

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

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

Wednesday, January 24, 2018

4:00 PM

Conference Room

1. Welcome and Introductions

- Present:** 16 - Chair Harold Weinbrecht, Virginia Gray, Nancy McFarlane, Don Bumgarner, Vice Chair Sig Hutchinson, Lewis Weatherspoon, Frank Eagles, Ronnie Williams, William Allen III, Michael Grannis, Art Wright, Dick Sears, Vivian Jones, Lance Olive, TJ Crawley, and Eddie Dancausse
- Absent:** 11 - Terry Hutchens, John Byrne, Gus Tulloss, Terry Hedlund, Perry Safran, James Roberson, Gordon Springle, Michael Schriver, Mike Gordon, Valerie Jordan, and Larry Wood

2. Adjustments to the Agenda

No adjustments to the agenda were made

3. Ethics Statement:

Vice Chair Harold Weinbrecht read the standard ethics statement, and noted that no members expressed a conflict of interest for this meeting.

4. Public Comments

No public comments were made

5. Minutes

5.1

Executive Board Minutes: December 13, 2017 meeting

Attachments: [Minutes for December 13, 2017](#)

Minutes from the December 13, 2017 Executive Board meeting were approved.

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

6. Public Hearing

6.1 FY2018-2027 Transportation Improvement Program-Amendment #1

Gretchen Vetter, MPO Staff

Attachments: [2018-2027 TIP Amendment 1](#)

Ms. Vetter provided an overview and update of amendment 1 of the FY2018-2027 TIP Amendment #1. This Amendment was available for public comment from December 7, 2017 - January 8, 2018. During this public comment period there were no public comments were received.

Chairman Dick Sears closed the public hearing with no comments received.

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

End of Public Hearings**7. Regular Agenda****7.1 Executive Board Elections: Chair and Vice Chair**

Chairman Dick Sears opened the floor for nominations for Chair and Vice Chair of the Executive Board for 2018. Chairman Dick Sears opened with a nomination to elect Mayor Harold Weinbrecht as Chair for the Executive Board. A motion was made by Board Member Dick Sears, seconded by Board Member Frank Eagles. The motion carried by a unanimous vote. Chairman Dick Sears asked for a nomination to elect a Vice Chair for the Executive Board. A motion was made by Board Member William Allen, III, seconded by Board Member Michael Grannis to elect Board Member Sig Hutchinson as Vice Chair. The motion carried by a unanimous vote.

Mayor Dick Sears expressed that it was a pleasure and an honor to be the chairperson for the past 3 years and would like to thank Chris Lukasina and the MPO staff for keeping him involved and updated on continual basis.

Chair Harold Weinbrecht thanked Mayor Dick Sears for his services for the last 3 years.

Chairman Dick Sears opened with a nomination to elect Mayor Harold Weinbrecht as Chair for the Executive Board. A motion was made by Board Member Dick Sears, seconded by Board Member Frank Eagles. The motion carried by a unanimous vote. Chairman Dick Sears asked for a nomination to elect a Vice Chair for the Executive Board. A motion was made by Board Member William Allen, III, seconded by Board Member Michael Grannis to elect Board Member Sig Hutchinson as Vice Chair. The motion carried by a unanimous vote.

7.2

North Carolina Department of Transportation Falls of Neuse Project Update

Ben Upshaw, NCDOT Division 5

Ms. Gretchen Vetter introduced Ben Upshaw, NCDOT and stated that Mr. Upshaw will be given an update on the Falls of Neuse project U5826 which is the Fall of the Neuse widening. This report is a follow up of the October 25, 2017 Executive Board Meeting in which the approval of FY2018-2027 Transportation Improvement Program received public comment about the project. NCDOT has taken that comment and has reached a preferred alternative for that project.

Mr. Upshaw gave an update on the project origin which was included in the Capital Area MPO's 2035 LRTP in 2008 and officially requested for funding on November 8, 2013 by the Raleigh City Council and in 2015, the project was selected for the draft 2015-2025 STIP. Mr. Upshaw addressed the Safety of the project and stated that this project is about a 25% higher crash rate than similar roads with 446 crashes in 5 years and resulting in 112 injuries he also addressed the congestion with current traffic that 33,000 to 47 vehicles a day along Falls of Neuse and forecasted traffic up to 60,000 by 2040.

