

47	Van Argabright	NCDOT
48	Rachel Gaylord-Miles	WSP
49	Scott Levitan	RTP
50	Lori Kelin	QUEST

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52 Quorum Count: 9 of 10 Voting Members

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55 Chair Damon Seils called the meeting to order at 9:03 a.m. A roll call was performed. The
56 Voting Members and Alternate Voting Members of the DCHC MPO Board were identified and are
57 indicated above. Chair Damon Seils reminded everyone to sign-in using the sign-in sheet that was being
58 circulated.

59 **PRELIMINARIES:**

60 **2. Ethics Reminder**

61 Chair Damon Seils read the Ethics Reminder and asked if there were any known conflicts of
62 interest with respect to matters coming before the MPO Board and requested that if there were any
63 identified during the meeting for them to be announced. There were no known conflicts identified by
64 the MPO Board members.

65 **3. Adjustments to the Agenda**

66 There were no adjustments to the Agenda.

67 **4. Public Comments**

68 There were no public comments.

69 **5. Directives to Staff**

70 The Directives to Staff were included in the agenda packet for review.

71 **CONSENT AGENDA:**

72 **6. Approval of June 13, 2018, Meeting Minutes**

73 Ellen Reckhow made a motion to approve the June 13, 2018, Meeting Minutes. Pam
74 Hemminger seconded the motion. The motion passed unanimously.

75 **7. Approval of the May 31, 2018, Joint DCHC MPO - CAMPO Board Meeting Minutes**

76 Ellen Reckhow made a motion to approve the May 31, 2018, Joint MPO Board Meeting
77 Minutes. Pam Hemminger seconded the motion. The motion passed unanimously.

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ACTION ITEMS:

80 **8. STBG Funding Swap Proposal**

81 Van Argabright, NCDOT

82 Mike Stanley, NCDOT

83 Aaron Cain, LPA Staff

84 Mike Stanley stated that the August redistribution is a mechanism by which additional federal
85 fund obligation authority can be secured by North Carolina. Mike Stanley explained that North Carolina
86 Department of Transportation (NCDOT) has a goal to obtain \$150M of additional funding capacity. Mike
87 Stanley explained that through the multi-year Surface Transportation Reauthorization bills, Congress
88 apportions federal funding by formula through various core programs to North Carolina. Mike Stanley
89 explained that obligation authority is lost if it is not used in the Federal Fiscal Year (FFY). Mike Stanley
90 also highlighted that obligation authority is different from programming in the State Transportation
91 Improvement Program (STIP) because the numbers in the STIP are for budgeting or planning and those
92 funds can only be obligated to projects when they meet specific requirements.

93 Mike Stanley explained that at the end of the FFY, Congress collects the funding that states are
94 not able to use and redistributes the money to the states that can obligate their current obligation
95 authority as well as use additional obligation authority. Mike Stanley stated that NCDOT proposes that
96 they would use \$9.2M of DCHC MPO's balance of Surface Transportation Block Grant – Direct
97 Attributable (STBG-DA) funding to obligate to the Alston Avenue project because it is ready to obligate
98 during the current FFY. Mike Stanley further explained that in its place, NCDOT would obligate a list of
99 projects, located in the Agenda packet that will be available to obligate in FFY19 that would be equal

100 to the amount of STBG-DA funding that will be directed to Alston Avenue. Mike Stanley elaborated that
101 these projects would be obligated under STBG-Any Area instead of DA funds.

102 Ellen Reckhow requested a signed agreement that the NCDOT would commit to reimbursement
103 of funds to the DCHC MPO. Mike Stanley responded that he would be able to provide a letter from
104 NCDOT acknowledging DCHC MPO's approval of proposal and commitment. Chair Damon Seils and Mike
105 Stanley discussed that the MPO Board adopting this proposal would not impact the current funding or
106 current schedules of the projects that are allocated by STBG-DA funding.

