

NC Capital Area Metropolitan Planning Organization Meeting Minutes - Draft Technical Coordinating Committee

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

Thursday, August 1, 2019

10:00 AM

Conference Room

1. Welcome and Introductions

Chair Andes welcomed everyone to the meeting, and asked if there were any new introductions to be made. Member Danny Johnson introduced Ms. Madison Powell as the new intern at the Town of Rolesville.

- Present:** 30 - Member Juliet Andes, Sandi Bailey, David Bergmark, Paul Black, Jason Brown, Bob Clark, Shannon Cox, Luana Deans, David DeYoung, David Eatman, Michael Frangos, Tim Gardiner, Phil Geary, Joe Geigle, Benjamin Howell, Danny Johnson, Sean Johnson, Justin Jorgensen, David Keilson, Eric Lamb, Patrick McDonough, Suzette Morales, Jason Myers, Terry Nolan, Kendra Parrish, Jay Sikes, Morgan Simmons, Tracy Stephenson, Jimmy Eatmon, and Michael Clark
- Absent:** 11 - Gregory Bethea, Kelly Blazey, Tim Brock, Greg Burns, Scott Hammerbacher, John Hodges-Copple, Mike Kennon, Michael Landguth, Branston Newton, Pamela Perry, and Jeff Triezenberg

2. Adjustments to the Agenda

There were no adjustments to the agenda.

3. Public Comments

No members of the public were present to speak.

4. Minutes

4.1 Draft Minutes from the TCC June 2019 Meeting.

Attachments: [Minutes - June 6, 2019](#)

A motion was made by Member Ben Howell seconded by Member Danny Johnson that the minutes from the previous June 6, 2019 meeting be approved. The motion carried by unanimous vote.

5. Regular Business

5.1**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](#)

Mr. Kenneth Withrow, MPO Staff reported on this item.

Mr. Withrow stated that the Capital Area MPO, the Durham-Chapel Hill-Carrboro MPO, and NCDOT/NCTA had embarked on the development of a regional toll study that identified the feasibility, applicability, and appropriateness of a variety of user pay systems for potential consideration across the Research Triangle region. Mr. Withrow expressed that recommendations developed as part of this study will be used to inform the development of future (2050) Metropolitan Transportation Plan (MTP) updates.

Mr. Withrow noted that the Triangle Strategic Tolling Study consisted of a total of four Core Technical Team Meetings, three Stakeholder Oversight Team Meetings; as well as 23 initial Stakeholder Interviews to gather information on their initial perspectives on tolling and managed lanes. The Stakeholder Oversight Team included elected officials, transportation professionals, civic advocates, and policy supporters from across the political spectrum having varied experiences and knowledge of tolling and managed lanes.

Mr. Withrow disclosed that presentations have been given to study partners and stakeholder groups such as the Joint MPO Executive Board, the North Carolina Turnpike Authority's (NCTA's) Staff Leadership team, the NCTA Board of Directors, staff from NCDOT, as well as NCDOT's Office of Civil Rights.

Mr. Withrow confirmed that the consulting team of WSP has completed their Study recommendations for presentation, that the Triangle Strategic Tolling Study Report has been available for public comment between July 1, 2019 and July 31, 2019 and that no comments have been received.

Mr. Patrick McDonough from GoTriangle raised a question regarding the one percent lower income trips experiencing an increase in travel time greater than five minutes with the implementation of express lanes. Mr. Withrow reiterated the statement of one percent of lower income work trips had an increase in travel time greater than five minutes. Mr. Withrow noted that the perception that managed lane is a luxury alternative for higher income populations is not true. A survey from California revealed that households earning below \$50,000 used the managed lanes about as often as households earning \$200,000 or more. Mr. McDonough asked if lower income households were paying more to access managed lanes. Mr. Withrow stated that the study was based on a model; which did not provide that specific data, and further study was needed.

