

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TECHNICAL COMMITTEE

September 26, 2018

MINUTES OF MEETING

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Technical Committee met on September 26, 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
Hannah Jacobson (Member)	City of Durham Planning
Zach Hallock (Member)	Carrboro Planning
Evan Tenenbaum (Member)	Durham County Planning
Scott Whiteman (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
Julie Bogle (Member)	NCDOT TPD
John Grant (Member)	NCDOT Traffic Operations
Ed Lewis (Alternate)	NCDOT, Division 7
Bryan Kluchar (Member)	NCDOT, Division 8
Bill Judge (Alternate)	City of Durham Transportation
Eddie Dancausse	Federal Highway Administration
Andy Henry	DCHC MPO
Aaron Cain	DCHC MPO
Meg Scully	DCHC MPO
Dale McKeel	City of Durham/DCHC MPO
Cy Stober	City of Mebane
Don Bryson	VHB

Quorum Count: 20 of 31 Voting Members

Chair Ellen Beckmann called the meeting to order at 9:02 a.m. A roll call was performed. The

Voting Members and Alternate Voting Members of the DCHC MPO Technical Committee (TC) were

identified and are indicated above. Chair Ellen Beckmann reminded everyone to sign-in using the sign-in sheet that was being circulated.

PRELIMINARIES:

2. Adjustments to the Agenda

Items 6 and 7 were presented in reverse order, as were Items 12 and 13.

3. Public Comments

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

CONSENT AGENDA:

4. Approval of August 22, 2018, Meeting Minutes

Chair Ellen Beckmann asked if there were any comments for the August 22, 2018, Meeting Minutes. Aaron Cain responded that North Carolina Department of Transportation (NCDOT) preferred that Item 17 be changed to, "The report was presented with no comments or questions."

John Hodges-Copple made a motion to approve the amended August 22, 2018, Meeting Minutes. Geoff Green seconded the motion. The motion passed unanimously.

ACTION ITEMS:

5. NC 98 Corridor Study
Andy Henry, MPO Staff

Andy Henry stated that the MPO Board released the draft report of the NC 98 Corridor Study for a minimum 30-day public comment period at their August 8 meeting and conducted a public hearing at their September 12 meeting. Andy Henry stated that comments from the public and the Durham Board of County Commissioners (BOCC) led to adding the option of multiuse pathways on both sides of NC 98 in Durham County rather than having bike lanes and sidewalks. Andy Henry added that funding could become an issue with the multiuse pathway, and that North Carolina Department of Transportation (NCDOT) should be included in the decision-making process.

Evan Tenenbaum made a motion to recommend that the MPO Board approve the NC 98 Corridor Study. Geoff Green seconded the motion. The motion passed unanimously.

6. NC 54 West Corridor Study

Don Bryson, VHB

Aaron Cain, LPA Staff

Don Bryson stated that the NC 54 West Corridor Study was to determine the long term needs of the corridor in terms of traffic growth, land use, and other issues. Don Bryson stated the NC 54 West Corridor is slightly over 20 miles that starts from Old Fayetteville Road in Carrboro and ends at I-85 in Graham, and the DCHC MPO section of the corridor is about a quarter of its total length. Don Bryson mentioned that there are ongoing improvements to the corridor, such as signalization and other intersection improvements. Don Bryson added that outreach to other MPOs, RPOs and local jurisdictions will take place before the MPO Board's November 14 meeting. Don Bryson stated that workshops were conducted as part of the Corridor Study, which identified stakeholders' feedback that included the need for pedestrian and bicycle facilities.

Don Bryson described that the levels of traffic along the corridor are higher on the ends and lower in the middle, with the traffic at Carrboro being very heavy and directional. Don Bryson stated that there has been strong growth along the corridor in the past three years. Don Bryson added that the corridor has already surpassed its two-lane capacity in some areas.

