

North Carolina Turnpike Authority

A Business Unit of the North Carolina Department of Transportation

Annual Report

2019

Fiscal Year ended June 30, 2019



Prepared by
The Finance Department
of the North Carolina Turnpike Authority



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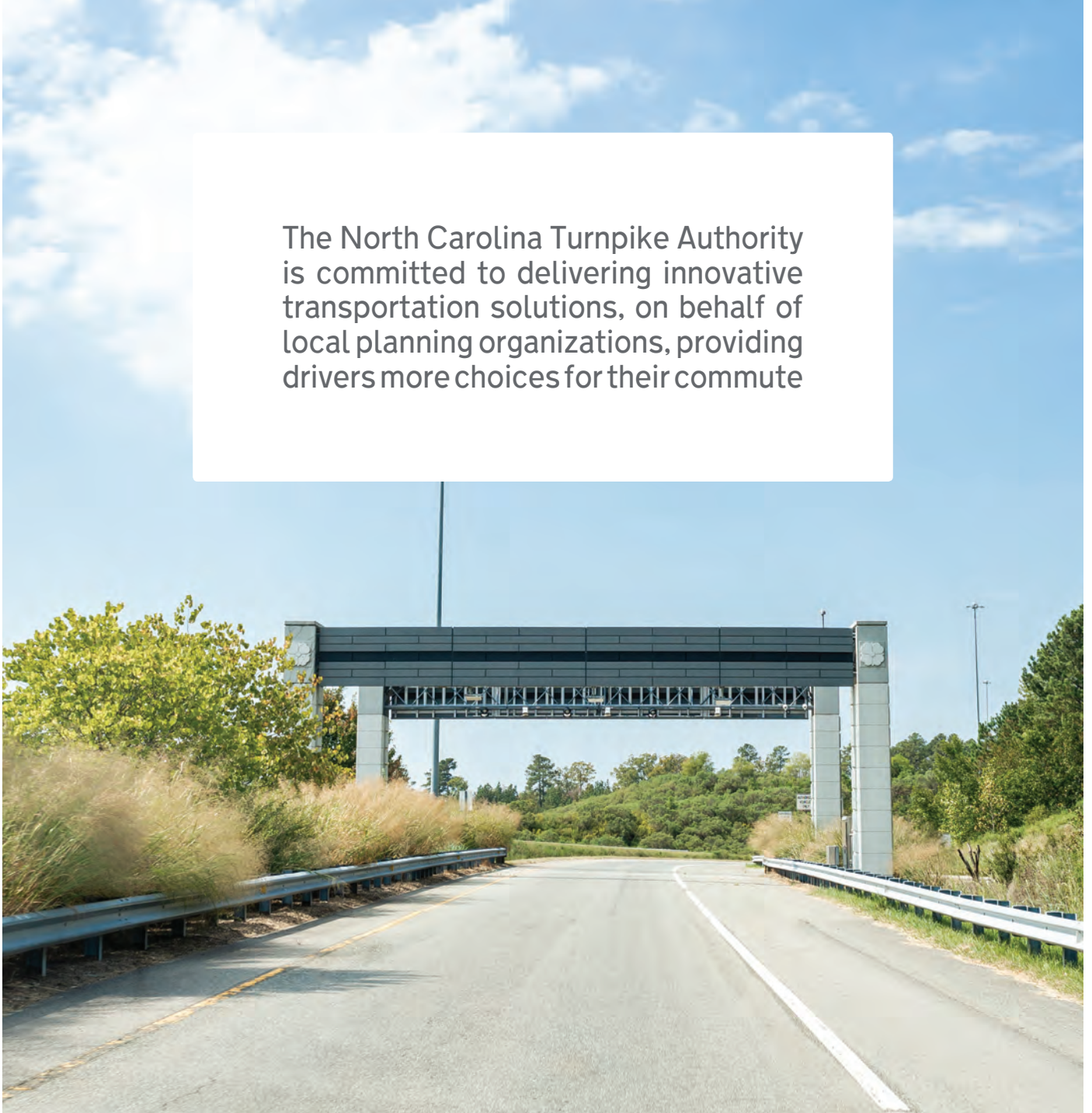
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Mission Statement

The North Carolina Turnpike Authority is committed to delivering innovative transportation solutions, on behalf of local planning organizations, providing drivers more choices for their commute







STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

October 31, 2019

MG(R) James H. Trogdon, III, P.E., Secretary
North Carolina Department of Transportation
1 S. Wilmington Street
Raleigh, North Carolina 27601

Dear Secretary Trogdon:

The Finance Department of the North Carolina Turnpike Authority is pleased to submit the Comprehensive Annual Financial Report for the fiscal year ended June 30, 2019. The enclosed report reflects management’s representation of NCTA’s finances and serves to highlight the Authority’s achievements over the last fiscal year as well as our ongoing commitment to supporting North Carolina’s transportation system.

The Authority’s first project, the Triangle Expressway – part of the outer loop around Raleigh, opened fully to traffic in 2013 and has exceeded initial projections for transactions by 12 percent, and revenue by 30 percent. During Fiscal Year 2019, average weekday traffic on the Triangle Expressway grew between five and ten percent. The Complete 540 project, which will extend the existing Triangle Expressway from the N.C.55 Bypass in Apex to U.S. 64 in Knightdale will provide another transportation option for commuters south and east of Raleigh. Construction is set to begin in late 2019 and Phase I is scheduled to open to traffic in 2023.

In November 2018, the Authority opened one of the most anticipated projects in the Charlotte region, the Monroe Expressway. Over 15 million transactions occurred along the Monroe Expressway during the first seven months of operation. In May, S&P Global Ratings upgraded its long-term rating on the Authority’s Monroe Expressway Senior Toll Revenue Bonds and Transportation Infrastructure Finance and Innovation Act (TIFIA) loan to BBB from BBB-.

In June 2019, the northern section of the I-77 Express Lanes opened to traffic. NCTA is responsible for transponder account management, billing and customer service for the express lanes. The remainder of the lanes are scheduled to open later this fall and NC Quick Pass is preparing for the additional transactions that the southern section will bring.

We thank you for your continued support as we work to carry out our mission of delivering innovative transportation solutions for the citizens of North Carolina.

