



STATE OF NORTH CAROLINA  
**TURNPIKE AUTHORITY**

MICHAEL F. EASLEY  
GOVERNOR

1578 MAIL SERVICE CENTER, RALEIGH, N.C. 27699-1578

DAVID W. JOYNER  
EXECUTIVE DIRECTOR

**BOARD OF DIRECTORS MEETING  
MINUTES**

Wednesday, August 15, 2007  
Board Room, NCTA Offices

Members present: Lyndo Tippet, Chairman  
Perry Safran, Secretary/Treasurer  
Lanny Wilson, Vice-Chairman  
John Culbertson  
Anthony Fox  
Sang Hamilton, Sr.  
Bill Lackey  
Bob Spencer  
Robb Teer

Also attending: David Joyner, Executive Director

Chairman Tippet called the meeting to order at 1:31 pm. He read the State Ethics Act statement.

Chairman Tippet began the public input session. The following people addressed the Board:

- 1) Ernst Vanderwalt, Stallings, Against Route 18 (CARE)
- 2) Steve Blakely, Monroe, Against Route 18 (representing Hendrick Automotive)
- 3) Bill Daleure, Monroe, Against Route 18 (representing Crosland Development – Fairhaven)
- 4) Dr. Kathi Drumm, Central Piedmont Community College, Against Route 18
- 5) Brian Matthews, Stallings, Against Route 18
- 6) Hazen Blodgett, Matthews, Against Route 18
- 7) Russ Catania, Apex, Against Tolls on I-540

Chairman Tippet thanked all speakers for coming and stated that the comments would be recorded with the minutes of the meeting (see attached).

Chairman Tippet called on Secretary-Treasurer Perry Safran for approval of the June minutes. The minutes were approved as presented.

Karen Hedlund with Nossaman and Carol Rein with UBS provided information on private financing solicitation.

*Committee Reports:*

*Executive Committee:* Chairman Tippet stated that the committee met August 2 and had no action items to report. The committee discussed the inability to obtain gap financing through the legislative process, adding that these issues are being worked on at this time. He added that he believed the NCTA had succeeded in defining legislative concerns and issues and would continue to work on those. Lanny Wilson made a motion that the NCTA go on record urging the NC General Assembly to approve gap funding for the projects as soon as possible. The motion was seconded by Mr. Spencer. The motion was approved 8 to 1.

*Operations and Personnel Committee:* Sang Hamilton stated that the Operations and Personnel Committee met and reported that the committee received an update on the tag and reader study. Also discussed was the tag and reader vendor selection, the cash-versus-cashless study for Triangle Expressway, transponder records privacy issues and the additional office space lease. The committee had no action items.

*Plans and Programs Committee:* John Culbertson reported that the committee met and discussed the proposed NCTA right-of-way procurement policy. The committee decided to form a task force to review the procurement processes. Mr. Culbertson made a motion that the NCTA initiate a new solicitation for general engineering consultant services. Mr. Teer made a substitute motion to defer action on this item for six months. The vote was five in favor and four against. The motion carried. The committee received a legislative update and status report for each project. Mr. Culbertson thanked Reid Simons and David Joyner for their efforts to secure gap funding for the projects. Mr. Wilson asked that the NCTA study the feasibility of tolling a portion of the Wilmington Bypass to fund the gap on the Cape Fear Skyway. Mr. Wilson added that the Wilmington MPO adopted a resolution to support gap funding for all the NCTA projects and that copies would be provided to the legislature. Mr. Wilson encouraged other MPOs to take similar action. Mr. Culbertson made a motion from committee to study the feasibility of tolling a portion of the Wilmington Bypass to fund the gap on the Cape Fear Skyway. The motion was approved unanimously.

