corridor would also be preferred. Don Bryson listed obstacles to achieving the long-term  
93 goals for this corridor, including existing driveways, right-of-way, grading, and wells and septic systems.

94 Don Bryson stated that the Corridor Study conceptualized the corridor into nodes, which are  
95 focused around six to eight major intersections. Don Bryson discussed how the improvements to the  
96 corridor would be in four phases, the first of which would begin between 2020 and 2030 in the DCHC MPO  
97 section in Carrboro. Don Bryson commented that the first phase is estimated at \$43M. Don Bryson stated  
98 that the total cost is approximately \$180M, with \$100M of that in Orange County. Nish Trivedi asked about  
99 how the boundaries for the corridor were established for each phase. Don Bryson responded that the  
100 phases were based on demand, but also based on feasibility of funding. Aaron Cain added that Dodsons  
101 Crossroads is the MPO boundary.

102 Nishith Trivedi and Don Bryson discussed that the multiuse path would be on the north side of the  
103 corridor until Dodsons Crossroads. Chair Ellen Beckmann and Cy Stober asked if bike lanes would be better  
104 applied to this corridor. Don Bryson stated that the multiuse path would increase safety since most of the  
105 corridor consists of rural areas. Don Bryson added that adding a multiuse path that's not connected the  
106 roadway itself allows for future widening. Ellen Beckmann stated that multiuse paths require funding from  
107 the local government for maintenance.

108 Geoff Green questioned the size of the median. Don Bryson responded that the median was 17 to  
109 22 feet in width to allow for left turn lanes, and is standard width per NCDOT.

110 Zach Hallock asked about how the State Transportation Improvement Plan (STIP) projects will  
111 impact the Carrboro section of the corridor. Don Bryson responded that there are safety and congestion  
112 problems that may be relieved by having more lanes for travel because the traffic in the Carrboro section  
113 of the corridor is directional. Zach Hallock also mentioned that the residents of Carrboro might not  
114 welcome any changes that they perceive will add more traffic to their community.

115 Don Bryson and Aaron Cain discussed funding options for the recommended improvements to the  
116 West NC 54 Corridor. Aaron Cain stated that widening NC 54 in Carrboro is not currently in the MTP, and it  
117 would be approximately five years before the next MTP is adopted, and only after that before any

118 widening can be submitted for Strategic Planning Office of Transportation (SPOT) scoring. Don Bryson  
119 stated that breaking the project down into pieces might increase the desirability about certain aspects, but  
120 leave other aspects vulnerable.

121 Nishith Trivedi made a motion to recommend that the MPO Board release the NC 54 West  
122 Corridor Study for a 30-day public comment period, and to hold a public hearing at its November 14, 2018  
123 meeting. Zach Hallock seconded the motion. The motion passed unanimously.

124 **7. Quarterly Update on the Durham-Orange Light Rail Transit (D-OLRT) Project**  
125 **Geoff Green, GoTriangle**

126 Geoff Green reviewed the transit plan revenues and noted that actual revenues have tracked  
127 closely to the projected numbers. Geoff Green discussed the short range transit plan, which includes  
128 efforts by transit agencies throughout the MPO including GoTriangle. Geoff Green also discussed that  
129 GoTriangle's short-term transit plan includes investigating changes to the bus operating plan to  
130 accommodate light rail. Geoff Green briefly discussed suggested changes in routes and/or locations for  
131 the current bus routes of 400, 405, 800, and ODX (Orange-Durham Express). Chair Ellen Beckmann and  
132 Geoff Green discussed if and how the changes in bus routes would impact cost. Chair Ellen Beckmann  
133 and Geoff Green also discussed increased transportation service needs for the Rougemont area. Geoff  
134 Green also mentioned that there were public outreach events for the D-O LRT project.

135 Geoff Green stated that GoTriangle is still on schedule for the Full Funding Grant Agreement  
136 (FFGA) for \$1.2B from the Federal Government. Geoff Green added that Durham County made an  
137 agreement to fill the funding gap that was caused by recent legislation in the North Carolina General  
138 Assembly, which limited the amount of state money available to the light-rail project. Geoff Green also  
139 added that the Interlocal Cost-Sharing Agreement and the county transit plan would also need to be  
140 updated, and that those updates are targeted for completion by February 2019. Geoff Green stated that  
141 GoTriangle remains on schedule for executing the FFGA in September 2019 and added that the final  
142 application is due by April 2019. Geoff Green also mentioned that the Federal Transit Administration

143 (FTA) Risk Assessment is tentatively scheduled for October 2018. Meg Scully and Geoff Green discussed  
144 contingency and overall budget. John Hodges-Copple and Geoff Green discussed the federal FY19 and  
145 FY20 funding assumptions for light rail, which are both necessary to fulfill the overall D-O LRT budget.  
146 John Hodges-Copple, Chair Ellen Beckmann, and Geoff Green discussed critical railroad agreements  
147 which are due in April 2019. Geoff Green added that the agreements are not required to be  
148 comprehensive, rather, the critical agreements help demonstrate to FTA that GoTriangle is working  
149 cooperatively with local community stakeholders.

