

1 **JOINT DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION &**
2 **CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION BOARD**

3 **29 May 2019**

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5 **MINUTES OF MEETING**

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9 **1. Welcome & Introductions**

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11 **The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board met on May 29, 2019,**
12 **at 9:00 a.m. at the Research Triangle Park Headquarters committee room.**

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14 Sig Hutchinson and Damon Seils welcomed everyone to the Joint DCHC MPO and CAMPO
15 Meeting. Members, Alternates, and partners of the DCHC MPO and CAMPO made introductions as
16 they went around the table.

17 **2. Host Welcome**

18 **RTP Host Welcome**

19 **Scott Levitan, Research Triangle Foundation**

20 Scott Levitan stated that Durham County recommitted to a \$20M infrastructure grant to
21 support the Research Triangle Park (RTP) Hub project. Scott Levitan stated that we have untapped
22 taxing authority that can be applied to mobility projects, and CAMPO will be an important partner with
23 companies in order to support Bus Rapid Transit (BRT) in the Triangle region. Scott Levitan also stated
24 that GoTriangle has negotiated a contract with Uber and Lyft to provide intra-park service within
25 RTP. Scott Levitan promoted Box Yard and the Frontier.

26 **3. Comments From the Public**

27 Ed Harrison discussed how transportation has changed over the past few decades in the Triangle
28 Region. Ed Harrison stated that transit options, especially BRT, are a very important form of
29 transportation within the Triangle region.

30 **4. Transit Investment Discussion**

31 **Fixed Guideway Investment Updates**

32 **i. Wake County BRT**

33 **Mila Vega, City of Raleigh**

34 Mila Vega presented information pertaining to the Bus Rapid Transit (BRT) portion of the Wake
35 County Transit Plan, which will be effective until 2027. Mila Vega stated that are three main categories
36 for projects; bus service expansion, Commuter Rail Transit (CRT), and BRT. Mila Vega continued that
37 there are four main projects under consideration along north, east, west, and south corridors. Mila Vega
38 stated that a Major Investment Study (MIS) was conducted. Mila Vega stated that a Small Starts Project
39 Development (PD) application was submitted for the eastern BRT portion, and is awaiting a response
40 from the Federal Transportation Administration (FTA), which will likely occur in June 2019. Mila Vega
41 also stated that a September Strategic Planning Office of Transportation (SPOT) 6 rating application is
42 being prepared. Mila Vega also stated a Transit Signal Priority (TSP) grant for the BRT was received. Mila
43 Vega stated that the Small Starts Grant was applied for using a 49/51 split, of which the latter
44 percentage would be local funding. Mila Vega stated that there will be a public meeting on June 6 at the
45 Convention Center and a BRT open house on June 25 from 4-7 p.m. at the Market Street Baptist Church.

46 Mila Vega and Wendy Jacobs discussed the structure of public involvement meetings. Mila Vega
47 stated that additional BRT information can be found at Raleigh.gov/brt. North Carolina Board of
48 Transportation (NCBOT) Chairman Mike Fox, Mila Vega, and David Eagman discussed the possibility of
49 having an alternative plan if the BRT proposal does not receive federal funding.

50 **ii. Chapel Hill BRT**

51 **Matt Cecil, Town of Chapel Hill**

52 Matt Cecil presented information regarding the North-South Bus Rapid Transit (NS BRT) in
53 Chapel Hill. Matt Cecil stated that an 8.2 mile corridor is being proposed to run along the 'spine' of
54 Chapel Hill that is scalable and can be built upon in future years. Matt Cecil described the current bus
55 transit system within Chapel Hill. Matt Cecil described the process of partner involvement for the NS

56 BRT. Matt Cecil stated that the NS BRT is part of the Small Starts program administered by the FTA. Matt
57 Cecil described that the NS BRT would travel within Chapel Hill, including lane designations. Matt Cecil
58 added that a multiuse path is proposed along both sides of the NS BRT corridor. Matt Cecil stated that
59 the 30% designs are scheduled to be completed by late summer 2019. Matt Cecil continued that the NS
60 BRT is scheduled by be rated by the FTA in September 2019. Matt Cecil stated that NS BRT is scheduled
61 to be open for revenue service in 2023. Matt Cecil stated that \$6.1M of the non-federal funds have been
62 committed through the Orange County Transit Plan, but \$8M in additional funding is being requested.
63 Matt Cecil continued that \$25M of funding is being requested through the SPOT 6.0 process as well.
64 Matt Cecil added that the funding model consists of an 80/20 split with the federal government,
65 indicating that the federal government would provide \$112M of funding for the NS BRT.

