

**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION BOARD AND
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION BOARD**

1 December 2020

MEETING SUMMARY

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board and the Capital Area Metropolitan Planning Organization Board met on December 1, 2020, at 9:00 a.m. remotely via Zoom. The following Board members and alternates were in attendance:

Wendy Jacobs (Chair)	Durham County
Jenn Weaver (Vice Chair)	Town of Hillsborough
Charlie Reece	City of Durham
Pierce Freelon	City of Durham
Damon Seils	Town of Carrboro
Pam Hemminger	Town of Chapel Hill
Michael Parker	GoTriangle
Lisa Mathis	NC Board of Transportation
Amy Ryan	Town of Chapel Hill
Mike Fox	NC Board of Transportation
Sig Hutchinson (Chair)	Wake County
Michael Grannis	Clayton
Dick Sears	Holly Springs
Bob Smith	Angiers
Ronnie Curran	Rolesville
Will Allen	GoTriangle
Tim Karen	Granville County
Ken Marshburn	Garner
Vivian Jones	Wake Forest

DCHC MPO Chair Wendy Jacobs called the meeting to order at 9:00 a.m. A roll call of MPO Board Members and Alternates was performed. The Voting Members and Alternate Voting Members of both MPOs were identified and are indicated above.

PRELIMINARIES:

2. Welcome

Wendy Jacobs, Chair DCHC MPO Board

Sig Hutchinson, Chair CAMPO Board

DCHC chair Wendy Jacobs and CAMPO chair Sig Hutchinson welcomed everyone to the joint MPO Board meeting.

3. Public Comments

John Tallmadge of Bike Durham thanked the DCHC MPO Board for adopting aggressive goals for the 2050 Metropolitan Transportation Plan (MTP), including removing disparities to access, elimination of carbon emissions by 2050, and Vision Zero (elimination of deaths and serious injuries on streets and roadways). John Tallmadge encouraged the MPO Boards to embrace priorities similar to the 2050 MTP goals and not leave low-income and minority neighborhoods behind. John Tallmadge encouraged Representative Price to co-sponsor Representative Chai's resolution about transit funding at a 50-50 level with highways in the Federal Transportation Bill.

DISCUSSION ITEMS:

4. Federal Outlook

David Price, United States Congress

CAMPO Board Chair Sig Hutchinson introduced Congressman David Price. Sig Hutchinson stated that Representative Price serves as the Chair of the Transportation Appropriations Committee.

Representative David Price stated that the United States House of Representatives is working to procure additional funding for inner-city rail and that North Carolina and Virginia have plans for an inter-state passenger rail from Charlotte, NC to Washington, D.C. Representative Price discussed Consolidated Rail Infrastructure and Safety Improvements Program (CRISI) funding and the goal for a diverse transit system in the Triangle. Representative Price emphasized the importance of having a federal partner for local transit investments.

Representative Price gave an update on federal policies, including the stimulus bill for COVID-19 relief and the reauthorization of the Fixing America's Surface Transportation (FAST) Act. Since the start of the COVID-19 pandemic in March 2020, transit agencies, rail, and airline industries across the country

have seen plummeting revenues, which have stunted projects. Representative Price outlined the Coronavirus Aid, Relief, and Economic Security (CARES) Act and the Health and Economic Recovery Omnibus Emergency Solutions (HEROES) Act, and made an important distinction between COVID relief to keep transportation networks functional and a stimulus/infrastructure package.

Representative Price discussed the possibility of a future infrastructure bill that would simultaneously focus on a wide range of transportation modes and climate change mitigation, all while ideally including bipartisan cooperation.

Regarding the question of reauthorization of the FAST Act, Representative Price stated that the five-year FAST Act has been renewed for one year, and could be followed by the proposed INVEST Act. Representative Price highlighted a few components of the INVEST Act, including a focus on repairing before building new roads, climate change goals, and a large investment in Amtrak and intercity rail.

DCHC MPO Chair Wendy Jacobs thanked Representative Price and said she is looking forward to working with him. Representative Price thanked guests and suggested that individuals contact him through his office if they have questions or comments.

5. State Outlook

Beau Mills, Executive Director of North Carolina Metro Mayors Coalition and Director of Urban Affairs for the League of Municipalities

Kevin Leonard, Executive Director of North Carolina Association of County Commissioners

Beau Mills gave a presentation outlining the recent presidential election and how it may impact the outlook of transportation in 2021 and beyond. Beau Mills stated that there was not tremendous change at the state level following the 2020 election. Kevin Leonard agreed that the composition of the state General Assembly remained relatively consistent.

Beau Mills encouraged local government elected officials to be engaged with the state legislative processes. Kevin Leonard reviewed the two proposed goals in the North Carolina Association of County Commissioners (NCACC) general government committee:

- 86 1) Increase state funding for existing and new transportation construction and maintenance
87 needs and support legislation to ensure that the Strategic Transportation Investment (STI)
88 funding formula recognizes that one size does not fit all and that projects in both rural and
89 urban areas are prioritized in funding
90 2) Authorize maintenance funds for subdivision streets.

91 There will be a virtual conference in January 2021 to approve the goals and then the next step
92 will be to get them enacted in the General Assembly.

93 Beau Mills discussed the policy development process for the League of Municipalities and said
94 that public transportation and multimodal transportation continue to be top priorities. Beau Mills gave
95 an update on the North Carolina Department of Transportation (NCDOT), which has experienced short-
96 term financial challenges (natural disasters, legal settlements, and the COVID-19 pandemic) and long-
97 term financial challenges (inadequate and outdated revenue sources). Beau Mills stated that there have
98 been changes to the NCDOT Board.