Mr. Withrow also noted to Mr. McDonough that there are tools that can mitigate the perception of "Lexus" lanes and aid low income workers through discounts, toll credits, and bonuses (such as toll credits) that could shave off that one percent experiencing an increase in travel time. Member Danny Johnson asked about the process of elimination and why some projects were dropped from the study. Mr. Withrow explained that those projects did not demonstrate travel time savings or would not generate revenue.

A motion was made by Member Ben Howell, seconded by Member Shannon Cox to recommend endorsement of the findings of the Triangle Strategic Tolling Study for use in further long range planning to the Executive Board. The motion carried by unanimous vote.

5.2

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](#)

Mr. Kenneth Withrow, MPO Staff reported on this item.

Mr. Withrow reviewed that the Capital Area Metropolitan Planning Organization (CAMPO) and the North Carolina Department of Transportation (NCDOT) have embarked on the development of an update to the original Southwest Area Study that will address the changes in land use and transportation in the area since 2012 and serve to inform the 2050 Metropolitan Transportation Plan (MTP).

Work on this study involved the consulting firms Ramey-Kemp & Associates, Stantec, and City Explained, Inc. Over the past year extensive work has been done and meetings have occurred to review land use, policy and transportation proposals. Public outreach has also served as a major component of the planning process.

Mr. Withrow stated that a total of 11 Core Technical Team and Stakeholder Oversight Team meetings were held for this project; in conjunction with social media, website content, public meetings, and "pop-up" events. Presentations updating the TCC and Executive Board have been given at past meetings as well.

Mr. Withrow divulged that the consulting team of Ramey-Kemp & Associates has completed their Study recommendations for presentation and that the Southwest Area Study Report and Appendices has been available for public comment between July 1, 2019 and July 31, 2019. A total of eight public presentations were given for the municipal and county elected officials during the months of July and August. No comments have been received.

Mr. Withrow presented the multi-modal recommendations resulting from the study.

Mr. Withrow thanked consultant Mr. Roger Henderson for his hard work and input, and also praised other consultants for their contributions.

A motion was made by Member Jay Sikes, seconded by Member Michael Clark to recommend endorsement of the findings of the Southwest Area Study for use in further long range planning to the Executive Board. The motion carried by unanimous vote.

5.3 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 stated 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 explained 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 revealed 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 explained 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 communicated 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 disclosed 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. To date no comments have been received. The Executive Board will hold a public hearing for its consideration of the LPA at its August 21st regular meeting.

Member Tim Gardiner from Wake County said he felt that there was a lot of support for the recommended LPA and asked for confirmation that there were basically three elements upon which to focus: Mode, Alignment and Termini. Mr. Gardiner asked whether these elements were the minimum aspects to consider for the proposed project at this time and cautioned that we do not yet consider any other aspects that go further than those elements, such as the extent of dedicated runningway infrastructure within the LPA corridor. Mr. Martin clarified that the consideration of mode, alignment and termini are all that is minimally needed for the LPA consideration, and the extent of the proposed runningway infrastructure currently submitted by the City of Raleigh with the LPA is not a 'locked' proposal with the consideration of the LPA.

A motion was made by Member Eric Lamb, seconded by Member Jason Brown to recommend adoption of the Locally Preferred Alternative for the New Bern Corridor Bus Rapid Transit (BRT) to the Executive Board. The motion carried by unanimous vote.

