

**TRANSPORTATION ADVISORY COMMITTEE
APRIL 21, 2010
MINUTES**

The Transportation Advisory Committee met on Wednesday, April 21, 2010 at 4:00 p.m. at the Professional Building, 127 W. Hargett Street, Suite 800, Raleigh, NC with the following present:

Members

Joe Bryan, Chairman
Vivian Jones, Vice Chair
Dan Andrews
Harold Broadwell
John Byrne
Don Bumgarner
Frank Eagles
R. H. Ellington
Hubert Gooch
Jackie Holcombe
Liz Johnson
Ashley Jones
Russell Killen
Don Lancaster
Nina Szlosberg-Landis
Julie Robison
Dick Sears
Russ Stephenson
Keith Weatherly
Herman Wilkerson
Ronnie Williams

Representing

Wake County
Wake Forest
Harnett County
Wendell
Fuquay-Varina
Zebulon
Rolesville
Angier
Granville County
Morrisville
Morrisville
Morrisville
Knightdale
Franklin County
NCDOT
Cary
Holly Springs
Raleigh
Apex
Creedmoor
Garner

Staff

Ed Johnson
Richard Epps
Gerald Daniel
Chris Lukasina
Robert McCain
Shelby Powell
Kyle Ward
Brandon Watson
Diane Wilson
Kenneth Withrow

Representing

CAMPO Director
CAMPO Staff
CAMPO Staff
CAMPO Staff
CAMPO Staff
CAMPO Staff
CAMPO Staff
CAMPO Staff
CAMPO Staff
CAMPO Staff

Others

Joey Hopkins
Reed Huegerich

Representing

NCDOT
TCC Vice Chair

The meeting was called to order by Chairman Bryan. Mayor Keith Weatherly, who had been out with health related issues, was welcomed back. The following items were discussed with discussion and actions taken as shown.

PUBLIC COMMENTS – NONE RECEIVED

Chairman Bryan announced this was an opportunity for comments from those in attendance. No one asked to be heard.

MINUTES – MARCH 17, 2010 – APPROVED

Minutes of the March 17, 2010 meeting were provided in the agenda packets. Mr. Meeker moved approval of the minutes as presented. His motion was seconded by Mr. Byrne, unanimously passed. Chairman Bryan ruled the motion adopted.

CONSENT AGENDA

All items on the consent agenda are considered to be routine and may be enacted by one motion. If a member requests discussion on an item, the item will be removed from the consent agenda and considered separately. Mr. Meeker requested removal of Item 7 (Special Transit Advisory Commission) from the Consent Agenda. Mr. Williams moved approval of the remaining items on the Consent Agenda. His motion was seconded by Mr. Meeker, unanimously passed. Chairman Bryan ruled the motion adopted.

The following items were on the Consent Agenda:

2009-2015 MTIP ADMINISTRATIVE MODIFICATION – APPROVED

The agenda noted recent correspondence from FHWA and NCDOT indicate that projects in our region were, at the January 2010 NCDOT Board meeting modified in the STIP. These projects should now be modified in our MTIP to maintain consistency. The MTIP modification needed to reflect these bridge projects appropriately was provided in Attachment 4A included in the agenda packet.

A second Board action added construction funds not previously programmed for the Town of Cary (EL-4998) in FY 2010. These funds are ARRA (Economic Stimulus) monies and not subject to match. The MTIP needs to be modified to reflect these funding changes. The MTIP modification needed to reflect this change was shown in Attachment 4B included in the agenda packet.

TAC Action: Adopt 2009-2015 MTIP Administrative Modification. Consent Agenda Approval: Williams/Meeker – unanimous.

CONGESTION MANAGEMENT PROCESS – RELEASED FOR 30-DAY PUBLIC REVIEW AND COMMENT PERIOD – PUBLIC HEARING TO BE HELD MAY 19, 2010

The Congestion Management Process (CMP) is a systematic approach that provides for the safe and effective management and operation of new and existing transportation facilities through the use of demand reduction and operational management strategies. The CMP is required to be developed and implemented as an integral part of the metropolitan planning process as an “8 Step” process, as follows:

- Develop congestion management objectives
- Identify area of application
- Define system/network of interest
- Develop performance measures
- Institute system performance monitoring plan
- Identify/evaluate strategies
- Implement selected strategies/manage system; and
- Monitor strategy effectiveness.

A subcommittee was established to draft a congestion management process which is scheduled to be adopted by the TAC in its final form by June 16, 2010. Members received a copy of the draft CMP in their packets.

