

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

1 Fenton Main St.
Suite 201
Cary NC 27511

Wednesday, April 16, 2025

4:00 PM

Conference Room

1. Welcome and Introductions

PRESENT (20): Chair Vivian Jones, Jonathan Lambert-Melton, Russ May, Susan Evans, Sheveil Harmon, Jacques Gilbert, Harold Weinbrecht, Porter Casey, Marc Powell, John Allers, Blake Massengill, Elmo Vance, Sean Mayefskie, Stephen Morgan, Neil McPhail, TJ Cawley, Deans Eatman, Scott Brame, John Adcock, and Alan Shapiro

ABSENT (13): Vice Chair Butch Lawter Jr., Bobby Wheeler, Katie Kenlan, Michael Schriver, Eddie Jagers, Teresa Bruton, Ronnie Currin, Glenn York, Yolanda Jordan, Patrick Hannah, Melvin Mitchell, Valerie Jordan, and Grady Hunt

Chair Vivian Jones opened the meeting at 4:05 p.m. and introductions were made.

2. Adjustments to the Agenda

There were no adjustments to the agenda.

3. Ethics Statement:

Chair Vivian Jones read the required ethics statement.

No conflicts of interest were declared.

4. Public Comments

There were no public comments.

5. Public Hearing

5.1 Amendment #8 to FY2024-2033 Transportation Improvement Program (TIP)

Alex Rickard, MPO Staff

Requested Action: Conduct a public hearing. Recommend approval of Amendment #8 to the FFY 2024-2033 Transportation Improvement Program (TIP) pending no adverse public comments received by end of public comment period.

Attachments: [Staff Report](#)
[FY2024-2033 TIP Amendment #8-Version 2](#)
[Public Comment - Hindu Society of North Carolina](#)
[Public Comment - Town of Cary](#)

Mr. Rickard provided an overview of Amendment #8 to the FY2024-2033 Transportation Improvement Program, noting that this amendment is an off-cycle amendment to true up the TIP and STIP to get federal authorization to move forward. He reported that CAMPO met with the associated parties to discuss how transit-related TIP amendments are processed and get everything back on schedule by spelling out the process going forward. This amendment corrects programming errors related to some projects and has been out for public comment. He noted that the two public comment letters included in the agenda package are for future TIP Project U-5811, which is not included in this particular amendment.

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.

A motion was made by Board Member Susan Evans, seconded by Board Member Jacques Gilbert, to recommend approval of Amendment #8 to the FY2024-2033 Transportation Improvement Program (TIP), pending no adverse public comments received by the end of the public comment period. The motion carried unanimously.

End of Public Hearings

6. Regular Agenda

6.1 Amendment #9 to FY2024-2033 Transportation Improvement Program (TIP)

Alex Rickard, MPO Staff

Requested Action: Receive as information.

Attachments: [Staff Report](#)
[FY2024-2033 TIP Amendment #9](#)

Mr. Rickard provided an overview of Amendment #9 to the FY2024-2033 Transportation Improvement Program, noting that it includes NCDOT amendments from January-March and that it is a regularly scheduled amendment. He stated that this amendment officially includes the LAPP amendments and the specific 540 bonus allocation project delays. The public hearing will be on May 21, 2025. He added that the public comment letter in the agenda package is for future TIP Project U-5811, which will come before the Board in June.

There were no questions and/or comments.

This item was received as information only.

6.2 Minutes - March 19, 2025

Requested Action: Approve the Minutes of March 19, 2025

Requested Action: Approve the Minutes of March 19, 2025

Attachments: [March 19, 2025 Minutes](#)

There were no questions and/or comments.

A motion was made by Board Member John Allers, seconded by Board Member Scott Brame, to approve the Minutes of March 19, 2025. The motion carried unanimously.

6.3 2055 MTP Update - Deficiency Analysis & Alternatives Analysis

Chris Lukasina, MPO Executive Director

Requested Action: Receive as information.

Attachments: [Staff Report](#)
[Preliminary Deficiency Analysis](#)
[2055 MTP Summarized Development Schedule](#)

Mr. Lukasina provided the monthly update on the 2055 MTP, noting that we are currently in the Analysis and Evaluation Phase. He stated that we are looking at alternative scenarios and noted the projected population and jobs growth by 2055. The results of the Deficiency Analysis can be found through the web portal: <https://ral.maps.arcgis.com/apps/webappviewer/index.html?id=0c1879a3ffa94ea197c44320995198e6>. He requested that the members notify their CAMPO liaisons if they identify any changes to expected locations of travel patterns or socioeconomic data.

