

NC Capital Area Metropolitan Planning Organization Meeting Minutes - Final Technical Coordinating Committee

1 Fenton Main St.
Suite 201
Cary NC 27511

Thursday, May 1, 2025

10:00 AM

Conference Room

1. Welcome and Introductions

Present (39): Chair Tracy Stephenson, Vice Chair Kenneth Ritchie, Dallas Baker, Dylan Bruchhaus, Bynum Walter, Bradley Kimbrell, Matt Klem, Regan Buchanan, Thanh Schado, Barry Baker, Jay Sikes, Tim Gardiner, Akul Nishawala, Brandon Watson, Het Patel, Paul Black, Andrea Neri, Ron McCollum, Kesha Smith, James Salmons, David Keilson, Philip Hart, Bryan Kluchar, Jenna Shouse, Jason Kress, Juliet Andes, Sandi Bailey, Conrad Olmedo, Chris George, Erin Joseph, Chris Garcia, Jason Brown, Bret Martin, Tanner Hayslette, Emma Linn, Ryan Eldridge-Burch, Lucy Garcia, Catherine Farrell, and Matt Day

Absent (18): Britt Davis-Haywood, Scott Hammerbacher, Braston Newton, Joseph Geigle, Anita Davis-Haywood, Brennan Fuqua, Neil Perry, Phil Geary, Riley Stout, Michael Landguth, Travis Crayton, Jeffery Jones, Shannon Cox, Dorothy Taylor, Jennifer Ganser, Barbara Hollerand, Landon Chandler, and Bo Carson

Chair Tracy Stephenson called the meeting to order at 10:00 a.m. Introductions were then made.

2. Adjustments to the Agenda

There were no adjustments made to the Agenda.

3. Public Comments

There were no public comments.

4. Minutes

4.1 Minutes - April 3, 2025

Requested Action: Approve the Minutes of April 3, 2025

Requested Action: Approve the Minutes of April 3, 2025

Attachments: [Minutes - April 3, 2025](#)

There were no questions and/or comments.

Emma Linn motioned to approve the April 3, 2025 TCC Meeting Minutes. Chris George seconded the motion. The motion carried unanimously.

5. Regular Business

5.1 Recommended FY 2026 Wake Transit Work Plan

Steven Mott, MPO Staff, and Steve Schlossberg, GoTriangle Staff

Requested Action: Receive as Information

Attachments: [Staff Report](#)

[Recommended FY 2026 Wake Transit Work Plan](#)

Mr. Mott provided an overview of the new document format and organization, the \$7.8 million budget increase since the Draft Work Plan, and the 19 new or updated projects since the Draft Work Plan. He noted that TPAC recommended the FY 2026 Wake Transit Work Plan include \$2.591 million of VRT revenues based on the same proportion methodology used in the Financial Model and Assumptions for FY 2025 while the Conference Committee continues to evaluate the potential impacts of VRT for FY 2026 and beyond. He added that VRT revenue projections beyond FY 2026 remain marked as "TBD".

Steve Schlossberg, GoTriangle, provided a FY25 revenue update. He stated that GoTriangle has collected \$80,746,288 through January 2025 and noted that there is about a two-month lag in receiving half-cent sales tax revenue since it needs to pass through the State. He stated that he expects to at least meet budget. He reported that the year over year projected increases are settling down to a steady 2-3%. He stated that GoTriangle has approximately \$74.8 million in cash as of April 30, 2025. He noted that there have been slight budget changes regarding VRT revenues in order to reflect TPAC's recent recommendation and that \$2.591 million in VRT revenues will be added to the FY 2026 Work Plan. He provided an overview of the FY26 modeled expenditures, noting that there is a \$1.9 million operating expense increase and a \$5.7 million capital expense increase compared to the Draft Work Plan. He then presented the FY26 Total Work Plan, noting zero revenues over expenditures.

In response to Bret Martin, Mr. Schlossberg stated that the CFA still has its own fund balance and that GoTriangle works very closely with CAMPO staff in monitoring it.

