

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

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

Wednesday, August 21, 2019

4:00 PM

Conference Room

1. Welcome and Introductions

Chair Weinbrecht welcomed everyone to the meeting and asked if there were any new introductions to be made. There were no new members to be introduced. Chair Weinbrecht welcomed back Mayor Nancy McFarlane.

Present: 20 - William Allen III, Don Bumgarner, John Byrne, TJ Cawley, Virginia Gray, Terry Hedlund, Vice Chair Sig Hutchinson, Vivian Jones, Valerie Jordan, Ken Marshburn, Nancy McFarlane, Matt Mulhollem, Neena Nowell, Lance Olive, Howard Penny, James Roberson, Dick Sears, John Sullivan, Lewis Weatherspoon, and Chair Harold Weinbrecht

Absent: 9 - Frank Eagles, Michael Grannis, Grady Hunt, RS "Butch" Lawter, Perry Safran, Edgar Smoak, Gus Tulloss, Art Wright, and Catherine Knudson

2. Adjustments to the Agenda

There were no adjustments to the agenda.

3. Ethics Statement:

Vice Chair Sig Hutchinson 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.

Ms. Joanie Bowden stated that she was speaking on behalf of Willow Spring property owners regarding the Southwest Area Study Update. She provided a handout in the form of a draft motion with the summary of their concerns, the text of which is found at the end of this section.

In summary, Ms. Bowden requested that

- No further significant actions, monies, energies, nor resources be taken by the CAMPO Executive Board nor staff regarding the 401 Bypass Corridor in its current conceptual alignment. She stated that the conceptual 401 Bypass Corridor is extremely close to the Fuquay-Varina city limits, and it is approximately 9/10 mile from the proposed Fuquay-Varina Parkway segment from Hwy 42 east of Fuquay-Varina to Hwy 55, in the direction of Angier/Harnett County.*
- The Executive Board endorse and support the 4-lane segment of the Fuquay-Varina Parkway, a priority being the specific segment from Hwy 42, east of Fuquay-Varina, to at or near Hwy 55 in the direction of Angier/Harnett County, as well as the southeast segment of the Parkway between US 401 on the west and NC 55 on the east. As a result, these segments of the 4-lane Fuquay-Varina Parkway are to be made a part of the next CAMPO MTP.*
- The Executive Board instruct staff to revise the SWAS Update Report's recommendations on Page 150 for the 401 Bypass Corridor narrative to include the following clarifications and background information: The 401 Bypass (already in CAMPO's MTP) is not expected to be a 6-lane, high-speed, extremely limited controlled access highway, but rather a 4-lane divided highway and likely a 55 MPH speed limit. The route of the 401 Bypass Corridor as conceptualized in the current MTP and the SWAS Update has never been fully studied in detail by any entity, nor officially selected, nor officially approved by NCDOT.*
- The proposed motion be made a permanent part of the minutes of the Executive Board Meeting and made a permanent part of and/or be permanently attached to the 2019 Southwest Area Study Update Report (SWAS).*

*Copy of handout text below from Ms. Bowden**

**Note: The following Motion was received in the form of a handout by the Executive Board. This motion was not made by any Member of the Executive Board.*

Motion CAMPO Executive Board – August 21, 2019

I make a motion that no further significant actions be taken by the CAMPO Executive Board nor by the CAMPO staff regarding the 401 Bypass Corridor in its current conceptualization alignment and that no further significant actions, monies, energies, nor resources be utilized regarding the 401 Bypass Corridor in its current conceptualization alignment inasmuch as the almost decade-old NCDOT conceptualization of multiple numerous possible routes from which the current MTP 401 Bypass Corridor Route was derived is outdated and redundant and is no longer a viable option in its current alignment location as presented and is extremely close to the Fuquay-Varina city limits, and it is only approximately 9/10th of a mile from the Fuquay-Varina Parkway snaking along the

segment of the FV Parkway from Hwy 42 east of Fuquay-Varina to at/near Hwy 55 in the direction of Angier/Harnett County, and because the original Angier/Harnett County segments of the original NCDOT 401 Bypass Corridor project conceptualizations have been removed from the SWAS. This motion allows and instructs that the 401 Bypass Corridor narrative contained on Page 150 in the Southwest Area Study be revised to include the following clarifications and background information:

The 401 Bypass (already in CAMPO's MTP) is not expected to be a 6-lane, high-speed, extremely limited controlled access highway, but rather a 4-lane divided highway with "super streets" and likely a 55 MPH speed limit. The route of the 401 Bypass Corridor conceptualized in the current MTP and the SWAS has never been fully studied in detail by any entity, nor officially selected, nor officially approved by NCDOT but rather the current 401 Bypass Corridor route in the current MTP and in the SWAS was initially selected by a former CAMPO employee from one of the numerous possible varied NCDOT corridor route conceptualizations created almost a decade ago and has continued to be recycled to this date in the 5WAS. The original NCDOT 401 Bypass Corridor Preliminary Alignment Study exhausted all funding approximately 5 - 7 years ago and furthermore based on NC's ST/ the project did not score high enough to merit state funding nor warrant inclusion in NCDOT's STIP. As a result, NCDOT's 401 Bypass Corridor Project has been "mothballed" indefinitely. This motion also includes that the CAMPO Executive Board fully endorse and support the FOUR-LANE Segment of the Fuquay-Varina Parkway a priority being the specific segment from Hwy 42, east of Fuquay-Varina, to at or near Hwy 55 in the direction of Angier/Harnett County and furthermore support the Southeast segment of the Fuquay-Varina Parkway between US 401 on the west and NC 55 on the east and as a result these segments of the Four Lane Fuquay-Varina Parkway are to be made a part of the updated CAMPO MTP and by way of this motion the CAMPO Executive Board commits to support and to take all actions necessary to provide and/or help obtain from the State or Federal Gov't or from whatever funding sources are available the funds the Town of Fuquay-Varina needs to design, engineer, construct, and complete the FOUR-LANE Segment of the Fuquay-Varina Parkway specifically first from Hwy 42 east of Fuquay-Varina, to at or near Hwy 55 towards Angier/Harnett County with a 45 to 55 mph speed limit as well as for the Southeast Segment of the Fuquay-Varina Parkway with a 55 mph speed limit noting the right-of-ways, which are already designated and have been held out by developers and property owners specifically for the segment from Hwy 42, east of Fuquay-Varina, to at or near Hwy 55 in the direction of Angier/Harnett County. In addition, by way of this motion the CAMPO Executive Board commits to assist in getting the Fuquay-Varina Parkway referenced previously in this motion operational for traffic to use with specifically a priority being for the segment of the FV Parkway from Hwy 42, east of Fuquay-Varina, to Hwy 55 at or near the direction of Angier/Harnett County.

On this 21st day of August, 2019, this proposed motion endorsed by multiple Willow Spring property owners is to be made a permanent part of the minutes of today's CAMPO Executive Board Meeting and made a permanent part of and/or be permanently attach to the 2019 Southwest Area Study (SWAS).

(end of handout text)

There being no other members of the public to speak, Chair Weinbrecht closed Public Comments.

5. Minutes

5.1 Executive Board Draft Minutes June 19, 2019 Meeting

Requested Action: Executive Board approval of the 19 June 2019 Draft Minutes.

Attachments: [ExecBrd Draft Meeting Minutes 19 June 2019](#)

The minutes were included in the agenda packet.

A motion was made by Member Dick Sears, seconded by Member John Byrne to approve the draft minutes from the June 19, 2019 meeting. The motion carried by unanimous vote.

6. Consent Agenda

A motion was made by Member Will Allen III, seconded by Member Dick Sears to approve all items on the Consent Agenda. Motion carried by unanimous vote.

6.1 Triangle Strategic Tolling Study

Kenneth Withrow, MPO Staff

Requested Action: Consider endorsing the findings of the Triangle Strategic Tolling Study for use in further long range planning.