Mr. Lukasina explained that the process starts “with the end in mind” by creating different future growth scenarios and the creation of a “universe of projects” to pull from to address forecasted issues. He spoke regarding the CommunityViz Growth Tool and what it needs to create future scenarios and noted that local Guide Books and Look-Up Tables are available at: www.centralpinesnc.gov/mobility-transportation/urban-mobility.

Mr. Lukasina introduced the Mobility Investment Foundation (Transportation), noting it as a “Universe of Projects” that includes all existing facilities, programmed projects, recommendations from local plans, special studies, modal studies, and deficiency analysis in one database from which projects can be selected for different scenarios and tested against projected growth.

Mr. Lukasina reported that CAMPO is working jointly with Triangle West TPO, NCDOT, and GoTriangle on a Triangle Regional Model. He noted that the Model is a travel demand forecasting tool, a trip-based model, it represents travel in the Triangle area, and it includes all travel modes, all major road facilities, and all transit systems and routes.

Mr. Lukasina provided an overview of the scenario framework that includes four scenarios that match a development foundation with a mobility foundation:

- 1. Deficiency and Needs Scenario*
- 2. Plans and Trends Scenario*
- 3. Shared Leadership Scenario*
- 4. All Together Scenario*

Mr. Lukasina provided an overview of the Deficiency and Needs Scenario, noting that its development foundation is based on community plans and that its mobility investment foundation is based on only the existing and committed projects for the next 4-5 years, which is unreasonable but useful as a baseline to help analyze the various scenarios in the upcoming Alternatives Analysis stage.

Mr. Lukasina next provided an overview of the Plans and Trends Scenario, noting its alignment with the Community Plans Foundation and the Trend Investment Foundation. He noted that this scenario includes the investment trends from traditional funding sources and that it is consistent with adopted transit plans. It also includes 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 that the results of the Deficiency Analysis are available at <https://ral.maps.arcgis.com/apps/webappviewer/index.html?id=0c1879a3ffa94ea197c44320995198e6>. He added that, if a summary is needed, we can schedule something. 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 its alignment with the Community Plans Foundation and the Mobility Corridors Foundation. He added that this scenario also includes additional State funds from NC First and increased federal funding. 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 its alignment with the Opportunity Places Foundation and the Complete Communities Foundation. He noted that this scenario is more aspirational and that there needs to be a feedback loop with local jurisdictions. This is also the scenario that was used for the 2050 MTP. He stated that the Opportunity Places Development Foundation goes beyond local development plans by also focusing on important trip origins and destinations, and it overrides current community plans by also considering anchor institutions, mobility hubs, frequent transit corridors, affordable housing opportunity sites, and areas of increased mixed use and available density. He emphasized the need to identify multiple ways to raise local revenue for this scenario and noted 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 provided an overview of a matrix of key performance measures and funding comparisons for each of the Scenarios. He noted that the actual data from the Analysis can be provided upon request and that Staff will post the results of the All Together Scenario on the CAMPO website before the next Board meeting.

Mr. Lukasina summarized the remaining process, highlighted the CAMPO liaisons for each jurisdiction, and presented an update on public engagement efforts. He noted that engagement efforts will run from April 22-May 26, 2025, and announced that a dedicated public website has been created for them at: www.destination2055nc.com. He added that an online survey will also be forthcoming at: www.PublicInput.com/Destination2055Alternatives. He requested that members help CAMPO spread the word. He announced that a Digital Toolkit of resources will be available next week at: <https://www.campo-nc.us/transportation-plan/indevelopment-2055-mtp/2055-mtp-outreach-toolkit> and that print materials for posting around Town/City/County facilities will be distributed at the May 1, 2025, TCC meeting. He added that CAMPO Staff will be reaching out to TCC Members to arrange tabling and other outreach efforts between May 3-May 26, 2025, and provided an overview of the remaining anticipated milestone dates.

There were no questions and/or comments.

This item was received as information only.

6.4 Executive Board Meeting Time Survey

Chris Lukasina, MPO Executive Director

Requested Action: Receive as information and discuss whether to change the start time of future meetings.