TAC Action: Release draft CMP document for a 30 day public review and comment period opening on April 26, closing on May 26 and schedule a public hearing to receive comments to be held on May 19, 2010. The TAC will be asked to take action on this item on June 16, 2010. Consent agenda approval: Williams/Meeker – unanimous.

US-64 CORRIDOR STUDY DRAFT FINAL REPORT – PUBLIC COMMENT PERIOD AUTHORIZED – PUBLIC HEARING SCHEDULED FOR MAY 19, 2010

The US-64 Corridor Design Team has been meeting over the past eight months to finalize short and long-term highway design plans for the US-64 Corridor between the US 1/US 64 interchange in Cary to US 15-501 in Chatham County. One of the major conclusions reached with area stakeholders was that the segment of US 64 between the US 1/US 64 interchange and the NC 540 Turnpike would not be constructed as a freeway facility. Furthermore, Interchange conversions at the Laura Duncan Road and Lake Pine Drive have also been considered as part of the Study. The US 64 Corridor Study Report will be available for public review and comment beginning May 1. The Study team is requesting that the TAC release the report for a 45-day public review and comment period beginning May 1 and that a public hearing to receive comments be held at the May 19, 2010 TAC meeting. The TAC will not be asked to take action on this item until a future date but is requesting the public hearing be scheduled to gain additional public input.

TAC Action: Preauthorize a 45-day public comment period beginning May 1, 2010 and ending June 15, 2010 and schedule a public hearing to be conducted at the TAC's May 19, 2010 meeting. The TAC will not be asked to take action on this item until a future date: Consent agenda approval: Williams/Meeker – unanimous.

END OF CONSENT AGENDA

SPECIAL TRANSIT ADVISORY COMMISSION – MEETING TO BE HELD ONCE ALTERNATIVE ANALYSIS IS COMPLETED

This item was pulled by Mr. Meeker from the Consent Agenda. The agenda noted in 2007, CAMPO and DCHC appointed a special Transit Advisory Commission (STAC) to assist in the development of a joint plan for a regional transit system. In May 2008, STAC presented its final report to the two MPOs. Since that time, much has occurred including development of joint 2035 Long Range Transportation Plan, which included the STAC recommendations for transit and public presentation of transit planning in preparation for a 2011 ballot referendum. TAC members from both MPOs have expressed a desire to reconvene the STAC to discuss their plan and any possible modifications or further recommendations. Mr. Meeker noted he pulled this item since the County is taking the lead and Triangle Transit is undertaking an alternatives analysis and there is no new plan to look at. He noted this should be done after the alternatives analysis is complete. Chairman Bryan indicated the STAC being reengaged and active is good but would more timely if the alternatives analysis is done and there is a plan to look at with prioritizations. Mr. Meeker moved that staff be authorized to begin work with the DCHC MPO to schedule a STAC meeting when the alternatives analysis is done by Triangle Transit. His motion was seconded by Mr. Byrne, unanimously passed. Chairman Bryan ruled the motion adopted.

2009-2015 MTIP AMENDMENT #4 AND AMENDMENT #5 – HEARING HELD – AMENDMENTS APPROVED

David Eatman reviewed these MTIP amendments. The agenda outlined the history of the amendments. The TCC reviewed the amendments and recommends endorsement. Mr. Eatman indicated in an effort to be better positioned for possible stimulus funding or other grant opportunities that may come available, CAT is requesting these amendments that will add two unfunded projects to the MTIP.

Amendment #4: New Bern Avenue/College Park Corridor Project

Mr. Eatman reported this involves a 7.5 roundtrip bus rapid transit route connecting downtown Raleigh with Wake Medical Center and Wake Technical Community College and will serve a large redevelopment area along the corridor (College Park). Total cost for project is \$2,947,250. A 20 percent local match commitment of \$2,789,450 from the City of Raleigh results in an Urban Circulator grant request for \$11,157,800 broken down as follows:

New Bern Rehab/Reconstruction - \$6,389,750 - roadway rehab/reconstruction along New Bern Avenue, including paving, streetscape, sidewalks, curb and gutter, utilities, etc.

BRT Hybrid Vehicles - \$3,000,000: The purchase of five hybrid vehicles; four peak hour vehicles and one reserve vehicle.

Support Facilities - \$500,000: Construction: hybrid vehicle charging station.

Signs, Signs, AVL, Pre-emption - \$557,500: Installation of pedestrian signals, signs, automatic vehicle locaters (AVL), signal priority for transit.

