

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

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

Wednesday, May 17, 2017

4:00 PM

Conference Room

1. Welcome and Introductions

Present: 18 - Vice Chair Harold Weinbrecht, Nancy McFarlane, Terry Hedlund, Don Bumgarner, Tom Jackson, Sig Hutchinson, Frank Eagles, RS "Butch" Lawter, Liz Johnson, William Allen III, Gordon Springle, Timothy Karan, Michael Schriver, Valerie Jordan, Dick Sears, Vivian Jones, Lewis Weatherspoon, and Lance Olive

Absent: 10 - Terry Hutchens, John Byrne, Gus Tulloss, Virginia Gray, John Sullivan, Perry Safran, Richard Hancock, James Roberson, Ronnie Williams, and Larry Wood

2. Adjustments to the Agenda

No adjustments were made to the agenda

3. Ethics Statement:

Vice Chair Harold Weinbrecht read the standard ethics statement, and noted that no members expressed a conflict of interest for this meeting.

4. Public Comments

No Public comments were made to the agenda

5. Minutes of April 19, 2017

Executive Director, Chris Lukasina wanted to make sure that Secretary Trodgen's presentation was in more detail with what Secretary Trodgen presented. Minutes - April 19, 2017 meeting will be included in the June 21, 2017 Agenda

6. Consent Agenda

A motion was made by Board Member Hutchinson, seconded by Board Member Allen, III, that the consent agenda be approved. The motion carried unanimously.

6.1 FY 2016-2025 TIP Amendment #6

Shelby Powell, MPO Staff

Requested Action: Receive as information.**Attachments:** [TIP Amendment #6 4-26-17](#)
[Adoption Resolution](#)

NCDOT's STIP Unit notified the MPO of amendments to the 2016-2025 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. Additionally, amendments to the 2016-2025 TIP are necessary to accommodate funding for the addition of one FFY 18 LAPP Projects, GoRaleigh's Certified Natural Gas fueling station.

Staff released FY 2016-2025 Transportation Improvement Program - Amendment #6 for public review and comment from May 4, 2017 to June 5, 2017 and scheduled a public hearing at the June 21, 2017 Executive Board meeting.

A motion was made by Board Member Sig Hutchinson, seconded by Board Member William Allen, III, that the consent agenda be approved. The motion carried unanimously.

6.2 FYs 2017 and 2018 Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program Project Selection

Bret Martin, MPO Staff

Requested Action: Consider endorsement of the FYs 2017 and 2018 program of Section 5310 projects as recommended by the Executive Board for approval.

Attachments: [Att A - FYs 2017 and 2018 Section 5310 Program of Projects](#)

Each year, the Raleigh Urbanized Area (UZA) is apportioned formula grant funding by the Federal Transit Administration (FTA) for the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program. Section 5310 funds are available for capital and operating expenses that support the provision of transportation services to meet the specific needs of elderly persons and persons with disabilities. The City of Raleigh/GoRaleigh, the federally recognized designated recipient of Section 5310 funding for the Raleigh UZA, and CAMPO developed and adopted a program management plan in June 2015 that lays out the policies and procedures for project selection, funding distribution and administration of projects supported by the funding.

In accordance with the program management plan, for FYs 2017 and 2018, GoRaleigh administered a call for eligible projects from March 9, 2017, through April 7, 2017, to solicit applications for projects that would make use of the Raleigh UZA's Section 5310 funding. To assist potential applicants with the application process and an understanding of project eligibility, an application workshop was held March 16, 2017, and a recorded Power Point presentation/webinar was available on GoRaleigh's website during the call for projects period. A total of \$1,175,909 is available to be awarded for eligible projects for the FYs 2017 and 2018 call.

In response to the call for projects, a total of five (5) applications were received from various agencies. A project selection committee comprised of representatives from CAMPO and the Towns of Wake Forest and Cary convened on April 13, 2017, to review the applications and make a recommendation on which projects should be awarded funding based on selection criteria outlined in the adopted program management plan. All five (5) applications were determined to be eligible for the available funding.