Bret Martin noted that, to the Town of Morrisville, it will be a higher percentage of what they are projecting to get and that he wanted assurance that it is not expected that the miles generated by the CFA communities will have to pay that back.

Mr. Schlossberg responded that, within the TPAC structure, there is a finance work group that will be discussing apportionments and commented that the Tax District Administrator does not like apportionments being added into the Wake Transit Plan. He noted that it makes things messy. He added that he hopes to get the issue on the work group's agenda, along with discussion on fares.

Mr. Mott concluded by noting the next steps in the process, with final adoption being planned for June 2025.

There were no further questions and/or comments.

This item was received as information only.

5.2 FY 2025 4th Quarter Wake Transit Work Plan Amendment Requests

Steven Mott, MPO Staff

Requested Action: Recommend Approval**Attachments:** [Staff Report](#)[FY25 Q4 Wake Transit Work Plan Amendment Request Packet](#)

Mr. Mott provided an overview of the FY 2025 Q4 Wake Transit Work Plan Amendment Request Calendar, an overview of the City of Raleigh's and GoTriangle's amendment requests, and the fiscal impacts of those requests, noting the following:

- *The FY25 City of Raleigh Low Income Fare Pass budget will increase \$979,000.*
- *The FY25 GoTriangle Low Income Fare Pass budget will increase \$100,000.*
- *The FY25 GoTriangle Youth GoPass budget will decrease \$42,000.*
- *The FY25 GoTriangle Maintenance of Mobile Ticketing budget will decrease \$22,000.*
- *The net impact to FY25 Wake Transit Plan is (\$1,015,000).*

Mr. Mott provided an overview of community engagement efforts, noting that 17 comments were received, but that there were no changes to the amendment requests based upon them. He noted that TPAC provided a unanimous favorable recommendation on the requests, but that the voting record was not included in the agenda packet due to the timing of that meeting.

There were no questions and/or comments.

Thanh Schado motioned to recommend the Executive Board approve the FY 2025 4th Quarter Wake Transit Work Plan Amendment Requests. Het Patel seconded the motion. The motion carried unanimously.

5.3 Amendment #9 to FY 2024-2033 Transportation Improvement Program (TIP)

Alex Rickard, MPO Staff

Requested Action: Recommend approval of Amendment #9 to the 2024-2033 Transportation Improvement Program (TIP).**Attachments:** [Staff Report](#)[FY2024-2033 TIP Amendment #9](#)

Mr. Rickard provided an overview of Amendment #9 to the FY 2024-2033 Transportation Improvement Program, noting that the amendment includes NCDOT's STIP Amendments from January-March 2025, the Southern Wake County NC 540 Bonus Allocation Project delays, and the FFY27 LAPP project awards. He added that the public comment period ends on May 20, 2025, and that the public hearing is on May 21, 2025.

There were no questions and/or comments.

Chris Garcia motioned to recommend the Executive Board approve Amendment #9 to the FY 2024-2033 Transportation Improvement Program. Bret Martin seconded the motion. The motion carried unanimously.

5.4 Public Engagement Update on Tolling Options for U.S. 1 North

Daniel Spruill, MPO Staff

Requested Action: Receive as information and consider recommendation to the Executive Board for action.

Attachments: [Staff Report](#)

Mr. Spruill provided an update on public engagement efforts regarding tolling options for U.S. 1 North. He provided background on the Project, noting that it converts Capital Boulevard (US 1) into a controlled-access highway in Wake County between I-540 and Purnell/Harris roads in Wake Forest and that, for funding purposes, it is divided into four segments. He noted the history of STIP delays and projected cost increases and stated that the options for moving forward are:

- *Option 1 – Stay the Course: Wait for B, C, and D segments to compete and be programmed through normal TIP/STIP process*
- *Option 2 – Non-freeway option: Study options to improve the corridor with non-freeway improvements (e.g. RCI/Superstreet, operational improvements, some interchanges, etc.)*
- *Option 3 – Convert the Corridor to a Toll Project: Complete tolled Expressway or express toll lane(s) in each direction*

