

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

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

Wednesday, August 16, 2017

4:00 PM

Conference Room

1. Welcome and Introductions

Dick Sears, Executive Board Chair opened with a welcome and introductions. Ms. Luana Deans introduced herself as a Transportation Planner for the Town of Cary and Ms. Kelly Blazey introduced herself as the new Transit Services Administrator for the Town of Cary

Present: 17 - Vice Chair Harold Weinbrecht, John Byrne, Virginia Gray, Nancy McFarlane, Terry Hedlund, Tom Jackson, Lewis Weatherspoon, Ronnie Williams, RS "Butch" Lawter, William Allen III, Gordon Springle, Art Wright, Michael Schriver, Mike Gordon, Mark Stohlmman, Chair Dick Sears, and Vivian Jones

Absent: 13 - Terry Hutchens, Gus Tulloss, Don Bumgarner, John Sullivan, Perry Safran, James Roberson, Sig Hutchinson, Frank Eagles, Timothy Karan, Valerie Jordan, Nina Szlosberg, Larry Wood, and Lance Olive

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

There were no public comments

5. Minutes

5.1 Executive Board Minutes: June 21, 2017

Attachments: [Executive Board Minutes for June 21, 2017](#)

Minutes from the June 21, 2017 Executive Board meeting were approved

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.

6. Public Hearing

Chairman Dick Sears opened the Public Hearing.

6.1 FFY 2019 Locally Administered Projects Program Gretchen Vetter, MPO Staff

Attachments: [FFY19 Locally Administered Projects Program Changes Executive Board 2017 08 16](#)
[MEMORANDUM-FFY19 LAPP Investment Mix 2 Alternatives 2017 08 08](#)

As part of the LAPP Program, an annual modal investment mix is established to guide how available LAPP funding is programmed to meet the variety of needs in our region's multi-modal transportation network. Federal legislation provides for the continuation of federal transportation funds directly attributable to the Capital Area MPO. Additionally, the MPO receives an allocation from the Congestion Mitigation and Air Quality (CMAQ) which is appropriated to the State of North Carolina. These federal sources will be incorporated into the funding program for FFY 2019. CAMPO's LAPP Program Manager, Gretchen Vetter, introduced the Executive Board to the Target Modal Investment Mix and proposed two changes. First, Ms. Vetter indicated that CAMPO has received a number of incomplete applications during LAPP's Call for Projects submittal period; as a result, it would be beneficial to further emphasize which documents are required for pre-submittal. Ms. Vetter recommended reformatting the way in which application requirements are listed in the LAPP FFY19 Handbook to clarify which information is needed and which information is not. She reiterated that the content itself has not changed.

Second, Ms. Vetter released the FFY 2019 Target Modal Investment Mix, which has been developed based on last year's discussion of Modal Investment Mix percentages and decision to maintain the same percentages through FFY2019. Ms. Vetter emphasized the differences between the various options, indicating that the second variation was a response to TCC submittals and an increased anticipation of funding for 2017. Ms. Vetter also relayed that bicycle/pedestrian and roadway submittals are up from last year; she indicated that bicycle/pedestrian submittals dipped in 2016, although there is not yet enough information to explain why. Her final graph indicated the total number of unfunded projects by mode, and she reminded the Executive Board that the Target Modal Investment Mix is a target and goal, and that the actual numbers will be based on Executive Board approval. Ms. Vetter indicated that the previous Target Modal Investment Mix called for \$16.25m (65%) of funding to go to Roadway projects, \$5m (20%) to go to Bicycle/Pedestrian projects, and \$3.75m (15%) to go to Transit projects. The alternative target called for \$16m(64%) of funding to go to Roadway projects, \$6m (24%) to go to Bicycle/Pedestrian projects, and \$3m (12%) to go to Transit projects. Finally, Ms. Vetter asked the board to open a public hearing on the changes to the LAPP FFY19 Handbook's formatting and approve a Target Modal Investment Mix.

