

**NC Capital Area Metropolitan
Planning Organization
Meeting Minutes - Draft
Executive Board**

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

Wednesday, March 18, 2020

4:00 PM

Conference Room

1. Welcome and Introductions

Chair Hutchinson welcomed everyone to both the conference room and virtual meeting. A roll call was taken to ensure a quorum. Chair Hutchinson stressed the importance of participation in these monthly meetings and thanked everyone.

Present: 20 - William Allen III, Mary-Ann Baldwin, Scott Brame, TJ Cawley, Ronnie Currin, Joe Geigle, Jacques Gilbert, Michael Grannis, Virginia Gray, Chair Sig Hutchinson, Vice Chair Vivian Jones, Catherine Knudson, Ken Marshburn, Bob Matheny, Neena Nowell, Howard Penny, Dick Sears, Board Member Harold Weinbrecht, Art Wright, and Nina Szlosberg-Landis

Absent: 10 - John Byrne, Grady Hunt, RS "Butch" Lawter, Matt Mulhollem, James Roberson, Perry Safran, Michael Schriver, Bob Smith, Edgar Smoak, and Gus Tulloss

2. Adjustments to the Agenda

There was one adjustment to the agenda. Item 6.4 - Triangle Bikeway Interlocal Funding Agreement was added after the original agenda was published to the CAMPO website.

A motion was made by Member Howard Penny, seconded by Member Will Allen to accept the adjustment to the agenda, item 6.4 Triangle Bikeway Interlocal Funding Agreement. The motion carried by unanimous vote.

3. Ethics Statement:

Vice Chair Vivian Jones read the Ethics Statement "In accordance with the State Government Ethics Act, it is the duty of every Executive Board member to avoid conflicts of interest. Does any Executive Board member have any known conflict of interest with respect to matters coming before the Executive Board today? If so, please identify the conflict and refrain from any participation in the particular matter involved." No members of the Executive Board identified issues with conflicts during this meeting.

The following information from the Ethics Commission for 2020 was then shared via presentation screen:

Executive Board members and alternates are required by law to file certain financial disclosures called the Statement of Economic Interest (SEI) and Real Estate Disclosure (RED) forms with the State Ethics Commission.

These two forms are due within 60 days of appointment and then every year thereafter.

Failure to file may result in fines of up to \$500 annually for an Executive Board member.

*As of 2019, the State Ethics Commission has a new electronic filing system:
<https://ef.ncsbe.gov/>*

This information was included in the previous agenda distribution emailing. A handout was also provided with full information and instructions for completing the forms.

4. Public Comments

Chair Hutchinson opened Public Comments. There were no members of the public present to speak. Chair Hutchinson closed Public Comments.

5. Minutes

5.1 Executive Board February 19, 2020 Draft Minutes

Requested Action: Approve the Executive Board February 19, 2020 Meeting Draft Minutes

Attachments: [Exec Brd February 2020 Meeting Draft Minutes](#)

The Draft Minutes were included in the agenda packet.

A motion was made by Member Howard Penny, seconded by Member Dick Sears that the minutes from the February 2020 Executive Board be approved. The motion carried by unanimous vote.

6. Consent Agenda

A motion was made by Member Howard Penny, seconded by Member Will Allen to approve all items on the Consent Agenda. The motion carried by unanimous vote.

6.1 FY 2020 Wake Transit Work Plan Amendment Request - Commuter Rail Early Project Development

Bret Martin, MPO Staff

Requested Action: Consider approval of the FY20 Wake Transit Work Plan amendment request to fund early project development activities for commuter rail, with the condition that no funds will be spent until an MOU detailing the cost share is approved by the appropriate boards.

