

41	Yanping Zhang	DCHC MPO
42	Kayla Peloquin	DCHC MPO
43	Mariel Klein	DCHC MPO
44	Geoff Green	Resident
45	John Tallmadge	Bike Durham
46	Heidi Perov	Resident

47 Quorum Count: 9 of 10 Voting Members

48 **1. Roll Call**

49 Chair Wendy Jacobs called the meeting to order at 9:00 a.m. The Voting Members and
50 Alternate Voting Members of the DCHC MPO Board were identified through a roll call and are indicated
51 above. Michael Parker made a motion to excuse the absence of Board Member Karen Howard. Pam
52 Hemminger seconded the motion. The motion passed unanimously.

53 **PRELIMINARIES:**

54 **2. Ethics Reminder**

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

59 **3. Adjustments to the Agenda**

60 Aaron Cain said the time allotment for item #9 2050 MTP – Alternative Analysis should be
61 increased from 20 minutes to 60 minutes due to additional input from the Technical Committee
62 included in an updated presentation as well as two speakers signed up to speak at the public hearing.

63 **4. Public Comments**

64 There were no public comments.

65 **5. Directives to Staff**

66 Chair Wendy Jacobs mentioned the directive to staff given at the August 11, 2021 MPO Board
 67 meeting for MPO staff to draft a letter to NCDOT about the cancellation of Strategic Transportation
 68 Prioritization (SPOT) 6.0 is included in the agenda.

69 **CONSENT AGENDA:**

70 **6. August 11, 2021 Board Meeting Minutes**

71 Chair Wendy Jacobs made two minor changes to the NCDOT report section of the August 11,
 72 2021 Board meeting minutes.

73 **7. Bus on Shoulder System (BOSS) Study**

74 **Anne Phillips, LPA Staff**

75 **8. Transportation Improvement Program Amendment #7**

76 **Anne Phillips, LPA Staff**

77 Damon Seils made a motion to approve the Consent Agenda with the changes requested by
 78 Chair Wendy Jacobs. Pam Hemminger seconded the motion. The motion passed unanimously.

79 **ACTION ITEMS:**

80 **9. 2050 MTP – Alternative Analysis**

81 **Andy Henry, LPA Staff**

82 Andy Henry shared a presentation on the Alternative Analysis schedule and public engagement
 83 process, a survey update, a metrics update, a preliminary outlook for 2050 Metropolitan Transportation
 84 Plan (MTP) revenue, preliminary projects, and land use. Andy Henry said the discussion should surround
 85 priorities for development of the Preferred Option, which would become the draft 2050 MTP. Andy
 86 Henry shared the schedule for the remainder of the MTP development. Andy Henry summarized
 87 previous and upcoming public engagement events for the MTP Alternative Analysis public comment
 88 period from July 29 to September 15, 2021. Andy Henry reviewed the priorities of the 734 survey
 89 respondents demonstrating strong support for Commuter Rail Transit (CRT) and bicycle and pedestrian
 90 infrastructure. Andy Henry presented metrics for travel choice neighborhoods, such as bicycle and

91 pedestrian safety for the whole DCHC MPO, zero-car households, low-income households, and
92 minorities.

93 Andy Henry reviewed the preliminary financial revenue projections for each alternative
94 compared to the 2045 MTP revenue projections. Andy Henry pointed out the following trends: the
95 general State and Federal capital funding increases, continued transit funding to support existing
96 services increases, funding for new and expanded transit services decreases, and maintenance and
97 operations funding increases. Andy Henry emphasized three key points: 1) the MPO must balance costs
98 and revenues inside three ten-year horizons, 2) costs and revenues for nearly all of the 2030 horizon and
99 part of the 2040 horizon will be based on the most recent Transportation Improvement Program (TIP),
100 and 3) DCHC MPO has always flexed funding from roadway to non-roadway projects in the last two
101 horizon years as 90% of funds go to highway projects through the Strategic Transportation Investments
102 (STI) process. Andy Henry shared the highway projects that were included in the 2045 MTP and said
103 revenue projections for the 2050 MTP is healthy and it is unlikely that any project will have to be
104 removed due to lack of funding.

