



Joint Board Meeting

Capital Area MPO & Durham-Chapel Hill-Carrboro MPO

January 31, 2024

Call to Order & Welcome

Commissioner Karen Howard
Chatham County
Chair, DCHC MPO Board

Comments from the Public

Each speaker should limit their remarks to 3 minutes

Introduction & Meeting Purpose

Chris Lukasina
Executive Director, CAMPO

Doug Plachcinski
Executive Director, DCHC MPO

Discussion Items

Destination 2055 Metropolitan Transportation Plan:

- *Destination 2055* Goals Survey
- Pre-analysis Scenario Testing



Destination 2055 Goals Survey

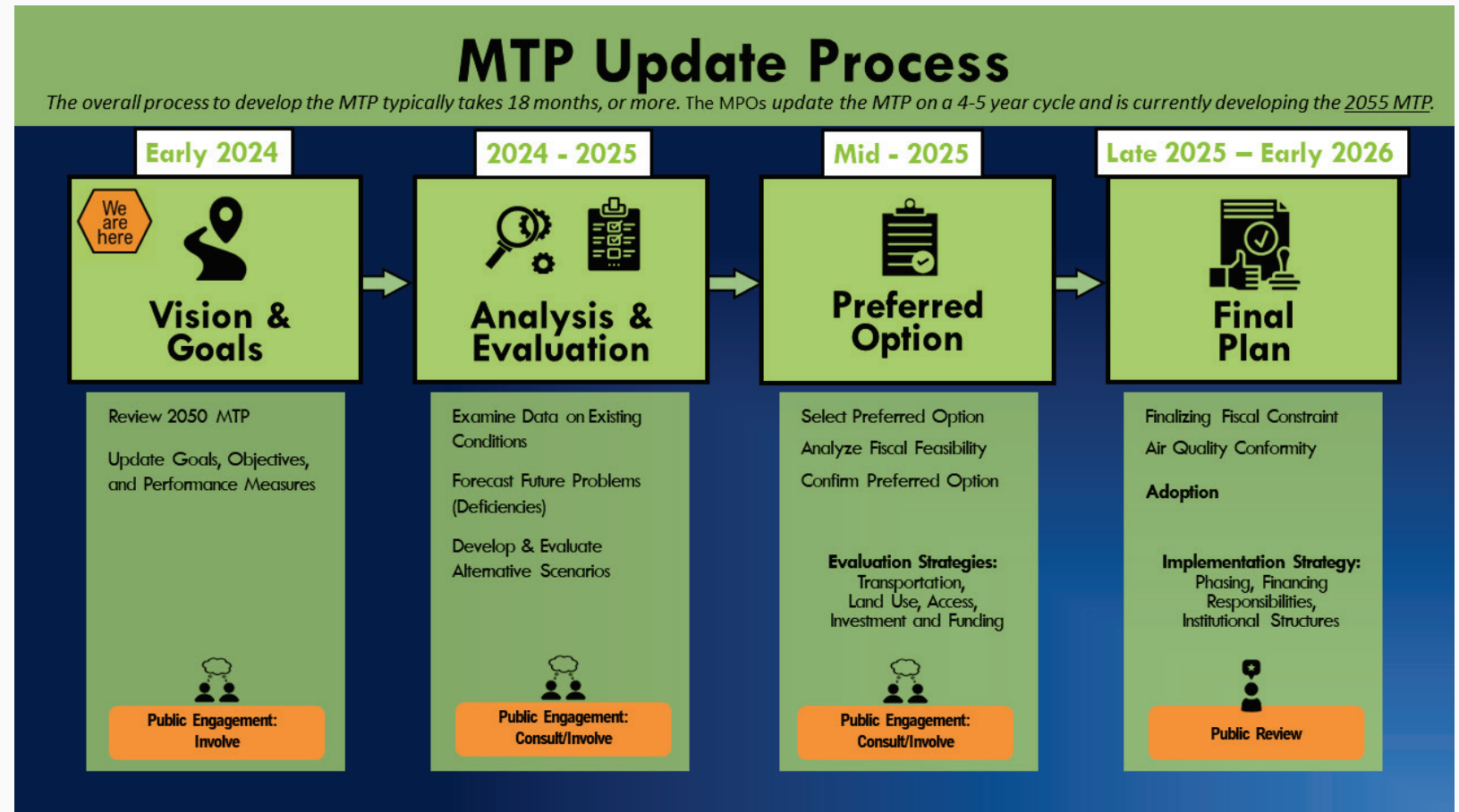
Colleen McGue, DCHC MPO Planning Manager

January 31, 2024




Destination 2055

- Public engagement occurs around (4) key decision points
- Engagement is based on the Public Engagement Strategy

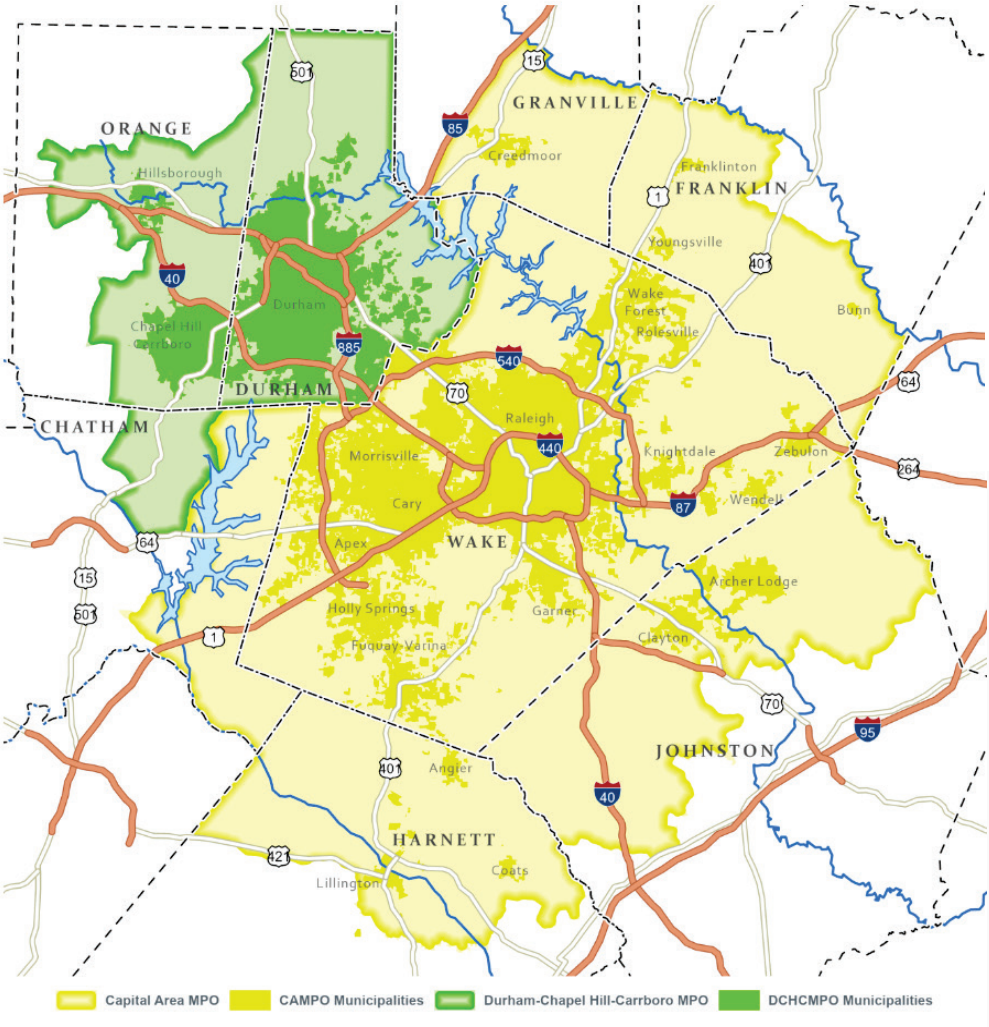


Destination2055NC.com



DESTINATION 2055
Metropolitan Transportation Plan for the Triangle Region

- Introduction/Home
- About Destination 2055
- Public Input Opportunities
- Plan Development Schedule
- Document Library
- Resources
- English



There are four key decision points in the *Destination 2055* process that will include specific directed public engagement:

- ① Vision, Goals & Objectives
- ② Alternatives Selection & Analysis
- ③ Preferred Option Review
- ④ Destination 2055 Adoption

We are currently at Step ① – Vision, Goals and Objectives. The best way for the public to engage in this step is through the survey linked below.

Sign up to receive updates about the development of Destination 2055, the Triangle Region's long-range transportation plan.

Email

Text





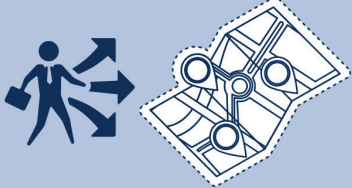







DESTINATION 2055

Metropolitan Transportation Plan for the Triangle Region

DRAFT GOALS



 <p>PROTECT THE HUMAN & NATURAL ENVIRONMENT AND MINIMIZE CLIMATE CHANGE</p>	 <p>IMPROVE INFRASTRUCTURE CONDITION & RESILIENCE</p>
<p>CONNECT PEOPLE & PLACES</p> 	<p>ENSURE EQUITY AND PARTICIPATION</p> 
 <p>PROMOTE & EXPAND ACCESS TO MULTIMODAL & AFFORDABLE TRANSPORTATION CHOICES</p>	 <p>PROMOTE SAFETY, HEALTH AND WELL-BEING</p>
<p>MANAGE CONGESTION & SYSTEM RELIABILITY</p> 	<p>STIMULATE INCLUSIVE ECONOMIC VITALITY AND OPPORTUNITY</p> 





Phase 1: Goals Survey

November 16 through January 15

Goals Survey: Outreach Efforts

- MPOs, CPRC, Partner Jurisdictions/Organizations

- Email Lists/Newsletters
- Press Releases

- Paid Advertisements

- Social Media
 - Facebook
 - Instagram,
 - X
 - LinkedIn
 - YouTube (Google)
- Digital Media
 - News & Observer
 - Triangle Tribune
 - Que Pasa

- Pop-up Events

- Food Halls
- Transit Centers
- Libraries
- Community Centers

- Physical Materials

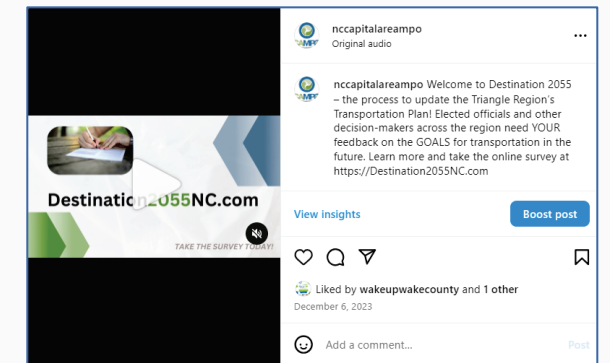
- Paper Surveys
- Bookmarks
- Poster Boards



