

47	Joe Geigle	FHWA
48		
49	Kathy Claspell	Sierra Club
50	Megen Hoenk	North Carolina Railroad
51	Natalie Ridout	Regional Transportation Alliance
52	John Tallmadge	Resident

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54 Quorum Count: 9 of 10 Voting Members

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57 Chair Damon Seils called the meeting to order at 9:00 a.m. A roll call was performed. The
58 Voting Members and Alternate Voting Members of the DCHC MPO Board were identified and are
59 indicated above. Chair Damon Seils reminded everyone to sign-in using the sign-in sheet that was being
60 circulated.

61 Renee Price made a motion to excuse Vice Chair Wendy Jacobs from the September 11, 2019,
62 DCHC Board Meeting. Heidi Carter seconded the motion. The motion passed unanimously.

63 **PRELIMINARIES:**

64 **2. Ethics Reminder**

65 Chair Damon Seils read the Ethics Reminder and asked if there were any known conflicts of
66 interest with respect to matters coming before the MPO Board and requested that if there were any
67 identified during the meeting for them to be announced. There were no known conflicts identified by
68 the MPO Board Members.

69 **3. Adjustments to the Agenda**

70 There were no adjustments to the agenda.

71 **4. Public Comments**

72 There were no comments from the public on any subject that was not on the agenda.

73 **5. Directives to Staff**

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

75 **CONSENT AGENDA:**

76 **6. June 12, 2019 MPO Board Meeting Minutes**

77 Chair Damon Seils stated that there was an error on line 236.

78 Michael Parker made a motion to approve the Consent Agenda as amended. Vernetta Alston
79 seconded the motion. The motion passed unanimously.

80 **ACTION ITEMS:**

81

82 **7. Greater Triangle Commuter Rail Study Status Update**

83 **Katharine Eggleston, GoTriangle**

84 **Scott Saylor, North Carolina Railroad**

85 **Patrick McDonough, GoTriangle**

86 **Monica Barrow, STV**

87 **Aaron Cain, LPA Staff**

88 Aaron Cain stated that, due to the discontinuation of the Durham-Orange Light Rail Transit
89 (D-O LRT), it is necessary for Durham and Orange counties to revise their respective transit plans.
90 Aaron Cain continued that the proposed Commuter Rail Transit (CRT) will connect Raleigh and
91 Durham, and there are discussions of expanding service to include Mebane and Selma. Aaron Cain
92 mentioned that there are discussions of changing policies in the interlocal agreement among DCHC
93 MPO, GoTriangle, and Durham and Orange counties. Aaron Cain stated that there were projects that
94 cannot wait to be implemented before county transit plans are completed. Aaron Cain continued
95 that there are several projects, highway and otherwise, that could include enhanced transit, which
96 must be submitted before the State Planning Office of Transportation (SPOT) 6 deadline on May 1,
97 2020 in order to be considered for state funding. Aaron Cain stated that the Triangle Mobility Action
98 Partnership (Tri-MAP) meeting and the Untokening Conference are both occurring in October 2019.
99 Chair Damon Seils and Penny Rich discussed information about the Untokening Conference. Aaron
100 Cain discussed the Durham Transit Plan and its public engagement conference. Aaron Cain also
101 discussed that Orange County staff have been developing a Request for Proposal (RFP) for their
102 transit plan. Aaron Cain stated that there were four primary comparison projects for the CRT:

103 Virginia Railway Express in northern Virginia, SunRail in Orlando, FL; Trinity Railway Express (TRE) in
104 Dallas/Fort Worth, TX; and Frontrunner in Utah.

105 Scott Saylor stated that the North Carolina Railroad (NCRR) Company is a 170 year old
106 corporation, of which North Carolina is the sole stock holder, and is considered a corporation under
107 North Carolina law. Scott Saylor stated that revenue from Norfolk Southern Mainline comprises 90%
108 of NCRR's total revenue, and Norfolk Southern maintains the railroad. Scott Saylor mentioned that
109 Amtrak also runs on NCRR railways as does CSX. Scott Saylor mentioned that there are railway lines
110 in and out of Durham that are operated by Norfolk Southern per a long term agreement, but are still
111 owned by NCRR. Scott Saylor listed single and double track railways throughout North Carolina.
112 Scott Saylor stated that freight railroads that have passenger trains on them are called host railroads,
113 which applies to both Norfolk Southern and CSX. Scott Saylor presented how different railroad
114 companies operate throughout the United States, and stated that Amtrak trains could be used to
115 provide components of commuter travel in the Triangle region. Scott Saylor discussed adding
116 infrastructure to railway lines, including additional tracks, signal systems, and straitening curves to
117 increase speed when necessary.

