

**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION BOARD****10 October 2018****MINUTES OF MEETING**

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board met on October 10, 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:

Damon Seils (MPO Board Chair)	Town of Carrboro
Wendy Jacobs (MPO Board Vice Chair)	Durham County
Pam Hemminger (Member)	Town of Chapel Hill
Karen Howard (Member)	Chatham County
Renee Price (Member)	Orange County
Vernetta Alston (Member)	City of Durham
Charlie Reece (Member)	City of Durham
Ellen Reckhow (Member)	GoTriangle
Jenn Weaver (Member)	Town of Hillsborough
Lydia Lavelle (Alternate)	Town of Chapel Hill
Michael Parker (Alternate)	Town of Chapel Hill
Mark Marcoplos (Alternate)	Orange County
Heidi Carter (Alternate)	Durham County
David Keilson	NCDOT, Division 5
Richard Hancock	NCDOT, Division 5
Patrick Wilson	NCDOT, Division 7
Bryan Kluchar	NCDOT, Division 8
Kathryn Vollert	NCDOT, Division 8
Julie Bogle	NCDOT, TPD
Zach Hallock	Town of Carrboro
Bergen Watterson	Town of Chapel Hill
Geoff Green	GoTriangle
John Tallmadge	GoTriangle
Evan Tenenbaum	Durham County
Nishith Trivedi	Orange County
Felix Nwoko	DCHC MPO
Andy Henry	DCHC MPO
Meg Scully	DCHC MPO
Aaron Cain	DCHC MPO
Mike Bruff	DCHC MPO
Robert Jahn	DCHC MPO
Bryan Poole	City of Durham Transportation
Eddie Dancausse	FHWA
Don Bryson	VHB

47 Quorum Count: 9 of 10 Voting Members

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

54 Pam Hemminger made a motion to excuse Nina Szlosberg-Landis from attendance of the MPO  
55 Board Meeting. Charlie Reece seconded the motion. The motion passed unanimously.

56 **PRELIMINARIES:**

57 **2. Ethics Reminder**

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

62 **3. Adjustments to the Agenda**

63 There were no adjustments to the Agenda.

64 **4. Public Comments**

65 There were no public comments.

66 **5. Directives to Staff**

67 The Directives to Staff were included in the Agenda packet for review.

68 **CONSENT AGENDA:**

69 **6. Approval of September 12, 2018, Meeting Minutes**

70 Chair Damon Seils made a request for staff to review page 7 of the Meeting Minutes to verify  
71 that accuracy regarding the participation of Tina Moon and make the appropriate correction. Renee

Price requested that the Minutes reflect that she informed staff she would be unable to attend the meeting on September 12.

Vernetta Alston made a motion to approve the October 10, 2018, Meeting Minutes with correction, when necessary. Jenn Weaver seconded the motion. The motion passed unanimously.

#### **ACTION ITEMS:**

##### **7. NC 98 Corridor Study**

**Andy Henry, MPO Staff**

Andy Henry stated that the Durham Board of County Commissioners (BOCC) approved a resolution in support of a multiuse path along NC 98. Andy Henry added that section 4.1 has two options: the original recommendation to have bicycle lanes and sidewalks (bike/ped lanes); and the other option of a multiuse path on each side of the roadway instead of the bicycle lanes and sidewalks. Ellen Reckhow discussed how a multiuse path would protect bicyclists from vehicular collisions. Michael Parker discussed the importance of protecting the safety of pedestrians from bicyclist traffic, possibly by using separated paths – one for pedestrians and one for bicyclists. Vice Chair Wendy Jacobs discussed that the Durham BOCC's resolution was contingent on building a well-designed multiuse path that is safe for both pedestrians and bicyclists. There was also discussion about partnering with North Carolina Department of Transportation (NCDOT) to help with funding for the multiuse path.

Ellen Reckhow made a motion to review and approve the NC 98 Corridor Study. Pam Hemminger seconded the motion. The motion passed unanimously.