Don Bryson discussed solutions to long-term needs of the corridor. Don Bryson stated that the Corridor Study recommended median U-turn at two intersections, NC 119 and Old Fayetteville Road. Don Bryson added that T-intersections with two-lane roundabouts were also recommended at other locations. Don Bryson also stated that a four-lane divided median would be preferred, with the implementation timeframe depending on the node, or section, of the corridor. Don Bryson also stated that a multiuse path on one side of the corridor would also be preferred. Don Bryson listed obstacles to achieving the long-term goals for this corridor, including existing driveways, right-of-way, grading, and wells and septic systems.

Don Bryson stated that the Corridor Study conceptualized the corridor into nodes, which are focused around six to eight major intersections. Don Bryson discussed how the improvements to the corridor would be in four phases, the first of which would begin between 2020 and 2030 in the DCHC MPO section in Carrboro. Don Bryson commented that the first phase is estimated at \$43M. Don Bryson stated that the total cost is approximately \$180M, with \$100M of that in Orange County. Nish Trivedi asked about how the boundaries for the corridor were established for each phase. Don Bryson responded that the phases were based on demand, but also based on feasibility of funding. Aaron Cain added that Dodsons Crossroads is the MPO boundary.

Nishith Trivedi and Don Bryson discussed that the multiuse path would be on the north side of the corridor until Dodsons Crossroads. Chair Ellen Beckmann and Cy Stober asked if bike lanes would be better applied to this corridor. Don Bryson stated that the multiuse path would increase safety since most of the corridor consists of rural areas. Don Bryson added that adding a multiuse path that's not connected the roadway itself allows for future widening. Ellen Beckmann stated that multiuse paths require funding from the local government for maintenance.

Geoff Green questioned the size of the median. Don Bryson responded that the median was 17 to 22 feet in width to allow for left turn lanes, and is standard width per NCDOT.

Zach Hallock asked about how the State Transportation Improvement Plan (STIP) projects will impact the Carrboro section of the corridor. Don Bryson responded that there are safety and congestion problems that may be relieved by having more lanes for travel because the traffic in the Carrboro section of the corridor is directional. Zach Hallock also mentioned that the residents of Carrboro might not welcome any changes that they perceive will add more traffic to their community.

Don Bryson and Aaron Cain discussed funding options for the recommended improvements to the West NC 54 Corridor. Aaron Cain stated that widening NC 54 in Carrboro is not currently in the MTP, and it would be approximately five years before the next MTP is adopted, and only after that before any

widening can be submitted for Strategic Planning Office of Transportation (SPOT) scoring. Don Bryson stated that breaking the project down into pieces might increase the desirability about certain aspects, but leave other aspects vulnerable.

Nishith Trivedi made a motion to recommend that the MPO Board release the NC 54 West Corridor Study for a 30-day public comment period, and to hold a public hearing at its November 14, 2018 meeting. Zach Hallock seconded the motion. The motion passed unanimously.

7. Quarterly Update on the Durham-Orange Light Rail Transit (D-OLRT) Project
Geoff Green, GoTriangle

Geoff Green reviewed the transit plan revenues and noted that actual revenues have tracked closely to the projected numbers. Geoff Green discussed the short range transit plan, which includes efforts by transit agencies throughout the MPO including GoTriangle. Geoff Green also discussed that GoTriangle's short-term transit plan includes investigating changes to the bus operating plan to accommodate light rail. Geoff Green briefly discussed suggested changes in routes and/or locations for the current bus routes of 400, 405, 800, and ODX (Orange-Durham Express). Chair Ellen Beckmann and Geoff Green discussed if and how the changes in bus routes would impact cost. Chair Ellen Beckmann and Geoff Green also discussed increased transportation service needs for the Rougemont area. Geoff Green also mentioned that there were public outreach events for the D-O LRT project.