Attachments: [Staff Report](#)
[Meeting Time Survey Results](#)

Mr. Lukasina provided an overview of the previous Board request for a second survey and an overview of the results of the second survey. He reported that 3:00 p.m. was the highest ranked start time by Board members; but, that 2:00 p.m. was a close second. He stated that, when TCC responses were included, 2:00 p.m. was ranked the highest. He discussed other considerations regarding changing meeting times, such as public availability/accessibility and other board meetings held on the same day.

A motion was made by Board Member Blake Massengill, seconded by Board Member Russ May, to change the start time of the Executive Board meetings to 2:00 p.m. Discussion on the motion then ensued as follows:

Board Member Deans Eatman expressed concern regarding having to take more time off of work to get here earlier.

Board Member Susan Evans expressed that 3:00 p.m. is easier for her and noted that it was the highest ranked start time.

Board Member Scott Brame echoed Board Member Eatman's concern.

After discussion, Board Member Blake Massengill amended his motion to change the start time of the Executive Board meetings to 3:00 p.m. Board Member Russ May accepted the amendment. The motion carried unanimously.

After the amended motion was approved, the following discussion ensued:

Mr. Lukasina stated that Staff can implement the change starting with the May 21, 2025, Executive Board meeting.

Upon request, Mr. Lukasina stated that calendar invites will be sent out.

There were no further questions and/or comments.

A motion was made by Board Member Blake Massengill, seconded by Board Member Russ May, to change the start time of the Executive Board meetings to 2:00 p.m. Discussion on the motion then ensued.

After discussion, Board Member Blake Massengill amended his motion to change the start time of the Executive Board meetings to 3:00 p.m. Board Member Russ May accepted the amendment. The motion carried unanimously.

6.5 2035 Wake Transit Plan Progress Report

Ben Howell, CAMPO Staff

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

Mr. Howell provided a progress report on the 2035 Wake Transit Plan. He spoke regarding the engagement approaches for each phase and the three focal points identified in the last engagement phase: confirming postponement of commuter rail to invest in regional rail, developing BRT between Raleigh and Durham to meet regional needs, and whether to invest in serving more people or serving more places first. He also spoke to stakeholder feedback received, including interest in more funding for the CFA Program, a general approval of the proposed investment strategy, investing in service frequency, and focusing less on new BRT services. He provided an overview of the revenue assumptions, how much money has already been programmed for existing projects, and the amount available for new investments. He then presented the WTP proposed investment strategy, highlighting the investment priorities of investment in the regional network, serving more people by expanding frequent bus service, and serving more places with more community connections and facilities. He illustrated the breakdown of spending by types and noted that the WTP will continue to invest in projects and services that make it easy to travel regionally, will connect all Wake County communities, will provide a frequent reliable urban network, enhance access to transit, and incorporate community and stakeholder priorities. He stated that the FY26-FY35 Investment Priorities include investing in the regional network, serving more people, and serving more places. He then outlined the purpose and strategy of Phase 3 of the engagement process and the remaining steps to Plan adoption. He noted that events have been planned for all municipalities except Zebulon and asked their representative to get in touch with CAMPO regarding setting something up in their town too.

Board Member Jacques Gilbert asked if there were any thoughts on lowering the CFA local funding match from 65%/35% to 80%/20%.

Mr. Howell responded that CAMPO is not prepared to do that at this time and that it wants to see how it affects the budget first. He noted that the match may be lowered based upon the performance of the CFA.

There were no further questions and/or comments.

This item was received as information only.

6.6 CAMPO Blueprint for Safety - Safety Performance Measure Target Setting

Kenneth Withrow, MPO Staff

Requested Action: Endorse the goals of a 50% reduction of fatal and serious injury crashes by 2055 and ultimately moving toward zero fatal and serious injury crashes by applying the noted short-term, mid-term, and long-term goals to set annual FHWA safety targets.

Attachments: [Staff Report](#)

[CAMPO Goal and Target Setting Recommendation Memorandum](#)

On behalf of Kenneth Withrow, Alex Rickard provided an overview of the proposed safety performance measure targets. He announced the May 14, 2025, Safety Summit, noting that there will be a ton of good information and that members should do their best to attend. He spoke regarding the Executive Board's dissatisfaction with not being able to meet the safety targets set by NCDOT and their desire for targets that are more realistic. He noted that multiple scenarios were discussed by the TCC, and that there was a general consensus to utilize Scenario D, without setting 2050 as the target date and tying the date instead to the 2055 MTP. The proposed goal in Scenario D is a 50% reduction in fatalities and serious injuries by 2055, moving towards zero, with interim goals tied to horizon years to show what can be accomplished over the upcoming decades. He then summarized the short-term, mid-term, and long-term goals and the methodologies for achieving them as follows:

- *Short-Term (2025-2035) Goal: Reduce serious injury and fatal crashes by 10% through an annual 1% reduction, with re-evaluation of progress every two to three years and goal adjustments as necessary.*
- *Mid-Term (2036-2045) Goal: Reduce serious injury and fatal crashes by an additional 15-20% through a 2% annual reduction.*
- *Long-Term (2046-2055) Goal: Reduce serious injury and fatal crashes by at least an additional 30% through a 4% annual reduction.*

Board Member Susan Evans and Chair Vivian Jones noted that this scenario is more realistic and reasonable.

Board Member Stephen Morgan expressed concern regarding potentially putting off programming based on safety, asked about moving some of that to earlier in the process, and asked if CAMPO could review local projects for safety to ensure that goals are met.

Chair Vivian Jones noted the need to review any projects now for safety.

Mr. Rickard clarified that the Project Team did not draft the Scenario with an intent to delay programming based on safety. He stated that its intent was to acknowledge the limitations of what can be done in the next ten years. If items can be implemented sooner, then they will be. He noted that many components cannot be implemented immediately and that future studies will look at safety as a driver in planning work and local developments and that future projects will be more safety-driven.

Chris Lukasina added that the Board will see a significant number of recommendations for local activities and development regulations, which will result in earlier implementation

of safety enhancements.

There were no further questions and/or comments.

A motion was made by Board Member Elmo Vance, seconded by Board Member Susan Evans, to endorse the goals of a 50% reduction of fatal and serious injury crashes by 2055 and ultimately moving toward zero fatal and serious injury crashes by applying the following short-term, mid-term, and long-term goals to set annual FHWA safety targets:

- **Short-Term (2025-2035) Goal: Reduce serious injury and fatal crashes by 10% through an annual 1% reduction, with re-evaluation of progress every two to three years and goal adjustments as necessary.**
- **Mid-Term (2036-2045) Goal: Reduce serious injury and fatal crashes by an additional 15-20% through a 2% annual reduction.**
- **Long-Term (2046-2055) Goal: Reduce serious injury and fatal crashes by at least an additional 30% through a 4% annual reduction**

6.7 Public Engagement Update on Tolling Options for U.S. 1 North

Daniel Spruill, MPO Staff

Requested Action: Receive as information.

Attachments: [Staff Report](#)

Mr. Spruill provided an update on public engagement efforts regarding tolling options for U.S. 1 North. He 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 the Executive Board's request to the North Carolina Turnpike Authority (NCTA) to conduct a tolling analysis to determine if the Project could be sped up. He stated that NCTA analyzed the following four scenarios for financial viability:

- Scenario 1: All-tolled Expressway; Standalone
- Scenario 2: All-tolled Expressway; added to the Triangle Expressway System
- Scenario 3: One Express Lane in each direction; Standalone
- Scenario 4: One Express Lane in each direction; added to the Triangle Expressway System

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. He then presented an overview of the Diversion Analysis – 2040 and the following summary:

- NCDOT and NCTA are not advocating for a particular path forward
- Four toll scenarios were analyzed at the request of CAMPO, including both expressway and express lane scenarios
 - Three of the four scenarios analyzed could likely provide some level of financial flexibility and an accelerated delivery schedule
 - Three of the four scenarios would likely require legislative changes if CAMPO were to choose to pursue them
 - NCDOT and NCTA will continue to provide support as CAMPO evaluates the scenarios and determines the best path forward for the region

Mr. Spruill provided an overview of CAMPO's public engagement strategy, noting the planned activities from April 7-May 14, 2025, and how the engagement opportunities will be promoted. He emphasized the critical need for support from member jurisdictions to identify opportunities to help spread the word and shared that there will also be an online survey available at: www.publicinput.com/US_1_TollingOptions. He concluded by noting that synthesis of these public engagement efforts will be presented at the May 21, 2025, Executive Board meeting.

Responding to Board Member Scott Brame, Mr. Spruill stated that the NCTA has completed the tolling study and is developing the final report for traffic and revenue analysis. Mr. Lukasina added that CAMPO is expecting the final report this week and that Staff will push it out to the members as soon as possible.

Board Member Brame expressed concerns regarding the diversion analysis for the

northern portion of the Project and traffic coming through Downtown Youngsville.