##### **8. NC 54 West Corridor Study**

**Don Bryson, VHB**

**Aaron Cain, MPO Staff**

Don Bryson stated that the NC 54 Corridor Study is an in-depth review of the 20+ mile NC 54 corridor between Old Fayetteville Road in Carrboro and I-85 in Graham. Don Bryson stated that NC 54 extends through the Burlington-Graham (BG) MPO, Triangle Area Regional Planning Office (TARPO), and the DCHC MPO. Don Bryson stated that there is a current project to install operational

improvements in the Orange County portion of the corridor, which includes the intersection at Old Fayetteville Road and NC 54 in Carrboro.

Don Bryson stated that there was extensive stakeholder outreach. Don Bryson stated that there was a website, [www.NC54West.com](http://www.NC54West.com), which residents could access to provide updates and comments. Don Bryson stated that vehicle traffic and safety issues were the most common subjects of input. Don Bryson added that other comments included difficulty making left turns, lack of bike/ped facilities, need to preserve the agricultural and natural environments, additional park and ride with transit service, better lighting, better wayfinding, etc.

Don Bryson identified seven key nodes, or intersections, that would split the NC 54 corridor into more manageable sections. Don Bryson also identified three key commercial nodes, one of which was in Carrboro. Don Bryson also identified heritage or recreation nodes. Don Bryson stated the service level of the Orange County section was an E or F, and the pedestrian and bicycle facilities were rated as a D. Don Bryson also identified issues of queuing and pedestrian crossing as issues on NC 54.

Don Bryson stated that traffic volumes are greater at the ends of NC 54, including Carrboro, where most of the growth is occurring, which will require more immediate needs as well as long-term solutions. Don Bryson stated that two-lane roads at the ends of the corridor have already exceeded capacity. Don Bryson continued that the traffic coming into Carrboro is unidirectional in the morning and evening, into Carrboro in the morning, outbound in the evening, which accounts for about 70% of traffic.

Don Bryson stated the possible solutions include conventional widening, median U-turns, super streets, quadrants, and/or roundabouts. Don Bryson added that the speed limit along the NC 54 corridor would mostly be 55MPH, and some sections the speed limit would be 45MPH where curb and gutters would be installed.

Don Bryson stated a multiuse path is recommended for this project on mostly the north side of the corridor, instead of bike/ped lanes. Don Bryson added that the preferred cross-section fits into a 150 foot right-of-way, which includes a 23-foot median. Don Bryson also added that most areas would not have curb and gutter. Don Bryson and Chair Damon Seils discussed that this would be the preferred cross section for most, but not all, of the corridor. Renee Price asked if the right-of-way already exists, Don Bryson that much of the corridor already has the necessary right-of-way, though there will be areas where it will need to be acquired. Don Bryson responded that there might be grading due to wells and septic fields.

Don Bryson stated that maximizing capacity, as well as safety, can be addressed in relation to the location of driveways and intersections along NC 54. Don Bryson stated that there are issues of vehicles being unable to pass along the corridor where there are only two lanes. Don Bryson stated that this issue could not be solved by dedicated passing lanes due to the abundance of driveways in specific areas. Michael Parker asked about autonomous vehicles. Don Bryson stated that emerging technology, like autonomous vehicles are difficult to predict, and they will first come to more urbanized areas before being integrated to more rural areas, like much of NC 54.

Don Bryson stated that the NC 54 Corridor Study recommended traditional solutions to existing issues of capacity and safety. Don Bryson noted that the recommendation would be for median U-turn lanes in order to turn left. Don Bryson also stated that the recommendation would also be to add roundabouts to some areas. Don Bryson stated that four lanes throughout this corridor was recommended. Don Bryson stated that none of the proposed changes are on the Metropolitan Transportation Plan (MTP) or the Transportation Improvement Program (TIP). Don Bryson also discussed how some sections could become signalized.