Attachments: [Staff Report](#)

[Attachment 1 - FY20 Work Plan Amendment - Commuter Rail Early Project Development](#)

6.2 Memorandum of Understanding (MOU) in Support of Continued Development of the Greater Triangle Commuter Rail Project

Bret Martin, MPO Staff and Katharine Eggleston, GoTriangle Staff

Requested Action: Consider approval of CAMPO's participation in the MOU in Support of Continued Development of the Greater Triangle Commuter Rail Project and authorize the Executive Director to sign the MOU.

Attachments: [Staff Report](#)

[Attachment 1 - CRT Early Project Development MOU](#)

6.3 Safety Performance Measures and Targets FY20

Alex Rickard, MPO Staff

Requested Action: Review safety performance targets and agree to plan and program projects that contribute toward the accomplishment of the State's targets.

Attachments: [Staff Report](#)

[CAMPO_PM1_FY20](#)

6.4 Triangle Bikeway Interlocal Funding Agreement

Shelby Powell, MPO Staff

Requested Action: Authorize Executive Director to sign the Interlocal Funding Agreement for Triangle Bikeway Implementation Study.

Attachments: [CAMPO-ExecBd-2020-03-18- Interlocal Agreement-TriangleBikeway](#)

End of Consent Agenda

7. Public Hearing

Chair Hutchinson opened Public Hearings.

7.1 FY2018-2027 Transportation Improvement Program Amendment #11

Gretchen Vetter, CAMPO Staff

Requested Action: Conduct a public hearing. Consider approval of Amendment #11 of FY2018-2027 Transportation Improvement Program.

Attachments: [Staff Report](#)
[TIP Amendment #11](#)

Ms. Gretchen Vetter, CAMPO Staff reported on this item.

Ms. Vetter reviewed that NCDOT's STIP Unit notified the MPO of amendments to the FY2018-2027 State TIP. The MPO should update the TIP to reflect these changes in order to meet federal regulations stating that the TIP and STIP must be identical. Amendments also include the addition of Wake Transit Funding and the FY21 LAPP Investment Program.

Ms. Vetter disclosed that the FY2018-2027 TIP Amendment #11 was posted for public comment from February 14, 2020 to March 15, 2020.

Ms. Vetter concluded by reviewing the updates since the Public Comment Opening, which include minor changes to the funding source on 3 FFY2021 LAPP projects from CMAQ to STBGDA, in order to allow more flexibility for FY2020 CMAQ projects.

- *EB-6046*
- *EB-6047*
- *EB-6048*

There were no members of the public present to speak. Chair Hutchinson closed Public Hearings.

A motion was made by Member Will Allen, seconded by Member Howard Penny to approve the Amendment #11 of FY2018-2027 Transportation Improvement Program. The motion carried by unanimous vote.

End of Public Hearings**8. Regular Agenda**

8.1

S-Line/SA-Line Resolution of Support

Julie White, NCDOT Deputy Sec. for Multimodal Transportation

Requested Action: Consider approval of S-Line/SA-Line Resolution of Support.

Attachments: [Staff Report](#)
[2020 S-Line Status](#)
[Handout: About the S-Line](#)
[CAMPO S-Line Resolution](#)

Ms. Julie White, NCDOT Deputy Sec. for Multimodal Transportation, and Ms. Martston Raue, Southeast Corridor Project Manager reported on this item.

Ms. White introduced Ms. Raue, who stated that NCDOT is hoping to purchase the S-Line and SA-Line corridors with support from local governments and organizations in the area. She reminded all that the focus is on problems in our region that can be solved by multimodal transportation, and elements of safety, economic development, mobility, affordable housing, employment, improving urban and rural connections, infrastructure and congestion that need to be considered.

Ms. Raue provided a brief history of the S-Line, dating back to WWII, and that remaining infrastructure can be utilized. She explained that the S-Line is a key segment of the southeast rail corridor between Raleigh and Petersburg, connecting our region to the northeast rail corridor. The SA-Line is a smaller segment between Ridgeway and Weldon.