Respectfully Submitted,

James J. Eden
Executive Director

David Roy
Director of Finance & Budget

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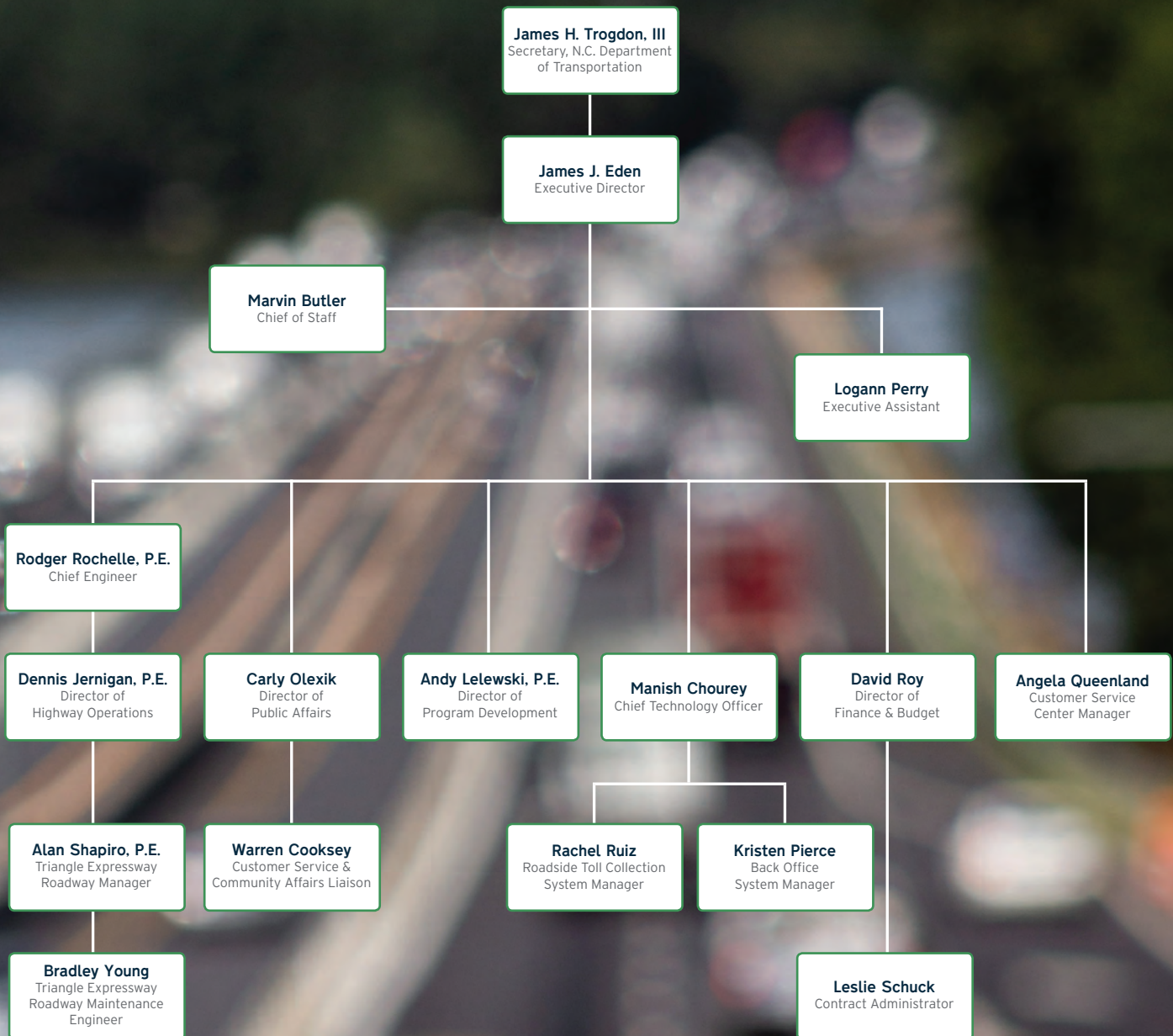
Website: www.ncdot.gov

The North Carolina Turnpike Authority

In October 2002, legislation was passed authorizing the creation of the North Carolina Turnpike Authority with the purpose to study, design, plan, construct, own, finance and operate a system of toll roads, bridges, and/or tunnels supplementing the traditional non-toll transportation system serving the citizens of North Carolina (NC General Statute §136-89.182). By action of the North Carolina General Assembly, effective July 27, 2009, the Turnpike Authority became a part of the North Carolina Department of Transportation, a public agency of the State of North Carolina.



Organizational Structure



Board of Directors

The Turnpike Authority is governed by a nine-member Board of Directors consisting of four members appointed by the General Assembly of North Carolina (two members appointed by the President Pro-Tempore of the Senate and two members appointed by the Speaker of the House of Representatives), four members appointed by the Governor of the State, and the North Carolina Secretary of Transportation. The Chair of the Board is selected by the Turnpike Authority Board. James H. Trogdon, III, the NCDOT Secretary of Transportation, currently serves as the chair of the Turnpike Authority Board.

As of June 30, 2019, there was one vacancy on the Turnpike Authority Board of Directors.

Members of the Board



James H. Trogdon III



Perry Safran



Robert D. Teer Jr.



Scott Aman



Jim Crawford



Montell W. Irvin



Chuck L. Travis III



Jim Walker



Vacancy

Board Authority

On July 23, 2010, the following powers were delegated by the North Carolina Secretary of Transportation to the Turnpike Authority Board of Directors:

- Fix, revise, charge, and collect tolls and fees for the use of Turnpike Projects pursuant to NCGS §136-89.183 (a)(5);
- Issue bonds or notes of the Turnpike Authority pursuant to NCGS §136-89.183(a)(6);
- Invest the proceeds of bonds or notes of the Turnpike Authority that are pending disbursement or other idle funds of the Turnpike Authority in any investment authorized by NCGS §159-30 pursuant to NCGS §136-89.183 (6a); and,
- Exercise such additional powers as shall be necessary for the financing of Turnpike Projects through compliance with the associated bond documentation, including complying with any arbitrage, rebate or other federal tax filings and providing for secondary market disclosure; provided any such additional power may be subjected to conditions, including the involvement and participation of other portions of the North Carolina Department of Transportation, which are stated within the bond documentation and executed by the Secretary acting as the Secretary.

Toll Rate Policy

On September 17, 2008, the Turnpike Authority Board of Directors adopted a toll rate policy (the “Toll Rate Policy”), which provides guidelines pursuant to which the Turnpike Authority shall establish and adjust toll rate schedules for its projects. Pursuant to the Toll Rate Policy, the Turnpike Authority is required to hire a Traffic Consultant to prepare a Traffic and Revenue Report for each of its projects and forecast the projected traffic and toll revenue to be generated. After receipt of such Traffic and Revenue Report, the Toll Rate Policy directs the Turnpike Authority Board of Directors to adopt a toll rate schedule that forecasts revenue on the project that are at least the same level as the revenue set forth in the Traffic and Revenue report.

Under the Toll Rate Policy, an increase in the toll rates is required each year unless the Turnpike Authority provides to the Trustee (1) a resolution of the Turnpike Authority's Board directing that the toll rates will not be increased or will be increased in a lesser amount than assumed in the Traffic and Revenue Report; (2) a certificate of an officer of the Turnpike Authority to the effect that NCTA is in compliance with all applicable rate covenants in the Trust Agreement and all other documents for the Bonds issued to finance its projects; and (3) a report of the Traffic Consultant showing that for each succeeding fiscal year through the final maturity date for all indebtedness issued to finance the project, the forecasted revenues in each such fiscal year would be such that one dollar of additional senior lien indebtedness could be issued by the Turnpike Authority in compliance with the requirements of the additional debt limitations set forth in the documents related to all bonds issued to finance the project.

The Turnpike Authority Board of Directors has adopted toll rate schedules for both the Triangle Expressway and Monroe Expressway projects based on their respective Traffic and Revenue Reports. The toll rate schedules for each facility provide the toll rates for every year through the final maturity date for all indebtedness issued to finance each project. Toll rates on both facilities increase each January 1 based on the approved toll rate schedules. In Calendar Year (CY) 2018, the average cost per mile for customers on the Triangle Expressway in a Class 1 (two-axle) vehicle paying with a transponder was \$0.17 and in CY 2019, the average cost per mile increased to \$0.18. In CY 2019, the average cost per mile for customers on the Monroe Expressway in a Class 1 (two-axle) vehicle paying with a transponder is \$0.14.

NC Quick Pass®



Fiscal Year 2019 proved to be the most active year for NCTA's NC Quick Pass program to date, with all-time highs observed over multiple metrics, most directly attributable to the Monroe Expressway and I-77 Express Lanes projects opening to traffic.

Fiscal Year 2019 Highlights

NEW NC Quick Pass E-ZPass Flex

Customers were introduced to a new transponder option, the NC Quick Pass E-ZPass Flex, offered to allow drivers with three or more occupants in the vehicle (otherwise known as high-occupancy vehicle, or HOV) to travel toll-free in the I-77 Express Lanes.

Over
13,500
NC Quick Pass E-ZPass Flex
Transponders Sold

NEW NC Quick Pass HOV Account

NC Quick Pass announced a new HOV Account specifically for customers looking to travel toll-free in the I-77 Express Lanes.

Over
1,400
HOV Accounts
Established

NEW NC Quick Pass Application

For HOV Account holders, as well as all customers without the Flex transponder, NCTA launched a new NC Quick Pass HOV website/application in late 2018, necessary to set HOV status and travel the I-77 Express Lanes toll-free.

Over
6,500
NC Quick Pass HOV App
Downloads



Over
213,000
Transponders Sold
110% YOY increase



Nearly 40,000 total transponders were sold in June 2019, almost 70% higher than the previous monthly record.



NC Quick Pass
60% of transponders sold



NC Quick Pass E-ZPass
28% of transponders sold



NC Quick Pass E-ZPass Flex
8% of transponders sold

All other transponders account for 4% of total.

Over
83,000
NC Quick Pass Accounts Established
101% YOY increase



The FY 2019 total is more than double the accounts established during the previous fiscal year.