107 Charlie Reese expressed concern regarding how the swap proposal by NCDOT would align with
108 the policy framework adopted by the DCHC MPO Board. There was discussion about the proposed swap
109 relating to the DCHC MPO policy framework. Mike Stanley stated that the swap proposal does not
110 change the policy in terms of programming DA funding, and that the swap is only would affect the
111 accounting aspect without impacting the projects themselves. Vernetta Alston discussed the need for
112 precise language if deviating from policy. Charlie Reese continued that he will accept the judgement of
113 the Board that the swap proposal does not violate policy framework.

114 Renee Price and Mike Stanley discussed the need for NCDOT to guarantee the return of funds to
115 the STBG-Any Area funds. Renee Price asked which other projects were considered along with Alston
116 Avenue. Mike Stanley stated that he could not recall which other projects were considered, but that
117 Alston was the best project to obligate funds to by September 30, 2018. There were questions regarding
118 the benefits for accepting the swap proposal. Mike Stanley responded that by securing additional
119 obligation authority in FFY18, more obligation authority in FFY19 will be available.

120 Pam Hemminger motioned to approve the swap proposal subject to having a staff create a letter
121 stating the commitments that the NCDOT is making to replace the funds that would be swapped and
122 requiring approval by Board Chair Damon Seils. Ellen Reckhow seconded the motion. The motion passed
123 unanimously.

124 **9. Upcoming Federal Rescission**

125 Aaron Cain, LPA Staff

126 Aaron Cain stated that as part of the Fixing America's Surface Transportation (FAST) Act, one of
127 the federal legislative acts authorizing transportation funding, a rescission of federal transportation
128 funds is scheduled in 2019. Aaron Cain continued that any Congestion Mitigation/Air Quality (CMAQ) or
129 Transportation Alternative Program – Direct Attributable (TAP-DA) funds that are unobligated as of
130 September 30, 2019 are potentially subject to rescission. Aaron Cain added that at this time, STBG-Any
131 Area and STBG-DA funds are not subject to the rescission, though that could change should any
132 congressional action take place in that regard. Aaron Cain and Chair Damon Seils discussed that the top
133 priority is to avoid rescission by transferring funding between core programs. Aaron Cain and Chair
134 Damon Seils also agreed that the MPO must propose and implement strategy for combatting
135 rescission. Aaron Cain stated that LPA staff will be working with each jurisdiction and NCDOT to identify
136 strategies to avoid having funds rescinded.

137 Ellen Reckhow stated that it would be helpful to revisit the suggestions the Technical
138 Committee addressed several years ago in regards to obligating the funds in a timely manner. Ellen
139 Reckhow also stated it would be helpful to review the best practices of other successful North Carolina
140 MPOs. Chair Damon Seils added that more dialogue is needed between LPA staff and local jurisdictions.
141 Meg Scully stated that the LPA staff along with NCDOT personnel hosted local project management
142 training in 2016 in order for local jurisdictions to deliver the projects that the MPO programmed. Meg
143 Scully also mentioned that Felix Nwoko continues to develop an on-call process where a preapproved
144 set of consultants are able to assist local jurisdictions to complete projects. Jenn Weaver stated that
145 Hillsborough has had issues with coordinating with local contractors and subsequent delays.

146 Vice Chair Wendy Jacobs stated that it would be helpful to have a goal as to when best
147 practices and strategies can be developed and shared with the MPO Board. Aaron Cain answered that

148 he has planned meetings with members of local jurisdictions, and the next MPO Board Meeting he
149 would be able to communicate the outcomes to the Board.

150 No further action was required by the MPO Board.

151 **10. NC 98 Corridor Study**

152 Rachel Gaylord-Miles, WSP

153 Andy Henry, MPO Staff

154 Aaron Cain, MPO Staff

155 Rachel Gaylord-Miles stated that the NC 98 corridor study spanned 27 miles from US 70 in
156 Durham to US 301 in Franklin County. Rachel Gaylord-Miles stated that WSP partnered with Capital Area
157 Metropolitan Planning Organization (CAMPO), DCHC, and NCDOT to investigate four categories of study:
158 Safety & Mobility, Transit Options, Planned and Existing Roadways, and Bicycle and Pedestrian Facilities.

