

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

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

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Wednesday, November 20, 2019

4:00 PM

Conference Room

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## **1. Welcome and Introductions**

*Chair Weinbrecht welcomed everyone to the meeting and asked if there were any new introductions to be made. Mr. Jimmy Eatmon introduced Mr. Kevin Bowen as the new NCDOT Division 4 Engineer.*

*Chair Weinbrecht expressed his thanks to outgoing Members Lewis Weatherspoon, Lance Olive, Ronnie Williams, Nancy McFarlane, Frank Eagles and Don Bumgarner.*

**Present:** 15 - William Allen III, Joe Geigle, Michael Grannis, Virginia Gray, Terry Hedlund, Vice Chair Sig Hutchinson, Liz Johnson, Vivian Jones, RS "Butch" Lawter, Nancy McFarlane, Neena Nowell, James Roberson, Dick Sears, Lewis Weatherspoon, and Chair Harold Weinbrecht

**Absent:** 9 - Don Bumgarner, John Byrne, Frank Eagles, Matt Mulhollem, Lance Olive, Howard Penny, Perry Safran, Edgar Smoak, and Ronnie Williams

## **2. Adjustments to the Agenda**

*There were no adjustments to the agenda.*

## **3. Ethics Statement:**

*Chair Weinbrecht 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.*

## **4. Public Comments**

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

## **5. Consent Agenda**

*A motion was made by Member Dick Sears, seconded by Vice Chair Sig Hutchinson to approve all items on the Consent Agenda. Motion carried by unanimous vote.*

### **5.1**

Executive Board October 2019 Draft Minutes.

**Requested Action:** Executive Board approval of October 2019 draft minutes.

**Attachments:** [Executive Board Draft Minutes 10.16.2019](#)

*The Draft Minutes were included in the agenda packet.*

**This item was approved.**

**5.2 FY 2020 Wake Transit Work Plan - 2nd Quarter Amendments**

Bret Martin, CAMPO Staff

**Requested Action:** Consider approval of the FY 2020 Wake Transit Work Plan 2nd quarter amendment requests

**Attachments:** [Staff Report](#)  
[Attachment 1 - FY20 Work Plan Q2 Amendments Packet](#)

This item was approved.

**End of Consent Agenda****6. Public Hearing****6.1 FY2018-2027 Transportation Improvement Program Amendment #10**

Gretchen Vetter, MPO Staff

**Requested Action:** Conduct public hearing. Consider approval of FY2018-2027 TIP Amendment #10.

**Attachments:** [Staff Report](#)  
[TIP Amendment #10](#)  
[Suspension Memo List - Revised \(November 5, 2019\) By County](#)

*Chair Weinbrecht opened Public Hearings. There were no members of the public present to speak. Chair Weinbrecht closed Public Hearings.*

*Ms. Gretchen Vetter, MPO 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 included in the FY2020 work plan.*

*The FY2018-2027 TIP Amendment #10 was posted for public comment from October 3, 2019 to November 4, 2019. No comments were received.*

**A motion was made by Member Will Allen III, seconded by Member James Roberson that the Executive Board approve the FY2018-2027 Transportation Improvement Program Amendment #10. The motion carried by unanimous vote.**

**End of Public Hearings****7. Regular Agenda**

## 7.1

**Triangle Regional Transportation Demand Management Plan Update**

Andrea Eilers, Triangle J Council of Governments

**Requested Action:** Receive as information.

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

[Triangle TDM Plan Update Draft](#)

[Triangle TDM Plan Update Draft Goals](#)

*Ms. Andrea Eilers, Triangle J Council of Governments reported on this item.*

*Ms. Eilers stated that North Carolina Department of Transportation (NCDOT) adopted a statewide TDM plan in 2004. In 2006 and 2007, organizations in the Triangle region came together to create the Triangle Region's 7-Year Long Range TDM Plan. Ms. Eilers added that this Plan had a single goal of reducing annual growth in Vehicle Miles Traveled (VMT) by 25%. It was first updated in 2014 to revise the list of activities and update the hotspots, which are targeted priority areas for funding under the program.*

