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DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TECHNICAL COMMITTEE

October 24, 2018

MINUTES OF MEETING

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Technical Committee met on October 24, 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 |
| Pierre Osei-Owusu (Member) | City of Durham Transportation |
| Hannah Jacobson (Member) | City of Durham Planning |
| Tasha Johnson (Member) | City of Durham Public Works |
| Christina Moon (Member) | Carrboro Planning |
| Zach Hallock (Member) | Carrboro Planning |
| Evan Tenenbaum (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 |
| Than Austin (Member) | UNC |
| Julie Bogle (Member) | NCDOT TPD |
| Richard Hancock (Alternate) | NCDOT, Division 5 |
| Patrick Wilson (Alternate) | NCDOT, Division 7 |
| Bill Judge (Alternate) | City of Durham Transportation |
| Eddie Dancausse | Federal Highway Administration |
| Andy Henry | DCHC MPO |
| Aaron Cain | DCHC MPO |
| Meg Scully | DCHC MPO |
| Mike Bruff | DCHC MPO |
| Rachel Gaylord-Miles | WSP |
| Brenda Taylor | DCA |
| Julian Ali | Durham County Access |
| Cy Stober | City of Mebane |

Quorum Count: 22 of 31 Voting Members

46
47 Chair Ellen Beckmann called the meeting to order at 9:00 a.m. A roll call was performed. The
48 Voting Members and Alternate Voting Members of the DCHC MPO Technical Committee (TC) were
49 identified and are indicated above. Chair Ellen Beckmann reminded everyone to sign-in using the sign-in
50 sheet.

51 **PRELIMINARIES:**

52 **2. Adjustments to the Agenda**

53 Aaron Cain requested that Item #7, NC 54 West Corridor Study, be removed from the agenda, and
54 that it will be reintroduced at the TC meeting on November 28, 2018. Aaron Cain also requested that Item
55 #12, Resolution to Request Transfer of FHWA Funds to FTA, be moved to the Consent Agenda.

56 **3. Public Comments**

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

58 **CONSENT AGENDA:**

59 **4. Approval of September 26, 2018, Meeting Minutes**

60 **Resolution to Request Transfer of FHWA Funds to FTA (Item 12)**

61 Aaron Cain stated that Ed Lewis requested that line 105 of the September 26, 2018, Meeting
62 Minutes be changed to, "Path that's connected to the roadway."

63 Geoff Green made a motion to approve the amended September 26, 2018, Meeting Minutes and
64 the Resolution to Request Transfer of FHWA Funds to FTA. Vice Chair Margaret Hauth seconded the
65 motion. The motion passed unanimously.

66 **ACTION ITEMS:**

67 **5. 2045 Metropolitan Transportation Plan (MTP) -- Re-adoption**

68 **Andy Henry, MPO Staff**

69 Andy Henry stated that the MPO Board released Amendment #1 to the 2045 MTP in September
70 2018 and conducted a public hearing in October. Andy Henry continued that Amendment #1 corrected

71 detailed project information to ensure that there are not any inconsistencies between the 2045 MTP
72 and the FY2018-2027 State Transportation Improvement Program (STIP). Andy Henry added that these
73 changes do not change the project lists, cross-sections, financial plan, modeling network, or other
74 substantive components of the 2045 MTP.

75 Andy Henry requested that, instead of adopting Amendment #1, the MPO re-release and re-
76 adopt the 2045 MTP because the re-adoption will ensure that the 2045 MTP, Triangle Regional Model
77 (TRM) and related socioeconomic data, and Air Quality Conformity Determination Report (AQ CDR) are
78 all officially adopted on the same date. Andy Henry explained that we want all these documents to be
79 based on the same modeling, socioeconomic data and other important assumptions. Andy Henry stated
80 that staff expects the updated MTP to have minor changes to model-related information, such as
81 performance measures, but there would not be any DCHC MPO changes to the substantive portions of
82 the MTP such as project lists and the financial plan.

83 Andy Henry stated that staff expects the regional travel demand and emissions models to be
84 complete and ready by mid-November. Andy Henry stated that staff is planning to release the updated
85 2045 MTP and AQ CDR By December 1, 2018. Andy Henry added that the MPO Board will conduct a
86 public hearing and will adopt the 2045 MTP, TRM version 6, and AQ CDR by resolutions on January 9,
87 2019. Andy Henry added that if this is not accomplished by February 16, 2019, a plan lapse occurs and
88 federal action on transportation projects will cease.