*Mr. Upshaw stated that forecast assumptions with traffic forecasts assumed other local improvements as indicated in the MTP with US 1 (Capital Blvd.), NC 50 (Creedmoor Road), I-540 and NC 98. Proposed improvements would be widening from 4 through lanes to 6 and converting from continuous two-way left-lanes to raise median and the approximate length would be 1.2 miles with the existing Falls of Neuse Road and cross section. The project timeline and costs started in 2017 with Public outreach & Alternative selection, 2018 ROW acquisition begins with construction beginning in 2019 with a selected Alternative (East) for 4,300,000 million dollars in ROW, \$0 dollars in overhead power line relocations, \$7,700,000.00 million dollars in current construction and \$0 in relocations. Choosing the selected Alternative (East) it minimizes impacts to the residential properties (including septic systems), avoids major relocation of Duke Energy distribution line and meets the congestion and safety goals of the project. Related improvements with the NCDOT's STIP includes other projects in the area are I- 540 Managed Shoulders, Capital Blvd. Improvements North Raleigh I-40 to 264 and NC 50 (Creedmoor Road) Improvements. Mr. Upshaw gave the Project Website for more information or to track the project as it progresses.
www.publicinput.com/ncdot_fallsofneuse*

Chairman Harold Weinbrecht asked why the cross section shows 12ft lanes going to 11ft lanes and wanted to know if that matched up with the corridor outside of the project extent, whether it was a City of Raleigh or NCDOT standard. Mr. Upshaw stated it is consisted with DOT complete street guidelines.

Received as information.

7.3**Wake Transit Implementation Update**

Adam Howell, TPAC & MPO Staff

Attachments: [TPAC Q2 Amendment Packet](#)
[Project Prioritization Policy - Final Draft](#)

Mr. Adam Howell reviewed the draft FY 2019 Wake Transit Work Plan including the goals of the plan. He also provided a review of the feedback from the round of outreach in the fall of 2017. Mr. Howell also reviewed the requested amendments to the FY 2018 Wake Transit Work Plan. He stated that at the most recent TPAC meeting a recommendation was forwarded to approve the two non-staff position amendments and have the Staffing Study Core Technical Team (CTT) review all of the staff position related amendments. He stated that these staff position related amendments and any recommendations would be brought forward at a future CAMPO Executive Board meeting. Mr. Howell clarified that the only FY 2018 amendments being recommended for action at this time were the non-staff related amendments.

A motion was made by Board Member William Allen, III, seconded by Board Member Sig Hutchinson, to approve the two non-staff position related amendments to the FY 2018 Wake Transit Work Plan. The motion carried by a unanimous vote.

7.4

FY 2019 Unified Planning Work Program (UPWP)

Shelby Powell, MPO Staff

Attachments: [FY 2019 UPWP](#)[FY 2019 UPWP - Adoption Resolution](#)[RESOLUTION-CERTIFYING-PLANNING-PROCESS-FY19](#)

Ms. Shelby Powell presented an overview of the draft FY 2019 Unified Planning Work Program (UPWP). She stated that the UPWP is developed each year and is the annual budget and listing of programs and projects that will be undertaken by the MPO staff, transit agencies and planning partners during the fiscal year. The FY 2019 Draft UPWP was included as an attachment to the agenda and a copy was available in each member's packet. Ms. Powell discussed several highlights for the draft UPWP that included the continuation of several regional planning studies such as the Triangle Tolling Study and the Triangle ITS Plan. She also stated that the Southwest Area Study will be continued during FY 2019 and work will begin on a transit study to explore the possibility of special transit lane treatments, known as RED lanes, on some of our region's busiest corridors. She also stated that the draft UPWP included continuation of work to maintain and update our travel demand model, participate in SPOT, maintain and administer the LAPP program as well as the MPO's responsibilities related to Wake Transit implementation. The draft UPWP will be released for public comment from January 12 - February 12, 2018. A Public Hearing on the document is scheduled for February 21, 2018 at the Executive Board meeting.

Mr. Lukasina informed the Executive Board that a request was submitted from the City of Raleigh to reconsider the cap on annual indirect costs associated with MPO operations. Mr. Lukasina stated that there are always going to be annual expenses associated with hosting the MPO. Mr. Lukasina provided an overview of how indirect costs are calculated and the history of the cap that was enacted by the Executive Board in 2014. Mr. Lukasina stated that since 2014 the calculated indirect cost share for the MPO has increased above the cap. Mr. Lukasina indicated that the FY 2019 draft UPWP included the calculated costs but would be adjusted if the Executive Board decided to leave the cap in place. Mr. Lukasina stated that MPO staff wanted to ensure the Executive Board was presented with this request and could provide direction to the staff. He continued that the UPWP development was the best time and way to address this request. Mr. Lukasina stated that MPO staff has been working with the finance staff in the City to address the major areas of concern that were noted in 2014, particularly the methodology for IT and GIS indirect costs and that much work had been accomplished to address many of the Executive Board's concerns. Mr. Lukasina stated that MPO staff could prepare additional information and analysis if that was desired and could include this as a standalone item or as part of the draft UPWP item in February.

