

NC Capital Area Metropolitan Planning Organization Meeting Minutes - Final Executive Board

One City Plaza
421 Fayetteville Street
Suite 203
Raleigh, NC 27601

Wednesday, September 29, 2021

9:00 AM

Conference Room

1. Welcome and Introductions

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 below:

*Wendy Jacobs (DCHC Chair) - County of Durham
Jenn Weaver (Vice DCHC Chair) -Town of Hillsborough
Charlie Reece - City of Durham
Karen Howard - County of Chatham
Brenda Hoverton - County of Durham
Jamezetta Bedford - County of Orange
Michael Parker - GoTriangle
Lisa Mathis - NC Board of Transportation
Damon Seils - Town of Carrboro
Pam Hemminger -Town of Chapel Hill*

*Sig Hutchinson (CAMPO Chair) - County of Wake
Vivian Jones (CAMPO Vice Chair) - Town of Wake Forest
Mary-Ann Baldwin - City of Raleigh
Russ May - County of Granville
Lewis Weatherspoon - County of Harnett
Will Allen III - GoTriangle
Melvin Mitchell - NC Board of Transportation Division 4
Valerie Jordan - NC Board of Transportation Division 5
Bob Smith - Town of Angier
Jacques Gilbert - Town of Apex
Michael Grannis - Town of Clayton
Jessica Day - Town of Knightdale
TJ Cawley - Town of Morrisville
Virginia Gray - Town of Wendell
Scott Brame - Town of Youngsville*

2. Public Comments

DCHC Chair Jacobs opened Public Comments and explained that due to time constraints individual comments would be limited to two (2) minutes. A total of thirteen (13) people signed up, with one person submitting comments in an email format.

Ms. Kym Hunter, senior attorney with Southern Environmental Law Center stated she has a decade experience working with community environmental groups. She said with regards to the current climate crisis, this is a turning point in transportation planning. She stated serious thought should be put forth to address and rethink goals, and she stressed that these ambitions need to come from the local level for the State to follow, both for short term as well as long term goals.

Mr. Harry Johnson, private citizen agreed with Ms. Hunter's statements. He stated he both lives and works in Durham and was excited to learn that both MPO's are talking together for this issue. He stressed the need to Reduce VMT per capita. He added that even with the push to switch over to electric vehicles, this alone will not meet the goals of reducing greenhouse gas. He felt funding should be allocated to do what we can to ensure healthier opportunities to live, work and play.

Ms. Mary Sell, interim director for Oaks and Spokes commented that a reassessment is needed of best practices to help align transportation projects with the stated community goals of equity and climate change issues and create better policies.

Mr. Terry Lansdell, director of BikeWalk NC appreciated the previous comments. He agreed it is time to provide a new vision for a comprehensive plan and added that this will be one of the foundation blocks for what the state will do in communities across the state. He said he was in support of looking at every option that reflects the needs, wants and desires of the local communities, and that investments in more sustainable options are needed. He felt investment in more sustainable, active transportation to support the anticipated growth and address current issues is needed.

Mr. Nathan Spencer, executive director of WakeUp Wake County. He said their mission is to promote healthy, sustainable communities throughout the region through education, advocacy and civic engagement. He stated as plans are made for 2050, they should include the goal of achieving a climate friendly region. This will mean reducing emissions, providing safe routes for all modes of transportation, recognizing climate change impacts and planning for a region that relies more on public transportation and land use for all residents. He said that WakeUp Wake County stands with its partners to support this type of plan but that understands this will not happen overnight.

Mr. John Tallmadge, executive director of Bike Durham thanked both MPO boards for recent decisions with bold goals, including Vision Zero, and for working through the difficult tradeoffs that will be needed to achieve these goals. He added focus should be not only on what can be afforded but to give communities the opportunities to discuss how to accomplish these priorities. He echoed the need to address climate change but also the need to focus on congestions relief. He asked both MPOs to join together to bring back bold alternates.