89 Nishith Trivedi and Andy Henry discussed that there will be new transportation performance
90 measures discussed in a later agenda item. Chair Ellen Beckmann and Andy Henry discussed that
91 Amendment #1 to the MTP will no longer be necessary if the requested motion passes.

92 Nishith Trivedi made a motion to recommend that the MPO Board authorize staff to release the
93 updated 2045 MTP Report for public review when it becomes ready, which is targeted for publication
94 before December 1, 2018. Zach Hallock seconded the motion. The motion passed unanimously.

95 **6. Triangle Regional Freight Plan**

96 **Andy Henry, LPA Staff**

97

98 Andy Henry stated that the MPO Board released the Triangle Regional Freight Plan for a minimum

99 30-day public comment period in September 2018, and they conducted a public hearing in October. Andy

100 Henry continued that staff received comments from the City of Durham, and they will develop a response

101 to those comments for the MPO Board meeting on November 14.

102 Andy Henry stated that approval of the Freight Plan suggests that the MPO would include the

103 Freight Plan's recommendations in the MPO's long-range transportation plans, including the

104 Comprehensive Transportation Plan (CTP), the Metropolitan Transportation Plan (MTP), and other policies

105 as they are updated.

106 John Hodges-Copple stated that the Freight Plan will eventually influence projects, included in the

107 Strategic Planning Office of Transportation (SPOT) competition and the Transportation Improvement Plan

108 (TIP). Chair Ellen Beckmann, Andy Henry, Nishith Trivedi, and John Hodges-Copple discussed the

109 importance of reviewing and discussing the Freight Plan before it is brought before the MPO Board. Chair

110 Ellen Beckmann expressed concern for some of the roads in the Strategic Freight Corridor. Andy Henry

111 noted that there is no deadline for approval of the Freight Plan and therefore staff will delay moving the

112 Plan forward for approval until some of these issues can be further addressed.

113 **7. West Corridor Study**

114 **Aaron Cain, LPA Staff**

115 This item was removed from the Agenda.

116 **8. US 15-501 Corridor Study**

117 **Mike Bruff, LPA Staff**

118 **Rachel Gaylord-Miles, WSP**

119 Rachel Gaylord-Miles stated that the study of the US 15-501 corridor is from Ephesus Church

120 Road/Fordham Boulevard, in Chapel Hill, to University Drive, in Durham. Rachel Gaylord-Miles noted

121 that the study will update the 1994 corridor-wide master plan that has been used to guide development

122 and transportation improvements since it was adopted in the mid-1990s. Rachel Gaylord-Miles added
123 that the study revealed that there is growth projected to the year 2045 along this corridor, which is
124 concentrated around projected Durham-Orange Light Rail Transit (D-O LRT) station areas.

125 Rachel Gaylord-Miles stated that along the corridor there are generally either “to” travelers,
126 who travel within the corridor, or “through” travelers, who use the corridor to access points outside of
127 the corridor. Rachel Gaylord-Miles added that higher density areas projected within the corridor would
128 mean more “to” travelers, which would cause more traffic, and the corridor is already currently at traffic
129 capacity. Andy Henry and Rachel Gaylord-Miles discussed that the data for these projections was
130 modeling data.

131 Rachel Gaylord-Miles stated that a bus tour was conducted with agency staff, key stakeholders,
132 and elected officials on April 18, 2018. Rachel Gaylord-Miles added that the purpose of the tour was to
133 lay the foundation for the development of the corridor vision and goals, and to provide an opportunity
134 for the project team to listen to the people who live, work, and play along the corridor. Rachel Gaylord-
135 Miles also stated that there was a crowd sourcing map that garnered 270 comments. Rachel Gaylord-
136 Miles added that through this process of “Visioning,” three key concepts were included in the visioning
137 statement, including; multimodal access, connectivity, and mobility.

138 Rachel Gaylord-Miles stated that study is currently in the alternative strategies process of the
139 study. Rachel Gaylord-Miles continued that the alternatives were derived from public comments in
140 order to define alternatives and produce conceptual designs around those alternatives. Rachel Gaylord-
141 Miles added that the designs will then be brought back the public for further comment.