Ms. Raue continued that Class 1 Railroads, such as CSX in this corridor, are rationalizing their networks which means they are focusing on core routes that carry large volumes of freight and selling off stub ended and redundant rail corridors that currently are not being used to their full potential. These lower volume and inactive corridors need to be preserved to serve existing and future industries providing passenger rail expansion opportunities.

Ms. Raue provided background information regarding the Virginia & CSX Landmark Rail Agreement from this past December as it relates to the current proposal. The State of Virginia purchased 225 miles of track and 350 miles of railroad ROW, part of which is the S-Line from Petersburg, Virginia to Ridgeway, North Carolina. Ms. Raue explained that state ownership allows for control of land and access, on-time service, implementation of future technologies and strategic economic development along the corridors. NCDOT views the S-Line Acquisition as an opportunity to connect rural and urban communities, expand access for freight and mega-sites, and provide economic development opportunities. In addition, it would provide faster more reliable connectivity to the northeast, provide network resiliency, reduce passenger trip times, connect manufacturing and job centers to population centers, and free capacity for additional freight traffic on the CSX A-line.

Ms. Raue provided information regarding the status of the grant opportunity. NC and Virginia completed NEPA documentation back in 2017 for the Raleigh to Richmond corridor which means ROW and construction can proceed with funding. NCDOT plans to pursue funding to purchase it's portion of the corridor through a Federal Railroad Administration grant program for Consolidated Rail Infrastructure and Safety Improvements, (CRISI). This year in particular, CRISI's program allows for an additional funding category for ROW acquisition, reserving \$45 M. North Carolina sees this as an opportunity to apply for this funding, with a federal/local match of 80/20 minimum. They

are looking for resolutions of support from local governments and agencies.

Ms. Raue stressed that a Resolution of Support will make the grant application stronger. She stated that resolutions in support of the development of the S-Line and SA-Line have been passed by Wake County Commission, TARPO, Town of Franklinton, Town of Sanford, Town of Wake Forest, Lee County Commission and Wake Forest Chamber of Commerce. She provided background information for the CRISI Program, which highlighted how successful NCDOT has been to date, such as grade separation projects along rail corridors. She stated that the CRISI 2020 Release of Funding Opportunity has the target date of late Spring / early Summer so they hope to have Resolutions of Support by April.

Ms. Raue concluded by reiterating the opportunity to build on Virginia's success and provided the proposed Next Steps, which include encouraging local government and others to pass resolutions of support, seeking matching non-Federal funds for CRISI application, competing for CRISI 2020, partnering with MPOs, RPOs, and communities to progress corridor development and planning, and securing funding for incremental projects through STI and federal discretionary grants to improve rail infrastructure for new rail services.

Member Howard Penny commented that Harnett County had not yet been contacted. Ms. White responded that they would be happy to do so and would appreciate the opportunity for engagement. Member Mary-Ann Baldwin inquired about what outreach might be available to the City of Raleigh, and inquired if she could come to a city council work session. Ms. White said that members of City of Raleigh team had been present at previous meetings and agreed that additional discussions could be conducted either in person or by virtual connections.

A motion was made by Member Will Allen, seconded by Member Mary-Ann Baldwin to approve the S-Line/SA-Line Resolution of Support. The motion carried by unanimous vote.

8.2 LAPP Program and Prior Year Projects Update

Gretchen Vetter, CAMPO Staff

Requested Action: Receive as information.**Attachments:** [Staff Report](#)

Ms. Gretchen Vetter, CAMPO Staff reported on this item.