Geoff Green stated that GoTriangle is still on schedule for the Full Funding Grant Agreement (FFGA) for \$1.2B from the Federal Government. Geoff Green added that Durham County made an agreement to fill the funding gap that was caused by recent legislation in the North Carolina General Assembly, which limited the amount of state money available to the light-rail project. Geoff Green also added that the Interlocal Cost-Sharing Agreement and the county transit plan would also need to be updated, and that those updates are targeted for completion by February 2019. Geoff Green stated that GoTriangle remains on schedule for executing the FFGA in September 2019 and added that the final application is due by April 2019. Geoff Green also mentioned that the Federal Transit Administration

(FTA) Risk Assessment is tentatively scheduled for October 2018. Meg Scully and Geoff Green discussed contingency and overall budget. John Hodges-Copple and Geoff Green discussed the federal FY19 and FY20 funding assumptions for light rail, which are both necessary to fulfill the overall D-O LRT budget. John Hodges-Copple, Chair Ellen Beckmann, and Geoff Green discussed critical railroad agreements which are due in April 2019. Geoff Green added that the agreements are not required to be comprehensive, rather, the critical agreements help demonstrate to FTA that GoTriangle is working cooperatively with local community stakeholders.

Geoff Green stated a Supplemental Environmental Assessment (EA) is scheduled to be published by FTA before October 31, and that the Supplemental EA is a follow-up on the Draft Environmental Impact Statement (DEIS) and Supplemental EA for the NCCU Station. Geoff Green added that the document evaluates all the proposed refinements to the D-O LRT since December 2016, such as the changes to the Alston Avenue, Alston Avenue Station, Alston Avenue Park and Ride, and Gateway Station.

Geoff Green also noted other ongoing efforts. Geoff Green stated that project engineers had encountered challenges with the at-grade alignment along Erwin Road such as sensitive powerlines located underneath the road and emergency access at the medical centers. Geoff Green stated that GoTriangle is preparing a new design that includes an elevated light rail structure from Lasalle Street until the D-O LRT crosses NC 147. Geoff Green stated that there were issues with grade crossing along Pettigrew Street, adjacent to the existing freight railroad tracks, and that GoTriangle is working with the FTA on how to incorporate the proposed changes into the EA. Geoff Green added that there are gate timing issues at Dillard Street, and GoTriangle is evaluating making Dillard Street a southbound one-way roadway at the railroad crossing. Chair Ellen Beckmann commented that it would impact neighboring streets. Geoff Green added that there are plans to make Ramseur Street a two-way roadway from Dillard Street to Chapel Hill Street, which would also provide westbound access for buses and other

vehicles. Evan Tenenbaum, Geoff Green, and John Hodges- Copple discussed the grade of the light rail as opposed to freight rail and also the construction restrictions near the Old Bull Building. Geoff Green stated that there would be a hearing at the Durham Planning Commission on October 9 for the Rail Operations Maintenance Facility (ROMF), and then following the plans would then be presented to the Durham City Council.

Geoff Green discussed the design schedule. Geoff Green stated that the D-O LRT design is past the 50% milestone. Geoff Green added that the 90% design is scheduled for summer 2019, and the 100% design review is anticipated for November 2019. Geoff Green and John Hodges-Copple discussed the possible requirement of a 100% design in order to obtain the FFGA. Geoff Green also stated that the D-O LRT project is currently under the Disadvantaged Business Enterprise (DBE) target. Chair Ellen Beckmann and Geoff Green discussed the role of the MPO Board and its relationship to funding of the D-O LRT, as well as the counties' relationship to funding as well. Bergen Watterson, John Hodges-Copple and Geoff Green discussed the impacts of the proposed commuter rail project and how that will impact travel and freight rail lines.

8. Allocation of Local Input Points for Division Needs Projects
Aaron Cain, LPA Staff

Aaron Cain stated that on August 8, 2018, 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 stated that a TC subcommittee met on August 22 and September 18 to develop recommendations for local input points for Division Needs projects. Aaron Cain added the only change in the recommendation from the August meeting was to remove points from Finley Golf Course Road Bike/Ped project and place points on the Northern Durham Parkway. LPA staff will request that the MPO Board allow for changes to the allocation after adoption due to external factors, such as assignment of points from the Divisions and other MPOs and RPOs. Local input points for Division Needs projects are now due on November 29, 2018, due to ramifications from Hurricane Florence.