*Ms. Eilers reported that a second update to the Triangle TDM Plan is underway in 2019 and is expected to be completed by early 2020. The update is necessary for several reasons: The Triangle TDM Program has surpassed its original goal of 25% reduction in growth of VMT for many years and needs a more challenging goal, or goals; new technology-based mobility entrants such as Uber and Lyft; the arrival of inexpensive modes such as scooters; and concerns about congestion's adverse impacts on health from increasing vehicular traffic. Lastly, the TDM Program has historically relied on VMT as the measurement of its success, though it provides many additional benefits such as reduced congestion, better environmental quality, reduced road construction, and better public health and safety. It is important to communicate these benefits to promote alternative commutes and mitigate the future anticipated challenges in the region arising from population increase, climate change impacts, and technological advances.*

*Ms. Eilers reiterated that the Updated Plan's main focus is to reduce reliance on single-occupancy vehicles (SOV) for travel. The Updated Plan's draft contains five main goals:*

- 1. Refine and enhance program evaluation methods to improve processes for collecting data and tracking progress.*
- 2. Align Funding Cycles with Performance to ensure accountability.*
- 3. Expand program marketing and outreach to create widespread awareness and provide viable options to commuters.*
- 4. Get innovative by taking advantage of emerging opportunities and non-traditional demand management strategies.*
- 5. Integrate with local and regional planning efforts.*

*Ms. Eilers added that the plan is currently posted for Public Comment and available on their website as well for public view.*

**The Triangle Regional Transportation Demand Management Plan Update Report was received as information.**

**7.2 R.E.D. Priority Bus Lanes Study**  
Crystal Odum, MPO Staff

**Requested Action:** Receive as information.

**Attachments:** [Staff Report](#)  
[T4 Report Indicators Summary Table Excerpt](#)

*Mr. Alex Bell from Renaissance Planning, Inc. and Ms. Leta Huntsinger from WSP, Inc. reported on this item.*

*Mr. Bell reported that the Capital Area MPO is undergoing a study to develop a methodology for determining the suitability of transit priority bus lanes or other corridor treatments in the CAMPO area, and a priority list of recommended application of these treatments. He clarified that, for this study, R.E.D. refers to red painted, right -hand turns, and emergency vehicles and driveway access lanes. He provided an overview of the study elements, the qualitative analysis and the developed methodology for evaluating and prioritizing transit priority lane treatments in the CAMPO area.*

*Ms. Huntsinger reported that a Notice to Proceed was issued last November to the consulting team of Renaissance Planning, Inc. and WSP, Inc. The team, with input from a Core Technical Team (CTT) made up of regional transportation professionals, has completed a number of technical reports including a peer review of RED lanes and other bus priority implementations, a comprehensive review of past and ongoing regional planning efforts through an Existing Plans and Studies report and provided an existing conditions analysis via an Existing Conditions Report. She reviewed the RED Priority Bus Lane Evaluation Methodology and quantitative tool that can be used to determine potential bus priority lanes in the region and introduced an exercise.*

*Vice Chair Hutchinson expressed his praise for highlighting transit, and asked for additional information regarding design and implementation, specifically with regards to bicycle and pedestrian lanes and if these would be considered in the future. Mr. Bell stated that there will be another presentation to the Executive Board toward the end of the study and, at that time, they will have some high-level information on types of treatments and multimodal integration. Deputy Director Shelby Powell responded that this study is technical in nature and is evaluating which roads in our region are good candidates for this kind of treatment, and that individual projects would be implemented by local governments or NCDOT, and that this study will help them have an understanding of the benefits of this treatment as those individual projects are developed.*

*NCDOT Division 5 representative Mr. Joey Hopkins stated that R.E.D. lanes are being considered in the New Bern Design process currently underway, and are likely to be implemented in at least one section. Member Will Allen inquired about the section being considered and asked if that was the first section planned to connect Martin Luther King Blvd out to Wake Med Hospital. Mr. Hopkins responded that the New Bern Corridor BRT is looking at RED lane type treatment for a few sections, possibly outside of I-440 and in some sections closer to downtown.*

**The R.E.D. Priority Bus Lanes Study was received as information.**

**7.3 Mobility Coordination Committee**

Crystal Odum, MPO Staff

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

*Ms. Crystal Odum, MPO Staff reported on this item.*

*Ms. Odum stated that the Raleigh Urbanized Area Coordinated Human Services Public Transportation Plan (CHSPTP) 2018 update sets the priorities for transportation investments and initiatives for human services and public transit coordination in the region. Federally required to access specific program funds, the CHSPT plan guides funding and service development for transportation projects supporting elderly, disabled and low-income individuals in the CAMPO Raleigh urbanized area.*