Ms. Vetter provided an update on the now cancelled rescission of federal highway program funding scheduled for the end of federal fiscal year 2019. The following schedule and deadlines below have been presented to the CAMPO TCC and Executive Board:

At the August 21, 2019 Executive Board Meeting, the Executive Board made the following determination for outstanding LAPP projects:

- *FFY2019 LAPP projects are granted a grace period through FFY2020 to request funding authorization (September 2020).*
- *FFY2018 and prior LAPP projects are granted a grace period through the first quarter of FFY2020 to request funding authorization (December 31, 2019).*
- *If a project wishes to request funding authorization after this deadline, the project must receive consideration and approval from the Executive Board prior to requesting funding authorization.*
- *Any project that does not reach their respective deadline and does not receive approval from the Executive Board to request funding authorization will be deprogrammed. That project is eligible to recompile for funding in future rounds of LAPP.*

Ms. Vetter recapped the total prior year projects at the beginning of FFY2020 which totaled \$26,675,113 million dollars, and FFY2020 LAPP Projects totaling \$24,999,999 million dollars. She presented the available funding balances at the beginning of FFY2020 which included both the carry-forward funding and FY2020 apportionment funds. These balances were \$26.62 million dollars of STBGDA funding, \$6.46 million dollars of CMAQ funding, and \$890,157 of TAP funding. Ms. Vetter shared a chart that compared existing project totals to available funding. She noted that while the chart showed that CAMPO has more project funding programmed than there is available funding, some of that is due to overprogramming.

Ms. Vetter provided an explanation and rationale for overprogramming. She stated that CAMPO programs (awards) more funding for projects in a fiscal year than is actually received through allocation and that CAMPO overprograms to help obligate (protect) as much funding as possible in a fiscal year. She added that overprogramming allows a buffer in case projects fall behind schedule or are cancelled. CAMPO generally overprograms around 20% above anticipated STBGDA and TAP allocations. She stated that overprogramming is noted in the LAPP Handbook, and is another reason why projects are encouraged to obligate their funding as early as possible in their awarded fiscal year.

Ms. Vetter provided information regarding possible scenarios moving forward which include:

- *Scenario 1: All prior year and FFY2020 projects obligate in FFY2020. This is the least likely scenario, as NCDOT will probably not allow such a large deficit and current project schedules do not reflect this happening.*
- *Scenario 2: All prior year projects obligate and 33% of FFY2020 projects obligate in FFY2020. This is a more likely scenario, but Ms. Vetter reminded everyone that if one third of the current year project obligate on time, there will be a lower financial impact to the current health of the funding program, but it will bring the liability of the remaining two thirds of the projects into the following fiscal year.*
- *Scenario 3: Prior year projects are cancelled and 33% of FFY2020 projects obligate in FFY2020. Ms. Vetter noted the same concern as scenario 2, where the health of the funding program looks better, but the liability of 67% of the FY2020 projects are being brought into the next year.*

Ms. Vetter noted that the 33% is the average obligation rate based on prior year data.

She discussed potential options moving forward, to include:

- *Redistribute funding between funding sources*
- *Cancel or reprogram to the appropriate year some/all Prior Year LAPP projects that do not meet respective grace period deadlines*
- *Program lower funding amounts in future LAPP Call for Projects, which could be a gradual reduction over time or a significant reduction in 1 or 2 fiscal years*

The LAPP Program and Prior Year Projects Update Report was received as information.

8.3 Prioritization 6.0 Modal Candidate Project Lists

Alex Rickard, MPO Staff

Requested Action: Receive as information.

Attachments: [Staff Report](#)
[P6_candidatesv2](#)

CAMPO Deputy Director Alex Rickard reported on this item.

Mr. Rickard reviewed the three action items for MPOs in NCDOT's prioritization process: 2023-2032 TIP/STIP Development

SPOT Actions - MPOs

1. *Select Projects to Submit for Scoring*
(44 projects per mode)
2. *Assign Local Input points*
Regional Impact Points (2500 pts)
Division Needs Points (2500 pts)
3. *Adopt TIP*

He stated that at this point there is no official change to the SPOT schedule. The project submittal date of May 1, 2020 is currently on target, which then should translate into a draft STIP by February 2022. The SPOT office has stated that it will be flexible with all MPO's and RPO's and may possibly extend the deadline for submittal through the end of May or June 2020 if necessary.