Triangle Tribune



Pop-up at the Boxyard



Instagram with Promo Video



RALtoday



How Participants Found Us

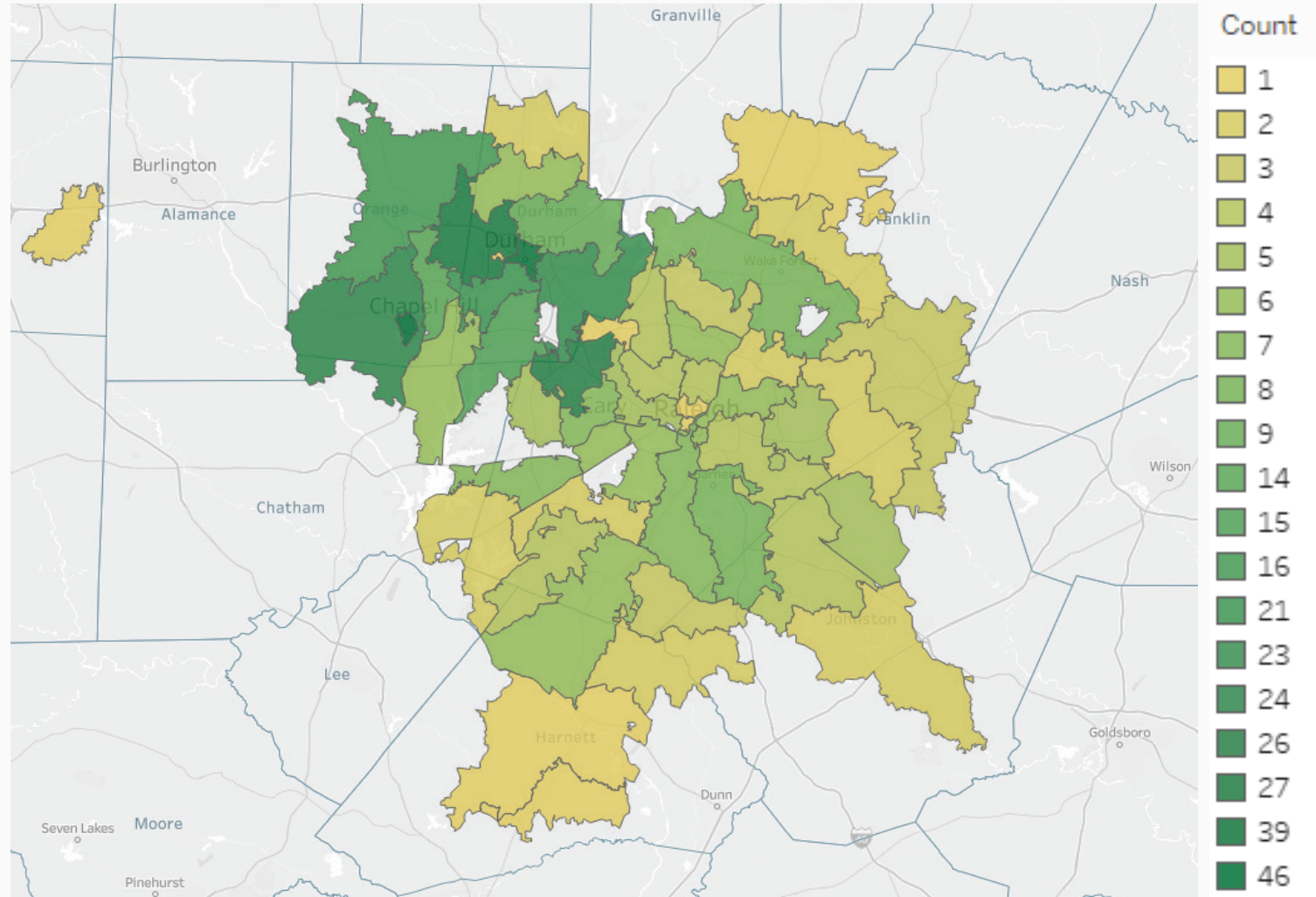
Destination 2055 Website	4%
Email	51%
Social Media (Facebook, Twitter/X, Instagram)	18%
YouTube	2%
Online News Media or Blog	8%
Print News Media	3%
In-Person from Project Staff	5%
Word of Mouth	10%
Other	5%

Demographics

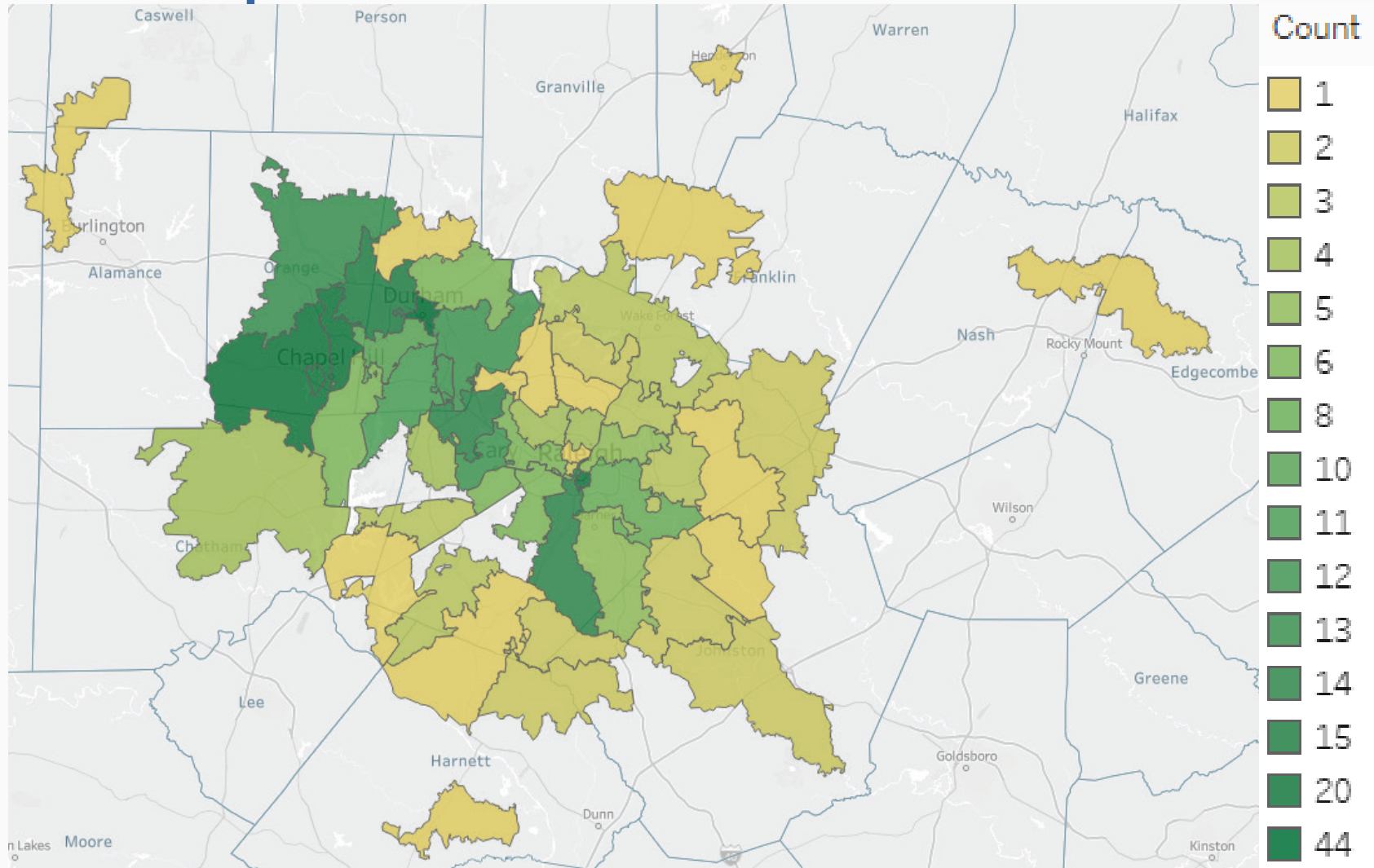
I am 17 years old or younger	1%
I am 18-24 years old	7%
I am 25-64 years old	75%
I am 65 years old or older	16%
I identify as a woman	42%
I identify as a man	40%
I identify as non-binary or other gender	2%
I am or am considered to be disabled	3%
Five (5) or more people live in my household	7%
My household's total income is at or under \$53,000 per year	10%
My household has zero cars	3%
I do not speak, read or write English well.	1%
I am of Hispanic, Latino, or Spanish origin	4%
I represent a minority race or 2+ races (African-American, Asian, South Asian, American Indian, Alaska Native, Middle Eastern, Hawaiian, Pacific Islander)	9%

*559 total participants
(1% ≈ 5 people)*

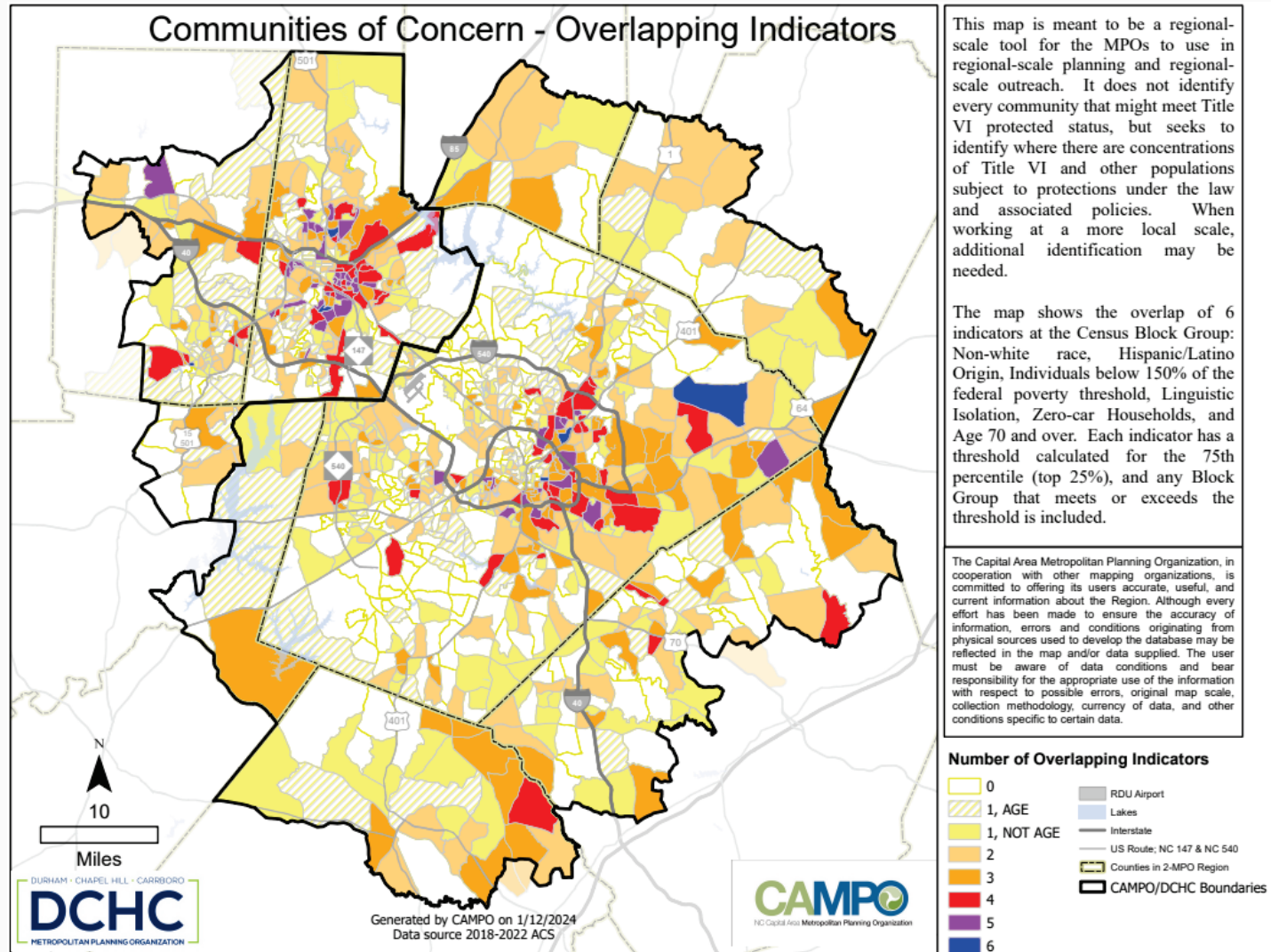
Where People Live: Responses by Home ZIP Code



Where People Work or Commute To



Underrepresented Communities





Feedback on Draft Goals

Sample Question

Goal: Improve Infrastructure Condition and Resilience

Implications: Transportation network is reliable for typical and atypical (emergency) long-term use.