142 Rachel Gaylord-Miles stated that the corridor was studied in segments. Rachel Gaylord-Miles
143 stated that Segment 1 is from Ephesus Church Road in Chapel Hill to I-40, and this section has the
144 highest percentage of “through” traffic. Rachel Gaylord-Miles stated that Segment 2 is from I-40 to the
145 bypass split, and that this section had the most difficulty for pedestrians to traverse 15-501. Rachel

146 Gaylord-Miles stated that Segment 3 is from the bypass split to Chapel Hill Road, and Segment 4 is from
147 Chapel Hill Road to University Drive. Rachel Gaylord-Miles added that both Segments 3 and 4 provided
148 two alternative options for these segments: to reimagine the sections by slowing down traffic, or to keep
149 the segments as they are and continue on its traditional path.

150 Rachel Gaylord-Miles stated that the first of two workshops was held on June 26, 2018, and
151 shared findings from the community and the travel profile for the corridor while engaging citizens in a
152 “visioning” exercise to further clarify the vision and goals for the corridor. Rachel Gaylord-Miles stated
153 that, on October 22, a second workshop was presented to citizens with various proposed concepts for
154 addressing future transportation challenges within the corridor, which was within the context of the
155 plan vision, goals, and objectives. Rachel Gaylord-Miles added that participants were encouraged to
156 comment on their preferred concepts, and to guide the study team in the selection of a more narrowed
157 list of concepts to be studied in detail to develop final recommendations for the corridor.

158 Chair Ellen Beckmann and Rachel Gaylord-Miles discussed the attendance at the public
159 meetings. Tina Moon asked if multimodal solutions along the corridor did not include widening the
160 streets or adding more pavement. Rachel Gaylord-Miles responded each segment will require different
161 solutions and that it is not feasible to add multiuse path or sidewalks and bike lanes throughout the
162 corridor. Mike Bruff encouraged everyone to go the website and look at each strategy as it is presented
163 for each segment of the corridor. Vice Chair Ellen Beckmann noted the difficulties in changing certain
164 areas of the corridor. Rachel Gaylord-Miles noted that the 15-501 corridor study will be presented to the
165 MPO Board on November 14, 2018.

166 No further action was necessary.

167 **9. Update on Wake Transit Major Investment Study**

168 **Geoff Green, GoTriangle**

169 **Aaron Cain, LPA Staff**

170 Aaron Cain stated that representatives at GoTriangle and the MPO office discussed, after the
171 agenda had been finalized, having GoTriangle as the project sponsor for the Commuter Rail Transit
172 (CRT). Geoff Green added project sponsors have been named for previous projects without official
173 action needed. Geoff Green continued that having GoTriangle be the sponsor for the CRT would be
174 consistent with the CAMPO process under the Wake County Transit Plan.

175 Geoff Green stated that, in 2016, after the adoption of the Wake County Transit Plan, CAMPO,
176 GoTriangle, and the City of Raleigh collaborated to develop a Major Investment Study (MIS) for Wake
177 County Bus Rapid Transit (BRT) and CRT. Geoff Green stated that that the CRT would serve both Wake
178 and Durham counties, with the potential for eventual service to Orange and Johnston counties. Geoff
179 Green stated that the CRT is in both the Durham and Wake counties' Transit Plans, but the difference
180 between the two is the date of construction. Geoff Green also stated that the MIS includes BRT, which is
181 further along in planning. Geoff Green added that the City of Raleigh is expected to be designated as the
182 project sponsor for the initial development of the BRT.

183 Geoff Green stated that the MIS also included coordinating with the railroads that have
184 performed their own capacity study and projection of future needs. Geoff Green added that it is
185 important for the CRT for commuter rail, freight rail, and Amtrak to all coexist.

186 Geoff Green stated the purpose of the project sponsor designation was to move forward while
187 coordinating with FTA and continuing to coordinate with the railroads. Tom Altieri asked a question
188 involving language used at the bottom of the project sponsor document, which stated that GoTriangle
189 as being the best option to lead. Aaron Cain responded that he is not aware of how other viable options
190 were considered, but that the purpose of the letter was to be consistent with CAMPO and its process.
191 Tom Altieri requested to remove that language from the document.

192 John Hodges-Copple stated that the CRT is a huge institutional investment and the process of a
193 designated sponsor should be met with formal expectations and guiding principles. Geoff Green stated

194 that there is a staff working group process that is designated to ensure and oversee transit projects that
195 use county transit plan funds. Chair Ellen Beckmann and John Hodges-Copple discussed the need to
196 have these items considered with adequate time to review necessary agenda items.

197 Aaron Cain requested that any comments regarding proposed expectations and guiding
198 principles be sent to him before the MPO Board Meeting on November 14, 2018.