Chairman Dick Sears closed public hearing.

A motion was made by Board Member Art Wright, seconded by Board Member William Allen, III, that the Public Hearing be closed.

A motion was made by Board Member William Allen, III, seconded by Board Member Vivian Jones, that this item be approved to recommended changes to the FFY2019 LAPP Program, to approve the alternative Target Modal Investment Mix which allocates an additional \$1m to Bicycle and Pedestrian projects with modal percentages at 64% (\$16m) Roadway, 20% (\$6m) Bicycle and Pedestrian, and 12% (\$3m) for Transit, and to open the 1-call for projects from August 17th through October 31st 2017.

6.2

Prioritization 5.0 Modal Candidate Project Lists
Alex Rickard / MPO Staff

Attachments: [CAMPO P5 Projects v2 1](#)

Mr. Alex Rickard presented the updated SPOT 5.0 projects list to the Executive Board. He began by reminding them that we are in the midst of the SPOT 5 process. Mr. Rickard requested that the Board open a public hearing at this particular meeting, but

keep it open until September 20th, at which point the Executive Board would be asked to vote on project submissions. Mr. Rickard laid out the SPOT 5 timeline, reminding the board that September 29th, 2017 is the deadline for submissions and that NCDOT will score submitted projects through December of the same year. Between February and March 2018, NCDOT will release the scores and between April and June 2018, CAMPO would allocate its 2,500 points to specific Regional projects and submit them to NCDOT for scoring between the months of July and August. Between August and September 2018, CAMPO will assign an additional 2,500 points to Division projects (Divisions 4, 5 and 6) after which NCDOT will finalize their scores between the months of November and December of the same year. Between December 2018 and January 2019, CAMPO will finalize its new STIP. Mr. Rickard continued his presentation by highlighting some of CAMPO's 63 SPOT 5 projects, which include one aviation project, three bicycle/pedestrian projects and 45 roadway projects. He further listed a variety of regional projects that were cascaded upward to the state level as well as division projects that were cascaded upward to the regional level. Mr. Rickard explained SPOT 5's scoring criteria adopted by NCDOT and included in their official rulebook, in addition to breaking down scoring percentage changes between them and the previous SPOT 4 criteria.

Board Member William Allen, III asked if the new scoring criteria would help improve scores for the Carolina Connector project. Mr. Rickard replied that no, it would not improve the Carolina Connector project as it already received \$100 million in funding from SPOT 4, but emphasized that any projects would receive improved scores. Board Member William Allen, III clarified that he meant roadway projects, and Mr. Rickard said that scores would improve in general. At this point, CAMPO Executive Director Chris Lukasina indicated that the department is putting together a list of recommended improvements tied to the Carolina Connector with these new SPOT 5 criteria, and anticipate that this will be helpful in improving the respective score of each. Mr. Rickard continued to discuss Regional impact scoring in SPOT 5, drawing particular attention to its changes from SPOT 4, which had included criteria which called for "roads where we don't [actually] need them." After discussing Divisions 4, 5 and 6, Mr. Rickard asked for the Executive Board to open a public forum, but hold off on taking action until the 20th of September. After discussing changes or lack thereof to aviation, bicycle/pedestrian, rail and roadway projects and highlighting new candidate projects, Mr. Rickard requested that the board open a Public Hearing and keep it open until September 20th. At this point, Chairman Dick Sears asked if there were any additional questions and Board Member John Byrne responded by saying "Sounds good to me—all of it." Chairman Sears opened the public hearing. There being no additional comments, Chairman Sears held the hearing open until the September 20th Executive Board meeting.