Examples of Implementation:

- Prioritize funding to maintaining existing roads/bridges/tunnels than new locations
- Investigate emerging technologies (self-driving cars, micro transit, micro-mobility, ITS systems, etc.)
- Planning redundancies in network in case of emergency situations

When considering the region's future transportation network, how important is it to include the following goal?

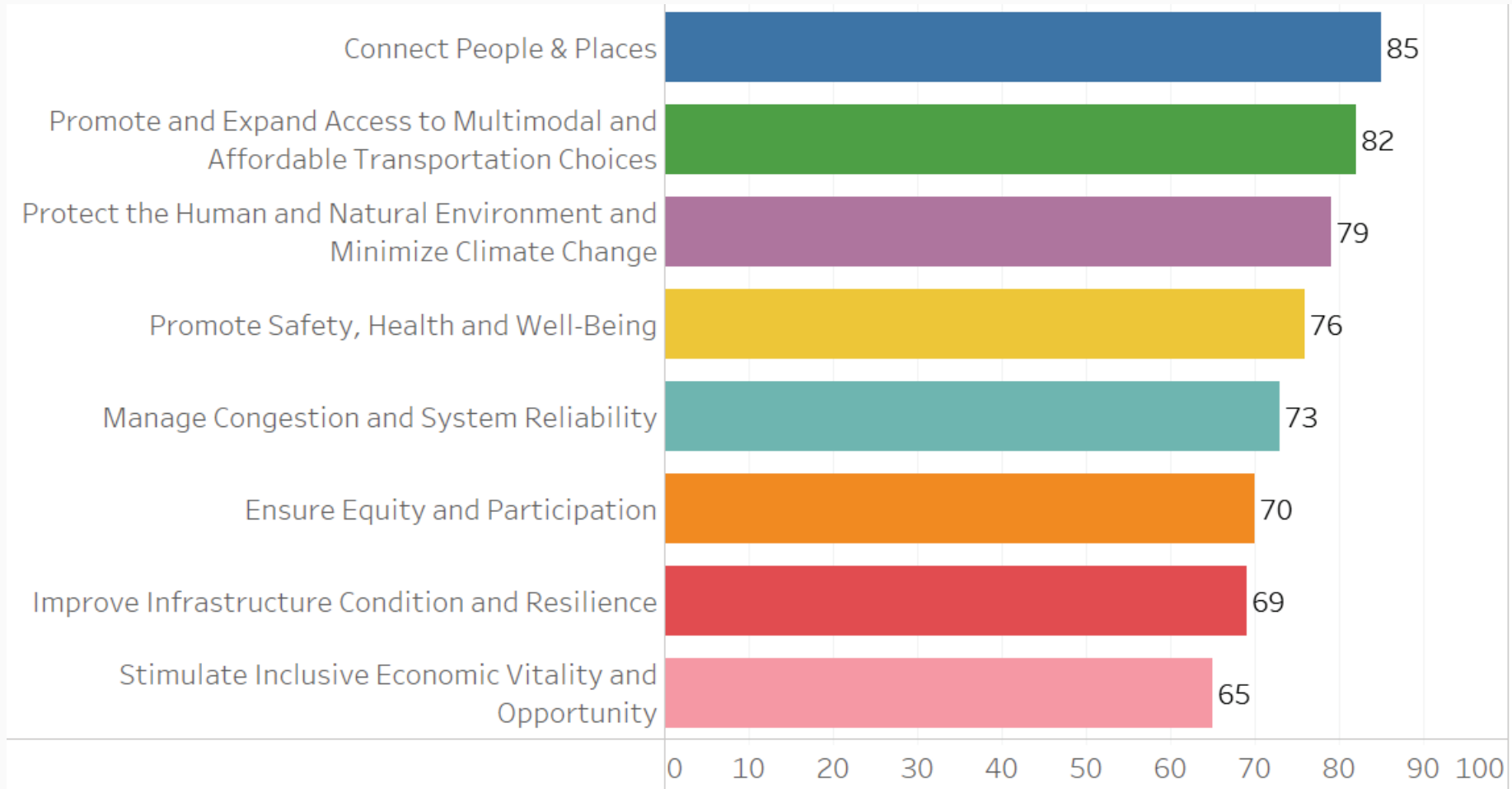
Improve Infrastructure Condition and Resilience



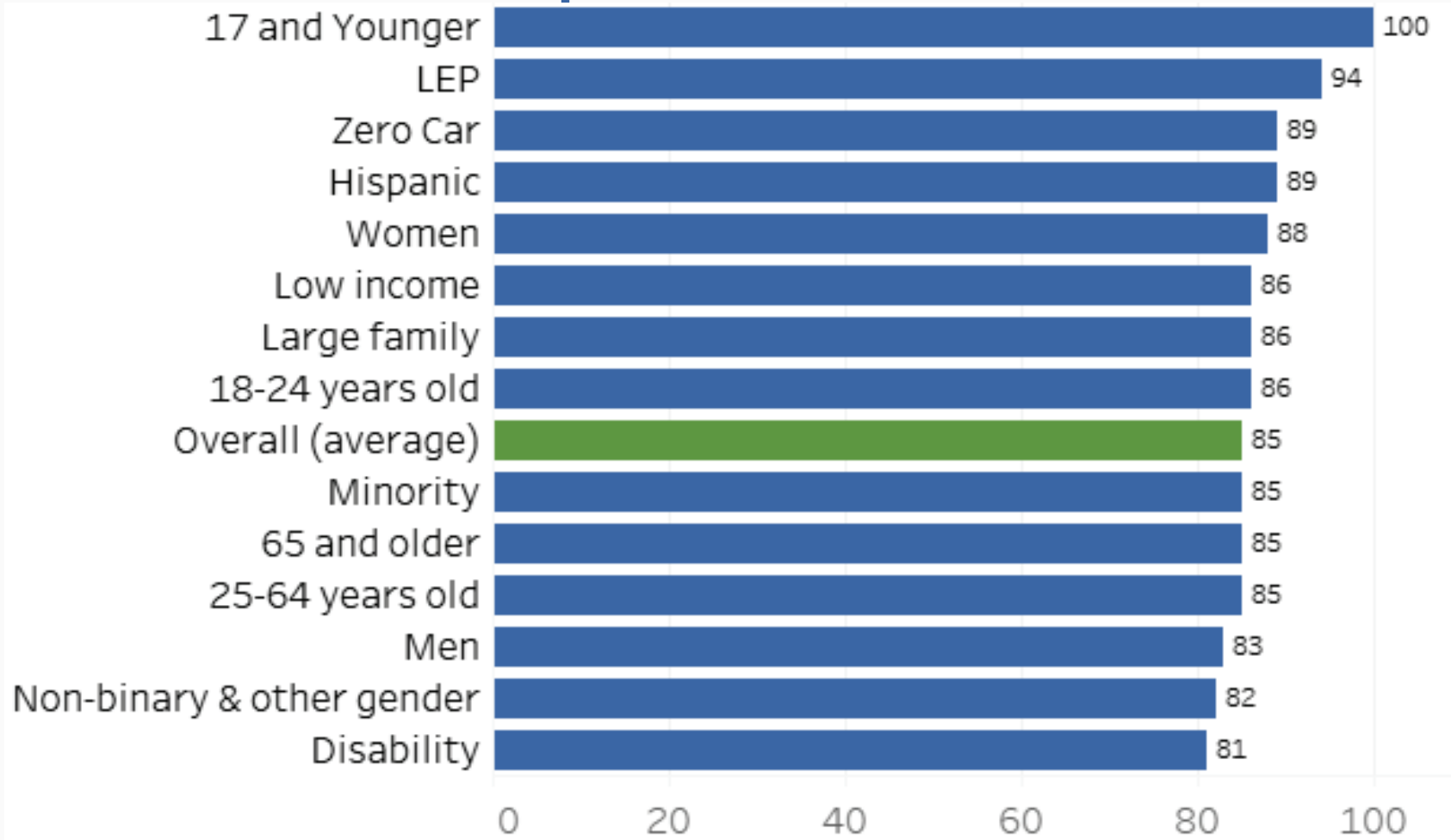
Not Important

Very Important

Feedback on Goals (*Not a Ranking*)