150 Geoff Green stated a Supplemental Environmental Assessment (EA) is scheduled to be published  
151 by FTA before October 31, and that the Supplemental EA is a follow-up on the Draft Environmental  
152 Impact Statement (DEIS) and Supplemental EA for the NCCU Station. Geoff Green added that the  
153 document evaluates all the proposed refinements to the D-O LRT since December 2016, such as the  
154 changes to the Alston Avenue, Alston Avenue Station, Alston Avenue Park and Ride, and Gateway  
155 Station.

156 Geoff Green also noted other ongoing efforts. Geoff Green stated that project engineers had  
157 encountered challenges with the at-grade alignment along Erwin Road such as sensitive powerlines  
158 located underneath the road and emergency access at the medical centers. Geoff Green stated that Go  
159 Triangle is preparing a new design that includes an elevated light rail structure from Lasalle Street until  
160 the D-O LRT crosses NC 147. Geoff Green stated that there were issues with grade crossing along  
161 Pettigrew Street, adjacent to the existing freight railroad tracks, and that GoTriangle is working with the  
162 FTA on how to incorporate the proposed changes into the EA. Geoff Green added that there are gate  
163 timing issues at Dillard Street, and GoTriangle is evaluating making Dillard Street a southbound one-way  
164 roadway at the railroad crossing. Chair Ellen Beckmann commented that it would impact neighboring  
165 streets. Geoff Green added that there are plans to make Ramseur Street a two-way roadway from  
166 Dillard Street to Chapel Hill Street, which would also provide westbound access for buses and other

167 vehicles. Evan Tenenbaum, Geoff Green, and John Hodges- Copple discussed the grade of the light rail as  
168 opposed to freight rail and also the construction restrictions near the Old Bull Building. Geoff Green  
169 stated that there would be a hearing at the Durham Planning Commission on October 9 for the Rail  
170 Operations Maintenance Facility (ROMF), and then following the plans would then be presented to the  
171 Durham City Council.

172 Geoff Green discussed the design schedule. Geoff Green stated that the D-O LRT design is past  
173 the 50% milestone. Geoff Green added that the 90% design is scheduled for summer 2019, and the  
174 100% design review is anticipated for November 2019. Geoff Green and John Hodges-Copple discussed  
175 the possible requirement of a 100% design in order to obtain the FFGA. Geoff Green also stated that the  
176 D-O LRT project is currently under the Disadvantaged Business Enterprise (DBE) target. Chair Ellen  
177 Beckmann and Geoff Green discussed the role of the MPO Board and its relationship to funding of the D-  
178 O LRT, as well as the counties' relationship to funding as well. Bergen Watterson, John Hodges-Copple  
179 and Geoff Green discussed the impacts of the proposed commuter rail project and how that will impact  
180 travel and freight rail lines.

181 **8. Allocation of Local Input Points for Division Needs Projects**  
182 **Aaron Cain, LPA Staff**

183 Aaron Cain stated that on August 8, 2018, the DCHC MPO Board approved the release of the  
184 Initial Allocation of Local Input Points for Division Needs Projects for SPOT 5 based on the adopted  
185 Methodology. Aaron Cain stated that a TC subcommittee met on August 22 and September 18 to  
186 develop recommendations for local input points for Division Needs projects. Aaron Cain added the only  
187 change in the recommendation from the August meeting was to remove points from Finley Golf Course  
188 Road Bike/Ped project and place points on the Northern Durham Parkway. LPA staff will request that the  
189 MPO Board allow for changes to the allocation after adoption due to external factors, such as  
190 assignment of points from the Divisions and other MPOs and RPOs. Local input points for Division Needs  
191 projects are now due on November 29, 2018, due to ramifications from Hurricane Florence.

192 Tom Altieri asked if the TC will have an opportunity recommend approval of the local input  
193 points before the MPO Board votes on it. Aaron Cain responded that the TC will be able to recommend  
194 approval on the October 24 TC meeting. Aaron Cain added that this is an informational item only.

195 **9. Reprogramming of CMAQ Funds**

196 **Aaron Cain, LPA Staff**

197 Aaron Cain stated that the Fixing American's Surface Transportation (FAST) Act of 2015 dictates  
198 that any unobligated Congestion Mitigation/Air Quality (CMAQ) or Transportation Alternative Program –  
199 Direct Attributable (TAP-DA) funds that are not obligated by September 30, 2019, are subject to  
200 rescission. Aaron Cain stated that LPA staff reviewed the current state of CMAQ and TAP-DA funds for  
201 DCHC projects and determined that several projects are not likely to be able to obligate CMAQ funds by  
202 the rescission deadline. Aaron Cain added that staff and other partners have developed a plan to  
203 reprogram CMAQ dollars to projects that can obligate the funds by September 30.