Ms. Mary-Jo Gellenbeck stated she is an active transportation advocate and shared that her own son and many in his generation have little to no interest in driving personal vehicles. She said a mind shift is needed when contemplating the future of transportation infrastructure. As it stands now, it is largely geared towards vehicle travel. She referenced Capital Boulevard and said the revenue generated from that project is not

focused on bike/ped improvements, and that the environment does not encourage walking or cycling. She raised the question of why additional vehicle lanes are being built, rather than more greenway or bike/ped space. She suggested discussions with NCDOT might help change policy and dedicate funding / Investments for a more active transportation infrastructure.

Mr. Dwight Otwell, current Chair of the Raleigh Bike/ Ped Advisory Commission commented that he has witnessed great work being done in terms of improvements to ensuring increased safe and comfortable access to the necessities of life, however, there is still much to be done. He echoed the sentiment that construction of more bike/ped facilities versus roadway projects should be addressed to change policy, which currently favors building cities for cars, not people.

Ms. Jasmine Washington, associate at the Southern Environmental Law Center said she agreed with Ms. Hunter's comments. She stressed the need for focus on multi modal transportation that ensures equity, that serves everyone and connects community members without the need for a car to access basic needs, and more connectivity options in more isolated areas, or the outer edges of big cities that anticipate growth.

Ms. Tina Govan, Raleigh resident asked that the cost of building and maintaining more roads be weighed against public health and desires. She suggested that there is a need for change in metrics and design for community projects, and that worldwide there have been efforts to change towards more sustainable and humane tracks of living. She added real action and leadership is needed at this crucial time and that more community engagement is needed.

Mr. Nick Neptune, president of the Oaks and Spokes board said that he had heard firsthand from constituents who have moved to locations with higher walkability and biking options. He echoed the previous comments made that this is the future of transportation needs and these investments in communities should be considered.

Ms. Heidi Perry, Carrboro resident and bike /ped advocate shared that last month the DCHC MPO had generated some alternative plans and appear to be ready to embrace this way of thinking. She said the current funding and scoring metrics are focused on the wrong things. She added she thought 75% of the NCDOT budget is allocated to new construction and maintenance of roadway projects instead of alternative, healthier bike/ped/greenway ones.

Mr. Chad Jones agreed with the need to stop prioritizing vehicles over people and listed several health benefits of walking and biking but said investments need to be made in things such as protected bike lanes and networks to make the transition.

Chair Jacobs thanked all speakers for their input and stated that the board is actively listening to community input. She added that if anyone did not have the opportunity to speak, members of the community may submit the comments via email.

The following commented was submitted in email format from Mr. Adam Terrando, WakeUp Wake County member:

My name is Adam Terando. I'm a resident of Raleigh, a climate scientist, a former member of the Raleigh Planning Commission, vice chair of WakeUp Wake County, and a dad. I'm writing today to strongly urge CAMPO to take a fresh look at long-range transportation planning in our region. It's time for us to align our plans with our community's values and goals that call on us to do our part to solve the climate crisis