Received as information and to leave open public hearing for candidate project lists at the September Executive Board meeting

End of Public Hearings

7. Regular Agenda

- 7.1 2045 Metropolitan Transportation Plan Update
Chris Lukasina, MPO Executive Director

Attachments: [Aspirational Scenario Bundle](#)
[Moderate Scenario Bundle](#)
[Tomato Maps](#)

Mr. Lukasina provided an update on development of the 2045 Metropolitan Transportation

Plan (2045 MTP/CTP). Mr. Lukasina provided a review of the alternatives analysis stage of the MTP development cycle which includes minor updates and continued analysis of the results. Mr. Lukasina reminded the Executive Board that CAMPO develops a joint MTP with the DCHC MPO. The next step after analyzing the alternatives would be to move on to preferred scenarios and apply fiscal constraints to the MTP in the Fall.

Mr. Lukasina continued by showing the Executive Board a “tomato” map indicating potential highway congestion in the region by 2045 assuming no additional projects are funded. He emphasized that this type of map is useful as a baseline to review the Moderate and Aspirational scenarios of the alternatives analysis. Mr. Lukasina continued to explain the Moderate scenario, which includes projects on almost all major highways, limited secondary roadway investments, BRT projects consistent with the Wake Transit Plan’s first 10 years and commuter rail projects. Mr. Lukasina explained that the Aspirational scenario is built on the Moderate Scenario but includes fewer financial limitations, with additional highway, secondary roadway, and transit projects. Mr. Lukasina continued by asking the Executive Board to consider the “tomato” maps and the congestion visualized within them. He reminded them that congestion shown on these maps is not always a bad thing and that in areas such as town centers congestion may be desired. He asked the Executive Board to think about corridors such as I-40 and whether or not “managed lanes” or 26 lanes would be an appropriate solution for congestion over time. He indicated that other corridors such as US-64 east and west, US 1 north and south and US-70 are all up for discussion, as they will experience a huge traffic increase by 2045. He further explained that the CAMPO region’s existing toll roads will be congested by 2040, assuming similar toll rates in that year, and that the Executive Board must explore and consider many options and take time to decide what to do. Mr. Lukasina continued to describing drive time maps and the major differences between the moderate and aspirational scenarios. He further explained that there will be an increase in non-personal and non-motorized vehicle trips over the next several decades, particularly in corridors with increased transit investment. Mr. Lukasina explained that non-motorized trips include walking and biking trips.

Board member Nancy McFarlane stated that we’ve been looking at these maps for a long time and asked why we are not addressing the continued congestion shown in these corridors. Mr. Lukasina explained that several key corridors have recently been funded, including US 1 north, NC 540, and I-40. He continued to explain that most of the trips in the most congested portion of US 1 (north) between I-540 and I-440 are not staying within that section and are starting outside and going through the corridor. Board member McFarlane further stated that we have known for 10 years that these are bad roads and asked at what point do we find and implement solutions. Mr. Lukasina stated that it was his understanding that the City of Raleigh was commissioning a corridor study for that section of US 1 and that the MPO was planning to use that as the instrument to identify the most appropriate transportation solution. He continued to explain that the MPO could move a major corridors study into the current fiscal year’s work program but that might impact other projects in the current work program. Another option would be to pursue this as a major project in the FY 2018-19 work program and invite the DCHC MPO and NCDOT to partner with us. This would allow the study to proceed as early as next summer or fall. Mrs. McFarlane asked if an increased emphasis on transit would help to alleviate the problems of congestion on major highways, and Mr. Lukasina responded by saying “Transit alone will not get the red out.” At this point, board member William Allen III stated “Transit alone will not solve our congestion problems. We cannot build [ourselves] out of this problem with roadways alone either; they will not resolve it. Nothing except a paradigm shift in how we view transportation will.” At this point, Board Member John Byrne mentioned that he believed the City of Raleigh study would be fruitful.