New Bill by Mail (BBM) customers are established with NC Quick Pass when invoices are generated for first-time users on an NC toll facility. Invoices are mailed to these customers via NC Quick Pass's BBM program.

Over
845,000
New BBM Customers
155% YOY increase

Over
3.74M
Invoices Mailed & Emailed



A record number of first-time users was observed in June 2019 with over 170,000 new BBM customers.

Customer Service Centers

In anticipation of opening the Monroe Expressway and I-77 Express Lanes to traffic during FY 2019, NCTA opened two new NC Quick Pass customer service centers in the Charlotte area. Both service centers opened their doors to customers on October 2, 2018, increasing the number of service centers to three across the state. The original customer service center is co-located with the operations call center near the Triangle Expressway in Morrisville, NC.

All three centers provide customers with options to:

Open or manage accounts

Purchase transponders

Add funds to their account

Settle disputes

Pay invoices

Over
32,600
Customers Served in Person
65% YOY increase

Over
40,000
Calls Handled
22% YOY increase



A record total in any 12-month period and a 22% increase over the previous fiscal year.



As directed by North Carolina General Statute § 136-89.193(b) and Section 3.1 of Session Law 2016-90, the NCTA and the NCDOT report that there were no one-time toll facility users who were charged more than \$50 in processing fees imposed under G.S. 136-89.215 and civil penalties under G.S. 136-89.216.

Interoperability

NCTA's NC Quick Pass remains the most interoperable toll collection program in the country. First established between 2013 and 2015, NC Quick Pass maintains partnership agreements with E-ZPass®, Florida's SunPass® and Georgia's Peach Pass®. The partnership with E-ZPass allows more than 35 million drivers who have E-ZPass transponders to use toll facilities in NC, while also allowing all 17 E-ZPass agencies to accept NC Quick Pass as a form of payment. Similar agreements with SunPass and Peach Pass offer numerous toll payment options for travelers in the southeastern United States.

The agreements with E-ZPass, SunPass and Peach Pass have expanded the versatility of the NC Quick Pass system and allowed NC Quick Pass to be the premiere transponder program along the East Coast. Additionally, during FY 2016, the Turnpike Authority received the President's Award from the International Bridge, Tunnel and Turnpike Association for their Multi-Agency Interoperability Program. This award is considered the highest honor within the international toll industry.



5.9 million
Out-of-state customers
using NC toll facilities
16% YOY increase

2.1 million
NC Quick Pass customers
using out-of-state facilities
27% YOY increase

Safety

Highway Patrol

One of the primary missions of the North Carolina State Highway Patrol (“Highway Patrol”) is to ensure safe, efficient transportation on our streets and highways. The Turnpike Authority has two troopers from Troop C patrolling the Triangle Expressway and two from Troop H patrolling the Monroe Expressway. Each facility is patrolled two full shifts per day including one each during the morning and evening peak periods.

Wrong-Way Vehicle Detection Program

When constructed in 2012, the Triangle Expressway was one of the most innovative roadways of its time. The all-electronic tolling technology used to collect tolls also included a Reverse Vehicle Notification system that alerts operators in the Traffic Management Center (TMC) if a car travels under a toll gantry in the wrong direction. In addition to the legacy system, four different wrong-way vehicle (WWV) technology systems have since been installed as part of a pilot research program on the Triangle Expressway to alert drivers they are traveling in the wrong direction. WWVs are automatically detected and captured on video, and alerts are sent to TMC operators. Electronic signs are activated immediately to alert the driver that they are travelling in the wrong direction.

WWVs at some interchanges on the Monroe Expressway in Union County will see upgraded pavement markings that look normal when traveling in the correct direction but illuminate with messages or symbols in bright red to drivers that are travelling in the wrong direction. Quickly notifying the driver is the safest and most effective way of preventing a wrong way driver incident. NCTA continues to search for advanced technologies such as these to provide the safest facilities possible for our customers



Incident Management Assistance Patrol (IMAP)

Since 2015, State Farm has served as the official sponsor of N.C. Department of Transportation's Incident Management Assistance Patrol (IMAP) program, a free service that provides roadway assistance to stranded motorists, regardless of their insurance provider. IMAP services include changing flat tires, providing fuel, jump-starting batteries, clearing roadways and providing temporary traffic control to help keep major North Carolina roadways safe. In addition, IMAP provides assistance to law enforcement and first responders during incidents. The Turnpike Authority utilizes dedicated IMAP resources during weekday hours on both the Triangle Expressway and Monroe Expressway, supporting motorists in need during inclement weather events (hurricanes, snowstorms, etc.), as well as informing the Traffic Management Center (TMC) of road conditions.

Fiscal Year 2019 Highlights

757 IMAP responses on
the Triangle Expressway

479 IMAP responses on
the Monroe Expressway



Technology

Tri-Protocol Transponder Reader Technology

The North Carolina Turnpike Authority continues to pioneer new technologies in the tolling industry with a direct mission to enhance customer service. In September 2017, NCTA became the first toll agency in the nation to read all three transponder protocols being considered for national interoperability, directly supporting the Moving Ahead Progress in the 21st Century Act's (MAP-21) efforts for nationwide interoperability on electronic toll collections programs. More specifically, NCTA successfully replaced the legacy transponder reader technology on 80 tolled lanes of the Triangle Expressway with tri-protocol reader technology. The implementation was completed over a few months under live traffic, without interruption to toll collection activities and minimizing impacts to NC Quick Pass customers. Ultimately, the tri-protocol reader implementation allowed NCTA to introduce free local transponders and reduced cost E-ZPass interoperable transponders to its customers.



The North Carolina Turnpike Authority's tri-protocol retrofit project won the International Bridge, Tunnel and Turnpike Association's (IBTTA) Toll Excellence Award for Technology in 2018, the highest honor bestowed internationally for excellence in tolling.



Connected & Autonomous Vehicles

In December 2016, the Turnpike Authority submitted a proposal to the United States Department of Transportation to be designated as an autonomous vehicle proving ground. NCTA was selected as one of 10 national sites in January 2017. This is part of NCTA's commitment to customer safety and staying on the forefront of emerging technologies. NCTA wants to ensure our infrastructure is ready and capable of supporting advanced vehicle technologies. NCTA has two technologically advanced facilities that can be used for connected vehicle communication, the Triangle Expressway and Monroe Expressway. Recently, NCTA collaborated with General Motors to demonstrate their Cadillac Super Cruise™ technology and with Volvo and FedEx for the first U.S. demonstration of platooning technology that partnered a truck manufacturer, a major shipping company and an infrastructure owner.

Looking Ahead

Looking ahead, NCTA's toll collection system is currently undergoing a modernization to better accommodate future statewide toll facilities and to provide flexibility with emerging and evolving technologies in multiple associated arenas (credit cards, geo-fencing, automotive, etc.). NCTA's significant technology investment includes a cloud-based NC Quick Pass toll system that will also enable numerous enhancements to customer-facing account management activities. In addition, NCTA continues to look at new e-commerce technologies that will provide outstanding customer service and more convenient payment options to all NC Quick Pass customers while also increasing NCTA's toll collection efficiencies.





Public Outreach & Marketing

Fiscal Year 2019 Highlights

44K

residents
reached

122

community
events attended

23M

marketing campaign
impressions

Charlotte Area

The North Carolina Turnpike Authority continues to implement innovative ways to reach customers and communities. FY 2019 brought connectivity and congestion relief in North Carolina's largest city, with the opening of two major projects.

As the Charlotte area is the latest market for NC Quick Pass and the Turnpike Authority, a comprehensive marketing campaign was implemented between October 2018 and March 2019, resulting in:

- 23M marketing campaign impressions
- 56,228 marketing campaign clicks

Public outreach has also increased significantly, promoting the NC Quick Pass program to more than 44,000 people around the Charlotte region through participation in more than 122 community events during FY 2019.