and promote a more sustainable and equitable future. First, I want to thank you for adopting the All Together plan amongst the 2050 MTP alternative scenarios. This is a good first step in the right direction. However, even in this All Together scenario, there is forecasted to be a 16% increase in gasoline consumption if all investments are made as planned. This is simply unacceptable if we are going to meet our community goals to reduce climate pollution and stave off the worst effects of climate change. We are now witnessing the terrible consequences that result from adding billions of tons of carbon dioxide and other greenhouse gases into the atmosphere every year. Deadly heat waves, devastating hurricanes and floods, shrinking water supplies, and rising seas. In the US, fossil fuel emissions from the transportation sector make up the largest single source of heat-trapping gases that are released in the atmosphere, where they can linger for centuries and millennia. This means that to tackle the climate crisis, we have to tackle transportation emissions. One thing I want to emphasize is that we cannot rely on hopes that a change to an all electric vehicle fleet will solve this problem either. The time required to transition hundreds of millions of fossil fuel-powered vehicles to 100% renewable-powered electric vehicles simply does not align with the timeframes required to avoid the worst effects of climate change. Luckily, we still have time and we still have options. Most importantly, by adopting plans and strategies that seriously ramp down the level of vehicles miles traveled (VMT) in the region. You have the power to start to undo the damage we have done, and to chart a course to a sustainable and livable future. But that means rethinking what our priorities are when it comes to transportation and transportation investments. If we continue to prioritize shaving a couple minutes off of a commute time (for a few years before induced demand ratchets up the time again) by prioritizing road widening and car-dependent infrastructure, then we will be sentencing ourselves, our children, our grandchildren, and future generations to a terrible fate. I know many of you, respect you, and support you in your work and realize these are tough choices. But when it comes to the health of our planet and our society, I ask, what other choice do we have?

Thank you
Adam Terando, Ph.D.
Raleigh, NC

CAMPO Chair Hutchinson said he appreciated and agreed with all the stated public comments. He reiterated the opportunity to submit comments in email form if anyone was not able to speak during Public Comments today.

3. Minutes

3.1 Joint MPO Boards December 1, 2020 Meeting Summary

Attachments: [Joint DCHC and CAMPO Board Meeting Summary Dec. 2020](#)

The minutes /summary from the previous Joint MPO Boards Meeting held on December 1, 2020 were attached to the agenda and received as information.

4. Regular Agenda

4.1

Census Snapshot
John Hodges-Copple, TJCOG

Mr. John Hodges-Copple, Triangle J Council of Governments reported on this item.

Mr. Hodges-Copple presented a demographic snapshot for North Carolina counties and municipalities from 2010-2020. He stated that the North Carolina population increased by 900,000 people in this time span, with 330,000 of this growth from Wake, Durham and Johnston Counties (37%) and 700,000 from counties in the "Big 3" metro regions (77%).

He stated that 18 North Carolina cities and towns added 10,000+ people between 2010 and 2020 as well. Nine (9) of them are in the Triangle and added a combined 250,000 residents. Mr. Hodges-Copple stated that seven (7) of North Carolina's 25 largest cities are in the Triangle, each with more than 40,000 residents. He added that the Town of Apex will soon surpass the Town of Chapel Hill to become the fourth largest municipality.

4.2

NCDOT Integrated Mobility Strategic Initiatives
Ryan Brumfield, NCDOT Integrated Mobility Division

Mr. Ryan Brumfield, Director of the NCDOT Integrated Mobility Division reported on this item.

Mr. Brumfield provided an overview of the mission, goals for future of mobility, funding, and vision for the future of transportation.

Mr. Brumfield explained that the landscape of mobility is changing and that currently there are multiple modes that have been merged under one division. He shared an Organizational Chart which showed three core teams under him. He said that two of these positions are currently vacant.

- 1. Planning and Programming (regional, statewide planning/programming) – John Vine-Hodges*
- 2. Finance Administration (safety, education, compliance, finance, grant administration) – Vacant*
- 3. Innovations and Data – Vacant*

Mr. Brumfield expressed that the mission of integrated mobility is to provide leadership for safe, affordable, and innovative multimodal transportation throughout North Carolina. The core goals center around increasing access, enhancing quality of life, and ensuring safety.

Mr. Brumfield displayed a chart which showed the percentage of adults without a vehicle in North Carolina (approximately 1 million people) to showcase the need for increased access. He then presented information for the modes of transportation used in North Carolina and stated that feedback indicates people want options to enhance their quality of life and reduce commute times. He said that multimodal options lead to healthier lifestyles, and better environmental outcomes. Mr. Brumfield shared statistics Bike/Ped safety trends, with the number of pedestrian and bike crashes from 2015-2019 and stressed the need to ensure safety for all.

