

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

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

Wednesday, June 19, 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.

Present: 16 - William Allen III, TJ Cawley, Frank Eagles, Michael Grannis, Terry Hedlund, Vice Chair Sig Hutchinson, RS "Butch" Lawter, Matt Mulhollem, Neena Nowell, Lance Olive, Howard Penny, James Roberson, Dick Sears, Lewis Weatherspoon, Chair Harold Weinbrecht, and Art Wright

Absent: 13 - Don Bumgarner, John Byrne, Virginia Gray, Grady Hunt, Vivian Jones, Valerie Jordan, Nancy McFarlane, Perry Safran, Michael Schriver, Edgar Smoak, John Sullivan, Gus Tulloss, and Ronnie Williams

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

5. Minutes

5.1 Draft minutes of the Executive Board meeting on May 15, 2019.

Requested Action: Executive Board approval of the minutes.

Attachments: [Meeting Minutes - May 15, 2019](#)

Draft minutes were included in the agenda packet.

A motion was made by Executive Board Member Dick Sears, seconded by Executive Board Member Michael Grannis that the minutes from May 15, 2019 be approved. The motion carried by unanimous vote.

6. Consent Agenda

A motion was made by Executive Board Member Will Allen III, seconded by Vice Chair Sig Hutchinson to approve all items on the Consent Agenda. Motion carried by unanimous vote.

6.1 FY 20 Unified Planning Work Program - Amendment #1 Shelby Powell, MPO Staff

Requested Action: Consider adoption of Amendment #1 to the FY 20 UPWP.

Attachments: [FY 2020 UPWP - Amendment #1](#)
[FY 2020 UPWP - Original](#)
[FY 2020 Member Dues - Amended](#)
[Resolution - Adoption of Amendment #1](#)

This UPWP Item was approved.

6.2 2019 NCDOT Bicycle and Pedestrian Planning Grant Applications Kenneth Withrow, MPO Staff

Requested Action: Adoption of Resolution to Endorse the Bicycle and Pedestrian Planning Grant application.

Attachments: [Bicycle & Pedestrian Plan Grant MPO Resolution Clayton CAMPO 2019](#)
[Bicycle & Pedestrian Plan Grant MPO Resolution Franklinton CAMPO 2019](#)

This Miscellaneous Item was approved.

6.3 FY2018-2027 Transportation Improvement Program Amendment #8 Gretchen Vetter, CAMPO Staff

Requested Action: Receive as Information.

Attachments: [TIP Amendment #8](#)

This TIP Item was approved.

End of Consent Agenda

7. Public Hearing

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

7.1

FY 2020 Recommended Wake Transit Work Plan

Bret Martin, MPO Staff

Requested Action: Hold a public hearing and consider adoption of the TPAC-recommended FY 2020 Wake Transit Work Plan, with the updates requested by project sponsors in response to CAMPO's 30-day public comment period, and approval of the corresponding project agreement structure.

Attachments: [Attachment A - Final Recommended FY 2020 Work Plan](#)
[Attachment B - Recommended Project Agreement Groupings](#)

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

Mr. Martin stated that at its April 23, 2019, regular meeting, the Wake County Transit Planning Advisory Committee (TPAC) recommended a FY 2020 Wake Transit Work Plan to CAMPO and the GoTriangle Board of Trustees for their consideration of adoption in June. A draft of the TPAC-recommended FY 2020 Wake Transit Work Plan is provided as Attachment A. Mr. Martin noted that the annual Wake Transit Work Plans contains a number of elements that work to authorize and institutionalize Wake County Transit Plan implementation investment decisions, including:

- 1) Annual operating and capital budgets and corresponding ordinances;*
- 2) Annual updates to a 10-year multi-year operating program for future operating expenditures;*
- 3) Annual updates to a 10-year capital improvement plan (CIP) for future capital expenditures;*
- 4) Annual updates to the transit plan's supporting financial plan and model assumptions; and*
- 5) Capital and operating funding agreements that support and are supported by the annual budgets.*

Mr. Martin explained that for the TPAC-recommended FY 2020 Wake Transit Work Plan, all of the aforementioned elements are included in Attachment A with the exception of the annual capital and operating funding agreements. The TPAC-recommended project agreement structure, including groupings of projects for each agreement and required reporting deliverables for each project type, is provided as Attachment B.