Nextdoor

As part of the Nextdoor public agency pilot program, the Turnpike Authority has now adopted the social media platform as a standard communication practice for all major outreach efforts. The Turnpike Authority's Nextdoor account has access to more than 1.5 million users, which represents about 20% of households in North Carolina. The Turnpike Authority can post messages, share meeting and event invitations, construction and traffic updates, as well as emergency alerts. Messages can target the state, counties, or specific neighborhoods, depending on the communication objective. Nextdoor accounts serve as a direct link into the neighborhoods and communities with critical messaging to share during project construction and during emergency situations. As the pilot program continues, the Authority is refining the use and developing best practices for incorporating tools like Nextdoor in communications efforts to reach residents where they are.

NC Quick Pass

NCTA and NC Quick Pass representatives spent a significant amount of time regarding marketing and public outreach activities during FY 2019, especially in consideration of the new project openings. NCTA worked with an advertising agency to develop an advertising campaign and to obtain sponsorships and partnerships with local organizations. Common objectives included increasing awareness of the NC Quick Pass program and educating the public on how tolling works, as well keeping residents informed of construction progress and anticipated openings. NCTA established partnerships with the Carolina Panthers, Wingate University and the Charlotte Knights, while the advertising campaign focused on reaching the public via print, radio, digital, social, native and out-of-home advertising, including approximately 620,000 mailers to residents located near the new projects. In addition, NCTA and NC Quick Pass representatives initiated multiple contacts with local businesses, organizations and municipalities in the Charlotte area and directly interfaced with more than 5,300 residents at local community events.



Looking Ahead

Looking ahead to Fiscal Year 2020, NCTA is preparing for two major projects around the state to begin construction. New marketing and communication materials and tactics, based on data and customer feedback will be incorporated to ensure communities around the state are well-informed about NC Quick Pass and Turnpike Authority projects.

Turnpike Authority Projects

3



Open to Traffic

Monroe Expressway
I-77 Express Lanes
Triangle Expressway

2



Under Construction Contract

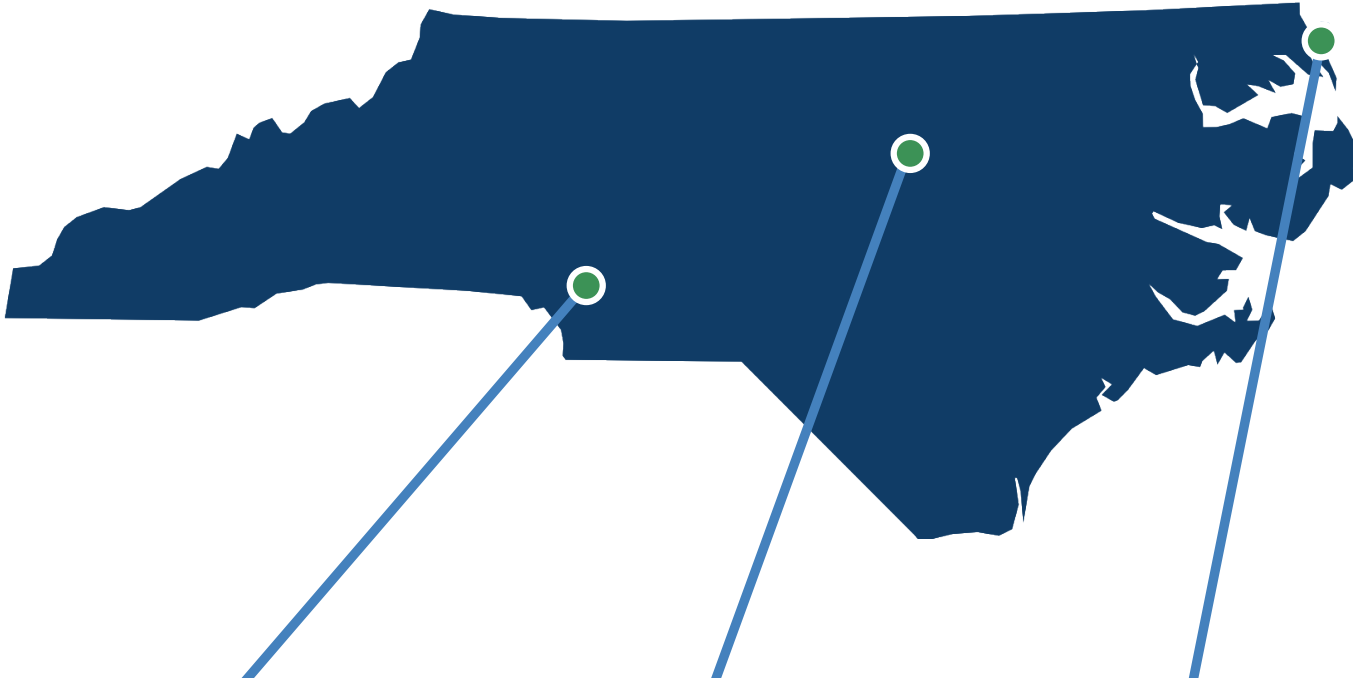
I-485 Express Lanes
Complete 540

2



Under Development

U.S. 74 Express Lanes
Mid-Currituck Bridge



Charlotte Area

- **Monroe Expressway**
- **I-77 Express Lanes**
Partially open to traffic
- **I-485 Express Lanes**
Construction began August 2019
- **U.S. 74 Express Lanes**

Raleigh Area

- **Triangle Expressway**
- **Complete 540**

Outer Banks

- **Mid-Currituck Bridge**

Project status as of June 30, 2019

- Open to Traffic
- Under Construction Contract
- Under Development

Triangle Expressway

North Carolina's first modern toll road, the Triangle Expressway, is a six-lane toll road that utilizes all-electronic tolling technology. The 18.8-mile facility was designed to eliminate the need for drivers to stop to pay a toll. Customers' license plates are identified while traveling at highway speeds through free-flow toll zones. The Triangle Expressway opened in phases between 2011 and 2013 with the final phase opening to toll traffic on January 2, 2013.

The Triangle Expressway has earned several major engineering awards, including: the American Council of Engineering Companies (ACEC) Grand Award for Engineering Excellence in Transportation, as well as the ACEC People's Choice Award in 2012, the Southeastern Association of State Highway and Transportation Officials (SASHTO) Best Use of Innovation in the Southeastern Region Award in 2013 and the American Concrete Pavement Association (ACPA) Gold Award for Excellence in Concrete Pavement in 2014.

