

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

1 Fenton Main St.
Suite 201
Cary NC 27511

Wednesday, May 21, 2025

3:00 PM

Conference Room

1. Welcome and Introductions

Present (22): Chair Vivian Jones, Vice Chair Butch Lawter, Jr., Bobby Wheeler, Janet Cowell, Katie Kenlan, Russ May, Susan Evans, Don Mial, Jacques Gilbert, Harold Weinbrecht, John Allers, Blake Massengill, Elmo Vance, Chris Deshazor, Stephen Morgan, Neil McPhail, TJ Cawley, Ronnie Currin, Deans Eatman, Scott Brame, Glenn York, and John Adcock

(CLERK'S NOTE: Chair Vivian Jones left the meeting at 4:15 p.m.)

Absent (10): Michael Schriver, Eddie Jaggars, Bob Jusnes, Teresa Bruton, Porter Casey, Chris Coats, Yolanda Jordan, Patrick Hannah, Melvin Mitchell, and Valerie Jordan

Chair Vivian Jones called the meeting to order at 3:00 p.m.

2. Adjustments to the Agenda

There were no adjustments to the agenda.

3. Ethics Statement:

Vice Chair Butch Lawter read the required Ethics Statement.

No conflicts of interest were declared.

4. Public Comments

Robert Blank spoke in opposition to the proposed tolling of US 1 North, expressed concerns regarding Title VI implications for the project, and submitted letters for the record (Attachment 1).

Joe Milazzo, RTA, spoke in support of a tolling option for US 1 North, noting that toll funding is not RTA's first choice, but that it endorses the pursuit of tolls to get the project done. He further expressed RTA's desire for the tolls to be as low as possible.

Erik Rice spoke in support of a tolling option for US 1 North.

Kathryn Yoakum, on behalf of the Greater Raleigh Chamber of Commerce (GRCC), spoke in support of a tolling option for US 1 North, noting that toll funding is not GRCC's first choice, but that it endorses the pursuit of tolls to get the project done. She further expressed GRCC's desire for the tolls to be as low as possible and access to be provided for all.

Michael Greenspan, RTA, spoke in support of a tolling option for US 1 North, noting the reductions in federal funding and the need for local communities to be financially self-sustaining now.

5. Consent Agenda

There were no questions and/or comments.

Board Member Bobby Wheeler motioned to approve the Consent Agenda. Board Member Glenn York seconded the motion. The motion carried unanimously.

5.1 Minutes - April 16, 2025

Requested Action: Approval of the April 16, 2025 Minutes

Requested Action: Approval of the April 16, 2025 Minutes

Attachments: [Minutes - April 16, 2025](#)

This item was approved as part of the Consent Agenda.

5.2 FY 2025 4th Quarter Wake Transit Work Plan Amendment Requests Steven Mott, MPO Staff

Requested Action: Approve the FY 2025 4th Quarter Wake Transit Work Plan Amendment Requests.

Attachments: [Staff Report](#)
[Wake Transit Work Plan Amendment Requests for FY 2025 Q4](#)

This item was approved as part of the Consent Agenda.

5.3 Resolution of Support for Rocky Mount MPO Intercity Transit Service

Chris Lukasina, MPO Staff

Requested Action: Adopt resolution of support for statewide CMAQ funding allocation application**Attachments:** [Staff Report](#)[CMAQ Support Resolution - Rocky Mount Commuter Service](#)

This item was approved as part of the Consent Agenda.

End of Consent Agenda**6. Public Hearing**

6.1

Recommended FY 2026 Wake Transit Work Plan

Steven Mott, MPO Staff, and Steve Schlossberg, GoTriangle/Tax District Administration Staff

Requested Action: Conduct a public hearing and receive as information.

Attachments: [Staff Report](#)

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

Mr. Mott announced that this item will come before the Board for adoption in June and noted that there has been an increase of \$7.8 million in the FY 2026 Wake Transit Work Plan's (WTWP) budget between the Draft WTWP and the Recommended WTWP. He provided some new and updated project highlights, including:

- RUS Bus Operation & Maintenance for GoTriangle
- New and expanded service for 4 GoRaleigh Routes
- GoTriangle ZWX improvements
- Conversion of FRX to a new Fuquay-Varina microtransit service
- Two new CFA microtransit projects (GoWake Forest and Holly Springs microtransit)
- Bus and vehicle acquisitions for GoRaleigh, GoTriangle, and GoWakeAccess
- Bus stop improvements for GoApex (CFA), GoCary, GoRaleigh, GoTriangle, and

