

NORTH CAROLINA TURNPIKE AUTHORITY MINUTES
AUGUST 17, 2005
RALEIGH, NORTH CAROLINA

Chairman Tippettt called the meeting to order at 1:35 p.m. in the Board Room of the Transportation Building. He welcomed all to the meeting. Chairman Tippettt read the Governor's ethics statement.

Chairman Tippettt called on Vice Chairman Lanny Wilson to present the July minutes for approval. The July minutes were approved as presented.

Chairman Tippettt called on Susan Coward to provide a legislative update. Chairman Tippettt noted that Ms. Coward was delayed and he would skip to Mark Foster to present the Turnpike Authority agreement with NCDOT.

Mark Foster provided an update on the Turnpike Authority agreement with NCDOT. Mr. Foster said that this would possibly be a part of the retreat in October. Mr. Foster stated that it was necessary for the NCTA to formalize their working relationship by going through a process of asking fundamental questions as to how the NCTA will operate as a toll authority and how it will impact the major participants such as the NCDOT. Mr. Foster said that each Board member was provided a copy of the draft conceptual framework document and asked that they please review it.

Chairman Tippettt called on Susan Coward to provide a legislative update. Ms. Coward said changes were made to legislation regarding the Turnpike Authority, and that she would go through the changes in each section. Section one authorized the NCTA to adopt transportation corridor official maps. Section two authorized the NCTA to increase the number of projects they may study, plan, develop, and undertake preliminary design work on from three to nine and specified that one of the projects must be a bridge of more than two miles in length going from the mainland to a peninsula bordering the State of Virginia, which refers to the Mid-Currituck Bridge. Section two also authorized the NCTA to utilize contract incentives to complete Turnpike projects expeditiously. Section three directed the NCTA to contract with a single private firm to construct the toll bridge described in section two to provide accelerated, efficient, and cost-effective completion of the project. Section three directed the NCDOT to participate in the cost of preconstruction activities related to the bridge project if requested by the NCTA. Section three also asked the NCTA to report to the Joint Legislative Transportation Oversight Committee on December 1 of this year and each December 1 thereafter until completion on the status of the project. Section four authorized the NCDOT to issue a license to finance, design, construct, maintain, improve, own, or operate solely from private resources one pilot toll transportation project, which would be the same bridge as mentioned before. Section five stated that the emergency evacuation of any bridge or any other project undertaken by the DOT and the NCTA would be the estimated 18 hours as recommended by state emergency management officials. Ms. Coward

said the only other piece of legislation that was enacted was a provision included in the budget bill that directed the NCDOT to apply with the USDOT for one of its two remaining pilot projects to toll interstates. This was originally in TEA-21 and was extended through the SAFETEA reauthorization process. The statutes governing the NCTA were changed to state that if NCDOT's application was accepted and if the state should decide to move forward, this would ensure the NCTA had the ability to carry out that project.

Chairman Tippet called for committee reports.

Chairman Tippet began with the Executive Committee and stated that the committee recommended approval of the amendments to the Policy on Procurement of Specialized and Professional Services. He called on Mr. Joyner to comment on those issues. Mr. Joyner stated that all Board members should have a copy of sections 5, 6, 7, and 8 of the policy and procedures guidelines in their notebooks. He added that the Executive Committee made one change to section 6, which was that two NCTA Board members would be asked to serve as ex-officio Board members on a rotating basis. Chairman Tippet made a motion for the Board to adopt sections 5, 6, 7, and 8 of the Policy on Procurement of Specialized and Professional Services as amended. The motion was unanimously approved.

Board member Bob Spencer reported that the Finance Committee would make a motion to approve appropriation of funds for task orders that were approved in the Plans and Programs Committee. Therefore, it may be appropriate for Board member John Culbertson to provide a report on the Plans and Programs Committee before the report on the Finance Committee.

Mr. Culbertson reported that the Plans and Programs committee met and went through various issues. He stated that Ms. Grimes provided an update on the status of task orders 1 through 8 and gave a brief explanation on task orders 9 through 13. The committee approved the general scope of task orders 9 through 13 and also made a recommendation to authorize David Joyner to issue Notices to Proceed to HNTB in task orders 10 and 12, the total of the two not to exceed \$150,000. Mr. Culbertson made a motion for the Board to approve the action of the Plans and Programs Committee for the approval of task orders 9 through 13, and part of that would allow for staff to issue Notices to Proceed on items 10 and 12, not to exceed \$150,000.

Chairman Tippet asked Mr. Culbertson to briefly identify each task order.

