

**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION BOARD**

**April 13, 2022**

**MINUTES OF MEETING**

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board met on April 13, 2022, at 9:00 a.m. remotely via Zoom. The following people were in attendance:

Jenn Weaver (Chair)	Town of Hillsborough
Karen Howard (Vice Chair)	Chatham County
Jamezetta Bedford (Member)	Orange County
Michael Parker (Member)	GoTriangle
Leonardo Williams (Member)	City of Durham
Javiera Caballero (Member)	City of Durham
Pam Hemminger (Member)	Town of Chapel Hill
Wendy Jacobs (Member)	Durham County
Damon Seils (Member)	Town of Carrboro
Mark Bell (Alternate)	Town of Hillsborough
Adam Searing (Alternate)	Town of Chapel Hill
Brenda Howerton (Alternate)	Durham County
Lisa Mathis (Alternate)	NC Board of Transportation
Ellen Beckmann	Durham County
Nishith Trivedi	Orange County
Theo Letman	Orange County
Josh Mayo	Chapel Hill Planning
Bergen Watterson	Chapel Hill Planning
Tina Moon	Carrboro Planning
Bill Judge	City of Durham
Brian Taylor	City of Durham
Sean Egan	City of Durham
Tom Devlin	City of Durham
Evian Patterson	City of Durham
John Hodges-Copple	Triangle J Council of Government
Matt Day	Triangle J Council of Government
Jay Heikes	GoTriangle
Meg Scully	GoTriangle
Rachel Stair	Raleigh-Durham International Airport
Kurt Stolka	University of North Carolina
Joe Geigle	Federal Highway Administration
David Keilson	NCDOT Division 5
Pat Wilson	NCDOT Division 7
Stephen Robinson	NCDOT Division 7
Bryan Kluchar	NCDOT Division 8
Julie Bogle	NCDOT TPD

42	DeDreana Freeman	Council Member, City of Durham
43	Jacob Rigg	Regional Transportation Alliance
44	Graham Bruns	McAdams
45	Heidi Perov	Resident
46	Brian Rhodes	Resident
47		
48	Vernetta Alston	State Representative District 29
49	Marcia Morey	State Representative District 30
50	Zack Hawkins	State Representative District 31
51	Graig Meyer	State Representative District 50
52	Natalie Murdock	State Senator District 20
53	Mike Woodard	State Senator District 22
54		
55	Andy Henry	DCHC MPO
56	Aaron Cain	DCHC MPO
57	Dale McKeel	DCHC MPO/City of Durham
58	Kayla Peloquin	DCHC MPO

59 Quorum Count: 10 of 10 Voting Members

60 **1. Roll Call**

61 Chair Jenn Weaver called the meeting to order at 9:00 a.m. The Voting Members and Alternate  
 62 Voting Members of the DCHC MPO Board were identified through a roll call and are indicated above.

63 **PRELIMINARIES:**

64 **2. Ethics Reminder**

65 Chair Jenn Weaver pointed out the Ethics Reminder and asked if there were any known  
 66 conflicts of interest with respect to matters coming before the MPO Board and requested that if there  
 67 were any identified during the meeting for them to be announced. There were no known conflicts  
 68 identified by MPO Board Members. Chair Jenn Weaver reminded Board Members of the state ethics  
 69 filings due April 18, 2022.

70 **3. Adjustments to the Agenda**

71 Javiera Caballero made a motion to move item #14 ahead of item #13 and add the Letter of  
 72 Support for Triangle J Council of Government (TJCOG) Federal Appropriations Request for the

Connected Region project as item #11A on the consent agenda. Jamezetta Bedford seconded the motion. The motion passed unanimously.

**4. Public Comments**

There were no public comments.

**5. Directives to Staff**

Chair Jenn Weaver asked if there is a timeframe for moving forward with the directive regarding development of a racial equity policy and/or framework for the MPO. Aaron Cain said that will likely occur during the second half of the year.