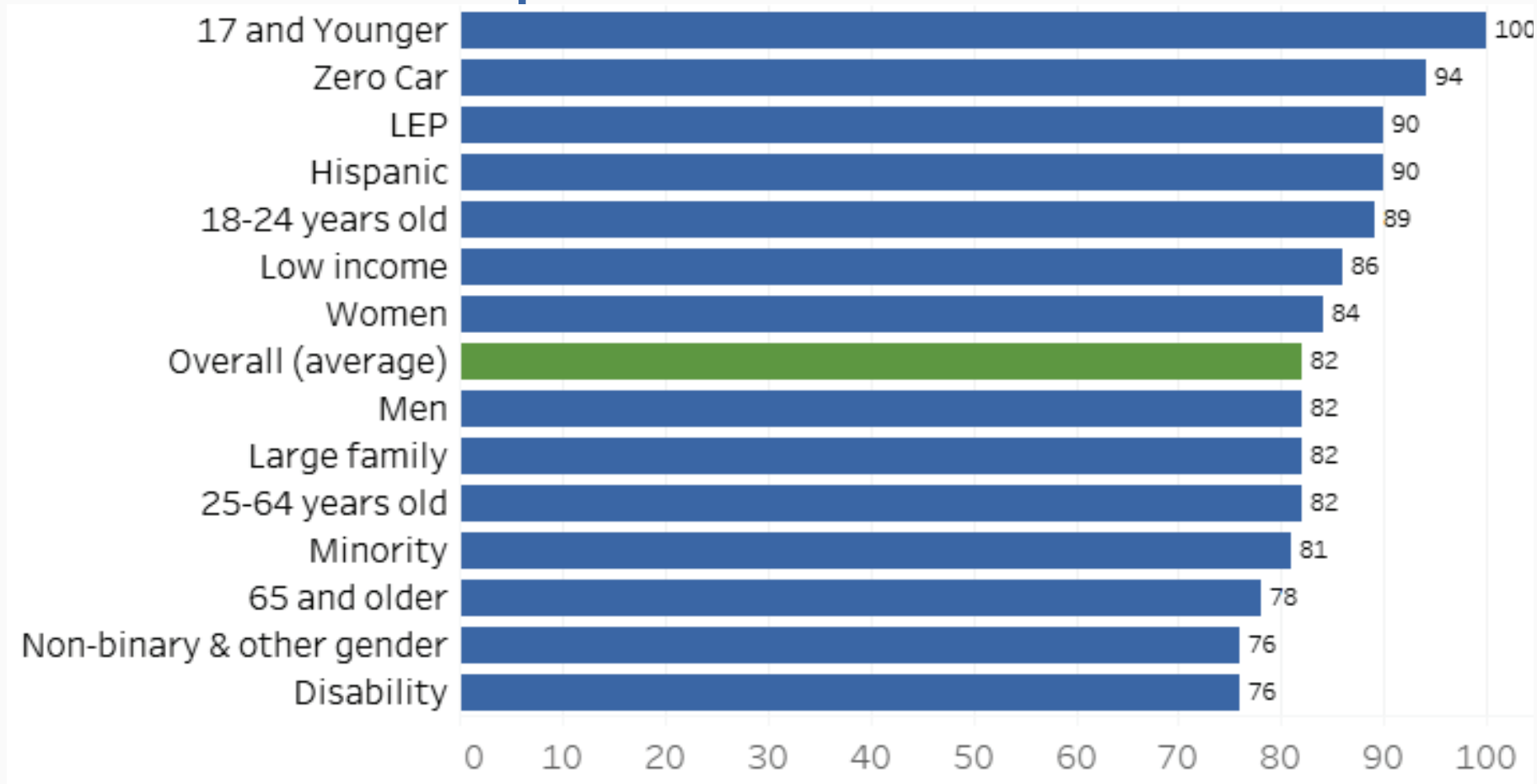


Goal: Connect People & Places



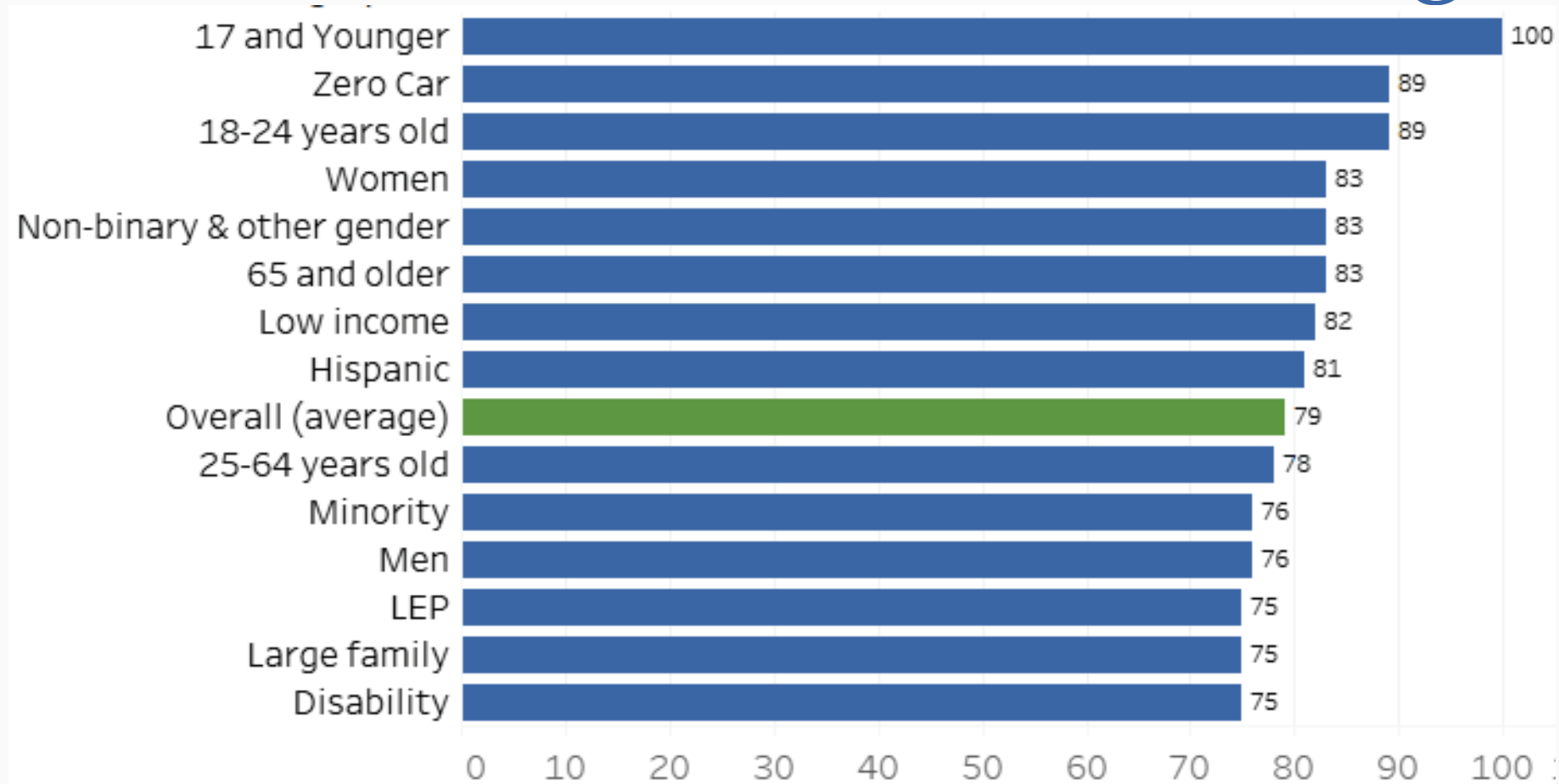
**17 and Younger and Limited English Proficiency (LEP) represent 1% of participants, or 5-6 people*

Goal: Promote & Expand Access to Multimodal & Affordable Transportation Choices



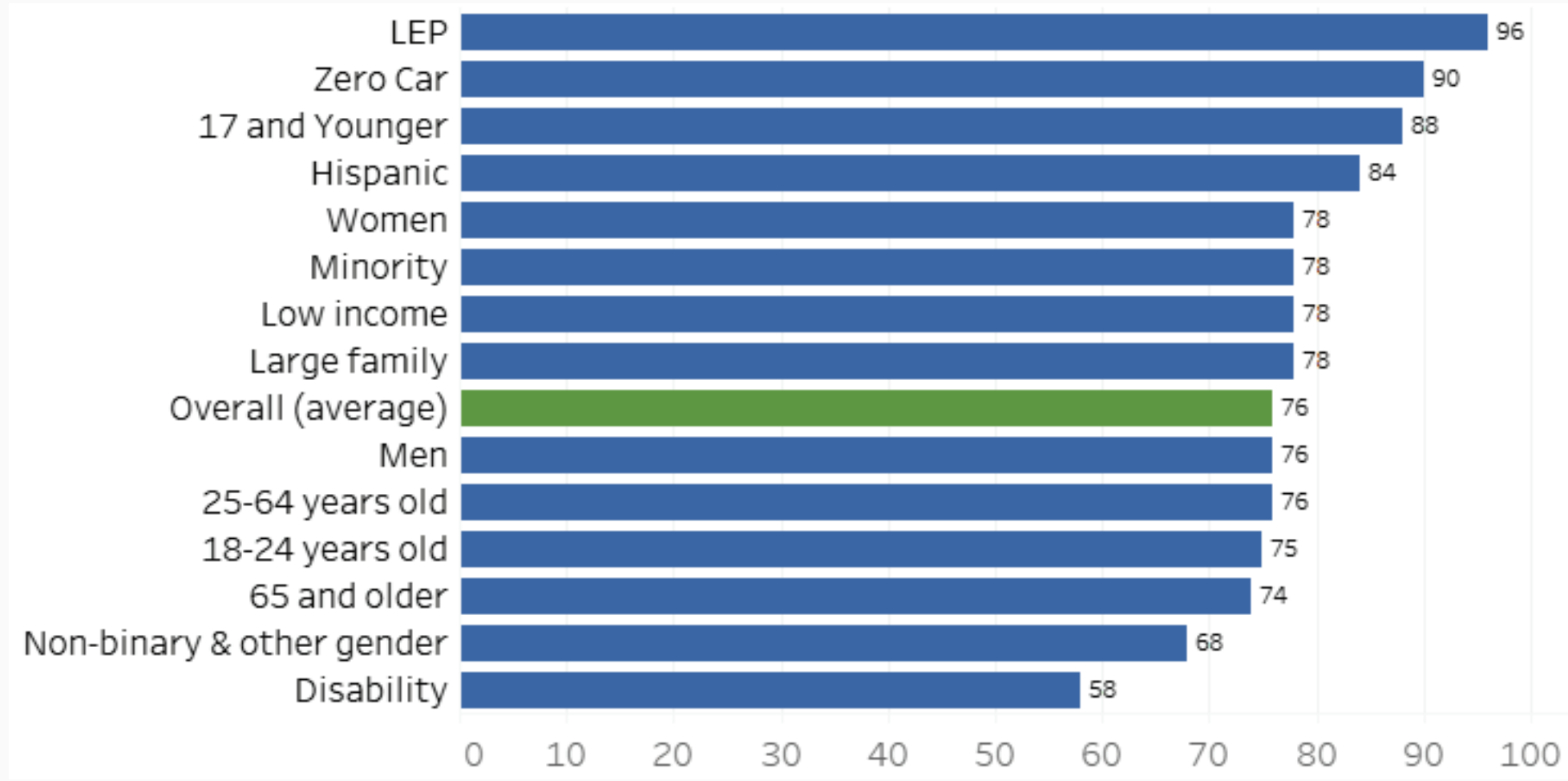
**17 and Younger and Limited English Proficiency (LEP) represent 1% of participants, or 5-6 people*

Goal: Protect the Human & Natural Environment & Minimize Climate Change



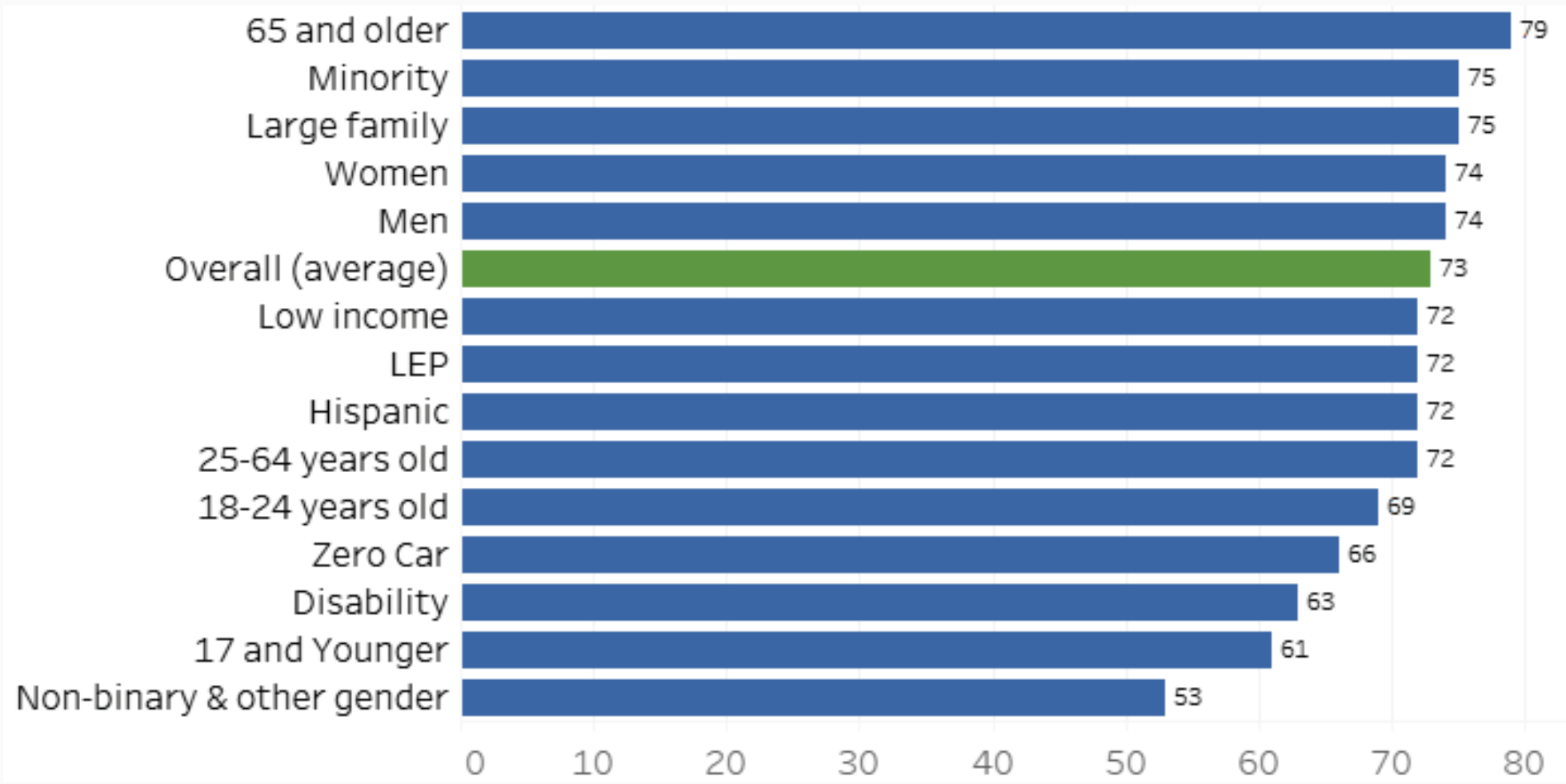
**17 and Younger and Limited English Proficiency (LEP) represent 1% of participants, or 5-6 people*