*Ms. Odum explained that the plan, which was developed with input from a diverse Human Services Transportation Working Group sub-committee of the Wake Bus Plan Core Technical Team, is in concert with the Wake Bus Plan, a larger effort designed to guide transit service and capital investments associated with the Wake Transit Plan.*

*Ms. Odum reviewed that one of the core goals of the CHSPT Plan is to create an organizational infrastructure to lead coordinated planning efforts. The plan recommends formalizing the Coordinated Plan Working Group to establish a Mobility Coordination Committee (MCC) and to assign this group responsibility for implementing the recommendations identified in the plan. She added that the short-term goals for the MCC include creating a consistent framework for Wake County's ADA Services; coordinating the management and delivery of ADA services; monitoring the ongoing changes in the State's Medicaid program and transitioning rural transportation programs into a mobility management framework.*

*CAMPO staff convened the working group, inviting transit provider members from the region. Monthly meetings have been held with the group to develop organizational structures, meeting and work schedules. The members are reviewing the CHSPTP in detail and are developing a DRAFT "Recommended Implementation Strategy Schedule" to put into action the recommendations outlined in the plan for the region. There are three working sub-committees-Administration, ADA and Community Transportation led by member agencies. The full group will meet quarterly beginning October 24th. Other stakeholders including regional human service agencies have been invited to participate as a subset of the Community Transportation sub- committee.*

*Ms. Odum stated that next steps include formally establishing the MCC and its goals by the CAMPO Executive Board, amending the CHSPTP, if necessary, and seeking approval on the recommended Implementation Strategy developed by the MCC. The TCC/Executive Board and other agencies, as necessary, will be regularly updated on MCC activities. Information on the MCC will be posted on the CAMPO website.*

*Vice Chair Sig Hutchinson expressed his concerns about the proposed 3,5, and 7 year timelines for low, high and medium designated projects and pointed out the immediate, pressing needs of the community for access to medical and educational facilities now. Ms. Odum responded that these concerns were already recognized and under consideration, and that some items originally identified for the medium timeframe were being proposed to move into the short timeframe in the study. She stated that a*

coordinated effort was underway with other agencies to look at other programs, in order to overlap goals and how to most effectively streamline the process. She noted that this is a large regional effort, and the transit providers recognize the importance of this work and are working hard to coordinate these efforts now that a forum exists for them to do so.

**The Mobility Coordination Committee was received as information.**

#### 7.4

##### **Greater Triangle Commuter Rail Alternatives Analysis Update**

Bret Martin, CAMPO Staff and Katharine Eggleston, GoTriangle Staff

**Requested Action:** Receive as information.

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

*Mr. Bret Martin, MPO Staff, Mr. Scott Saylor, president of North Carolina Railroad Company and Katharine Eggleston, GoTriangle Staff reported on this item.*

*Mr. Martin provided background on the commuter rail corridor's conception in the Wake County Transit Plan and turned the presentation over to Scott Saylor. Mr. Scott Saylor, who stated that GoTriangle, as the designated project sponsor for the commuter rail corridor identified in the Wake County Transit Plan, continues to lead an alternatives analysis/feasibility study for a commuter rail project within the corridor. Before the study kicked off, a number of regional partners requested that the study corridor be expanded eastward to Selma and westward to Mebane, and GoTriangle and its regional partners agreed to this scope expansion. Mr. Saylor provided an overview of the current conditions of the commuter rail corridor under study and added that the North Carolina Railroad is built for the train service it currently facilitates, and that added capacity, including for commuter rail, would require additional infrastructure, including added tracks. Mr. Saylor then turned the presentation over to Katharine Eggleston.*

*Ms. Eggleston reviewed that the primary anticipated outcomes of the study will be to provide more detail on:*

- 1) A project implementation schedule;*
- 2) Planning-level infrastructure requirements and associated costs for various service scenarios;*
- 3) Ridership projections for various service scenarios that will make use of the Federal Transit Administration's (FTA) Simplified Trips On Project Software (STOPS) modeling framework; and*
- 4) Risks that could impact project feasibility, including cost and schedule impacts.*