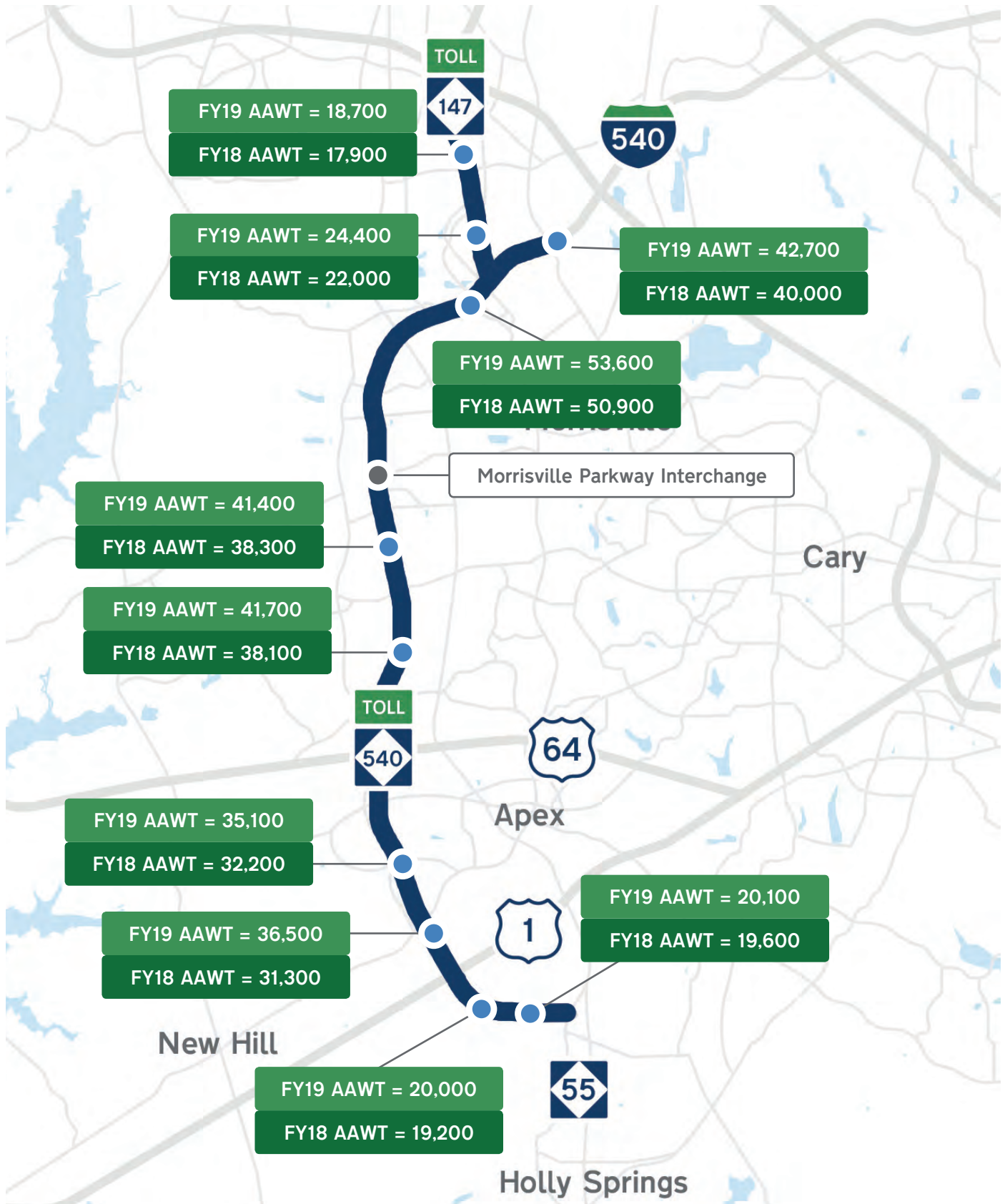
In April 2017, the Veridea Parkway interchange, previously named Old Holly Springs-Apex Road, opened to traffic. The Veridea Parkway Interchange is located between the U.S. 1 interchange and the N.C. 55 Bypass interchange on the southern end of the Triangle Expressway and provides a direct local link between the Triangle Expressway and Veridea Parkway/Old Holly Springs-Apex Road. The Veridea Parkway Interchange was paid for in part with proceeds of the 2009 toll revenue bonds.

State Transportation Improvement Program (STIP) Project U-5315 will extend Morrisville Parkway and construct an interchange with the Triangle Expressway to provide increased connectivity and access. Planning and design were managed by the Town of Cary, in coordination with NCDOT. The Turnpike Authority has allocated excess bond proceeds from the Triangle Expressway to partially fund STIP Project U-5315B (the interchange). Right-of-way acquisition is complete, and initial utility relocations were completed in 2018. The construction contract for the project was awarded in December 2017 and construction activities began shortly after. Work to construct the southbound entrance and exit ramps is ongoing, with associated Triangle Expressway lane closures. Work continues on Morrisville Parkway and the roundabouts. Approximately 90% of the earthwork for the project is complete. The project incurred some delay in scheduled opening due the relocation of the toll zones from the ramps to the mainline north of the interchange. The newly selected Triangle Expressway roadside toll collection system (RTCS) integrator, Kapsch, started planning/design work for the adjacent mainline toll zones. Opening to traffic is scheduled for early 2020.

Traffic

As part of its Intelligent Transportation System (ITS) operations, the Turnpike Authority maintains a system of vehicle detectors that continuously measure traffic volumes and speeds along the Triangle Expressway. Traffic volumes along the project corridor have continued to increase during FY 2019, with year-over-year growth averaging 7.7%. Average annual weekday traffic (AAWT) volumes for FY 2018 and FY 2019 are presented on the project map on the following page.

FY 2018 & 2019 Annual Average Weekday Traffic (AAWT)

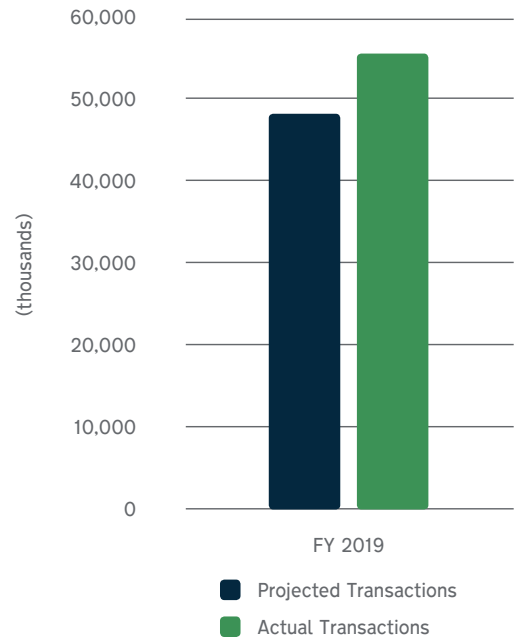


Transactions & Revenue

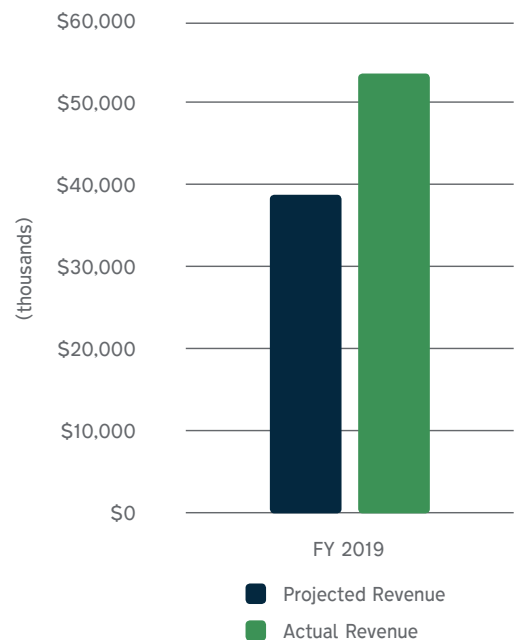
The Triangle Expressway has seen six consecutive fiscal years of transaction and revenue growth. Transactions and revenue continue to exceed projections from the 2009 investment grade Traffic and Revenue Report prepared by CDM Smith. Project to date, transactions and revenue have exceeded the 2009 projections by 12 and 30 percent, respectively. The tables below show the number of toll transactions as well as actual revenue earned on the Triangle Expressway in Fiscal Year 2019. Actual revenue is on a cash basis and is inclusive of the following:

- Toll Revenue
- Interest Earnings
- Processing Fees
- Credit Card Equity Fees
- Non-Sufficient Funds Fees
- Actual Damages

FY 2019	
Projected Transactions	48,466,000
Actual Transactions	55,711,406
Actual to Projected (%)	115%
Actual Transactions YOY Increase (%)	8.7%



FY 2019	
Projected Revenue	\$39,705,000
Actual Revenue	\$52,551,254
Actual to Projected (%)	132%
Actual Revenue YOY Increase (%)	7.4%



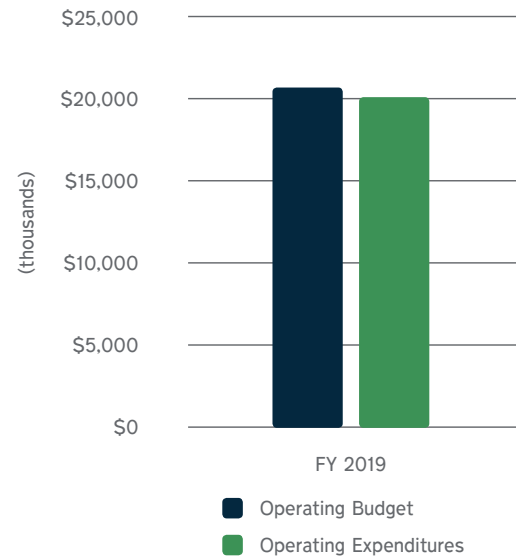
Operating Expenses

Operating Expenses for the Triangle Expressway include:

- NCDOT Personnel & Professional Consultant Labor
- Roadway Maintenance
- Toll Operations & Customer Service
- Service & Safety Patrols
- Marketing & Communications

Below is a breakdown of the operating budget and expenses for the Triangle Expressway for FY 2019. Operating expenses increased 11.7% in FY 2019 which can largely be attributed to increases associated with the back office system contract extension.