Goal: Promote Safety, Health, & Well-Being



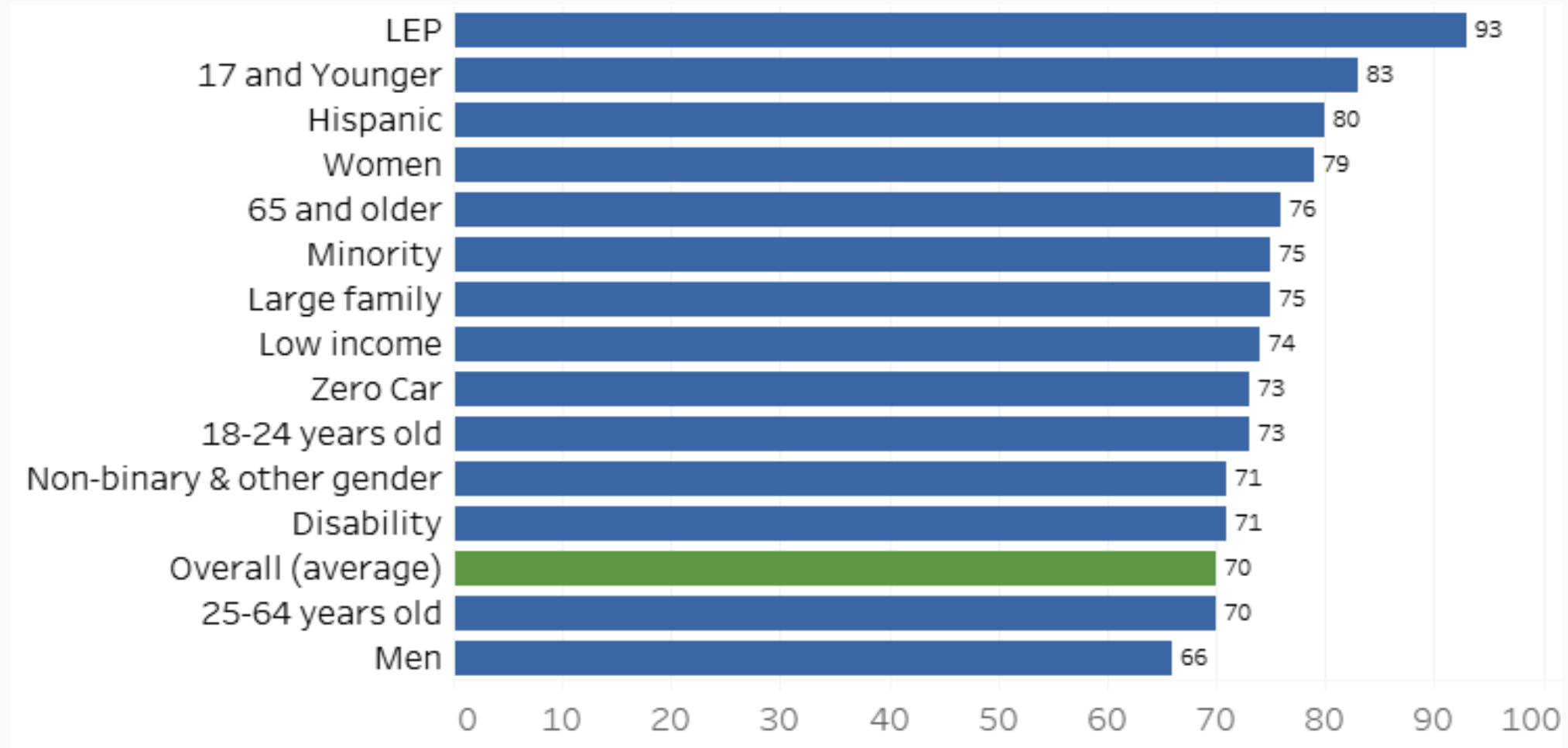
**17 and Younger and Limited English Proficiency (LEP) represent 1% of participants, or 5-6 people*

Goal: Manage Congestion & System Reliability



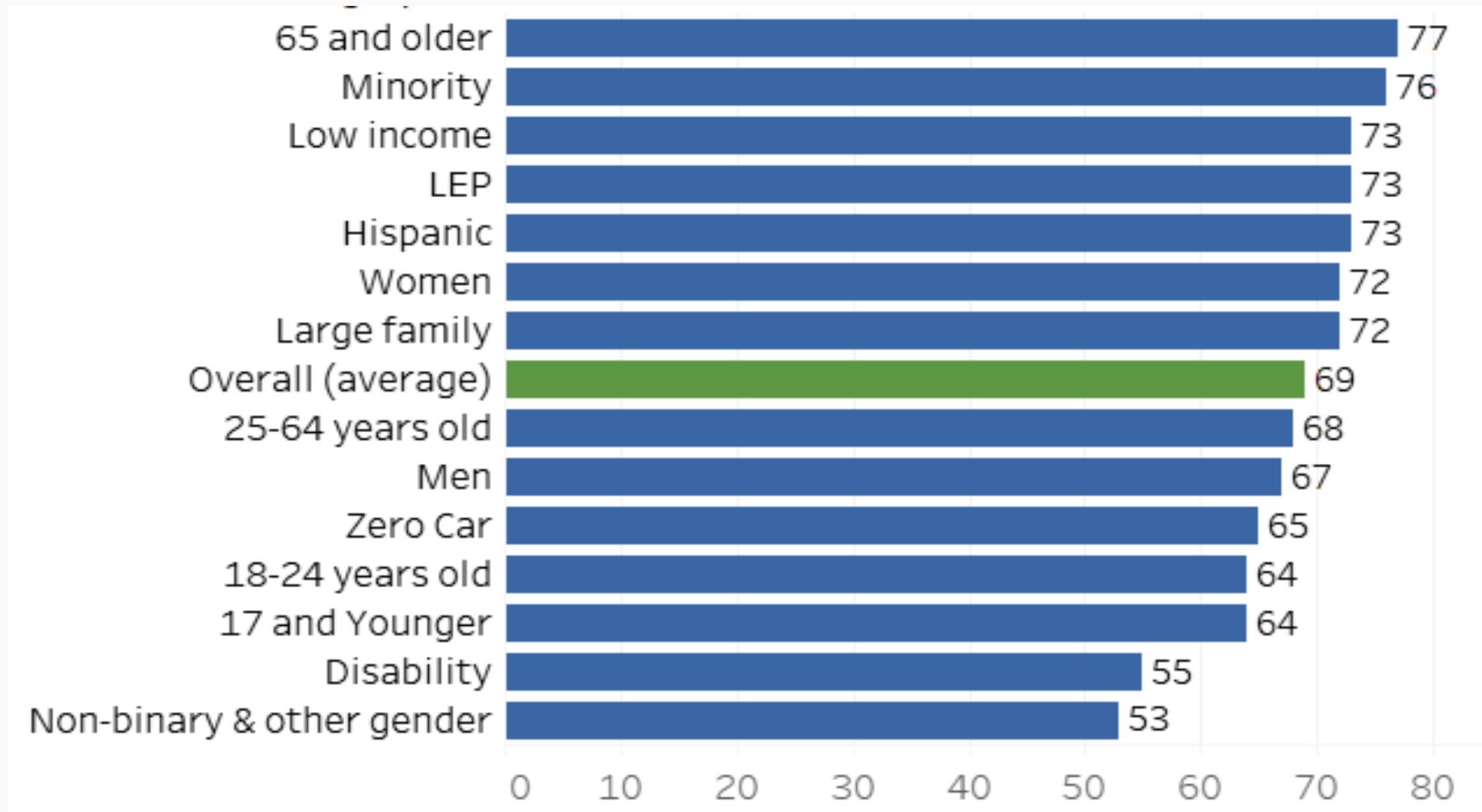
**17 and Younger and Limited English Proficiency (LEP) represent 1% of participants, or 5-6 people*

Goal: Ensure Equity & Participation



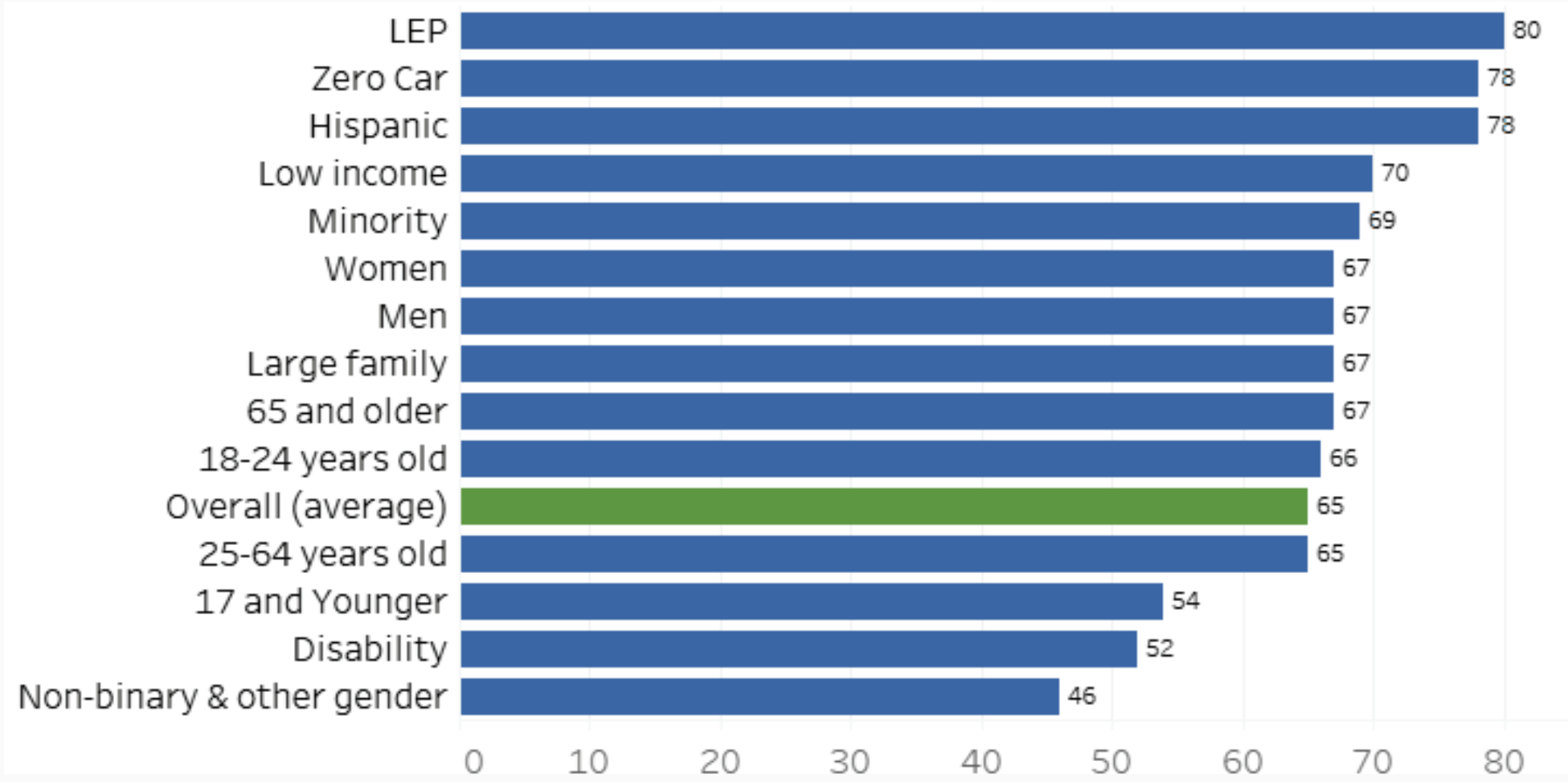
**17 and Younger and Limited English Proficiency (LEP) represent 1% of participants, or 5-6 people*