*Finance Committee:* Bob Spencer stated that the Finance Committee met and reported that the committee had several action items. Mr. Spencer made a motion from committee to adopt a resolution to request staff to explore the potential for private sector financing of the gaps, through private debt or equity arrangements, for the turnpike projects (NCTA Board resolution number 2007-1). The motion was unanimously approved. Mr. Spencer made a motion from committee to approve a supplemental agreement with HNTB in the amount of \$2.3 million, which was seconded by Mr. Culbertson and approved unanimously. Mr. Spencer made a motion from committee to approve a supplemental agreement with Mulkey Engineers & Consultants in the amount of \$570,500, which was seconded by Mr. Culbertson and approved unanimously. Mr. Safran stated that he voted against the motion in the committee meeting; however after review, he changed his vote in favor of the motion. Mr. Spencer

made a motion from committee to approve a supplemental agreement with PBS&J in the amount of \$560,500, which was seconded by Mr. Lackey and approved unanimously. Mr. Spencer made a motion from committee to approve a supplemental agreement with Davenport & Company in the amount of \$25,000, which was seconded by Mr. Hamilton and approved unanimously. The committee discussed the process for private gap financing solicitation and a plan for revenue and bond financing. Mr. Wilson made a motion to adopt a corridor protection map for the Triangle Expressway upon completion of the FONSI portion of the environmental process. The motion was seconded by Mr. Teer and unanimously approved. Mr. Wilson made a motion to encourage the Executive Director to work with NCDOT to provide up-front right-of-way allocations to allow the NCTA to move forward with right-of-way acquisition recognizing that delay would increase the acquisition costs. The motion was unanimously approved.

*Executive Director's Report:* David Joyner welcomed John Freudenberg to the NCTA staff as Sr. ITS Analyst. Mr. Joyner reported that the NCTA Board would meet September 19 at the NCTA offices, and the Executive Committee would meet September 6 at the Highway Building. Mr. Joyner recognized Jim Carpenter with the Union County Chamber of Commerce who made a brief statement. Mr. Carpenter stated he was very pleased with the progress of the Monroe Connector/Bypass and that MUMPO was ready to designate the entire route as a toll road. He expressed thanks to Mr. Joyner and Ms. Simons for their assistance in moving the projects along. Mr. Joyner recommended that the October Board meeting be held in Raleigh and not Wilmington. He thanked Mr. Culbertson for his time and service on the NCTA Board.

The meeting was adjourned at 2:52 pm.

***Minutes prepared by: Jane Strickland***

**Attachment to August 15, 2007 Board Minutes  
Public Input Session Comments**

**Ernest Vanderwalt, Stallings, Against Rt 18 (Citizens Against Route 18)** – Mr. Vanderwalt stated that the group recently learned of this option and it would have a significant impact on the community. He said that the group is not against the road because they also have to deal with the congested roadways; however, it needs to be the best option for the entire community. Mr. Vanderwalt said that a developer and builder for the Fairhaven Subdivision would address the Board later. He added that a number of schools and churches would be affected by this option, and that Ed Davis, Union County Public Schools Superintendent, said that the School Board of Education would have a meeting September 4, but they had not had time to study and formulate an official opinion. Mr. Vanderwalt referenced a study that was performed which dealt with air quality and the effects on lung development in children. This study is being looked at in more depth. He added that he would provide NCTA NEPA Engineer Jennifer Harris with copies of the report for any interested Board members. Mr. Vanderwalt stated that option 18 would significantly impact the community and would hem in the community between 485 and the new toll road. He said that air and noise pollution from the proposed roadway would increase, stating that it was his belief that any traffic engineer would agree that the noise level would increase by five decibels. Mr. Vanderwalt said that this area is very populated and that many people would have to be relocated if option 18 were chosen. He said that many intermittent streams were present in the area and designated 303D under the Clean Water Act. Mr. Vanderwalt concluded by stating that he had a petition against option 18 signed by 800 citizens of the community. He presented the petition to the Board.