105 Andy Henry mentioned bus transit and bicycle/pedestrian projects were not listed in the 2045
106 MTP, but need to be included in the financial plan, travel model, and the MPO's list of roadway related
107 capital improvements. Andy Henry stated that Vehicle Miles Traveled (VMT) is a stubborn output metric,
108 difficult to see movement on in the Triangle Regional Model (TRM). VMT is projected to increase around
109 75% from 2020 to 2050, according to the TRM. Andy Henry described how the Opportunity Places land
110 use development foundation included in the Shared Leadership and All Together alternatives require
111 changes to current land use plans and policies such as higher density developments at anchor
112 institutions, increased density and land use mix at key hubs, and increased affordable housing along
113 transit corridors. As public engagement is concluding, MPO staff will be working on modeling, financial,
114 and other technical work to produce the Preferred Option while coordinating project selection with local

115 planners and working in tandem with the Durham and Orange County Transit Plan development
116 processes.

117 Chair Wendy Jacobs thanked Andy Henry and the MPO staff for their work on the MTP
118 Alternatives and highlighted the fact that the MTP is a fiscally constrained plan heavily dependent on
119 state funding. Damon Seils asked several procedural questions regarding the MTP development process
120 and the February deadline. Andy Henry said the current 2045 MTP will lapse after February 21, 2022 and
121 it would prohibit federal action on projects until the new MTP is adopted, with the exception of certain
122 transit, bicycle, and pedestrian projects that are exempt. Damon Seils asked about the process for
123 amending the MTP after adoption. Andy Henry said the MTP can be amended through a two-month
124 process. Damon Seils discussed the purpose of Alternative Analysis and questioned how it is intended to
125 relate to the Preferred Option. Andy Henry responded that the most important component of the
126 Alternative Analysis is for constituents to see what projects are included and provide feedback. Damon
127 Seils said the Shared Leadership and All Together scenarios don't differ much in terms of revenue
128 because they both include additional revenue from the NC First Commission and the All Together
129 Scenario includes an additional ½ cent transit tax revenue. Damon Seils pointed out that while the All
130 Together Scenario is the most aspirational the revenue does not differ from other scenarios and the
131 presentation did not list what projects that revenue will be spent on. Andy Henry and Damon Seils
132 discussed how costs are developed for highway and non-highway projects.

133 Damon Seils questioned the meaning of "fiscal constraint" within projections of revenue in
134 coming decades, especially when NCDOT recently ran into a major revenue problem and is
135 reprogramming the ten-year State Transportation Improvement Program (STIP). Andy Henry said the
136 first decade and part of the second decade of the MTP revenue are based on revenue projections
137 already established in the TIP, and the revenue projections are based on the NC Moves revenue model.

138 Damon Seils expressed concern with constraining the MTP projects to revenue projections on the basis
139 of models that have no bearing on reality.

140 Michael Parker brought up the notion of fiscal constraint and pointed out the revenue
141 projections include an additional half cent on the sales tax, so the revenue projections could be altered
142 within reason. Michael Parker added that even with all of the projects and spending in the MTP, VMT
143 will increase by 75%. Michael Parker suggested using the models to demonstrate what projects, land use
144 policies, and resources it would take to reduce the projected VMT increases. Andy Henry agreed and
145 mentioned the Existing + Committed Scenario is a no-build scenario to show a baseline for Measures of
146 Effectiveness (MOEs) that continue to demonstrate a large increase in VMT. Michael Parker said the
147 DCHC MPO Board Members aspire to be leaders in climate action and improving transit, so using the
148 MTP is a great way to establish that advocacy and leadership position because the entire MTP includes
149 about \$19 billion in spending that has minimal impact on the MOEs. Andy Henry said that expectations
150 of revenue and project implementation need to be reasonable in the long-range plans.

151 Chair Wendy Jacobs opened the public hearing and asked speakers to stay within a three-minute
152 timeframe. Geoff Green, a resident of Chapel Hill, urged the MPO Board to ensure the 2050 MTP reflects
153 the values of the local jurisdictions that multimodal investment is critical and that climate change is a
154 threat. Geoff Green said it is not enough to do the right things, we also need to stop doing the wrong
155 things, and each alternative includes wrong things of billions of dollars allocated for highway widening
156 and new highway construction. Geoff Green said he understands that developing alternatives that
157 modify or remove large climate change inducing projects would be in direct conflict with NCDOT and
158 perhaps the Capital Area MPO (CAMPO). Geoff Green elaborated that because it is written into the STI
159 law to favor widening highways, the responsibility falls to those elected to public office to provide
160 leadership. Geoff Green concluded that an MTP that fully aligns with the values of member jurisdictions
161 is an important, albeit difficult, step that can make a difference.