The total aggregate request for Section 5310 funding among the five (5) applications was \$1,770,460, which is substantially higher than the amount made available for allocation to applicants. The project selection committee's recommendation in the form of a recommended program of projects is provided as Attachment A for this item. The project selection committee recommended to fully fund the requests received by the three (3) non-profit agencies that propose to provide travel training, essential trips, and volunteer driving programs for elderly persons and persons with disabilities (i.e., Alliance of Disability Advocates, Arc of the Triangle, and Center for Volunteer Caregiving). For the remaining two requests from GoRaleigh and Wake County TRACS, the project selection committee recommended partial funding to support technology upgrades for GoRaleigh's paratransit services and expansion vehicles and associated paratransit service technology upgrades for Wake County TRACS. The CAMPO TCC concurred with the project selection committee's recommendations.

A motion was made by Board Member Sig Hutchinson, seconded by Board Member William Allen, III, that the consent agenda be approved. The motion carried unanimously.

6.3

FFY 2017 Raleigh Urbanized Area Section 5307, 5340, and 5339**Distribution**

Bret Martin, MPO Staff

Requested Action: Consider approval of the sub-allocation of FFY 2017 Section 5307, 5340, and 5339 funds in the amounts shown in the attached letter, subject to further refinement based on FTA's release of the remaining five-twelfths (5/12) of the FFY 2017 apportionment to be recommend for Executive Board approval.

Attachments: [FFY 2017 Draft Split Letter - Projection](#)

[FFY 2017 Section 5307 Inputs](#)

[FFY 2017 Section 5307 Amounts](#)

[Data - 5339](#)

[FY 2017 5339 Amounts](#)

The Federal Fiscal Year (FFY) 2017 Federal Transit Administration (FTA) Section 5307, 5340, and 5339 apportionments to the Raleigh Urbanized Area (UZA) for seven-twelfths (7/12) of the fiscal year were released in January 2017. The remaining five-twelfths (5/12) of the full-year apportionment is expected to be released and authorized by the FTA the first or second week of May, now that the continuing federal budget resolution for the remainder of the FFY has been enacted. The City of Raleigh is the federally recognized designated recipient of these funds and has worked with CAMPO to coordinate with GoTriangle, GoCary, GoTriangle, Wake County, and North Carolina State University to develop the sub-allocation of these funding sources based on the most current CAMPO-approved MOU for the distribution of Section 5307, 5340, and 5339 funding among the City of Raleigh, GoTriangle, Town of Cary, and Wake County.

Per FTA policy, the MPO must concur with the sub-allocation of UZA federal formula transit grants and the programming of projects that will make use of the funding and request that FTA disburse the requested funds to eligible direct recipients in accordance with the sub-allocation. Attached are:

- 1) The draft split letter to the FTA requesting the distribution of federal formula transit grants to eligible direct recipients in accordance with the CAMPO-approved sub-allocation MOU;*
- 2) The Section 5307/5340 sub-allocation worksheet that determines the amounts to be disbursed to each eligible direct grant for that funding source; and*
- 3) The Section 5339 sub-allocation worksheet that determines the amounts to be disbursed to each eligible direct grant recipient for that funding source.*

At the time this item's materials were prepared, the remaining five-twelfths (5/12) of the FFY 2017 apportionment had not been released by the FTA. The amounts shown in the attached split letter and in the corresponding sub-allocation worksheets are projections of the full-year allocation to each eligible direct grant recipient based on data associated with the seven-twelfths (7/12) apportionment. In anticipation of receiving authorization of the full-year apportionment within the next couple of weeks, the amounts shown will be refined before a split letter is submitted to the FTA.

A motion was made by Board Member Sig Hutchinson, seconded by Board Member William Allen, III, that the consent agenda be approved. The motion carried unanimously.

6.4 Wake Transit Master Participation Agreement

Bret Martin, MPO Staff

Requested Action: Consider approval of participation as a party in the Wake Transit Master Participation Agreement

Attachments: [Attachment A - Exec Board Master Participation Agreement](#)

The Wake County Transit Planning Advisory Committee (TPAC) produced a "Wake Transit Master Participation Agreement" (MPA) that contains a number of provisions addressing overall participation in the implementation of the Wake County Transit Plan. More specifically, the agreement functions as the multi-party instrument that institutionalizes provisions of engagement associated with any agency's or party's use of Wake Transit Tax Revenue to implement projects in the Wake County Transit Plan. The MPA is the overarching agreement for implementation of the Wake County Transit Plan and precedes and paves the way for subsequent program- and project-specific agreements that will lay out more specific project implementation responsibilities for applicable parties. Any agency or local government in Wake County that is expecting to benefit from these revenues must be a party to the agreement. As a major contributor to the implementation of the Wake County Transit Plan, CAMPO is included as a signing party to the agreement.