5.4 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](#)

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

Mr. Martin stated that this item covers two separate but interconnected deliverables associated with the Commuter Rail Transit (CRT) portion of the Fixed Guideway Corridors Major Investment Study (MIS). The CRT System Guidelines and Evaluation Framework serves to identify the existing and future transportation problems in the Triangle region and provides guidelines for design of the CRT system, including stations and performance targets for operations and how these targets will be evaluated. Mr. Martin explained that the CRT System Guidelines and Evaluation Framework document is included as Attachment A. The deliverables included in this document are (1) System Transportation Problem Identification, (2) Design Guidelines and Performance Targets, and (3) Evaluation Framework. The CRT design guidelines and performance targets were developed following a peer agency review. This review was used to represent different investment strategies and service levels and their applicability to the Wake-Durham CRT corridor. He added that the evaluation framework was developed to understand the relative performance of different scenarios of operating plans and station locations, as well as their ability to meet the region's goals. The Wake County Transit Planning Advisory Committee (TPAC) recommended approval of the System Guidelines and Evaluation Framework to the CAMPO Executive Board and GoTriangle Board of Trustees at its April, 2019 meeting.

Mr. Martin said that at its June, 2019 regular meeting, based on its recommendation of approval of the CRT System Guidelines and Evaluation Framework in April, the TPAC recommended to the CAMPO Executive Board and GoTriangle Board of Trustees acceptance of the Scenario Evaluation Results associated with the scenarios set in its recommended CRT Evaluation Framework. The evaluation framework was utilized to evaluate the performance of 16 potential station candidate zones and seven (7) different operating plans along the corridor. The Scenario Evaluation Results are included in Attachment B.

Mr. Martin confirmed that the TPAC-endorsed MIS Decision Plan for Interim Deliverables prescribes that both the System Guidelines and Evaluation Framework and the Scenario Evaluation Results be considered for approval and acceptance, respectively, by the Wake Transit governing boards.

Given that the results of the MIS suggest that the commuter rail corridor's ridership would be complemented by the Durham-Orange light rail project, Chair Andes asked about the potential loss for ridership on the commuter rail corridor now that the light rail project has been discontinued. Mr. Martin replied that the impact on modeled commuter rail ridership that may be associated with the discontinuation of the light rail project has not yet been tested. Member Jason Myers requested clarification for what they were being asked to consider. Mr. Martin clarified the recommendation for the Executive Board is to approve

the system guidelines, performance targets, and evaluation framework and to accept the results of the evaluation framework based on the selected operating and station location scenarios. Mr. Martin further clarified that the MIS and its results are not intended to be descriptive; they are meant to give an idea of how different operating scenarios and station areas would perform relative to an evaluation framework that is reflective of regional and community goals. It is meant to be a preliminary analysis of a commuter rail project within the corridor and to "test the waters" to determine if such a project might be viable. Mr. McDonough added that he did not see the MIS report as defining boundaries or parameters for further study or for future project definition.

A motion was made by Member Ben Howell, seconded by Vice Chair David DeYoung to recommend approval of the Commuter Rail System Guidelines and Evaluation Framework and accept the corresponding Scenario Evaluation Results to the Executive Board. The motion carried by unanimous vote.

5.5

FY2018-2027 Transportation Improvement Program Amendment #8

Gretchen Vetter, CAMPO Staff

Requested Action: Recommend Approval of FY2018-2027 Transportation Improvement Program Amendment #8.

Attachments: [TIP Amendment #8](#)

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

Ms. Vetter stated that the 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.

Ms. Vetter explained that 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.

A motion was made by Member Michael Clark, seconded by Member Ben Howell to recommend approval of the FY2018-2027 Transportation Improvement Program Amendment #8 to the Executive Board. The motion carried by unanimous vote.

**5.6 2045 Metropolitan Transportation Plan Amendment
Air Quality Conformity Determination
FY2018-2027 Transportation Improvement Program Amendments**

Chris Lukasina, CAMPO Staff

Requested Action: Recommend approval of the Air Quality Conformity Determination Report and requisite 2045 MTP and 2018-2027 TIP amendments.

Attachments: [2045 MTP Amendment](#)
[FY2018-2027 TIP Amendments](#)
[Air Quality Conformity Determination Report](#)

CAMPO Executive Director Chris Lukasina reported on these items.

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.

Mr. Lukasina explained that CAMPO staff has been working 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. Mr. Lukasina said that a public comment period is open until August 20, 2019 and a public hearing will be scheduled for August 21, 2019.