FY 2019	
Operating Budget	\$20,241,040
Operating Expenses	\$20,128,589



Monroe Expressway

The Monroe Expressway is a 19.8-mile, controlled-access greenfield toll road extending from U.S. 74 near I-485 in eastern Mecklenburg County to U.S. 74 between Wingate and Marshville in Union County. The expressway was included in the STIP as Projects R-3329 and R-2559. Monroe Bypass Constructors, LLC, serving as the Design-Build contractor for the project, achieved Substantial Completion by opening the expressway to traffic on November 27, 2018. Final completion is expected in the fall of 2019. The total estimated project cost is \$730.9 million.

As of June 30, 2019, all but 16 right-of-way parcels necessary to build the Monroe Expressway have been purchased or settled. All 16 outstanding parcels are in condemnation and expected to be settled within the next six months.

During the construction of the Monroe Expressway, contracts for the roadside toll collection system (RTCS) and electronic toll collection system (ETCS) were procured and awarded to TransCore and Kapsch, respectively. Both system integrators have completed all implementation and testing activities at all toll sites. NCTA elected to utilize existing vendor contracts for the back office system (BOS) integration and customer service center (CSC) operations staffing services (Operations) necessary to open the tolled expressway. The BOS contract with Conduent and the Operations contract with AECOM were amended during 2018 accordingly. In addition to increased staffing and management necessary to increase the tolling footprint in North Carolina, AECOM worked with NCTA to establish a new CSC in Monroe, NC adjacent to the project (opened in October 2018).

Traffic

As part of its Intelligent Transportation System (ITS) operations, the Turnpike Authority maintains a system of vehicle detectors that continuously measure traffic volumes and speeds along the Monroe Expressway. Average annual weekday traffic (AAWT) volumes for FY 2019 are presented on the project map on the following page.



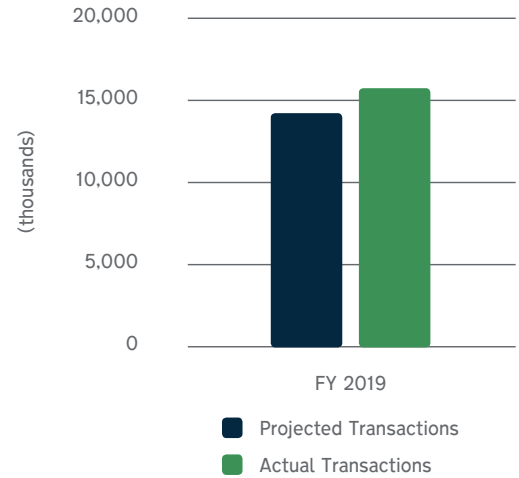
FY 2019 Annual Average Weekday Traffic (AAWT)



Transactions & Revenue

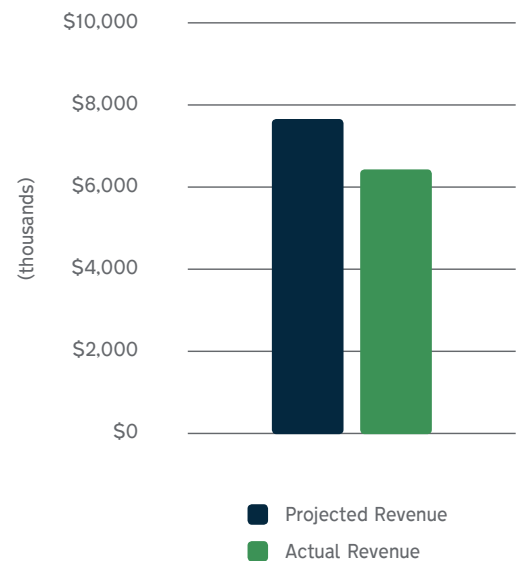
The Monroe Expressway has seen steady transaction and revenue growth in Fiscal Year 2019. Below is a table that shows the number of toll transactions compared to projections from the original 2016 investment grade Traffic and Revenue Report prepared by CDM Smith. FY 2019 transactions exceeded 2016 projections by eight percent.

FY 2019	
Projected Transactions	14,324,000
Actual Transactions	15,465,670
Actual to Projected (%)	108%



In FY 2019 the actual revenue received on the Monroe Expressway was 13 percent under projections, which was influenced largely by the timing of the bill by mail invoicing cycle, and the project opening in November of this fiscal year. The Traffic and Revenue Report assumes revenue occurs in the same fiscal year as the corresponding transaction, however, given the bill by mail invoicing cycle, there is a timing difference for when cash is received. Operating revenue for FY 2019 totaled \$9.5 million.

FY 2019	
Projected Revenue	\$7,519,000
Actual Revenue	\$6,516,170
Actual to Projected (%)	87%



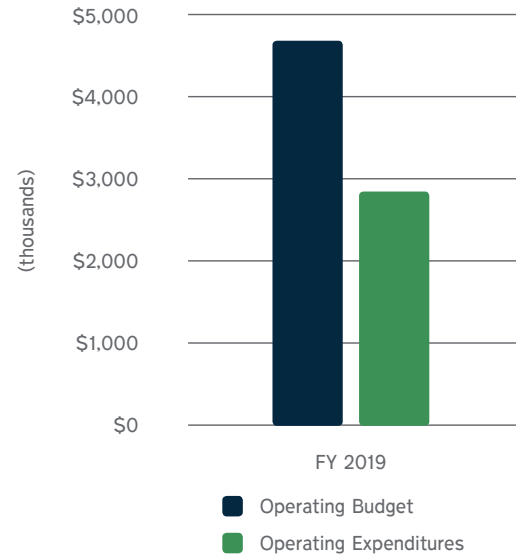
Operating Expenses

Operating Expenses for the Monroe Expressway include:

- NCDOT Personnel & Professional Consultant Labor
- Roadway Maintenance
- Toll Operations & Customer Service
- Service & Safety Patrols
- Marketing & Communications

Below is a breakdown of the operating budget and expenses for the Monroe Expressway for Fiscal Year 2019. The operating budget for FY 2019 is from the base case projections at financial close.

FY 2019	
Operating Budget	\$4,616,500
Operating Expenses	\$2,843,312





I-77 Express Lanes

Local planning organizations and NCDOT identified I-77 as a corridor that needed improvement to maintain and enhance current and future mobility in the Charlotte-Mecklenburg region. The I-77 Express Lanes project includes approximately 26 miles of corridor improvements between the I-77/I-277 junction in Charlotte and N.C. 150 in Mooresville (Mecklenburg and Iredell Counties) and is comprised of three NCDOT STIP Projects: I-3311C, I-5405 and I-4750AA. The corridor serves as the primary north-south connector through the region.

The I-77 Express Lanes project is the first toll project in the state delivered through a public-private partnership (P3). Cintra Infraestructuras, S.A. (Cintra) was selected in April 2014 to design, build, finance, operate and maintain the project. Cintra formed a special purpose vehicle for the project called I-77 Mobility Partners, LLC, including the design-build joint venture of F.A. Southeast, LLC and W.C. English, Inc., with lead design firm WSP (formerly Louis Berger Group). Construction on the express lanes began on November 15, 2015. On June 1, 2019, 13 miles of the I-77 Express Lanes, between the northern terminus at N.C. 150 and Hambright Road near I-485, opened to traffic. Construction continues to progress along the corridor and the remainder of the express lanes is expected to open to traffic in late 2019, with completion of all work on the corridor in 2020.

Some residents and local leaders have voiced concerns about the contract with I-77 Mobility Partners. NCDOT heard those concerns and, in the summer of 2017, utilized the services of an independent consultant, Mercator Advisors LLC, to conduct a formal, in-depth review of all aspects of the contract and compare it to similar P3 contracts in other states. Based on the Turnpike Authority's experience with tolling, large financial transactions and no prior involvement in the procurement and execution in the I-77 Express Lanes contract, Secretary Trogon tasked the Turnpike Authority with the selection of the consultant to conduct a thorough review of all aspects of the contract. Since the Turnpike Authority did not take part in the original I-77 contract negotiations, NCTA staff facilitated the review process, by supporting Mercator's data and logistical needs.