Chairman Dick Sears asked for updates on the 540 Managed Lanes project, and NCDOT Division 5 Engineer Joey Hopkins replied that it is currently scheduled begin by FY 2020 from the Holly Springs bypass to I-40, but that NCDOT would push to begin by the end of next calendar year. At this point, Mr. Lukasina moved on to discussing the fiscally constrained budget plan within the context of the 2045 MTP's Financial Forecast. Mr. Lukasina indicated that the Constrained and Moderate scenarios were very similar, and therefore CAMPO should focus on the Moderate (\$10.4 billion) and Aspirational (\$14.9 billion) scenarios. He stressed that although these numbers sound big, they are hardly enough to fund everything necessary to meet the region's transportation needs. Mr. Lukasina explained that most of the region's challenges are tied to a lack of funding. Mr. Lukasina continued by saying that sales and property tax equivalent based revenue and VMT based revenue are not included in the revenue assumptions, at which point Board Member William Allen III asked if including those additional revenue assumptions would have solved the funding problems. Mr. Lukasina indicated that it would have helped, and Mr. Allen III asked if the VMT based option was based on a rate of two cents per mile. Mr. Lukasina clarified that it was based on this rate plus sales tax. Mr. Lukasina continued by explaining the sales tax equivalents by county starting in 2026 and running through 2045. He stressed that would not be sufficient to fund all secondary roads, but would help fund several additional projects throughout the region. Mr. Lukasina explained that CAMPO did not assume that all sales tax revenue would come to CAMPO, and as a result used a proportional value based on county populations, which was thought to be a reasonable approach and assumption.

After explaining several upcoming MTP milestones, Mr. Lukasina requested that the Executive Board consider a motion to use the Aspirational scenario as the 2045 MTP's preferred scenario. Board Member Ronnie Williams began the motion, at which point Board Member Vivian Jones seconded him. The motion carried by a unanimous vote.

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

Informational Items

8. Informational Item: Budget

- 8.1 Member Shares - FY 2017
Lisa Blackburn, MPO Staff

Attachments: [Member Dues Projection QTR 4 FY2017](#)

Attachment shows the Member's Share for FY 17. Total member share match for the FY 2017 is \$569,297.50 as of 06-30-2017 we have spent \$454,169.

Received as information.

- 8.2 Operating Budget - FY 2017
Lisa Blackburn, MPO Staff

Attachments: [FY 17 PROJECTED Budget QTR 4](#)

The FY 2017 UPWP Operating Budget is \$3,041,488 as of 06-30-2017 we have spent \$2,284,843. Please see attachment for more details

Received as information.

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

Attachments: [Project Updates](#)

Project Updates for August 16, 2017 meeting

Received as information.

10. Informational Item: Staff Reports

MPO Director, Chris Lukasina

Mr. Lukasina indicated that two open positions, the TPAC Administrator and Public Engagement Planner positions have been filled. Mr. Adam Howell, previously of the Town of Cary, would begin work as TPAC Administrator starting on Monday, August 21st. Mr. Lukasina also stated that the LAPP Applicant Training will be on Thursday, August 17th and member share invoices would be mailed out the week following this meeting.

TCC Chair - No report

NCDOT Transportation Planning Branch - Absent

NCDOT Division 4 - No report

NCDOT Division 5 - Joey Hopkins indicated a LAPP project in Holly Springs will receive a traffic signal in order to alleviate the number of crashes (at least 5) that have happened recently. Mr. Hopkins indicated that every one of the accidents was related to a motorist "blowing through" a stop sign. He also stressed that Holly Springs is taking action to increase awareness of the new project. Mr. Hopkins also indicated that Julie White is the new NCDOT Deputy Secretary of Multimodal Transportation. He also expressed that the Fortify project's westbound lane are mostly in their final traffic pattern and the eastbound lanes would open in a few weeks. Finally, he indicated that there was recently a public meeting regarding the 440 widening project, which featured many attendees.

NCDOT Division 6 - Absent

NCDOT Rail Division - Absent

NC Turnpike Authority - No report

Executive Board - Chairman of the Executive Board Dick Sears indicated that he received confirmation from several senators, including Richard Burr and Thom Tillis, who were on board in funding public transportation in the state, although Mr. Sears admitted he was not sure what exactly "on board" meant.

Received as information.

11. Adjournment

The meeting adjourned at approximately 5:35 pm.

Upcoming Meeting / Events