Don Bryson stated that the implementation should be separated into four phases and that the costs reflect current prices and does not include right-of-way. Don Bryson stated the first phase would

147 be scheduled to begin between 2020 and 2030 and that would include lane widening to from  
148 Fayetteville Road to Dodsons Crossroads and would cost approximately \$43M. Don Bryson stated that  
149 the total cost is approximately \$180M, of which \$100M would occur in Orange County and \$44M  
150 within DCHC MPO. Ellen Reckhow and Don Bryson discussed how these figures do not account for  
151 inflation. Ellen Reckhow recommended adding further language to emphasize this point in the NC 54  
152 Corridor Study.

153 Chair Damon Seils asked if the capacity analysis took into account the recent improvements to  
154 the corridor. Don Bryson stated that the recent improvements were included, but the scheduled  
155 improvements were not included in the analysis. Don Bryson added that the function of this corridor  
156 could resemble more of an arterial than a real highway should the signalization of enough intersections  
157 occur. Chair Damon Seils asked if origin and destination analysis was included in this study, but Don  
158 Bryson replied that it was not. Chair Damon Seils and Don Bryson discussed how different regional  
159 models were used in the land use and policy decisions around transit. Mark Marcoplos asked about  
160 potential park and ride locations. Don Bryson responded that one likely location was near Saxapahaw  
161 or Mebane, but there was not a final determination.

162 Ellen Reckhow asked Don Bryson to create and add a justification for adding a multiuse path  
163 instead of adding bike/ped facilities, thereby allowing the DCHC MPO to better communicate that need  
164 to NCDOT. Chair Damon Seils added that bicycle lanes on a 55MPH roadway would not be comfortable  
165 for bicyclists. There was discussion about creating a resolution about the need for flexibility in bicycle  
166 facilities. Aaron Cain stated that he will discuss this with Ellen Beckmann, Technical Committee (TC)  
167 Chair.

168 Renee Price asked when the MPO Board can expect to hear the comments from TARPO and BG  
169 MPO NC 54 Corridor Study presentation. Aaron Cain replied that he will bring all relevant information  
170 discussed at those two meetings at the MPO Board meeting on November 14. Chair Damon Seils and

Aaron Cain discussed that the only public hearing will be held by the DCHC MPO because it commissioned the study and because the other planning organizations decided to follow a different process.

Aaron Cain stated that a 30-day public comment period is scheduled before the next MPO Board meeting on November 14.

Renee Price made a motion to release the NC 54 West Corridor Study for a 30-day public comment period. Pam Hemminger seconded the motion. The motion passed unanimously.

**9. Triangle Regional Freight Plan**  
**Andy Henry, LPA Staff**

Andy Henry stated that the MPO Board released the Triangle Regional Freight Plan for a minimum 30-day public comment period at their meeting on September 12. Andy Henry continued that MPO Board members had posed several questions that staff has now answered in an attached document to the Agenda. Chair Damon Seils opened and closed the public hearing with there being no comments. Vice Chair Wendy Jacobs asked if the Freight Plan included the topic of resiliency. Andy Henry responded that the Freight Plan addressed topics identified by focus groups, stakeholders, industry insiders, but resiliency was not part of the Freight Plan.

Chair Damon Seils raised the issue of the Freight Plans lack of guidance on shared corridor use. Chair Damon Seils also requested that the plan address the burden that freight can place on communities, such as downtown Durham. Andy Henry responded that the plan mentions that freight supports light rail and commuter rail. Chair Damon Seils stated that the report lacks discussion on the operationalization of the freight corridors. Andy Henry stated that the next step is to return to the MPO Board at the meeting on November 14 for approval, but Chair Damon Seils stated that including the requested information into the report might not be possible at this stage.

There was no further action required by the MPO Board.