A draft of the MPA was first released by the TPAC for review by managers and attorneys from all eligible signing parties from December 16, 2016, to January 13, 2017. The TPAC received a number of participating agency comments on this draft and subsequent drafts and worked through multiple versions to arrive at a draft to move forward for parties' consideration of participation.

The TPAC-endorsed draft of the MPA is attached (Attachment A). The MPA was released for a 30-day public comment period by CAMPO staff from March 30th through April 29th. No public comments were received. At its April 6th meeting, the TCC recommended the Executive Board consider approval of the MPA at its May 17th meeting, after the CAMPO public comment period for the MPA ends.

A motion was made by Board Member Sig Hutchinson, seconded by Board Member William Allen, III, that the consent agenda be approved. The motion carried unanimously.

End of Consent Agenda**7. Public Hearing**

The Executive Board opened the public hearing, and received the following comments:

7.1

FY 18 Wake Transit Work Plan, Public/Agency Comment Summary, and Financial Policies

Bret Martin, MPO Staff

Requested Action: Receive as information and open a public hearing on the TPAC-recommended FY 2018 Wake Transit Work Plan

Attachments: [Att A - Draft FY 2018 Wake Transit Work Plan](#)
[Att C - Wake Transit Financial Policies and Guidelines](#)
[Attachment B - FY 18 Work Plan Agreement Structure](#)

At its February 15, 2017 meeting, the Wake County Transit Planning Advisory Committee (TPAC) released a draft FY 2018 Wake Transit Work Plan to be reviewable for agency and public comment from February 17th through April 3rd, 2017 (a 45-day public comment period). Following the April 3rd public/agency comment period deadline, the TPAC considered the incorporation of public and agency comments received that are feasible to implement in FY 2018 and made adjustments to the work plan to reflect these suggested action items. The TPAC also made additional budget and project description refinements to the work plan based on updated information received during the months following the release of its initial public review draft.

The Wake County TPAC then recommended a final FY 2018 Wake Transit Work Plan (Attachment A) to the CAMPO Executive Board and GoTriangle Board of Trustees at its April 25th regular meeting for consideration by those boards in June. In addition to the FY 2018 Wake Transit Work Plan, the TPAC produced and recommended a final public and agency comment summary for the work plan (Attachment B), as well as Wake Transit implementation financial policies and guidelines to set parameters and rules for future work plan development to address issues of fund balance and liquidity, debt, billing, payment and reimbursement (Attachment C).

The FY 2018 Wake Transit Work Plan and Wake Transit implementation financial policies and guidelines were released for a 30-day CAMPO public comment period on May 3rd to run through June 2nd. These materials will be forwarded to the TCC for consideration of recommendation to the Executive Board at the TCC's June 1st meeting. The Executive Board will then consider approval of the FY 2018 Wake Transit Work Plan at its June 21st meeting. To provide additional opportunity for public comment, CAMPO staff recommends that the Executive Board open a public hearing at its May 17th regular meeting and close the public hearing at its June 21st meeting in advance of consideration of approval of the FY 2018 Wake Transit Work Plan.

Annual Wake Transit Work Plans contain a number of elements that work to authorize and institutionalize Wake County Transit Plan implementation investment decisions, including:

- 1) Annual operating and capital budgets and corresponding ordinances;*
- 2) Annual updates to a 10-year multi-year operating program for future operating expenditures;*
- 3) Annual updates to a 10-year capital improvement plan for future capital expenditures;*
- 4) Annual updates to the transit plan's supporting financial plan and model assumptions; and*
- 5) Capital and operating funding agreements that support and are supported by the annual budgets.*

For the April 25th TPAC-recommended FY 2018 Wake Transit Work Plan, all of the

aforementioned elements are included in Attachment A with the exception of the annual capital and operating funding agreements, which are currently under development and will be included in the final recommended FY 2018 Wake Transit Work Plan before it is considered by the governing boards. High-level details of the FY 2018 Wake Transit Work Plan, Wake Transit financial policies and guidelines, and the work plan public/agency comment summary will be presented to the Executive Board at its May 17th meeting.

Board Member Sig Hutchison stated that Mayor John Byrne, Town of Fuquay-Varina would like to have the minutes to reflect that a bus stop route from Fuquay-Varina to downtown Raleigh. Mayor Sears stated that Mayor Byrne would receive a call today or tomorrow about this route. Mr. Martin indicated that could be considered. Board Member William Allen asked how public comments were being followed up. Mr. Martin responded that work is being done to develop a Frequently Asked Questions document that will be published on the website, and the communications committee is making sure the project leads for other transit studies and projects are getting copies of the comments so they may be incorporated into those other studies.