Mr. Spruill stated that the Executive Board requested that the North Carolina Turnpike Authority (NCTA) conduct a tolling analysis to determine if the Project could be sped up, and noted that NCTA analyzed the following four scenarios for financial viability:

- *Scenario 1: All-tolled Expressway; Standalone*
- *Scenario 2: All-tolled Expressway; added to the Triangle Expressway System*
- *Scenario 3: One Express Lane in each direction; Standalone*
- *Scenario 4: One Express Lane in each direction; added to the Triangle Expressway System*

Mr. Spruill highlighted the differences between the types of roads and their pricing and provided an overview of a financial analysis matrix comparing projected timelines, capital costs, financing capacity, and state funding availability for each scenario. He presented a key considerations matrix comparing toll rate structures, NEPA reevaluation risks, diversion impacts, where toll revenues can be used to fund roadway maintenance, bonus allocations, and legislative needs for each scenario. He then presented an overview of the Diversion Analysis – 2040 and the following summary:

- *NCDOT and NCTA are not advocating for a particular path forward*
- *Four toll scenarios were analyzed at the request of CAMPO, including both expressway and express lane scenarios*
 - *Three of the four scenarios analyzed could likely provide some level of financial flexibility and an accelerated delivery schedule*
 - *Three of the four scenarios would likely require legislative changes if CAMPO were to choose to pursue them*
 - *NCDOT and NCTA will continue to provide support as CAMPO evaluates the scenarios and determines the best path forward for the region*

Mr. Spruill provided an overview of CAMPO's public engagement strategy, noting the planned activities from April 7-May 14, 2025, and how the engagement opportunities will be promoted. He stated that, as of April 30, 2025, the online survey had 2,500+ participants and 1,200+ comments. He added that the first public information session was held on April 30, 2025, in North Raleigh, the second session will be on May 5, 2025,

in Wake Forest, the public comment period and survey will close on May 14, 2025, and the public engagement synthesis will be presented at the May 21, 2025, Executive Board meeting.

In response to Bradley Kimbrell, Mr. Spruill reported that there were approximately 50 attendees over two hours at last night's public information session. In general, the feedback received showed that people did not realize the project includes service roads parallel to the corridor that will never be tolled, people are not thrilled about tolls, and lots of people want the project to get done. He stated that U-5307 was never planned to be tolled.

Mr. Kimbrell asked if this changes how service roads are designed and if we would expect to see increased volume demand on service roads.

Chris Lukasina responded that, if this were to move forward, there would be a full traffic and revenue study and forecasting. If we find that additional capacity improvements are needed, then they would be implemented – this includes service roads. He noted that the analysis so far has not shown the service roads going over capacity.

Mr. Kimbrell inquired as to whether we should instead look at intersection measures to discourage use of the service roads as an option. He expressed concerns regarding increasing capacity on service roads and noted that there are a lot of details to look at.

Mr. Spruill noted that there will be NEPA re-evaluations and that they will look at that issue too.

Mr. Lukasina noted that the Executive Board may be taking action on this item at their May 21, 2025, meeting and that this is TCC's opportunity to provide any recommendations on the tolling question-but they are also not required to provide any recommendations.

Tim Gardiner stated that TCC does not have enough new information to change the pathway that the Executive Board is on and that TCC may not have anything new to add.

Andrea Neri asked if there was any scenario that is more conducive to public transportation.

Mr. Lukasina replied that, in order to accommodate BRT with express lanes, they would need much more right-of-way to account for station areas and where buses pull out of. If fully tolled, the median would be designed in a way that BRT lanes could be added and not require additional right-of-way.

Responding to Het Patel, Mr. Lukasina stated that recommendations for a project south of I-540 have been incorporated in SPOT, but none have been funded yet.

Alex Rickard stated that the I-440/Capital Boulevard interchange project was funded at one point, but it got moved out and is re-competing for funding again.

Mr. Lukasina noted that project predated the Capital Boulevard North study.

Chair Tracy Stephenson stated his agreement with Mr. Gardiner that TCC may not have anything new to add for the Executive Board. He clarified for Mr. Patel that the stay the course option is to let NCDOT push the project out further.