Goal: Improve Infrastructure Condition and Resilience



**17 and Younger and Limited English Proficiency (LEP) represent 1% of participants, or 5-6 people*

Goal: Stimulate Inclusive Economic Vitality & Opportunity



**17 and Younger and Limited English Proficiency (LEP) represent 1% of participants, or 5-6 people*

Survey Comments: Common Themes

40-80 individual comments received for each Goal

Public Engagement Report will include additional comment synthesis; Appendix will have all comments

Survey Comment **Themes Overall** re: Goals (online and print):

- Strong desire for improvements for all **Transit** types– increasing frequencies, reliability, regional service
- Strong desire for improvements to **Bicycle/Pedestrian** facilities
- **Safety!** – roadways, bicycle/pedestrian, lighting, technology, Vision Zero
- Supportive of coordination between **development/land use and transportation**
- Support for and opposition to **specific projects**
- **Suggestions** for potential objectives to help meet goals

Comment Themes: Goals Specific Feedback

1) Infrastructure Condition & Resilience

- Technology specific – skepticism around latching onto “emerging technologies” (e.g. autonomous vehicles); but, General support for using technology to improve system efficiency (improve transit reliability, traffic flow (metered ramps, variable speeds))
- Supportive of Maintaining *Existing* Infrastructure, however, Funds spent on roads should be aimed at Safety, Complete Streets infrastructure; *not* new roads/widenings

2) Manage Congestion & System Reliability

- Perception that “Manage Congestion” applies to roads/automobiles – comments were statements of support for increases in alternative modes to reduce congestion and specifically not new roads; Also, some commented that congestion is not bad and can help encourage use of alternate modes
- Some support for new roads for connecting region; less for congestion relief

3) Equity and Participation

- Strong support; some concerned that participation slows down process/project delivery

4) Desire for “Transit” to be more prominent or explicitly stated in the goals (currently it is across multiple goals)

In-Person Engagement Findings

*Pop-up
insights*



- Generally supportive of Goals
- Desire for increased transit
- Questions about regional rail/commuter rail
- Desire for rail/increased transit to airport (RTP – Boxyard)

Conclusions

- Based on the feedback received, these goals are still relevant.
- Survey response rate to be improved upon in next phases.
- Are there things that stand out to you in the community feedback?
- Any additional information that would be helpful for individual Board meetings?

Thank you!



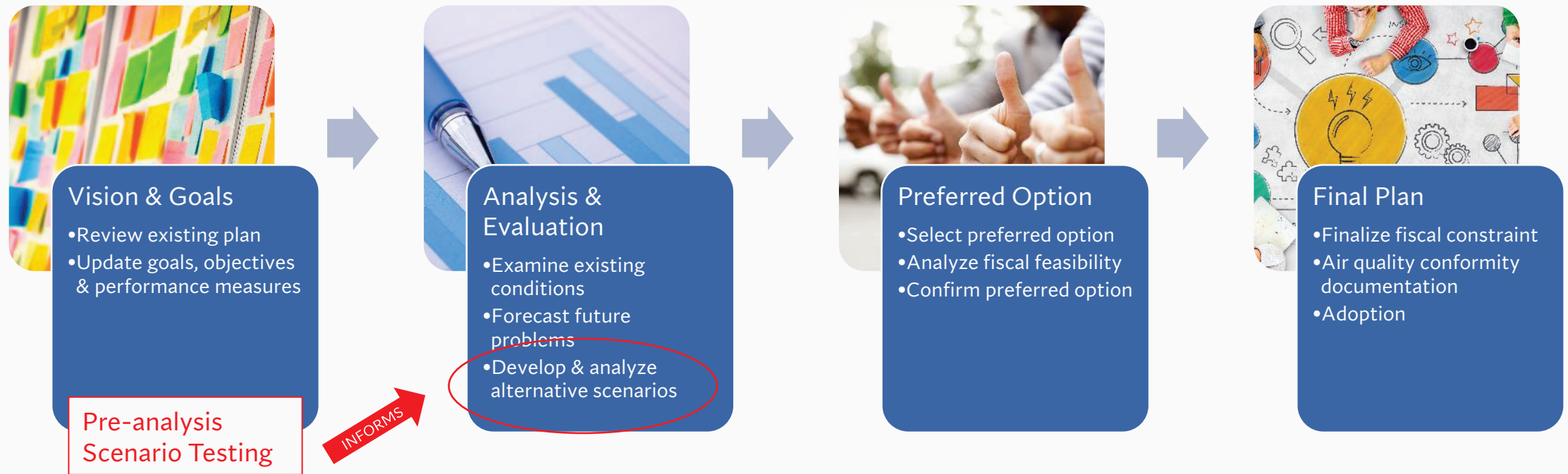


Pre-analysis Scenario Testing

Matt Day

Transportation Director, Central Pines Regional Council

Typical Plan Update Development Process

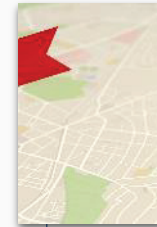


Why are we doing “Pre-analysis” scenarios?

In a typical Metropolitan Transportation Plan development cycle there are often constraints on our ability to analyze scenarios as part of the usual “alternatives analysis” phase:



Time constraints



Assumptions based on local land use plans



Assumptions based on funding constraints

Why are we doing “Pre-analysis” scenarios?

By performing our “what if” scenario analysis early in the process, before we begin the detailed analysis work of creating the MTP, we can:



Have enough time to explore options without impacting the plan development schedule



Answer questions early enough in the process that our findings can inform the plan assumptions later on

How do we build scenarios?



Land Use/Development Assumptions

- Changes to location of development
- Changes to amount of development
- Changes to type of development (categories of housing and employment)



Transportation Network Assumptions

- Changes to selected transportation projects & modes
- Changes to funding assumptions
- Changes to scope of transportation projects



Compare Performance Measures

- Use selected performance measures tied to plan goals to analyze and compare scenarios against each other, against a baseline, and against our expected outcomes

Scenarios should:

Be bold and push boundaries

- *The idea is not for the scenarios to be wholly realistic, but rather to help identify the limits of what is theoretically possible*
- *Later phases of the plan development process will use this information to create more grounded/realistic scenarios*

Be focused

- *The scenarios should focus on a specific question or topic, to ensure that we can more easily understand the results and avoid data correlation issues*

Before we Discuss the Scenarios, What are the Next Steps in this Process?

Today

- Review Proposed Scenarios
- Provide Feedback on Scenarios

Next Few Months

- Staff Develops scenarios and uses tools to analyze them
- Calculate performance measures

May 2024

- Review results of scenario analysis
- Provide feedback on items to carry forward to next steps in plan development



Proposed Scenarios

Scenario Purpose

To establish a baseline against which other scenarios can be compared, based on the existing adopted 2050 Metropolitan Transportation Plan

Land Use & Transportation Assumptions

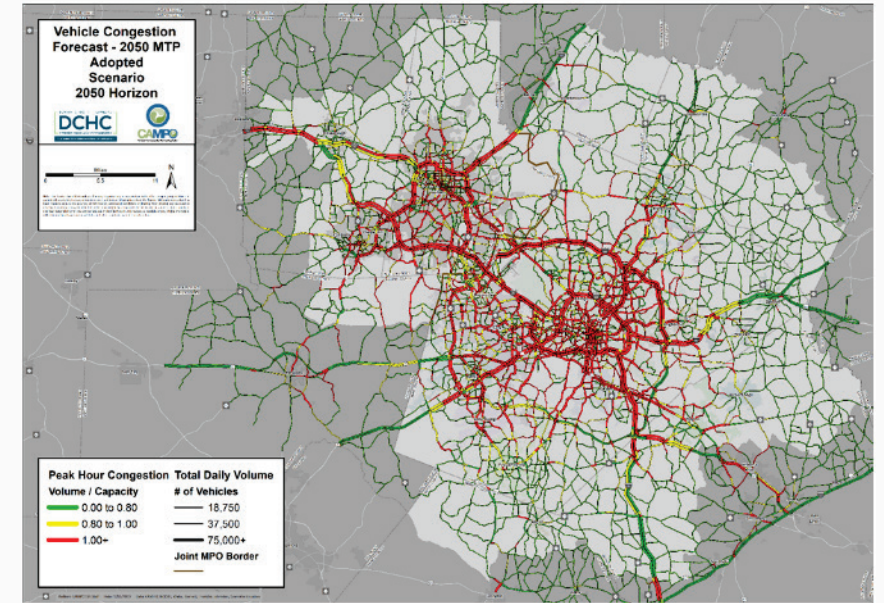
All future housing and employment growth assumptions and transportation investment assumptions based on 2050 plan

Questions Addressed by Scenario

Not applicable for this scenario

Potential Key Performance Measures

Not applicable for this scenario



The 2050 Metropolitan Transportation Plan, **Connect 2050**, was adopted in early 2022.

For each scenario, we will be able to **compare its performance** on key measures against the baseline/default case, in addition to comparison with the other scenarios.

Scenario Purpose

To examine a scenario for maximizing transit ridership

Land Use & Transportation Assumptions

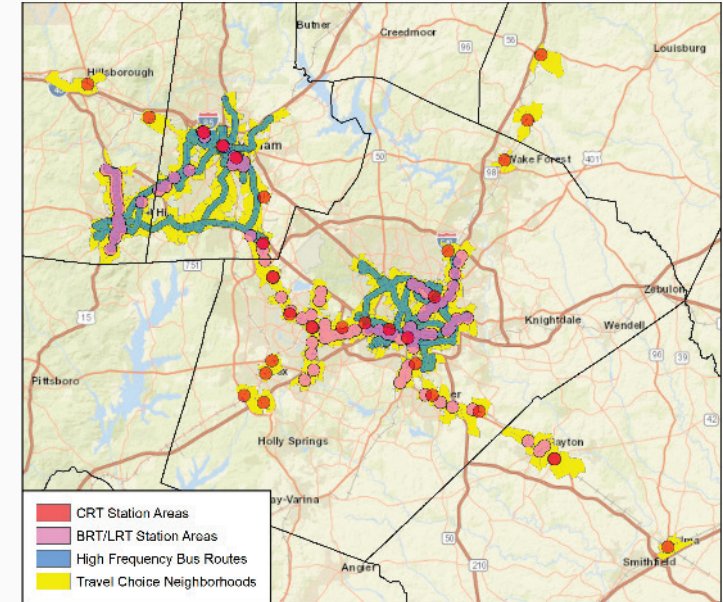
- Assume all future housing and employment growth would be focused in areas near high quality, frequent transit services
- Assume increased transit frequencies (more service)

Questions Addressed by Scenario

- How many trips could theoretically be shifted to transit?
- What impact would this shift of trips to transit have on other performance measures/other goals?