Chairman Harold Weinbrecht asked were there options that could be developed. Mr. Lukasina stated that staff could have more information for the Executive Board as well as any recommendation from the TCC at the next Executive Board meeting. Mayor Pro Tem Michael Grannis asked if the MPO would be able to explain the reasoning behind the increases if any. Mr. Lukasina stated that generally the increase over time has been a result of the increasing costs of doing business.

Requested Action: Receive as information.

Received as information.

7.5 FY2018-2027 Transportation Improvement Program- Amendment #2

Gretchen Vetter, MPO Staff

Attachments: [TIP Amendment #2](#)

Ms. Vetter introduced CAMPO's Amendment #2 to the FY2018-2027 Transportation Improvement Program (TIP). The amendments were added by request of NCDOT as well as items that were on TIP amendment #7 for the FY2016-2025 TIP and were not included in the initial adoption of the FY2018-2027 TIP by the CAMPO Executive Board in October of 2017.

Amendment #2 has been posted for public comment from January 4th, 2018 and will remain open until February 5th, 2018. A public hearing was scheduled for the regularly scheduled Executive Board meeting on February 21st, 2018 at 4:00pm.

This TIP Item was received as information.

7.6 FFY2019 Locally Administered Projects Program Investment Program

Gretchen Vetter, MPO Staff

Attachments: [LAPP FFY19 MEMORANDUM](#)
[LAPP FFY2019 Investment Program](#)
[FFY2019 LAPP Submittals](#)

Ms. Vetter made a presentation outlining the Federal Fiscal Year 2019 Locally Administered Projects Program (LAPP) Investment Program. The program's call for projects opened in August of 2017; the amount to program was set at \$25,000,000 and would be distributed with a Target Modal Investment Mix of 64 percent roadway, 24 percent bicycle and pedestrian, and 12 percent transit. A total of 20 eligible projects were ultimately submitted. After the project evaluation and selection process, the LAPP Selection Committee recommended a list of projects that would revise the modal investment mix to 63.8 percent roadway, 25.1 percent bicycle and pedestrian, and 12.9 percent transit. The recommended LAPP FFY2019 Investment Program includes five fully-funded and one partially-funded roadway projects, three funded bicycle and pedestrian projects, and three funded transit projects. The recommended LAPP Investment Program has been posted for public comment from January 19th and will remain open until February 20th, 2018. A public hearing was scheduled for the regularly scheduled Executive Board meeting on February 21st, 2018 at 4:00pm.

This Item was received as information.

7.7 2045 Metropolitan Transportation Plan Update

Chris Lukasina, MPO Executive Director

Mr. Lukasina provided an update on the technical analysis work and draft report for the 2045 MTP/CTP. Mr. Lukasina reported that the one update to the map was made to account for a project that was included in the project list but did not show on the map. He stated that the full updated report was released on January 11, 2018 for the required 42 day public comment period and that a public hearing was scheduled for February 21, 2018.

This MTP Item was received as information.

7.8

Safety Performance Measures and Targets

Alex Rickard, CAMPO Staff

Attachments: [MPO Safety PM Fact Sheet - FHWA](#)[CAMPO Resolution Safety Performances](#)

Mr. Alex Rickard introduced the safety specific performance measures and targets that are required under federal regulations. He discussed the five safety targets that had been set by the State and indicated that the MPO was required to endorse these targets or set MPO specific targets by February 28, 2018 to meet federal requirements. He discussed some of the challenges related to setting MPO specific targets, particularly the availability of data for the partial county portions of the MPO. Commissioner Hutchinson asked how CAMPO specific targets might differ. Mr. Rickard stated that it is important to determine how the CAMPO region fits into the overall state safety numbers and that the impact of those numbers needs to be analyzed as well as creation of a process that can be useful for tracking progress and managing improvements is needed. Mr. Lukasina stated that much like the Transit Asset Management targets approved by the Executive Board in 2017 the MPO can monitor these targets and available data and revisit in the future. Mayor Jones stated that her agenda packet did not include a copy of the draft targets. Mr. Rickard apologized for the oversight and stated that MPO staff would get a copy to her.

This Informational Report was received as information.