Alternate Luanna Deans asked if this included the TIP from the previous item. Mr. Lukasina responded that there were actually two: TIP Amendment #8 and TIP Amendment #9.

A motion was made by Member Eric Lamb, seconded by Member Ben Howell to recommend approval of the Air Quality Conformity Determination Report and requisite 2045 MTP and 2018-2027 TIP amendments to the Executive Board. The motion carried by unanimous vote.

5.7**Federal Rescission Update**

Gretchen Vetter, CAMPO Staff

Requested Action: Provide recommendation to CAMPO Executive Board on decision on projects that do not reach funding authorization deadline.

Attachments: [LAPP Unobligated Funds report August Rescission TCC Agenda](#)

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

Ms. Vetter briefly reviewed LAPP goals with the emphasis on avoiding future federal rescissions to the maximum extent possible. She stated that CAMPO Staff will provide an update on the rescission of federal highway program funding scheduled for the end of federal fiscal year 2019, and reviewed the schedules and deadlines:

June (past)

- 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 fund balances for STPDA, CMAQ and TAP from March 2019 to date, and what progress had been made to draw down exposed funding. Data from projects that have either requested or are expected to request funding authorization in FY2020 (September) was shared. She also presented projects that are not anticipated to make the deadline to request funding authorization for which the TCC and Executive Board will need to make a decision. Ms. Vetter presented three general options for consideration:

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.

2-Apply Grace Period- give projects until end of first quarter of FFY2020 (December 31, 2019) to request funding authorization. Deprogram any project(s) that do not reach deadline.

3-Reprogram all projects to future year based on current project schedules and available funding.

Member Eric Lamb stated that the City of Raleigh's Rock Quarry Road project has been approved to be include with NCDOT's I-5111 (I-40 widening) project, so the project will likely be able to obligate soon.

There were several questions raised by TCC members regarding reobligation of funds, with general agreement that Option 3 was not desirable, with varying degrees of agreement for option 2.

Alternate Luanna Deans asked if any consideration would be made to different funding categories, CMAQ in particular. Ms. Vetter responded for equity purposes all projects

would be given equal consideration and reminded everyone that the data shown was predictive analysis. Ms. Vetter also reminded the TCC that the recommendation provided by them did not need to be one of the three options presented and could distinguish between categories.

Member Jason Myers asked if the deadline for Option 2 is the end of the calendar year, would the projects that do not meet that deadline be automatically deprogrammed. Member Ben Howell noted that the table shows an expectation of project timelines, and asked if the projects move quicker than expected and obligate their funding in time, would those projects still be safe from the rescission. Ms. Vetter responded that yes, any project that obligates within the fiscal year will be safe.

Member Danny Johnson stated his concerns on holding current year, FY2019, projects to the same standard as prior year projects. Member Johnson proposed allowing FY2019 projects a one year grace period to the end of FFY2020, after which point any unobligated projects would have their funding deobligated.

Member Sandi Bailey also inquired about CMAQ balance, and questioned option 3. Ms. Vetter provided a detailed explanation of the tables and breakdown of data, and confirmed that this will not affect FY2020 projects, but rather future new projects. Ms. Bailey stated she felt that projects prior to FY2019 that are close to completion should also receive any grace period extended. Member Kendra Parrish agreed, noting that Holly Springs had a FFY 2017 project that was very close to obligation but had been held up due to property owner issues. Discussion of allowing projects that do not meet the proposed grace period deadline to have further review before deobligating the project ensued. Alternate Jason Brown noted that this option may have merit if certain projects are very close to requesting funding authorization and have been held up in review processes or other issues that are out of the Project Manager's control.

Member Shannon Cox stated that she understood not separating out the categories but questioned if STPDA projects should be held to the same consideration at this point because STPDA is not being threatened in the FAST Act rescission. Ms. Vetter explained that the impact would be lesser to the STPDA funds because funds from prior years could carry forward.