**Steve Blakely (Kimley Horn), Monroe, Against Rt 18 (representing Hendrick Automotive)** – Mr. Blakely stated that he has been meeting with NCTA staff and thanked them for their time and attention. He said that he had three primary points relative to route 18 and route 2: first, route 18 has all the non-toll traffic staying on 74E and converging together in a short time frame in terms of distance, so a big bottleneck of traffic would occur in that area; second, that Central Piedmont Community College and Hendrick Automotive own a total of 250 acres and that the Charlotte Area Transit System (CATS) has plans for an end-of-line system for the southeast corridor ending in that area, which will require access and will not be complimentary for traffic off 74 into the three large facilities; and his third point concerned safety issues. He added that he felt route 2 would better serve this traffic.

**Bill Daleure, Monroe, Against Rt 18 (representing Crosland Development Fairhaven)** - Mr. Daleure said that there were numerous reasons he is against this option. He said that he was looking at this on the expense and permit side as a developer as well as recognizing that the NCTA needs to have a successful first toll road to go through smoothly. He said that route 18 would not let that happen. He said that this would impact creeks, streams and wetlands, some of which would be preserved in the Fairhaven Subdivision. He added that the 1000-foot study area goes through the center of the neighborhood and would take out numerous homes and the swim club and would split the neighborhood. He said that he estimated the cost to

rebuild the water infrastructure at \$80 million. His second point was the many lawsuits that would result and that the NCTA needed successes and plans for routes that would take the road to fruition with support from Charlotte developers and builders. He asked that the Board please look at all factors when making decisions regarding this roadway.

**Dr. Kathi Drumm, Central Piedmont Community College, Against Rt 18 – Dr.**

Drumm said that the college serves 70,000 students, 11,000 of which attend the Ravine Campus located at the intersection of 485 and 74. She said that the college is in agreement with the local towns in the area and oppose route 18 as an option for three reasons. First, it would further complicate access to the campus. Second, it would further increase accidents at the intersections, which are already occurring; and third, placement of the roadway in that area would infringe upon the Ravine Campus because the proposed route 18 would take a portion of the campus. Dr. Drumm asked that the Board please consider this in making decisions regarding the project.

**Brian Matthews, Town Manager of Stallings, Against Rt 18 – Mr.**

Matthews said that he was accompanied by the Mayor of Stallings and wanted the Board to be able to put a name with their faces. He said that they had sent letters opposing route 18 and route 3 but supporting route 2. He said that he personally felt that Stallings was in a unique position in that both routes affected the town because both would end there and they had gone on record supporting route 2 and opposing route 18 for many of the same reasons as the other speakers. One reason is the impact on the Fairhaven Subdivision, stating that route 18 would take out homes in the subdivision and decrease tax values. He added that Stallings is very unique geographically because they are very long, and route 18 would add another disconnect, as they are already disconnected by 74. He stated that Matthews had concerns about the interchange that would be created and Stallings would also have to deal with that since the town shares many boundaries with Matthews. He said that there was much support for route 2 but not route 18 and asked that this be considered.

**Hazen Blodgett, Matthews, Against Rt 18 – He**

said the biggest concern for Matthews is that route 18 would terminate at the intersection of 74 and 485. They think this would create a super interchange by their standards and worry about safety. Although accidents that occur at that interchange are the primary responsibility of the Highway Patrol, he received information from the police chief that over 120 accidents occurred in that location over the past 18 months. The concern is if another highway-quality interchange is added, it would create a super interchange that would be very hard to govern because motorists would be traveling at a very high rate of speed and would have to make decisions very quickly on where to go. He added that the police chief said that the existing interchange already has design problems and that in the winter there are problems with ice, adding to the collisions. He said that DOT put up guide wires that were helpful, but when a call comes in to the 911 dispatch, Stallings dispatches emergency vehicles. It is already hard enough to say inner or outer loop and if a third interchange is added, the response time for emergency vehicles would be decreased. He asked the Board to please consider this in moving forward.