Attachments: [Staff Report](#)
[Triangle Strategic Tolling Study Report](#)

Endorsement of the findings of the Triangle Strategic Tolling Study for use in further long range planning.

6.2 Southwest Area Study - Endorsement

Kenneth Withrow, MPO Staff

Requested Action: Consider endorsing the findings of the Southwest Area Study for use in further long range planning.

Attachments: [Staff Report](#)
[Southwest Area Study Slides](#)

Endorsement of the findings of the Southwest Area Study for use in further long range planning.

6.3 Commuter Rail System Guidelines, Evaluation Framework, and Scenario Evaluation Results

Bret Martin, MPO Staff

Requested Action: Consider approval of the Commuter Rail System Guidelines and Evaluation Framework and consider acceptance of the corresponding Scenario Evaluation Results

Attachments: [Attachment A - CRT System Level Guidelines and Evaluation Framework](#)
[Attachment B -CRT-Evaluation-Results-Report](#)

Approval of the Commuter Rail System Guidelines and Evaluation Framework and acceptance of the corresponding Scenario Evaluation Results.

6.4 LAPP Project Adjustment

Gretchen Vetter, CAMPO Staff

Requested Action: Consider approval of LAPP Project Adjustment.

Attachments: [LAPP Project Adjustment](#)

Approval of LAPP Project Adjustment.

End of Consent Agenda

7. Public Hearing

7.1 Locally Preferred Alternative for New Bern Avenue Bus Rapid Transit Corridor

Bret Martin, MPO Staff

Requested Action: Conduct public hearing and consider adoption of the Locally Preferred Alternative for the New Bern Avenue Bus Rapid Transit (BRT) corridor.

Attachments: [Attachment A - New Bern BRT LPA](#)
[Attachment B - Draft New Bern BRT LPA Resolution](#)

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

Mr. Martin explained that building upon the identification and initial refinement of bus rapid transit (BRT) alternatives studied under the Wake Transit Fixed Guideway Corridors Major Investment Study (MIS), the City of Raleigh is in the process of developing a BRT project along the New Bern Avenue corridor to connect the Raleigh central business district with the WakeMed Raleigh campus and New Hope Road, a total span of approximately 5.1 miles (Attachment A). Mr. Martin stated that the proposed project includes approximately 3.3 miles of new dedicated BRT runningway improvements between GoRaleigh Station (in downtown Raleigh) and Sunnybrook Road, including transit signal priority (TSP) at signalized intersections and up to twelve (12) weather-protected BRT stations. The proposed project also includes approximately 1.8 miles of BRT-level service in general traffic lanes, with potential TSP at signalized intersections, between Sunnybrook Road and New Hope Road. The terminus at New Hope Road will include a proposed park-and-ride and transfer facility that will be implemented as a separate project.

Mr. Martin announced that the purpose of the New Bern Avenue Corridor BRT project is to improve transit service from downtown Raleigh to New Hope Road. This new transit investment would accommodate projected growth, create transit infrastructure that allows the BRT route and other approved transit services to bypass major congestion points, and improve the attractiveness of the service to experience ridership growth.

For the New Bern corridor, the MIS identified a single potential alignment for dedicated runningway infrastructure along New Bern Avenue that consists of the following three (3) roadway segments:

- New Bern Avenue between Blount Street and Poole Road (in the eastbound direction);*
- Edenton Street between Blount Street and Poole Road (in the westbound direction); and*
- New Bern Avenue between Poole Road and Sunnybrook Road.*

Mr. Martin clarified that this alignment alternative was further refined to include BRT service along the corridor that extends eastward to a future transfer and park-and-ride facility at or near the intersection of New Bern Avenue and New Hope Road. This alternative uses the existing roadway network in downtown Raleigh to circle GoRaleigh Station and continues east using the one-way street pair of Edenton Street (westbound) and New Bern Avenue (eastbound) between Blount Street and Poole Road.