*Ms. Eggleston reviewed the approach to the following scope elements: 2019 Service Scenarios, Capacity Constraints and Improvements, Capital and Operating Cost Estimates and Ridership and Revenue Estimates. She added that the purpose of this study is to give decision-makers the analytical data needed to decide whether there is a project the partners feel comfortable moving forward to the next phase of development. Ms. Eggleston stated that Next Steps would include presentations to Boards, railroad capacity modeling, conceptual engineering for high priority /key risk areas, and community engagement planning, with a target date of January/February 2020 for this information to be shared with the governing boards having oversight over the study's funding.*

**The Greater Triangle Commuter Rail Alternatives Analysis Update was received as information.**

**7.5 Status Report - Wake Transit Plan Update**

Bret Martin, MPO Staff

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

*Mr. Bret Martin, MPO Staff reported on this item.*

*Mr. Martin stated that in early August, CAMPO and Wake Transit partner staff kicked off the development of the Wake Transit Vision Plan Update, and the plan update was kicked off with community stakeholders on November 6th. The 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. Mr. Martin reported that the primary focus of the Wake Transit Vision Plan Update for the remainder of the calendar year will be:*

- 1) Reassessment of cost and schedule feasibility for major capital projects;*
- 2) Determination of remaining financial capacity for investment through 2030;*
- 3) Development of high-level investment tradeoffs and preparation for solicitation of input from stakeholders and the public;*
- 4) Preparation of a countywide transit market reassessment; and*
- 5) Review of recommendations from regional and sub-regional plans to inform potential Wake Transit investments.*

*Mr. Martin reviewed that these activities will ultimately inform the development of investment alternatives through core design retreats with the Vision Plan Update Core Technical Team (CTT) and other stakeholders in mid-2020. Mr. Martin also reviewed the general schedule for the engagement plan that coincides with the remaining plan update tasks.*

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



**7.6 Federal Rescission Update and FFY2019 Year End Report**

Gretchen Vetter, CAMPO Staff

**Requested Action:** Receive as information.

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

[LAPP Unobligated Funds report November Executive Board 2019](#)

*Ms. Gretchen Vetter, MPO Staff reported on this item.*

*Ms. Vetter provided an update on the FFY2019 End of Year Report, SPOT and LAPP Project Delays and a Federal Rescission Update.*

*In addition to the LAPP goal of avoiding future Federal rescissions to the maximum extent possible, Ms. Vetter drew attention to the goal of utilizing available funding sources in a more efficient manner.*

*Ms. Vetter stated that there had been several changes since the Executive Board meeting in October. She reviewed the FFY2019 Year End Snapshot, which included historic funding availability from years 2012 to 2019. Information on returned funds, FFY carry forward fund, current FFY appropriation, authorized/ obligated projects and programmed project tools was provided.*

*Ms. Vetter presented the unused "available" STPDA and TAP funds exposure rate from years 2015 to 2019 Ms. Vetter stressed that more improvement is needed in the area of annual obligation rates/percent of programmed funds obligated on schedule.*

*Ms. Vetter reviewed the most current SPOT and LAPP project suspension list. A full list was provided in an additional handout. These include:*

*Changes Since September 30, 2019 List:*

- *B-5318 Replace Bridge 910126 Over Smiths Creek SR 2044 (Ligon Mill Road): PE no longer suspended*
- *P-5707 Rogers Road Grade Separation: Project No Longer on List- Need Clarification from NCDOT*
- *U-6113 US 70 Business from Greenfield Parkway to NC 42: PE Suspended*

*Member Vivian Jones questioned the P-5707 Rogers Road Grade Separation project status. Ms. Jones stated that she had been told by NCDOT that the P-5707 project was no longer on hold and should not be on the hold list. CAMPO Executive Director Chris Lukasina responded that there was an error on that list, that this project had somehow been completely removed/ disappeared and clarified that it was still on the list. Division 5 Engineer Mr. Joey Hopkins said that he would follow up. Mr. Lukasina reminded everyone that this is a very fluid list.*

*Ms. Vetter presented the LAPP project delays and a directive from the NCDOT Chief office, which include:*

- *Directive from NCDOT Chief Engineer's Office:  
LAPP Projects will not be allowed to request Funding Authorization, and Construction Bids will not be awarded until at least May 2020 due to cash flow issues.*
- *LAPP Project Managers Notified Via Phone Last Week*
- *Projects May Continue if Local Jurisdiction Commits to Defer Reimbursement*
- *CAMPO Staff to Collect Feedback and Questions to Submit to NCDOT Division 5*



and Chief Engineer's Office

TCC Chair Ms. Juliet Andes requested clarification regarding the deferred reimbursement and asked if the local jurisdiction defers does that mean the project could not obligate until the next phase. Ms. Vetter responded that the Chief would just need to approve this, which Mr. Hopkins confirmed.