In transitioning from the Draft FY 2020 Wake Transit Work Plan released by the TPAC for public comment in February to the TPAC-recommended FY 2020 Wake Transit Work Plan provided as Attachment A, the TPAC made a number of changes to the work plan based on public comment and further consideration of project needs and associated cost estimates. These changes include:

- 1) An overall reduction in recurring expenses and refined/updated scope detail for staff resources;*
- 2) Adjustments for the addition of external revenue sources (e.g., federal and state grants);*
- 3) Schedule adjustments for delivery of some capital projects;*
- 4) Inclusion of individual funded FY 2020 Community Funding Area Program projects;*
- 5) Minor scope changes to bus service projects (e.g., increased frequency on the North Raleigh Express); and*
- 6) Programming the New Bern BRT as a separate discrete project in the multi-year CIP.*

Mr. Martin stated that the TPAC-recommended FY 2020 Wake Transit Work Plan was

released for a 30-day public comment period from May 2nd through June 1st. While no public comments were received, minor comments were received from FY 2020 Wake Transit Work Plan project sponsors to update cost and schedule information that came to light after the TPAC's recommendation action on the work plan. At its June 6th regular meeting, the TCC recommended adoption of the Work Plan with these requested updates.

Executive Board Member Will Allen III commended Mr. Martin specifically and the CAMPO staff for their dedication and assistance.

A motion was made by Board Member Will Allen III, seconded by Board Member Frank Eagles to adopt the TPAC-recommended FY 2020 Wake Transit Work Plan, with the updates requested by project sponsors in response to CAMPO's 30-day public comment period, and approval of the corresponding project agreement structure. The motion carried by unanimous vote.

End of Public Hearing

8. Regular Agenda

8.1

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](#)

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

Ms. Vetter reviewed the LAPP goals, with emphasis on the avoidance of future rescissions to maximum extent possible, and that the Federal rescission was expected in July 2020. This will impact all exposed CMAQ and TAP projects not authorized by September 30, 2019.

Ms. Vetter provided the status of all outstanding LAPP funding authorization requests and successful efforts to reduce exposed funds from March 2019 to date. This includes a zero balance now for TAP funds, and reductions for both CMAQ and STPDA funds.

Ms. Vetter presented the status of all CMAQ projects, placing them in 4 categories: projects that have requested funding authorization, projects that have not requested funding authorization but have a higher likelihood of funding authorization this fiscal year, projects that have not requested funding authorization but have a chance of receiving funding authorization this year, and projects that do not have a chance of receiving funding authorization this year. Ms. Vetter explained that after accounting for projects in the top two categories, CAMPO anticipates there will be roughly \$300,000 of CMAQ funding exposed to the rescission.

Ms. Vetter reminded everyone of the upcoming dates:

June

- Deadline to Flex Funds to FTA.*
- Target deadline for all LAPP projects to request funding authorization from FHWA (in LAPP handbook).*

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 requested feedback on any information the Executive Board was interested in seeing to make the decision in August.*

Chair Weinbrecht asked for CAMPO staff recommendations and stated his trust in CAMPO abilities. Vice Chair Hutchinson requested recommendations for where the money should go and any improvements to the program.

Ms. Vetter reviewed two options for the June decision-making requirement, which included to either a) flex outstanding exposed CMAQ funding to potential transit projects or b) do not flex outstanding exposed funding to potential transit projects, give existing CMAQ projects opportunity to draw down funds. Ms. Vetter stated that CAMPO staff and TCC recommended the second option. The rationale behind this recommendation is that there is still a chance that one or more of the unfunded CMAQ projects could still receive funding authorization which would draw down the fund balance. The \$300,000 that could be flexed to transit would only minimally benefit either of the two multi-million dollar transit projects that were submitted for funding. Ms. Vetter also noted that if CAMPO

were to get all funding authorized except the \$300,000, CAMPO would have successfully protected 98% of the exposed CMAQ balance. Ms. Vetter provided clarification for this option via phone to Executive Board Member James Roberson.

Chair Weinbrecht asked if the anticipated \$300,000 was rescinded would that set a precedent and possibly make us a future target. Ms. Vetter did not believe that would be the case based on historical data. CAMPO Executive Director Lukasina stated that if only \$300,000 was left on the table that would be considered a huge positive, that we would be "shining stars" across the state. Executive Board Member Frank Eagles stated that we have lost millions in past rescissions, and that this was a smaller amount.