Tom Altieri asked if the TC will have an opportunity recommend approval of the local input points before the MPO Board votes on it. Aaron Cain responded that the TC will be able to recommend approval on the October 24 TC meeting. Aaron Cain added that this is an informational item only.

9. Reprogramming of CMAQ Funds
Aaron Cain, LPA Staff

Aaron Cain stated that the Fixing American's Surface Transportation (FAST) Act of 2015 dictates that any unobligated Congestion Mitigation/Air Quality (CMAQ) or Transportation Alternative Program – Direct Attributable (TAP-DA) funds that are not obligated by September 30, 2019, are subject to rescission. Aaron Cain stated 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 added that staff and other partners have developed a plan to reprogram CMAQ dollars to projects that can obligate the funds by September 30.

Aaron Cain referenced the attachment and explained which projects would and would not receive FY18 CMAQ funding. Zach Hallock asked about assurances CMAQ projects would be programmed following the change. Aaron Cain responded that Heather Hildebrandt of NCDOT noted that the process is simpler to allocate CMAQ funds projects once they have already been approved. Aaron Cain mentioned that Heather Hildebrandt is amenable to streamlining the allocation process in future years for projects that have already gone through the approval process. Aaron Cain added that CMAQ funding for FY20 and FY21 might have comparatively less funding for new projects due to the reserving of funds for existing projects. Aaron Cain and Chair Ellen Beckmann discussed that projects that have future CMAQ funding remain in the Transportation Improvement Plan (TIP). Aaron Cain and Chair Ellen Beckmann discussed that the City of Durham is starting to discuss their FY20 Budget and that it would be helpful to staff for future planning.

Vice Chair Margaret Hauth made a motion to recommend that the MPO Board approve the reprogramming of CMAQ funds. Scott Whitehead seconded the motion. The motion passed unanimously.

10. Programming of FY2018-19 Regional Bicycle and Pedestrian Funds
Aaron Cain, LPA Staff

Aaron Cain stated that, per MPO policy and the adopted FY18 and FY19 United Planning Working Groups (UPWP), the full amount of the MPO's TAP-DA funds are combined with a portion of the MPO's Surface Transportation Block Grant – Direct Attributable (STBG-DA) funds to create a pool of funds for regional bicycle and pedestrian 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-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 the Durham portion of this project is already under construction, and the Chapel Hill portion is set for construction bidding later in 2018. Aaron Cain stated that conversations earlier this year with NCDOT revealed a significant funding gap for completion of the project. Aaron Cain stated that LPA staff and local government staff recommends programming the entirety of the Regional Bicycle and Pedestrian fund, \$2.073M, to this project. Aaron Cain continued that 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 Chapel Hill side of this project (EB-4707 A) has already been through the call for projects for TAP-DA, which is why that source of funding can be used. Aaron Cain also stated that due to the TAP-DA funding being used on the Chapel Hill side, it would be necessary to use CMAQ funding for the Durham side of this project (EB-4704-B). Aaron Cain stated that MPO staff would review the existing distribution policy that would allow for more communities and projects to be eligible in future calls.

Vice Chair Margaret Hauth made a motion to recommend that the MPO Board authorize the programming of Regional Bicycle and Pedestrian Funds for FY18 and FY19 to EB-4707 A & B, Old Durham-Chapel Hill Road. Nishith Trivedi seconded the motion. The motion passed unanimously.