In response to an inquiry, Mr. Lukasina stated that the FAST 2.0 team is not looking at this project.

Mr. Lukasina reiterated that TCC does not have to make a recommendation on the matter.

Chair Stephenson noted that the TCC is uncomfortable making any group recommendations to the Executive Board and suggested that individual members can work directly with their respective Board members to advise them.

Bynum Walter asked if the TCC will get a summary of the public engagement feedback before the May 21, 2025, Board meeting, noting that they meet frequently with their Board member and that they want to speak thoughtfully to what the public is saying.

Shelby Powell responded that the survey closes the same day that the Executive Board agenda has to go out and that the results will be presented at the May 21, 2025, Board meeting. She added that CAMPO will share anything it can with TCC in advance of the meeting.

In response to Ms. Walter, Ms. Powell stated that the May deadline was requested by the Executive Board. Mr. Lukasina added that the Board originally wanted it to come back to them in April.

Ms. Walter asked if it was possible to request more time to review the matter from the Board.

Mr. Lukasina responded that some Board members want to move forward and noted that we do not control the timeline, especially for any legislative changes needed. He added that the delays have gotten to a tipping point with some Board members.

There were no further questions and/or comments.

This item was received as information only.

Chair Stephenson reiterated that CAMPO Staff will provide the TCC with a public engagement feedback summary as soon as possible before the May 21, 2025, Executive Board meeting so that the members can individually advise their respective Board members accordingly.

5.5

2055 MTP Update - Deficiency Analysis & Alternatives Analysis

Chris Lukasina, MPO Executive Director

Requested Action: Receive as information.

Attachments: [Staff Report](#)
[Alternatives Analysis Technical Guide](#)
[2055 MTP Development Schedule](#)
[Alternatives Analysis Results Summary](#)

Mr. Lukasina provided an update on the MTP – Deficiency Analysis & Alternatives Analysis, noting that we are in the Analysis & Evaluation phase and that the current results of all scenarios are available through the web portal at <https://ral.maps.arcgis.com/apps/webappviewer/index.html?id=0c1879a3ffa94ea197c44320995198e6>. He noted that a couple important things to think about are the locations of any changes in forecasted travel patterns or socioeconomic data. He spoke regarding the planning process and use of the CommunityViz Growth Tool and the five inputs it needs to create future development scenarios. He added that local guidebooks and look-up tables are available at www.centralpinesnc.gov/mobility-transportation/urban-mobility. He provided an overview of the Triangle Regional Model, Travel Choice Neighborhoods, REINVEST neighborhoods, mobility HUBS, and the Scenario Framework. He stated that the All Together Scenario includes doing every project we wanted and being fiscally unconstrained, noting that this scenario is more of a thought exercise.

Mr. Lukasina provided an overview of the Deficiencies and Needs Scenario, noting that its development foundation is based on community plans and that its mobility investment foundation is based on only the existing and committed projects for the next 4-5 years, which is unreasonable but useful as a baseline to help analyze the various scenarios in the upcoming Alternatives Analysis stage.

Mr. Lukasina next provided an overview of the Plans and Trends Scenario, noting that this scenario includes everything in the Deficiencies and Needs Scenario, plus investment trends from traditional funding sources, partnerships for increased intercity rail passenger services, and local funding identified by jurisdictions. Mr. Lukasina presented maps comparing the current road volume/capacity at peak hour versus midday under this scenario and the projected road volume/capacity at both times for 2055, as well as maps illustrating the projected travel times from downtown Raleigh and RDU. He noted the following investments identified in the Alternatives Analysis under the Trends Scenario:

Major Roadway Investments:

1. Completion of Outer Loop
2. Widening/Improving I-40, I-440, US 401, US 1, US 64, US 70, NC 42, NC 50, NC 54, NC 55, NC 98
3. Smaller level of secondary roadway investments in 2nd two decades

Major Transit Investments:

