



## **Technical Committee Meeting Agenda**

Wednesday, April 24, 2019

8:30 AM

Committee Room 2nd Floor  
Durham City Hall 101 City Hall Plaza  
Durham, NC 27701

1. Roll Call
2. Adjustments to the Agenda
3. Public Comment

### **CONSENT AGENDA**

4. **Approval of the March 27, 2019 TC Meeting Minutes** [19-136](#)

A copy of the March 27, 2019 meeting minutes is enclosed.

**TC Action:** Approve the minutes of the March 27, 2019 TC meeting.

**Attachments:** [2019-04-24 \(19-136\) 3.27.19 TC Meeting\\_LPA2.pdf](#)

5. **FFY19 Section 5307/5340 FULL Apportionment Split Letter (5 mins)** [19-138](#)

**Meg Scully, LPA Staff**

Section 5307/5340 funds are allocated to urbanized areas for transit capital and operating assistance, and for transportation-related planning. The DCHC MPO full apportionment for FFY1 for each program was released by the Federal Transit Administration (FTA) and the LPA staff, in consultation with the four fixed-route transit operators and MPO policy, developed a recommended distribution of this funding. A 'split letter' to FTA regarding the allocation of these funds among transit operators must be approved by the Board to authorize the transit operators to seek applications for funding. Attached is the split letter to FTA and a memorandum with additional information on the 5307/5340 program.

**TC Action:** Recommend that the Board approve the distribution and endorse the attached FFY19 FULL apportionment split letter.

**Attachments:** [2019-04-24 \(19-138\) FFY19 5307 FULL split letter.pdf](#)  
[2019-04-24 \(19-138\) FTA Section 5307-5340 FFY19 full apportionment memo.r](#)

### **ACTION ITEMS**

**6. Update of the Coordinated Public Transit-Human Services**[19-139](#)**Transportation Plan (10 mins)****Meg Scully, LPA Staff****Robert Jahn, LPA Intern**

DCHC MPO is the Designated Recipient for federal funding through the Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program, and receives under \$250,000 per year to be distributed among eligible sub-recipients. Federal transit law requires that projects funded through this program be derived from a locally developed, coordinated public transit-human services transportation plan (CTP) which must be updated every five years. The current CTP for the DCHC MPO region was approved by the Board in January, 2014. LPA staff prepared the attached updated plan through a process that involved seniors, individuals with disabilities, representatives of transportation and human services providers, and other members of the public. The CTP elements include: an assessment of available services; an assessment of transportation needs; strategies or projects to address the gaps in service; and priorities for implementation based on resources available. The CTP approval schedule is as follows: April 24, 2019 - TC receives report and recommends Board release it for public comment; May 8, 2019 - Board receives report and releases it for public comment; May 22, 2019 - TC recommends Board hold public hearing and approve plan; June 12, 2019 - Board hold public hearing and approve plan.

**TC Action:** Receive the report, and recommend the Board receive the report and release it for 21-day public comment period.

**Attachments:**      [2019-04-24 \(19-139\) Coordinated Plan Presentation.pdf](#)  
                                 [2019-04-24 \(19-139\) Coordinated Plan Final.pdf](#)

7. **Revision to Approved FY2020 Unified Planning Work Program (UPWP) (5 mins)** [19-143](#)

**Meg Scully, LPA Staff**

The DCHC MPO is required by federal regulations to prepare an annual UPWP that details and guides the urban area transportation planning activities. The UPWP must identify MPO planning tasks to be performed with the use of federal transportation funds. On February 27, 2019, the Board approved the FY2020 UPWP. Since that time, the LPA received notice from the N.C. Department of Transportation that additional federal funds were available for programming. The revised FY2020 UPWP and a memorandum describing the document revisions are attached. Also attached are resolutions supporting the proposed revision to the FY2020 UPWP.

**TC Action:** Recommend the Board approve the revision and sign the resolutions.

**Attachments:**

[2019-04-24 \(19-143\) FY20 UPWP revisions Memo 5.8.19.pdf](#)

[2019-04-24 \(19-143\) DCHC MPO FY20 UPWP Revised 5.8.19.pdf](#)

[2019-04-24 \(19-143\) FY20 UPWP Resolutions 5.8.19.pdf](#)

**8. Distribution of Highway Infrastructure Funds (10 minutes)**[19-140](#)**Aaron Cain, LPA Staff**

In March, LPA staff was notified that an additional distribution of federal highway infrastructure program funds was made available to the MPOs in North Carolina. The DCHC amount in this distribution is \$1,428,706. These funds are restricted to highway use only, and are not available for bicycle and pedestrian accommodations on highways.

Acknowledging longstanding DCHC policy towards bicycle and pedestrian facilities, DCHC staff has agreed with NCDOT to swap these funds for STBG-Any Area funds that can be used for bicycle and pedestrian improvements (the memo from NCDOT is forthcoming). DCHC staff has determined that there are two possibilities for distribution of these funds:

Option 1 - Use the established formula and distribute these funds as local discretionary funds. A table showing the amount that could be programmed by each jurisdiction is attached.