A motion was made by Executive Board Member Frank Eagles, seconded by Executive Board Member Michael Grannis to adopt the TCC recommendation to not flex outstanding exposed funding to potential transit projects, to provide existing CMAQ projects the opportunity to draw down funds. The motion carried by unanimous vote.

8.2 FY2021 Locally Administered Projects Program

Gretchen Vetter, CAMPO Staff

Requested Action: Receive as information.

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

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

Ms. Vetter stated 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. Ms. Vetter reported 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 LAPP Program.

Ms. Vetter reviewed two issues the LAPP Steering Committee has recommended changing for the FFY2021 round of LAPP. Issue 1) capitalize measures to avoid unnecessary exposed funding to future rescissions, and Issue 2) Revisit the target modal mix. The first issue discussed focused primarily on ways to lessen the impact of future rescissions to the LAPP Program. The LAPP Selection Panel recommended a twofold approach including stricter enforcement of June reprogramming exercise and enhanced communication for missed project deadlines. Stricter enforcement during the June reprogramming exercise would give the LAPP Steering Committee the opportunity to discuss all projects that have not requested funding authorization by the end of June. The Committee would provide a formal recommendation to the TCC and Executive Board on whether projects that do not reach the deadline should be allowed to move forward or if the need to recompile for funding. Enhanced communication for missed project deadlines would allow CAMPO Staff to reach out directly to not only project managers, but associated TCC and Executive Board members if the project were to miss significant deadlines or reach an increased level of concern. Ms. Vetter reminded all that the target modal mix is determined annually and decisions for the modal mix this year do not necessarily affect future years. The final modal investment mix does not have to match the target and is determined by the quantity and quality of projects submitted during the application process. The final investment mix must be adopted by CAMPO Executive Board. Ms. Vetter stated that the anticipated Programming Amount for FFY2021 is approximately \$25 million.

Ms. Vetter presented both historical patterns and proposed funding for Roadway, Bicycle and Pedestrian and Transit programs. Ms. Vetter introduced the proposed Target Modal Investment Mix for FFY2021 is 65% roadway, 27% bicycle and pedestrian, and 8% transit. This is a slight change from FFY2020, which was 68% roadway, 24% bicycle and pedestrian, and 8% transit.

Ms. Vetter noted that staff will release the FFY 2021 Target Modal Investment Mix and the Recommended Changes to the FFY 2021 LAPP Program for public review and comment from June 13th through July 14th, 2019 and schedule a public hearing for the regular Executive Board meeting on August 21st, 2019.

The FY2021 Locally Administered Projects Program report was received as information.

8.3

Greater Triangle Commuter Rail Project Management Structure

Bret Martin, MPO Staff

Requested Action: Consider approval of the Greater Triangle Commuter Rail Project Management Structure

Attachments: [Attachment A - Commuter Rail Project Management Structure](#)
[Attachment B - FAQs-AA Update Schedule-Technical Advisory Group](#)

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

Mr. Martin stated that the intent of the project management structure document in the Board's agenda packets (Attachment A) is to define relationships between the project sponsor and a collective group of other agencies involved in commuter rail implementation during the project sponsor's further study of the corridor and in determining whether to proceed with a project.

Mr. Martin reported that in its preparation for entering into the next phase of pre-project development (i.e., 2011 alternatives analysis update) to study the commuter rail corridor identified in the Wake Transit Plan and the 2045 CAMPO and DCHC MPO Metropolitan Transportation Plans, GoTriangle, in consultation with CAMPO, North Carolina Railroad, Wake County, Durham County, Research Triangle Park Foundation, and the DCHC MPO, negotiated and prepared a draft project management structure to serve as a blueprint for implementing any future phases of commuter rail project implementation. Mr. Martin explained that the draft project management structure contains the following elements:

- 1) Defined members of a project management committee (PMC) that will provide technical and project management direction to the project sponsor;*
- 2) Formation of a technical advisory group, comprised of representatives from local/municipal governments along the corridor, that will provide input at key milestones throughout the alternatives analysis update and future phases of implementation;*
- 3) Defined relationships between the project sponsor and the PMC for interfacing with stakeholders, consultants, the Wake County Transit Planning Advisory Committee (TPAC), and cooperating and participating agencies involved in the Wake Transit Concurrence Process;*
- 4) Defined relationships between the project sponsor and the PMC for developing and furthering project-level recommendations; and*
- 5) Roles and responsibilities for communications related to commuter rail project development and design.*

In addition to presenting the draft Greater Triangle commuter rail project management structure, Mr. Martin provided an overview of the scope elements of the commuter rail alternatives analysis update, the proposed schedule for working through those scope elements, proposed membership on the technical advisory group, and the key milestones proposed by GoTriangle to involve participation and input from the technical advisory group.