Mr. Martin expressed that consideration of a locally preferred alternative (LPA) for a high-capacity, fixed-guideway transit project involves three characteristics of a proposed project: mode, alignment, and termini. In its evaluation of modes, alignments, and termini along the corridor and in eastern Raleigh in general, the City of Raleigh determined that

the described alternative is the only alternative that serves the travel market identified in the MIS and that satisfies the purpose and need for the project by providing direct access to the major origins and destinations along the corridor. He added that it was determined that the proposed BRT mode along the described alignment and with the described termini is the most cost-effective and least intrusive mode that can achieve the purpose and need for the project. The BRT mode improves throughput capacity and transit service reliability to a level that is adequate to serve the existing and projected travel market without introducing significant impacts to the corridor.

Mr. Martin reviewed that on June 4, 2019, the Raleigh City Council recommended the described alternative as the LPA to CAMPO for its adoption and inclusion in the 2045 Metropolitan Transportation Plan and FYs 2018-2027 TIP. The proposed LPA was posted for a 30-day public comment period in mid-July that is scheduled to end on August 20th. The Executive Board will hold a public hearing for its consideration of the LPA at its August 21st regular meeting. A draft resolution for the Executive Board's adoption of the LPA is included as Attachment B.

ViceChair Sig Hutchinson inquired about where the stations might be. Mr. Martin responded that the City of Raleigh has identified preliminary station areas, but station locations are not part of the LPA consideration. He added that City of Raleigh has been very forthcoming about sharing information on preliminary station locations.

A question was raised concerning the possible connection between GoRaleigh and Union Stations. Mr. Martin said that connectivity between the two facilities would be addressed through the alignments of the remaining BRT corridors and would be part of future discussions for those locally preferred alternatives. CAMPO Executive Director Chris Lukasina said that when the alternatives for all four BRT corridors are established, the BRT services will be set up to run through both facilities. Will Allen II stated that this appeared to be largely conceptual and asked for confirmation that this does not currently connect GoRaleigh to Union Station. Mr. Martin confirmed that the New Bern BRT alignment on its own would not connect to Raleigh Union Station, and the action that the Executive Board is considering essentially locks in what the City will continue to refine for the New Bern BRT project. Executive Director Lukasina said that BRT will not connect with Raleigh Union Station initially, but the connection is envisioned once all corridors are in place as the four corridors work together to provide that access. ViceChair Hutchinson requested an approximate timeline for when the Board may learn of or consider station locations. Mr. Martin responded that station locations would be part of CAMPO's consideration of the least environmentally damaging preferred alternative (LEDPA), which is anticipated to be considered this winter.

David Eatman stated he was aware of the importance of this project and connection to Union Station. Regarding station locations, Mr. Eatman stated that the preliminary station locations have been identified and the information is accessible on the City's website. Mr. Eatman mentioned that the City is anticipating to be at 30% design by the New Year, which will be the approximate time at which these will be locked down.

Vice Chair Sig Hutchinson added that it was a real pleasure to see this start to come to fruition.

Chair Weinbrecht opened the Public Hearing. No members of the public were present to speak. Chair Weinbrecht closed the Public Hearing.

A motion was made by Member Will Allen III , seconded by Member Nancy McFarlane to adopt the Locally Preferred Alternative for the New Bern Avenue Bus Rapid Transit (BRT) corridor. The motion carried by unanimous vote.

7.2

FY2018-2027 Transportation Improvement Program Amendment #8

Gretchen Vetter, CAMPO Staff

Requested Action: Conduct a public hearing. Consider Approval of FY2018-2027 Transportation Improvement Program Amendment #8.

Attachments: [TIP Amendment #8](#)

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

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 the New Bern Bus Rapid Transit Project as well as an amendment to an existing LAPP Project.

The FY2018-2027 TIP Amendment #8 has been posted for public comment from June 13, 2019 to August 20, 2019 and a public hearing is scheduled for the August 21, 2019 Executive Board meeting.

Chair Weinbrecht opened the Public Hearing. No members of the public were present to speak. Chair Weinbrecht closed the Public Hearing.