159 Rachel Gaylord-Miles discussed that the study started in December 2016 by analyzing existing
160 conditions. Rachel Gaylord-Miles stated that there are urban areas in Durham and Wake County, which
161 generate a significant amount of traffic and congestion. Rachel Gaylord-Miles added that recreation is
162 also an important aspect of this corridor. Rachel Gaylord-Miles stated that there is an environmentally
163 sensitive area in the middle near Falls Lake.

164 Rachel Gaylord-Miles stated that the corridor study also included transportation analysis. Rachel
165 Gaylord-Miles mentioned that 23% of the crashes along the corridor occurred in the first 2.5 miles in
166 Durham, from US 70 to Mineral Springs Road. Rachel Gaylord-Miles also mentioned the significant
167 amount of growth along the corridor which continues to generate more traffic. Rachel Gaylord-Miles
168 stated that the proposed Aviation Parkway and Northern Durham Parkway projects could mitigate some
169 of the congestion along the corridor. Ellen Reckhow asked about the timeline for the programming date
170 of those projects. Rachel Gaylord-Miles answered that there is no set date for completion, but it would
171 most likely be within the next 15 years. Rachel Gaylord-Miles stated that most of the economic growth is
172 occurring in the Durham area near Miami Boulevard and especially in the east at the US 1 interchange.

173 Rachel Gaylord-Miles discussed short term and long term conceptual designs and plans for the
174 NC 98 corridor, including adding alternative turn lanes. Rachel Gaylord-Miles stated that the first priority
175 is to widen NC 98 from Sherron Road to Old Falls of Neuse Road from two lanes to four lanes, which
176 would include a median and multiuse pathways where appropriate. Rachel Gaylord-Miles stated that
177 there would be a road diet for Durham, taking the section from four lanes to two lanes and adding a
178 median with a sidewalk and bike lanes. Rachel Gaylord-Miles also stated that the road diet would be
179 dependent upon the Northern Durham Parkway and Sherron Road projects, both of which are currently
180 unfunded and without a construction schedule. Rachel Gaylord-Miles stated that an Access
181 Management approach would be best for the Durham side which would include adding a median, turn
182 lanes, sidewalks, and bike lanes in order to improve safety.

183 Rachel Gaylord-Miles and Chair Damon Seils discussed how alternative intersection designs
184 would maintain or increase capacity while improving safety. Rachel Gaylord-Miles stated that the NC 98
185 Corridor Study had great public participation that influenced and strengthened the study and outcomes.

186 Ellen Reckhow requested multiuse pathways in Durham be considered instead of the proposed
187 bike lanes and sidewalks for safety concerns and increased connectivity In Durham. Rachel Gaylord-
188 Miles stated that sidewalks were chosen due to there being bus stops and neighborhoods on both sides
189 of the road. Michael Parker voiced his concern for the safety of walkers from bicycle injuries on multiuse
190 paths. Rachel Gaylord-Miles stated that the designs are currently conceptual, and there will be more
191 considerations for changes.

192 Michael Parker also asked about if the study included transit solutions. Karen Howard added
193 that transportation should be equitable among those people who are differently abled. Rachel Gaylord-
194 Miles noted that transit was considered in the study, but a transit alternative was not included in the
195 design alternatives. Chair Damon Seils noted that, due to the long length of the corridor, a transit

196 solution for the entirety would not be an efficient solution, instead transit solutions broken into
197 segments would better serve specific areas.