Mr. Brumfield explained that the vision for the Future of Transportation includes technology that streamlines cross-jurisdictional trip coordination and improves safety. Local and regional multimodal transportation options rival driving in terms of time, convenience, and cost and all transportation network users are accommodated safely. Land use and transportation planning are intertwined and ultimately residents are happier, healthier, and more likely to participate and succeed in the economy.

Mr. Brumfield said that NCDOT is leading on technology and innovation to improve quality of multimodal options. HE stated State funding opportunities exist through ConCPT and other state programs to expand cross-jurisdictional, coordinated public transit services. He explained on-demand micro-transit, which would be subsidized and provided as public transportation similar to Uber are possible. The first pilot launched in September 2020 and has been highly successful, doubling transit ridership in Wilson, even amid the pandemic.

Mr. Brumfield stated that strategic action toward vision and goals includes strengthening partnerships and regional coordination to foster innovation, embrace effective technologies and use data effectively to identify problems and develop solutions. He provided recent examples of the IMD's Innovation Process which include Mobility for All, NCCare360, RIDE, AM, CTE, Hope Grant and AppalCart. This strategic action is used to understand emerging mobility trends and challenges, develop ideas, secure grant

funding, pilot innovations and to deploy broadly and disseminate best practices.

Mr. Brumfield explained the IMD's Transit Technology Outlook centers upon the ideas that residents can plan, schedule, and pay for all transportation in one place, and that it is a truly on-demand transit (day-of or hour-of pickup) statewide with seamless cross-jurisdiction trips. The vision includes Statewide advanced scheduling software, supplemented with Transportation-as-a-Service (TaaS) in some locations, connected by Mobility-as-a-Service (MaaS) and an RFP is expected by end of 2021 for advanced scheduling software.

Mr. Brumfield provided information for funding of these projects. He said that the funding will expand the incorporation of multimodal components in existing highway projects when needs are identified, improve effectiveness of state and federal transit and active transportation funding by better aligning investments with needs, and enhance and streamline underutilized or underperforming transit and active transportation programs. He added that all should be ready for an increase in funding levels and to proactively prepare for discretionary funding opportunities.

He presented a chart for the transit grants in Infrastructure Bill, with a total for FY2021 Actual: \$2,952, 544,179 and FY2022 Proposed in IIJA: \$3,942,716,981. He shared more broad Discretionary Grants in Infrastructure Bill information:

- INFRA - \$8 Billion over 5 years proposed in IIJA*
- RAISE - \$7.5 Billion over 5 years proposed*
- New programs include:*
- Safe Streets and Roads for All – \$5 Billion*
- Strengthening Mobility and Revolutionizing Transportation Grant program – \$500 Million*
- National Infrastructure Project Assistance – \$5 Billion*
- Bridge Investment Program – \$9.2 Billion*
- Charging & Alternative Fueling Grants – \$5 Billion*

Mr. Brumfield concluded by providing his contact information and stating he welcomed any further discussion or questions.

Ryan Brumfield, Director

Integrated Mobility Division rbrumfield@ncdot.gov 919-928-3377

4.3

Connect 2050 Metropolitan Transportation Plan
Aaron Cain, DCHC, Chris Lukasina, CAMPO, John Hodges-Copple, TJCOG
and Bonnie Parker, CAMPO

Attachments: [Joint-MPO-Policy-Priorities-030421](#)

CAMPO Director Chris Lukasina, DCHC Deputy Director Aaron Cain, TJCOG Consultant John Hodges-Copple and CAMPO Staff Bonnie Parker reported on this item.

Mr. Cain reviewed that there are seven (7) adopted Transportation Policies and Principles, which were included in the agenda packets. He stated that staff from both MPOs have previously presented information on three (3) of these policies: Invest for Success, Make North Carolina a Leader in Action Transportation Investments and Strengthen Support for Demand Management and Technology. He said these policies were used when assessing the different scenarios.