Option 2 - Identify bicycle and pedestrian projects that are in the design process and have identified funding shortfalls. Three projects have been identified:

- EB-5886B, Estes Road Bike-Ped
- U-4724, Cornwallis Road Bike-Ped
- U-4726HN, Hillandale Road Bike-Ped

A table detailing the amount of funding for each project in Option 2 is attached.

Staff recommends Option 2 so that projects that are more "shovel ready" can move toward completion.

**TC Action:** Recommend that the additional STBG-Any Area funds DCHC MPO is to receive be distributed based on Option 2.

**Attachments:** [2019-04-24 \(19-140\) Highway Infrastructure Fund Distribution by Demonstrated](#)  
[2019-04-24 \(19-140\) Highway Infrastructure Fund Distribution by Local Discretic](#)

**9. Amendment #12 to the FY2018-2027 TIP (5 minutes)**[19-141](#)**Aaron Cain, LPA Staff**

TIP Amendment #12 includes additional funding to one bike/ped project in the City of Durham and one in the Town of Chapel Hill:

- C-5179, North Estes Drive, receiving STBG-Any Area funds
- C-5183B, Alston Avenue Sidewalks, receiving City of Durham local discretionary STBGDA funds

Also included in this amendment are two requests from NCDOT for changes to P-5717, Cornwallis Road Grade Separation, and U-5518, US 70 Upgrades. More information is given in the full report. The summary sheet and resolution are also attached.

**TC Action:** Recommend that the MPO Board approve Amendment #12 to the FY2018-2027 TIP.

**Attachments:** [2019-04-24 \(19-141\) TIP Amendment #12 Summary Sheet.pdf](#)  
[2019-04-24 \(19-141\) TIP Amendment #12 Full Report.pdf](#)  
[2019-04-24 \(19-141\) TIP Amendment #12 Resolution.pdf](#)

**10. Amendment #13 to the FY2018-2027 TIP (5 minutes)**[19-142](#)**Aaron Cain, LPA Staff**

Amendment #13 to the FY2018-2027 TIP consists of a request from the City of Durham to add funding to four bike-ped projects:

- U-4724, Cornwallis Road Bike-Ped
- U-4726HN, Hillandale Road Bike-Ped
- U-4726HO, Carpenter-Fletcher Bike-Ped
- C-4928, Morreene Road Bike-Ped

The first two projects will add STBG-Any Area funds. The last two projects will add STBGDA funds from the City of Durham's local discretionary allocation. This will exhaust the City of Durham's allocation through FY24. MPO staff has determined that there is significant fund balance to cover the programming of these funds.

Three of these projects will add more than \$1M in funding. Therefore, per MPO policy these amendments must undergo a 21-day public comment period prior to approval.

The summary sheet, full report, and resolution are attached.

**TC Action:** Recommend that the MPO Board release Amendment #13 to the FY2018-2027 TIP for a 21-day public comment period.

**Attachments:** [2019-04-24 \(19-142\) TIP Amendment #13 Summary Sheet.pdf](#)  
[2019-04-24 \(19-142\) TIP Amendment #13 Full Report.pdf](#)  
[2019-04-24 \(19-142\) TIP Amendment #13 Resolution.pdf](#)

**11. US 15-501 Corridor Study (15 minutes)**[19-144](#)**Andy Henry, LPA staff****US 15-501 Corridor Study On-Hold**

This agenda item is to present the options for moving the US 15-501 Corridor Study forward given the recent suspension of the Durham-Orange Light Rail Transit project (D-O LRT). The requested action is to choose an option for advancing the study. The GoTriangle Board and affected jurisdictions and counties recently voted to suspend the D-O LRT project. The MPO is currently conducting the US 15-501 Corridor Study (with the help of consultant WSP) and the future D-O LRT was to run along a significant portion of the Corridor and is an integral part of the Study's recommendations. The consultant's work on the Corridor Study is currently on hold because of the D-O LRT project suspension and will proceed forward again when they receive instructions from the DCHC MPO on how to address the impact of the D-O LRT suspension.

**Status of US 15-501 Corridor Study**

The US 15-501 Corridor Study began in early 2018 to develop a new vision and blueprint for the corridor from Eastgate Plaza in Chapel Hill to University Drive in Durham. The effort has hosted an online public comment map, a corridor tour, two public workshops, pop-up events, and several other meetings to produce a community and travel profile, vision and goals, and a set of strategies (e.g., conceptual designs) to address the needs of the four corridor segments. The third and final public workshop was scheduled for May 16th to present the final analysis and functional designs of the final two strategies for the corridor. Feedback from this workshop, along with input from the Project Steering Committee, Technical Committee, and the MPO Board would inform the final recommendations for the corridor and implementation plan. Staff cancelled the May 16th workshop because of the uncertainties given the D-O LRT suspension. Approximately 80% of the project is completed in terms of budget and expected effort. The project Web site has all of the products and documents for the Study: <http://www.reimagining15501.com/>

**Some Important Points About the Study**

Before presenting the possible ways to finish the Study, it is important to understand a few important points of the Study. Throughout the public input process for the Corridor Study, it has been clear that the respondents want a multimodal transportation system that supports not only through traffic but also access to existing and anticipated commercial, retail and residential development throughout the corridor. The Study has already produced a lot of good, thoughtful analysis and conceptual design work to support a transportation system that includes bicycle, pedestrian and transit transportation options. Staff does not want to lose this important work that was based on the public input process and technical analysis, and that is relevant whether or not light rail transit ultimately serves the corridor.