NCSU

- GoRaleigh Access Transportation Supervisor
- Continued funding for the Low-Income Fare Pass (Transportation Assistance Program) for GoRaleigh and GoTriangle
- GoTriangle's Triangle Mobility Hub
- GoCary's Downtown Multimodal Center and Crossroads Plaza Enhanced Transfer

Point

- GoRaleigh's Poole Road and GoTriangle's Nelson Road O&M facilities
- Bus Plan Update and staffing analysis
- Wake BRT Southern, Western, Midtown, and Triangle Town Center Corridors

Mr. Mott stated that TPAC voted at their April meeting to include the same proportion of vehicle rental tax (VRT) in the Recommended FY 2026 WTWP as was in the Adopted FY 2025 WTWP. The amount being shown for VRT revenues in FY 2026 is \$2.591 million and VRT revenue beyond FY 2026 will continue to be shown as "TBD" in the financial model as the issue is being deliberated by the Conference Committee. He noted that any Conference Committee agreement on VRT different than TPAC's recommendation will supersede the recommended FY 2026 WTWP budget.

Steve Schlossberg, GoTriangle/Tax District Administration, provided a FY 2025 revenue update, noting that he expects we will meet the budget. He stated that we will need to utilize prior-year fund balances of approximately \$28 million for the FY 2026 WTWP as the proposed expenditures exceed the estimated revenues. He noted that there was a \$1.9 million Operating Expenses increase, and a \$5.7 million Capital Expenses increase, compared to the Draft FY 2026 WTWP, and provided an overview of a balanced FY 2026 Total WTWP.

Mr. Mott shared a calendar of next steps and requested that the Board conduct a public hearing.

Chair Vivian Jones opened the public hearing.

After no public comments were received, Chair Jones closed the public hearing.

There were no questions and/or comments.

After conducting the public hearing, the item was received as information only.

6.2

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

Alex Rickard, MPO Staff

Requested Action: Conduct a Public Hearing. Approve Amendment #9 to the FY 2024-2033 Transportation Improvement Program (TIP).

Attachments: [Staff Report](#)

[FY 2024-2033 TIP Amendment #9](#)

[Public Comment-TIP Amendment #9-Town of Morrisville](#)

Mr. Rickard stated that this amendment includes the following items, and noted that no public comments had been received regarding the amendment:

- FFY27 LAPP Project Awards
- NCDOT STIP Amendments January – March 2025
- NC 540 Bonus Allocation Delays – Southern Wake projects

Chair Vivian Jones opened the public hearing.

After no public comments were received, Chair Jones closed the public hearing.

There were no questions and/or comments.

(CLERK'S NOTE: A letter of support was included in the agenda package; however, it is not related to this amendment and is only being attached to the Minutes, as Attachment 2, as it was part of the public hearing documentation. There were no public comments received regarding this amendment.)

Board Member Deans Eatman motioned to approve Amendment #9 to the FY 2024-2033 Transportation Improvement Program. Board Member Katie Kenlan seconded the motion. The motion carried unanimously.

End of Public Hearings

7. Regular Agenda

7.1

U.S. 1 North Tolling Options Study

Daniel Spruill, MPO Staff

Requested Action: Consider action on U.S. 1 North Tolling Options Study

Attachments: [Staff Report](#)

[Capital Boulevard \(US 1\) Traffic and Revenue Study](#)

[US 1 Tolling InfoFlyer](#)

[Outreach and Engagement Email - US 1 Tolling Options](#)

Mr. Spruill 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 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.

Mr. Spruill reiterated the Board's request for Staff to solicit public feedback on the project and provided an overview of all the public engagement efforts undertaken as well as highlights from the information sessions and the online survey. A Public Engagement Preliminary Results report (Attachment 3) was provided. He noted that there were 180 attendees at the in-person sessions and that their preferred scenario was #3, the Express Lane-Standalone Option, and that the most important factor to these attendees was toll price. He reported that there were 3,680 online surveys completed, and 1,542 comments received. The rankings of the most important factors for the Board to consider were noted as:

- 1. Cost to Users (Toll Price) – 2.62*
- 2. Reducing US 1 Congestion – 2.69*
- 3. Impacts to Congestion on Nearby Roads – 2.76*
- 4. Current & Projected Growth on Corridor – 3.72*
- 5. Timely Project Delivery – 4.29*
- 6. Cost of Overall Project – 4.66*
- 7. Air Quality & Environmental Impacts – 5.36*
- 8. Other – 5.70 (i.e., road conditions, ease of travel and access to US 1 from local roads, going all the way to Franklin County in one project, property value impacts to Wake Forest, safety, and impacts to businesses)*