**10. 2045 Metropolitan Transportation Plan (MTP) – Amendment #1**

**Andy Henry, LPA Staff**

Andy Henry stated that Amendment #1 corrects detailed project information to ensure that there are not any inconsistencies between the 2045 MTP and the FY2018-2027 State Transportation Improvement Program (STIP), and subsequently allows the Air Quality Conformity Determination process to proceed without interruption. Andy Henry added that these changes do not change the cross-section, costs, construction year, or other design considerations that would impact the project capacity, financial plan, or Triangle Regional Model (TRM). Andy Henry stated that, in January 2019, the Board would re-adopt the 2045 MTP and the TRM, and adopt the Air Quality Conformity Determination Report (AQ CDR). Andy Henry stated that the adoption and re-adoption of this process would help to avoid confusion of having different documents with different dates. Andy Henry also stated that there would not be any changes to the substantive portions of the MTP such as project lists and the financial plan. Andy Henry stated that if MPO staff decides to readopt in January, Amendment #1 would not be necessary and the MPO Board would not need to approve the amendment.

There was no further action required by the MPO Board.

**11. Quarterly Update on the Durham – Orange Light Rail (D-O LRT) Transit Project****John Tallmadge, GoTriangle**

John Tallmadge stated that GoTriangle is trying to communicate across Wake, Durham, and Orange counties that the investments in transit are being made to improve public transportation across the Triangle. John Tallmadge stated that the improvements in public transportation include; bus rapid transit projects, bus service improvements, amenity improvements, light rail project, and the commuter rail project. John Tallmadge also stated that ourtransitfuture.org is a website where residents can learn information about Triangle public transit and provide feedback.

John Tallmadge stated that Youth GoPass is for those aged thirteen to eighteen years old. John Tallmadge stated that Youth GoPass are issued at public libraries in Durham and Wake Counties as well as through the Parks and Recreation Departments and transit hubs. There was discussion about the



223 Youth GoPass being available at Orange County Public Library, and John Tallmadge stated that he will  
224 connect with staff there.

225 John Tallmadge stated that the revenue for the Transit Plan coming from local sales tax,  
226 registration fees, and the vehicle rental tax collectively performed greater than projected. Ellen  
227 Reckhow discussed issues for tax revenue at the County level due to issues surrounding statewide  
228 distribution of sales tax revenue. Pam Hemminger also noted that sales tax revenues can be returned to  
229 nonprofit organizations. Michael Parker noted that there was still an unresolved question regarding  
230 vehicle tax revenues underperforming. John Tallmadge stated that the economy also performed well in  
231 2017, but there might be years when the economy is underperforming and the sales taxes will reflect  
232 that trend. Chair Damon Seils mentioned that it would be beneficial to communicate to residents the  
233 successes of the sales tax thus far. John Tallmadge also stated that the transit tax revenues are also  
234 funding short-range transit plans that would benefit GoTriangle, GoDurham, Chapel Hill Transit, and  
235 other transit. Chair Damon Seils and John Tallmadge discussed that the public comment period is  
236 officially closed, but GoTriangle may still consider any comments provided.

237 John Tallmadge stated that GoTriangle is progressing toward an application to the Full Funding  
238 Grant Agreement (FFGA) for \$1.25B, which is half of the total project cost of the D-O LRT project. John  
239 Tallmadge also stated that Durham County Commission unanimously approved sending a letter of  
240 commitment for the additional \$57.6M of the dedicated transit taxes in order to account for the funding  
241 gap that was caused by recent North Carolina legislation. John Tallmadge stated that MPO staff, NCDOT  
242 engineers, and GoTriangle staff have worked together to program the first year of funding for 2024 State  
243 funds, therefore, it does not need to be rescored until the next version of the Strategic Planning Office  
244 of Transportation (SPOT). John Tallmadge further elaborated on cost sharing efforts, including  
245 approximately \$15M worth of property donations from UNC Chapel Hill and North Carolina Central  
246 University (NCCU).