On August 10, 2017, Mercator released a draft report to receive public feedback. Residents provided feedback on the report through the NCDOT's website and by email. On September 19, 2017, Mercator released a final report of its review, which included public comments and concerns regarding the contract, and provided a list of options for NCDOT, as well as a high-level assessment of each of those options.

In December 2017, Secretary Trogon created a local advisory group, which consists of 11 representatives of cities, counties and chambers of commerce along the project's corridor. This group engaged in discussions of the options identified in the Mercator report and provided local input on the project for the Secretary to consider. The Turnpike Authority facilitated a series of meetings that took place between January 2018 and August 2018. NCTA gathered all feedback from the local advisory group, conducted further analysis on the options the group identified and categorized near-term and long-term potential improvements, which were reported back to the group in August 2018.

On August 15, 2018, Secretary Trogon announced the "improve, expand, protect" action plan to Improve the Comprehensive Agreement by negotiating better terms for drivers. Examples included amending the Agreement to allow for better transparency of toll rates, create pilot programs such as allowing medium sized trucks and frequent user discounts; expand options for drivers through non tolled capacity options such as peak period shoulder lanes; and protect the public by continuing to engage key public representatives in an open and transparent manner. Through this policy NCTA and NCDOT began negotiating an amendment to the Agreement to address the 'Improve' aspects. This amendment is expected to be complete and submitted to the NCGA in the fall of 2019. Specifically, this amendment would allow medium size trucks and trailers to use the express lanes under a three-year trial program, increase transparency on toll rates, and provide the NCDOT with the exclusive right to develop a toll rebate program. In addition, planning and preliminary design work has begun to institute peak period shoulder lanes in certain segments of the project.



Complete 540 Phase I

The proposed “Complete 540” project will extend the existing Triangle Expressway approximately 27 miles from the N.C. 55 Bypass in Apex to the U.S. 64/U.S. 264 (I-87) Bypass in Knightdale, completing the 540 Outer Loop around the greater Raleigh area. Two primary objectives for Complete 540 are to improve mobility within or through the study area during peak travel periods and to reduce forecast congestion on the existing roadway network within the project study area. A secondary objective of the completed 540 Outer Loop is to improve system linkage in the regional roadway network, which has been a goal of area planners for more than 40 years. It is expected that Complete 540 will benefit local commuters living south and east of Raleigh, as well as drivers taking longer trips through the Triangle region to and from the south and east.

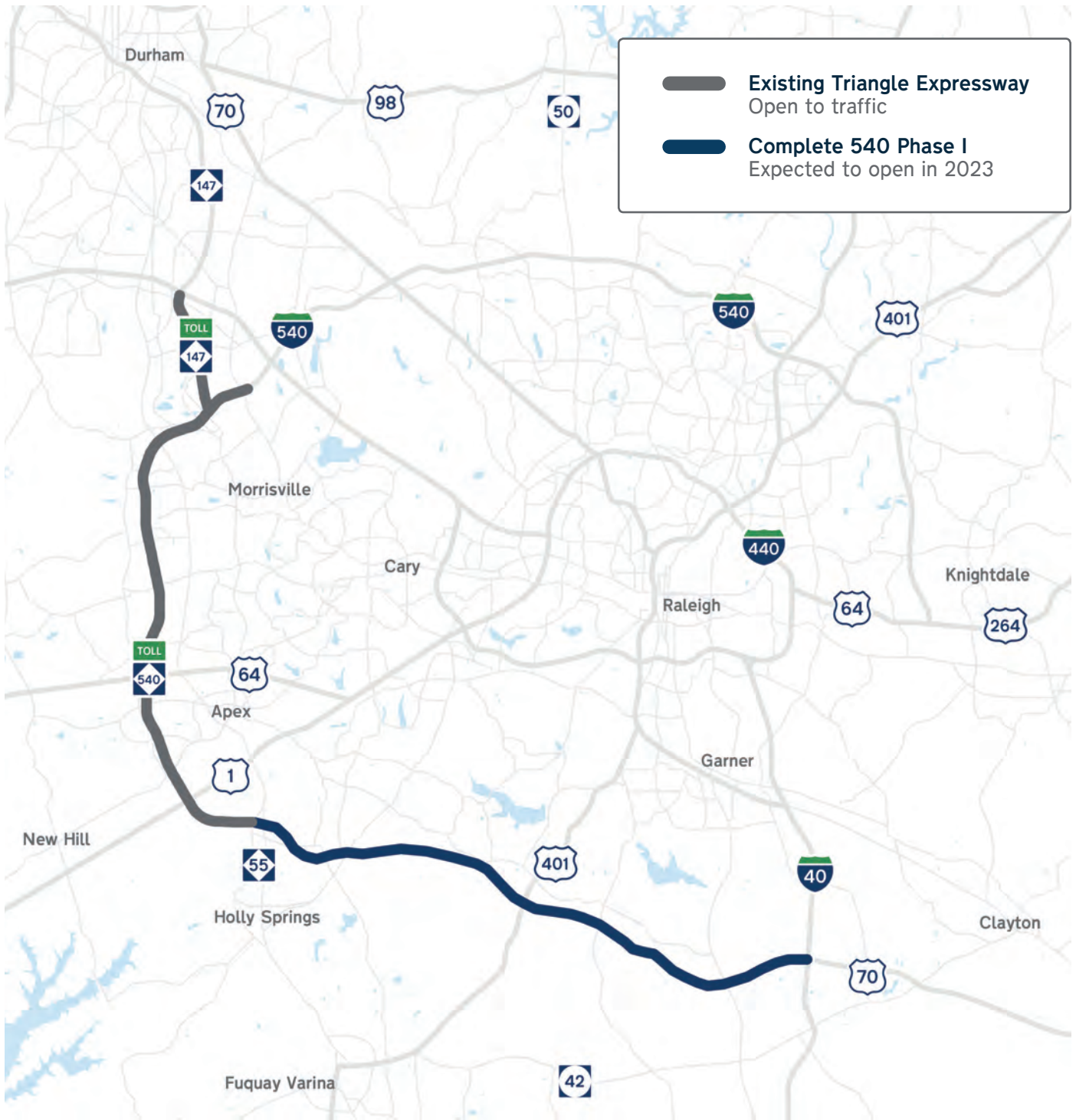
The Complete 540 project development process, including the production of preliminary design plans and the preparation of various technical reports and environmental documentation to fulfill the requirements of the National Environmental Policy Act (NEPA), is complete. The Final Environmental Impact Statement (the “Final EIS”), including the refined design and technical studies for the Preferred Alternative, was completed in December 2017 and the NEPA process concluded with the approval of the Record of Decision in June 2018.

Complete 540 is comprised of three NCDOT STIP Projects: R-2721, R-2828 and R-2829. All three STIP projects were combined for the purposes of the completed planning and environmental study. For the remainder of project implementation, Complete 540 will be completed in two phases. Phase I includes R-2721 and R-2828 while Phase II corresponds directly to R-2829. Phase I includes approximately 17.8 miles between N.C. 55 Bypass in Apex, to I-40 in southeastern Wake County.

Procurement for three Design-Build contracts began in April 2018 with an industry forum, held jointly by NCDOT and NCTA for Complete 540 Phase I. The forum activities included a Disadvantaged Business Enterprises (DBE) Outreach Session in the morning with a multi-faceted approach to DBE education, certification, and DBE opportunities within Complete 540 Phase I, and an afternoon forum for prime contractors, subcontractors, private engineering firms and professional services firms. Most importantly, this combined approach provided an opportunity for networking among prime contractors and DBE firms and resulted in roughly \$75 million in dedicated contracts to DBE firms.

Three Design-Build procurements are being utilized for Phase I of Complete 540, pertaining directly to STIP projects R-2721A, R-2721B and R-2828. The procurement timelines were staggered for each of the three projects in order to allow for maximum industry participation. Further, the evaluation process based on “best value” rather than lowest price was utilized to select the successful Design-Build teams.