118 Scott Saylor stated that East Durham has the only major freight yard in the Triangle region.
119 Scott Saylor stated that the United States military also uses NCRR railway lines. Scott Saylor stated
120 that the principle requirements for operating conditions are as follows: safety; system capacity and
121 dispatching operations; governance structure; station design and planning; and emissions
122 maintenance. Scott Saylor mentioned that cost sharing would be an important aspect in many of
123 these requirements. Scott Saylor stated that there is not an exact match to the structure of
124 commuter rail within the Triangle region, but the Norfolk Southern lines would be the closest
125 approximation. Scott Saylor and Patrick McDonough discussed that the only other state owned
126 railroad in the United States is in Alaska.

127 Patrick McDonough stated that the Major Investment Study (MIS) was part of the federal
128 requirements for funding. Patrick McDonough stated that the MIS studied additional federal
129 requirements, potential station locations, travel markets, Americans with Disabilities Act (ADA)
130 requirements, and other environmental and human factors along the proposed CRT corridor. Patrick
131 McDonough stated that the MIS reviewed eight other cities in the United States for comparison, but
132 the closest was the Virginia Railways Express. Patrick McDonough presented information on faster
133 travel times for CRT as compared to the current bus system. Patrick McDonough stated that concepts
134 of connectivity and equity were important in developing the MIS, and how those concepts related to
135 station locations. Patrick McDonough stated that downtown Durham, Raleigh Union Station,
136 downtown Raleigh, and North Carolina State all had the concentration of employment, and therefore
137 were highly considered for station locations. Patrick McDonough discussed how commuter parking
138 fees also impact station locations. Patrick McDonough and Michael Parker discussed transit
139 connectivity to railway station locations. Patrick McDonough added that, nationally, the primary
140 access mode to commuter rail is park and ride and bus transfers are usually at a lower rate of use.
141 Patrick McDonough also stated that other access options are also being reviewed, such as ride
142 sharing platforms.

143 Patrick McDonough discussed that there is a correlation between number of riders and
144 number of stations. Chair Damon Seils and Patrick McDonough discussed that ridership needed more
145 testing, which will occur in a later phase of the planning process. Renee Price asked about increasing
146 regional growth and how that may impact the number of riders. Patrick McDonough replied that the
147 Federal Transit Administration (FTA) has requirements for existing demographics, but if the area is a
148 fast growing region, then future projections can also be used in order to average the two sample
149 sets. Nina Szlosberg-Landis and Patrick McDonough stated that the CRT will submit a proposal to the
150 FTA where the average of both data sets is used. Patrick McDonough stated that there has not yet

151 been a draft cost of infrastructure due to ongoing discussions with NCR. Patrick McDonough stated
152 that due to the lack of infrastructure costs, cost effectiveness projections are also temporarily
153 delayed.

154 Monica Barrow stated that the MIS reviewed the proposed CRT from Durham to Garner, but
155 there were discussions about expanding the study area from Mebane to Selma, which would not
156 expand the scope of the MIS. Monica Barrow stated that a purpose of the MIS was to give
157 stakeholders more information in order to create partnership agreements.

158 Katherine Eggleston stated that Wake County adopted their transit plan in 2016 has a
159 significant commitment of funding to advance the CRT project. Katherine Eggleston stated that
160 GoTriangle will return to the MPO Board in fall 2019 to present an update on the infrastructure and
161 updated ridership results that Patrick McDonough previously mentioned. Chair Damon Seils and
162 Katherine Eggleston discussed that an updated schedule for the CRT is forthcoming and will be
163 presented to the MPO Board. Michael Parker asked about the agreements between stakeholders in
164 order to advance the CRT project. Katherine Eggleston responded that there is a short term
165 agreement with NCR in development in order to complete infrastructure modeling. Katherine
166 Eggleston added that a long term agreement between different stakeholders will also be necessary.
167 Katherine Eggleston stated that federal requirements ensure that the project sponsor, GoTriangle,
168 will be able to operate the project for a minimum of fifty years. Nina Szlosberg-Landis and Katherine
169 Eggleston discussed the critical checkpoints for cooperative agreements among stakeholders for
170 federal funding requirements. Renee Price and Katherine Eggleston discussed that GoTriangle and
171 Capital Area Metropolitan Planning Organization (CAMPO) are working together to develop a
172 concurrence plan before the next phase of the project. Jenn Weaver and Katherine Eggleston
173 discussed population growth outside of the study area, including Hillsborough, and the possibility of
174 expanding CRT. Monica Barrow added that ridership modeling is captured through tools provided by

175 the FTA. Scott Saylor stated that, due to the complicated nature of the railroad system in North
176 Carolina, there are also complex agreements among Norfolk Southern, CSX, Amtrak, and NCRR. Scott
177 Saylor continued that cost benefit analysis will also be complicated. Scott Saylor discussed the
178 railway capacity of expanding CRT service to outlying areas not currently in the MIS.

