
Wednesday, April 13, 2022

2:00 p.m.

Virtual | Microsoft Teams

Board members present | Will Allen III, Corey Branch, Brenda Howerton, Sig Hutchinson, Valerie Jordan, Vivian Jones, Elaine O'Neal, Michael Parker, Renée Price, Stelfanie Williams

Board members absences | Michael Fox, Jennifer Robinson

Chair Sig Hutchinson officially called the meeting to order at 2:01 p.m. A quorum was present.

Greater Triangle Commuter Rail Land Use Report

John Hodges-Copple's presentation is attached and hereby made a part of these minutes. He stated the analysis looked at place types and development status, existing population and jobs using 2020 census data and the capacity for added jobs and residents. He reminded the Board that the analysis focused on the four-county region of Orange, Durham, Wake and Johnston counties. Along the commuter rail corridor, six municipalities as well as the counties and RTP are responsible for land use and affordable housing decisions.

Hodges-Copple shared examples to stress the importance of integrating first-mile/last-mile efforts:

- NCCU and Durham Tech are within the corridor but not within walking distance.
- Although many existing and planning affordable housing units are within the station areas, many others are in the corridor, but not within walking distance.

He also shared the following growth projections:

- Current households - 14,000 in the station area; 89,000 within the corridor
- Households projected by 2050 - 52,000 in the station area; 194,000 within the corridor
- Current jobs - 95,000 in the station area; 295,000 within the corridor
- Jobs projected by 2050 – 245,000 in the station area; 668,000 within the corridor

Land Use Analysis Summary

- The rail corridor is only 4% of the area of Orange, Durham, Wake and Johnston counties, but is forecast to hold 20% of the region's households and 45% of the region's jobs by 2050.
- The corridor is forecast to add 100,000 housing units and 370,000 jobs by 2050. Even more corridor housing and commercial demand may be market-realistic.
- With this growth, there will still be room for another 100,000 housing units and 330,000 jobs beyond 2050 based on the 2050 Transportation Plan.
- Because much of the land in the corridor is beyond walking distance of a station, high-quality transit and active transportation connections to stations will be influential for household and job access.
- If corridor land use is to serve a spectrum of users, then sustained, deliberate efforts to create equitable Transit-Oriented Development seem needed. Leveraging public land, federal Joint Development rules, and anchor institution collaboration may be impactful.

Hodges-Copple then reviewed summaries of the prior two analyses conducted by TJCOG.

Travel Market Analysis Summary

- The rail corridor is only 4% of the area of Orange, Durham, Wake and Johnston counties, but has 30% of the region's primary jobs [280,000 jobs].
- 23% of the region's jobs with earnings below \$40,000 per year are located in the rail corridor.
- The Wake County-Durham County regional connection is the largest in North Carolina with over 96,000 workers living in one county and working in the other.
- Eight of the top ten job hubs in the region are along the rail corridor, including the city centers of Raleigh and Durham, Duke University and Medical Center, NC State and RTP.
- 56,000 workers both live and work in block groups along the corridor.
- Almost 70,000 people live in neighborhoods that are completely or partly in the corridor and achieve thresholds for the amount and concentration of BIPOC, lower income and zero-car households, and legally-binding, affordability-restricted housing units.
- Safe and seamless first-mile/last-mile connections are key to serving these neighborhoods.

Affordable Housing Analysis Summary

- There is a substantial amount of legally-binding, affordably restricted [LBAR] housing along the rail corridor, especially in Wake and Durham counties, which can be linked to major job hubs by commuter rail transit.
- There is a substantial amount of multi-family naturally occurring affordable housing [NOAH] along the rail corridor, including a large percentage of Johnston County multi-family NOAH units.
- Housing Authority plans and LIHTC awards would add more than a thousand LBAR affordable housing units within station study areas.
- Existing affordable housing would earn a "medium-high" score in federal funding competition; future affordable housing would likely raise this score.
- Based on a "first pass" analysis, there are opportunities for more affordable housing using public and anchor institution land along the rail corridor, should communities and partners wish to pursue this options.
- Safe and seamless first-mile/last-mile connections will be important to serve affordable housing.

John Hodges-Copple noted important considerations for successful transit investments:

- Involving institutional land owners, including GoTriangle, cities, counties, universities, housing authorities and the State in development and housing strategies in the corridor.
- Ensuring land use and transit are given equal weight and planned together, and using equitable transit-oriented development as the framework for future planning.
- Developing a compelling regional vision for the future growth not just in the commuter rail corridor, but along a network of high-quality transit investments in the region.
- Placing special emphasis on multi-family housing development in the corridor, through local efforts, leveraging public land, and using the FTA Joint Development program.
- A collaboration on first-mile, last-mile investments to connect stations to destinations.

Discussion of Operating Policies and Procedures for Standing Committees

Chair Hutchinson recognized Byron Smith, who noted the summary of the by-laws in the agenda, which is attached and hereby made a part of these minutes.

Brenda Howerton shared a presentation, which is attached and hereby made a part of these minutes. She shared several recommendations based on her review of the by-laws and other GoTriangle policies:

- Review GoTriangle's employment policies
- Review GoTriangle's personnel policies
- Develop a process for resolving grievances brought to the Board
- Review and update as appropriate all Board policies and procedures
- Conduct a policy review on a regular basis

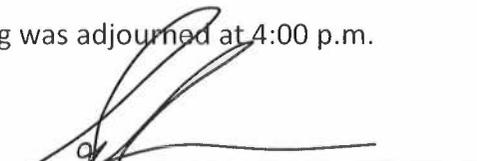
General Counsel Smith stated that the executive team currently is reviewing GoTriangle policies and procedures. He stated that he would provide a list of the policies for the Board to determine which they have interest in reviewing. He added that the Board has the authority to review and update its policies and procedures.

Board members agreed that an update of policies and procedures was needed. Some felt it appropriate to hire a consultant to assist with the process; others disagreed.

Action: On motion by Parker and second by Jones the Board directed the General Counsel to bring recommendations from staff for amendments to internal policies and the Operations & Finance Committee to recommend amendments to the By-laws and Rules of Procedure. The motion was carried unanimously.

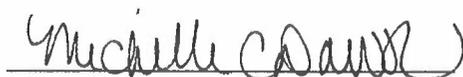
Adjournment

Action: On motion by Parker the meeting was adjourned at 4:00 p.m.



Sig Hutchinson, Chair

Attest:



Michelle C. Dawson, CMC
Clerk to the Board