Mr. Cain stated that the "Invest for Success" policy centers around funding needs. He reviewed the MPOs' projected "fair share" of NC First Commission recommended funding, which is applied more flexibly than STI, and added local funding equivalent to the amount from existing ½ cent sales tax in Counties of Wake, Durham & Orange; ¼ cent equivalent in Counties of Johnston, Franklin, Granville & Harnett with local discretion on use.

Mr. Cain explained that in the "Make North Carolina a Leader in Action Transportation Investments" policy which focuses on the non-motorized projects, the MTP Preferred Scenario incorporates the Triangle Bikeway Project in shared regional investments, Opportunity Places land use with more mixed-use, walkable areas, increased funding for active transportation investments due to NC First Commission funding and added local revenue source.

For the "Strengthen Support for Demand Management and Technology" policy which focuses on existing projects, Mr. Cain stated that the MTP Preferred Scenario promotes sustained and growing Regional Transportation Choices Program ("TDM"), Regional Intelligent Transportation Systems (ITS) program involving MPOs, NCDOT & city staff, Transit Signal Priority along key transit routes and continued traffic signal integration.

CAMPO Public Engagement Planner Ms. Bonnie Parker reviewed the results of the 2050 Metropolitan Transportation Plan Community Engagement to date. She explained that this was accomplished in multiple phases throughout the planning process, including a survey. She said this effort is winding down now and added that the heaviest engagement was one year ago when establishment of MTP goals and objectives occurred. She said engagement efforts have just completed for the alternative scenarios presented to the community. Ms. Parker stated feedback was solicited through meetings and an online alternative scenarios survey. She provided information for the breakdown by preference or ranking of measures to improve transportation by the community. The majority of respondents appear to agree that additional funding should be provided at the State and local levels for roadways, transit and bike/ped, and that top themes included passenger/commuter rail, reduction of congestion and an increase in bike/ped facilities. She reminded all that when considering public engagement, many different sources are used as well.

Mr. Hodges-Copple stated that the two main key drivers of the 2050 Metropolitan Transportation Plan key are Opportunity Places Land Use and the All Together fiscal constraint exercise. He displayed the Scenario Framework chart again and said the draft

preferred scenario is based on Opportunity Places land use, All Together revenues, and modified Compete Communities mobility investments.

Mr. Hodges-Copple shared a chart which showed projected 2020-2050 growth guide totals. He said that within the "modeled area" the added population from 2020 to 2050 is anticipated to be 1,160,000 people, with 840,000 added jobs.

Mr. Hodges-Copple reviewed Opportunity Places Land Use information, which has been shared at several previous meetings. He said that there are four (4) changes from Community Plans land use:

- 1. 20% more net growth asserted on Anchor Institution campuses – adding 5,000 jobs combined over and above existing plans*
- 2. Multi-family affordable housing asserted at publicly controlled sites that meet physical criteria: 10,000 units over 30 years*
- 3. Increased capacity for growth at 22 activity hubs*
- 4. Increased capacity for transit-oriented mixed-use development along frequent transit lines*

He added that Opportunity Places include anchor Institutions such as UNC, NCSU, Duke, NCCU and provided information for the projected numbers for affordable multi-family housing for Counties of Wake, Durham, Orange and Johnston.

Mr. Hodges-Copple said that for mobility hubs, based on the initial scenarios, an added 5% of allocated jobs to "land" could be expected in these hubs compared to the Community Plans Scenario.

For the Frequent Transit Mixed Use, based on the initial scenarios, he said approximately 20,000 added jobs and over 30,000 added households could be anticipated to "land" in these TOD sites if created, compared to the Community Plans Scenario. He provided a composite map for these anchor institutions, affordable multi-family, mobility hubs and frequent transit TOD.