99 Beau Mills stated that the state legislature is going to wait and see what aid funding comes from
100 the federal government, and then work will commence on a state budget. Priorities are unlikely to
101 change in the state legislature, so creativity is necessary to find new sources of funding. Kevin Leonard
102 added that broadband infrastructure has been a top legislative goal. Kevin Leonard discussed local
103 governments advocating for flexibility with funding because there is hope for bipartisanship in
104 infrastructure investment. Lastly, Beau Mills encouraged everyone to engage and build coalitions with
105 many relevant organizations.

106 **6. Joint MPO Transportation Policy Priorities – Local Level**

107 **Chris Lukasina, CAMPO**

108 **Brandon Watson, CAMPO**

109 **Dale McKeel, DCHC MPO**

110 **John Hodges-Copple, TJCOG**

111 Chris Lukasina reviewed the original Policy Priorities document and the Policy Priorities Revision
112 Guide, which are useful to help strengthen CAMPO's and DCHC's combined voice to advocate for

mobility improvements in the Triangle. Chris Lukasina said that three of the seven joint policy priorities will be discussed today, the first one being “Invest for Success.” “Invest for Success” supports passage of a statewide transportation bond and a new state funding source for multimodal investments tied to economic development hubs in small towns, rural areas, and along major metro corridors.

Chris Lukasina said that BuildNC Bonds have been approved but are limited to highway investments. He added that the public comment period for the NC Moves Plan was recently completed and the NC First Commission identified several possible future transportation funding sources.

Chris Lukasina stated that potential revisions to the Invest for Success policy priority would be: (1) to develop a more detailed priority document; (2) emphasize two key regional needs for a state partner; (3) stress that the region seeks a handshake, not a handout, as a partner that can match regional action with state action; and (4) clarify the next steps for the MPOs and what local communities can do to pursue successful investments.

There was an opportunity for meeting panelists to provide feedback and guidance through polling questions indicating how supportive or unsupportive they believe their community would be to certain components of “Invest for Success.” The results indicated there was generally high support for dedicated recurring state funds to match competitive federal grants and a state revenue source for multimodal investments serving key job hubs in small towns, rural areas, and along major metro corridors.

Brandon Watson introduced the second joint policy priority, “Strengthen Support for Demand Management and Technology,” which has the following two focus areas: (1) to take regional transportation demand management partnership to the next level, and (2) to have a three-pronged technology approach for active freeway management, a traffic signal systems network, and regional hub programs.

Brandon Watson discussed that Transportation Demand Management (TDM) has experienced delays in funding. Brandon Watson said that NCDOT has reorganized to create the Integrated Mobility Division, which includes bicycle, pedestrian, public transportation modes, and TDM. In response to the COVID-19 pandemic, Brandon Watson stated that the online teleworking toolkit has seen a significant increase in usage. Additionally, the Triangle Intelligent Transportation System (ITS) strategic deployment update was recently completed.

Brandon Watson stated that the potential revisions to the Strengthen Support for Demand Management and Technology policy priority included (1) strengthen the language on the importance of a sustained, stable state revenue source to match MPO and service provider funding commitments; (2) add a specific MPO next step tied to one of the three prongs in the priority and based on one of the new ITS plans' recommendations; and (3) explicitly incorporate equity considerations into TDM program monitoring and funding decisions.

Another poll was opened to panelists to collect feedback on potential revisions to this policy priority.

Dale McKeel introduced the third policy priority, "Make NC a Leader in Active Transportation Investments," and outlined the changes since 2018 and some of the current challenges. Dale McKeel stated that the priorities in the current document are to (1) restore state funding for standalone bike and pedestrian projects; (2) lower the local match requirements to incentivize more investments; (3) prioritize side paths for busy, high speed roads; (4) modify procedures to make design, funding and maintenance easier; and (5) emphasize the use of flexible funding.

Some changes to this policy priority were reviewed including the revision of the Complete Streets Policy at the state level, the formation of the Integrated Mobility Division, funding secured for the safe routes to schools program, and the creation of the great trails state plan. Dale McKeel noted the current challenges include bike/ped crash fatalities have trended upwards, projects have

experienced delays due to NCDOT funding shortfall, the impacts of COVID, and fewer investments than peer states for independent bike/ped projects.

Dale McKeel stated that potential revisions to the “Make NC a Leader in Active Transportation Investments” policy priority include increasing safety funding proportional to bike/ped fatalities, monitoring implementation of Complete Streets policy and design flexibility, and maintain emphasis on schools but expand focus to active and safe routes to work, food, transit, and parks. The next poll asked about supportiveness for the potential revisions.

John Hodges-Copple introduced the final topic of “Next Steps on Policy Priorities” and discussed the 2050 Metropolitan Transportation Plan (MTP) schedule and scenario framework, which will be reviewed in more detail at individual MPO meetings.

The final poll questions were posted and John Hodges-Copple prompted panelists to comment in the chat on “How would you describe your understanding of why we develop and analyze scenarios as part of the MTP?” and “How do we develop and analyze scenarios?”

7. Conclusion

Wendy Jacobs, DCHC MPO Chair

DCHC MPO Chair Wendy Jacobs summarized next steps for staff of both MPOs to bring revisions that were just proposed to their upcoming MPO Board meetings and collaborate on 2050 MTP scenarios. Wendy Jacobs and Sig Hutchinson expressed gratitude for all of the presenters, staff, and attendees that provided input at the meeting.

ADJOURNMENT:

There being no further business before the DCHC MPO and CAMPO Boards, the meeting was adjourned at 10:46 a.m.