**CONSENT AGENDA:**

**6. Approval of the March 9, 2022, Board Meeting Minutes**

Kayla Peloquin, LPA Staff

**7. Transportation Improvement Program (TIP) Amendment #10**

Kayla Peloquin, LPA Staff

**8. FY22 UPWP Amendment #2**

Marief Klein, LPA Staff

**9. GoTriangle Regional Transit Center Letter of Support**

Jay Heikes, GoTriangle

**10. Resolution to Approve FY23 CMAQ-Funded Projects**

Aaron Cain, LPA Staff

**11. Adoption of New Triangle Regional Model Protocol**

John Hodges-Copple, TJCOG

Aaron Cain, LPA Staff

**11A. TJCOG Letter of Support for Connected Region Project**

Lee Worsley, TJCOG

Wendy Jacobs asked if the Triangle Regional Model (TRM) protocol update should be added to the directives to staff because the motion language mentions the need to revisit the protocol. Aaron Cain said the protocol has been an ongoing conversation and it can be added to the directives to staff.

Wendy Jacobs said the Connected Region project that is described in the letter of support for TJCOG is a great project that could create a shared regional vision.

Pam Hemminger made a motion to approve the Consent Agenda. Javiera Caballero seconded the motion. The motion passed unanimously.

#### **ACTION ITEMS:**

##### **12. MTP Discussion with Legislative Delegation**

**Senator Mike Woodard, North Carolina General Assembly**

**Mayor Jenn Weaver, DCHC MPO Board Chair**

**Andy Henry, LPA Staff**

Chair Jenn Weaver welcomed the Durham, Orange, and Chatham legislative delegations to the meeting for a discussion on the recently adopted 2050 Metropolitan Transportation Plan (MTP). Chair Jenn Weaver expressed appreciation for this dialogue as the state legislature will play a critical role in the ability of the MPO to achieve the vision laid out in the plan. Senator Woodard said the delegations are excited to hear more about the MTP and hear MPO Board Members' thoughts on the plan. The members of the Durham, Orange, and Chatham delegations introduced themselves.

Andy Henry shared background information on DCHC MPO and the 2050 MTP, which is a multimodal plan listing transportation investments for the next 30 years in conjunction with a financial plan balancing expected costs and revenues. Andy Henry described the extensive public engagement and key themes heard from the public, such as to minimize climate change and support low-income and minority populations. Andy Henry shared population and employment data projecting vast increases from 2020 to 2050. Andy Henry gave an overview of the visionary 2050 MTP that increases investments in transit, reduces roadway investments, funds all of the projects in local bicycle and pedestrian plans, and increases funding for roadway operation and maintenance compared to the previous 2045 MTP. Andy Henry described the assumptions used for funding calculations and land use policies necessary to make the plan a reality.

126 Senator Woodard asked to what extent population changes outside of the MPO planning  
127 boundary, particularly in fast growing southern Granville County, factored into the development of the  
128 MTP. Senator Woodard expressed concern that once the East End Connector is operational, commuting  
129 patterns may change in the region as jobs in Durham and RTP become more accessible, and asked how  
130 that was factored into the planning. Andy Henry said population projections are pulled from InfoUSA,  
131 which analyzes where industries are growing and how suitable a parcel is for development based on  
132 factors such as proximity to a highway that would in turn attract a population increase.

133 Senator Woodard thanked the MPO Board for their forward thinking on the MTP and expressed  
134 concerns over the removal of all major roadway projects after 2040, the elimination of plans to widen  
135 NC 147, and the decision to not convert US 70 and US 15-501 into expressways. Senator Woodard asked  
136 what the thought process was for those decisions given the projected growth for the region. Chair Jenn  
137 Weaver said when the MPO Board saw the first iteration of the MTP and the projected associated  
138 impacts on air quality and traffic, the Board saw the MTP was not in alignment with the goals of the  
139 region and the MPO. Wendy Jacobs said that adding more roads will not solve the congestion problems  
140 nor reduce carbon emissions, so the Board challenged MPO staff to find creative solutions to achieve  
141 those goals. Wendy Jacobs added that the MPO has budgeted funding for a corridor study of US 70 to  
142 look more closely at what a modernization would entail and how to create multimodal solutions without  
143 displacing businesses. Wendy Jacobs said there is also a corridor study for US 15-501 and a study for NC  
144 147 to engage with the community and begin preparations to apply for the Reconnecting Communities  
145 grant in the Bipartisan Infrastructure Law (BIL) to ameliorate the harmful effects of urban renewal.