Mr. Martin noted that at the TCC's June 6th regular meeting, CAMPO staff had not yet received information from GoTriangle, the commuter rail project sponsor, that details the proposed membership on the technical advisory group or that identifies the key milestones throughout the alternatives analysis update that would involve the technical advisory group.

Executive Board Member TJ Cawley inquired whether the town staff could receive materials as soon as possible so that their staff could be better informed for the Technical Advisory Group meeting in early July, or if they could be provided the correct GoTriangle point of contact. Mr. Martin confirmed this was possible. Executive Board Member Butch Lawter added that Johnston County is listed as a potential member for PMC and inquired if that decision would be made today or at a later date. Mr. Jeff Mann from GoTriangle stated that it was his understanding that Johnston County had provided funding for the study so they would be on the PMC. Vice Chair Sig Hutchinson stated he was happy to have Johnston County involved.

Mr. Martin noted that at the TCC's June 6th regular meeting, CAMPO staff had not yet received information from GoTriangle, the commuter rail project sponsor, that details the proposed membership on the technical advisory group or that identifies the key milestones throughout the alternatives analysis update that would involve the technical advisory group.

Mr. Martin explained that he did receive follow-up information from the project sponsor clarifying how the membership of the PMC was determined; that the local governments and organizations selected to serve on the commuter rail project management committee (PMC) are either funding contributors to the project or are local governments or organizations that have institutionalized roles in the overarching implementation structures that govern the commuter rail project.

Mr. Martin also shared the project sponsor's current project schedule and points when the Technical Advisory Group would be involved.

Executive Board Member TJ Cawley inquired whether the town staff could receive materials as soon as possible so that their staff could be better informed for the TAG meeting in early August, or if they could be provided the correct GoTriangle point of contact. Mr. Martin confirmed this was possible. Executive Board Member Butch Lawter added that Johnston County is listed as a potential member for PMC and inquired if that decision would be made today or at a later date. Mr. Jeff Mann from GoTriangle stated that it was his understanding that Johnston County had provided funding for the study so they would be on the PMC. Vice Chair Sig Hutchinson stated he was happy to have Johnston County involved.

A motion was made by Executive Board Member Will Allen III, seconded by Executive Board Member Butch Lawter to approve the Greater Triangle Commuter Rail Project Management Structure, contingent on receiving the mentioned information.

8.4 Wake Transit Implementation Update

Bret Martin, MPO Staff

Requested Action: Receive as information.

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

Mr. Martin provided an update on the progress of ongoing Wake Transit projects and CAMPO's involvement in those projects, including:

- 1) An update of and extension to the planning horizon for the Wake Transit Plan (also known as the Wake Transit Vision Plan);*
- 2) New Bern corridor bus rapid transit implementation and upcoming CAMPO Executive Board actions; and*
- 3) Development of an online dashboard and mapping interface for Wake Transit projects.*

Chair Weinbrecht asked once the route is set, what would need to occur to make changes to the route. Mr. Martin stated that for the New Bern project specifically, changes are unlikely because there are really no other alignment options nor are other modes feasible, so only the actual termini would be a possible change for the New Bern corridor. Chair Weinbrecht inquired who the decision makers were. Mr. Martin responded that the MPO ultimately makes the decision on a locally preferred alternative that moves forward. Executive Member Will Allen III asked if the presented LPA alignment had been submitted to the FTA and officially entered into the project development phase. Mr. Martin confirmed this. Chair Weinbrecht said he was asking his question from the perspective of understanding the overall process rather than specifically the New Bern corridor. TJ Cawley requested clarification for the seemingly duplicative efforts on New Bern and Edenton just east of downtown Raleigh. Mr. Martin explained that those streets are a one-way pair. CAMPO Executive Director Chris Lukasina added that it would be more expensive to run both westbound and eastbound infrastructure for BRT on just one of the streets. Member Cawley thanked both for the explanations.

