



GoTriangle
Planning & Legislative Committee
Wed, June 27, 2018 2:30 pm-3:45 pm

I. Call to Order and Adoption of Agenda

ACTION REQUESTED: Adopt agenda.

(1 minute Will Allen III)

II. Approval of Minutes - May 23, 2018

ACTION REQUESTED: Approve minutes.

(1 minute Michelle Dawson)

III. Modification of the Martin Luther King Jr. Parkway Station Park-and-Ride

ACTION REQUESTED: Recommend change to the Martin Luther King Jr. Parkway D-O LRT Station park-and-ride lot.

(20 minutes Danny Rogers)

MLK Jr Pkwy Current Design

IV. Modification of the Erwin Road Alignment

ACTION REQUESTED: Recommend change to the Erwin Road alignment.

(20 minutes Danny Rogers)

Erwin Current Design

Erwin Proposed Refinements

V. Adjournment

(Will Allen III)

**GoTriangle Board of Trustees
Planning & Legislative Committee Meeting Minutes
May 23, 2018**

Board Room, The Plaza, 4600 Emperor Blvd., Suite 100
Durham, NC

Committee Members Present:

Will Allen III, Committee Chair
Wendy Jacobs
Vivian Jones

Mark Marcoplos (arr. 10:12 a.m.)
Jennifer Robinson

Committee Members Absent:

Nina Szlosberg-Landis (excused)

Committee Chair Will Allen III called the meeting to order at 10:05 a.m.

I. Adoption of Agenda

Action: On motion by Robinson and second by Jones the agenda was adopted. The motion was carried unanimously.

II. Approval of Minutes

Action: On motion by Robinson and second by Jones the minutes of the February 28, 2018, meeting were approved. The motion was carried unanimously.

III. FY19 Business Plan

John Tallmadge two documents which are attached and hereby made a part of these minutes. He reminded the Committee that annually the Board reviews the initiatives identified in the Strategic Plan for the upcoming fiscal year. He pointed out new and added initiatives for each of the five strategic objectives. He also discussed the second attachment, an example from transit operations of a one-pager for its six initiatives, which states the purpose, objectives and milestones for the initiative. Tallmadge stated that these one-page documents were being developed for all the initiatives.

Robinson suggested that milestones that have been accomplished remain on the list with a checkmark to show their completion.

Action: On motion by Jones and second by W. Jacobs the Committee voted to recommend Board approval of the FY19 business plan. The motion was carried unanimously.

IV. BRT Evaluation Framework

Patrick McDonough discussed the proposed BRT evaluation framework.

Action: On motion by Robinson and second by Marcoplos the minutes of the Committee voted to recommend Board approval of the BRT Evaluation Framework from the Wake Transit Major Investment Study. The motion was carried unanimously.

Allen suggested the Committee bring forward this recommendation to the Board at today's meeting.

V. Acceptance of Real Property by Donation

General Counsel Blake stated that this will allow the General Manager to accept donations of property for the ROW that is needed without having to come back to the Board for each, as long as the associated costs are within \$100,000.

Action: On motion by Jones and second by Robinson the minutes of the Committee voted to recommend Board adoption of a resolution authorizing General Manager to accept donations of real property. The motion was carried unanimously.

VI. Sponsorship and Naming Rights Policy

Shelley Blake presented a draft sponsorship and naming rights policy for discussion. She explained that the policy is set up for GoTransit Partners to accept the donation, but the GoTriangle Board would approve the naming. She noted that the location and historic reference of a property has to remain.

Action: On motion by Robinson and second by W. Jacobs the Committee voted to recommend Board adoption of the Sponsorship and Naming Rights Policy. The motion was carried unanimously.

VII. Update on Joint Development Program

Patrick McDonough's presentation is attached and hereby made a part of these minutes.

VII. Adjournment

Action: Chair Allen adjourned the meeting at 11:19 a.m.

Will Allen III, Committee Chair

Attest:

Michelle C. Dawson, CMC
Clerk to the Board of Trustees

Draft



Connecting all points of the Triangle

MEMORANDUM

To: GoTriangle Board of Trustees Planning and Legislative Committee

FROM: Capital Development: D-O LRT Project Team

DATE: June 13, 2018

SUBJECT: **D-O LRT Project Request for Design Change Approval:
Modification of the Martin Luther King Jr. Parkway Station Park-and-Ride**

Strategic Objective or Initiative Supported

This item supports Strategic Objective 1.1: Increase number of customers served with Sustainable Transportation Services.

