

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

1 Fenton Main St.
Suite 201
Cary NC 27511

Wednesday, March 19, 2025

4:00 PM

Conference Room

1. Welcome and Introductions

Present (21): Chair Vivian Jones, Vice Chair Butch Lawter Jr., Jonathan Lambert-Melton, Katie Kenlan, Eddie Jagers, Susan Evans, Jacques Gilbert, Harold Weinbrecht, John Allers, Elmo Vance, Sean Mayefskie, Stephen Morgan, Neil McPhail, TJ Cawley, Ronnie Currin, Deans Eatman, Scott Brame, Glenn York, Patrick Hannah, John Adcock, and Alan Shapiro

Absent (12): Bobby Wheeler, Harry Foy, Russ May, Bob Jusnes, Teresa Bruton, Porter Casey, Chris Coats, Blake Massengill, Yolanda Jordan, Melvin Mitchell, Valerie Jordan, and Grady Hunt

Chair Vivian Jones opened the meeting at 4:04 p.m. and the following new members introduced themselves:

- Jonathan Lambert-Melton, City of Raleigh Alternate*
- Eddie Jagers, Harnett County*
- Don Mial, Wake County Alternate*

2. Adjustments to the Agenda

There were no adjustments to the agenda.

3. Ethics Statement:

Vice Chair Butch Lawter Jr. read the required ethics statement.

No conflicts of interest were declared.

4. Public Comments

Joe Milazzo, RTA Executive Director, spoke regarding the acceleration of the US 1 Capital Freeway by using toll revenue, noting that RTA has endorsed the accelerated transformation of US 1 / Capital Blvd. to a multimodal freeway from I-540 to the Wake/Franklin Co. line via dedicated toll revenue, potentially with a reduced toll rate during off-peak periods. His detailed comments were as follows:

- Thank you to CAMPO for the opportunity to speak with you today.*
- RTA is the voice of the regional business community on transportation. Our mission is to deliver business leadership to get our region moving faster.*
- With the increasing growth in northern Wake and Franklin counties, US 1 / Capital Boulevard north of 540 will continue to see more traffic and more delays.*
- NCDOT has an outstanding plan to upgrade Capital Blvd. north of I-540 to a 10+ mile, 70 MPH design speed, multimodal freeway. When complete, there will be no stoplights, no left turns, and no driveways, saving travelers substantial time and stress. Travel from the Wake/Franklin County line to I-540 will be approximately 10 minutes via the new freeway.*
- A new, higher capacity, signal-free roadway will provide much shorter and more reliable travel times, streamline commuting, and strengthen commerce and economic development for northern Wake and Franklin Counties.*
- Unfortunately, there is currently insufficient funding to complete the roadway in a timely fashion – and indeed the approved freeway upgrade has been continuously delayed since 2018.*
- Upgrading the corridor to freeway and then activating tolls to provide dedicated revenue will both accelerate the improvement and ensure that the proposed upgrade is not further delayed in the STIP.*
- NCDOT will build access roads along one or both sides of the roadway for the entire length of the corridor. The access roads will be open before tolls are activated, they will be immediately adjacent to the freeway alignment, and travelers will be able to use the access roads to avoid paying some or all tolls.*
- While travel time on the access roads will certainly be slower than along a 70 MPH freeway without traffic signals, travel time along the access roads during peak periods will be comparable to, but likely more reliable than, peak travel on existing Capital Blvd today – and much shorter than what 2035 travel times along an unimproved Capital Blvd. corridor would be. (Note: Approximate current and future travel times would be: 10 minutes along future freeway, 30 minutes along access roads parallel to freeway, 30 minutes along corridor today during peak, and 60 minutes along unimproved corridor in 2035 during peak.)*
- Capital Boulevard is already a “toll” road. It is taking a toll on our sanity every day, and Capital Boulevard travelers are already paying a toll of delay and stress every day with nothing to show for it.*
- The Turnpike Authority has clearly demonstrated in western, southern, and eastern Wake County along I-540 that the Authority can deliver faster, effective, and reliable*

travel improvements.

- Accelerating the Capital Boulevard multimodal freeway improvement via dedicated toll revenue is not about creating a toll road. Capital Boulevard is already a “toll” road. Our request is to leverage dedicating toll revenue to create a new, reliable, signal free, travel relief option faster, for both drivers and transit, perhaps with off-peak discounts, while creating new parallel access roads for this corridor.

5. Consent Agenda

A motion was made by Board Member Deans Eatman, seconded by Board Member Glenn York, that the Consent Agenda be approved. The motion carried unanimously.

5.1 Minutes - January 15, 2025

Requested Action: Approve the January 15, 2025 Meeting Minutes

Attachments: [Minutes - January 15, 2025](#)

The January 15, 2025 Minutes were approved unanimously as part of the Consent Agenda.