146 Damon Seils said the projections relied on for planning can themselves shape the future rather  
147 than using planning as a tool to shape the future. Damon Seils said the visionary approach to this MTP  
148 will finally break the cycle and make it clear that the MPO is proactively planning, not simply responding  
149 to the anticipated growth because it is the projections that rely on the planning, not the planning that

150 relies on the projections. Damon Seils stated that overinvestment in roadways will undermine  
151 investments in transit as a multimodal network cannot be achieved by continuing the same investment  
152 patterns that have been used for decades. Lisa Mathis said that NCDOT is supportive of DCHC's MTP and  
153 is glad to see the regional focus of the plan. Michael Parker said the largest source of greenhouse gas  
154 emissions in North Carolina are from transportation, so the MTP needs to reduce Vehicle Miles Traveled  
155 (VMT). Michael Parker said we are in a state of cognitive dissonance as NCDOT requires that 90% of  
156 funding go towards highway projects, and even with the rapid proliferation of electric vehicles, the  
157 congestion issue will remain. Damon Seils said the biggest obstacle to successful implementation of the  
158 MTP will be aligning funding with the goals, and help from the legislature and NCDOT are integral to the  
159 success of the plan. Michael Parker said during the development of the 2045 MTP, it was discovered  
160 that the impact of land use regulations on congestion are greater than the impacts of transportation  
161 investments. Michael Parker said that projections are not destiny and therefore a clear vision must be  
162 articulated and then land use and funding can be aligned to support the vision.

163       Javiera Caballero urged legislators to provide more support at the state level and be true  
164 partners to serve the voters, especially during this election year. Senator Woodard said these three  
165 legislative delegations are involved, however the other county delegations may not be as supportive.  
166 DeDreana Freeman said she is glad to know TJCOG is involved although the race equity piece seems to  
167 have been left out of the conversation thus far. DeDreana Freeman said that residents displaced from  
168 Durham due to gentrification may be displaced to rural areas and should be incorporated into planning  
169 as well. DeDreana Freeman encouraged working with the existing Government Alliance on Race and  
170 Equity (GARE) programs.

171       Representative Meyer applauded how the MTP brings together so many levels of government  
172 and intersecting pieces of public policy. Representative Meyer asked for a list of specific changes in  
173 statute are needed that require legislative action and another list of what NCDOT policies and

procedures need to change. Representative Meyer asked if there have been conversations to rethink NCDOT division boundaries to create one division to reflect the MPO planning area. Lisa Mathis said there are benefits to having three NCDOT divisions in the planning area because the MPO is not confined to one region and has the ability to pull on resources from three divisions. Chair Jenn Weaver said the MPO will be happy to provide those lists to the delegations. Damon Seils said a joint priorities document was adopted with the Capital Area MPO (CAMPO) that defines some of the needed budgetary and statutory changes. Wendy Jacobs said that certain actions will need to be implemented statewide to benefit both rural and urban counties.

Senator Woodard asked for more details on the assumption of revenue modernization, new local revenues, and changes to the Strategic Transportation Investments (STI) law and the NCDOT prioritization process. Andy Henry said it was not assumed that all funding available to the MPO for highways could be shifted to non-vehicular modes but there are assumptions that funding would be more flexible for urban areas in the outer years. Andy Henry said it was assumed that funding from the NC First Commission would not be subject to STI and therefore would be a more flexible funding source. Senator Woodard said the MPO and other bodies need to help push the conversation on revenue modernization forward to help make changes to STI. Vernetta Alston asked if the projected highway funding is based on current highway spending or a population forecast, and Andy Henry said the revenue estimates are population based. Michael Parker said he was disappointed by the NC First Commission report that did not discuss public transit or other multimodal opportunities. Michael Parker added that there is no dedicated funding for regional transit that leads to competition between local and regional needs. Michael Parker said it is unsustainable to assume no state funding for large projects and greater flexibility is needed at the local and regional levels to generate funds. Representative Meyer said he sees the opportunity to change the dynamics of the NC General Assembly as more discussions occur on transportation and land use. Lisa Mathis said education for both the public and the General

Assembly is a critical first step. Javiera Caballero suggested that a subcommittee could be formed to help jurisdictions create the list of needed statutory changes. Chair Jenn Weaver said the aforementioned joint policy priority document will provide a great starting point.