Action Requested

Staff requests that the Planning and Legislative Committee recommend the proposed change to the Martin Luther King Jr. Parkway D-O LRT Station park-and-ride lot to the GoTriangle Board of Trustees for approval at their July meeting.

Background and Purpose

At the July 26, 2017 meeting, the Board of Trustees approved the Design Change Approval Policy (Policy) for the D-O LRT Project. The Policy established three Categories of changes:

- Category 1, includes changes which would require approval by each signatory board of the Transit Plans: the Durham Board of County Commissioners, the Orange Board of County Commissioners, the DCHC-MPO Policy Board, and the GoTriangle Board of Trustees.
- Category 2, includes changes which would require approval by the GoTriangle Board of Trustees. For changes in this category, GoTriangle staff will provide the Durham and Orange Boards of County Commissioners and the DCHC-MPO Policy Board with the opportunity to review and provide input on the change prior to bringing the change to the GoTriangle Board of Trustees for final approval.
- Category 3, generally includes all other proposed design changes and establishes that the D-O LRT Project Director has approval authority for design changes within this Category. However, the D-O LRT Project Director and/or Executive Oversight Team may choose to recommend that design changes in Category 3 should be elevated to the GoTriangle Board of Trustees for approval.



Request to Modify the Martin Luther King Jr. Parkway D-O LRT Station Park-and-Ride.

In the baseline scope of the D-O LRT Project as defined in the Record of Decision (ROD) and Amended ROD issued by the Federal Transit Administration (FTA) in February 2016 and December 2016, respectively, the Martin Luther King Jr. Parkway D-O LRT Station park-and-ride site requires acquisition of a portion of the Parkway Plaza development including the At Home store. The proposed change would rework the layout of the park-and-ride facility to avoid acquisition of the store.

Because this design change entails modification of right-of-way it falls within Category 2 which requires approval by the GoTriangle Board of Trustees. As part of the Board review and approval process, GoTriangle staff will solicit input regarding the modification from the Durham County Board of Commissioners, the Orange County Board of Commissioners, and the DCHC MPO Policy Board.

Following are some of the key issues related to this proposed change.

Why is staff recommending this change?

- When this site was initially selected, the commercial development on the site was vacant.
- With the recent up-fit (including the At Home store) and adjacent active retail businesses, the cost of acquiring the real estate required for the original park-and-ride site is significantly more than the real estate cost for other park-and-ride sites.
- It was determined that a reconfiguration of the park-and-ride site would result in significant real estate cost savings.

The proposed changes to the park-and-ride site would convert several smaller parcels near the station area into parking spaces. One parcel would need to be acquired from the NCDOT, one parcel that includes the SunTrust bank and previously a partial acquisition would need to be fully acquired, and a third parcel that is unoccupied would need to be fully acquired. Currently, the conceptual change results in an approximate loss of 250 spaces from the original design. The park and ride lot at the South Square Station is being refined to increase by approximately 350 spaces.

If the Board approves this refinement, GoTriangle staff will submit an environmental re-evaluation to the FTA to compare the environmental effects of the proposed refinement to the effects previously disclosed in the Draft Environmental Impact Statement (DEIS) and determine if the commitments outlined in the Amended Record of Decision mitigate the effects. FTA will then determine if additional environmental documentation is needed (e.g., NCCU Supplemental Environmental Assessment) or if the existing environmental documentation is sufficient.



Financial Impact

The cost estimate for the proposed change is approximately \$8-\$10 million less than the original design.

- As part of FTA-required cost management practices, changes to the base cost estimate (both savings and increases) associated with changes in the project design are tracked throughout Engineering (final design) and considered together. Although the overall project budget is set at entry into Engineering at \$2.476 billion, it is typical to shift expenditures between FTA cost categories to meet the needs of the project.

In other words, savings in one area can cover for additional expenditures in another area. This allows the agency and the project team to use the final design process to better align spending with goals and values.

Attachments

- Map showing the existing park-and-ride site

Staff Contact

- Danny Rogers, 919-485-7579, drogers@gotriangle.org





D-O LRT Project with Proposed Refinements
MLK Jr. Parkway Station

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Connecting all points of the Triangle

MEMORANDUM

TO: GoTriangle Board of Trustees Planning and Legislative Committee
FROM: Capital Development: D-O LRT Project Team
DATE: June 13, 2018
SUBJECT: **D-O LRT Project Request for Design Change Approval:
Modification of the Erwin Road Alignment**

Strategic Objective or Initiative Supported

This item supports Strategic Objective 1.1: Increase number of customers served with Sustainable Transportation Services.