1. Partnership for additional intercity rail stops (a few) and services (maybe 1 or 2 additional)
2. BRT Infrastructure and Service in Capital, New Bern, Wilmington, and

Western/Chatham/NC 54 corridors

- 3. BRT Infrastructure and Service in Harrison/Kildare Farm Rd. corridor*
- 4. BRT Infrastructure and Service to Midtown*
- 5. Continuation of WTP frequent bus network*
- 6. Community Funding Areas*

Mr. Lukasina then spoke regarding the Shared Leadership Scenario, noting that this scenario includes everything in the Trends Scenario, plus additional state funding based on NC First Commission recommendations, starting in second decade, and the projected growth of federal funding to keep pace with inflation. He presented maps comparing the current road volume/capacity at peak hour versus midday under this scenario and the projected road volume/capacity at both times for 2055, as well as maps illustrating the projected travel times from downtown Raleigh and RDU. He noted the following investments identified in the Alternatives Analysis under the Shared Leadership Scenario:

Major Roadway Investments:

- 1. Completion of Outer Loop*
- 2. Widening/Improving I-40, I-440, US 401, US 1, US 64, US 70, NC 42, NC 50, NC 54, NC 55, NC 98*
- 3. Smaller level of secondary roadway investments in 2nd two decades*

Major Transit Investments:

- 1. Rail investment: Trend, plus "regional rail" in Wake County, with additional stops and service*
- 2. BRT Infrastructure and Service in Capital, New Bern, Wilmington, and Western/Chatham/NC 54 corridors*
- 3. Freeway based BRT in I-40 corridor*
- 4. BRT Infrastructure and Service to Midtown*
- 5. Continuation of WTP frequent bus network*
- 6. Community Funding Areas*

Mr. Lukasina presented an overview of the All Together Scenario, noting that this scenario includes everything in the Community Plans, but with an additional focus on anchor institutions, mobility hubs, affordable housing, and TOD. It also includes everything in the base of investments from the Mobility Corridors Scenario, plus additional funding likely based on local option revenue streams (starting in the second decade), funding driven by modal investment mix (2045 MTP used overall MTP investment mix), funding for roadway investments targeted at secondary roads, and funds in addition to the existing ½ cent Wake Transit revenue (sales tax, registration fee). He provided additional background information on how the Opportunity Places Development Foundation is derived. He then noted that this Scenario includes the highest level of secondary road investments and full implementation of regional rail and listed the following investments identified in the Alternatives Analysis under the All Together Scenario:

Major Roadway Investments:

- 1. Completion of Outer Loop*
- 2. Widening/Improving I-40, I-440, US 401, US 1, US 64, US 70, NC 42, NC 50, NC 54, NC 55, NC 98*
- 3. Higher level of secondary roadway investments in 2nd two decades (requires additional revenue assumptions)*

Major Transit Investments:

1. Rail investment: Shared Leadership, plus expansion of "regional rail" in DCHC and outside Wake County
2. BRT Infrastructure and Service in western Wake County corridor
3. BRT Infrastructure and Service in Capital, New Bern, Wilmington, and Western/Chatham/NC 54 corridors
4. BRT Infrastructure and Service in Harrison/Kildare Farm Rd. corridor
5. BRT Infrastructure and Service to Midtown
6. Continuation of WTP frequent bus network
7. Community Funding Areas

Mr. Lukasina presented a matrix of key performance measures and funding comparisons for each of the Scenarios and a list of CAMPO Liaisons.

Next, Bonnie Parker provided an overview of the public engagement efforts on CAMPO's behalf from April 22-May 26, 2025, and emphasized the need for the TCC members' support in spreading the word and sharing their spaces to help leverage local events. She shared that an Outreach Toolkit is available at www.Destination2055nc.com/Digital-Engagement-Toolkit, and that it includes digital resources such as social media messages, sample email newsletters, PowerPoint slides, etc. She stated that she also has hard copy packages of additional materials for posting around jurisdiction facilities and requested that one representative from each jurisdiction take a package before they leave. She added that anyone who needs more materials can contact either Jacob Irving or her and that those jurisdictions that notify her that they used all of her materials will be entered into a donut lottery that she is personally providing. She noted that she will be getting bookmarks for NCDOT and that, if anyone has any questions, they can contact Mr. Irving, their CAMPO Liaison, or her.