Mr. Hodges-Copple provided information for the 2050 Metropolitan Transportation Plan All Together investment revenue. He explained these are divided into three areas:

- 1. "Traditional" Revenues (2021-50)
State & federal funds based on current STIP, NC Moves report and STI framework
Continuation of county-level transit sales taxes
Past pattern for other sources (local bonds, developer projects)*
- 2. NC First Commission Additional State Revenues (2031-50)
MPO "fair shares" of recommended amount*
- 3. Additional Local/Regional Revenues (2031-50)
Based on "sales tax equivalent"*

Mr. Hodges-Copple presented a Connect2050 Preliminary Financials CAMPO and DCHC MPO chart. He added that one area that is often overlooked is the maintenance and operation costs which is a very large part of where revenues are allocated.

Mr. Lukasina provided information for the 2050 MTP Plan shared regional investments for transit and rail, healthy, safe and resilient mobility and complete corridors/managed motorways. He presented information for the Regional Transit Center which is near I-40 & Miami Blvd and would be a transit hub for both regional services and micro-transit.

This would also include connections to planned BRT, Commuter Rail and Triangle Bikeway, with last mile connectivity to RTP destinations and would lead to improved access to highway networks.

Mr. Lukasina provided a chart which showed the three phases of the Greater Triangle Commuter Rail project which are rail analysis, opportunity analysis and engagement. He stated this study is currently in the planning phase and is sponsored by GoTriangle. Mr. Lukasina stressed the importance of this project and said as this moves forward he felt this would be the centerpiece of joint projects.

Mr. Lukasina stated that within Wake Transit efforts, several BRT studies are underway. The Bus Rapid Transit (BRT) Extension regional context incorporates, extensions of core BRT corridors in the Western and Southern corridors, connections from Garner to Clayton and downtown Cary to RTP, ensures diverse travel market is served by appropriate transit service and could provide 1st / last mile solutions for CRT. He provided a chart to showcase the BRT extension study areas.

Mr. Lukasina said that the joint regional multi model connectivity Triangle Bikeway Preferred Alignment study has been underway for a year and provided a map to show the different alignments that have been identified which would connect Chapel Hill, RTP and communities in Wake County and incorporate existing bike/ ped connections.

Mr. Lukasina emphasized the "Strengthen Support for Demand Management and Technology" policy. He said that the Transportation Demand Management (TDM) is a critical element of our transportation management strategies and that securing long term commitments from NCDOT for the program is key to future successes. He explained this is currently done on an annual basis but felt moving forward this should be a policy push to make this a long term, multi-year program.

Mr. Lukasina drew attention to two complete corridors: US 70/Glenwood Ave. corridor. He stated the current TIP/STIP includes funded projects along the US 70 corridor between Raleigh and Durham. He said some of the challenges will be to ensure these investments are multimodal and fit the future corridor context, contain things such as transit signal priority/BOSS, and include access to support future land use opportunities.

Mr. Lukasina presented information for the Complete Corridors - Managed Roadways project, which is a technology-based system within freeways to better manage mobility. This helps synchronize the flow of vehicles entering a freeway to available capacity on the freeway and provides real time demand management to manage traffic. Additionally, interchanges coordinate with one another to prevent excessive wait times and queuing for all interchanges, metering rates differ for each ramp and provides better coordination with transit priority. Mr. Lukasina explained projects have been delayed a bit due to funding issues but is hopeful they can be accelerated in the near future. Mr. Lukasina then drew attention specifically to the I-6006 project which crosses the border between the two MPOs and stressed the importance of this effort.

Mr. Hodges-Copple expressed that Next Steps for the Connect2050 include a draft preferred scenario from each MPO. He stated that shared regional investments need to be consistent, but each MPO selects its own projects (Dates: CAMPO: September 15; DCHC MPO: October 13). He added that Next Steps also involve public engagement on the scenario, adoption of projects by decade and fiscal constraint for final plan, air quality conformity process and the preparation of the final report and supporting material. He stated that polling questions had been created for this meeting, but it was the Chairs' discretion whether to include this component.