Transit Stations - \$3,500,000: Construction and amenities for 12 transit stations.

Amendment #5: Capital Area Transit Park & Ride – Poole Road

Mr. Eatman reviewed this amendment noting CAT owns approximately 7 acres on the east side of Office Way, across from the new Transit Operations and Maintenance Facility under construction on Poole Road. The intent is to build a 200+ park and ride facility on this site. The frequent service to the lot will provide a high quality alternative for single occupancy vehicles entering the Downtown Raleigh area. It will also be adjacent to Fire Station 12 to be used as an emergency staging area for natural disaster. The site was purchased with 100% local funding and anticipated that the value of the land will be used as the in-kind match. The project is budgeted at \$3.5 million.

Chairman Bryan declared the hearing on the amendments open. No one asked to be heard. Chairman Bryan declared the hearing closed.

Mr. Meeker moved adoption of Amendments 4 and 5 to the 2009-2015 MTIP. His motion was seconded by Mr. Byrne, unanimously passed. Chairman Bryan ruled the motion adopted.

FY 2010-2011 UNIFIED PLANNING WORK PROGRAM (UPWP), SELF-CERTIFICATION AND PUBLIC INVOLVEMENT POLICY – HEARING - APPROVED

Mr. Withrow reviewed this item noting this document outlines the tasks that MPO staff will perform in the coming fiscal year. The UPWP and associated documents (the MPO self-certification checklist and responses and the Public Involvement Process) were released on March 8, 2010 for a 40-day public review and comment period. A public hearing to receive comment was opened on March 17, 2010 and is continued through this meeting. Members received copies of all documents in their packets. Mr. Withrow reviewed the highlights of the plan including preparation of the Comprehensive Transportation Plan which is very important as we get ready to create the LRTP and Transit Plan and the Wake County Transit Initiative.

Chairman Bryan declared the hearing open. No one asked to be heard. Chairman Bryan declared the hearing closed. Mr. Sears moved adoption of the 2011 UPWP, MPO Self-Certification and Public Involvement Process. His motion was seconded by Mr. Bumgarner, unanimously passed. Chairman Bryan ruled the motion adopted.

STP-DA/LOCALLY ADMINISTERED PROJECTS UPDATE – FY 2010, 2011 AND FY 2012 AND BEYOND – FY 2010 APPROVED – FY 2011 AND BEYOND RECEIVED AS INFORMATION

FY 2010 Projects

Mr. Lukasina reviewed this item noting MPO staff was directed by the TAC to move forward with a call for projects that could be used to obligate FY 2010 STP-DA funds and established a joint working group of TCC and TAC members to review and prioritize projects as well as determine the most efficient way to obligate funds in FY 2010. The initial call for projects, issued via email by CAMPO staff, closed March 31, 2010. The joint working group met on April 12, 2010 to review submitted projects. The recommended FY 2010 STP-DA Investment Scenario was included in the packets. Criteria for developing the initial list was reviewed in detail. Over 100 projects were submitted and 75 met minimum requirements and criteria for 2010 consideration. On April 12, the group met to review projects and made 3 modifications which were reviewed by Mr. Lukasina. He reviewed the listing using a table available at the meeting that included the project name, TIP number, total cost, status of project, phase requested, note on the application and local prioritization, calculation of points and total points. The SPOT process was reviewed. Mr. Meeker indicated this is a fair system, includes a variety of projects that are spread around and if the proper work is not done timely, we will go to the next project on the list. Mr. Lukasina reviewed what was done in cases where points were tied on more than one project. Mr. Meeker referred to the Lower Neuse Project noting he was not sure why it was noted as a Raleigh project noting it is a joint Raleigh/Wake County project. Mr. Johnson indicated next month discussion will take place relating to the FY 2011 projects and this will be done every year henceforth.

Chairman Bryan questioned if staff felt all member governments were aware of the rules and had an opportunity to participate with Mr. Lukasina indicating he felt all were aware of the process.

Mr. Byrne moved approval of the 2010 projects as presented. His motion was seconded by Mr. Broadwell, unanimously passed. Chairman Bryan ruled the motion adopted.

Mr. Meeker requested a monthly report on where we are with documentation on these projects. Mr. Johnson noted staff intends to provide these reports noting this will have to be closely monitored.