A motion was made by Member Nancy McFarlane, seconded by Vice Chair Sig Hutchinson to approve the FY2018-2027 Transportation Improvement Program Amendment #8. The motion carried by unanimous vote.

7.3

**2045 Metropolitan Transportation Plan Amendment
Air Quality Conformity Determination
FY2018-2027 Transportation Improvement Program Amendment**
Alex Rickard, CAMPO Staff

Requested Action: Conduct a Public Hearing. Consider approval of the Air Quality Conformity Determination Report and requisite 2045 MTP and 2018-2027 TIP amendments.

Attachments: [TIP Amendment #9](#)
[Air Quality Conformity Determination Report](#)
[2045 MTP TIP AQ Conformity Resolution](#)
[2045 MTP Amendment2](#)

CAMPO Deputy Director Mr. Alex Rickard reported on this item.

As a result of recent changes in federal guidance, the Capital Area MPO is once again required to demonstrate conformity between the MTP and TIP for air quality. A required step is the development of an Air Quality Conformity Determination analysis and report. This is required for updates and changes to the MTP and/or the TIP. A required step in the amendment of the FY 2018-2027 Transportation Improvement Program (TIP) is to ensure that it conforms to the 2045 Metropolitan Transportation Plan (MTP). This includes verifying that the timing, scope, and cost of projects in the plan and program are the same.

CAMPO staff has been working with the NC Department of Transportation, Division of Air Quality (DAQ), and the NC Department of Environmental Quality (DEQ) to implement the updates necessary for the required air quality conformity determination, including locating and resolving all differences between the latest updates to the TIP and the MTP. Attached is the draft Air Quality Conformity Determination report and necessary updates to the both the TIP and MTP to meet air quality conformity requirements. A copy of the Air Quality Determination report and the updated MTP and TIP was posted online at <http://www.campo-nc.us/transportation-plan/air-qualityconformity>. A public comment period is open until August 27, 2019 and a public hearing will be held today, on August 21, 2019.

Mr. Rickard stated that the project changes in this MTP amendment were to accommodate the New Bern BRT project in the 2018-2027 TIP and in anticipating of project schedules for the 2020-2029 STIP released earlier this month by NCDOT. Mr. Rickard reported that several projects in the first decade of the MTP were to be amended to the third decade due to project delays in the 2020-2029 STIP. Mr. Rickard reported that two projects would need to be removed from the MTP amendment. Mr. Rickard explained that A64D, Aviation Parkway widening from I-40 to Gateway Centre Blvd, was being done as part of the I-40 and Aviation Parkway interchange project instead of the Aviation Parkway widening project. Mr. Rickard also explained that NCDOT was unable to accelerate the A643 project, Trinity Road rail grade separation, and as such it would remain in the second decade of the MTP.

Chair Weinbrecht raised a question regarding the impact of doing projects on Maynard and Trinity roads. Executive Director Lukasina responded that Trinity road is scheduled to be done by 2026, so must be accounted for in the 2035 horizon year. NCDOT is working to minimize impacts by coordinating schedules.

Chair Weinbrecht opened the Public Hearing. No members of the public were present to speak. Chair Weinbrecht closed the Public Hearing.

A motion was made by Member Will Allen III, seconded by Member Nancy McFarlane to approve the Air Quality Conformity Determination Report and requisite 2045 MTP and 2018-2027 TIP amendments. The motion carried by unanimous vote.

7.4

Public Participation Plan Update

Bonnie Parker, MPO Staff

Requested Action: Conduct Public Hearing. Consider approval of the Public Participation Plan Update (2019).

Attachments: [Staff Report](#)
[CAMPO Public Participation Plan - 2019 Update](#)

Ms. Bonnie Parker, MPO Staff reported on this item.

Ms. Parker stated that the Capital Area MPO has a Public Participation Plan (PPP) that describes how the MPO involves the public in developing transportation plans and related policy documents. She clarified that this plan also includes the MPO's Title VI (Civil Rights)/Minority/Low-income/Limited English Proficiency Outreach Plan.