Potential Key Performance Measures

- Transit ridership
- Vehicle-miles/vehicle-hours traveled
- Development density
- Greenhouse gas emissions



This scenario will identify the areas served by planned transit services, and focus all future growth in those areas as **transit-oriented development**.

This scenario will also increase the **frequency** of transit services, making those services more attractive to riders and time-competitive with other modes.

Scenario Purpose

To examine a scenario for minimizing (and potentially reducing) the growth of vehicle miles traveled (VMT)

Land Use & Transportation Assumptions

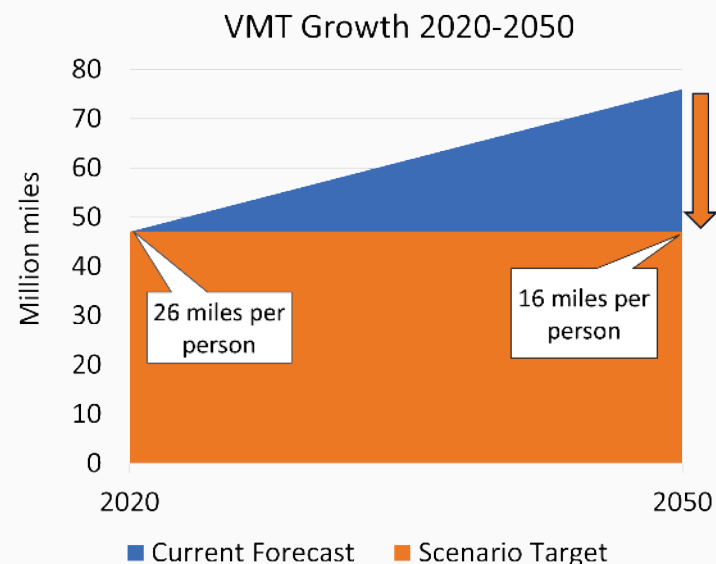
Examining multiple methods/tools for reducing VMT, such as improved transit and bicycle/pedestrian modes, increased teleworking, and reduced commute lengths (jobs/housing balance)

Questions Addressed by Scenario

- What expectations are possible/reasonable with regard to reducing VMT, given the region's expected growth

Potential Key Performance Measures

- Vehicle-miles/vehicle-hours traveled
- Average trip length



The 2050 MTP anticipated **64% growth** in population in the region between 2020 and 2050, and 62% growth in VMT.

In order to stop the growth of *overall* VMT in the region, on average each person would need to reduce their daily miles of travel **from 26 to 16 miles** by 2050.

Scenario Purpose

To examine a scenario without funding category restrictions

Land Use & Transportation Assumptions

Transportation investment scenarios will change based on:

- A: same funding, but remove STI category restrictions
- B: same funding, but remove all STI restrictions (modes, caps)
- C: less funding for capacity expansion & more funding for maintenance and operations

Questions Addressed by Scenario

- What is the impact of these funding restrictions and funding assumptions on the performance of our system?

Potential Key Performance Measures

- Vehicle-miles/vehicle-hours traveled
- Transit ridership
- Funding amount per mode



The 2050 MTP identified around **\$76 billion** in anticipated funding between 2020 and 2050 (\$59 billion in CAMPO & \$17 billion in DCHC).

In the 2050 MTP, **36%** of funding went toward roadway capital projects, **34%** toward roadway maintenance/operations, **22%** toward transit, and **8%** toward active modes.

Scenario Purpose

To examine a scenario that minimizes disparities in access to jobs and services for Communities of Concern

Land Use & Transportation Assumptions

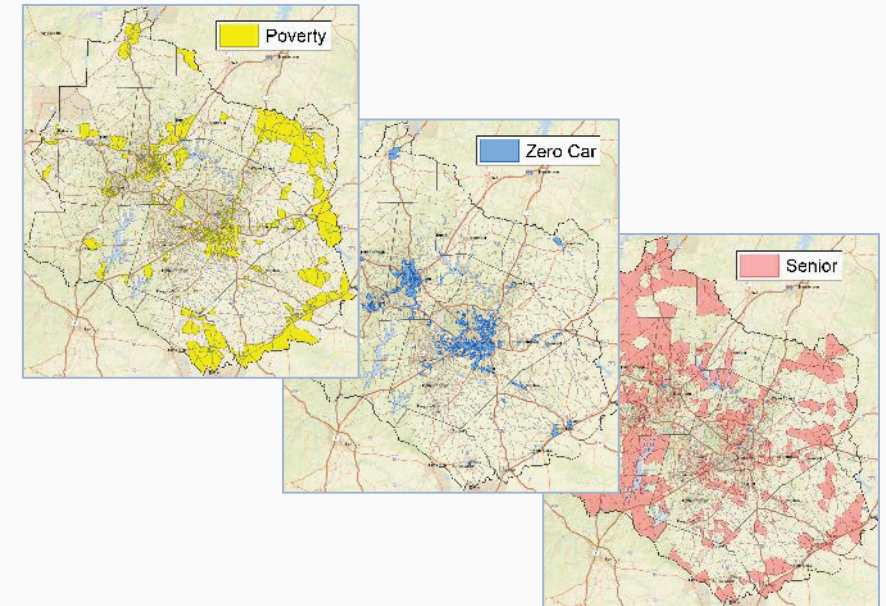
Assume future job growth in region will be focused in and around disadvantaged communities, and improved transit frequency/service

Questions Addressed by Scenario

- Can we reach zero disparity in access to jobs and services?
- What is the potential for resulting gentrification impacts in these neighborhoods?

Potential Key Performance Measures

- Average commute times
- Vehicle hours of delay/congestion



Using the region's travel model, we can identify areas with high **poverty**, high numbers of **zero-car** households, and high numbers of **seniors**.

We would combine these factors to identify disadvantaged communities where future **job growth** would be located in/near in this scenario.

Scenario Purpose

To examine a scenario that continues lower-density, highway-oriented development patterns (similar to past patterns)

Land Use & Transportation Assumptions

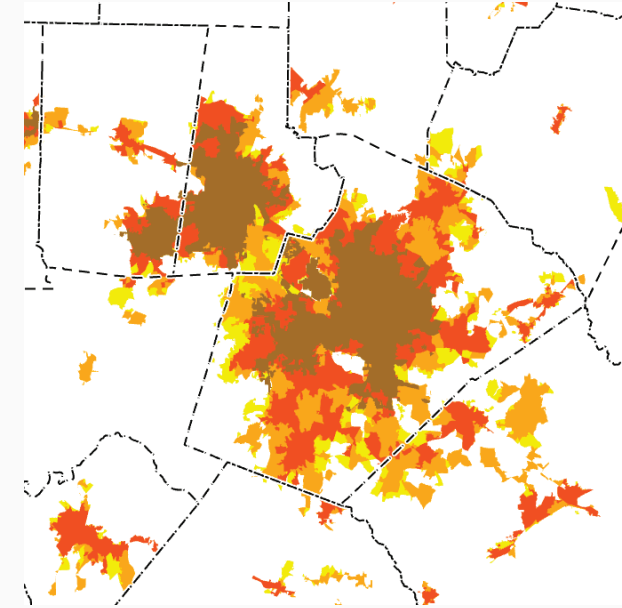
- Lower-density future growth (less focused, more dispersed)
- Higher focus on roadway improvements in future transportation network

Questions Addressed by Scenario

- What would be the impacts of a continued outward/expanding low-density development pattern?
- How would performance measures of increased highway investment compare against other scenarios?

Potential Key Performance Measures

- Vehicle miles traveled & hours of delay/congestion
- Commute times/average trip times



This region will add approximately **1 million** residents over the next 30 years. The current 2050 MTP assumes a mixture of outward and infill/inward growth.

Potential highway investment scenario could include additional and/or expanded **major highway/freeway** projects.

Discussion Guiding Questions

- Do you have any questions about the process or intent of this pre-MTP scenario exercise?
- Are there any other “what if” questions you would want staff to analyze that are not addressed by one of the six identified scenarios? Do we need any additional scenarios?
- Do you have any recommended adjustments or changes to any of the six identified scenarios?

Baseline

Transit-focused Development

Reducing Growth of VMT

Flexible Funding

Equity Focus

Highway-focused Development

Information Items

Project Updates:

- CAMPO & DCHC MPO Rail Subcommittees
- Legislative Updates



CAMPO & DCHC MPO Rail Subcommittees

Chris Lukasina, Executive Director, CAMPO

Doug Plachcinski, Executive Director, DCHC MPO



Legislative Updates

Beau Mills, Executive Director, NC Metro Mayors Coalition

CAMPO & DCHC

Joint Meeting – January 31, 2024



Beau Mills, Director
of NC Metro Mayors Coalition
& Urban Affairs, NC League of Municipalities

VALUE PROPOSITION:

Unwavering focus
on metropolitan
North Carolina





Metro Cities: Traditional Priorities

Transportation

- Multi-modal: roads, airports, **transit** and bike-ped

Public Safety

- Core municipal function

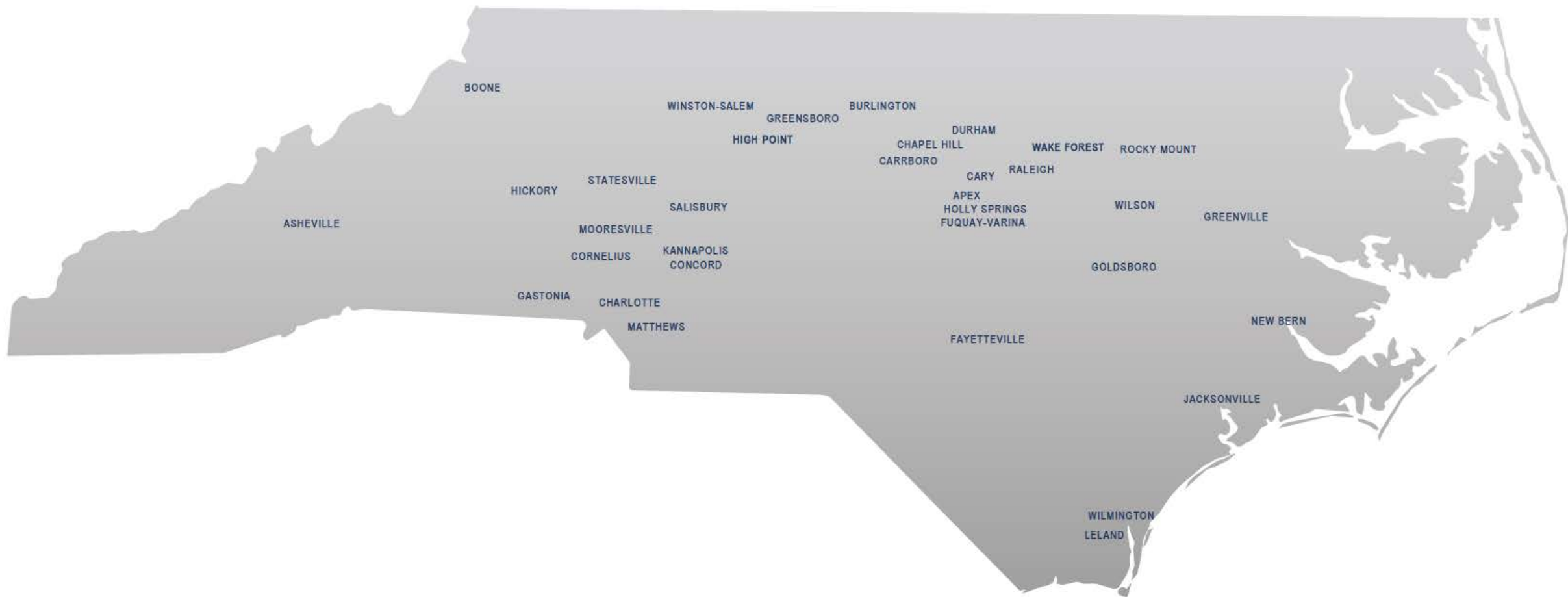
Community & Economic Development – Affordable Housing