162 John Tallmadge, Executive Director of Bike Durham, said the organization was optimistic that
163 the 2050 MTP would chart a new course to a safe, affordable transportation system for everyone after
164 the MPO Board adopted goals last summer including zero deaths and serious injuries, zero disparity of
165 access, and zero carbon emissions. John Tallmadge said Bike Durham was concerned that the Deficiency
166 Analysis largely addressed issues of highway capacity and driver delay, and he was disappointed to see
167 there was no alternative that would actually meet the adopted goals. John Tallmadge said that although
168 the All Together scenario is the best option presented, it is still insufficient, and the use of the model
169 only provides insight into auto-centric MOEs and mode share, so staff needs new analytical approaches.
170 All alternatives accept the next ten years are fixed and the model is unresponsive. John Tallmadge said
171 that little community engagement is focused on the development of projects. John Tallmadge said
172 because the alternatives have been limited what can be funded under existing laws and rules, we cannot
173 even see what it would take to achieve the goals. John Tallmadge asked for alternatives that
174 demonstrate how we would reach our goals, even if they would require changes to local, state, and
175 federal funding processes.

176 John Tallmadge pointed out ways in which the All Together scenario falls short – there is no
177 funding for safety, no funding for Transportation Demand Management (TDM), and no indication of
178 investment for infrastructure or incentives for electrifying the transportation system. Overall, Bike
179 Durham wants to see the MPO Board direct staff to develop a bold scenario that gets us on the path to
180 meet our goals and reduce the drive alone mode share by 25% by 2050. Chair Wendy Jacobs thanked
181 the public commenters and asked the speakers to send written copies of their comments to MPO staff
182 to distribute to the Board.

183 Lisa Mathis said that excellent questions have been raised and she will look into revenue and
184 spending information at the state level. Lisa Mathis echoed previous points about leadership and
185 aligning the MPO's plans with our values is incredibly important. Damon Seils emphasized that the MPO

186 needs a plan that reflects our priorities and pointed out that most, if not all, MPO jurisdictions have
187 adopted climate and sustainability plans to publicly accept the climate crisis. Damon Seils brought up
188 the presentation slide titled “Stubborn VMT” that portrays VMT as an entity that has no relation to the
189 decisions and behaviors in the plan. Damon Seils said that in reality, the plan itself impacts the VMT
190 output, so the plan is creating the problem that we say we are trying to avoid. Damon Seils added that
191 transit becomes an effective tool for helping us achieve our goals when implemented in conjunction
192 with decreased funding for highway projects. Damon Seils asked for staff to create an alternative that
193 reflects the priorities of the MPO Board, even if that means utilizing different tools.

194 Chair Wendy Jacobs asked for a response from staff on the proposal of creating two
195 alternatives, one that abides by current funding models, tools, and restrictions being imposed on the
196 MPO by current state structures and funding streams, and another bold alternative that would require
197 fundamental change. Chair Wendy Jacobs reminded members that even if the MPO turns down money
198 for highways, it does not mean that money can be used for any transit, bicycle, or pedestrian project the
199 MPO more fully supports. Chair Wendy Jacobs said this points to the need for transformative change at
200 the state level. Andy Henry said two alternatives can be created for the Preferred Option, although the
201 tools we have may not reflect the types of changes requested. Andy Henry said the bold alternative can
202 be aspirational and become a tool to highlight the changes we would need from all stakeholders at
203 various levels. Michael Parker said the MTP is typically viewed as an additive process (what projects can
204 be added), but it needs to also be a subtractive process (what car-oriented projects can be omitted).

205 Vice Chair Jenn Weaver mentioned that Hillsborough recently approved a two cent property tax
206 increase to fund the implementation of the Comprehensive Sustainability Plan, which demonstrates that
207 Hillsborough is taking the climate crisis seriously. Vice Chair Jenn Weaver stated that having a visionary
208 plan that aligns with our values and addresses the urgency of climate change is essential to ever being
209 able to achieve the goals. Vice Chair Jenn Weaver said the MPO Board members have to defend their

210 choices to their communities, which would not be easy to do with any of the alternatives presented,
211 especially because the preliminary survey responses clearly show the community priorities align with
212 the priorities of board members. Overall, the MTP needs to identify the roadblocks to achieving our
213 broadly supported goals as systemic issues are hampering the ability to change the status quo. Vice
214 Chair Jenn Weaver thanked Andy Henry, MPO staff, Board members, and the public commenters for
215 their involvement.