5.2 Safety Performance Measure Targets 2025

Alex Rickard, CAMPO Staff

Requested Action: Review safety performance targets and agree to plan and program projects that contribute toward the accomplishment of the State’s targets.

Attachments: [Staff Report](#)

[Safety Target Adoption Resolution](#)

[Safety Performance Measures-2025 Targets Memo-CAMPO-12-18-24](#)

The 2025 Safety Performance Measure Targets were approved unanimously as part of the Consent Agenda.

5.3 FY 2025 Quarter 3 Wake Transit Work Plan Amendment Requests

Steven Mott, MPO Staff

Requested Action: Approve the FY 2025 Quarter 3 Wake Transit Work Plan amendment requests.

Attachments: [Staff Report](#)

[FY 2025 Quarter 3 Wake Transit Work Plan Amendment Request Packet](#)

The FY 2025 Quarter 3 Wake Transit Work Plan amendment requests were approved unanimously as part of the Consent Agenda.

5.4 Wake Transit BRT Extensions Concept of Operations Study Contract and Interlocal Funding Agreements

Ben Howell, MPO Staff

Requested Action: Approve the Wake Transit BRT Extensions Concept of Operations Study Contract with NelsonNygaard and authorize the Executive Director to execute the contract and the Interlocal Funding Agreements with the Funding Partners.

Attachments: [Staff Report](#)
[Project Contract](#)
[Project Scope](#)
[Partner Interlocal Funding Agreements](#)

The Wake Transit BRT Extensions Concept of Operations Study Contract and Interlocal Funding Agreements were approved unanimously as part of the Consent Agenda

5.5 North Falls Lake Area Study

Gaby Lawlor, MPO Staff

Requested Action: Review and approve the draft contract and final scope for the North Falls Lake Area Study, and authorize CAMPOs Executive Director to execute the final contract.

Attachments: [Staff Report](#)
[FY2025-2026 Northwest Area Study Contract](#)
[NWAS Scope - 2025-02-18](#)

The North Falls Lake Area Study was approved unanimously as part of the Consent Agenda.

5.6 Contract Amendment for Wake Transit Plan Update

Ben Howell, CAMPO

Requested Action: Approve the Wake Transit Plan Update Contract Amendment with Nelson/Nygaard Consulting Associates in the amount of \$100,000 and authorize the Executive Director to execute the Contract Amendment.

Attachments: [Staff Report](#)
[Wake Transit Plan Update Contract Amendment](#)

The Contract Amendment for the Wake Transit Plan Update was approved unanimously as part of the Consent Agenda.

5.7 Locally Administered Projects Program Additional Funding Request
Chandler Hagen, MPO Staff

Requested Action: Approve the additional funding request for the Town of Wendell's U-6244 Wendell Boulevard/Wendell Falls Parkway Intersection project.

Attachments: [Staff Report](#)
[Wendell Additional Funding Request](#)

The Locally Administered Projects Program additional funding request was approved unanimously as part of the Consent Agenda.

End of Consent Agenda

6. Public Hearing

6.1 FFY 2026 LAPP Program
Chandler Hagen, MPO Staff

Requested Action: Conduct a Public Hearing. Approve the FFY 2026 LAPP Investment Program.

Attachments: [Staff Report](#)
[FFY 26 LAPP Final Scores](#)
[FFY 26 Recommended Projects Map](#)
[FFY 26 LAPP Selection Panel Discussion](#)

Ms. Hagen stated that nine projects were submitted, illustrated the target versus recommended percent modal investment mix, and provided an overview of the project selection process. She noted that all projects are expected to score at least 50% of the points awarded to the top scoring project in each mode and, if a project does not, the Selection Committee determines if the project should be funded or if the funds from that mode should be reallocated to another mode to fund higher-scoring projects.

Ms. Hagen reported that the roadway recommendations total \$6,286,710. She noted that the Selection Panel has recommended funding the two lowest scoring projects which failed to meet the 50% rule since all projects from the other modes were already funded and the scores were dependent on requested phases that are more competitive the closer they are to construction.

Ms. Hagen announced that the bicycle/pedestrian recommendations total \$4,845,796. She noted that the Tunstall Ave and Center St project was also submitted as a public transportation project, where it scored higher; so, it is being funded under transit.

Ms. Hagen stated that the transit recommendation totals \$429,200.

Ms. Hagen noted that the total recommended investment program comes to \$11,561,700, which is \$13,438,300 below the \$25,000,000 Board-adopted target modal mix recommendation. She illustrated the FFY appropriations since FFY 2012, FFY carry forward funds since FFY 2012, CMAQ appropriations since FFY 2012, and returned funds since FFY 2012, and compared the totals of all those funds to the total authorized/obligated funds since FFY 2012. She stated that Staff is recommending that the leftover funds be allocated towards addressing the gap between the 2025 total programmed projects costs and 2025 total authorized/obligated projects costs.