198 Ellen Reckhow and Rachel Gaylord-Miles discussed safety issues near the schools and library.
199 Rachel Gaylord-Miles noted that a traffic signal and multiuse path were added in the conceptual design.
200 Rachel Gaylord-Miles talked about funding for the NC 98 Corridor being broken into smaller projects;
201 some of which would go through the NCDOT scoring process for the Transportation Improvement
202 Program (TIP), while smaller projects might be able to be funded by NCDOT.

203 Vice Chair Wendy Jacobs asked about the next steps for the NC 98 Corridor Study. Aaron Cain
204 stated the study would be a policy document as the MPO moves forward toward implementation. Aaron
205 Cain added that it will go through a 30-day public comment period and return to the MPO Board for
206 approval as a policy document on September 12, 2018. Aaron Cain noted that the schedule for the MPO
207 adoption could change pending feedback from the MPO Board and from the public.

208 **11. Quarterly Update on the Durham-Orange Light Rail Transit Project**

209 Geoff Green, GoTriangle
210 Danny Rogers, GoTriangle

211 Geoff Green stated that GoForward is a new marketing campaign that GoTriangle produced the
212 local transit agencies and municipalities whose purpose is to communicate to the public about current
213 and proposed transit developments. Geoff Green continued that Orange and Durham counties have
214 experienced significantly enhanced bus service. Geoff Green stated that GoFoward will be used in future
215 marketing of the Triangle transit system. Geoff Green added that GoTriangle has taken a stronger
216 approach to diverse public outreach.

217 Heidi Carter and Geoff Green discussed the location of information of bus transit enhancements.
218 Geoff Green continued that the information is divided by county, and he will work on integrating the
219 information for the GoFoward website. Pam Hemminger noted her request for more frequency in bus
220 routes within Durham County. Vice Chair Wendy Jacobs and Geoff Green discussed presenting

221 information about GoForward to different Planning Organizations (PO) and local transportation councils.
222 Jenn Weaver requested that there be more information concerning the future commuter rail line
223 running to Hillsborough included in future presentations.

224 Danny Rogers discussed critical items for the Durham-Orange Light Rail Transit (D-O LRT)
225 project, including timeline and funding. Danny Rodgers stated that by April 30, 2019, the non-state and
226 non-federal funds must be secured. Danny Rodgers stated that by November 30, 2019, the Full Funded
227 Grant Agreement (FFGA) must be approved by the Federal Transit Administration (FTA). Danny Rodgers
228 stated that due to the State Budget passed by the General Assembly and subsequent Technical
229 Corrections Bill, State funding fell from \$247M to \$190M, which resulted in a gap of \$57.6M. Danny
230 Rodgers continued that this will be reflected in the FTA Annual Report, due in September 2018, which
231 must include a plan for securing the \$57.6M .

232 Danny Rogers discussed that there are 12 critical agreements defined by the FTA that must be
233 secured at the end of the FFY18 in order for the D-O LRT to be in consideration for a FFGA. These critical
234 agreements have been identified and include private utilities, universities, hospitals, and railroads.
235 Danny Rodgers stated that the environmental assessment is currently being updated due to design
236 changes. Danny Rodgers also elaborated on the job growth that occurs from large scale transit
237 investment. Heidi Carter and Wendy Jacobs also stated their support of presenting health and
238 environmental benefits to the community and local leaders while also discussing economic benefits.

239 Danny Rogers discussed the design change at the proposed Martin Luther King Jr Parkway
240 Station Park and Ride. Danny Rodgers stated that the original plan involved demolition of a large
241 structure on the property in order to accommodate for 250 parking spaces. Danny Rodgers continued
242 that because of increased purchase cost, the purchase of said building is no longer economically viable.
243 Danny Rogers stated that additional parking spaces will shift to the next station, LaSalle Square, with a
244 cost savings of \$8-10M.

245 **12. D-O LRT Project Request for Design Change Input**

246 Geoff Green, GoTriangle

247 Danny Rogers, Go Triangle

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249 Danny Rodgers also discussed the design changes at Duke University Hospital at Irwin Road.