Chair Weinbrecht inquired whether the next update should be scheduled now. Mr. Martin responded that the MTP update is every four years.

The Wake Transit Implementation Update report was received as information.

8.5 Public Participation Plan Update

Bonnie Parker, MPO Staff

Requested Action: Receive as information.

Attachments: [Staff Report](#)

[CAMPO Public Participation Plan - 2019 Update](#)

Public Participation Plan Update

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

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

Ms. Parker explained that the MPO staff reviewed the existing plan and looked at other plans from around the state and 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 noted that updates to the adopted Public Participation Plan (2016) require a 45-day public comment period and a public hearing. MPO staff anticipate releasing the draft update for public comment on July 1 (closing on August 14), with a public hearing scheduled for the August 21, 2019 Executive Board Meeting.

The Public Participation Plan Update report was received as information.

8.6

Support for Complete Streets Policy Implementation

Chris Lukasina, MPO Executive Director

Requested Action: Adopt Resolution of Support for Implementation of Complete Streets in North Carolina.

Attachments: [RESOLUTION IN SUPPORT OF IMPLEMENTING COMPLETE STREETS IN NORTH CAROLINA](#)

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

Mr. Lukasina stated that the NCDOT Division of Bicycle and Pedestrian Transportation completed a review of the state's existing Complete Streets Policy (2009) and Complete Streets Planning and Design Guidelines (2012) in 2018. The NCDOT Secretary expressed the need to prioritize Complete Streets implementation throughout the State and to evaluate the success of the policy.

Mr. Lukasina explained that the goals of the evaluation were to assess how the policy is being utilized across NCDOT business units, assess how NCDOT's policies work in relation to other related state policies, to conduct a best practices review and make recommendations about implementation and tracking.

Mr. Lukasina noted that a review of NCDOT policies, manuals, and documents revealed that none had been updated to reflect the Complete Streets Policy and Planning and Design Guidelines. Some include language related to bicycle and pedestrian facilities but there is not a consolidated source for bicycle and pedestrian design. The Department took action to develop an implementation strategy for prioritizing Complete Streets as part of the overall work in the Department.

Mr. Lukasina explained that part of this implementation strategy would be to remove the requirement for local governments to pay a betterment cost in order to include multi-modal facilities in a highway project if the multi-modal facility was planned for in an adopted plan. This would enable the NCDOT to include planned bicycle and pedestrian facilities in highway projects without relying on the availability of local funding for construction. Implementation strategies such as this would serve to implement strong multi-modal networks as the region's highway network is being constructed.

A motion was made by Executive Board Member Will Allen III, seconded by Executive Board Member TJ Cawley to adopt the Resolution of Support for Complete Streets Policy Implementation in North Carolina.

8.7 Triangle Strategic Tolling Study

Lynn Purnell, WSP staff

Requested Action: Receive as information.

Attachments: [Executive Summary_Draft-2019-06-19](#)

Lynn Purnell, WSP Staff reported on this item.

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

Mr. Purnell explained 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. Mr. Purnell noted that 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.

Corridor Screening included:

- Estimated 2045 peak-period congestion levels and speeds using Triangle Regional Model*
- Examined current PM peak hour congestion using Google Maps*
- Used Triangle Regional Model to generate demand volumes for projected express toll lane network (assuming 2045 Metropolitan Transportation Plan build-out)*
- Applied ECONorthwest's Toll Optimization Model (TOM), and using regional model outputs to test future performance of express toll lane facilities*

Detailed Corridor Evaluations included:

Evaluated seven corridors & divided I-40 into 3 segments

Analyzed express lane performance using seven factors:

Projected revenue collection

Travel time savings

Trip dependability

Construction costs

Transit supportive

Impacts on low income residents

Access to jobs

Projected travel time savings, projected revenue collection, and trip dependability factors were also considered; and were incorporated into fact sheets that Mr. Purnell presented to the

Executive Board.

The consulting team of WSP has completed their Study recommendations for presentation. The Triangle Strategic Tolling Study report will be available for public review and comment from July 1 through July 31, 2019. A public hearing will be scheduled for the August 21 CAMPO Executive Board meeting.

The Triangle Strategic Tolling Study report was received as information.

8.8**Southwest Area Study**

Roger Henderson, Ramey-Kemp staff

Requested Action: Receive as information.