Action Requested

Staff requests that the Planning and Legislative Committee recommend the proposed change to the Erwin Road alignment to the GoTriangle Board of Trustees for approval at their July meeting.

Background and Purpose

At the July 26, 2017 meeting, the Board of Trustees approved the Design Change Approval Policy (Policy) for the D-O LRT Project. The Policy established three Categories of changes:

- Category 1 includes changes which would require approval by each signatory board of the Transit Plans: the Durham Board of County Commissioners, the Orange Board of County Commissioners, the DCHC-MPO Policy Board, and the GoTriangle Board of Trustees.
- Category 2, includes changes which would require approval by the GoTriangle Board of Trustees. For changes in this category, GoTriangle staff will provide the Durham and Orange Boards of County Commissioners and the DCHC-MPO Policy Board with the opportunity to review and provide input on the change prior to bringing the change to the GoTriangle Board of Trustees for final approval.
- Category 3, generally includes all other proposed design changes and establishes that the D-O LRT Project Director has approval authority for design changes within this Category. However, the D-O LRT Project Director and/or Executive Oversight Team may choose to recommend that design changes in Category 3 should be elevated to the GoTriangle Board of Trustees for approval.



Request to Modify the Erwin Road Alignment.

In the baseline scope of the D-O LRT Project as defined in the Record of Decision (ROD) and Amended ROD issued by the Federal Transit Administration (FTA) in February 2016 and December 2016, respectively, the light rail alignment is median-running at-grade in Erwin Road. The proposed change would shift the alignment to side-running at-grade between Cameron Boulevard and LaSalle Street, and a mix of side-running and median-running aerial alignment between LaSalle Street and NC 147.

Because this design change is substantial, GoTriangle staff recommends that the change be elevated from Category 3 to Category 2 which requires approval by the GoTriangle Board of Trustees. As part of the Board review and approval process, GoTriangle staff will solicit input regarding the modification from the Durham County Board of Commissioners, the Orange County Board of Commissioners, and the DCHC MPO Policy Board.

Following are some of the key issues related to this proposed change.

Why is staff recommending this change?

- Unique utilities beneath Erwin Road present challenges for the median at-grade design. In particular, coordination with key 3rd party stakeholders has revealed underground 44kv power cables that must be avoided due to their strategic importance to Duke University Hospital. An aerial guideway would significantly minimize the impacts to this critical power source.
- Emergency access to Duke University Hospital is a top priority. An aerial guideway would help ensure that access to Duke's Level 1 Trauma Center remains unimpeded during and after construction.
- Coordination with Duke University, Duke University Health System, and the Durham VA Medical Center revealed concerns regarding impacts related to the magnitude of the road-widening required by an at-grade median alignment along Erwin Road. For instance, with the median at-grade alignment Duke University's John Hope Franklin Building would have to be relocated – that is no longer needed due to the proposed alignment change. An aerial guideway would reduce impacts related to road-widening.
- Coordination with key 3rd party stakeholders exhibited concerns with traffic impacts due to an at-grade median alignment along Erwin Road. Elevating the light rail alignment in the median decreases the impacts to traffic. One of the traffic mitigation measures in the initial design included a roundabout at the Elba Street interchange off of NC 147. Due to the aerial structure alignment that mitigation is no longer needed as part of the D-O LRT Project.



- Duke University Health System expressed significant concerns with the impacts to the Global Health Research Building on the south side of Erwin Road due to the magnitude of the road-widening caused by an at-grade median alignment along Erwin Road. This facility is part of Duke University's collaboration with the National Institutes of Health, and is under strict grant requirements. Changing to an aerial structure in the median decreases the required widening of the roadway, minimizing the impacts to this important research facility.

GoTriangle staff has submitted an environmental re-evaluation to the FTA to compare the environmental effects of the proposed refinement to the effects previously disclosed in the Draft Environmental Impact Statement (DEIS) and determine if the commitments outlined in the Amended Record of Decision mitigate the effects. FTA directed GoTriangle to prepare a Supplemental EA including this and other proposed project refinements for public review.

Financial Impact

The cost estimate for the proposed change is approximately \$90,000,000 more than the baseline design.