John Tallmadge stated that there is a Federal Transit Agency (FTA) risk assessment workshop on October 10, and currently there is a 20% contingency scheduled in the budget. John Tallmadge also stated that GoTriangle is working toward completing the 11 critical cooperative agreements by December 31.

John Tallmadge discusses the need for the Supplemental Environmental Assessment (SEA) because there have been changes to the D-O LRT design since the Environmental Impact Statement (EIS) was created in 2016. John Tallmadge stated that the SEA will tentatively be released for public review on October 24 and there will be public meetings in both Durham and Chapel Hill. John Tallmadge stated that one design change would be platforms designed for three-car length platform instead of two-car length platform due to value engineering. John Tallmadge also stated that pocket tracks will be added to the east and west ends of the rail line due to the projected increased demand. John Tallmadge also stated that there a single track bridge is designed to span New Hope Creek, instead of two tracks. John Tallmadge stated that sections of Erwin Road will be elevated because of utility line and emergency access issues at Duke Hospital. John Tallmadge stated that along Pettigrew Street at the intersections at Mangum Street, Dillard Street and Grant Street, the light rail tracks are planned to be raised. John Tallmadge stated that the intersection cannot be raised at Blackwell Street, therefore, that crossing will be closed to pedestrians and vehicle traffic. John Tallmadge also stated that Dillard Street would become a one-way southbound roadway. John Tallmadge also stated that the Ramseur Street loop would be two-way street from Chapel Hill Street to Dillard Street. John Tallmadge stated that the Alston Avenue Station at NCCU will be relocated closer to property owned by the Durham Housing Authority, and the rail line will be center running to afford better pedestrian conditions on either side of Alston Avenue.

John Tallmadge described that the plans for rezoning and the reannexation of the proposed Rail Operations and Maintenance Facility (ROMF) were voted out by a four-four split at the Durham City

Council, and they will be discussing the situation again at the Durham City Council meeting in December 2018. John Tallmadge stated that the 90% design review is scheduled to be completed by summer 2019 and the construction-ready drawings are scheduled for completion in November 2019. John Tallmadge stated that GoTriangle is working toward including more Disadvantaged Business Enterprises (DBE), which is currently at 11%. John Tallmadge also stated that GoTriangle is working with local organizations and agencies to further workforce development in the area. Michael Parker and John Tallmadge discussed if GoTriangle has the authority to require that contractors pay workers a living wage. John Tallmadge stated that he is working with City of Durham staff and Durham Housing Authority as well as Chapel Hill and Orange County staff on setting targets for Affordable Housing located around light rail stations. Jenn Weaver stated that it would be helpful to add projected extensions of the D-O LRT, such as the station in Hillsborough, on all maps and plans. Vice Chair Wendy Jacobs and John Tallmadge discussed the plans for public meetings will include renderings and the flyover video to reflect the changes. Vice Chair Wendy Jacobs stated that there is an opportunity to encourage supply chain development and to grow the DBE program. Vice Chair Wendy Jacobs also stated Durham County's support of the Affordable Housing opportunities in proximity to the light rail stations. Chair Damon Seils requested that the MPO Board be given a copy of the Quarterly Update presentation slides.

There was no further action required by the MPO Board.

## **12. Allocation of Local Input Points for Division Needs Projects**

### **Aaron Cain, LPA Staff**

Aaron Cain stated that the DCHC MPO Board approved the release of the Initial Allocation of Local Input Points for Division Needs Projects for SPOT 5 based on the adopted Methodology. Aaron Cain added that a TC subcommittee met to develop recommendations for local input points for Division Needs projects. Aaron Cain continued that the only change from the subcommittee recommendation to the version that was brought to the MPO Board at its September meeting is the removal of points from the Finley Golf Course Road bike/ped project and placement of points on the

Northern Durham Parkway. Aaron Cain added that the deadline for submission of local allocation points for Division Needs projects has been delayed to November 29 due to effects from Hurricane Florence, therefore, LPA staff is delaying the vote on the allocation until the MPO Board meeting on November 14.