FY 2011 Projects

Mr. Lukasina explained the TAC directed staff to move forward with a call for projects that could be used to obligate FY 2010 STP-DA funds. The initial call issued via email

closed March 31, 2010. Projects not programmed with FY 2010 funds will be considered for programming with 2011 funds. The projects are currently under review by staff. The TCC formed a working group to review and prioritize projects as well as develop a recommendation on the most efficient way to obligate funds in FY 2011. Staff expects to bring forth a recommendation at the May TCC/TAC meetings for obligation of FY 2011 STP-DA funds. Mr. Lukasina indicated an additional \$10 million in STP-DA funding was programmed. He noted over June and through the summer, the committee will review FY 2012 and beyond process.

Projects in FY 2012 and Beyond

Mr. Lukasina reported staff, as directed by the TAC, is developing a program which will become an annual call for projects for program of all funds the MPO has control over each fiscal year. The Locally Administered Projects Programs (LAPP) should result in projects moving forward and achieving maximum obligation of funds in all funding pots over which the MPO has control. Should other funding sources become available this program would also better position projects in the region for moving forward. The schedule of this program is anticipated to be aggressive, much like the schedule maintained to develop and fund ARRA projects in 2009. Mr. Lukasina reviewed how this process would work including the schedule noting this will end with an adopted program by the spring of each year for the following federal fiscal year. Selection criteria is up in the air at this point. He emphasized local level government will be required to administer projects and be able to front some of the funds in an ongoing basis with reimbursements on a periodic basis. Mr. Johnson reported John Sullivan, FHWA, has stated he wanted to be able to reimburse monthly so local governments would not have to carry nearly as much money up front. Mr. Ward reviewed the Tracking Database noting it will be easy to use and keep track of what is occurring. Mr. Lukasina explained the goal is to insure minimum potential for rescission and maximum use of dollars and will let an area know whether they need to program a project for a future year and replace that project for the current year. Mr. Lukasina indicated staff will be working on timelines with DOT and local programs management office to insure the proposal will work with the interlocal agreements as well.

The FY 2011 and 2012 and beyond projects were received as information.

NC TURNPIKE AUTHORITY – SOUTHEASTERN AND WESTERN EXPRESSWAYS – INFORMATION RECEIVED – CAMERON POND SUBDIVISION EASEMENT ISSUE REFERRED TO THE TCC

The NC Turnpike Authority presented information on the status of the projects and various other items of interest or concern at the February and March TAC meetings. At the March TAC questions were raised regarding sound walls and bridge structures for the portion of the expressway currently under construction as well as future construction. At the April 1, 2010 TCC meeting, information related to those questions was presented and discussion occurred. Steve DeWitt, Turnpike Authority, was present to review the noise barrier application on the Western Wake Freeway. The Authority worked with Cary

officials to find resolutions to delete the situations in Cameron Pond Subdivision. He referred to the NC Board of Transportation policy that is followed by the Turnpike Authority relating to noise walls based on Federal regulations. This policy must be applied with equity on any project. Two key elements involved relate to the Date of Public Knowledge and when does that trigger take place relating to when something occurs. This is the date used in applying the noise wall policy. The trigger date to determine if a noise wall is considered or not, depends on when building permits are issued. He explained when this was transitioned into a toll road, there was a reevaluation of the Environmental Impact Statement which did not change the date of public knowledge or the ROD date. He presented pictures and maps showing where the noise walls are planned in the Apex area. Aesthetic treatments were pointed out to help fit the road into the community. He reviewed the Cameron Pond issue noting there are actually two issues involved – the planned highway which has been known to be coming for many years and a corridor the Progress Energy easement. He pointed out the location of the road and transmission line and reviewed the sequence of events. Cameron Pond was approved by Cary in June, 2004 and the first building permit issued in the spring of 2005. The date of public knowledge of the road project is April, 2004. Since Cameron Pond Subdivision was not approved or building permit issued until after the ROD date, that did not meet the criteria for a noise wall. He spoke to how corridors are protected over a period of many years. Aerial photos of Cameron Pond Subdivision were presented from prior to initial site work as opposed to what currently exists. Mr. DeWitt indicated Apex and Cary have done a good job in preserving the corridor. He noted the traffic noise report is consistent with the federal noise policy. He referred to a letter dated March 12, 2003 from Cary in support of the proposed route and comments were in the letter that Cary felt the corridor used for Progress Energy would also be a good corridor to use for trailways/greenways. He presented an aerial photo taken in late 2009 where Cameron Pond has developed and showing where Progress Energy's easement is located. Cary has a 100' buffer between the development and the proposed road and Progress Energy within that buffer, caused severe hardships by clearing the easement. He reviewed the meetings that have occurred to work on this problem. He indicated the Authority is bound by the noise policy and if it is not followed, it opens the doors for problems. Mr. DeWitt reported on efforts to try to look at possible solutions to determine other means to help with the problem such as burms, landscaping, etc. and are looking at the cost issue as well. Cost of a noise wall is \$5 million which has not been budgeted in the Turnpike project. The noise wall would also violate State of North Carolina policy. Where the road and easement are in relation to the homes was pointed out. Mr. Dewitt noted the most economic option would be landscaping and there are things the Authority will do to help screen the homes. Cary is helping review any options. Mr. DeWitt indicated it appears the most beneficial option will be on the back side of the Progress Energy easement which they do not have access to. Ms. Szlosberg-Landis indicated the sound wall policy is under review by DOT and the Board of Transportation but did not know if any changes made would be applicable to this situation.