Mr. Rickard provided a brief schedule update and stated that all the information is in the agenda packet as well as posted on the CAMPO website, which has both the original and the updated lists.

Project List Revisions:

- *Aviation – 3 new projects for Triangle North Executive Airport*
- *Bike/Ped – no change*
- *Rail – new grade separations & passenger service*
 - *Friendship Rd, Cary Parkway, East Whitaker Mill*
 - *S-line passenger service*
 - *Dropped Jones Franklin grade separation*
- *Roadway*
 - *Add I-40/I-540 interchange improvements*
 - *Combine Wendell/Zebulon ITS projects*
- *Transit – removed BRT projects involving New Bern corridor*

He stated that Next Steps include a Public Hearing which is scheduled for the Executive Board meeting on April 15, 2020. Mr. Rickard noted that if MPO s and RPOs in Divisions 4,5,6 and Regions A and C can agree, we will also need to look at alternate criteria weights also being approved by May 1, 2020., although he did not feel at this point there was interest in pursuing this avenue.

The Prioritization 6.0 Modal Candidate Project Lists Report was received as information.

8.4 NC 540 Bonus Allocation Programming

Alex Rickard /MPO Staff

Requested Action: Review the project candidate list and direct staff to release the list for public review and comment with a public hearing scheduled on April 15, 2020.

Attachments: [BA Programing Recommendation](#)
[Staff Report](#)

CAMPO Deputy Director Alex Rickard reported on this item.

Mr. Rickard reminded everyone that the Bonus Allocation Methodology is currently out for public review and would be presented at the Executive Board on April 15, 2020 and reviewed the two ways to generate Bonus Allocation, which are toll roads and local government contribution towards a roadway project.

He stated that the purpose of the presentation today was to provide a list of CAMPO recommended projects to be programmed with the \$100,000,000 million dollars received by the tolling of NC 540, and said that there will be bonus allocation funds in the future.

Mr. Rickard reviewed the guiding principles which are: inclusion in the Metropolitan Transportation Plan (MTP), Logical Nexus to Generating Source of Bonus Allocation Funds, Recognition of Funding Challenges with Strategic Transportation Investment Law and Recognition of Funding Opportunities with Strategic Transportation Investment Law. Mr. Rickard said projects will be selected based on how they may score in SPOT and STI and provided information for funding caps for both at regional and division levels. He explained that realistically some projects may be easier to approve than others for this specific allocation money. He noted that \$10,000,000 dollars has been set aside for contingency planning to cover projects that exceed available funding.

Mr. Rickard reviewed 5 projects that were considered under a 10 Year Travel Time Savings (In Hours) study, and stated that the top two US 401 Superstreet (A644 2035) from Lake Wheeler to Hilltop Needmore and NC 55 & Technology Drive Grade Separation (A98c 2045) were the top two candidates and have had programming funds proposed. The three other projects listed are NC 55 & Holly Springs Road Interchange, NC 55 & Main Street Interchange and NC 50 Widening and Intersection Improvements from Timber Drive to Rand Road.*

He provided a handout with a full list of intersections studied and noted that they were in order of scoring. He expressed that the recommendation is to fund and complete as many as possible until funding is exhausted.

Mr. Rickard requested that the TCC Members make a recommendation to the Executive Board to release these projects for public review and comment, with a public hearing and adoption on April 15, following the adoption of Methodology.

A motion was made by Member Howard Penny, seconded by Member Mary-Ann Baldwin to approve the release of the list for public review and comment with a public hearing scheduled on April 15, 2020. The motion carried by unanimous vote.

8.5 Wake Transit Plan Update Status Report

Bret Martin, CAMPO Staff

Requested Action: Receive as information

Attachments: [Staff Report](#)

Mr. Bret Martin, CAMPO Staff reported on this item.