179 This item was for informational purposes. There was no action required.

180 **8. Triangle Strategic Tolling Study - Final Report - Public Hearing**
181 **Andy Henry, LPA Staff**

182 Andy Henry stated that he provided the MPO Board with comments there were received as
183 part of the comment period for the Triangle Strategic Tolling Study. Andy Henry stated that the MPO
184 Board is scheduled to conduct a public hearing today, and the MPO Board would vote to approve the
185 final report on October 9. Chair Damon Seils opened the public hearing. Resident John Tallmadge
186 stated that toll roads and lanes can improve equity in the transportation system and move toward a
187 clean energy transportation system, while citing a letter drafted by Mayor Steve Schewel in 2017.
188 John Tallmadge suggested adding a statement of principles to the Tolling Study. John Tallmadge
189 suggested using existing highway and roadways as toll lanes or roads. Chair Damon Seils closed the
190 public hearing. There was discussion about the legality of converting existing public infrastructure to
191 toll lanes or roads.

192 Chair Damon Seils asked if comments from the MPO Board and Mayor Schewel are reflected
193 in the Tolling Study. Andy Henry responded that questions that are not reflected in the Tolling Study
194 due to decisions that would be outside of the scope of the study. Andy Henry suggested adding a
195 resolution at the beginning of the Tolling Study to address guiding principles. Lydia Lavelle expressed
196 support for including the resolution as part of the Tolling Study report. Members supported a
197 statement of principles instead of a resolution. Chair Damon Seils requested to be involved in the
198 drafting of the guiding principles, which would then be reviewed by the Technical Committee before
199 returning to the MPO Board.

200 Michael Parker introduced questions of equity and sustainability by adding more lanes and
201 roadways to the DCHC MPO region. Andy Henry stated that Vehicle Miles Traveled (VMT) could be
202 reduced by adding tolling lanes or roads. Karen Howard discussed how making driving more
203 accessible impacts environmental sustainability. Renee Price discussed the implications of tolling for
204 low-income individuals. Andy Henry responded that bus transit may be able to use toll lanes or roads
205 at no cost to riders. Nina Szlosberg-Landis iterated that there are complex equity issues in regards to
206 tolling. Nina Szlosberg-Landis also discussed advancing technologies were not mentioned in the
207 Tolling Study. Charlie Reece discussed induced demand of adding additional lanes to highways such
208 as I-40.

209 No further action was necessary.

210 **9. NC 54 West Corridor Study - Phase Two**

211 **Joe Seymour, VHB**

212 **Aaron Cain, LPA Staff**

213 Aaron Cain and Chair Damon Seils discussed that Phase Two of the NC 54 West Corridor
214 Study was intended to further answer questions from the beginning of the study. Joe Seymour stated
215 that topics under discussion for the Corridor Study will include: travel behavior in respect to land
216 use; origins and destinations; transit; and induced demand as it relates to potential widening of NC
217 54. Joe Seymour presented the travels sheds along NC 54. Joe Seymour presented travel patterns
218 that were obtained using StreetLight data, which tracks cellular phone use of drivers. Joe Seymour
219 further presented travel patterns during the morning peak travel time using StreetLight data. Joe
220 Seymour stated that population growth is mainly at both ends of the NC 54 corridor. Joey Seymour
221 discussed how StreetLight data compared to projections in the Triangle Regional Model (TRM). Joe
222 Seymour added that the estimates from the TRM would be adjusted to take into account the
223 StreetLight data.

224 Joe Seymour continued that NC 54 would be widened from a two-lane roadway to a four-lane
225 roadway with a median to predict induced demand. Nina-Szlosberg Landis and Joe Seymour
226 discussed how alternate modes of transportation would be impacted by the widening of NC 54,
227 including bicycle use. Michael Parker and Joe Seymour discussed how not widening NC 54 would
228 impact multimodal transportation. Joe Seymour stated that the widening of NC 54 would add
229 approximately 10% of volumes to roadways that is already anticipating for trip growth. Joe Seymour
230 added that population growth is projected to occur as well as Average Daily Traffic (ADT).