Ms. Parker added that MPO staff reviewed the existing plan and looked at other plans from around the state as well as similar MPOs around the nation. This updated document:

- *Includes changes to the MPO's Title VI/LEP Outreach Plan to be consistent with the recent NCDOT Office of Civil Rights and Federal Highways Administration (FHWA) requirements released in 2018,*
- *Integrates related elements from the Wake Transit Public Engagement Policy, which was approved by the Executive Board in January, and,*
- *Includes revisions to the format and some of the content in order to be more user-friendly and easy to understand.*

Ms. Parker explained that updates to the adopted Public Participation Plan (2016) require a 45-day public comment period and a public hearing. The comment period ran from July 1 to August 20, 2019.

Chair Weinbrecht opened the Public Hearing. No members of the public were present to speak. Chair Weinbrecht closed the Public Hearing.

A motion was made by Member Vivian Jones, seconded by Member Ken Marshburn to approve the Public Participation Plan Update (2019). The motion carried by unanimous vote.

7.5**FY2021 Locally Administered Projects Program**

Gretchen Vetter, CAMPO Staff

Requested Action: Conduct a Public Hearing. Consider approval of proposed changes and target modal investment mix for the FY2021 Locally Administered Projects Program. Consider opening One Call for All Projects through October 31, 2019.

Attachments: [Memorandum FFY21 Locally Administered Projects Program](#)

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

Ms. Vetter reviewed that 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 2021. Ms. Vetter reviewed the slight changes proposed for the FFY2021 Modal Investment Mix. She briefly explained that, in order to avoid unnecessary exposed funding to future rescissions, CAMPO staff will be recommending tighter enforcement of the June reprogramming exercise and incorporating enhanced communication for missed project deadlines.

Ms. Vetter stated that recommended changes to the program are outlined in the attachment. Staff recommends increasing the target modal investment mix for bicycle and pedestrian projects by 3% to bring that total percentage to 27%. Staff recommends a roadway target of 65% and transit target of 8%.

Ms. Vetter added that staff has released the FFY 2021 Target Modal Investment Mix and the Recommended Changes to the FFY 2021 LAPP Program for public review and comment from June 10th through July 15th, 2019.

Chair Weinbrecht opened the Public Hearing. No members of the public were present to speak. Chair Weinbrecht closed the Public Hearing.

A motion was made by Member John Byrne, seconded by Member Dick Sears to approve the proposed changes and target modal investment mix for the FY2021 Locally Administered Projects Program, and open One Call for All Projects through October 31, 2019. The motion carried by unanimous vote.

End of Public Hearings**8. Regular Agenda**

8.1

Federal Rescission Update

Gretchen Vetter, CAMPO Staff

Requested Action: Consider approval of TCC Recommendation: Apply a one time grace period for projects prior to FY2019 to the end of the first quarter of FY2020 (December 31, 2019) to request funding authorization. Allow a one year grace period for FFY 19 projects through September 2020 to request funding authorization. Projects that do not reach their respective deadlines will be deprogrammed.

Attachments: September TCC Report
Staff Report

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

Ms. Vetter provided an update on the rescission of federal highway program funding scheduled for the end of federal fiscal year 2019. This included the upcoming schedule and deadlines:

June

- Deadline to Flex Funds to FTA.*
- Target deadline for all LAPP projects to request funding authorization from FHWA (in LAPP handbook). The status of all outstanding LAPP funding authorization requests will be presented at June meeting.*

August

- Decision from Executive Board on whether to reprogram or deprogram exposed projects that did not reach deadline. Decision determines how much funding available for LAPP FY2021 Call for Projects, which generally begins in August.*

Ms. Vetter reviewed the three options again, and said that the TCC had strongly supported Option 2.

Option 1: Deprogram all projects that do not request funding authorization by FY2019 End of Year Deadline. Deprogrammed projects can compete for LAPP funding in future rounds of LAPP.