Ms. Vetter provided an update on the rescission of federal highway program funding scheduled for the end of federal fiscal year 2019. Ms. Vetter shared information for current rescission bills in Congress which included the information that a two-year funding reauthorization bill in Congress does not have the provision to halt rescission but that a Continuing Resolution passed by the House on November 19, 2019 does include language to repeal rescission. She stated that there are 3 proposed bills in Congress:

*3 Proposed Bills in Congress Include Repeal of Rescission*

1. S 1992
  - Placed on Senate Legislative Calendar under General Orders (July 31)
2. HR 3612
  - Currently under Review by House Committee on Transportation and Infrastructure Subcommittee on Highways and Transit (July 3)
3. S 2302
  - Placed on Senate Legislative Calendar under General Orders (August 1)

Ms. Vetter reviewed the CAMPO fund balance at the end of Federal Fiscal Year 2019 and stated that although the CMAQ exposed funds total approximately 3.2 million dollars, NCDOT has indicated that they have managed to protect all of those funds from the rescission. Ms. Vetter referred to the handout provided and stated that North Carolina as a whole owes approximately 11 million dollars in addition to the outstanding funding balances from the end of FFY2019 and that we are waiting to learn what funding categories this will affect. She reviewed that:

- North Carolina contributed to .5% of nationwide exposed funding
- N.C. is required to rescind .5% of \$7.569B Rescission Amount
- N.C. Exposed Balance is Less than Amount Owed
- N.C. May Need to Use Part of FY20 Allocation to Fulfill Rescission Requirements

Ms. Vetter shared CAMPO future funding implications, which are contingent on: project delays, rescission implementation, prior year project liability, additional funding requests, future programming. These include:

*Prior Year Project Determination*

- FFY2019 projects have until the end of FFY2020 to request funding authorization.
- FFY2018 and prior year projects have until the end of the first quarter of FFY2020 (December 31, 2019) to request funding authorization.
- Projects that do not reach their respective deadlines must have Executive Board approval to request funding authorization; otherwise, the project will be deprogrammed.

Member Will Allen III made reference to the 'grace' list handout, and stated projects such as the Blue Ridge Road Pedestrian Improvements are extremely important for safety. He strongly encouraged CAMPO to support this and other similar projects. Ms. Vetter responded that they have through FY20 to implement.

Member Nancy McFarlane inquired about the Rock Quarry Road Part A project and asked if it was being added to the current I-5111 I-40 project. Mr. Joey Hopkins

*responded that they are working with City staff to add this to the widening project. Ms. Vetter added that funding was not obligated yet but that they are working to get supplemental agreements in place for the funding to be added to I-5111. Member McFarlane inquired on the status of Raleigh's Walnut Creek Greenway, which is currently in property acquisition. Member McFarlane also queried if Crabtree Creek Greenway has requested funding authorization. Ms. Vetter confirmed that the greenway hasn't yet asked for funding authorization but plans to do so this month.*

*Member Roberson referred to the Mingo Creek Parkway project and said it is vitally important to connect the Town of Knightdale with other counties such as Wendell and Zebulon. He hoped the board would support this initiative.*

**The Federal Rescission Update and FFY2019 Year End Report was received as information.**

**7.7 CAMPO Bonus Allocation Methodology**

Alex Rickard, MPO Staff

**Requested Action:** Receive as information

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

*Executive Director Mr. Chris Lukasina reported on this item.*

*Mr. Lukasina provided an update for the CAMPO Bonus Allocation Methodology which included review of the provisions in STI law, adopted guiding principles, the 3 phase methodology and next steps.*

*Mr. Lukasina stated that the Strategic Transportation Investments law (STI) creates incentives for local government participation of funding and tolling of highways by establishing “bonus allocation” funding. Bonus Allocation funding is provided to an MPO when either local funding is provided for a highway project or tolling is enacted. As a result of this provision, the MPO is expected to receive an allocation of approximately \$100 million in FY 19 in response to the tolling of NC 540 in southern Wake County.*