Mr. Martin explained that the Wake Transit Vision Plan Update will be a tune-up to certain assumptions made in the original Wake County Transit Plan and an extension of the planning horizon for the Wake County Transit Plan from 2027 to 2030.

He provided information for the plan update task schedule and stated that progress to date on tasks associated with the plan update include substantial completion of the reassessment of cost and schedule feasibility assumptions for major capital projects and a countywide transit market reassessment.

Mr. Martin shared that, following up on these tasks, in cooperation with a Core Technical Team (CTT) comprised of Wake Transit Plan implementation partner staff representatives, CAMPO is working to evaluate scenarios of remaining financial capacity identified through 2030. He also provided a schedule for the overall plan update engagement schedule and reviewed the timeline for each phase. He explained that given current circumstances, the timeline for Phase 2 has shifted a bit.

Phase 1: Update Kickoff – Fall 2019

Phase 2: Choices and Tradeoffs –Now Mid, instead of Early 2020

Phase 3: Investment Alternatives – Mid 2020

Phase 4: Final Plan Review/ Late 2020

Mr. Martin explained that the financial capacity scenarios will set the stage for an evaluation of high-level investment tradeoffs, and that it is hoped that the next touchpoint to solicit input from stakeholders and the public will occur in the June timeframe, depending on whether the current public health situation calms to an appropriate level to conduct engagement by then. The referenced core design retreats to draw up and evaluate alternatives will also be informed by the market reassessment and transit-related recommendations from other regional and sub-regional plans that have been completed.

Mr. Martin provided information for the cost and timeline estimates for commuter rail and bus rapid transit projects with associated updated assumptions and potential financial impact and showed some illustrative factors that could change the assumptions while asserting that it is a financial exercise at a specific snapshot in time. He mentioned that the assumptions will continue to change just like they did from the original Wake County Transit Plan, and that the cost curve has shifted by approximately 3-4 years for commuter rail, and 2-3 years for bus rapid transit.

He said that the purpose of the market assessment approach is to understand where there is demand for transit, evaluate the appropriateness of planned services and to identify new and emerging opportunities for transit investment. He emphasized that we are a fast-growing region, which requires frequency reassessment of the market.

Mr. Martin stated that the composite density (combined transit-supportive population and employment density) projections to 2035 revealed that the following areas of Wake

County are showing the highest propensity for fixed-route or high-capacity transit:

- Downtown Raleigh and the area immediately surrounding downtown
- Northwestern Raleigh along Capital Boulevard
- Eastern Raleigh along New Bern Avenue
- Southern Raleigh along Wilmington Street
- Northern Raleigh along I-440 loop
- Between Raleigh and Cary along Western Boulevard
- Between Cary and Morrisville/RTP
- Parts of Apex, Garner, and far northern Raleigh

Many of these areas are concentrated along high-capacity transit corridors identified in the 2045 MTP. However, areas that show increased projected composite density, but that are not along MTP High Capacity Transit Corridors include: northern Raleigh and along I-440, along U.S. Route 1 between Raleigh and Apex, along I-40 from Raleigh to RTP, and North of RDU. These areas will likely receive more attention for transit investment that are not already accounted for.

Chair Hutchinson asked what could be done with regards to transit in those areas not accounted for in the 2045 MTP. Mr. Martin responded that, although some non-high capacity services are already operating or are planned for these areas, whether we direct investment in high-capacity transit in these areas will depend on financial capacity, input on investment focus from the public and stakeholders, and the direction of investment suggested by other recently completed regional and sub-regional plans. He mentioned that some of the areas are planned to be connected by high-capacity transit but not in a lineal corridor-specific manner that would connect the these areas identified along linear corridors.

The Wake Transit Plan Update Status Report was received as information.

10. Informational Item: Budget

10.1 Member Shares FY 2020 Lisa Blackburn, MPO Staff

Requested Action: Receive as Information

Attachments: [FY 20 Projected Member Dues QTR 2](#)

The Member Shares Report was included in the agenda packet.