204 Aaron Cain referenced the attachment and explained which projects would and would not  
205 receive FY18 CMAQ funding. Zach Hallock asked about assurances CMAQ projects would be  
206 programmed following the change. Aaron Cain responded that Heather Hildebrandt of NCDOT noted  
207 that the process is simpler to allocate CMAQ funds projects once they have already been approved.  
208 Aaron Cain mentioned that Heather Hildebrandt is amenable to streamlining the allocation process in  
209 future years for projects that have already gone through the approval process. Aaron Cain added that  
210 CMAQ funding for FY20 and FY21 might have comparatively less funding for new projects due to the  
211 reserving of funds for existing projects. Aaron Cain and Chair Ellen Beckmann discussed that projects  
212 that have future CMAQ funding remain in the Transportation Improvement Plan (TIP). Aaron Cain and  
213 Chair Ellen Beckmann discussed that the City of Durham is starting to discuss their FY20 Budget and that  
214 it would be helpful to staff for future planning.



215 Vice Chair Margaret Hauth made a motion to recommend that the MPO Board approve the  
216 reprogramming of CMAQ funds. Scott Whitehead seconded the motion. The motion passed  
217 unanimously.

218 **10. Programming of FY2018-19 Regional Bicycle and Pedestrian Funds**  
219 **Aaron Cain, LPA Staff**

220 Aaron Cain stated that, per MPO policy and the adopted FY18 and FY19 United Planning  
221 Working Groups (UPWP), the full amount of the MPO's TAP-DA funds are combined with a portion of  
222 the MPO's Surface Transportation Block Grant – Direct Attributable (STBG-DA) funds to create a pool of  
223 funds for regional bicycle and pedestrian projects, which amounts to just over \$1M annually. Aaron Cain  
224 added that since adoption of the current policy, a significant portion of these funds have gone to Old  
225 Durham-Chapel Hill Road for construction of bicycle lanes and sidewalks from Garrett Road in Durham  
226 to Fordham Boulevard in Chapel Hill (EB-4707 A & B). Aaron Cain stated that the Durham portion of this  
227 project is already under construction, and the Chapel Hill portion is set for construction bidding later in  
228 2018. Aaron Cain stated that conversations earlier this year with NCDOT revealed a significant funding  
229 gap for completion of the project. Aaron Cain stated that LPA staff and local government staff  
230 recommends programming the entirety of the Regional Bicycle and Pedestrian fund, \$2.073M, to this  
231 project. Aaron Cain continued that this funding, in conjunction with additional CMAQ dollars, will  
232 expedite completion of the project and will also allow for the MPO's TAP-DA appropriation to be  
233 obligated before the federal rescission deadline of September 30, 2019.

234 Aaron Cain stated that the Chapel Hill side of this project (EB-4707 A) has already been through  
235 the call for projects for TAP-DA, which is why that source of funding can be used. Aaron Cain also stated  
236 that due to the TAP-DA funding being used on the Chapel Hill side, it would be necessary to use CMAQ  
237 funding for the Durham side of this project (EB-4704-B). Aaron Cain stated that MPO staff would review  
238 the existing distribution policy that would allow for more communities and projects to be eligible in  
239 future calls.

240 Vice Chair Margaret Hauth made a motion to recommend that the MPO Board authorize the  
241 programming of Regional Bicycle and Pedestrian Funds for FY18 and FY19 to EB-4707 A & B, Old  
242 Durham-Chapel Hill Road. Nishith Trivedi seconded the motion. The motion passed unanimously.

243 **11. Amendment #6 to the FY2018-2027 TIP**  
244 **Aaron Cain, LPA Staff**

245 Aaron Cain stated that Amendment #6 to the FY2018-2027 TIP is comprised of four  
246 components: (1) reprogramming of CMAQ funds in order to ensure their obligation before September  
247 30, 2019; (2) programming of TAP-DA and STBG-DA funds through the Regional Bicycle and Pedestrian  
248 set aside to EB-4707 A & B, Old Durham/Chapel Hill Road; (3) moving of funds from FY18 to FY19 for  
249 those projects that have not obligated their funds in FY18; and (4) several modifications and additions to  
250 STIP as requested by NCDOT. There was discussion about if Estes Road Bike/Ped (5886-A) was located in  
251 Carrboro or Chapel Hill. Geoff Green and Aaron Cain discussed that for Old Chapel Hill Road Bike/Ped  
252 (EB-4707A) a small amount of the terminus would be located in Durham County rather than Orange  
253 County. Geoff Green also asked why there is no right-of-way funding for the EB-4707A, Old Durham  
254 Road Bike/Ped. Chair Ellen Beckmann and Aaron Cain discussed the need to contact Division 5  
255 concerning the \$85K of State funding for resurfacing the Old Chapel Hill project. Aaron Cain mentioned  
256 that C-5179 North Estes Drive, EB-4707A Old Durham Road Bike/Ped, and EB-4707B Old Chapel Hill Road  
257 Bike/Ped would need to have a 21-day public comment period because their funding changed by more  
258 than \$1M. Chair Ellen Beckmann suggested that the projects that require a 21-day public comment  
259 period be put into a separate TIP amendment so as not to confuse the Board. Aaron Cain agreed to do  
260 so for the MPO Board meeting.