Pam Hemminger said there is disconnect between the Metropolitan Mayors Coalition and the rest of the League of Municipalities on transportation issues. Pam Hemminger said there is common alignment that NCDOT funding is insufficient as all jurisdictions are struggling with funding reductions and project delays. Pam Hemminger said perhaps this conversation could be a way to encourage all colleagues in the league to support multimodal ideas. Chair Jenn Weaver thanked Board Members and the legislative delegations for their participation. Chair Jenn Weaver highlighted the key themes that mobility is essential for equity, health, and climate change mitigation, and strong partnerships are needed in order to achieve this MTP.

This item was for discussion purposes; no further action was required by the Board.

**14. Greater Triangle Commuter Rail Opportunity Analysis Overview: Summaries of Land Use, Affordable Housing and Travel Markets Analysis**  
**John Hodges-Copple, TJCOG**

John Hodges-Copple said this presentation provides an overview of three separate analyses undertaken by TJCOG as part of the Greater Triangle Commuter Rail (GTCR) opportunity analysis. John Hodges-Copple said the analyses were designed to complement the work done by GoTriangle and the consultant team focusing on service analysis. John Hodges-Copple introduced the three analyses; affordable housing, travel market, and land use. John Hodges-Copple described the opportunity analysis framework comprised of three areas: the four-county region, the rail corridor, and the station study areas. John Hodges-Copple said the two key concepts of the GTCR corridor analysis are opportunity (opportunity combined with actions can lead to benefits whereas opportunity alone does not equal benefits) and the descriptive analysis lens that seeks to understand the evidence, not make recommendations.



John Hodges-Copple reviewed the two different types of affordable housing, Legally Binding/Affordable-Restricted (LBAR) and Naturally Occurring Affordable Housing (NOAH). John Hodges-Copple described various land use analysis metrics with relation to housing, jobs, and future growth capacity on both geographic and temporal scales. John Hodges-Copple presented development patterns of land use within the corridor and described the benefits of focusing on equitable Transit Oriented Development (TOD). John Hodges-Copple described the travel market using county-to-county commuter flow data between residencies and jobs within the GTCR corridor. John Hodges-Copple said there is a mix of high earning and low-to-moderate income jobs within the corridor. John Hodges Copple touched on REINVEST neighborhoods that typically have high transit propensity due to RE (race and ethnicity) IN (income) VE (vehicle availability) ST (status of LBAR units). John Hodges-Copple reviewed key points of each of the three analyses.

Wendy Jacobs asked if the 1,500 acres of publicly controlled land were considered when investigating opportunity sites for affordable housing. John Hodges-Copple said the search did include the publicly controlled land although the data has not been verified. Wendy Jacobs asked if the land surrounding station areas are publicly controlled by GoTriangle, and John Hodges-Copple confirmed this. Wendy Jacobs asked if the projected households and jobs data was the same as what was included in the 2050 MTP and John Hodges-Copple said the land use forecasts used for this analysis were the same as those used for the MTP. Wendy Jacobs said asked if there has been any analysis on impacts to land use and congestion if the investment in commuter rail is not made. John Hodges-Copple said that although nearby transit stations increase the suitability of sites, much of the development in major hubs will occur regardless of commuter rail. John Hodges-Copple said the investment will serve land use rather than drive land use and would be more influential in suburban areas than downtown centers. Wendy Jacobs said using LBAR housing and publicly controlled land with Federal Transit Administration (FTA) joint development program could be a tool to create more affordable housing and connect more

low-income residents to jobs if commuter rail is pursued. Javiera Cabellero said the first mile/last mile connections are crucial and commuter rail will not be equitable without them.

This item was for informational purposes; no further action was required by the Board.

**13. Triangle Bikeway Study**  
**Dale McKeel, LPA Staff**

Dale McKeel presented the Triangle Bikeway project study area and the project evolution. Dale McKeel said CAMPO and DCHC jointly funded a feasibility study in 2019 and more work has been done on eastern side resulting in an implementation study from RTP to Raleigh and a feasibility study in the DCHC area. Dale McKeel said this project began at the same time as the pandemic, so engagement efforts had to be done virtually, but meaningful feedback was received. Dale McKeel pointed out the mismatch between corridor demographics and survey respondent demographics and said focus groups with under-represented populations were used to supplement the surveys. Dale McKeel said both methods of engagement found strong support for the project, a desire for the project to be well integrated with transit, and a focus on safety and separation from motor vehicle traffic. Dale McKeel compared the current and desired commuting patterns of respondents in the job rich corridor. Dale McKeel described the recommended alignment selection process and the final recommended alignment and typical section. Dale McKeel shared the cost estimates and then reviewed next steps. Dale McKeel said TJCOG has agreed to play a lead role and help with managing the advisory committee. Dale McKeel shared the implementation scenarios and the benefits and challenges of each.