Ms. Robison indicated this was evaluated by staff and did negotiate with them to fund a series of landscape improvements which does not do anything near what an undisturbed

buffer would do. Mr. Weatherly indicated it appears mitigation would be the responsibility of Progress Energy. Ms. Robison noted the developer of the subdivision sold the land in the easement to Progress Energy and they say they have no responsibility. Progress Energy is going to fulfill some landscaping after the work is done but there is money being fronted by the developer who sold the easement that had been part of the rezoning approved by the Council. Mr. Eagles stated it seems Progress Energy should be responsible. Ms. Robison indicated there are documents supporting a scenario where the developer transferred and to DOT who held it for Progress Energy until a point when they were ready to launch which allowed Progress Energy even more ability to be able to be completely absolved. Ms. Robison indicated someone should investigate this further and did not know what entity should do the work. She hoped the Board of Transportation would look into the wall policy. She further stated Progress Energy will not meet or talk about this. Ms. Robison complimented Mr. Dewitt who had spent a great amount of time on this problem and had gone above and beyond what anyone would reasonably expect to come up with alternative designs. She noted the federal policy is what binds them and if there was anything that could be done to find some way to provide some relief, it would be good. She felt this will be a bad reflection for the region and must find ways to have mechanisms to hold partners accountable.

Chairman Bryan questioned how firmly has the noise wall policy been adhered to in the past. Ms. Szlosberg-Landis explained in the past before adoption of the policy in 2004, a lot of time noise walls were installed that did not meet the criteria. Impetus for the change was as a result of the I-85 project and there was a school in Durham that had 500 students in an underserved community and DOT was going to take most of the playground and not have a wall resulting in the children having to play without protection. The policy was then changed and the new policy is more discreet and sophisticated and has criteria that must be met. Ms. Szlosberg-Landis indicated the Board of Transportation is in the middle of studying this policy and encouraged the MPO to make a recommendation for its consideration. Mr. Eagles indicated someone should meet with Progress Energy since they are the ones at fault and suggested that Chairman Bryan and Cary officials talk with Progress Energy to get them to share some of this burden. Chairman Bryan suggested letting Cary's mayor and Cary officials request the meeting with Progress Energy and see if a meeting can occur before CAMPO gets involved. Ms. Robison noted there are a lot of technicalities and emphasized this is an emotional issue. She stated the easement was conveyed by the developer to Progress Energy and the question is the developer violate anything or did Progress Energy. Representative Chris Haggerty was present noted he is a House member representing this area, explained the issue isn't Progress Energy is liable. He indicated as he understood the conveyance of the land from the developer the subdivision was to go through subdivision permitting process. After that and before conveyance, the developer sold the easement so he did not record it. When they approved the process it was prior to the conveyance. He stated the homeowners would be the liable party if you pursue the easement violations and noted this is a real legal issue. He questioned what about the developer noting he is smart enough to cover his tracks. Mayor Jones did not think this could be settled today and in light of Ms. Szlosberg-Landis' statement that the Board is

looking at the wall policy, she asked the TCC to come up with a recommendation that the TAC might consider sending to DOT as part of this. By consensus, the item was referred to the TCC.

MPO JOINT LEGISLATIVE AGENDA – APPROVED

Mr. Johnson explained the Joint Legislative Agenda, adopted by the TAC's of CAMPO and DCHC in April, 2006 was included in the packet. Since adoption, several of the agenda items have been addressed and it may now be time to add items of importance to the region to the agenda. The item was discussed at the joint TAC meeting on March 31, 2010 and was referred back to the individual TACs for discussion and possible adoption. Mr. Johnson noted this year the legislature will meet in short session dealing with budget issues. The long session will be next year where new ideas are generally taken up.