Ms. Karen Rindge spoke on behalf of WakeUp Wake County and Capital Area Friends of Transit, which includes 40 member organizations. She requested that the public be informed as we monitor the implementation of the plan. She was pleased to see the immediate expansion of service, and recommends that more bus shelters be included to benefit riders. She is also interested in seeing more electric buses as part of the plan, and recommends that the Board consider how to incorporate municipalities' plans for affordable housing near transit. She finally recommends that the TPAC decision-making process be more transparent to members of the public, as there is some confusion on the clarity of decision-making and leadership as Wake Transit is implemented.

Mr. Joe Milazzo spoke on behalf of the Regional Transportation Alliance. He suggested the creation of a dashboard so the community can keep abreast of developments with Wake Transit. He recommends more alternative fuel vehicles, and suggests looking at RED lanes as transit is implemented (these are lanes that are painted red and only used for transit, right turns, emergency vehicles, and driveway access). Finally, he recommends additional stop and station improvements be implemented

Received as information and to open a public hearing on the TPAC-recommended FY 2018 Wake Transit Work Plan. The Executive Board will keep the public hearing open until their June 21 meeting so as to receive additional comments throughout the public comment period, and plans to take action on the FY 18 Wake Transit Work Plan at that meeting.

End of Public Hearing

8. Regular Agenda

8.1 STI Bonus Allocation Methodology - Guiding Principles

Alex Rickard / CAMPO Staff

Requested Action: Recommend for approval by the Executive Board for the guiding principles for development of the Bonus Allocation Methodology.

Attachments: [Guiding Principles DRAFTv2](#)

The STI law provides for bonus allocation funding for tolled roadway projects and other projects receiving local contributions. The MPO is in the process of developing a methodology for selecting projects to be programmed with these bonus allocation funds. The TCC TIP/SPOT Subcommittee has developed a collection of guiding principles to instruct staff and their consultants in the development of this methodology.

The suggested guiding principles include conformity with the MTP, logical nexus with Bonus Allocation generation, focusing on projects with a funding challenge in STI/SPOT (especially Division Needs level projects), and evaluating funding opportunities with near-future rounds of STI/SPOT.

A motion was made by Board Member Vivian Jones, seconded by Board Member William Allen, III, that this item be approved. The motion carried by a unanimous vote.

8.2 SPOT 5.0 Update

Alex Rickard, CAMPO Staff

Requested Action: Authorize staff to consider anticipated DRAFT 2045 MTP projects in the development of the Prioritization (SPOT 5) project submittal lists.

Attachments: [SPOT 5 All Project Status](#)
[SPOT 5 Pre Submittal Map](#)

Alex Rickard, MPO Staff provided an update on the latest SPOT 5.0 schedule and process.

A motion was made by Board Member Vivian Jones, seconded by Board Member William Allen, III, that this item be approved. The motion carried by a unanimous vote.

8.3 2045 Metropolitan Transportation Plan Update

Chris Lukasina, MPO Staff

Requested Action: Receive as information.

The Executive Board will receive an update on development of the 2045 Metropolitan Transportation Plan (2045 MTP/CTP). The update will focus on:

§ *A review of progress for the Alternatives Analysis phase.*

§ *Anticipated 2045 MTP agenda items through summer of 2017.*

This MTP Item was received as information.

8.4 **Amendment to Add CAMPO as a Party to the Interlocal Agreement for the Administrative Distribution of the Wake County \$7 Vehicle Registration Tax**

Bret Martin, MPO Staff

Requested Action: Consider approval of the amendment to add CAMPO as a party to the Interlocal Agreement for the Administrative Distribution of the Wake County \$7 Vehicle Registration Tax and authorize the CAMPO Executive Director to sign the agreement amendment.