There was no further action required by the MPO Board.

**13. Surface Transportation Block Grant -Direct Attributable (STBG-DA) and Transportation Alternative Program (TAP) Funding Distribution for FY2020**

**Meg Scully, LPA Staff**

Meg Scully stated that, in 2015, the MPO Board approved the formula and policy to distribute STBG-DA and TAP funds to sub-recipients for FY2017-2025. Meg Scully continued that prior to development of the next year's UPWP, the actual STBG-DA and TAP allocation to the DCHC MPO would be entered into the formula as would the most recent certified National Transit Database (NTD) data. Meg Scully stated that this formula would then be used in calculating the distribution to agencies. Meg Scully added that the approval of this allocation will commence the FY20 UPWP development as agencies may choose to use the allocation for planning purposes, and thus must program funds in the FY20 UPWP. Chair Damon Seils and Meg Scully discussed that the formula used is standard, which was the same distribution that was used in previous years.

Pam Hemminger made a motion to approve the FY20 distribution of STBG-DA and TAP funds.

Ellen Reckhow seconded the motion. The motion passed unanimously.

**14. Reprogramming of CMAQ Funds**

**Aaron Cain, LPA Intern**

Aaron Cain stated that the Fixing American's Surface Transportation (FAST) Act dictates that any unobligated CMAQ or TAP-DA funds that are not obligated by September 30, 2019, will be subject to rescission. Aaron Cain added that LPA staff reviewed the current state of CMAQ and TAP-DA funds for DCHC projects and determined that several projects are not likely to be able to obligate CMAQ funds by

the rescission deadline. Aaron Cain continued that staff and local stakeholders have developed a plan to reprogram CMAQ dollars to projects that can obligate the funds by September 30, 2019.

Projects that would have CMAQ funds reprogrammed to other projects will have future CMAQ funding set aside for them at a time that is more in line with their delivery schedule. Aaron Cain stated that the Durham Bike Share (C-5605 F) and Downtown Durham Loop Bicycle Lane (C-5605 G) would be cancelled as part of this reprogramming, however, those projects would likely be cancelled, regardless, due to external factors. Aaron Cain stated that four projects would be reprogrammed: Morreene Road bike/ped (C-4928), Jones Creek Greenway (C-5181), Downtown Multi-Use Path (C-5605 A), and South Greensboro Street Sidewalks (C-5650). Aaron Cain added that none of these projects will have construction delays. Aaron Cain stated that there are projects that would receive the reprogrammed CMAQ funds; Old Chapel Hill Road/Old Durham Road (EB-4707B&A), Hillsborough Riverwalk Phase III (C-5184), North Estes Drive (C-5179), GoDurham Electric Buses (TA-6696), and other project costs associated with cost overruns. Aaron Cain noted that the Old Durham Road/Old Chapel Hill Road and Estes Drive projects were already under construction.

There was discussion about transit agency representatives being aware of the changes and present during the TC Meeting on September 26, and Aaron Cain replied that they were present at the meeting. Charlie Reece asked what will be the effect for the Morreene Road bike/ped project. Aaron Cain responded the funding would be for FY20 and another application to NCDOT or vote would not be necessary. Ellen Reckhow stated concern over the Morreene Road project because of its lasting incomplete status. Aaron Cain responded that the Morreene Road project is a priority, but other projects must be obligated in order to avoid rescission.

Ellen Reckhow stated concern about the appearance of the roundabouts being built, specifically at Mount Moriah and Erwin Road, due to aesthetic issues of insufficient landscaping and lack of reflective paint. Aaron Cain stated that he will contact the Division to resolve this issue, but CMAQ

funding cannot be used to improve these roundabouts. This issue was later discussed during the NCDOT Report.

Pam Hemminger made a motion to adopt the resolution approving the reprogramming of CMAQ funds. Renee Price seconded the motion. The motion passed unanimously.