231 Joe Seymour stated that the Phase Two of the NC 54 Corridor Study also reviewed existing
232 transit and proposed plans for expanding transit in the region. Joe Seymour stated that certain
233 transit systems expressed interest in expanding service, but lacked funding to do so. Lydia Lavelle
234 and Joe Seymour discussed the three proposed park and ride stations along NC 54. Joe Seymour
235 stated that high frequency transit encourages the use of park and ride stations. Penny Rich and Joe
236 Seymour discussed a proposed a park and ride station for spectators of sporting events on college
237 game days. Aaron Cain added that he has had discussions with staff from Triangle Area Rural
238 Transportation Planning Organization (TARPO) about submitting a park and ride station along NC 54.

239 Joe Seymour presented the travel sheds, as well as projected population growth, for
240 employees of University of North Carolina (UNC) Chapel Hill and UNC Hospital. Chair Damon Seils
241 stated the importance of the continuing partnership with UNC personnel for the NC 54 Corridor
242 Study.

243 This item is for review and comment only, no action is required at this time.

244 **10. 2045 Metropolitan Transportation Plan (MTP) -- Amendment #2**
245 **Andy Henry, LPA Staff**

246 Andy Henry stated that there are several reasons for amending the 2045 Metropolitan
247 Transportation Plan (MTP), including: to ensure consistency with the FY 2020-2029 Transportation
248 Improvement Program (TIP); to make new highway improvement projects eligible for Strategic

249 Planning office of Transportation (SPOT) 6 evaluation; to add premium transit projects to serve
250 demand in the Durham-Orange Light Rail Transit (D-O LRT) corridor and to connect with
251 Wake/Raleigh BRT projects; and to clarify MPO policy on freeway access and on appropriate
252 bike/pedestrian facilities on arterial roadways. Andy Henry stated that the schedule for the 2045
253 MTP is as follows: the MPO Board conducts a public hearing on October 9; the public comment
254 period ends on October 22; and the MPO Board votes to adopt Amendment #2 on November 13.

255 Andy Henry stated that several highway projects were delayed in the TIP and one project
256 was accelerated. Andy Henry stated that, due to the new North Carolina Department of
257 Transportation (NCDOT) Complete Street Policy, several changes were made to the arterial roads
258 that the MPO deemed appropriate to have a side-use path instead of bike lanes. Andy Henry stated
259 that transit changes are found in section 7.3 of the 2045 MTP. Michael Parker and Andy Henry
260 discussed the route of the Chapel Hill Bus Rapid Transit (BRT). Andy Henry discussed that BRT,
261 Commuter Rail Transit (CRT), and premium bus service projects have been added to the 2045 MTP.
262 Andy Henry stated that major roadway access management changes are found in section 7.1. Andy
263 Henry stated that there was text added that the MPO would consider speed and volume in
264 determining side-use path facilities. Chair Damon Seils and Andy Henry discussed the difference
265 between actual vehicle speed and posted vehicle speed, and the language in the 2045 MTP will be
266 changed to reflect that.

267 Michael Parker made a motion to release Amendment #2 to the 2045 Metropolitan
268 Transportation Plan for public comment. Charlie Reece seconded the motion. The motion passed
269 unanimously.

270 **11. Transportation Conformity Determination Report**
271 **Andy Henry, LPA Staff**
272 **John Hodges-Copple, TJCOG**

273 Andy Henry stated that the Conformity Determination Report (CDR) demonstrates that
274 certain pollutant emissions from the future transportation sector will not exceed a specified
275 threshold by analyzing the emission impacts of the MPO's 2045 Metropolitan Transportation Plan
276 (MTP). Andy Henry continued that, while the Triangle region is designated as "attainment" for major
277 pollutants, the area is in a maintenance program to assure the continuation of that designation.
278 Andy Henry continued that a new emissions analysis is not required and thus the Triangle Regional
279 Model (TRM) and related emissions model do not need to be updated, rerun and incorporated into
280 the report. Andy Henry added that the FY 2020-2029 Transportation Improvement Program (TIP) is
281 for the Capital Area Metropolitan Planning Organization (CAMPO), Burlington-Graham Metropolitan
282 Planning Organization (BGMPO), and for DCHC MPO. Andy Henry stated that Amendment #2 for the
283 2045 Metropolitan Transformation Plan (MTP) is also incorporated in the CDR.

284 Michael Parker made a motion to release the Conformity Determination Report for public
285 comment. Renee Price seconded the motion. The motion passed unanimously.