Chair Jenn Weaver asked for more details on the upcoming process, and Dale McKeel said there will be a public hearing at the May Board meeting and the study will be ready for adoption in June. Wendy Jacobs said she would like to hear more about possible next steps specifically for the MPO about costs for design and planning. Wendy Jacobs said CAMPO is considering funding their portion and beyond to the Regional Transit Center and RTP. Wendy Jacobs said there may be opportunities to

reduce the cost for the portions in Durham and Orange Counties. Chair Jenn Weaver said this project would a great example of emphasizing that biking is a mode of transportation, not just for recreation.

Jamezetta Bedford made a motion to release the report for a 30-day public comment period.

Michael Parker seconded the motion. The motion passed unanimously.

#### **REPORTS:**

##### **15. Report from the MPO Board Chair**

**Jenn Weaver, Board Chair**

Chair Jenn Weaver stated a reminder that the state ethics filings are due April 18, 2022. Chair Jenn Weaver invited reflection on the RTA tour from those who attended. Wendy Jacobs said it was great to see important stakeholders spending time together during the well-organized trip. Wendy Jacobs encouraged members to look at Circuit, a partner with the privately funded Brightline train, that provides first mile/last mile connections. Leonardo Williams said that Durham has wounds to heal from the discontinuation of the Durham-Orange Light Rail Transit (D-O LRT), yet Durham also needs to move forward building up transportation capacity. Leonardo Williams said he is most looking forward to the MPO working with CAMPO, GoTriangle, and other governing boards to learn from the past and determine how to move forward in a transparent manner. DeDreana Freeman noted one consistent message from the RTA tour was that you cannot build on crumbled foundation and therefore it is necessary to take time to heal the damage from D-O LRT or else the opportunity will be missed to move forward with everyone on board.

##### **16. Report from the Technical Committee Chair**

**Ellen Beckmann, TC Chair**

Ellen Beckmann said updates will be available soon on the Durham and Orange Transit Plans and the joint Transit Plan Governance Study. Ellen Beckmann said work is progressing on the Durham and Orange FY23 Work Programs.

##### **17. Report from LPA Staff**

296           There was no additional report.

297   **18. NCDOT Reports**

298   **Lisa Mathis, NC Board of Transportation**

299           Lisa Mathis said the FY24-33 State Transportation Improvement Program (STIP) draft will be  
300 released in a revised format in May 2022. Lisa Mathis outlined the rest of the STIP development  
301 schedule and said the goal is to provide a more trustworthy and reliable STIP. Lisa Mathis shared a  
302 useful tool to learn more about the Infrastructure Investment and Jobs Act (IIJA) called the Brookings  
303 Federal Infrastructure Hub. Lisa Mathis reminded meeting participants of the opportunity to volunteer  
304 for the NCDOT spring litter sweep from April 16-30.

305   **Brandon Jones (David Keilson), Division 5 - NCDOT**

306           David Keilson said on the East End Connector is on schedule to open in late June and sign work  
307 will begin in early May.

308   **Wright Archer (Pat Wilson, Stephen Robinson), Division 7 - NCDOT**

309           Pat Wilson the Franklin Street repaving will begin after graduation in mid-May. Pat Wilson said  
310 work will not begin on I 40 until the summer.

311   **Patrick Norman (Bryan Kluchar), Division 8 - NCDOT**

312           Bryan Kluchar had no additional report.

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

314           Julie Bogle had no additional report.

315   **John Grant, Traffic Operations - NCDOT**

316           There was no report.

317   **Nick Morrison, Integrated Mobility Division – NCDOT**

318           There was no report.

319   **INFORMATIONAL ITEMS:**

320 **19. 2022-2025 On Call Agreement Informational Presentation**

321 **20. Recent News, Articles, and Updates**

322 Pam Hemminger asked if there has been a decision on continuing to hold Board meeting  
323 remotely until the NC State of Emergency that has just been extended through mid-summer is lifted.  
324 Chair Weaver said the May Board meeting will be virtual and will work on defining a path forward.

325 **ADJOURNMENT:**

326 There being no further business before the DCHC MPO Board, the meeting was adjourned at  
327 12:10 p.m.