Member Danny Johnson asked if the \$31M of projects listed on the attachment do not get obligated, would those projects use future LAPP funding if Option 1 is recommended. And if so, would those projects use \$31M of future LAPP funds? Ms. Vetter responded that any projects that roll forward to a future year could need to use future LAPP funds if existing funds were rescinded. She noted that, since STPDA funds are not under consideration for rescission at this time, those funds should be available to cover projects where funds are rescinded.

Member Michael Frangos asked if the projects listed on the attachment were ones that had been funded under previous LAPP rounds, or if they had actually been unsuccessful in LAPP to begin with. Ms. Vetter responded that all the projects on the list were ones that had been awarded LAPP funding in the years they competed, but that several had failed to meet the deadlines associated with their funding year. Member Michael Frangos responded that this made him lean toward Option 2.

Member Sandi Bailey asked if the TCC recommends Option 3, then would the locals have to pay for the \$31M in project costs associated with those projects. Ms. Vetter responded that those projects would still be subject to the 10 year rule associated with federal funding, but that the projects could come in and compete for LAPP funding again

in the future or be paid for locally.

Member Danny Johnson noted that a one year grace period should apply to FFY 2019 because many projects have been allowed to roll to the next fiscal year due to things beyond a local's control, but he felt that projects awarded funding in FFY 2017 and FFY 2018 had had plenty of time to obligate their funds, and he could not support any additional grace period for those. Member Kendra Parrish stated that Holly Springs has an FFY 2017 project that is projected to obligate in the first quarter of FFY 2020, which is within the grace period suggested by CAMPO staff, and if that project is de-programmed now, the Town stands to lose a lot of money, time and effort that had gone into getting that project to this point. Member Danny Johnson stated that he was comfortable with the first quarter grace period for the FFY 2017 and 2018 projects as recommended by staff.

Member Shannon Cox stated that she understood how staff wanted to apply fairness in treating all funding sources the same, but if we allow the projects with rescinded funds to move forward, how does that affect future LAPP funding? Ms. Vetter noted that we will have STPDA funds that roll over from year to year so the STP funding would be affected less. Ms. Cox asked if the projects that are in trouble will be reviewed by the LAPP committee before rescinding funding. Ms. Vetter noted that that is a recommended change to the LAPP program that will apply to FFY 2021 projects.

Director Lukasina noted that the options presented today are meant to cover a spectrum of choices that reflect what the Executive Board has expressed interest in. Ms. Cox stated that if we seem to lean to Option 2, it is possible that only a handful of project will need to be reviewed before possibly de-programming them. She expressed interest in an option that would allow the one year grace period for FFY 19 projects, and the one quarter grace period for other projects while holding a review for those projects before a blanket de-programming. Mr. Lukasina reminded the group that there is no existing automatic grace period for projects in the LAPP program - projects that have rolled forward to future years have all been a specific decision by the Board. Any options discussed today will only apply to the current projects and is not intended to be a universal policy change for the program. Executive Director Lukasina stated that it was his understanding that many of the Executive Board members were in favor of Option 1. He added that the board had expressed strong support for projects that may get deprogrammed to reapply in the appropriate LAPP cycle. Chair Andes asked when any deprogrammed projects would be required to reimburse funds, referring to the ten year rule that requires all projects that use federal funds to either receive funding authorization in 10 years or return the federal funds spent on the project. Director Lukasina stated that if a project were to not meet the ten year deadline of being constructed, a return of funding would be due at the end of the ten years.

Deputy Director Shelby Powell added that it is critical to think out schedules in advance with realistic expectations and timetables when applying for future LAPP funds, and she hopes that this experience will help encourage members to do that.

Member Ben Howell made a motion to recommend an amended Option 2 that would include a one time grace period for those projects prior to FY2019 to the end of the first quarter of FY2020 (December 31, 2019), and a one year grace period for FFY 19 projects to allow them to obligate during FFY 20. Member Danny Johnson seconded the motion.