11. 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 four components: (1) reprogramming of CMAQ funds in order to ensure their obligation before September 30, 2019; (2) programming of TAP-DA and STBG-DA funds through the Regional Bicycle and Pedestrian set aside to EB-4707 A & B, Old Durham/Chapel Hill Road; (3) moving of funds from FY18 to FY19 for those projects that have not obligated their funds in FY18; and (4) several modifications and additions to STIP as requested by NCDOT. There was discussion about if Estes Road Bike/Ped (5886-A) was located in Carrboro or Chapel Hill. Geoff Green and Aaron Cain discussed that for Old Chapel Hill Road Bike/Ped (EB-4707A) a small amount of the terminus would be located in Durham County rather than Orange County. Geoff Green also asked why there is no right-of-way funding for the EB-4707A, Old Durham Road Bike/Ped. Chair Ellen Beckmann and Aaron Cain discussed the need to contact Division 5 concerning the \$85K of State funding for resurfacing the Old Chapel Hill project. Aaron Cain mentioned that C-5179 North Estes Drive, EB-4707A Old Durham Road Bike/Ped, and EB-4707B Old Chapel Hill Road Bike/Ped would need to have a 21-day public comment period because their funding changed by more than \$1M. Chair Ellen Beckmann suggested that the projects that require a 21-day public comment period be put into a separate TIP amendment so as not to confuse the Board. Aaron Cain agreed to do so for the MPO Board meeting.

Scott Whitehead made a motion to recommend approval of projects in Amendment #6 except for C-5179 and EB-4707 A&B, for which the TC recommends that the MPO Board release for a 21-day public comment period and be designated as TIP Amendment #7. Bergen Watterson seconded the motion. The motion passed unanimously.

12. STBG-DA Call for Projects for FY2019

Aaron Cain and Meg Scully, LPA Staff

Aaron Cain stated that federal regulations require a competitive call for new projects that will utilize locally administered STBG funds to be entered into the MPO's Transportation Improvement Program (TIP). Aaron Cain continued that the DCHC MPO is therefore issuing a call for projects using the local discretionary portion FY2019 UPWP allocated funding to each jurisdiction within the MPO for local discretionary use. Aaron Cain added that the amounts in the Agenda are not correct, and that there is a revision that is located in supplemental material. Aaron Cain added that STBG-DA funding for 2018 is also included in the figure for the City of Durham. Aaron Cain stated that he will update the funding amounts available for the call soon after November 2, the due date for items to be submitted for UPWP funding. Aaron Cain added that projects for this call are due on November 30.

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. Bergen Watterson asked if the funding in FY19 and FY20 is less than previous years. Meg Scully stated that the funding is consistent with funding from recent years. Meg Scully also stated that the STBG-DA and TAP distribution process is different for each jurisdiction within the MPO.

289 Nishith Trivedi made a motion to recommend that the MPO Board approve the FY20
290 Distribution of STBG-DA and TAP funds. Vice Chair Margaret Hauth seconded the motion. The motion
291 passed unanimously.

292 **REPORTS:**

293 **14. Reports from the LPA Staff**

294 Andy Henry, LPA Staff

295 There was no report from LPA Staff.

296 **15. Report from the DCHC MPO TC Chair**

297 Ellen Beckmann, DCHC MPO TC Chair

298 There was no report from Chair Ellen Beckmann.

299 **17. NCDOT Reports**

300 The report from NCDOT Division 5 was presented with no questions or comments.

301 Ed Lewis, NCDOT Division 7, stated that the date for the second public meeting for the Orange
302 Grove Road extension (U-5848) has not yet been scheduled. Ed Lewis announced that the public meeting
303 of local officials for the Interchange improvements at I-40 and NC86 in Chapel Hill (I-3306AC) will occur on
304 November 5 at the Southern Human Services Center.

305 Bryan Kluchar, NCDOT Division 8, stated that the SPOT Period 5.0 Division Needs preliminary
306 points comment period began on August 24 and will last two weeks. Bryan Kluchar stated that the one
307 week drop-in period begins on October 1 in the New Carthage office.

308 There was no report from the Transportation Planning Division.

309 There was no report from NCDOT Traffic Operations.

310 **INFORMATIONAL ITEMS:**

311 **18. Recent News, Articles, and Updates**

312 There were no informational items.

313 **ADJOURNMENT:**

314 There being no further business before the DCHC MPO Technical Committee, the meeting was
315 adjourned at 11:10am.