As part of FTA-required cost management practices, changes to the base cost estimate (both savings and increases) associated with changes in the project design are tracked throughout Engineering (final design) and considered together. Although the overall project budget is set at entry into Engineering at \$2.476 billion, it is typical to shift expenditures between FTA cost categories to meet the needs of the project. In other words, savings in one area can cover for additional expenditures in another area. This allows the agency and the project team to use the final design process to better align spending with goals and values.

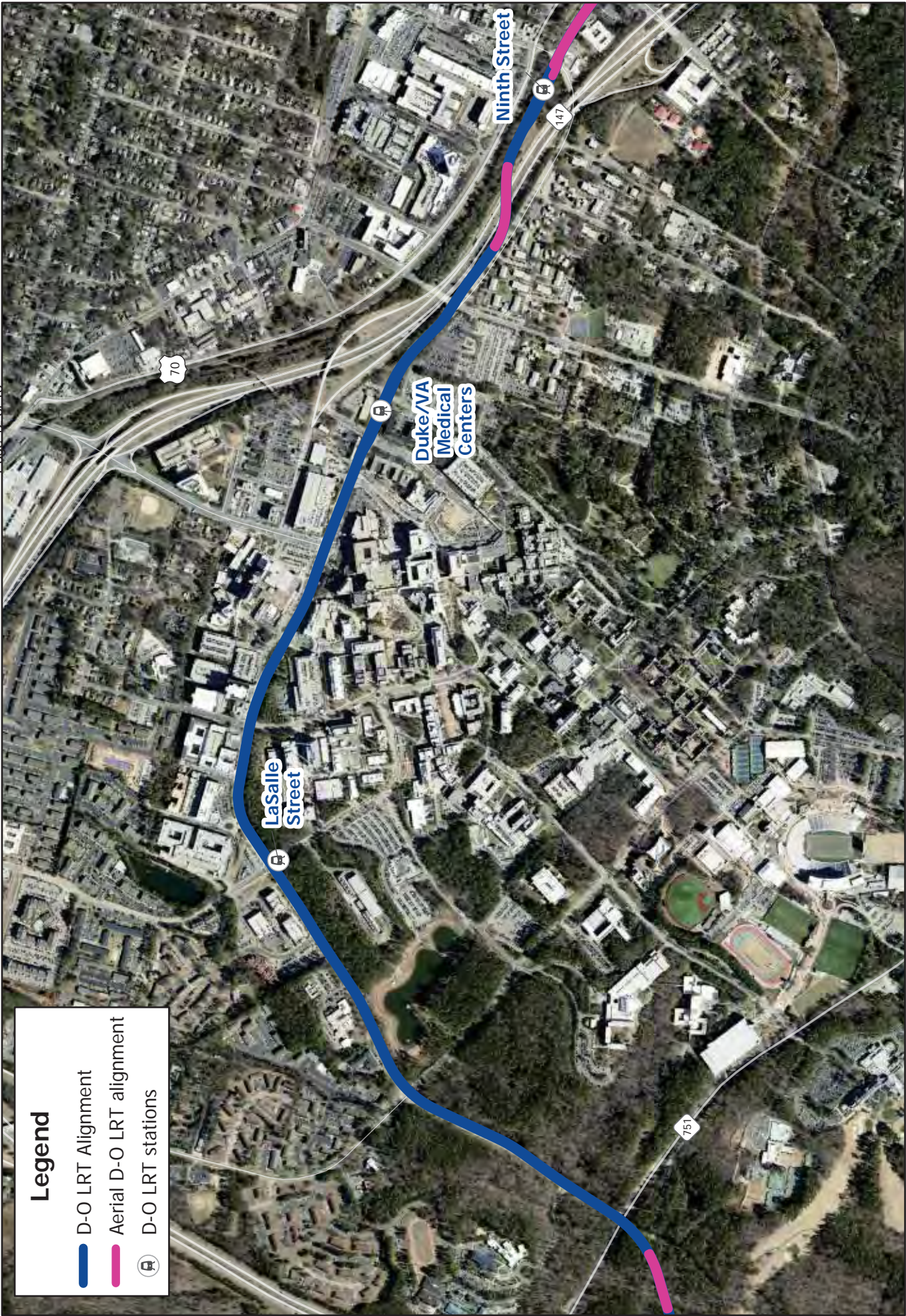
Attachments

- Map showing the Previous Design
- Map showing the Proposed Project Refinements

Staff Contact

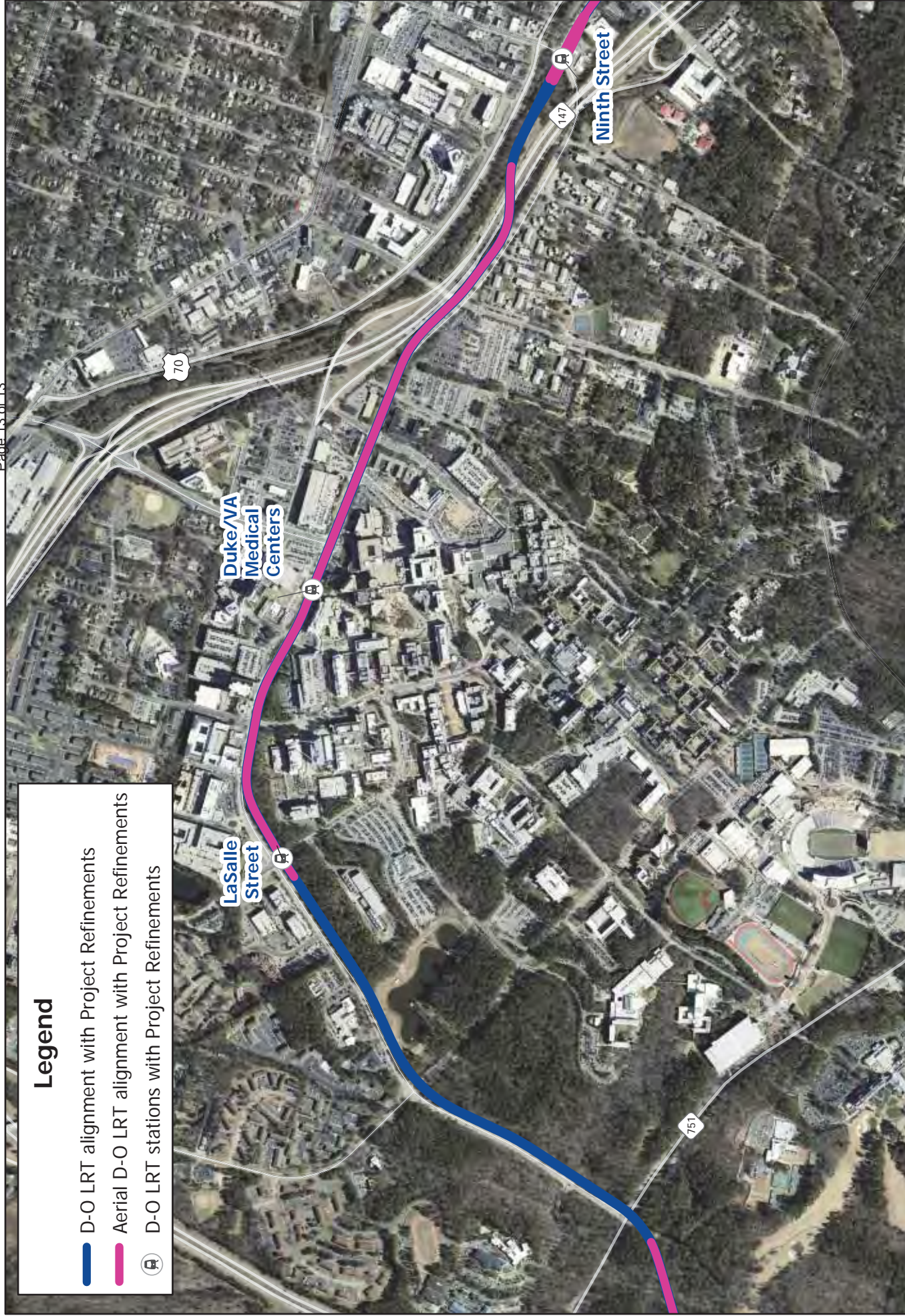
- Danny Rogers, 919-485-7579, drogers@gotriangle.org





**D-O LRT Project baseline scope
Erwin Road segment**

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Legend

- D-O LRT alignment with Project Refinements
- Aerial D-O LRT alignment with Project Refinements
- D-O LRT stations with Project Refinements



0 500 1,000 2,000 Feet

D-O LRT Project with Proposed Refinements Erwin Road segment

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