Mr. Lukasina concluded by providing an overview of the anticipated milestone dates, noting that the deadline for final adoption is February 2026.

There were no questions and/or comments.

This item was received as information only.

5.6 2025 (Section 5310) Enhanced Mobility of Seniors and Individuals with Disabilities Program Project Selection

Crystal Odum, MPO Staff

Requested Action: Receive as information.

Attachments: [Staff Report](#)

[2025 Section 5310 Grant Applications Summary with Recommendations](#)

Ms. Odum provided an overview of the FTA Section 5310 Program, the 2025 Call for Projects process, and the Section 5310 Funds that have been historically available. She noted that there is \$1,988,947 available for eligible projects for the 2025-2026 cycle. She stated that there were seven grant applications received; however, one (Best Transportation and Wheelchair Service Inc.) was deemed very incomplete and was rejected.

Ms. Odum stated that, this year, many applicants requested funds for vehicle purchases; however, the 5310 Program Management Plan (PMP) states that applicants who are not a current or past FTA recipient are not eligible for funds to purchase vehicles. She noted that Best Transportation and Wheelchair Service Inc and WH Transportation only requested funds for vehicle purchases and their requests were therefore rejected. She stated that Cardinal Transport LLC requested funds for a vehicle purchase and salary for support staff; and, that their recommended award was reduced to fund the support staff salaries only. Five projects were deemed eligible and recommended for full funding: CAMPO, Center for Volunteer Caregiving, Community and Senior Services of Johnston County, GoRaleigh Access, and Pearl Transit Corp. The total award funds being recommended is \$1,235,835. The total project budget (with federal share and local match) is \$1,872,056. She stated that the FTA requires that 55% of the available funds must go towards traditional projects, which are generally capital-related. If that threshold is not met, then the amount of the awards must be reduced to meet that threshold. She added that the recommended awards for this cycle do meet that threshold.

Responding to Bret Martin, Ms. Odum confirmed that there is approximately \$750,000 in leftover funds and that they will be carried over to the next call for projects cycle in two years. She noted that, over the last few years, we have not been getting enough applicants and stated that the City of Raleigh and their consultants, along with CAMPO, are addressing the issue and the region is not in danger of lapsing 5310 Program funds. The partners are working with the Mobility Coordination Committee (MCC) to get the funds utilized before lapsing. She spoke regarding the efforts being taken to increase the number of applicants, including looking at the application process itself, and noted that another issue is the fact that sometimes the regulations that come with FTA funding are burdensome. She stated that they may conduct another Call for Projects next year if funds are in danger of lapsing. There is no requirement that Calls for Projects can only be conducted every two years as the program apportionment from FTA is provided annually.

Responding to multiple inquiries, Ms. Odum provided the following statements:

1. Not all applicants were recommended for funding. One had a very incomplete application. Generally, if something is missing or an application response needs to be clarified, on direction from the Selection Committee, we will usually call and ask for clarification, but that application was missing too much of the requested information.

2. There is no preference for non-profit applicants. We are looking at all applicants equally and trying to determine what their issues are and set up partnerships. If a non-profit has problems applying for funds, we do encourage partnerships with a recipient of grant funds that can be helpful for them.

It was noted by Bret Martin that 5310 funding went up a lot with Congressional advance appropriations and that it is not safe to say that will continue. Mr. Martin warned that some appropriations may not carry over into a new authorization.

Responding to Erin Joseph, Ms. Odum clarified that Johnston County was allowed to purchase vehicles with 5310 funds because JCATS is already an FTA sub-recipient and, as such, is not subject to the vehicle purchase prohibition in the PMP.

There were no further questions and/or comments.

This item was received as information only.

6. Informational Item: Budget

6.1 Operating Budget, FY2025

Brenda Landes, MPO Staff

Requested Action: Receive as information.