Pros:

- Would lessen impact to future funding of LAPP Program*
- Would avoid any future rescission impact of those projects*

Cons:

- Projects would lose current programmed funding*
- 10 year rule would apply to projects that have already utilized federal funding*

Option 2: (TCC Recommended) Apply Grace Period- give projects awarded in FFY2018 or prior until end of first quarter of FFY2020 (December 31, 2019) to request funding authorization. Projects awarded in FFY2019 will have a grace period until the end of FFY2020 (September 2020) to request funding authorization. Deprogram any project(s) that do not reach deadline.

Pros:

- Allows short window for projects that are close to funding authorization request*
- Would lessen impact to future funding of LAPP Program*
- Minimize additional exposure to any future rescissions*

Cons:

- Impacted projects would lose current programmed funding (at lesser degree than option 1)*

-10 year rule would apply to projects that have already utilized federal funding

Option 3: Reprogram all projects to future year based on current project schedules and available funding

Pros:

-Existing projects would not lose their programmed funds

Cons:

-Reduce funds available for future LAPP projects

-Impacted project funds would be exposed to future rescissions

-Setting precedent against adopted goals of LAPP Program

Member Olive expressed support for Option 2, although had concerns for a bridge project that will not make the Dec deadline, but that will most likely be ready in Quarter 2. He suggested a grace period be granted through Quarter 1 and then accept on a case by case basis for legitimate delays projects that come in Quarter 2 and Quarter 3.

Member Sears agreed with Member Olive, and stated support for Option 2.

Member Jones asked for clarification that anything that comes in Quarter 2 would be considered on a case by case basis.

Ms. Vetter reiterated that this was up to the Executive Board.

Member Bumgardner said he supported Option 2, and gave supporting evidence for delays such as the tornado in Zebulon. With limited staff and priority on safety in a small town, set backs were a given. He asked that the board consider these factors with empathy.

Member Roberson stated the same challenges and expressed the huge impact to their project to connect communities.

Member Olive agreed this was a fair question and that perhaps that could be put on the next Executive Board agenda for decision.

Member Olive reiterated the amended motion: "Accept Option 2 -Apply Grace Period- give projects until end of third quarter of FFY2020" to request funding authorization. Consider these projects on a case by case basis after end of first quarter of FFY2020 (December 31, 2020).

Member Byrne asked if this was something that our staff could discuss and then they could come back to discuss. CAMPO Executive Director Lukasina stated if there is a rescission in October or November, that is completely out of LAPP's control and the funds will be gone.

Chair Weinbrecht asked staff to react to the proposed motion. Ms. Vetter clarified that Quarter 2 ended in March, and Quarter 3 in June of 2020. Ms. Vetter said that considering projects with missed deadlines on a case by case basis sets a precedence, as there will always be projects that are close, which impacts future funding. Mr. Lukasina agreed, and noted that this applies to some that have multiple missed deadlines. He requested clarification on how this 'case by case' would be handled and by whom. Mr. Lukasina noted that the Board should give direction to staff on whether the Board wants to see each case-by-case basis recommendation or whether they would like staff to be making those calls. Mr. Lukasina stated that the Holly Springs project and the Blue Ridge Road project were both outside of the current motion, as their expected schedules were beyond even quarter 3 of the next fiscal year. Ms. Vetter clarified that the Holly Springs project is an FY 19 project, and that part of the action in Option 2 was to grant a year-long extension to FY 19 projects. Mr. Lukasina agreed.

Member Byrne reiterated that the point of this exercise is to figure out how to not lose money, and stated that he was not sure how this motion does that. Mr. Lukasina added that this motion would allow all the projects that are really close to obligation to continue to move forward.

Member Marshburn stated that he supports the motion to have a revised Option 2 with the extended grace periods.

An amended motion was made by Member Lance Olive and seconded by Member James Roberson to accept Option 2 -Apply a Grace Period of one year to FFY2019 projects, and to give other projects until end of third quarter of FFY2020 to request funding authorization. Consider these projects on a case by case basis after December 31, 2019.