261 Scott Whitehead made a motion to recommend approval of projects in Amendment #6 except  
262 for C-5179 and EB-4707 A&B, for which the TC recommends that the MPO Board release for a 21-day  
263 public comment period and be designated as TIP Amendment #7. Bergen Watterson seconded the  
264 motion. The motion passed unanimously.

265 **12. STBG-DA Call for Projects for FY2019**  
266 **Aaron Cain and Meg Scully, LPA Staff**

267 Aaron Cain stated that federal regulations require a competitive call for new projects that will  
268 utilize locally administered STBG funds to be entered into the MPO's Transportation Improvement  
269 Program (TIP). Aaron Cain continued that the DCHC MPO is therefore issuing a call for projects using the  
270 local discretionary portion FY2019 UPWP allocated funding to each jurisdiction within the MPO for local  
271 discretionary use. Aaron Cain added that the amounts in the Agenda are not correct, and that there is a  
272 revision that is located in supplemental material. Aaron Cain added that STBG-DA funding for 2018 is  
273 also included in the figure for the City of Durham. Aaron Cain stated that he will update the funding  
274 amounts available for the call soon after November 2, the due date for items to be submitted for UPWP  
275 funding. Aaron Cain added that projects for this call are due on November 30.

276 **13. Surface Transportation Block Grant -Direct Attributable (STBG-DA) and Transportation Alternative**  
277 **Program (TAP) Funding Distribution for FY2020**  
278 **Meg Scully, LPA Staff**

279 Meg Scully stated that, in 2015, the MPO Board approved the formula and policy to distribute  
280 STBG-DA and TAP funds to sub-recipients for FY2017-2025. Meg Scully continued that prior to  
281 development of the next year's UPWP, the actual STBG-DA and TAP allocation to the DCHC MPO would  
282 be entered into the formula as would the most recent certified National Transit Database (NTD) data.  
283 Meg Scully stated that this formula would then be used in calculating the distribution to agencies. Meg  
284 Scully added that the approval of this allocation will commence the FY20 UPWP development as  
285 agencies may choose to use the allocation for planning purposes, and thus must program funds in the  
286 FY20 UPWP. Bergen Watterson asked if the funding in FY19 and FY20 is less than previous years. Meg  
287 Scully stated that the funding is consistent with funding from recent years. Meg Scully also stated that  
288 the STBG-DA and TAP distribution process is different for each jurisdiction within the MPO.

289 Nishith Trivedi made a motion to recommend that the MPO Board approve the FY20  
290 Distribution of STBG-DA and TAP funds. Vice Chair Margaret Hauth seconded the motion. The motion  
291 passed unanimously.

292 **REPORTS:**

293 **14. Reports from the LPA Staff**

294 Andy Henry, LPA Staff

295 There was no report from LPA Staff.

296 **15. Report from the DCHC MPO TC Chair**

297 Ellen Beckmann, DCHC MPO TC Chair

298 There was no report from Chair Ellen Beckmann.

299 **17. NCDOT Reports**

300 The report from NCDOT Division 5 was presented with no questions or comments.

301 Ed Lewis, NCDOT Division 7, stated that the date for the second public meeting for the Orange  
302 Grove Road extension (U-5848) has not yet been scheduled. Ed Lewis announced that the public meeting  
303 of local officials for the Interchange improvements at I-40 and NC86 in Chapel Hill (I-3306AC) will occur on  
304 November 5 at the Southern Human Services Center.

305 Bryan Kluchar, NCDOT Division 8, stated that the SPOT Period 5.0 Division Needs preliminary  
306 points comment period began on August 24 and will last two weeks. Bryan Kluchar stated that the one  
307 week drop-in period begins on October 1 in the New Carthage office.

308 There was no report from the Transportation Planning Division.

309 There was no report from NCDOT Traffic Operations.

310 **INFORMATIONAL ITEMS:**

311 **18. Recent News, Articles, and Updates**

312 There were no informational items.

313 **ADJOURNMENT:**

314            There being no further business before the DCHC MPO Technical Committee, the meeting was  
315 adjourned at 11:10am.