**15. Programming of FY2018-19 Regional Bicycle and Pedestrian**  
**Aaron Cain, LPA Staff**

Aaron Cain stated that, per MPO policy and the adopted FY18 and FY19 UPWPs, the full amount of the MPO's TAP-DA funds are combined with a portion of the MPO's STBG-DA funds to create a pool of funds for regional bike/ped projects, which amounts to just over \$1M annually. Aaron Cain added that, since adoption of the current policy, a significant portion of these funds have gone to Old Durham Road/Old Chapel Hill Road for construction of bicycle lanes and sidewalks from Garrett Road in Durham to Fordham Boulevard in Chapel Hill (EB-4707 A&B). Aaron Cain stated that LPA staff, in consultation with local government staff, recommended programming the entirety of the Regional Bicycle and Pedestrian fund, \$2.073M, to this project. This funding, in conjunction with additional CMAQ dollars, will expedite completion of the project, and will also allow for the MPO's TAP-DA appropriation to be obligated before the federal rescission deadline of September 30, 2019. Aaron Cain stated that the Old Chapel Hill Road portion of this project in Durham is already under construction, and the Old Durham Road portion in Chapel Hill is ready for construction bid by winter 2019. Aaron Cain added that the standard TAP-DA application process is not required to program the funds because the TAP-DA funds will be applied to Old Durham Road in Chapel Hill (EB-4707 A), which was previously approved for TAP-DA funds.

Chair Damon Seils asked if STBG-DA or TAP-DA were previous committed to other projects. Aaron Cain responded that they were not committed to other projects and there were limited choices to apply these funds due to bike/ped criteria.

Vice Chair Wendy Jacobs made a motion to approve recommended that the Board authorize the programming of Regional Bicycle and Pedestrian Funds for FY2018 and FY2019 to Old Chapel Hill Road / Old Durham Road (EB-4707 B&A).

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

Aaron Cain stated that Amendment #6 to the FY2018-2027 TIP is comprised of three components: reprogramming of Congestion Mitigation/Air Quality (CMAQ) funds in order to ensure their obligation before September 30, 2019; moving of funds from FY18 to FY19 for those projects that have not obligated their funds in FY18; and several modifications and additions to the STIP as requested by NCDOT. Aaron Cain added that, because North Estes Drive (C-5179) and Old Chapel Hill/Old Durham Road (EB-4707B&A) projects were over \$1M each, they are required by the public involvement policy to be released for a 21-day release and will be discussed in Amendment #7.

Ellen Reckhow made a motion to approve Amendment #6 to the FY2018-2027 TIP. Charlie Reece seconded the motion. The motion passed unanimously.

**17. Amendment #7 to the FY2018-2027 TIP**  
**Aaron Cain, LPA Staff**

Aaron Cain stated that Amendment #7 to the FY2018-2017 TIP would authorize the release of Estes Road and Old Chapel Hill Road/Old Durham Road bike/ped projects for a 21-day public comment period.

Ellen Reckhow made a motion to release Amendment #7 to the FY2018-2027 TIP for a 21-day public comment period. Renee Price seconded the motion. The motion passed unanimously.

**REPORTS:**

**18. Report from the Board Chair**  
**Damon Seils, Board Chair**

Chair Damon Seils stated that that the next Joint MPO Board meeting with Capitol Area Metropolitan Planning Office (CAMPO) will be on October 31 from 9-11a.m. at RTP Headquarters and encouraged everyone to attend the action-oriented meeting.

**19. Report from the Technical Committee Chair**

Ellen Beckmann, TC Chair

There was no report from the TC Chair.

**20. Report from LPA Staff**

Felix Nwoko, LPA Manager

Geoff Green clarified that, for the D-O LRT project, the alignment along Alston Avenue has always been center-riding, and a multiuse path continues to be used there.