9. Informational Item: Budget

9.1 Operating Budget - FY 2019 Lisa Blackburn, MPO Staff

Requested Action: Receive as information.

Attachments: [FY 19 Projected Budget QTR 3](#)

The Operating Budget report was included in the agenda packet.

The Operating Budget Report was received as information.

9.2 Member Shares FY 2019 Lisa Blackburn, MPO Staff

Requested Action: Receive as Information

Attachments: [FY 19 Projected Member Dues QTR 3](#)

The Member Shares report was included in the agenda packet.

The Member Shares Report was received as information.

10. Informational Item: Project Updates

10.1 Executive Board Project Updates August

Requested Action: Receive as Information.

Attachments: [Project-Updates-2019-08-21-2019-TAC](#)

The Project Updates report was included in the agenda packet.

The Project Updates Report was received as information.

11. Informational Item: Staff Reports

MPO Executive Director Chris Lukasina stated that currently the next Statewide Transportation Improvements Program (STIP) will have a three, not two years, gap. The new STIP equals the adoption of a new TIP which then requires a new Air Quality Study. These air quality reviews can take quite a long time to complete, so staff is working with NCDOT to attempt to get this back on a two year versus three year gap.

Mr. Lukasina reminded all that the CAMPO Executive Board agenda is now sent via an electronic format, through Mailchimp, and that the previously established rule of the Executive Board was that only Members were to receive the agendas, who were in turn responsible for sharing them with the appropriate parties, including their organization's Alternate Member, as needed. Member TJ Cawley asked whether the Executive Board agendas could be sent to the Alternates, as well. Other Members said that they did not support this, so Mr. Lukasina suggested that Member Cawley contact Bonnie Parker to have just his Alternates for the Town of Morrisville added.

Mr. Lukasina stated that the next National Association of Metropolitan Planning Organizations (AMPO) annual conference would be held in Baltimore, Maryland from Oct 21-25, 2019 and encouraged Members to consider attending to take advantage of the opportunity to interact with their counterparts. He suggested that Members contact MPO staff for assistance with registering, if needed.

Mr. Lukasina introduced Ms. Stephanie Plancich, the new Transit Planning Advisory Committee (TPAC) Administrator for Wake Transit implementation. He added that a possible Transit Planner may be joining the Wake Transit Program team at CAMPO soon, as an offer has been extended to one of the candidates.

TCC Chair - no report.

NCDOT Transportation Planning Division – absent.

NCDOT Division 4 - no report.

NCDOT Division 5 - Joey Hopkins stated that although there are many project delays and funding issues related to the draft STIP, there was some good news. The first part of the Complete 540 project was moving forward, the Capital Boulevard (US 1) improvements to the north to Perry Creek Road had been moved up and should not be impacted as much by the delays, and that the I-440 construction to Wade Avenue had begun mobilizing with clearing on the west side. Mr. Hopkins requested that everyone help the public to remember to stay alert during construction as things will be regularly shifting based on bridge overpasses closing, paving in spots, and more. Funding shortfalls are tied to increased weather costs. In a typical year, the state spends approximately \$65 million dealing with weather related impacts. Last year, it was \$220 million. When the total maintenance budget is \$300 million for the entire state, the shortfalls will be affecting Operations as well. Emergency maintenance will still occur, but regular maintenance items are expected to take longer than usual.

NCDOT Division 6 - no report.

NCDOT Rail Division - absent.

NC Turnpike Authority - absent.

Dick Sears complimented Chair Harold Weinbrecht for being honored along with the Town of Cary for his service, praised NCDOT for it's ongoing strong partnerships with local jurisdictions and expressed appreciation for Joey Hopkin's hard work.

The Staff Reports item was received as information.

12. Adjournment

Upcoming Meetings/Events

<i>Capital Area MPO TCC Meeting</i>	<i>September 5, 2019</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>September 18, 2019</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>October 3, 2019</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>October 16, 2019</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>	