*Mr. Lukasina reported that the STI law provides Bonus Allocation funding for:*

*-Local funding participation*

- -½ value of local contribution*

*-Highway Tolling*

- -½ value of toll revenue bonds*
- -½ forecasted revenue for the first 10 years –operation costs*
- -\$100 Million per project max and must be programmed within toll county*

*Mr. Lukasina reviewed the Programming Caps, which include the clauses that these projects 1) Must obligate funds within five years of activating the project (July 2019) and 2) Use on highway or highway-related projects only.*

*Mr. Lukasina stated that the draft methodology for analyzing projects for Bonus Allocation includes three phases:*

- 1) Identification of a project selection study area and project analysis through the adopted travel demand model, the Triangle Regional Model (TRM),*
- 2) Analyze intersection and operational improvements using congestion data, and,*
- 3) Travel times savings and cost/benefit analysis of top candidates through microsimulation modeling (Transmodeler).*

*Mr. Lukasina added that MPO staff continue to work with the MTP/TIP Subcommittee on project analysis and will present the methodology to the TCC and Executive Board in January along with the list of prioritized projects for programming. The next Subcommittee meeting will be held on December 10, 2019 at 9 am. and in January 2020 the CAMPO Methodology will be released for Public Comment.*

**The CAMPO Bonus Allocation Methodology Report was received as information.**

**8. Informational Item: Budget**

**8.1**                      **Member Shares FY 2020**  
Lisa Blackburn, MPO Staff

**Requested Action:** Receive as Information

**Attachments:** [FY 20 Projected Member Dues QTR 1](#)

*The Member Shares Report was included in the agenda packet.*

**The Member Shares Report was received as information.**

**8.2**                      **Operating Budget - FY 2020**  
Lisa Blackburn, MPO Staff

**Requested Action:** Receive as information.

**Attachments:** [FY 20 Projected Budget QTR 1](#)

*The Operating Budget Report was included in the agenda packet.*

**The Operating Budget Report was received as information.**

**9. Informational Item: Project Updates**

**9.1**                      Executive Board November 2019 Project Updates

**Attachments:** [Executive Board Project Updates 11.20.2019](#)

*The Project Updates were included in the agenda packet.*

**The Project Updates item was received as information.**

**9.2**                      **Public Engagement Updates**  
Bonnie Parker, MPO Staff

**Requested Action:** Receive as information.

**Attachments:** [Public Engagement Updates November Executive Board](#)

*The Public Engagement Updates were included in the agenda packet.*

**The Public Engagement Updates item was received as information.**

**10. Informational Item: Staff Reports**

*MPO Executive Director Chris Lukasina stated that*

*-The 2020 Census will be held in April, which will require CAMPO to review boundaries with reference to urbanized areas and possible additional funding. There will be predictive analysis conducted in the next 12-18 months for 2021-2022.*

*-Staff is working on planning the next CAMPO Strategic Plan update, which will involve two phases: 1) there will be updates with the existing membership to review status and progress of MPO work; and 2) a session with new potential members that may result from the new Raleigh Urbanized Area boundary. More information will be coming to the board after the holidays.*

*Deputy Director Shelby Powell introduced Mr. Evan Koff to the board as the new Wake Transit Planner.*

*TCC Chair – no report.*

*NCDOT Transportation Planning Division - no report.*

*NCDOT Division 4 – no report.*

*NCDOT Division 5 – no report.*

*NCDOT Division 6 – no report.*

*NCDOT Rail Division – absent.*

*NC Turnpike Authority – absent.*

*Chair Weinbrecht suggested that the Executive Board December meeting be cancelled. There were no objections.*

**This was received as information.**

**11. Adjournment**

## Upcoming Meetings/Events

<i>Capital Area MPO TCC Meeting</i>	<i>January 2, 2020</i>
<i>One Bank of America Plaza</i>	<i>10:00 - noon</i>
<i>421 Fayetteville Street, Suite 203</i>	

<i>Capital Area MPO TAC Meeting</i>	<i>January 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>February 6, 2020</i>
<i>One Bank of America Plaza</i>	<i>10:00 - noon</i>
<i>421 Fayetteville Street, Suite 203</i>	

<i>Capital Area MPO TAC Meeting</i>	<i>February 19, 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>	