66 **iii. NCR Corridor Passenger Rail**

67 **Jeff Mann, GoTriangle**

68 Jeff Mann presented information on the planning process for the Commuter Rail Transit (CRT)
69 along the North Carolina Railroad (NCR) corridor that would connect Raleigh to Durham. Jeff Mann
70 stated that the CRT project is planned to go into Project Development (PD) by the end of 2019. Jeff
71 Mann stated that the MIS has engaged regional partners and stakeholders. Jeff Mann added that a
72 kickoff meeting occurred on May 10. Jeff Mann discussed the location of CRT stations and the frequency
73 of service. Jeff Mann stated that part of the MIS was to investigate extending service to Johnston,
74 Orange, and Alamance counties. Jeff Mann stated that the Triangle Regional model was a tool in order
75 to calculate ridership and revenue. Jeff Mann stated that the MIS also evaluated capital improvements
76 so that Amtrak and Norfolk Southern routes and services would not be impeded, and that a capital cost
77 estimate is currently being updated. Jeff Mann and NCBOT Chairman Mike fox discussed that the
78 anticipated organization that would run the CRT would be GoTriangle. Jeff Mann and Damon Seils
79 discussed the importance of cooperation and agreement with key regional stakeholders and partners in
80 a timely manner.

81 **County Transit Plans Discussion**

82 **i. Wake Transit Vision Plan (Wake County Transit Plan)**

83 **Brett Martin, CAMPO**

84 Brett Martin stated that the Wake County Transit Plan was adopted by CAMPO, Wake County
85 and GoTriangle in 2016. Brett Martin added that there is a committee comprised of representatives
86 throughout Wake County that are reviewing and commenting on the scope of the Wake County Transit
87 Plan. Brett Martin stated that one of the outcomes of this review process would be to align the Wake
88 County Transit Plan with the 2050 Metropolitan Transit Plan (MTP). Brett Martin referenced the BRT and
89 the CRT investments and developments. Brett Martin added that the MTP development is going to kick
90 off in FY2020, and the MTP process itself will last 18 months. Brett Martin stated that the Wake County
91 Transit Plan will go to the GoTriangle Board of Trustees and the CAMPO Executive Board in June 2019.
92 Brett Martin stated that approximately \$160M of revenue has been accumulated from the transit tax.
93 Brett Martin stated that changes to the current transit system include: improvement of GoRaleigh
94 services to Garner; GoCary operating the Holly Springs Express; GoWake Access is expanding service for
95 the elderly and disabled; and GoTriangle replacing Route 300.

96 **ii. Durham County Transit Plan**

97 **Drew Cummings, Durham County**

98 Drew Cummings stated that the key six (6) elements of the Durham County Transit Plan are: (1)
99 county leaders believe that they should have significant input in the expenditure of the county-wide
100 half-cent sales tax; (2) county leaders believe that there are county-level interests that are distinct from
101 urban interests; (3) recognition that numerous decision-makers present challenges to delivering
102 efficient, coherent transit policy and projects within and across county lines; (4) a new plan to simplify
103 and clarify processes rather than adding complexity; (5) a new plan and planned development process
104 to reflect more and better public input; and (6) a new plan and development process reflect as strength-
105 based approach where each partner agency contributes most based on its particular strengths.

106 **iii. Orange County Transit Plan**
107 **Travis Myren, Orange County**
108 **Aaron Cain, DCHC MPO**

109 Aaron Cain stated that, following the discontinuation of the D-O LRT, the DCHC MPO would be
110 facilitating projects between Durham and Orange counties. Aaron Cain continued that the Joint Durham-
111 Orange Staff Working Group (SWG) made a FY19-20 Work Plan in May 2019. Aaron Cain stated that the
112 SWG plans to make recommendations on whether the Work Plan will go to the GoTriangle Board of
113 Trustees for adoption. Aaron Cain mentioned the new Alamance-Hillsborough connector and the Cedar
114 Grove to Durham Express Route.