286 **12. Title VI Plan**
287 **Andy Henry, LPA Staff**
288 **Felix Nwoko, LPA Staff**

289 Andy Henry stated that the MPO is required to comply with Title VI of the Civil Rights Act of
290 1964. Andy Henry continued that the MPO approved a policy statement regarding Title VI in 2012,
291 however, federal and State requirements call for the development of a Title VI plan that
292 demonstrates and documents compliance with Title VI regulations, including the Environmental
293 Justice (EJ) Executive Order and the Limited English Proficiency (LEP) Executive Order. Andy Henry
294 presented requirements from the Federal Highway Administration (FHWA), the Federal Transit
295 Administration (FTA) and the North Carolina Department of Transportation (NCDOT). Andy Henry
296 stated that the Title VI plan is developed using a standard template from the North Carolina Civil
297 Rights Office. Andy Henry added that if the Title VI Plan is released today, the 21-day public

298 comment period would end on October 1, and the MPO Board would conduct a public hearing and
299 vote to adopt the Title VI Plan on October 9.

300 Lydia Lavelle discussed that that Supreme Court of the United States (SCOTUS) will preside
301 over a case in October 2019 on whether the Civil Rights Act of 1964 protects persons based on their
302 sexual orientation and gender identity. Andy Henry responded that the Title VI Plan will be updated
303 accordingly. Renee Price and Andy Henry discussed that language will be included in the complaint
304 procedures to include that MPO Board members will be notified when a complaint is received.

305 Renee Price made a motion to release the title VI Plan for a 21-day comment period. The
306 motion was seconded by Jenn Weaver. The matter passed unanimously.

307 **REPORTS:**

308 **13. Report from the MPO Board Chair**

309 **Damon Seils, Board Chair**

310 Chair Damon Seils stated that there is no further report.

311 **14. Report from the Technical Committee Chair**

312 **Nish Trivedi, TC Chair**

313 Nish Trivedi stated that Triangle Area Rural Transportation Planning Organization (TARPO) and
314 Burlington-Graham Metropolitan Planning Organization (BGMPO) also began developing their Title VI
315 Plan.

316 **15. Report from LPA Staff**

317 **Felix Nwoko, Andy Henry, LPA Staff**

318 Andy Henry Stated that there will be a public workshop for the US 15-501 corridor study that
319 will be on October 17 at the Chapel Hill Bible Church from 6-8 p.m. Chair Damon Seils and Andy Henry
320 discussed distributing the information to DCHC Board members. Andy Henry added that there is
321 further information at www.reimagining15501.com

322 **16. NCDOT Report**

323 Richard Hancock, Division 5, stated that there were no additions to the report.

324 Pat Wilson, Division 7, reported that the intersection improvements at West Franklin Street
 325 and Merritt Mill (U-5847) are scheduled to conclude by the end of September 2019. Chair Damon Seils
 326 stated that the roundabout at Estes Drive and Greensboro Street (U-5846) has garnered concerns from
 327 residents due to lack of adequate signage. Chair Damon Seils and Pat Wilson discussed having Carrboro
 328 staff contact Pat Wilson to resolve the issue. Nina Szlosberg-Landis stated that the General Assembly
 329 has not taken action regarding the NCDOT funding floor policy, which has impacted numerous DCHC
 330 transportation projects. Nina Szlosberg-Landis added that Hurricane Dorian has increased the amount
 331 of damage to infrastructure.

332 Aaron Cain stated that, due to travel restrictions from NCDOT, Division 8 will not be joining the
 333 DCHC MPO at Board meetings until further notice.

334 Julie Bogle, Transportation Planning Branch, stated that the public engagement summary
 335 available for phase two of the NC Moves 2050 project is available. Julie Bogle continued that there will
 336 be stakeholders meetings on October 29 in Kinston, November 4 in Hickory, and November 5 in
 337 Raleigh. Julie Bogle requested comments and input from MPO Board members for NC Moves 2050.

338 **INFORMATIONAL ITEMS:**

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

340 Recent News, Articles and Updates were located in the agenda packet.

341 **18. Landscaping and Lighting of Roundabouts**

342 **Aaron Cain, LPA Staff**

343 **19. America's Transportation Infrastructure Act (ATIA) of 2019 – Draft Summary**

344 **Felix Nwoko, LPA Staff**

345 **20. Memo to Chief Engineer Little PE Proj Suspension List**

346 **Felix Nwoko, LPA Staff**

347 **21. New NCDOT Complete Streets Policy and Implementation Guide**

348 **Dale McKeel, LPA Staff**

349 Chair Damon Seils discussed the information items regarding roundabout maintenance and the
350 Complete Streets policy. Aaron Cain added that Hannah Cockburn is now the head of NCDOT's
351 Integrated Mobility Department, and she will be presenting to the MPO Board on November 13.

352 **ADJOURNMENT:**

353 There being no further business before the DCHC MPO Board, the meeting was adjourned at
354 11:20 a.m.