Chair Vivian Jones opened the public hearing.

After no public comments were received, Chair Jones closed the public hearing.

There were no questions and/or comments.

A motion was made by Board Member Ronnie Currin, seconded by Board Member Harold Weinbrecht, to approve the FFY 2026 LAPP Investment Program. The motion carried unanimously.

6.2 Amendment #7 to FY2024-2033 Transportation Improvement Program (TIP)

Chandler Hagen / MPO Staff

Requested Action: Conduct a Public Hearing. Approve Amendment #7 to FY2024-2033 Transportation Improvement Program.

Attachments: [Staff Report](#)
[FY2024-2033 TIP Amendment #7](#)

Ms. Hagen noted that this amendment covers the changes made from October 1, 2024 to December 31, 2024. She noted that construction on Project BL-0091: Higgins Greenway in Cary was delayed from FY 2024 to FY 2025 and that NCDOT requested to fast track and include the following items from the January Item N into this amendment: M-0531DIV, M-0531REG, M-0531SW, and the Transportation Scholarship and Internship Programs for HBCUs.

Chair Vivian Jones opened the public hearing.

After no public comments were received, Chair Jones closed the public hearing.

There were no questions and/or comments.

A motion was made by Board Member Harold Weinbrecht, seconded by Board Member Ronnie Currin, to approve Amendment #7 to the FY2024-2033 Transportation Improvement Program. The motion carried unanimously.

6.3 Unified Planning Work Program FY 2026

Shelby Powell, MPO Staff

Requested Action: Conduct a Public Hearing. Adopt the FY 26 Unified Planning Work Program and certify the MPO's planning process meets federal requirements.

Attachments: [Staff Report](#)
[FY 2026 UPWP](#)
[Resolution Certifying Planning Process](#)
[Resolution of Adoption](#)

Ms. Powell provided an overview of the Unified Planning Work Program FY 2026, noting the following FY 2025 continuing studies: Northwest Area Study, BRT RTP-Clayton Concept of Operations Study, and Triangle Bikeway NEPA/Design. She then noted the following new FY 2026 studies proposed: East Chatham Wildlife Crossing Study, Pleasant Park Access Study, Regional Advanced Air Mobility Study, Eastern Wake ITS Study, US 1 Connectivity Study (Apex area), Wake Transit Bus Plan Update, and Wake Transit Staffing Analysis. She then provided an overview of other ongoing FY 2025 work.

Ms. Powell noted that a slight decrease in the capita member share, to \$0.83, is anticipated. This includes the indirect cost estimate of \$175,000 to the Town of Cary. She concluded by stating that the public comment period for this item ended on February 18, 2025.

Chair Vivian Jones opened the public hearing.

After no public comments were received, Chair Jones closed the public hearing.

There were no questions and/or comments.

A motion was made by Board Member Ronnie Currin, seconded by Board Member Scott Brame, to adopt the Unified Planning Work Program FY 26 and certify that CAMPO's planning process meets federal requirements. The motion carried unanimously.

End of Public Hearings**7. Regular Agenda**

7.1 FAST Study 2.0 Update

Greg Saur, WSP

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

Mr. Saur provided an overview of the FAST Study 2.0 Update, noting that FAST transit is a scalable approach for quickly integrating “transit advantage” infrastructure along the roadway system to support enhanced transit service. He summarized the list of stakeholders and NCDOT’s units involved and their roles. He presented the Vision for the Study, noting that the most important part was the prioritization of buses and BRT. He then presented the Goals for the Study, noting that the big pieces include identifying freeway and arterial corridors for transit priority and developing direct BRT linkages, especially to Raleigh Durham Airport.

Mr. Saur noted that this is the second FAST Study and that it is further reaching than the first. He stated that he met one-on-one with the stakeholders and identified the following corridors for further study:

- *Portions of US 70*
- *Chapel Hill to RTP*
- *Portions of US 15-501 Corridor*
- *Fayetteville Road Corridor in Durham*
- *NC 98 Corridor: Between Durham and Wake County*
- *VinFast Site in Chatham County*
- *Portions of NC 54*
- *I-40 & I-540*
- *Capital Boulevard*
- *US 64 between Raleigh west to Pittsboro*
- *Portions of US 1*
- *S-Line Rail Corridor for multimodal connections*

Mr. Saur stated that land use is pushing things out to the edges. He added that he is not pitching a single project, but rather figuring out ways to leverage improvements into existing projects. He illustrated the regional networks they wanted to improve, highlighted FAST’s proposed priorities, and summarized FAST’s Transit Priority Infrastructure Toolbox and Transit Advantage Matrix, which shows the estimated levels of advantage, implementation time, costs, where to use the tools, proposed outcomes, and the common lead agencies for several transit improvements, including:

- *A Bus on Shoulder System (BOSS)*
- *Express or Transit Priority Lanes*
- *Transit Signal Prioritization*
- *Queue Jump Lanes*
- *Direct Access Stations*
- *RED Bus Lanes*
- *Level and Near-Level Boardings*
- *Floating Bus Stops*
- *Enhanced Bus Stops*

He noted that conceptual designs on several corridors have been completed and that cost estimates and further information will be provided at a later date.