199 **10. Allocation of Local Input Points for Division Needs Projects**

200 **Aaron Cain, LPA Staff**

201 Aaron Cain stated that on August 8, 2018, the DCHC MPO Board approved the release of the
202 Initial Allocation of Local Input Points for Division Needs Projects for SPOT 5, which was based on the
203 adopted Methodology. Aaron Cain added that the public input process began on August 22, and a public
204 hearing was held by the MPO Board on September 12, but no public comment was received. Aaron Cain
205 added that a TC subcommittee met on August 22 and September 18 to develop recommendations for
206 local input points for Division Needs projects.

207 Aaron Cain stated that points have been removed from Old Greensboro Road (H111116)
208 because neither Triangle Area Rural Transportation Planning Organization (TARPO) nor the Burlington-
209 Graham Metropolitan Planning Organization (BGMPO) decided to put points on that project, and points
210 from DCHC alone would not have the ability to help the project get funded. Aaron Cain continued that
211 those points have been redistributed to the Village Neighborhood Transit Center (T150448). Aaron Cain
212 also discussed that the Elba Trent roundabout project (H170785) currently has 100 points on it because
213 it was believed that private donations would help make that project more viable. Aaron Cain requested
214 the option to reallocate the points if the private donation does not occur by the deadline on November
215 29. Aaron Cain added that the points may be reallocated to the Finley Golf Course Road project
216 (B141103) because it is the most viable of the remaining projects. Aaron Cain stated that he has been
217 coordinating with the Divisions and MPOs to maximize point allocation. Ed Lewis added that Division 7's

218 deadline to allocate points is November 16. Aaron Cain stated that Division 8 provided its points for
 219 calculation, but Division 5 and Division 7 are still reviewing public comments and evaluating projects.

220 Nishith Trivedi made a motion to recommend approval of local input points for Division Needs
 221 projects for SPOT 5. Even Tenenbaum seconded the motion. The motion passed unanimously.

222 **11. Amendment #7 to the FY2018-2027 TIP**

223 **Aaron Cain, LPA Staff**

224 Aaron Cain stated that Amendment #7 to the FY2018-2027 TIP includes three bike/ped projects,
 225 each of which are proposed to receive additional funding to address cost increases; North Estes Drive (C-
 226 5179), Old Durham Road (EB-4707A) and Old Chapel Hill Road (EB-4707B). Aaron Cain added that all
 227 three projects will have a 21-day public comment period.

228 Aaron Cain added that there are two additional projects requesting additional funds: Durham
 229 Bike Lanes (C-5605E) and Downtown Durham Wayfinding (C-5605). Chair Ellen Beckmann and Aaron
 230 Cain discussed that the funding for the Downtown Durham Wayfinding be moved to the preliminary
 231 engineering phase rather than the construction phase.

232 Bergen Watterson made a motion to recommend that the MPO Board approve Amendment #7
 233 to the FY2018-2017 TIP. Nishith Trivedi seconded the motion. The motion passed unanimously.

234 **12. Resolution to Request Transfer of FHWA Funds to FTA**

235 **Meg Scully, LPA Staff**

236 This Item was moved to Consent Agenda.

237 **13. Transit Asset Management - Targets**

238 **Andy Henry, LPA Staff**

239 Andy Henry stated that federal regulations require the DCHC MPO to develop performance
 240 measures and targets for the Transit Asset Management (TAM) program and to update the targets each
 241 year. Andy Henry added that the MPO first approved the TAM targets in June 2017. Andy Henry stated
 242 that GoDurham, GoTriangle, and Chapel Hill Transit have each developed a target, and each must
 243 provide a TAM Plan to the MPO with a checklist to show that its agency is in compliance with the TAM

244 final rule. Andy Henry added that MPO's rural transit systems such as Orange Public Transit (OPT),
245 Durham County Access (DCA), and Chatham Transit Network are required to fulfill these same
246 requirements but these rural systems have elected to participate in the NCDOT group TAM plan.

247 Vice Chair Margaret Hauth made a motion to recommend that the MPO Board receive the TAM
248 Plan and checklists, and adopt the TAM resolution and targets. Pierre Osei-Owusu seconded the motion.
249 The motion passed unanimously.