DCHC Chair Jacobs thanked everyone for their participation and stated in the interest of time, the proposed polling questions would be skipped. She opened the floor for discussion from and between elected officials.

CAMPO member Will Allen stated that the public comments given summed up his personal feelings that a tipping point has been reached and there is a need to move away from a vehicle centric environment. He suggested looking at other states and nations for ideas and models to help accelerate this effort.

DCHC member Damon Seils agreed there is a sense of urgency from the public and stated staff at DCHC has been given direction to create alternatives for now as well as in the future to address these climate change, vehicle centric and multi-modal transportation issues. He stressed the importance of involving local leaders as well as advocating with legislature.

DCHC member Michael Parker stated it is time for fundamental change and that there is a need to reverse our thinking for how we create our plans and choose to invest. He commented that NCDOT should focus on how to move people instead of cars from place to place. He suggested the IMD could think more deeply about the electrification of bicycles, especially in hilly topographical locations which could reach a wider base.

CAMPO Vice-Chair Vivian Jones stated all should look at the plan as a living document. She provided the example of the Capital Boulevard project that took 15 years to plan and was funded for a decade, but now no longer meets the full transit needs of the people.

DCHC member Sally Greene stresses the connection between transit and land use plans and how they are related. She commented that she was not confident many constituents and colleagues understand this correlation, and how it relates to where transit lines need to exist along major transit corridors.

CAMPO member Mary-Ann Baldwin referred to the NC First Recommendation of funding and asked if anyone knew what, if any feedback has been received from the legislature. Mr. Hodges-Copple responded that he did not know the current status of this. He thought there were continued meetings occurring but was not aware if MPO staff has participated in these meetings. Ms. Baldwin said she agreed with everything presented today but said funding models can change so all should be realistic. She suggested discussions with NCTA might be helpful. She expressed that the Commuter Rail and Bike/Ped improvements should be top priorities. Ms. Baldwin said it was her understanding that Congressman Price was onboard with the Commuter Rail project and with the recent Apple announcement there is an urgent need to move forward.

DCHC member Pam Hemminger stated her agreement with the focus on alternative modes of transportation investment. She said with the predicated population growth, just building more roadways will not support the future needs of the region, and that all should be proactive instead of reactive. She emphasized that families who are spread out between school, work and home life need help, and that transplants from other states/countries are used to more multi-modal transportation.

DCHC member Jenn Weaver said she supported all previous comments. She said there is a dire need to transform how transportation is prioritized and funded to populate communities with more transit and bike /ped infrastructure. She said there is a need to reduce congestion and increase access to job opportunities and other amenities. She urged the MPO's to remember the less connected communities.

DCHC Chair Jacobs thanked everyone for their comments and questions and provided some Next Steps information. She referred to the public comments given and reviewed the suggestions and concerns raised. She said each MPO should explore what can be done now to try to ensure the implementation of values and adopted policies. She emphasized the importance of focusing on land use planning, working with NCDOT and involvement on the State as well as the legislation level, while maintaining a regional focus. Chair Jacobs reiterated all the key point from the public comments and encouraged all to look at this as a living document. For the commuter rail project, she cautioned all to be aware that on Federal level this would be a huge ‘win’ as it would help ensure other Federal funding opportunities. She asked that additional conversations between the MPO’s were crucial to align these plans, and that both are stronger together.

CAMPO Chair Hutchinson thanked all guests, participants and staff. He expressed his full support of the community and member comments. He encouraged all to think as one region. He noted that currently there is no Regional Plan, but one should be developed soon. He stressed the importance of promoting healthier communities, the concept of micro-mobility and the need for commuter rail to integrate all modes of transportation throughout the region.

There being no further business before the DCHC MPO and CAMPO Boards, the meeting was adjourned at 11:10 a.m.

5. Adjournment