Mr. Spruill also broke down the results by frequency of usage of US 1. The results indicated that congestion on US 1 maintains steady importance across all frequency

categories, and that cost to users is of great importance to those who use US 1 everyday, but that importance decreases as frequency usage decreases. Staff analysis of the comments highlighted several trends and groups. The main concerns for those opposed to tolls were impacts to local business, local trip access, how the region's growth will impact US 1 and local roads, and cost to users, particular vulnerable communities along this corridor. The main comments from those open to tolls were support of an expressway due to it being the quickest construction method, support for express lanes to provide options, concerns that congestion on US 1 creates a safety issue, and the fact the reducing congestion on US 1 is paramount and overdue. Those in the Other category primarily commented that they would like to look at alternative means to better US 1, the impact to the local environment during construction, and the need for alternative modes of transportation (i.e. rail and bus). He then noted that the City of Raleigh City Council adopted a resolution of support for Scenario 2 on May 6, 2025.

Mr. Spruill then provided an overview of the Board's two options:

- Option A – No Action:
 - Do not move forward with tolling options as presented.
 - Continue with traditional funding path through the Draft 2026-2035 STIP.
 - Construction will start in 2031 and completion will be sometime after 2035.
- Option B – Take Action on Toll Options:
 - Staff developed a draft resolution (Attachment 4) of support for tolling utilizing the concerns raised during public engagement.
 - If approved, NCDOT and NCTA would move forward with project planning and engineering for the toll scenario adopted.

Responding to Board Member Chris Deshazor, Mr. Spruill stated that the tolls on NC 540 through southern Wake County would not be used to help pay for this project. David Roy, NCTA, added that, when analyzing the expansion scenarios, revenue from existing toll facilities was not factored into the financing models for this project.

Responding to Board Member Susan Evans, Mr. Spruill stated that some of the adjustments to the resolution from the public feedback included adding language that local access roads will not be tolled, that the tolls will be removed as soon as the project is paid off, and that encourages NCTA to pursue static time of day tolling for peak, off-peak, or other time periods to minimize impacts on local trips.

Responding to Board Member Deans Eatman, Chris Lukasina stated that the Board decided years ago that they wanted NCTA to operate and manage any future toll roads. He commented that the draft resolution is written in support of Scenario 2, but that it could be revised to be more general; however, NCDOT and NCTA have indicated that they want to know which scenario the Board wants to pursue.

Board Member Susan Evans asked if any other municipalities have made recommendations.

Chair Vivian Jones responded that the Town of Wake Forest is willing to support tolling only if there are no other options. She stated that the Town was back and forth on which scenario it preferred if tolling is pursued, but that Scenario 2 seems to be the best option.

Responding to Board Member Russ May, Mr. Spruill stated that the North Carolina General Statutes dictate how toll revenues can be used and state that tolls must be removed after the project has been paid off.

Responding to Board Member Bobby Wheeler, Mr. Lukasina stated that any maintenance costs incurred after the tolls are removed will be paid out of NCDOT's operating budget.

Board Member Scott Brame stated that the Town of Youngsville did not take an official position, but that he personally likes the tolling option, although he recognizes that not everyone can afford it.

Board Member John Allers commented that visitors to the Town of Franklinton talk about how traffic is a mess and stated that there is an overall consensus supporting tolling if there are no other options.

Board Member Susan Evans stated that Wake County understands that there are limited options and that they can live with tolling if it is the only way to get the project done.

Board Member Stephen Morgan stated that it is hard to make a decision based on the information we have now. He expressed concerns regarding safety, diversion, and multimodal traffic and asked if a portion of the toll revenues could be used to improve safety and multimodal traffic in the area.

Mr. Lukasina responded that the access road designs include bike and pedestrian facilities. If the full toll option is selected, future public transit/BRT lanes could be located in the median, with a bus-on-shoulder design in the short-term. If we move forward, there will be a full diversion analysis and NEPA evaluations. He noted that, for tolled projects, the region receives bonus allocations that can be utilized to fund other improvements in the area. He added that today is not the final decision, and that the resolution clarifies that the Board can change their decision if they do not like the final design.

Responding to Board Member Ronnie Currin's question regarding the reason for not selecting an option with less diversion impacts, such as Scenario 4. Mr. Lukasina stated that Scenario 4 would require more STI gap funding, which is unreliable, there is more risk of delay, and the NEPA impacts are greater.