Ms. Andes asked for any discussion about the motion. Member Jason Myers indicated that the City of Raleigh projects would not make the grace period deadline, and would it be prudent for the City to remove the projects now and re-compete later. Mr. Lukasina noted that any project sponsor can remove a project from LAPP funding at any time, and

noted that the application period for FFY 21 will open before the grace period ends, so projects could go ahead and compete while still trying to meet the deadlines. Mr. Myers asked if would be less complicated to give the Board a clean recommendation by removing projects from the list that would not make it. Member Sandi Bailey noted that the Cary project could get obligated if the grace period was extended to the end of FFY 20 instead of just the first quarter, and she disagreed with arbitrarily cutting projects. Mr. Lukasina responded that this is a recommendation of the TCC and other options were available. Alternate Jason Brown agreed that we should look project by project when we get close to the deadline and suggested that the motion be modified to remove the hard deadline. Member Ben Howell rejected the adjustment to his motion.

The motion carried with 19 aye votes and 5 nay votes.

Member Ben Howell made a motion to recommend an amended Option 2 that would include a one time grace period for those projects prior to FY2019 to the end of the first quarter of FY2020 (December 31,2019), and a one year grace period for FFY 19 projects to allow them to obligate during FFY 20. Member Danny Johnson seconded the motion.

The motion carried with 19 aye votes and 5 nay votes.

Aye: 24 - Member Juliet Andes, Sandi Bailey, Paul Black, Jason Brown, Bob Clark, David DeYoung, David Eatman, Tim Gardiner, Phil Geary, Joe Geigle, Benjamin Howell, Danny Johnson, Sean Johnson, Justin Jorgensen, David Keilson, Eric Lamb, Patrick McDonough, Jason Myers, Terry Nolan, Kendra Parrish, Jay Sikes, Morgan Simmons, Tracy Stephenson, and Jimmy Eatmon

Nay: 5 - David Bergmark, Shannon Cox, Michael Frangos, Suzette Morales, and Michael Clark

Abstain: 1 - Luana Deans

5.8

LAPP Project Adjustment

Gretchen Vetter, CAMPO Staff

Requested Action: Recommend approval of LAPP Project Adjustment.

Attachments: [LAPP Project Adjustment](#)

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

Ms. Vetter stated that the CAMPO LAPP program allows requests for modifications to funding, schedule and scope. Most are minor and approved at the staff level, while others require board review and approval. Currently, there is one project with a funding change request that warrants Board review and action, which is the U-5501 Reedy Creek Road project. Changes to project funding are noted in the attachment.

A motion was made by Alternate Luana Deans, seconded by Member Jason Myers to recommend approval of the LAPP Project Adjustment to the Executive Board. The motion carried by unanimous vote.

5.9 FY2021 Locally Administered Projects Program

Gretchen Vetter, CAMPO Staff

Requested Action: Recommend approval of proposed changes and target modal investment mix for the FY2021 Locally Administered Projects Program.

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

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

Ms. Vetter briefly 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. She stated that federal legislation provides for the continuation of federal transportation funds directly attributable to the Capital Area MPO and that 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. The proposed FFY21 modal mix is 65% Roadway, 27% Bicycle Pedestrian, and 8% Transit. Others changes included in the attachment were also explained.

Ms. Vetter announced 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 and that a public hearing is scheduled for the regular Executive Board meeting on August 21st, 2019.

Member Danny Johnson asked if starting project evaluations in June would allow enough time to act on exposed funding. Mr. Lukasina responded that evaluations would actually begin by staff much earlier. Member Shannon Cox asked for clarification regarding the motion that just passed allowing for no further grace periods and asked if that was meant only for this year. Member Ben Howell stated that he meant that no grace periods should occur beyond FFY2019. Member Tracy Stephenson said an evaluation of projects in June is too late to shift money to new projects. Mr. Lukasina responded that shifting money could take many forms.