216 Charlie Reece thanked Andy Henry for being willing to engage in this conversation, and thanked
217 MPO Board members and public commenters. Charlie Reece stated agreement with all of the points
218 brought up thus far and looks forward to reviewing a bolder alternative. Charlie Reece stressed the need
219 for continued conversation about the tools available to MPO staff to develop the alternatives and the
220 MPO's capacity to alter the traditional funding streams. Charlie Reece concluded that adopting a long-
221 range plan that reflects our values should be the easiest step because it would not require changing any
222 policies. Chair Wendy Jacobs added that we need to work on a regional scale to have a substantial
223 impact, and the MTP will be discussed extensively at the September 29, 2021 joint Board meeting with
224 CAMPO. Chair Wendy Jacobs said we need to develop strategies to reach out to other MPOs across
225 North Carolina. Chair Wendy Jacobs acknowledged the role of NCDOT staff in this process, and hopes
226 they will help convey the MPO's messages in the work they are doing.

227 Pam Hemminger added that Chapel Hill supports reflecting their values in the plan and that
228 change starts with good conversations. Pam Hemminger urged Board members and MPO staff to have
229 smaller conversations with CAMPO prior to joint board meeting, and have conversations with NCDOT
230 and other MPOs that will lead to larger changes. Pam Hemminger emphasized the need for the MPO to
231 plan for a sustainable future, and luckily the NC Board of Transportation (NCBOT) has been receptive to
232 hearing new ideas and making ideological shifts in the past. Pam Hemminger said we owe it to our
233 constituents and our planet to make this push for a bold alternative. Javiera Caballero expressed

234 gratitude for colleagues that have thought outside the typical constraints of long-range transportation
235 planning. Javiera Caballero recognized the importance of finding ways to effectively communicate the
236 technical language to residents in a way that they understand and encourage them to reach out to
237 NCDOT. Javiera Caballero thanked the public commenters and stated an overall need for better
238 advocacy for constituents. Chair Wendy Jacobs acknowledged a comment in the chat from Yanping
239 Zhang that 35% of VMT are from “External area to external area, i.e. from a place out MPO to another
240 place outside MPO. Only state-wide or large region projects may help the mode shift.” Chair Wendy
241 Jacobs said this statistic points to the need for regional and statewide collaboration.

242 Damon Seils suggested developing a directive to staff that the MPO Board can formally adopt.
243 Damon Seils said that although VMT and the climate crisis are integral issues, there are other important
244 factors at play such as impacts on air and water quality, human health and well-being, and racial equity,
245 that need to be considered in a visionary plan. Damon Seils said he hopes the visionary alternative
246 becomes the final adopted plan that will reset the baseline of expectations for long-range transportation
247 planning. Vice Chair Jenn Weaver asked Andy Henry about how the MTP will be communicated to
248 localities that are making land-use decisions so there is shared understanding between the MPO and
249 local governments. Andy Henry said in the past, there has been a general land-use section of the MTP
250 report, but this time Triangle J Council of Governments (TJCOG) can create a more detailed report of
251 land-use expectations. Chair Wendy Jacobs agreed that we need to be as specific as possible with the
252 land-use recommendations in a way that is actionable for local governments. Chair Wendy Jacobs
253 mentioned the previously used strategy to leverage NCDOT highway projects to add in transit and
254 bicycle/pedestrian projects. Chair Wendy Jacobs asked if highway funds can instead be redirected to
255 transit and bicycle/pedestrian projects. Aaron Cain responded that current STI laws and NCDOT funding
256 polices are restrictive, though staff continues to advocate for greater flexibility. Michael Parker added
257 that the MTP could be a platform to demonstrate the drawbacks of spending a large sum of money on

258 roadway projects in order to gain a small amount of money for non-roadway projects. Chair Wendy
 259 Jacobs closed the public hearing.

260 Damon Seils created a directive to staff to develop an MTP alternative that reflects the MPO's
 261 policy priorities around climate change, environmental impacts, racial equity, safety, and human health
 262 and well-being. Andy Henry asked for clarification on adherence to the TIP as it currently stands. Damon
 263 Seils responded that he would like to see a plan that aligns with the MPO's priorities and is open to
 264 making modifications to first ten-year horizon. Chair Wendy Jacobs suggested creating two alternatives
 265 – one reflecting the TIP in the first decade and then being visionary, and one alternative that is entirely
 266 open to new ideas. Chair Wendy Jacobs said that we do need to be realistic so we don't have the door
 267 closed on us.

268 Damon Seils made a motion to approve the directive to staff as outlined. Pam Hemminger
 269 seconded the motion. The motion passed unanimously.