250 Danny Rodgers stated that his original plan was to incorporate the D-O LRT in the median of Irwin Road.

251 Due to issues with emergency vehicle right-of-way, road widening, and existing utility lines, a design

252 change for elevated light rail lines and stations was proposed. Danny Rodgers noted the planned D-O

253 LRT stations at the VA Medical Center and the Duke Eye Center. Danny Rodgers also mentioned an

254 environmentally sensitive pond area as well as the National Institute of Health building. Danny Rodgers

255 also stated that the D-O LRT project aims to minimize the construction impacts on emergency traffic.

256 Danny Rodgers explained that a “segmental box bridge” allows builders to minimize space requirements

257 for construction. Danny Rodgers concluded that the cost of the elevated railway and stations will

258 increase by approximately \$90M, which will be slightly offset by the aforementioned change to the

259 Martin Luther King Jr Parkway Station Park and Ride. Danny Rogers continued that the D-O LRT project is

260 currently within the \$2.47B budget.

261 Pam Hemminger asked about accessibility as it pertains to raised platforms. Danny Rogers

262 responded that all elevated railway stations will include elevators with glass walls to ensure safety and

263 include accessibility for cyclists, pedestrians, and people with disabilities. Wendy Jacobs discussed some

264 of the proximity of lower income households to future D-O LRT stations in Durham County. Vice Chair

265 Wendy Jacobs and Danny Rogers discussed the need for similar information pertaining to low income

266 households in Orange County. Heidi Carter and Danny Rogers discussed Duke University’s involvement

267 and contribution with the D-O LRT project. Danny Rodgers confirmed that discussions between

268 GoTriangle and Duke University were ongoing.

269 **13. Allocation of Local Input Points for Regional Impact Projects**

270 Aaron Cain, LPA Staff

271 Aaron Cain stated that on June 13, 2018, the DCHC MPO Board approved local input points for
272 Regional Impact projects for Prioritization 5.0, subject to further discussions with MPOs, RPOs, and
273 NCDOT, with any adjustments to be approved by the DCHC MPO Board Chair and Vice Chair. Aaron Cain
274 continued that following discussions with NCDOT and other Planning Organizations, a final allocation of
275 local input points for Regional Impact projects was approved by the MPO Board Chair and Vice Chair on
276 July 23, 2018. Aaron Cain stated that subsequent to that approval, the MPO was notified by NCDOT that
277 certain project scores were incorrect and were updated on July 26, 2018, which in turn resulted in a
278 minor reallocation of points by the MPO.

279 Aaron Cain listed the changes that were made from what the MPO Board approved on June 13
280 as follows: allocation of 100 points to US 70 from Miami Boulevard to Page Road Extension; removal of
281 15 points on NC 54 from Fayetteville Street to Barbee Road; reduction of points from 100 to 17 on NC 54
282 from I-40 to NC 751; reduction of points from 34 to 32 on commuter rail from West Durham to Garner;
283 and removal of two donated points from CAMPO on I-40. Aaron Cain added that Region C received less
284 funding than previously anticipated due to cost overruns in the Fayetteville area.

285 No further action was required by the MPO Board.

286 **14. Initial Allocation of Local Input Points for Division Needs Projects**

287 Aaron Cain, LPA Staff

288 Aaron Cain stated that the first step in allocating local input points for Division Needs projects is
289 to apply all eligible projects to the Methodology, adopted by the DCHC MPO Board, and an initial
290 allocation listed has been developed for review. Aaron Cain added that Statewide Mobility and Regional
291 Impact projects could cascade down to the Division Needs tier, but those do not meet the requirements
292 for cascading projects as described in the Methodology are not shown on the initial list. Aaron Cain
293 elaborated that this initial allocation must be released for a minimum 21-day public comment period
294 and a public hearing held to receive comment on the initial allocation due the Public Involvement Policy.
295 Aaron Cain stated that upon release for public comment, the MPO Board will hold a public hearing in

296 September, and then vote on a final allocation in October 2018. Aaron Cain added that the deadline for
297 submittal of local input points for Division Needs projects is October 30, 2018. Aaron Cain mentioned
298 that the attached spreadsheet was based on the Methodology with the caveat that cascading projects
299 that do not meet the requirements in the Methodology for getting Division points were not included.