Upon inquiry, Mr. Saur noted that they are holding off on studying 15-501 as Chapel Hill, Durham, and Triangle West TPO are all studying that corridor this year.

Mr. Saur stated that the outcomes of this Study will be detailed designs with costing, operations, labor landscape, tactical implementation, and detailed infrastructure information. He spoke regarding having dedicated infrastructure for business access and transit, identifying anything that provides a transit advantage, having the tools to achieve those advantages, and knowing how to incorporate those tools.

There were no further questions and/or comments.

The item was received as information only.

7.2 North Harnett Transit Study - Project Update

Leah Weaver, WSP

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

Ms. Weaver provided an overview of the North Harnett Transit Study, noting that the Study area only included the portion of Harnett County within CAMPO's boundaries. She stated that the Study is in Phase II and the second engagement round is initiating. The Study is scheduled to conclude in April-June 2025. She reported that the Study Goals were to determine transit-supportiveness in the area and also spoke regarding the upcoming public engagement and stakeholder engagement efforts. She then summarized the Phase I findings:

- There is a demand for transit services*
- 56% of respondents were very or somewhat interested in using transit*
- Most respondents stated that they would use transit for shopping, recreational, and medical trips*
- The need for updated infrastructure and increased land-use density was identified*
- Travel patterns between Lillington and Angier were strongest*
- HARTS ridership was strongest near Lillington and Coats*
- There is support from the public and stakeholders for more enhanced local services and connections to areas locally*

Ms. Weaver then reported that transit propensity, interzonal trips, HARTS ridership, and key destinations were all looked at in order to come up with the proposed Service Area. She presented the Service Types Evaluation results for microtransit, fixed routes, senior shuttle service, and regional routes. A summation of the criteria used to compare the service options was presented in a matrix, which included factors such as estimated operating costs, capital costs, potential ridership, required implementation effort level, service area coverage, the service span, use frequency, convenience/flexibility, and public input received.

Ms. Weaver stated that the Microtransit with External Connections Service Type was selected as the proposed service due to its flexibility, scalability, the fact that it combines many aspects of the other service types explored, it not needing any fixed infrastructure (in the short-term), the option to use the existing HARTS fleet (in the short term), recent success in peer communities, and its ability to allow for important and high demand connections to regional transit. She then provided an overview of the Study's upcoming public engagement and education campaign around microtransit and provided examples of materials to be used. She concluded with a timeline for the next steps, noting that the Study is scheduled to come before the TCC and Executive Board in June 2025.

There were no questions and/or comments.

The item was received as information only.

7.3 2055 MTP Update - Deficiency Analysis & Alternatives Analysis

Chris Lukasina, MPO Executive Director

Requested Action: Receive as information.**Attachments:** [Staff Report](#)[Preliminary Deficiency Analysis](#)[2055 MTP Summarized Development Schedule](#)

Mr. Lukasina provided the monthly update on the 2055 MTP. He stated that they are in the Analysis & Evaluation part of the update process and that the results are scheduled to come before the TCC in the next three months. He reiterated that the Preliminary Deficiency Analysis is meant to measure the Worst-Case Scenario, it utilizes the Triangle Regional Model, and it is an unrealistic but useful scenario as it sets a baseline for all other alternatives. He noted that some future growth may move elsewhere with the expected congestion.

Mr. Lukasina stated that CAMPO is using the State demographers' data to estimate a socio-economic growth of one million people and 800,000 new jobs by 2055. He presented maps comparing the current road volume/capacity at peak hour versus midday and the projected road volume/capacity at both times for 2055, as well as maps illustrating the projected travel times from downtown Raleigh and RDU. He noted that the results of the Deficiency Analysis are available at <https://ral.maps.arcgis.com/apps/webappviewer/index.html?id=0c1879a3ffa94ea197c44320995198e6>. He added that, if a summary is needed, Staff can schedule something.

Mr. Lukasina reported that the next phase is the Alternatives Analysis and Scenario Planning, which is used to explore alternatives for growth, development, and transportation investments in the region, as well as measure against regional goals and community values. He explained that the process begins with the end in mind, in this case identifying socio-economic projections and using locally adopted land use plans to determine future growth and where it is expected by 2055, and it evaluates the differing impacts among scenarios. He then provided an overview of the CommunityViz Growth Tool used to understand growth capacities and allocate (not project) future growth. He stated that local guidebooks and look-up tables for the tool can be found at www.centralpinesnc.gov/mobility-transportation/urban-mobility.