Attachments: [Attachment A - Executed \\$7 Vehicle Tax ILA](#)
[Attachment B - Amendment to Add CAMPO as Party](#)

The Interlocal Agreement for the Administrative Distribution of the Wake County \$7 Vehicle Registration Tax (\$7 Vehicle Registration Tax ILA) authorizes the remittance of municipalities allocations of \$7 vehicle registration tax revenues to the Triangle Tax District, Wake Operating Fund, which is the fund into which all Wake County transit tax revenues (including the sales tax, vehicle registration taxes, and vehicle rental taxes) are deposited. This fund is managed by GoTriangle as the assigned administrator of the Triangle Tax District. The \$7 vehicle registration tax is assumed as a revenue source, along with other sources, to balance against planned expenditures related to the projects contained in the adopted Wake County Transit Plan. This \$7 Vehicle Registration Tax ILA originally included as signing parties GoTriangle, Wake County and the municipalities in Wake County that currently operate a public transportation system as defined by N.C.G.S. 105-506.1. The Wake County Board of Commissioners authorized the levy of the \$7 vehicle registration tax at its December 5, 2016, meeting, and collection of the \$7 vehicle registration tax is anticipated to begin in the first or second quarter of FY 2018.

As a condition of agencies receiving Wake County transit tax revenues to implement projects they plan to sponsor, the Wake Transit Master Participation Agreement (MPA), which includes all municipalities in Wake County as eligible participant parties, requires those municipalities to be added as parties to the \$7 Vehicle Registration Tax ILA. Wake County has developed an instrument to amend the \$7 Vehicle Registration Tax ILA to include all municipal parties to the MPA as parties to the \$7 Vehicle Registration Tax ILA. Within the coming months, municipalities that were not originally parties to the ILA will be added by action of their boards and by Wake County, GoTriangle and CAMPO exercising the amendment procedures prescribed in the ILA. Although CAMPO was not originally a party to the \$7 Vehicle Registration Tax ILA, the ILA was written such that CAMPO is needed to concur by written amendment to include additional parties to the ILA. Consequently, CAMPO staff, in conjunction with Wake County and GoTriangle staff, determined that CAMPO should be added outright as a party to the ILA to have solid standing to concur with Wake County and GoTriangle on written amendments to include additional parties.

Attachment A is the original executed \$7 Vehicle Registration Tax ILA with only the original parties named, and Attachment B is the amendment instrument produced by Wake County legal staff to add CAMPO as a party.

A motion was made by Board Member Vivian Jones, seconded by Board Member Nancy McFarlane that this item be approved. The motion carried by a unanimous vote and the amendment to add CAMPO as a party to the Interlocal Agreement for the Administrative Distribution of the Wake County \$7 Vehicle Registration Tax and authorize to the CAMPO Executive Director to sign the agreement .

Informational Items**9. Informational Item: Budget**

- 9.1** **Operating Budget - FY 2017**
Lisa Blackburn, MPO Staff

Requested Action: Receive as information.

Attachments: [FY 17 PROJECTED Budget QTR 3](#)

The FY 2017 UPWP Operating Budget is \$3,041,488 as of 03-31-2017 we have spent \$1,541,838. Please see attachment for more details

This Informational Report was received as information.

- 9.2** **Member Shares - FY 2017**
Lisa Blackburn, MPO Staff

Requested Action: Receive as information.

Attachments: [Member Shares Projection QTR 3 FY2017](#)

This Informational Report was received as information.

10. Informational Item: Project Updates

- 10.1** **Project Updates**

Requested Action: Receive as information.

Attachments: [Project Updates](#)

Received as information.

11. Informational Item: Staff Reports

MPO Director, Chris Lukasina

Mr. Lukasina introduced Ms. Gretchen Vetter, CAMPO's new LAPP Program Manager who came from NCDOT's, Public Transit Division. She comes with lots of TIP and programming experience, and the MPO is excited to have her on board. The Public Engagement position will close on Monday and several applications in for this position and excited and hopefully we will be getting that position filled soon. The TPAC Administrator position that the Executive Board created is posted for advertisement.

The MPO's federal certification review is underway. Certification reviews occur once every 4 years. Today is the first day of a day and half of an on-site review. Eddie Dancausse who is our regular coordinator with FHWA as well as Bill Marley from FHWA who is assisting with this review. We have spent a full day of going over processes and how we work with DCHC, NCDOT, and it seems like it's going pretty well. This will continue until tomorrow and there will also be a public meeting tonight here on-site.