Mr. Culbertson said that task order 9 would allow HNTB to conduct a sketch plan traffic and revenue study for the US 70 Corridor. Task order 10 would allow HNTB to create request for letters of interest for selection of consultants to conduct NEPA studies for the Cape Fear Skyway and the Triangle Parkway. Task order 11 would allow HNTB to retain services of State Capitol Resources to format NCTA Committee meetings. Task order 12 would be the development of interagency coordination procedures for NCTA candidate projects. Task order

13 would allow HNTB to conduct sketch plan traffic and revenue studies for the four NCTA candidate projects. The motion was approved unanimously.

Mr. Spencer reported that the Finance Committee met and addressed the task orders that the Plans and Programs Committee approved and that the Board has now approved. He said that he was coming to the Board with several motions to approve the appropriations for funding the task orders. The first motion was to approve to increase the spending authority (supplement number 2) by \$3 million from \$500,000 to \$3.5 million. The motion was approved unanimously.

The second motion was to authorize the issuance of Notice to Proceed for an amount of up to \$500,000 associated with task order 13. The motion was approved unanimously.

The final motion was to approve appropriations for task order 11 to provide for services provided by Grady Rankin for one year in the amount of \$66,300. The motion was unanimously approved.

Mr. Spencer provided information to the Board members concerning the Transportation Finance Summit sponsored by the International Bridge, Tunnel and Turnpike Association (IBTTA) on November 16 and 17 in Washington, DC.

Chairman Tippet thanked Mr. Spencer.

Board member Allan Dameron reported that the Personnel Committee began the process of creating a staffing pattern for the next three years, and hopes to bring this before the Board as an action item within the next 60 days. He also reported that the committee is working on locating office space for the NCTA, and that Mr. Joyner would provide an update on that matter. Mr. Joyner reported that he had been in touch with the state property office and is following the procedures of the state property office guidelines. He said he would be reporting back to the Board on a regular basis over the next weeks and months on identifying a location for the NCTA offices. Mr. Joyner said that he had outlined to the state property office some of the Turnpike's wants and needs, including, for example, parking. He added that it had been brought to his attention that there might be space at Centennial Campus and that may be a viable solution. Mr. Joyner said he had another quick item to share, which was the introduction of Beth Wise as the NCTA's first fulltime staff member, adding that Gail Grimes was a part-time staff member. He welcomed Ms. Wise to the team, stating that the NCTA now had a three-man team and that Grady Rankin was also on team as a consultant. Mr. Joyner stated that each Board member had a notebook and that some staff members that are regular attendees of the meetings had been provided a notebook as well. He asked the Board members to leave the notebooks so the information could be updated each month. Mr. Joyner said they could take the material and leave the notebook, or leave the entire notebook and the information would be mailed to them for their files at home. Mr. Teer asked which one would be better; to which Mr. Joyner responded that whatever the individual Board member chose to do was fine.

Mr. Joyner reported that the IBTTA annual meeting would be held September 18 through September 20 and the Board was invited to attend. He asked all to please let him or Jane Strickland know if they planned to attend and they would work on the registration for them. Mr. Joyner said that each Board member had been provided information on the October retreat and noted that the retreat would conclude on October 18 and that the October Board meeting had been moved from October 19 to October 18 in Chapel Hill. He said that at the conclusion of the retreat, the committee meetings would begin, followed by the Board meeting at 2:00 p.m. at the Carolina Inn.

Mr. Joyner asked the Board members to review the calendar for the 2006 Board meetings to make sure there would not be a conflict, adding that the schedule should be approved by the end of October so the space for the meetings could be reserved. Mr. Joyner said to please let him know if any of the dates were not acceptable, and he would be glad to change the dates accordingly.

Board member Anthony Fox noted that the November 2005 meeting conflicts with the IBTTA Transportation Finance Summit and that if many of the Board members plan to attend the Summit that the date for the Board meeting may need to be adjusted to accommodate quorums, etc.

Chairman Tippettt asked if there were any questions. There were no questions; however, Mr. Culbertson wanted to make a comment.

Mr. Culbertson said he received a short note from members of a newly formed committee, Business Committee for Regional Transportation Solutions (BCRTS), which included members of the regional business community, supporting the Monroe Connector and the Garden Parkway. He said that the letter stated that the group planned to support and assist the NCTA in every way possible. Mr. Culbertson added that various committees are being formed to come out and support the toll roads in their area. Chairman Tippettt said that those efforts echoed the community support the NCTA received at their public meetings. Mr. Joyner commented that they challenged the group in Gaston County to form a committee such as this to provide an opportunity to find additional funding for the projects in their area that the tolls may not cover, which may create the need for a down payment. He said the group in Charlotte was a tremendous model for the communities to follow to come up with additional funding sources for the projects.

The meeting was adjourned at 2:05 p.m.

Minutes prepared by Jane Strickland.