7.9

P5.0 - SPOT Update

Alex Rickard/CAMPO Staff

Attachments: [Public Transit Projects Submittals Removed from SPOT 5](#)
[CAMPO DCHC MPO Cooperation](#)
[20180113 SPOT Regional Transit Discussion.pdf](#)

Mr. Rickard began his update with a review of the SPOT 5 process, the SPOT schedule, and the joint approach that was discussed at the November 2017 Joint MPO meeting. Mr. Rickard introduced a request from the Durham-Chapel Hill-Carrboro MPO asking CAMPO to remove Bus Rapid Transit (BRT) project submittal from SPOT in order to lessen the potential financial risk for the Durham-Orange Light Rail (DOLRT) project. The request asked for the total removal of regional impact eligible BRT projects or the modification of those projects to make them division needs eligible projects and not directly compete with the DOLRT project. Mr. Rickard continued by discussing the SPOT challenges of funding availability, technical scoring and scaling, and the modal competition. He stated that much of the funding availability challenges revolve around the light rail/commuter rail project funding caps and the regional public transit funding caps that are in the STI law. He also discussed the technical scoring challenges and the extreme difficulty in attempting to approximate scaling and that any attempt would result in something with a very low level of confidence. He also discussed the modal competition known as Normalization. Mr. Rickard described the 4 percent, 90 percent, 6 percent normalization process as well as the committed and non-committed portion of the programming process. Mr. Rickard introduced some potential options to the Executive Board and discussed several potential positive and negative impacts of each option:

Option A- do nothing and wait for technical scores to be released. With this option, CAMPO takes no action at this time and awaits the technical scores of projects to be released by NCDOT. Then, a decision is made to award local points to projects after technical scores are released. Potential positive impacts include CAMPO still having projects in the running for SPOT 5 funding and providing technical information that will allow staff to better prepare for SPOT 6 submittals. Potential Negative Impacts were that scaling of the public transit mobility projects could negatively impact DOLRT technical score and introduce a potential negative effect on regional coordination in the Triangle region.

Option B - remove all CAMPO public transit projects. With this option CAMPO removes all transit projects from the funding competition. Potential Positive Impacts included that DOLRT does not have competition from CAMPO regional impact eligible transit projects, the Triangle Tax District assured CAMPO that the Wake County Transit Financial Model does not need state funding to get all Wake Transit projects forecasted within the first 10 years of Wake Transit completed. Additional potential positive impacts also identified were that CAMPO has another shot at state funding in future SPOT rounds and the potential for future support from DCHC MPO on CAMPO priorities. Potential negative impacts that were identified were that if DOLRT does not get funded or was unable to use the funding it was offered from NCDOT that CAMPO would not have projects to be able to use the funding for transit. Another potential negative impact identified was that option B would not allow any BRT projects in CAMPO to compete for SPOT 5 funding.

Option C - keep some CAMPO transit projects in the competition, but remove projects that may unnecessarily increase DOLRT financial risk. Mr. Rickard discussed several

potential positive and negative impacts of each option. With this option CAMPO removes the most competitive projects from the regional impact funding competition, but reserves projects in the system to receive funding if DOLRT is unfundable. Potential Positive Impacts that were identified included the minimizing of scaling impacts to the DOLRT, the confirmation from the Triangle Tax District that the Wake County Transit Financial Model does not need state funding to implement the BRT projects identified in the Wake Transit plan within the first ten years. Additional potential positive impacts that were identified with this option also included that CAMPO would have some transit projects ready to go and in the SPOT 5 competition if DOLRT were not able to use the funding the state might offer it, CAMPO would have valuable information from the technical scores to prepare future SPOT submittals, and the potential for support from DCHC MPO on future CAMPO priorities in the SPOT process.

Will Allen asked Mr. Rickard if removal of SPOT submittals would affect the ability to fund Wake Transit priorities in the first ten years. Mr. Rickard responded that GoTriangle, which is the Triangle Tax District Administrator, has provided documentation that Wake Transit's financial model does not require state funding. Mr. Allen stated that we are one region and have a great relationship with the DCHC MPO because we act as one region. He stated that this decision should be made as one region. Mr. Rickard responded that the DOLRT project has had a tough path through STI and that the CAMPO Executive Board has had a history of recognizing the priority it is for the DCHC MPO and supporting the project.