In the last few months MPO staff has talked to you about City of Raleigh Compensation Study that's been under way and how the MPO is being evaluated and incorporated. . This is an organization wide review of the duties and responsible for all the jobs that are in the city with a focus on job classifications and not individual positions. There might be one job that has four different positions within the City. The CAMPO Transportation Planner job is a good example. That job classification has five positions. One of the goals of the study was to reduce the number of job classifications. One of the outcomes of the recommendations is that reduction in the number of job classifications. The City's consultant has attempted to group jobs that were viewed as being very similar into the same classification even if they are in different departments and also it was for developing recommendations for a newer set of compensation system policies and practices. Some of the impacts that we are beginning to see are some potential changes in CAMPO job classifications. CAMPO jobs are unique jobs within the City. The City of Raleigh has Transportation Planners in the Transportation Department that are currently in a different job classification than the CAMPO Transportation Planners. The City has indicated that there will still be the ability to have multiple positions with the same job classification but two very different titles moving forward. The City has informed MPO staff that there is a recommendation to remove the CAMPO specific job classifications. Staff wanted to ensure the Executive Board was aware of this recommendation and to make sure the Executive Board was comfortable with it. The new proposed job classification recommendation is a common one called Transportation Analyst. The newly created TPAC Administrator position was created as a CAMPO Transportation Planner and is now one of the five CAMPO Transportation Planners positions. All are being proposed to be classified in the new system as Transportation Analysts, however they may still retain their CAMPO Transportation Planner job title or TPAC Administrator job title but they will be considered Transportation Analyst classification. The CAMPO Modeling Engineers and the LAPP Program Manager positions are being proposed to be classified as Transportation Analyst, Sr. The GIS Programmer Analyst position is proposed to be classified as a GIS Analyst and the Administrative Assistant position is proposed to be classified as a Staff Assistant. Mr. Lukasina went on to discuss the remaining CAMPO positions. The CAMPO Grants Administrator position which is proposed to be classified as a Fiscal Analyst, the CAMPO Manager position is proposed to be classified as an Assistant Department Director, and the CAMPO Deputy Directors positions are proposed to be classified as Transportation Managers.

Mr. Lukasina went on to discuss the effort by the City and the consultant to try and make a distinction between job functions and job duties/responsibly. Mr. Lukasina discussed

the ongoing work with some of the proposed classifications. This effort is taking place with City Transportation Department and Human Resources Department staff. Mr. Lukasina explained the process is nearing completion and that it was his understanding that the City Council wants to use this in the City budget for next fiscal year. Mr. Lukasina went on to say that this was the Executive Board's opportunity to provide any feedback at this point. Mr. Lukasina stated that from a staff perspective a few additional adjustments seemed warranted, particularly the CAMPO Transportation Planner positions and the CAMPO Grants Administrator. He stated that the regional aspect of what we do is totally different and generally not fully understood. He asked for any Executive Board feedback or guidance. Mayor Vivian Jones stated that she agrees with Mr. Lukasina there is a big difference between the CAMPO Planner and a City Planner, but she assumes that the MPO has no input in this and this is a City of Raleigh decision and the CAMPO Board has no authority to say anything. Mr. Lukasina stated that the classification is Raleigh's decision. But to the extent that the Executive Board request positions be created and classified or reclassified and coming in and wanted to make sure we didn't bypass any opportunity for you all to provide input. If you all have none then we will carry on and move forward. Mayor Dick Sear asked about the proposed classification for the Executive Director position and how that related to a department director classification versus an assistant department director classification. Mr. Lukasina stated this would be one classification level up. Mayor Jones asked who would be the Department Director. Mayor Sear stated that would be Mike Rogers. Mr. Lukasina stated the City classification is all of the City Department Directors and appears to be a one for one cross over and probably the easiest one to cross over. Mayor Vivian Jones stated she would like to make the comment that Transportation Planners in the MPO should be a higher classification and that the Executive Director position should be a Department Director. Mayor Nancy McFarlane stated that the Department of Directors would be the head of Transportation and at one time there were five different Department Assistants over the past 20 years and never been reconciled and had over 715 job classifications for less than 4000 employees some having one employee with their own job classification and a goal of all of this was to have a workable system that people could understand. So under those Department Directors then there would be Assistant Department Directors. Mr. Lukasina stated that this is a unique situation. This position with the Executive Board's delegation has certain job functions that do not completely fit neatly within one of the proposed classification options. He also stated that staff has always figured out a way to make things work as efficiently as possible and will continue to do so regardless of the outcome. Mayor Dick Sear suggested the Executive Director be classified to a higher classification, and the other positions as discussed should be higher classifications. There being general agreement with Mayor Sear the report was closed and Mr. Lukasina indicated the Board's feedback would be provided into the process.

