

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION BOARD

11 September 2019

MINUTES OF MEETING

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board met on September 11, 2019, at 9:00 a.m. in the Committee Room, located on the second floor of Durham City Hall. The following people were in attendance:

Damon Seils (Chair)	Town of Carrboro
Michael Parker (Member)	Town of Chapel Hill
Vernetta Alston (Member)	City of Durham
Charlie Reece (Member)	City of Durham
Karen Howard (Member)	Chatham County
Renee Price (Member)	Orange County
Jenn Weaver (Member)	Town of Hillsborough
Nina Szlosberg-Landis (Member)	NC Board of Transportation
Heidi Carter (Alternate)	Durham County
Penny Rich (Alternate)	Orange County
Lydia Lavelle (Alternate)	Town of Carrboro
Richard Hancock	NCDOT, Division 5
Pat Wilson	NCDOT, Division 7
Mike Mills	NCDOT, Division 7
Julie Bogle	NCDOT, Transportation Planning Division
Nishith Trivedi	Orange County
Jomar Pastorelle	Town of Chapel Hill
Tina Moon	Town of Carrboro
Zach Hallock	Town of Carrboro
Bergen Watterson	Town of Chapel Hill
John Hodges-Copple	Triangle J Council of Governments
Patrick McDonough	GoTriangle
Katherine Eggleston	GoTriangle
Jay Heikes	GoTriangle
Monica Barrow	STV
Bill Judge	City of Durham
Felix Nwoko	DCHC MPO
Andy Henry	DCHC MPO
Meg Scully	DCHC MPO
Aaron Cain	DCHC MPO
Brian Rhodes	DCHC MPO
Robert Jahn	DCHC MPO
Dale McKeel	City of Durham/DCHC MPO
Evan Tenenbaum	City of Durham
Brooke Ganser	City of Durham

Joe Geigle	FHWA
Kathy Claspell	Sierra Club
Megen Hoenk	North Carolina Railroad
Natalie Ridout	Regional Transportation Alliance
John Tallmadge	Resident

Quorum Count: 9 of 10 Voting Members

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

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

PRELIMINARIES:

2. Ethics Reminder

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

3. Adjustments to the Agenda

There were no adjustments to the agenda.

4. Public Comments

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

5. Directives to Staff

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

CONSENT AGENDA:

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

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

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

80 **ACTION ITEMS:**

81
82 **7. Greater Triangle Commuter Rail Study Status Update**

83 **Katharine Eggleston, GoTriangle**

84 **Scott Saylor, North Carolina Railroad**

85 **Patrick McDonough, GoTriangle**

86 **Monica Barrow, STV**

87 **Aaron Cain, LPA Staff**

88 Aaron Cain stated that, due to the discontinuation of the Durham-Orange Light Rail Transit
89 (D-O LRT), it is necessary for Durham and Orange counties to revise their respective transit plans.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

No further action was necessary.

9. NC 54 West Corridor Study - Phase Two

Joe Seymour, VHB

Aaron Cain, LPA Staff

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

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

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

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

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

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

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

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

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

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

11. Transportation Conformity Determination Report

Andy Henry, LPA Staff

John Hodges-Copple, TJCOC

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

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

12. Title VI Plan

Andy Henry, LPA Staff

Felix Nwoko, LPA Staff

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

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

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

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

REPORTS:

13. Report from the MPO Board Chair **Damon Seils, Board Chair**

Chair Damon Seils stated that there is no further report.

14. Report from the Technical Committee Chair **Nish Trivedi, TC Chair**

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

15. Report from LPA Staff **Felix Nwoko, Andy Henry, LPA Staff**

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

16. NCDOT Report

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

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

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

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

INFORMATIONAL ITEMS:

17. Recent News, Articles, and Updates

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

18. Landscaping and Lighting of Roundabouts

Aaron Cain, LPA Staff

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

Felix Nwoko, LPA Staff

20. Memo to Chief Engineer Little PE Proj Suspension List

Felix Nwoko, LPA Staff

21. New NCDOT Complete Streets Policy and Implementation Guide

Dale McKeel, LPA Staff

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

352 **ADJOURNMENT:**

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