The Member Shares Report was received as information.

10.2 Operating Budget - FY 2020 Lisa Blackburn, MPO Staff

Requested Action: Receive as information.

Attachments: [FY 20 Projected Budget QTR 2](#)

The Operating Budget Report was included in the agenda packet.

The Operating Budget Report was received as information.

11. Informational Item: Project Updates

The Project Updates item was received as information.

11.1 Executive Board March Project Updates

Requested Action: Receive as information

Attachments: [Executive Brd Project Updates March 2020](#)

The Project Updates were included in the agenda packet.

The Project Updates item was received as information.

12 **Public Engagement Updates**

Bonnie Parker, MPO Staff

Requested Action: Receive as information.

Attachments: [Public Engagement Updates TCC Mar 2020](#)

The Public Engagement Updates were included in the agenda packet.

The Public Engagement Updates item was received as information.

12. Informational Item: Staff Reports

MPO Executive Director Chris Lukasina stated that:

-The rescheduled MPO 101 Training on Monday will still be held, but has been moved to an online format only. He said Webex/call in information would be provided by the end of this week. He encouraged all to participate.

-The NCAMPO conference originally scheduled for April has now been rescheduled for July 22-24. He stated that although registrations would automatically be carried over, hotel reservations would need to be rebooked by individuals.

-There is interest to see what the impact of more teleworking due to the coronavirus outbreak is and will have on traffic patterns and congestion during peak periods. He stated that CAMPO has access to streetlight data which is cellphone based data and hopes to cross reference that data with telework data from the Chamber of Commerce, which could be used to look at, among other things the reduction of congestion on specific days. He noted that there are other entities interested in this same correlation, so this will be an area to study at a later date.

TCC Chair - no report.

NCDOT Transportation Planning Division - Mr. Joe Geigle stated that they have recently updated map templates for their comprehensive transportation plans and that CAMPO has agreed to convert the adopted Metropolitan Transportation Plan over these new CTP templates. He stated that they will eventually request that the Executive Board and their own Board of Transportation adopt these templates.

NCDOT Division 4 – no report.

NCDOT Division 5 – Mr. Joey Hopkins reported that, due to the pandemic, they are operating with limited staffing and limited access to their facilities, and that the best option for contact will be via email. They also have phone access, but may be a slower response than normal

NCDOT Division 6 – Mr. Lukasina noted that Darius Sturdivant reported that the R-5705 project is no longer on the suspension list and project development is continuing on that project. Questions about this project or anything else for Division 6 may be directed to Mr. Sturdivant or CAMPO staff.

NCDOT Rail Division – absent.

NC Turnpike Authority – absent.

NCDOT Bicycle & Pedestrian Planning Division – absent.

The Staff Reports item was received as information.

13. Adjournment

Upcoming Meetings/Events

<i>MPO 101 Training</i>	<i>March 23, 2020</i>
<i>One Bank of America Plaza</i>	<i>8:30 - noon</i>
<i>421 Fayetteville Street, Suite 203</i>	
<i>Raleigh, NC 27601</i>	
<i>Capital Area MPO TCC Meeting</i>	<i>April 2, 2020</i>
<i>One Bank of America Plaza</i>	<i>10:00 - noon</i>
<i>421 Fayetteville Street, Suite 203</i>	
<i>Raleigh, NC 27601</i>	
<i>Capital Area MPO TAC Meeting</i>	<i>April 15, 2020</i>
<i>One Bank of America Plaza</i>	<i>4:00 - 6:00</i>
<i>421 Fayetteville Street, Suite 203</i>	
<i>Raleigh, NC 27601</i>	
<i>Capital Area MPO TCC Meeting</i>	<i>May 7, 2020</i>
<i>One Bank of America Plaza</i>	<i>10:00 - noon</i>
<i>421 Fayetteville Street, Suite 203</i>	
<i>Raleigh, NC 27601</i>	