Attachments: [Southwest Area Study Recommendations - June 19, 2019](#)

Mr. Roger Henderson, Ramey-Kemp Staff reported on this item.

Mr. Henderson stated that the Capital Area Metropolitan Planning Organization (CAMPO) and the North Carolina Department of Transportation (NCDOT) in early 2018 embarked on the development of an update to the original Southwest Area Study which was completed in 2012 that will address the changes in land use and transportation in the area, and serve to inform the 2050 Metropolitan Transportation Plan (MTP).

Mr. Henderson explained that 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. Henderson drew the Board's attention to eight specific Hot Spots in the area which include:

*Future NC 751
NC 55 – Apex
US 401 at Ten-Ten Road
NC 42
NC 55 – Angier
NC 42/Main Street at Wake Chapel Road
Broad Street at Ennis Street
Piney Grove Wilbon Road at Wade Nash Road*

Other areas of study included road improvements, development of the “Low-Stress Network”, transit, Safe Routes to School, and the potential relocation of the CSX-Apex Yard.

Mr. Henderson 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 regional “pop-up” events. Presentations updating the TCC and Executive Board have been given at past meetings as well.

Mr. Henderson noted that the consulting team of Ramey-Kemp & Associates has completed their Study recommendations for presentation. The Southwest Area Study Report and associated Appendices will be available for public review and comment from July 1 through July 31, 2019. A public hearing will be scheduled for the August 21 CAMPO Executive Board meeting.

The Southwest Area Study report was received as information.

9. Informational Item: Budget

9.1 **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.

9.2 **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 FY 2019 report was received as information.

10. Informational Item: Project Updates

10.1 **Project Updates**

Requested Action: Receive as information.

Attachments: [June Project Updates 2019](#)

The Project Updates report was included in the agenda packet.

The Project Updates report was received as information.

11. Informational Item: Staff Reports

Chair Weinbrecht stated that there will not be a July 2019 Executive Board meeting.

MPO Executive Director

Executive Director Chris Lukasina stated that there was no SPOT item for today's meeting due to a three month schedule shift, and that received project submittals would be expected in September.

Mr. Lukasina informed the Board that Wake Transit Planner Matthew Cushing would depart CAMPO at the end of month due to family relocation.

Mr. Lukasina stated that the MPO had received word from NCDOT that the Division 6 project R5705 - NC55 has been shifted to FY 2023.

Mr. Lukasina reminded everyone that the next National MPO conference would be held in Baltimore in October 2019, and the following one would be held in Seattle. He suggested this would be an excellent time to interact with MPO counterparts and encouraged attendance.

TCC Chair TCC Chair Juliet Andes stated that there would be no July TCC meeting.

NCDOT Transportation Planning Division -absent.

NCDOT Division 4 - Jimmy Eatmon stated that there were some projects, including the NC42 West project, which is pushed out three years for construction.

NCDOT Division 5 - Joey Hopkins reported that, due to the recent storm in June which produced 7-8 inches of rain in Northern Wake County, four dozen roads had been shut down. To date this number has been reduced to five roads; however, some have resulted in long term closures. Mr. Hopkins stated that US 401, just north of NC 98, is closed and will likely still take several weeks to repair. There was already a project (R2814C) with a contractor on site who is working on the repairs.

Mr. Hopkins also stated that there are several more projects that are being delayed within Division 5 and that he would provide a list to staff soon.

He also announced the I-440/Glenwood (I-5870) project's public meeting being held on the evening of June 25th at the Hilton Garden Inn in Raleigh. Seven design options will be available for public review and input.

NCDOT Division 6 - absent.

NCDOT Rail Division - absent.

NC Turnpike Authority - absent.

The Staff report received as information.

12. Adjournment

Upcoming Meetings/Events

<i>Capital Area MPO TCC Meeting</i>	<i>August 1, 2019</i>
<i>One Bank of America Plaza</i>	<i>10:00 - noon</i>
<i>421 Fayetteville Street, Suite 203</i>	
<i>Raleigh, NC 27601</i>	
<i>Capital Area MPO TAC Meeting</i>	<i>August 21, 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>September 5, 2019</i>
<i>One Bank of America Plaza</i>	<i>10:00 - noon</i>
<i>421 Fayetteville Street, Suite 203</i>	
<i>Raleigh, NC 27601</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>	