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

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

Mr. Lukasina then introduced the Travel Choice Neighborhoods (TCN), which are places where both roadway investments and high-quality transit service would be available under different future development and mobility scenarios. He noted that TCNs are a way to understand the relative significance of focused land use and transportation infrastructure

among scenarios, and how policies might affect these neighborhoods. He added that TCNs include such systems as passenger rail and frequent bus networks and that there are about 745 REINVEST Neighborhood TAZs in the TRM G2 model area.

Mr. Lukasina spoke regarding designating underserved areas as REINVEST Neighborhoods, which are defined as TAZs that overlapped with block groups that met at least two of the four indicator thresholds (race/ethnicity, income level, vehicle availability, and specific characteristics status) by at least 50% of the total TAZ area (acres). In total, there were 735 REINVEST Neighborhood TAZs identified in the TRM v6.2 model area, and 745 REINVEST Neighborhood TAZs in the TRM G2 model area.

Mr. Lukasina then spoke regarding Mobility Hubs, the concept of which was developed as part of the "Opportunity Places" land development foundation for the Connect 2050 MTP. He stated that the matrix criteria for the Hubs includes:

1. Location along an existing major transportation corridor
2. Preference for locations near existing medical facilities
3. At least 200 acres of developable or redevelopable land
4. A mixed-use intensity that is supportive of frequent transit service
5. A minimum 50% increase in capacity for jobs compared to Community Plans

Mr. Lukasina added that, once the 22 Mobility Hub locations were identified based on the above criteria, they were given a suitability weight so that additional growth would be allocated to these most expansive future scenarios compared to the Community Plans development foundation, which was based on input from local planners according to only their future land use plans.

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

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

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

Mr. Lukasina next provided an overview of the Plans and Trends Scenario, noting its alignment with the Community Plans Foundation and the Trend Investment Foundation. He noted the following investments identified in the Alternatives Analysis under the Plans and Trends Scenario:

Major Roadway Investments:

1. Completion of Outer Loop
2. Widening/Improving I-40, I-440, US 401, US 1, US 64, US 70, NC 42, NC 50, NC 54, NC 55, NC 98
3. Smaller level of secondary roadway investments in 2nd two decades

Major Transit Investments:

1. Partnership for additional intercity rail stops (a few) and services (maybe 1 or 2 additional)
2. BRT Infrastructure and Service in Capital, New Bern, Wilmington, and Western/Chatham/NC 54 corridors
3. BRT Infrastructure and Service in Harrison/Kildare Farm Rd. corridor
4. BRT Infrastructure and Service to Midtown
5. Continuation of WTP frequent bus network
6. Community Funding Areas

Mr. Lukasina then spoke regarding the Shared Leadership Scenario, noting its alignment with the Community Plans Foundation and the Mobility Corridors Foundation. He noted the following investments identified in the Alternatives Analysis under the Shared Leadership Scenario:

Major Roadway Investments:

1. Completion of Outer Loop
2. Widening/Improving I-40, I-440, US 401, US 1, US 64, US 70, NC 42, NC 50, NC 54, NC 55, NC 98
3. Smaller level of secondary roadway investments in 2nd two decades

Major Transit Investments:

1. Rail investment: Trend, plus "regional rail" in Wake Co., with additional stops and service
2. BRT Infrastructure and Service in Capital, New Bern, Wilmington, and Western/Chatham/NC 54 corridors
3. Freeway based BRT in I-40 corridor
4. BRT Infrastructure and Service to Midtown
5. Continuation of WTP frequent bus network
6. Community Funding Areas

Mr. Lukasina presented an overview of the All Together Scenario, noting its alignment with the Opportunity Places Foundation and the Complete Communities Foundation. He stated that the Opportunity Places Foundation focuses on important trip origins and destinations, and it overrides current community plans by also considering anchor institutions, mobility hubs, frequent transit corridors, affordable housing opportunity sites, and areas that can be densified. He noted that the Opportunity Places Development Foundation includes the results from four years ago and the Board's desire to maximize transportation investments in these areas and also noted the following investments identified in the Alternatives Analysis under the All Together Scenario:

Major Roadway Investments:

1. Completion of Outer Loop
2. Widening/Improving I-40, I-440, US 401, US 1, US 64, US 70, NC 42, NC 50, NC 54, NC 55, NC 98
3. Higher level of secondary roadway investments in 2nd two decades (requires additional revenue assumptions)

Major Transit Investments:

1. Rail investment: Shared Leadership, plus expansion of "regional rail" in DCHC and

outside Wake Co.