Aaron Cain stated that Margaret Hauth resigned as the Vice Chair of the TC, and there will be an election for a new Vice Chair at the next TC meeting on October 24. Aaron Cain stated that the MPO Board Meeting on December 12 will include officer elections. Aaron Cain added that Chair Damon Seils and Vice Chair Wendy Jacobs are eligible for an additional one-year term. Aaron Cain added that the Agenda will include an item for nominations for the MPO Board meeting on November 14.

**21. NCDOT Report**

Richard Hancock, NCDOT Division 5, stated that Old Durham Road (EB-4704 A) is scheduled to let in December 2018, but it could be as late as January 2019, whereas Old Chapel Hill Road (EB-4704 B) is scheduled to have final surfacing completed by November 2018. Richard Hancock also stated that the Alston Avenue (U-3308) widening project is continuing as planned. Richard Hancock stated that the East End Connector project (U-0071) is scheduled to have the concrete paving finished by December 2018. Richard Hancock stated that the Hope Valley Road / University Drive roundabout (U-5745) is close to completion. Richard Hancock stated that a quadrant design was planned for Latta Road / Infinity Road intersection improvement (U-5516). Richard Hancock stated that the Garrett Road and



15-501 Interchange (U-5717) is scheduled for let in early 2020. Richard Hancock also stated that there will be a public meeting for the Durham side of US-70 on October 31.

Ellen Reckhow discussed how landscaping and additional reflective paint is needed for recently constructed roundabouts. Richard Hancock stated that it would be helpful to have funding for landscaping as part of construction. Richard Hancock also stated that Division 5 would be willing to partner with the DCHC MPO to find funding for landscaping. Charlie Reece stated that he has raised the issue about landscaping maintenance with the City of Durham Public Works and General Services, and they are currently in discussions about how to resolve the issue. Aaron Cain asked if a letter to Division 5 concerning landscaping maintenance at roundabouts would still be necessary in light of recent discussion. Chair Damon Seils deferred to Ellen Reckhow and Charlie Reece who both decided to delay the letter until the Durham City Departments could further discuss this issue.

Vice Chair Wendy Jacobs asked if there were any plans on Cole Mill Road to add a bicycle lane after the repaving efforts are completed. Bryan Poole stated that the City of Durham Department of Transportation reviewed plans to add a bicycle lane for Cole Mill Roads, however, they decided against it due to lack of connectivity and decided to instead focus on other areas.

Patrick Wilson, NCDOT Division 7, stated that he will answer any questions regarding Division 7 updates. Pam Hemminger asked when the construction plans for Merritt Mill Road, Franklin Road and Main Street will be available. Pat Wilson responded that the plans will be available by the Chapel Hill City Council meeting on November 7. Pat Wilson added that the project is scheduled to start in May 2019.

There were questions regarding other recent projects. Pat Wilson responded that the project at Bennett Circle is still under contract. The Essence Road roundabout has been rebid twice, and staff will review the project before it is rebid for a third time.

Bryan Kluchar, Division 8, stated that there was no additional comment for the report. Karen Howard discussed the flooding in northeastern Chatham County at Jeremiah Drive. Karen Howard stated that she would like to further address issues of flooding with NCDOT.

Julie Bogle, NCDOT Transportation Planning Division (TPD), stated the Statewide Plan is being updated. Julie Bogle added that NC Moves 2050 is a plan that will meet the needs of a dynamic state, characterized by deferring regional priorities while maintaining focus on broader statewide benefits. Julie Bogle stated that there will be a stakeholder meeting in Raleigh on October 29, and in addition there will be several opportunities for public input, including a survey. Julie Bogle also stated that more information can be found at [www.ncdot.gov/ncmoves](http://www.ncdot.gov/ncmoves).

There was no report from NCDOT Traffic Operations.

#### **INFORMATIONAL ITEMS:**

#### **22. Recent News, Articles, and Updates**

No informational items were discussed.

#### **ADJOURNMENT:**

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

11:34 a.m.