A motion was made by Member Eric Lamb, seconded by Member Ben Howell to recommend approval of the Locally Administered Projects Program for FY2021 to the Executive Board. The motion carried by unanimous vote.

5.10 Public Participation Plan Update

Bonnie Parker, MPO Staff

Requested Action: 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. 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. This plan also includes the MPO's Title VI (Civil Rights)/Minority/Low-income/Limited English Proficiency Outreach Plan. She explained that 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, and that additional changes to the Title VI Plan may come before the Executive Board again in the near future as staff work with the Office of Civil Rights to reconcile all necessary elements,*
- 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 stated that updates to the adopted Public Participation Plan (2016) require a 45-day public comment period and a public hearing, and that the comment period runs from July 1 to August 20, 2019, with a public hearing scheduled for the August 21, 2019 Executive Board Meeting.

Member Eric Lamb asked how and when public notices are published. Ms. Parker explained that CAMPO has a few items that it posts printed legal advertisement notices for: the Metropolitan Transportation Plan and Transportation Improvement Plan, primarily. CAMPO posts all public notices on the MPO website's homepage. She referred Mr. Lamb to the Summary Table slide which contained this information as well. Director Lukasina confirmed that CAMPO not only meets the minimum standard but strives to exceed it by posting notices on our website, through social media and by direct notifications through email. Mr. Lamb indicated his support for sending additional notifications via email to a public notices distribution list. Ms. Parker explained that is something the MPO staff has intentions of starting to do with more frequency.

A motion was made by Member Ben Howell, seconded by Member Michael Frangos to recommend approval of the Public Participation Plan Update (2019) to the Executive Board. The motion carried by unanimous vote.

6. Informational Item: Budget

6.1 **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.

6.2 **Operating Budget - FY 2019**
Lisa Blackburn, MPO Staff

Requested Action: Receive as information.

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

The Operating Budget was included in the agenda packet.

The Operating Budget Report was received as information.

7. Informational Item: Project Updates

7.1 **Project Updates**

Requested Action: Receive as information.

Attachments: [August Project Updates](#)

The Project Updates report was included in the agenda packet.

This matter was received as information

8. Informational Item: Staff Reports

CAMPO Executive Director Mr. Chris Lukasina stated the next AMPO conference would be held in Baltimore, MD from October 22-25, 2019, and encouraged all to attend.

Director Lukasina said that the position of Wake Transit Planner was now open, and introduced CAMPO's new TPAC Administrator, Ms. Stephanie Plancich.

Director Lukasina recognized CAMPO staff member Ms. Gretchen Vetter for all her hard work and dedication, and attempts to help LAPP projects succeed.

TCC Chair - no report.

NCDOT Transportation Planning Division - no report.

NCDOT Division 4 - no report.

NCDOT Division 5 - no report.

NCDOT Division 6 - absent.

NCDOT Rail Division - absent.

NC Turnpike Authority - absent.

The Staff Reports were received as information.

9. Adjournment**Upcoming Meetings/Events**

<i>Capital Area MPO TAC Meeting One Bank of America Plaza 421 Fayetteville Street, Suite 203 Raleigh, NC 27601</i>	<i>August 21, 2019 4:00 - 6:00</i>
<i>Capital Area MPO TCC Meeting One Bank of America Plaza 421 Fayetteville Street, Suite 203</i>	<i>September 5, 2019 10:00 - noon</i>
<i>Capital Area MPO TAC Meeting One Bank of America Plaza 421 Fayetteville Street, Suite 203 Raleigh, NC 27601</i>	<i>September 18, 2019 4:00 - 6:00</i>
<i>Capital Area MPO TCC Meeting One Bank of America Plaza 421 Fayetteville Street, Suite 203</i>	<i>October 3, 2019 10:00 - noon</i>