Attachments: [Staff Report](#)
[FY2025 Budget Projection Q3](#)

There were no questions and/or comments.

This item was received as information only.

6.2 Member's Shares, FY2025

Brenda Landes, MPO Staff

Requested Action: Receive as information.

Attachments: [Staff Report](#)
[FY2025 Member's Dues Q3](#)

There were no questions and/or comments.

This item was received as information only.

7. Informational Item: Project Updates

7.1 Project Updates

Requested Action: Receive as information

Requested Action: Receive as information

Attachments: [Project Updates - May 1, 2025](#)
[NCDOT Division 6 Project Report - May 2025](#)

There were no questions and/or comments.

This item was received as information only.

7.2 Public Engagement Updates

Bonnie Parker, MPO Staff

Requested Action: Receive as information.

Attachments: [Public Engagement Updates - May 1, 2025](#)

There were no questions and/or comments.

This item was received as information only.

8. Informational Item: Staff Reports

MPO Report:

Chris Lukasina announced the following:

- Upon his request for which jurisdictions will be applying for the Safe Streets for All program, Lucy Garcia replied that the Town of Youngsville is. Mr. Lukasina asked her to catch up with him after the meeting.*
- Remember to pick up your MTP engagement packets, Bonnie is tracking who has done so.*
- The May 14, 2025, Safety Summit is coming up. Please encourage your public safety staff and stakeholders to register.*
- The SPOT 8 cycle is beginning soon. The NCBOT will be adopting changes at their June or July 2025 meetings, and the submittal deadline is September 30, 2025.*
- The Federal Certification Review meeting last month went well. We are not anticipating any significant findings, but there may be a few recommendations.*
- The Executive Board meeting start time has changed to 3:00 p.m.*
- Congratulations to Kenneth Withrow, who is celebrating 25.02 years of service with CAMPO today. He is the longest-serving staff member, and we hope to have him for many more years.*
- There are a few vacant positions that are being advertised or will be advertised shortly.*

NCDOT Transportation Planning Division:

No report provided.

NCDOT Division 4:

No report provided.

NCDOT Division 5:

No report provided.

NCDOT Division 6:

No report provided.

NCDOT Division 8:

No report provided.

NCDOT Rail Division:

No report provided.

NC Turnpike Authority:

Ron McCollum spoke regarding some daytime lane closures this week and noted that there will be impacts to I-87 soon.

NCDOT Integrated Mobility Division:

No report provided.

TCC Members:

Paul Black announced that May is National Bike Month and asked people to get involved and get the word out.

Thanh Schado reported that there is a Conservation & Resiliency Planner opening at Chatham County.

Het Patel reported that GoRaleigh re-advertised last week for smaller construction packages for this Summer's median work. He noted that they also met one-on-one with contractors and that he hopes that will result in more competitive bids.

9. Adjournment

Chair Tracy Stephenson adjourned the meeting at 11:33 a.m.

Upcoming Meetings/Events

<i>Capital Area MPO Executive Board Meeting</i>	<i>May 21, 2025</i>
<i>CAMPO Board Room</i>	<i>3:00 - 5:00 pm</i>
<i>1 Fenton Main St, Ste 201</i>	
<i>Cary, NC 27511</i>	
<i>Capital Area MPO TCC Meeting</i>	<i>June 5, 2025</i>
<i>CAMPO Board Room</i>	<i>10:00 am - Noon</i>
<i>1 Fenton Main St, Ste 201</i>	
<i>Cary, NC 27511</i>	
<i>Capital Area MPO Executive Board Meeting</i>	<i>June 18, 2025</i>
<i>CAMPO Board Room</i>	<i>3:00 - 5:00 pm</i>
<i>1 Fenton Main St, Ste 201</i>	
<i>Cary, NC 27511</i>	
<i>Capital Area MPO TCC Meeting</i>	<i>July 3, 2025</i>
<i>CAMPO Board Room</i>	<i>10:00 am - Noon</i>
<i>1 Fenton Main Street, Suite 201</i>	
<i>Cary, NC 27511</i>	