115 **5. Key Regional Efforts – “Lightning Round” Status & Engagement**

116 **i. Regional Tolling**
117 **Andy Henry, DCHC MPO**

118 Andy Henry stated that the objective of the Regional Tolling Study was to identify projects to
119 add to the 2050 Metropolitan Transportation Plan. Andy Henry stated that the Regional Tolling Study
120 reviewed ten corridors in the Triangle region, and I-40 comprises three corridors out of the ten total
121 corridors. Andy Henry explained that each corridor was measured by: projected revenue; travel time
122 savings; trip dependability; transit supportiveness; number of transit routes; impact on low income
123 resident; and access to jobs. Andy Henry added that each of the ten corridors have their own fact sheet.
124 Andy Henry stated that presentations have been given to DCHC MPO Board and the CAMPO Board as
125 well as the North Carolina Turnpike Authority. Andy Henry continued that presentations are planned for
126 WakeUp Wake County, the Regional Transportation Alliance, and the Board of Transportation local
127 division offices. Andy Henry stated that more information can be gathered at triangleollingstudy.com.

128 Ellen Reckhow and Andy Henry discussed High Occupancy Vehicle (HOV) lanes. Andy Henry and
129 Wendy Jacobs discussed proposed funding. Andy Henry added that any corridors using tolling would
130 first need to be added to the Long Range Plan and then go through the SPOT process.

131 **ii. Regional Intelligent Transportation Systems**

132 **Cheryl Lawrence, NCDOT**

133 Cheryl Evans stated that the objectives of the Intelligent Transportation Systems (ITS) Strategic
134 Plan were: to update the 2010 architecture; asses the needs, gaps and opportunities of the region; and
135 to meet federal requirements. Cheryl Evans added that the final workshop will be conducted on 30 May
136 2019, and the ITS Strategic Plan will be completed by the end of June. Cheryl Evans stated that ITS
137 provides effective, innovative and seamless integrative services to enhance safety, mobility, reliability,
138 and interoperability through ITS solutions. Cheryl Evans mentioned some of the needs, gaps, and
139 strategies to fill the gaps, which were all discussed over the course of the ITS Strategic Plan.

140 **ii. Triangle Trails Initiative & Triangle Bikeway**

141 **Kenneth Withrow, CAMPO**

142 **Sig Hutchinson, CAMPO**

143 Kenneth Withrow stated that the Triangle J Council of Governments (TJCOG), CAMPO, and DCHC
144 MPO all received grants from the Safe Routes to School. Kenneth Withrow stated that DCHC MPO and
145 CAMPO participated in the non-motorized volume data program. Kenneth Withrow stated that an idea
146 for a regional bike app occurred at the Triangle Bicycle Pedestrian workshop on March 29. Kenneth
147 Withrow added that there will be a cross Triangle Greenway bicycle outing on June 8 and encouraged
148 participation. Kenneth Withrow stated that the Bike Summit on October 19 and 20 produced an idea of
149 having cross connectivity through the heart of the Triangle region and it be incorporated into the Unified
150 Planning Work Programs (UPWP).

151 Sig Hutchinson stated that the Triangle Bikeway Initiative is a joint effort with CAMPO and DCHC
152 MPO and will begin in 2020. Sig Hutchinson added that its goal is to connect Wake and Durham
153 counties, which will ultimately connect to Orange County. Sig Hutchinson explained that the Triangle
154 Trails Initiative is to promote the Regional Greenway System with the assistance of Chuck Flink. Ellen
155 Reckhow recommended that John-Hodges Copple be involved due to his work with the Durham-Wake

156 Work Group. Sig Hutchinson added that the East Coast Greenway is an initiative that runs from Maine to
157 Miami, of which 70 miles are located within the Triangle region.

158 **6. Federal Transportation Issues**

159 **i. Federal Funding**

160 **Leigh Wing, NCDOT DOT STIP Unit**

161 Leigh Wing stated that there are three ways to lose federal funding; funds that have lapsed,
162 federal rescission, and not maximizing the August redistribution. Leigh Wing stated that funds are lost
163 if they are not obligated within four years of receiving them from the federal government. Leigh Wing
164 explained that Congestion Mitigation and Air Quality Improvement Program (CMAQ), Transportation
165 Alternatives Program (TAP), and Transportation Alternatives Program Direct Attributable (TAP-DA) are
166 subject to rescission, whereas Surface Transportation Block Grants (STBG) and Surface Transportation
167 Block Grants Direct Attributable (STBG-DA) are not subject to rescission. Leigh Wing stated that TAP
168 funds can be used for Americans with Disabilities Act (ADA) facilities.