Mayor Weinbrecht asked if the MPO staff had a recommendation. Mr. Lukasina stated that this was somewhat dependent on a single policy question, to what degree does the Executive Board want to support the DOLRT project at this time? Mr. Lukasina stated that the path forward with Option A or Option B was fairly straightforward and that they were two ends of a spectrum for the Board to consider. He also stated that if the Executive Board wanted to express additional support for the DOLRT project at time but not completely remove our projects then Option C would be a way forward that would remove the CAMPO submittals that are being viewed as potentially adding unnecessary financial risk to the DOLRT project while keeping some CAMPO submittals in the mix and eligible for any funding that the DOLRT was not able to use or was not eligible. This would include region A funding or division needs funding. Mr. Rickard stated that we do not have all of the necessary technical information to know what scores will look like. Mr. Lukasina stated that the Executive Board needs to make a policy choice. NCDOT has recently informed CAMPO that regional impact eligible transit projects are not eligible to cascade down and compete at the division needs level. He stated that any of the division needs eligible BRT submittals are not directly competing with the DOLRT in SPOT 5.

Mayor McFarlane discussed some of her concerns with Option C and asked if there was any commitment from DCHC relative to SPOT 6. She also asked if DCHC MPO was doing everything it could to help themselves. Commissioner Hutchinson stated that we will succeed or fail as a region. Strong regional cooperative leadership is needed. He further stated that if we have their backs this time he felt that they will have our backs next time and supported option C. Commissioner Hutchinson further stated that we did not need state funding for the delivery of the initial Wake Transit BRT projects. Commissioner Grannis stated his agreement with Commissioner Hutchinson and Will Allen. He stated that he shared some of the concerns that Mayor McFarlane has but feels that the DCHC MPO would step up in the future. He stated that option C was the best move.

Mayor Crawley asked if we were removing any projects in the second ten years of Wake

Transit. Mr. Lukasina stated that we submitted overlapping projects and that there was some overlap with division needs submittals that would remain. Mayor Crawley indicated he was generally ok with option C and stated that this would impact Morrisville the most but also favored regional cooperation. Mayor Jones stated that she supported option C because we should not completely knock them out but did believe we should keep some CAMPO projects in for scoring and potential funding consideration. She stated we needed to make sure that DCHC MPO would support us in the future as well.

Mr. Allen stated that we are all in the national spotlight with Amazon and that this puts our best foot forward.

A motion was made by Board Member William Allen, III, seconded by Board Member Michael Grannis, that this item be approved for option C. The motion carried by a unanimous vote.

Mayor Weinbrecht recognized Alderman Damon Seils, Chair of the DCHC MPO Board, and Commissioner Wendy Jacobs, Vice-Chair of the DCHC MPO Board. Alderman Seils stated that the DCHC MPO wanted to ensure CAMPO knew how much they appreciated this action and will take the discussions and concerns about what efforts DCHC MPO was making to help themselves relative to the DOLRT project back to the DCHC MPO Board. He reiterated that the chairs and vice-chairs of the MPOs have been meeting since last summer on this issue and stated that he felt good about regional cooperation.

8. Informational Items

9. Informational Item: Budget

- 9.1** **Member Shares - FY 2018**
Lisa Blackburn, MPO Staff

Attachments: [FY 18 Projected Member Dues QTR 1](#)

This Informational Report was received as information.

- 9.2** **Operating Budget - FY 2018**
Lisa Blackburn, MPO Staff

Attachments: [FY 18 Projected Budget QTR 1](#)

This Informational Report was received as information.

10. Informational Item: Project Updates

This was received as information.

- 10.1** **Project Updates**

Attachments: [Project-Updates](#)

This Informational Report was received as information.

11. Informational Item: Staff Reports

Mr. Lukasina also reported that there are two meetings coming up of note. The first was the NCDOT sponsored Complete 540 Workshop for February 21-23, 2018. Mr. Lukasina stated that the second was the NC AMPO conference is April 25-27 in Durham, NC and highly recommends everyone to attend if they can. Mr. Lukasina also informed the Board that Ms. Wei Chen was leaving the CAMPO staff for a position with the Michigan DOT and her position would be posted shortly. He also informed the Board that the vacant CAMPO Transportation Planner position was reposted.

TCC Chair, Ben Howell

No Report

NCDOT Transportation Planning Division, Mark Eatman

Mr. Eatman stated that he didn't have anything now but hopes to have something to report at the next meeting regarding updates to the Comprehensive Transportation Program (CTP 2.0).

NCDOT Division 4

No Report

NCDOT Division 5, Deputy Richard Hancock

Mr. Hancock reported that this month they will be starting on the Morrisville Parkway 540 interchange project and next month and this month the design built project for the 440 widening. The U2719 has been advertised and it's still anticipating award of this in July.

NCDOT Division 6

Absent

NCDOT Rail Division

Absent

NC Turnpike Authority

No Report

Executive Board Members

No Report

This was received as information.

12. Adjournment

Meeting adjourned at 5:30pm