300 Pam Hemminger made a motion to release the initial allocation of local input points for Division
301 Needs projects for public review and comment and to hold a public hearing at the September 12, 2018,
302 meeting. Renee Price seconded the motion. The motion passed unanimously.

303 **15. Amendment #4 to the FY2018-2027 TIP**

304 Aaron Cain, LPA Staff

305 Aaron Cain stated Amendment #4 to the FY2018-2027 TIP includes two local requests and
306 several requests from NCDOT. Aaron Cain explained the first change comes from the Town of Carrboro
307 to add STBG-DA funds to U-4726 DE, Bolin Creek Greenway, and the second change comes from
308 Carrboro and Chapel Hill, to split EB-5886, Estes Road Bike/Ped, into two sections split at the municipal
309 boundary in order to allow for each jurisdiction to move forward at an appropriate delivery schedule.
310 Aaron Cain added that the local requests to note from NCDOT are: U-5847, West Franklin/Merritt Mill
311 intersection improvements, where NCDOT is requesting to move right-of-way from FY18 to FY19, and U-
312 5745, NC 751 Roundabout, which delayed construction from FY18 to FY19. Aaron Cain concluded that
313 the remaining modifications and additions, found in the attachments, are requests from NCDOT to be
314 consistent with the STIP. Charlie Reece asked about cause and cost of the delay for NC 751. Aaron Cain
315 and David Keilson answered that they will contact Charlie Reece when they obtain the correct
316 information.

317 Pam Hemminger made a motion to Approve Amendment #4 to the FY2018-2027 TIP. Karen
318 Howard seconded the motion. The motion passed unanimously.

319 **REPORTS:**

320 **17. Report from the Board Chair**

321 Damon Seils, Board Chair

322 There was no report from Chair Damon Seils.

323 **18. Report from the Technical Committee Chair**

324 Ellen Beckmann, TC Chair

325 There was no report from the Technical Committee.

326 **19. Report from LPA Staff**

327 Andy Henry, LPA Manager

328 Andy Henry stated there was a report attached with the MPO Meeting Agenda for review.

329 **20. NCDOT Report**

330 David Keilson, NCDOT Division 5, stated that there were updates on the East End Connector
331 projects. David Keilson noted that westbound traffic on US 70 was switched new temporary alignment
332 including railroad bridges near NC 98. David Keilson also mentioned the US 70 westbound off-ramp to
333 NC 98 is currently closed.

334 Patrick Wilson, NCDOT Division 7, stated that the Mt Carmel Church Road and Bennett Road
335 roundabout has been awarded and may start as early as August 15, 2018. Patrick Wilson stated that
336 there were no bids for the Greensboro Street and Estes Drive roundabout project in Carrboro, and
337 rebidding will continue next month. Pam Hemminger asked about the completion date of the
338 roundabout at Pope Road and Ephesus Church Road. Patrick Wilson stated that he was not sure of the
339 exact date. Patrick Wilson also stated that the bidding process for the Franklin Street at Merritt Mill
340 Road project is scheduled to start in the fall of 2018. There was discussion about the final design with
341 Chair Damon Seils advising the MPO Board to review with staff.

342 There was no report from Division 8.

343 There was no report from NCDOT Transportation Planning Division.

344 There was no report from NCDOT Traffic Operations.

345 **INFORMATIONAL ITEMS:**

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

347 No informational items were discussed.

348 **ADJOURNMENT:**

349 There being no further business before the DCHC MPO Board, the meeting was adjourned at

350 11:44 a.m.