2. *BRT Infrastructure and Service in western Wake Co. corridor*
3. *BRT Infrastructure and Service in Capital, New Bern, Wilmington, and Western/Chatham/NC 54 corridors*
4. *BRT Infrastructure and Service in Harrison/Kildare Farm Rd. corridor*
5. *BRT Infrastructure and Service to Midtown*
6. *Continuation of WTP frequent bus network*
7. *Community Funding Areas*

Mr. Lukasina then presented the key performance measures and funding comparisons for each of the alternative Scenarios, illustrated how each Scenario fits within the Development and Mobility Investment Foundations Framework, identified the CAMPO liaisons for each jurisdiction, and provided an overview of the timeline for the Draft 2055 MTP/CTP-noting that CAMPO is slightly ahead of schedule.

Responding to Vice Chair Butch Lawter Jr., Mr. Lukasina stated the reference to the NC 42 Corridor will be updated to reflect its new designation as the NC 39 Corridor.

There were no further questions and/or comments.

The item was received as information only.

7.4

US 1 North (U-5307) - Update

Chris Lukasina, MPO Executive Director

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

Mr. Lukasina provided an update on the Capital Boulevard (US 1) North Project that would convert a portion of that roadway into a controlled-access highway between I-540 and Purnell/Harris roads in Wake Forest. He stated that, for funding purposes, the Project would be divided into four segments. He added that CAMPO has worked with the City of Raleigh on similar improvements on Capital Boulevard south of I-540. He noted that thru traffic would be treated like a freeway and local traffic would be treated as multimodal. He illustrated the following Project segments:

- Segment A – I-540 to north of Durant Road/ Perry Creek Road
- Segment B – North of Durant Road/Perry Creek Road to north of Burlington Mills Road
- Segment C – North of Burlington Mills Road to south of NC 98 Business
- Segment D – South of NC 98 Business to Purnell Road/Harris Road

Mr. Lukasina explained that, years ago, the communities in this corridor contacted CAMPO regarding delays in the draft STIP for this project and asked what could be done to prevent future delays or accelerate the project. He illustrated the delay history in the STIP, and the increase in projected costs going back to the 2012 TIP/STIP. He noted that when NCDOT asked if the start date or the end date was more important he responded that, with nothing happening, both are important. He emphasized that time is money for this project and added that the Executive Board had requested that the NC Turnpike Authority (NCTA) conduct a Tolling Analysis due to the impact of all the reprogramming changes in the STIP/TIP. He stated that NCTA identified the following options:

1. Stay the Course: Wait for B, C, and D segments to compete and be programmed through normal TIP/STIP process
2. Non-freeway options: Study options to improve the corridor with non-freeway improvements (e.g. RCI/ Superstreet, operational improvements, some interchanges, etc.)
3. Convert the Corridor to a Toll Project: Complete tolled expressway or express toll lane(s) in each direction

David Roy, NCTA, provided an introduction to the NCTA, an overview of its roles, responsibilities, and projects, and an overview of the Capital Boulevard Tolling Analysis. He noted that tolling is a local decision in North Carolina and requests must come from local agencies. He stated that CDM Smith developed planning level (level 2) traffic and revenue forecasts for both Expressway and Express Lane models that served as a basis for the analysis. NCTA analyzed four scenarios for financial viability:

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

Mr. Roy provided an overview of the types of road pricing for the four scenarios and examples of the expressway scenarios (1 and 2) and the express lanes scenarios (3 and

4). He noted that all toll roads must provide non-toll options, which all proposed scenarios do. He then provided an overview of the financial analysis and key considerations for each scenario. He noted that Scenario 3 was the least financially viable option. He then presented the results of the Diversion Analysis – 2040, illustrating the travel times for Falls of Neuse, US 1, and US 401-Lingon Mill under no build, build toll free, and build tolled scenarios. He summarized his presentation by noting the following:

- NCDOT and NCTA are not advocating for a particular path forward.
- Three of the four scenarios analyzed could likely provide some level of financial flexibility and an accelerated delivery schedule.
- Three of the four scenarios would likely require legislative changes.
- NCDOT and NCTA will continue to provide support as CAMPO evaluates the scenarios and determines the best path forward.

Scott Brame asked if the Diversion Analysis looked at the area north of Segment D.

Mr. Roy responded that it probably did as the Analysis did go somewhat outside the corridor segments. He added that the Analysis identified some planned projects that may need acceleration, but it did not identify any new needs.

The following discussion ensued after the motion was made:

Chair Vivian Jones expressed her agreement with the motion. She noted that the impacted jurisdictions met and would like to come to a decision as soon as possible, and that most of the parties agreed that full tolling would be a better option than express lanes.

TJ Cawley asked if CAMPO has the bandwidth to manage this project.