At this time, it is unknown what type of transit technology, coverage or density might replace the D-O LRT in the US 15-501 corridor. However, staff believe that the corridor will need

some type of high capacity transit to serve the expected higher, mixed use development densities in the corridor and the continued high number of vehicle trips that pass through the corridor. In that respect, much of the analysis and conceptual design work that has already been completed for development nodes such as Eastgate, Gateway, Patterson Place, New Hope Commons and South Square are still relevant because those nodes are expected to be high density, mixed use development even though the D-O LRT project has been terminated.

Finally, the segments on the two ends of the corridor would not have been directly affected by the D-O LRT. The planning that has been completed thus far for these end segments, which are approximately one-half of the entire corridor length, is still very much relevant. The MPO will want to ensure that this planning is completed.

### **Options to Complete the Study**

There are generally three options for moving forward and finishing the US 15-501 Corridor Study. Each option is summarized below.

#### Complete Study - acknowledge that parts of transit are unknown

The MPO can move forward by conducting the third public workshop and finishing the final report as originally planned in the project scope. The suspension of the D-O LRT project won't affect a large part of the study for a couple of reasons. Much of the study planning on the segments that would not have had light rail stations were focused on ensuring that people would be able to travel by walking, bicycling or using bus transit. This non-motorized and bus transit focus would be important whether or not light rail transit became a reality. Also, light rail stations were not planned in most of segment 1 (Eastgate Plaza to Gateway in Chapel Hill) and all of segment 4 (Academy Road to University Drive in Durham) of the study. The trajectory of the Corridor Study will not need to change in these two end segments.

The Study will not be able to provide detailed transit planning. We can assume that some type of high capacity transit will be provided to support the expected higher density and mixed use land uses in the nodes along the corridor. However, the exact location and capacity of this transit will be unknown.

MPO staff prefer this option because it will produce valuable planning guidance for non-motorized and bus transit throughout the corridor and acknowledge that some type of high capacity transit is required.

#### Wrap up Study in current status

The MPO can finish the Corridor Study with the tasks that have been completed to date. There would not be a third public workshop and the final product would consist of a community and travel profile, vision and goals, and a set of strategies (e.g., conceptual designs) to address the needs of the four corridor segments. Parts of these designs assume light rail transit stations and therefore might be of limited value for planning. One can make the assumption that this project could be restarted using the profile, vision and

goals and some of the strategies when the plan for future transit in the corridor is resolved. However, in reality, these tasks would have to be redone once the Study contents are but a few years old.

MPO staff does not support this option because it is likely that none of the Corridor Study products will be useful.

Pause Study and Conduct Detailed Transit Study for the Corridor

Under this scenario, the Corridor Study would be put on hold while a more in-depth transit analysis and study of the corridor is completed. The transit study would provide insight into the type of high capacity transit that would be most effective and identify a bus system that is not primarily focused on complementing the D-O LRT. Once this transit study is complete, the US 15-501 Corridor Study could be finalized with appropriate recommendations.

MPO staff does not support this option because the transit study would be focused only on the US 15-501 corridor when it should have a regional scope. Also, it would add significant delays to the Corridor Study..

**TC Action:** Discuss status of US 15-501 Study and recommend to the MPO Board on how to complete the Study.

## **REPORTS FROM STAFF:**

**12. Report from Staff**

[19-107](#)

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

The current TC roster is attached. Please review the roster and send any necessary updates to Aaron Cain. A reminder that, per the TC by-laws, any changes to the TC roster must come from the chief executive officer of each jurisdiction or agency.

**TC Action:** Receive report from Staff. Update the TC roster as necessary.

**Attachments:** [2019-04-24 \(19-107\) LPA staff report.pdf](#)

**13. Report from the Chair**

[19-108](#)

**Nishith Trivedi, TC Chair**

**TC Action:** Receive report from the TC Chair.

**14. NCDOT Reports**[19-109](#)

**Joey Hopkins (David Keilson/Richard Hancock), Division 5 - NCDOT**

**Mike Mills (Pat Wilson/Ed Lewis), Division 7 - NCDOT**

**Brandon Jones (Bryan Kluchar, Jen Britt), Division 8 - NCDOT**

**Julie Bogle, Transportation Planning Division - NCDOT**

**John Grant, Traffic Operations - NCDOT**

**TC Action:** Receive reports from NCDOT.

**Attachments:**      [2019-04-24 \(19-109\) NCDOT Progress Report.pdf](#)

**INFORMATIONAL ITEMS:**

**Adjourn**

**Next meeting: May 22, 9 a.m., Committee Room**

**Dates of Upcoming Transportation-Related Meetings: None**