250 **14. Pavement, Bridges and Travel Time Performance Measures and Targets**
251 **Andy Henry, LPA Staff**

252 Andy Henry stated that federal regulations require the DCHC MPO to develop performance
253 measures and targets for pavement, bridges, and travel time on National Highway System (NHS) roads,
254 and to update the targets each year. Andy Henry continued that the North Carolina Department of
255 Transportation (NCDOT) established the performance measures and targets. Andy Henry recommended
256 that the DCHC MPO adopt the NCDOT measures and targets because the MPO must rely on NCDOT data
257 and methodologies to calculate the values for the measures. Andy Henry added that this will be the first
258 time the MPO has adopted these federal measures and targets. Members recommended that Andy
259 Henry add information to the presentation that identifies the consequences for not achieving the
260 targets and shows how the targets were calculated.

261 Vice Chair Margaret Hauth made a motion to recommend that the MPO Board adopt the
262 resolution. Nishith Trivedi seconded the motion. The motion passed unanimously.

263 **15. Safety Performance Measures and Targets**
264 **Andy Henry, LPA Staff**

265 Andy Henry stated that federal regulations require the DCHC MPO to develop safety
266 performance measures and targets and to update them each year. Andy Henry continued that the DCHC
267 MPO first approved a set of safety measures and targets in February 2018 but now must update them
268 for 2019. Andy Henry stated that the NCDOT established the safety measures and targets. Andy Henry

269 recommended that the DCHC MPO adopt the NCDOT measures and targets because the MPO must rely
270 on NCDOT data and methodologies to calculate the values for the measures. There were questions
271 about how the safety target numbers were developed. Chair Ellen Beckmann asked if NCDOT will
272 provide more funding for safety initiatives.

273 Vice Chair Margaret Hauth made a motion to recommend that the MPO Board adopt the
274 resolution. Nishith Trivedi seconded the motion. The motion passed unanimously.

275 **16. Performance Management Agreement on Data Sharing**

276 **Aaron Cain, DCHC MPO**

277 **Julie Bogle, NCDOT**

278 Aaron Cain stated requested that Action Item #16 be removed from the agenda and referred
279 back to staff because further discussion is necessary.

280 **17. Election for DCHC MPO Technical Committee Vice Chair**

281 **Aaron Cain, LPA Staff**

282 Aaron Cain stated that the position of Vice Chair of the DCHC MPO TC will be vacant due to the
283 resignation of Margaret Hauth. Nishith Trivedi of Orange County is the one nomination that was
284 received by MPO Staff. Aaron Cain added that Nishith Trivedi meets qualification of being from a
285 different jurisdiction than the current Chair, Ellen Beckmann. Aaron Cain added that Chair Ellen
286 Beckmann's two-year tenure as Chair will conclude in January 2019 and a new Chair will be nominated
287 from either Orange or Chatham County.

288 Geoff Green made a motion to nominate Nishith Trivedi as the Vice Chair of the DCHC MPO
289 Technical Committee. John Hodges-Copple seconded the motion. The motion passed unanimously.

290 **REPORTS:**

291 **18. Reports from the LPA Staff**

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

293 Aaron Cain invited everyone to join the Joint MPO Board meeting on October 31 at 9 a.m. at the
294 Research Triangle Park (RTP) Headquarters. Aaron Cain stated that there is an I-40 / NC 86 interchange

295 public meeting on November 5 at the Southern Human Services Center from 4-7 p.m. Aaron Cain stated
296 that there is a public meeting for the US 70 upgrade (U-5720/U-5518) at the Embassy Suites in Briar Creek
297 on October 30 and at Grove Park on Chapel on Sherron Road on November 1. Aaron Cain added that the
298 obligations from the previous Federal Fiscal Year were recently added the MPO website as is required.

299 **19. Report from the DCHC MPO TC Chair**

300 Ellen Beckmann, DCHC MPO TC Chair

301 There was no report from Chair Ellen Beckmann.

302 **20. NCDOT Reports**

303 Richard Hancock, NCDOT Division 5, stated that there is no additional comment to the report.

304 Ed Lewis, NCDOT Division 7, stated that there is a meeting with a town council on November 7.

305 There was no additional comment from NCDOT Division 8.

306 There was no additional comment from the Transportation Planning Division.

307 There was no report from NCDOT Traffic Operations.

308 **INFORMATIONAL ITEMS:**

309 **21. Recent News, Articles, and Updates**

310 There were no informational items.

311 **ADJOURNMENT:**

312 There being no further business before the DCHC MPO Technical Committee, the meeting was

313 adjourned at 10:48 a.m.