Chris Lukasina responded that there is a budget for public engagement efforts and that Staff will develop a strategy next week to begin the process.

Board Member Cawley asked if there would be a target demographic for the engagement efforts.

Mr. Lukasina responded that CAMPO does not limit the feedback received by demographics. He added that the efforts would extend to those living along the corridor, those that drive through it, and border users of the corridor.

Stephen Morgan stated that it would be in the public interest to understand how maintenance of this project might affect funding for the maintenance of other projects.

There were no further questions and/or comments.

Board Member John Allers made a motion to direct Staff to commence public engagement efforts to solicit public feedback on the concept of tolling and bring the feedback back to the Executive Board at its May 21, 2025, meeting. After further discussion, the motion carried unanimously.

7.5 Executive Board Meeting Time Survey
Chris Lukasina, MPO Executive Director

Requested Action: Receive as information

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

Mr. Lukasina provided an overview of the Executive Board Meeting Time Survey results, noting that a majority of responses indicated that meeting earlier rather than later would “help”. Half of respondents supported starting as early as 2:00 p.m., and the lowest support was for starting at 5:00 p.m. or later. For the “Not preferred, but could attend” meeting times, the strongest support was for 3:00 p.m. He noted other items for consideration, particularly the facts that public availability/accessibility at different times may be impacted and other board meetings on the same day (generally later) may conflict with some of the proposed time slots.

In response to Chair Vivian Jones’ inquiry, Mr. Lukasina responded that there were 17 respondents and 34 Board members.

TJ Cawley recommended that Staff conduct a second survey limiting the choices to 2:00 p.m., 3:00 p.m., 4:00 p.m., and any time and requiring that respondents rank their choices by preference.

Chris Lukasina confirmed that it was the consensus of the Executive Board to direct Staff to conduct a second survey limiting the choices to 2:00 p.m., 3:00 p.m., 4:00 p.m., and any time and requiring that respondents rank their choices by preference.

Discussion ensued regarding the impact on those that have to travel from further away and those that would have to leave work earlier.

There were no further questions and/or comments.

It was the consensus of the Executive Board to direct Staff to conduct a second survey limiting the choices to 2:00 p.m., 3:00 p.m., 4:00 p.m., and any time and requiring that respondents rank their choices by preference.

7.6 SPOT 7.0 - Division Needs Project Programming & Draft 2026-2035 STIP

Daniel Spruill, MPO Staff

Requested Action: Receive as information.**Attachments:** [Staff Report](#)[P7 Schedule - Schedule Revision - January 2025](#)[P7 Quantitative Scores - Division Needs Project Funded](#)[Draft 2026-2025 STIP Changes](#)

Mr. Spruill provided an overview of the SPOT actions and timeline, the STI programming process and funding buckets, and the updated P7 Schedule. He spoke regarding the scheduling impacts to programming and noted that a lower scoring project that can be delivered soon may get scheduled prior to a higher-ranking project that still needs extensive development and design work. He provided an update on the SPOT 7 Programming (Attachment 1) and the Draft 2026-2033 STIP Changes (Attachment 2). He noted that the full draft of the 2026-2033 STIP is available on NCDOT's website at www.ncdot.gov/initiatives-policies/Transportation/stip and illustrated where CAMPO is at in the process. He noted that there can be changes up until NCBOT approves the STIP and that Staff will notify the Executive Board members if there are any such changes. He added that the State is currently scheduled to adopt the STIP in July 2025.

Chris Lukasina added that Staff will be bringing forward the full TIP in August/September 2025 for final adoption. He noted that there is some technical work needed and that NCDOT will lock down the STIP in May 2025.

There were no questions and/or comments.

The item was received as information only.

7.7 FY 2026 Wake Transit Work Plan

Steven Mott, MPO Staff

Requested Action: Receive as information.**Attachments:** [Staff Report](#)
[Draft FY 2026 Wake Transit Work Plan](#)

Mr. Mott provided an overview of the FY 2026 Wake Transit Work Plan. He stated that Staff worked with the Tax District to calculate the financial assumptions and provided an overview of the FY26 Modeled Revenues. He noted that the budget for vehicle rental tax revenues is currently listed as TBD pending discussions at the Conference Committee, per TPAC's direction, and that Staff will add in those estimated revenues after it receives more direction. He presented the FY26 Total Work Plan and provided an overview of the FY26 Modeled Expenditures and their breakdowns. He noted that the financial assumptions will be updated for the Fall and that the draft FY 2026 Wake Transit Work Plan includes capital and operating "placeholder scenarios" for commuter rail funding with similar metrics as what is found in the FY25 Work Plan with a timeline that pushes the phases out two years. He provided the GoTriangle and GoRaleigh operating highlights and several capital highlights. He noted that the public comment period ends on April 2, 2025, requested that the Executive Board members review the Work Plan and send him any comments, and provided an overview of the key dates for adoption of the Work Plan, noting that a public hearing is scheduled for May 2025 and adoption is scheduled for June 2025.