Mr. Jones moved approval of the agenda as it is. Her motion was seconded by Mr. Eagles, unanimously passed. Chairman Bryan ruled the motion adopted.

PROCLAMATION OF MAY AS BIKE TO WORK MONTH – APPROVED

Mr. Withrow reviewed this item. He indicated National Bike to Work Week 2010 is scheduled for May 17 through May 21. Local governments and transportation agencies from throughout the Triangle region are planning to promote Bike to Work Week through a series of events to raise awareness of bicycle commuting and encourage safe bicycle practices. Local governments and regional agencies are being encouraged to proclaim the month of May as Bike to Work Month in order to raise awareness of bicycle commuting and promote safe cycling throughout the Triangle. Members received a proposed proclamation included in their packets. Sig Hutchinson was present and noted 1.2 million people coming to our community will be young professionals looking for transportation options and many will look at the bicycle infrastructure. He indicated the bicycle community applauds CAMPO for its support of bicycle transportation. He felt this is a great step in embracing biking and highlights Bike to Work Month and specifically Bike to Work Week. He reviewed highlights of activities to occur during this week. He reported the bicycle group continues to work on the three abreast issue and will continue to work to make the TAC happy. Mr. Weatherly questioned if cyclists still endorse bike lanes with Mr. Hutchinson responding they do like bike lanes.

Ms. Robison stated Bike to Work Proclamation is great and should be supported. She stated there are a lot of great references to children and building biking into their daily activities and being able to bike to school. She questioned if there is any kind of danger to children and questioned if the cycling community had contemplated this and what we can do to highlight opportunities for children to bike to school without worrying about their safety. Mr. Hutchinson stated there is an initiative to create an environment where children can work and bike to school safely. He noted he had been in favor of interconnectivity so we can make alternative transportation safe for all citizens. He felt

an infrastructure needs to be created to allow children to get back outside and get exercise.

Ms. Jones moved approval of the proclamation. Her motion was seconded by Mr. Eagles, unanimously passed. Chairman Bryan ruled the motion adopted.

Chairman Bryan recognized Mr. Hutchinson and John Hodges-Copple who received Goodman Awards. He indicated he did not think they could be thanked enough for their long term commitment to improving our region.

INFORMATION ITEMS – RECEIVED

The agenda included information on ARRA projects, the current year UPWP operational budget, the Organizational Review Subcommittee and the Policy Development Committee.

Ms. Jones reported on the Organizational Review Committee noting they met prior to today's meeting. She indicated they would be bringing recommendations to the May TAC meeting.

MPO STAFF REPORT – RECEIVED

Mr. Johnson referred to reports received from NCDOT and indicated he hoped members appreciate the quality of work being done.

Mr. Johnson referred to an NCDOT Summit held March 1 with Division staff to prioritize how to address \$59 billion worth of needs with an anticipated \$10.5 billion. More of these meetings will be taking place.

NCDOT REPORT – RECEIVED

Mr. Hopkins reported the \$54 billion was not true needs but they stopped at 25 projects just in CAMPO area. He noted \$54 billion in no way covers what the true needs are statewide.

Mr. Hopkins thanked CAMPO and DCHD staff for putting the 3 reports provided together. He hoped this will be part of the package to members on a regular basis noting we are a long way from where we have been in the past.

Mr. Hopkins referred to the Highway 98 Bypass project which is moving along. A traffic shift will begin in the next week. Completion will be toward the end of June. He noted grading has started for I-40 and I-540 interchange.

Transportation Advisory Committee
April 21, 2010

Mr. Hopkins reported on the I-40 widening from Wake through Cary and encouraged members to avoid that area during weekends and nights. This project is 10% ahead of schedule and 1/3 of the way complete.

Mr. Hopkins reviewed the conveyor system of construction being used on I-40 which will save several thousand truck trips exiting and entering I-40. He noted there will be a lot of delays, congestion and safety improvements to be realized.

Mr. Hopkins indicated there is \$38 million of resurfacing project under contract in Wake County involving stimulus and regular programs

TURNPIKE AUTHORITY REPORT – RECEIVED

Jennifer Harris, NC Turnpike Authority, reported they are continuing to gather information on environmental constraints. The newsletter was sent out to all those of the distribution list. It was also noted work is continuing to gather information on any environmental constraints and were working on reports for distribution.

ADJOURNMENT

There being no further business, the meeting adjourned at 5:40 p.m.

Respectfully submitted,

Brenda Hunt