270 **10. SPOT 6.0 and STIP Reprogramming Update**

271 **Anne Phillips, LPA Staff**

272 **Aaron Cain, LPA Staff**

273 Aaron Cain provided an update on the cancellation of SPOT 6.0. and said quantitative project
 274 scores will be released by NCDOT in September. Aaron Cain said the new STIP will be a reprogramming
 275 of projects in the current STIP to make them reasonably attainable with the revenue issues. Aaron Cain
 276 said the SPOT workgroup is working on a methodology for reprogramming that will occur during 2022
 277 and NCDOT has pledged to work closely with MPOs to ensure their priorities are reflected in the new
 278 STIP for FY24-33.

279 Michael Parker made a motion to authorize the MPO Board Chair to sign the final SPOT 6.0/STIP
 280 reprogramming letter. Vice Chair Jenn Weaver seconded the motion. The motion passed unanimously.

281 **REPORTS:**

282 **11. Report from the MPO Board Chair**

283 **Wendy Jacobs, Board Chair**

284 Chair Wendy Jacobs asked for clarification on how the MPO can implement the Bus on Shoulder
285 System (BOSS) study that was approved on the consent agenda. Aaron Cain said that now that the study
286 has been adopted, MPO staff can include BOSS facilities on future project submittals to SPOT and work
287 with NCDOT to design highways with upgrades for BOSS.

288 Chair Wendy Jacobs mentioned the report from the National Association of Realtors titled “On
289 Common Ground” that includes the article “The 15-Minute City,” which discusses land-use and
290 development in a way that would allow residents to reach anything they may need within a 15-minute
291 walk, bike ride, or transit trip.

292 **12. Report from the Technical Committee Chair**
293 **Ellen Beckmann, TC Chair**

294 Ellen Beckmann said an initial meeting with NCDOT was held to discuss implementation of the
295 complete streets guidelines and a presentation is being scheduled for October or November 2021. Ellen
296 Beckmann mentioned a contract has been signed for the transit plan governance study in Durham and
297 Orange counties through a cooperative process. Ellen Beckmann notified Board Members and MPO staff
298 that they may be contacted to assist with interviews.

299 **13. Report from LPA Staff**
300 **Aaron Cain, LPA Staff**

301 Aaron Cain reminded the MPO Board of the joint MPO Board meeting with CAMPO that is
302 scheduled for September 29, 2021 at 9:00 am, meeting location to be determined. Aaron Cain stated
303 the October 13, 2021 MPO Board meeting will be devoted primarily to the MTP. Chair Wendy Jacobs
304 pointed out the NCDOT litter sweep event that is in need of volunteers and asked members to spread
305 the word.

306 **14. NCDOT Reports**
307 **Lisa Mathis, NC Board of Transportation**

308 Lisa Mathis will submit a written report that will be distributed.

309 Brandon Jones (David Keilson), Division 5 - NCDOT

310 Brandon Jones said the initial complete streets meeting was positive and NCDOT is developing
311 new guidance and standards before the fall presentation and will be reaching out to local staff for input.
312 Brandon Jones shared a link to a presentation that will be given to the NC Board of Transportation on
313 SPOT 6.0 regarding updates to cost estimates, of which 99.2% have been completed for committed
314 projects and as of now, there is a \$6.2 billion increase. Brandon Jones shared budget information on
315 over programming of funds and said they hope new projects can be considered during SPOT 7.0, though
316 that may require massive cuts to committed projects. Brandon Jones thanked Chair Wendy Jacobs for
317 mentioning the litter sweep that will occur from September 11-25, 2021. Pam Hemminger asked about
318 the status of the multiuse path along Old Durham/Old Chapel Hill Road and Brandon Jones said he will
319 get back to her with an update. Chair Wendy Jacobs mentioned a concern about people using certain
320 roads to break-in to homes in the Gorman area in Durham and asked if NCDOT could help. Brandon
321 Jones said he will follow up with Chair Wendy Jacobs on the situation offline.

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

323 Pat Wilson had no additional report.

324 Patrick Norman (Bryan Kluchar), Division 8 - NCDOT

325 Kathryn Vollert stated Bryan Kluchar is out this week and said there are no changes to the report.

326 Julie Bogle, Transportation Planning Branch - NCDOT

327 Nick Tuttle announced he is filling in for Julie Bogle this week and had no additional report.

328 John Grant, Traffic Operations - NCDOT

329 There was no additional report.

330 INFORMATIONAL ITEMS:**331 15. Recent News, Articles, and Updates**

332 Chair Wendy Jacobs thanked staff for including the article on the Richmond bus system.

333

ADJOURNMENT:

334

There being no further business before the DCHC MPO Board, the meeting was adjourned at

335

11:07 a.m.