TCC Chair – Absent

NCDOT Transportation Planning Branch - No Report

NCDOT Division 4 - No Report

NCDOT Division 5 - Joey Hopkins - The current schedule for NC 540 has not changed. The first section is scheduled for 2017. The second section to I-40 is scheduled for 2024, and the third section to the Knightdale Bypass is unfunded. The new Draft STIP is looking like the first and second sections will be in 2018 and the third section in 2025.

We heard the Secretary on last month talk about efforts to accelerate on projects to

spend down on our cash balance and there are many active going on that as a small part that we are also revisiting how we program the dollars in the TIP. It doesn't necessarily create more money but by doing this it actually allows us to program more dollars so the budget is higher. Two things to set as example or to give an idea. The current figures we use for inflation for TIP is 3%. So for every dollar in there we plan for 3% inflation. We also use a figure of 4% for of cost overrun. This is included on every project. Not that those numbers have changed but as we heard last month we have a big cash balance so there are many ways we can spend that cash balance down one way is to accelerate projects and another way is to get things in the hoper so there is an issue with one then there is another one to step up in its place and under the law most State and Federal level we still have to prioritize these projects and have a meeting. So what we are doing is running an exercise now and changing those figures. We are going to run an exercise that shows 1% inflation and a 3% cost overrun.

Again that doesn't give us more dollars we don't have more cash in the bank but it allows us to budget more to projects and for this exercise which is about 2 billion dollars over the ten year program. It's not as simple as saying that if these projects got funded here's the funding cut off let's move it down 2 billion dollars. We all know how the TIP works now. We have program our statewide level dollars and then we see what falls out and then our regional level dollars and then our division level dollars. So because of this exercise the programming unit has to go in and rerun the whole TIP. They don't just move that line. They have to start from scratch just like we were over a year ago when the statewide projects came out and we saw that list. So they are doing that now and as soon as we get that we will share with the MPO's and the RPO's for input. But what that's doing is delaying the process of the input or the approval of the draft TIP. The earliest date we are hearing instead of June is probably not any earlier than August before the Board takes up the draft TIP for a vote to make it a final TIP. The good thing is we have a TIP now so it doesn't hurt any projects that are currently active so a couple of month delay doesn't hurt anything at the end of the day we will see more projects being funded in the TIP which is a good thing and will help with our effects on project deliveries too. We all know with the best planned projects there could be issues too and something is going to come up and that one of two or six months delay those dollars are sitting there and hopefully we have the other projects ready because we had planned to do it and it's ready can slide into it place and keeps on going. This will probably be a long drawn out.

Mr. William Allen, III - Will any of this impact be possible inclusion or merger Blue Ridge road corridor separation with I-540 widening?

Mr. Hopkins stated this doesn't hurt or help that. Glad this was brought up and a lot of people have interest in this. That project is U-4437 which you will take Blue Ridge Road under the railroad under Hillsborough Street and under Beryl Road at the fairground and in the current draft STIP it's funded in the later years of the STIP. Environmental documents complete as we were going through the 1st rounds of STI and one thing we entertaining is because the funding balance is to pull it up closer. Well the bad thing is about it that we have the beltline project which is U-2719 which is schedule to go to construction on next year and i don't think it's a good to have two different contractors one on the beltline and one on Blue Ridge road at the same time that close together. So one thing we are entertaining is to put those into one contract and have one contractor do both and then they can work out the traffic operation part of that.

Mr. Rickard, CAMPO Staff - Would you expect a project that is not in the draft STIP getting added to the draft STIP in August?

Mr. Hopkins stated that he would expect there to be some new projects in the TIP.

Mr. Rickard - So on the 43 roadway projects we are going to submit in August. Those

are going to be the best 43 projects that we have there is a chance that one or two of those might get moved into the STIP.

Mr. Hopkins stated "yes"

Mr. Rickard stated in that case we might want to consider adding more project to our list and in the event that happens we have 50 projects to be on our list to be submitted and just go in that order

Mr. Hopkins stated that as soon as they have that information we will be sharing and scheduling meetings to talk about it.

Mr. Rickard stated that we haven't heard back from the Secretary about the Bonus Allocations dollars. Any input or feedback would be greatly appreciated.

Mr. Hopkins stated that he would try to follow up.

NCDOT Division 6 - No Report

NC Turnpike Authority - Absent

Received as information.

12. Adjournment