Responding to Board Member Brame, Mr. Spruill stated that the public engagement toolkit will be provided to the TCC on April 22, 2025.

Board Member John Allers thanked Staff for a great report and the tremendous effort made in one month.

There were no further questions and/or comments.

This item was received as information only.

6.8

Triangle Transportation Choices/Transportation Demand Management (TDM) Program Update

Evan Koff, MPO Staff

Requested Action: Receive as information

Attachments: [Staff Report](#)
[FY24 TDM Executive Summary](#)
[FY24 TDM Annual Impact Report](#)

On behalf of Evan Koff, Daniel Spruill welcomed Jenna Kolling, Central Pines Regional Council, to present this item.

Ms. Kolling provided an overview of the program's background, how it is administered and funded, its FY24 grant awards, the FY24 TDM programs funded in the CAMPO Region, its FY24 education and outreach events, its data collection and calculation methods for determining annual impacts, FY24 Program-wide impacts, FY14-24 Program-wide VMT reductions, and the FY24 societal benefits of TDM. She noted that they are currently working to update their target since they keep meeting it.

Board Member Stephen Morgan stated that Knightdale is glad to be part of the Greenway System.

There were no further questions and/or comments.

This item was received as information only.

7. Informational Item: Budget

7.1

Operating Budget, FY2025

Brenda Landes, MPO Staff

Requested Action: Receive as information.

Attachments: [Staff Report](#)
[FY2025 Budget Projection Q3](#)

There were no questions and/or comments.

This item was received as information only.

7.2 Member's Shares FY2025
Brenda Landes, MPO Staff

Requested Action: Receive as information.

Attachments: [Staff Report](#)
[2025 Projected Member's Dues Q3](#)

There were no questions and/or comments.

This item was received as information only.

8. Informational Item: Project Updates

8.1 Project Updates

Requested Action: Receive as information.

Requested Action: Receive as information.

Attachments: [April 16, 2025 Project Updates](#)
[Division 6 Project Report - April 2025](#)

There were no questions and/or comments.

This item was received as information only.

8.2 Public Engagement Updates
Bonnie Parker, MPO Staff

Requested Action: Receive as information.

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

There were no questions and/or comments.

This item was received as information only.

9. Informational Item: Staff Reports

MPO Report:

Mr. Lukasina reported the following:

- Gaby Lawlor's last day with CAMPO is this Friday and there are a few vacancies to be advertised.*
- He recognized Bonnie Parker and Kenneth Withrow as being presenters at the NCAMPO Conference in Wilmington.*
- The federal compliance review is underway, and the next in-person visit will be on April 21, 2025. He noted that, in 2021, there were only a couple recommendations, no negative findings, and some commendations. The report will be presented to the Executive Board in a few months.*
- He encouraged members to have their staff and stakeholders attend the May 14, 2025, Safety Summit.*
- CAMPO presented the US 1 tolling presentation to the City of Raleigh City Council yesterday and the City stated that they will be providing CAMPO a resolution of support at their next Council meeting.*

TCC Chair:

No report provided.

NCDOT Transportation Planning Division:

No report provided.

NCDOT Division 4:

No report provided.

NCDOT Division 5:

Division 5 reported that they were selected to host National Work Zone Awareness Week and that they will be hosting the national kickoff event on April 22, 2025, at 10:00 a.m. at the State Fairgrounds. They also reported that the construction on Airport Boulevard has moved to the final traffic pattern.

NCDOT Division 6:

No report provided.

NCDOT Division 8:

No report provided.

NCDOT Rail Division:

No report provided.

NC Turnpike Authority:

NCTA provided an update on Phase 2 of the I-540 Project, noting that the R2829A

contractor has started construction on two culverts and three bridge structures, which will facilitate major earth movement. They noted that they are excited to start on the R2829B Project and have begun clearing at the interchanges to facilitate utility relocations. They added that concrete barriers are being used in the medians of I-87 to facilitate access for the bridge contractor to start construction.

NCDOT Integrated Mobility Division:

No report provided.

Executive Board Members:

No reports provided.

10. Adjournment

Chair Vivian Jones adjourned the meeting at 5:39 p.m.

Upcoming Meetings/Events

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

Capital Area MPO TAC Meeting	May 21, 2025
CAMPO Board Room	3:00 - 5:00 pm
1 Fenton Main St, Ste 201	
Cary, NC 27511	

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

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