169 Leigh Wing stated that it was estimated that North Carolina could lose approximately \$135M in
170 unobligated funds through federal rescission. Leigh Wing stated that there will be less funding lost in
171 federal rescission if more funding is obligated by the end of FFY19. Leigh Wing stated that the biggest
172 challenge is obligating TAP, TAP-DA, and CMAQ projects. Leigh Wing stated that NCDOT STIP (State
173 Transportation Improvement Program) Unit has been encouraging the MPOs throughout the state to
174 program eligible TAP-DA and CMAQ projects in earlier calls for projects. Leigh Wing stated that
175 programming the projects is required, but they must be obligated in order to avoid federal rescission.
176 Leigh Wing recommended to use less flexible funds first, specifically TAP and TAPDA. Leigh Wing
177 explained that North Carolina receives approximately \$1.1B in federal funding for apportionment. Leigh
178 Wing explained the process of Obligation Authority (OA) and a 'fund swap.' Leigh Wing and Damon
179 Seils discussed the discretion of the NCDOT STIP Unit has in choosing projects for the 'fund swap.'

180 **ii. Federal Rescission**

181 **Gretchen Vetter, CAMPO.**

182 Gretchen Vetter explained CAMPO's strategies for avoiding a federal rescission of funding.
183 Gretchen Vetter stated that CAMPO has been working with the Technical Committee (TC), Executive
184 Board, CAMPO Local Projects Manager, NCDOT partners and Federal Highway Administration (FHWA).
185 Gretchen Vetter explained that CAMPO has reviewed the locally administered projects programs, and
186 noted projects that will be able to reach their funding deadlines and obligate within FFY19. Gretchen
187 Vetter added that shovel-ready projects are also chosen and submitted to the local Executive Board for
188 decisions on funding authorization. There was discussion about if funds in the FTA fund balance, but
189 not in an active grant, are still eligible for federal rescission. Gretchen Vetter and NCBOT Chairman
190 Mike Fox discussed Title 23. Mike Fox mentioned that North Carolina has previously leveraged as much
191 as approximately \$160M in redistribution.

192 **7. Updates from Strategic Partners**

193 **i. GoTriangle**

194 **Jeff Mann, GoTriangle**

195 Jeff Mann stated that, due to the discontinuation in the D-O LRT, the Orange County and
196 Durham County Transit Plans will need to be updated, and thanked local partners for their support. Jeff
197 Mann also discussed project designs and routes for the Durham-Wake CRT project.

198 **ii. NCDOT Division 5**

199 **Joey Hopkins, NCDOT Division 5**

200 Joey Hopkins stated that CAMPO has approximately \$1.5B in active construction projects, and
201 thanked local partners who helped support the projects with the public. Joey Hopkins stated his
202 support of the BRT projects in development. Joey Hopkins stated that the East End Connector in
203 Durham County is projected to be finished in early 2020. Joey Hopkins stated that, due to the
204 discontinuation of the D-O LRT, alternative plans for NC 54, US 15-501, and the Durham Freeway are
205 planned to be discussed with the public

206 **iii. NC Board of Transportation**

207 **Mike Fox, Chair of the North Carolina Board of Transportation**

208 NCBOT Chairman Mike Fox stated that the Joint DCHC MPO and CAMPO meeting is a positive
209 step for transportation within the Triangle region.

210 **iv. Regional Transportation Alliance**

211 **Joe Milazzo, Regional Transportation Alliance**

212 Joe Milazzo stated that partnership within the region has continued to help with transportation
213 throughout the Triangle region. Joe Milazzo mentioned the NC First Commission that NCDOT Secretary
214 James Trogdon advised. Joe Milazzo also invited participation in the tour to Richmond, VA, and
215 northern VA, and mentioned registration instructions are found at letsgetmoving.org/tour.

216 **8. Other Business**

217 Sig Hutchinson thanked staff and attendees for coming to the Joint MPO meeting. Damon Seils
218 requested that Chris Lukasina and Aaron Cain send information on each presentation to their
219 respective Board Members. Damon Seils also highlighted the importance of partnership throughout the
220 region.

221 **9. Adjournment**

222 There being no further business to discuss, the Joint MPO Board meeting adjourned at 11:39 a.m.