There were no questions and/or comments.

The item was received as information only.

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

Chandler Hagen, MPO Staff

Requested Action: Receive as information.**Attachments:** [Staff Report](#)
[2024-2033 TIP Amendment #8](#)

Ms. Hagan provided an overview of Amendment #8 to the FY2024-2033 Transportation Improvement Program, discussed sample projects in the Amendment, and covered the next steps.

There were no questions and/or comments.

The item was received as information only.

8. Informational Item: Budget

8.1 Operating Budget, FY2025

Brenda Landes, MPO Staff

Requested Action: Receive as information.**Attachments:** [Staff Report](#)
[2025 Budget Projection Q2](#)*There were no questions and/or comments.***This item was received as information only.****8.2 Member's Shares, FY2025**

Brenda Landes, MPO Staff

Requested Action: Receive as information.**Attachments:** [Staff Report](#)
[2025 Projected Member's Dues Q2](#)*There were no questions and/or comments.***This item was received as information only.****9. Informational Item: Project Updates****9.1 Project Updates****Requested Action:** Receive as information**Attachments:** [March 19, 2025 Project Updates](#)*There were no questions and/or comments.***This item was received as information only.****9.2 Public Engagement Updates**

Bonnie Parker, MPO Staff

Requested Action: Receive as information.**Attachments:** [Public Engagement Updates - March 2025](#)*There were no questions and/or comments.***This item was received as information only.**

10. Informational Item: Staff Reports

MPO Report:

Chris Lukasina reminded all Executive Board members and alternates that the deadline for them to file their annual State ethics reports is April 15, 2025. He clarified, however, that all new members are required to file upon their appointment. He requested that any members present also remind their alternates of these requirements. He stated that there is a \$250 fine, per report, for late filers. If anyone is unsure of their filing status, he directed them to check with Susan Owens. He added that Staff will send out another reminder before the filing deadline.

Mr. Lukasina congratulated the Town of Knightdale on its Mingo Creek Greenway ribbon cutting. He also congratulated Bonnie Parker on receiving Public Input's Resourceful Innovator Award, noting the impact of her efforts and how well deserved the award was.

Mr. Lukasina reported that the MTP and Alternatives Analysis sessions were well attended, and that Staff received good feedback on them.

Mr. Lukasina reminded everyone that the NCAMPO Conference will be held on April 15-17, 2025, in Wilmington. He noted that registration is still open, and that the agenda is online, and directed any questions to Staff.

Mr. Lukasina reported that the Wake Transit Plan Update public engagement campaign is about to kick off and requested that the Board members have their Staff contact CAMPO Staff if they are unsure about any of the events in their communities.

Executive Board Chair:

No report provided.

NCDOT Transportation Planning Division:

No report provided.

NCDOT Division 4:

No report provided.

NCDOT Division 5:

TCC Alternate Tracy Parrott reported that Division 4 asked him to report to the Board that they had no updates.

Mr. Parrott spoke regarding the conversion of the Airport Boulevard interchange into a DDI. He reported that there would be some closures in that area this weekend; however, the Aviation Parkway interchange would be open as a detour route during the closures and should be able to handle any traffic that would have used Airport Boulevard. Upon inquiry, he added that he will check to see if the Towns of Cary and Morrisville have been notified.

NCDOT Division 6:

No report provided.

NCDOT Division 8:

No report provided.

NCDOT Rail Division:

No report provided.

NC Turnpike Authority:

No report provided.

NCDOT Integrated Mobility Division:

No report provided.

Executive Board Members:

No reports provided.

11. Adjournment

Chair Vivian Jones adjourned the meeting at 6:11 p.m.

Attachments: [Attachments Referenced in Minutes](#)

Upcoming Meetings/Events

<i>Capital Area MPO TCC Meeting CAMPO Board Room 1 Fenton Main St, Ste 201 Cary, NC 27511</i>	<i>April 3, 2025 10:00 am - Noon</i>
<i>Capital Area MPO TAC Meeting CAMPO Board Room 1 Fenton Main St, Ste 201 Cary, NC 27511</i>	<i>April 16, 2025 4:00 - 6:00 pm</i>
<i>Capital Area MPO TCC Meeting CAMPO Board Room 1 Fenton Main Street, Suite 201 Cary, NC 27511</i>	<i>May 1, 2025 10:00 am - Noon</i>
<i>Capital Area MPO TAC Meeting CAMPO Board Room 1 Fenton Main St, Ste 201 Cary, NC 27511</i>	<i>May 21, 2025 4:00 - 6:00 pm</i>