Board Member Janet Cowell noted that the City of Raleigh also had concerns regarding ancillary roads but noted that doing nothing also creates safety concerns on all the roadways. She stated that tolling is the most pragmatic way to move forward.

Responding to Board Member Stephen Morgan's request, Mr. Lukasina stated that a tenth point could be added to page 2 of the resolution clarifying that CAMPO strongly encourages the NCTA to ensure adequate multimodal access and usage in the U-5307 Study Area, along with mitigating diversion onto neighboring roads.

Responding to Board Member Scott Brame's question, Mr. Lukasina clarified that the study area under question is the U-5307 Study Area, which ends just short of the Franklin County line.

There were no further questions and/or comments.

(CLERK'S NOTE: Public comments on this item were heard under Item 4.)

(CLERK'S NOTE: Chair Vivian Jones left the meeting at the conclusion of this item, at 4:15 p.m., and Vice Chair Butch Lawter served as Board Chair for the remainder of the meeting.)

Board Member Stephen Morgan motioned to amend, and approve as amended, the distributed draft resolution, subject to the following additional "NOW THEREFORE" clause being incorporated on page 2, and support for Scenario 2 being expressed:

"9. The NCTA is strongly encouraged to ensure adequate multimodal access and usage in the U-5307 study area, along with mitigating diversion onto neighboring roads."

Board Member Janet Cowell seconded the motion. The motion carried 17-3, with Board Members Scott Brame, Russ May, and Ronnie Currin dissenting.

(CLERK'S NOTE: John Adcock and Don Mial were present, but in non-voting capacities.)

7.2

ITS Roadmap Update

Matt Day, Central Pines Regional Council

Requested Action: Receive as Information

Attachments: [Staff Report](#)

Matt Day, Central Pines Regional Council, provided an overview of what ITS is, the Triangle Region ITS Work Group and its efforts, the ITS Strategic Deployment Plan and the need to create the ITS Deployment Roadmap. He noted that the ITS Deployment Roadmap will serve as roadmap guiding the Work Group's activities/priorities, identify necessary tasks/strategies, strategy champions, and general timelines (near, mid, and long-term), and lay out action items for the Work Group to pursue/implement over the next several years. He highlighted several regional planning strategies that are currently underway, will be utilized in the near-term, and will be utilized in the mid-to-long term.

Alex Rickard stated that, over the past years, CAMPO has funded the Western Wake County Traffic Signal Study to determine how best to integrate signal systems. In FY 2026, we are planning on doing a similar study in Eastern Wake County. He noted that including technology in improvements results in the biggest impact on the region.

There were no further questions and/or comments.

This item was received as information only.

7.3

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 and the Scenario Framework.

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 the 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. He noted that next month will be the Board's initial opportunity to select a preferred scenario and begin the fiscal feasibility review. He presented a list of CAMPO liaisons for each jurisdiction, an overview of the public engagement activities planned, and the remaining anticipated milestone dates. He noted that the federal deadline to adopt the MTP is February 2026.

There were no questions and/or comments.

This item was received as information only.

7.4

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. She noted that the public comment period ends on June 17, 2025, and that this item will be coming back for adoption by the Board next month.

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.

There were no questions and/or comments.

This item was received as information only.

7.5 **2025 Mobility Coordination Committee/Mobility Management Program Update**

Crystal Odum and Sarah Williams, MPO Staff

Requested Action: Receive as information

Attachments: [Staff Report](#)
[CAMPO Mobility Management Primer](#)

Ms. Odum provided an overview of the Committee's responsibility for guiding the implementation of the 2018 Coordinated Public Transit – Human Service Transportation Plan (CPT-HSTP), the key activities of the Committee, and their project goals.

Ms. Williams provided an overview of what mobility management is and noted the following goals/priorities:

- *In-depth assessment of current service capacity programs*
- *Prioritize disseminating transportation education and information in the region*
- *Build a broader coalition with human service agencies*
- *Enhanced service coordination*
- *Explore the full range of emerging mobility policy and coordination alternatives*

Ms. Odum provided an overview of the next steps for the Committee and the Mobility Management Program for 2025-2026.

There were no questions and/or comments.

This item was received as information only.

8. Informational Item: Budget

8.1 Operating Budget, FY2025

Brenda Landes, MPO Staff

Requested Action: Receive as information.

Attachments: [Staff Report](#)
[2025 Projected Budget Q3](#)

There were no questions and/or comments.