- Community and downtown vitality and national competitiveness

Local Control

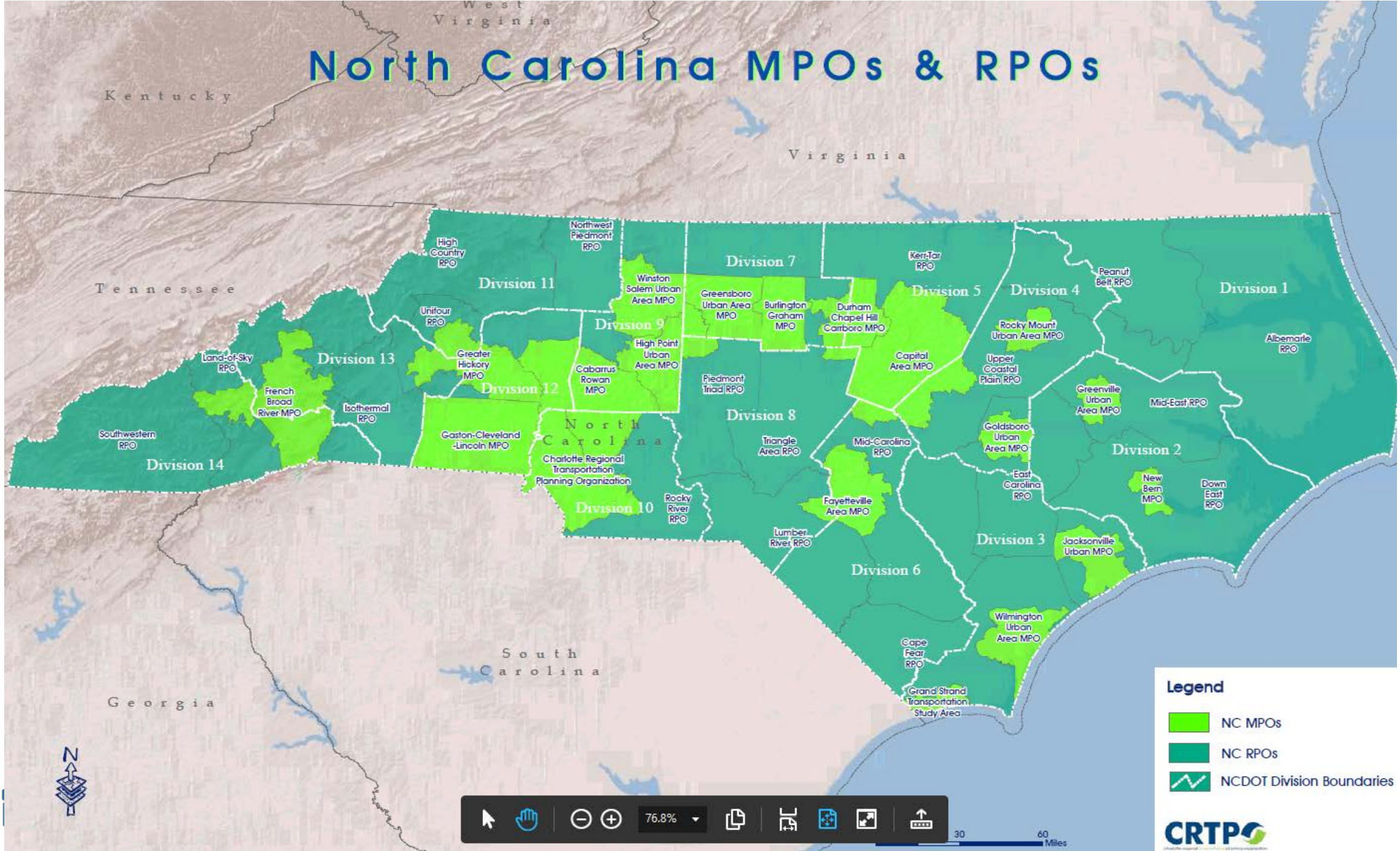
- Especially related to revenue sources

Pro-actively promoting PARTNERSHIPS that enhance the role cities and metro regions play in state's social and economic health – public policy is a team sport



The Metropolitan Mayors Coalition upholds the values of collaboration and consensus building. In all of its work, the Coalition seeks to speak with a bipartisan and united voice, inform and engage its members and serve as a resource on the issues facing metropolitan regions.

North Carolina MPOs & RPOs



Legend

- NC MPOs
- NC RPOs
- NCDOT Division Boundaries



Map navigation controls including a north arrow, a hand icon for panning, zoom in (+) and zoom out (-) buttons, a scale of 76.8%, and icons for home, full screen, and print.

30 60 Miles

WHAT TO EXPECT IN THE SHORT SESSION

Short Session will commence on April 24th

Short Session Focus:

- Budget Bill
- Uncertainty around policy priorities

2024 election & Speaker Tim Moore's Candidacy for Congress could yield a quick session

OR

Friction between NC Senate and House could drag negotiations out for months...

- Eligible bills include those that made crossover, budget bills, bills providing for a constitutional amendment

SUSTAINED EFFORT for Transportation \$

2020 – NC First Commission – Business and local leaders (Secretary of NCDOT)

2022/23 - TEN Commission – Transportation stakeholders (NCGA Led)

SUSTAINED EFFORT for Transportation \$

2022 Short Session – ADDED revenue from the STATE's General Sales Tax Revenue to the transportation budget – phased in, next year 6% - over \$600m

2023 Session - added a an shared ride fee and increased EV (\$140 to \$180) and Plug-in Hybrid (\$90)

HARD Choices ahead

NEW and SIGNIFICANT fees/taxes required - e.g.; HUT and LOCAL Sales Tax Options (Charlotte Region)

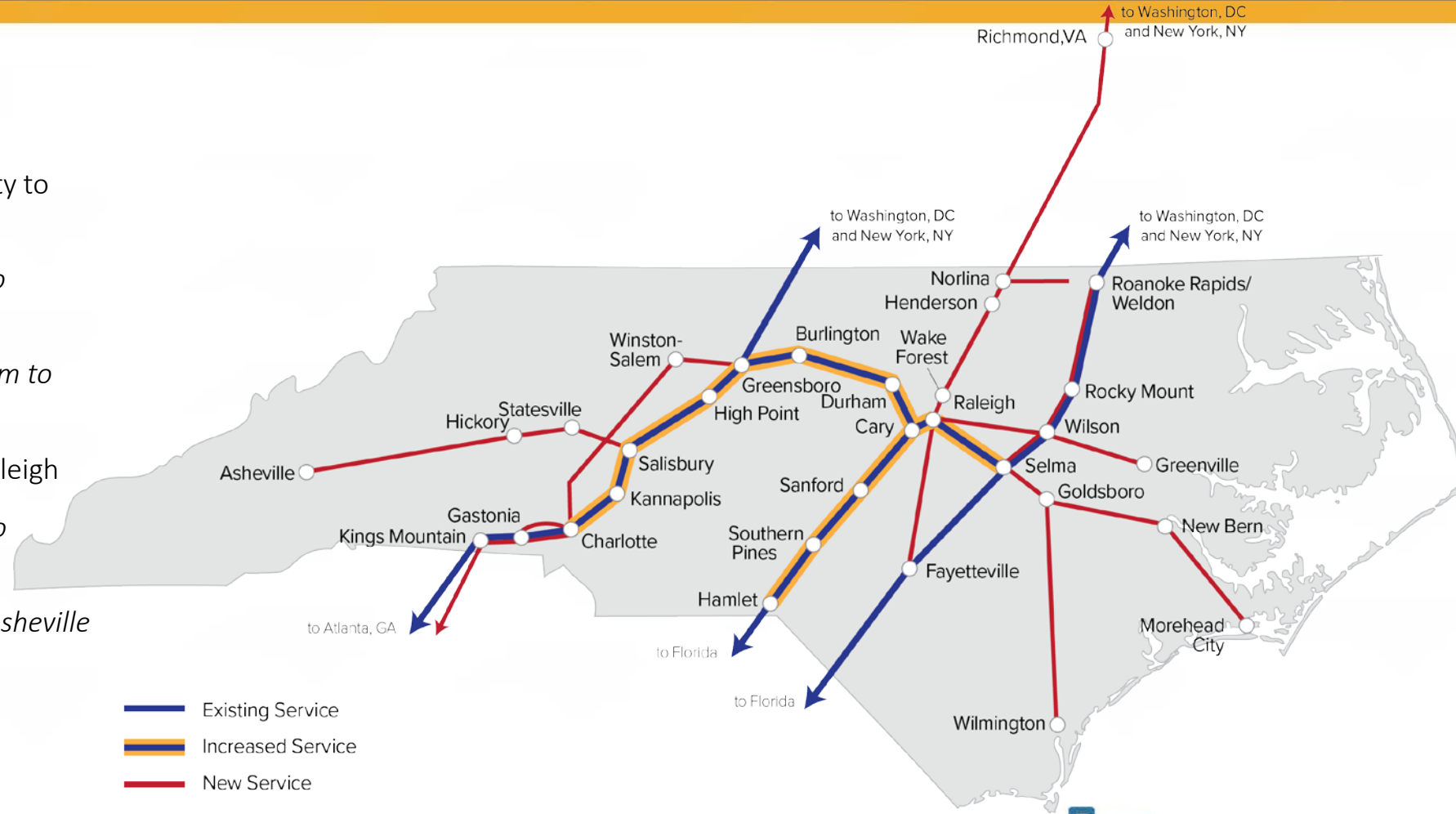
MATCHING Dollars for federal DISCRETIONARY GRANTS – Passenger Rail?

Metro Mayors – Support EXCITING Opportunities for Rail

12 Corridors

Submitted (7 awarded):

- Charlotte to Washington, DC
- *Wilmington to Raleigh*
- *Charlotte to Kings Mountain*
- Greenville to Raleigh
- *Winston-Salem to Raleigh*
- *Hamlet to Raleigh*
- Morehead City to Raleigh
- *Fayetteville to Raleigh*
- *Winston-Salem to Charlotte*
- Weldon to Raleigh
- *Atlanta, GA to Charlotte*
- *Salisbury to Asheville*



Towns shown are for geographical reference only and do not represent station locations.

THREE Key Points for Today

MPOs were created in 1962 – to ensure local priorities are incorporated in transportation – **created for local leaders** – LAND USE is LOCAL, and increasingly important in an urbanizing state

NC has made **tremendous progress** – from the “equity formula days” to the data driven and transparent STI – with a clear and significant role for locals

Collaboration is HARD – but POWERFUL. Triangle Region voice is essential for the urban NC. **TOGETHER** MPOs can **HELP** – take advantage of the structure and tools to **project positive consensus for urban needs**

Beau Mills, Director
NC Metro Mayors Coalition
Email: bmills@ncim.org

QUESTIONS?



Adjournment

Next anticipated Joint Board Meeting date: May 29, 2024