This item was received as information only.

8.2 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.

9. Informational Item: Project Updates**9.1 Project Updates**

Requested Action: Receive as information

Requested Action: Receive as information

Attachments: [Project Updates - May 21, 2025](#)
[NCDOT Div. 6 Project Report - CAMPO May 2025](#)

There were no questions and/or comments.

This item was received as information only.

9.2 Public Engagement Updates

Bonnie Parker, MPO Staff

Requested Action: Receive as information.

Attachments: [Staff Report](#)
[Public Engagement Updates - May 2025](#)

There were no questions and/or comments.

This item was received as information only.

10. Informational Item: Staff Reports

MPO Report:

Mr. Lukasina reported on the following:

- *The Safe Streets for All Grant window closes on June 26, 2025. If interested in a letter of support, please let Staff know ahead of time.*
- *He recognized Kenneth Withrow for his 25-year anniversary with CAMPO.*
- *There were about 100 attendees at last week's regional Safety Summit. He thanked those who reached out to their public safety personnel.*
- *SPOT 8 is starting soon and TCC members will be contacted over the Summer. There will be a short presentation for the Board next month.*
- *He noted that the Federal Certification Review meeting was held a few weeks ago and that it was the shortest review meeting ever. Staff is reviewing their draft notes, and a report will be presented to the Board in June/August 2025.*
- *He recognized Staff for all their efforts in the recent public engagement activities, especially Bonnie Parker and Jacob Irving.*
- *He recognized Daniel Spruill for stepping up in regard to the US 1 tolling options public engagement efforts.*

Shelby Powell noted that there are MTP bookmarks available for members to take and share with others.

TCC Chair - No report provided.

NCDOT Transportation Planning Division - No report provided.

NCDOT Division 4:

Keisha Smith noted that she will also be providing the Division 5 report (see next item).

Ms. Smith reported the following:

- *U-6323-Ranch Road is almost open, but it might need occasional lane closures.*
- *The I-42 signage for the Clayton bypass will be completed next month.*

NCDOT Division 5:

Keisha Smith, Division 4, reported the following on behalf of Becca Gallas, who had to leave:

- *The Falls of Neuse project will transition to its final traffic pattern this weekend.*
- *There will be nightly lane closures on Hodge Road for paving, which is anticipated to be completed by June 6, 2025.*
- *The intersection of Mial Plantation Road and Major Slade Road will be closed June 3-17, 2025.*
- *May rain has delayed litter pickup and mowing, but DOT is working to catch up as soon as possible, weather permitting.*

Vice Chair Butch Lawter asked if the Shotwell/Clayton work is still on schedule.

Ms. Smith responded that she believes so; but, that she will check and get back to him.

NCDOT Division 6:

Report was included in Agenda package; no additional report was provided at the meeting.

NCDOT Division 8:

Bryan Kluchar, TCC Alternate, stated that he was available for any questions.

No inquiries were made.

NCDOT Rail Division - No report provided.

NC Turnpike Authority:

David Roy reported on the following:

- The I-540 Phase 1 R2828 contractor is doing work this month to correct a sight distance issue on Old Stage Road. Old Stage Road will be closed from June 6-9, 2025, with the following weekend scheduled in the event of weather delays.*
- I-540 Phase 2 R2829A contract clearing will be completed on the northern part of the project this week and next. There may be daytime closures on US 70 eastbound.*
- Drilling work near I-87 started on Monday for the I-540 Phase 2 R2829B project, and it will continue for the next few weeks.*

NCDOT Integrated Mobility Division - No report provided.

Executive Board Members - No reports provided.

11. Adjournment

Vice Chair Butch Lawter adjourned the meeting at 5:13 p.m.

Attachments: [Attachments Referenced in Minutes](#)

Upcoming Meetings/Events

Capital Area MPO TCC Meeting *June 5, 2025*
CAMPO Board Room *10:00 am - Noon*
1 Fenton Main St, Ste 201
Cary, NC 27511

Capital Area MPO Executive Board Meeting June 18, 2025
CAMPO Board Room 3:00 - 5:00 pm
1 Fenton Main St, Ste 201
Cary, NC 27511

Capital Area MPO TCC Meeting *July 3, 2025*
CAMPO Board Room *10:00 am - Noon*
1 Fenton Main Street, Suite 201
Cary, NC 27511

Capital Area MPO Executive Board Meeting July 16, 2025
CAMPO Board Room 3:00 - 5:00 pm
1 Fenton Main St, Ste 201
Cary, NC 27511