As of June 30, 2019, two of the three Design-Build contracts (R-2721B and R-2828) have been executed and limited Notice to Proceed letters have been issued to allow the teams to begin final design work. The award of the third contract (R-2721A) has occurred as of the date of this report. Design, right-of-way acquisition, utility relocations and application for final construction permits are well underway for all three contracts. Complete 540 Phase I is expected to open to traffic in 2023.



I-485 Express Lanes

The I-485 Express Lanes are being delivered to provide reliable travel times along I-485 in southern Charlotte. NCDOT STIP Project I-5507 will add one express lane in each direction for approximately 17 miles along I-485 (Charlotte Outer Loop) from I-77 to U.S. 74 (Independence Boulevard). In addition to the express lanes, direct connectors to access the express lanes are proposed at U.S. 521 (Johnston Road) and Westinghouse Boulevard. The outside general-purpose travel lane in each direction will be extended from Rea Road to N.C. 16 (Providence Road).

The federal Categorical Exclusion document was approved by NCDOT and FHWA in August 2018, and the Design-Build procurement concluded in September 2018 with the selection of Blythe Construction, Inc. with a price proposal of \$346 million. SEPI Engineering will provide Construction Engineering and Inspection (CEI) services for NCDOT.

At an open-house public meeting on June 27, 2019, local residents, business owners, and others interested in the project met with the project team to receive information and ask questions in advance of construction. NCDOT, NCTA and Design-Build team representatives were on site to discuss construction scheduling, right-of-way acquisition and NC Quick Pass, among other topics. Over 350 people attended, and thousands more were contacted with project information through advertisements online.

As of June 30, 2019, final designs and coordination of permit approvals were in process with state and federal environmental agencies. Construction began in August 2019 and the express lanes are expected to open to traffic in late 2022.



U.S. 74 Express Lanes

Local planning organizations have identified Independence Boulevard (U.S. 74) as a corridor needing improvements to maintain and enhance current and future mobility in the region. NCDOT is studying two express lanes projects on U.S. 74.

STIP Project U-5526A originally proposed to convert bus lanes that currently exist between I-277 and Albemarle Road (N.C. 27), as well as the bus lanes that were recently constructed from Albemarle Road to Idlewild Road under STIP Project U-209B to one-way reversible express lanes. NCTA coordinated with the Charlotte Regional Transportation Planning Organization to instead accelerate planning efforts to implement the ultimate solution of this portion of the corridor, one express lane in each direction and therefore forego Project U-5526A. This project is being replaced by STIP Project U-6103, which proposes to provide two-way express lanes operations in the median of U.S. 74 between I-277 and Idlewild Road, a distance of approximately five miles. The purpose of the project is to provide an option for reliable travel time. Planning and design are in progress with construction anticipated to begin in 2024. The project is anticipated to be delivered as a Design-Build project.

STIP Project U-2509 involves widening and adding express lanes to U.S. 74 from Idlewild Road in Charlotte to I-485 in Matthews, a distance of approximately 6.3 miles, as well as other improvements to the adjacent roadway network. The purpose of the project is to provide an option for reliable travel time. Planning and design are in progress, with construction on U-2509A (extension and connection of parallel roadway network) anticipated to begin in 2022 as a design-bid-build project. Construction on U-2509B (U.S. 74 general purpose and express lanes improvements) is anticipated to be delivered as a design-build project, with construction anticipated to begin in 2024.

Current designs for the U-2509 project were shown to the public at the pre-construction open house for the I-485 Express Lanes (STIP Project I-5507) held in June 2019.



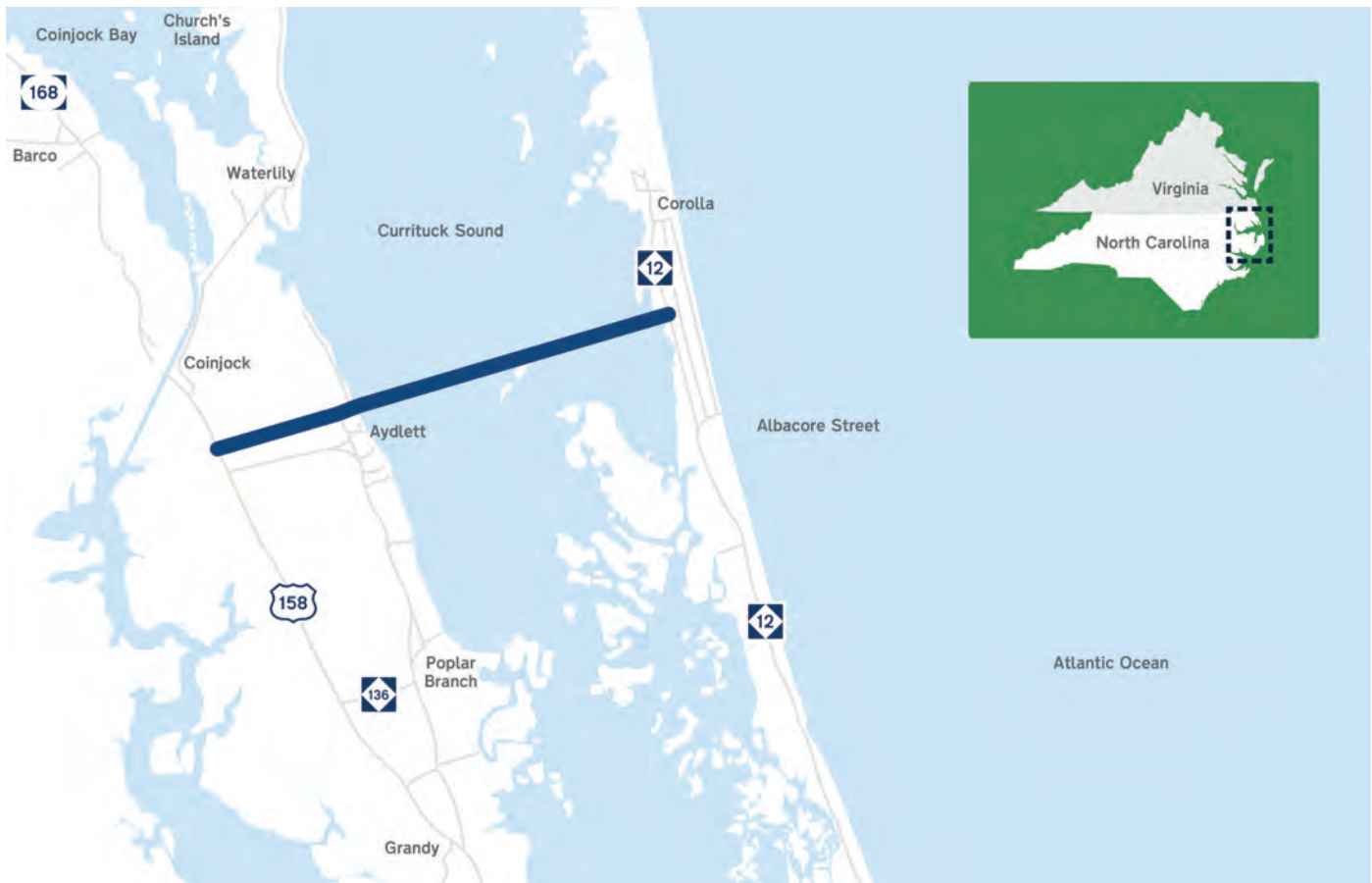
Mid-Currituck Bridge

NCDOT STIP Project R-2576 calls for transportation improvements in the Currituck Sound area with focus on the consideration of a Mid-Currituck Bridge. The proposed seven-mile long project includes a two-lane bridge that spans Currituck Sound, connecting the Currituck County mainland with its Outer Banks, as well as a separate two-lane bridge that spans Maple Swamp on the Currituck County mainland, connecting Aydlett to U.S. 158.

In January 2012, NCDOT, NCTA and FHWA approved the Final EIS for the project. Work on the Record of Decision was paused following the approval of the Final EIS, in order for NCDOT to establish the state, regional and local transportation improvement funding priorities using the strategic prioritization process in accordance with the Strategic Transportation Investments legislation that was signed into law in June 2013. The Mid-Currituck Bridge project was ranked using the new funding formula and as a result, it was initially funded in the 2016-2025 STIP for right-of-way acquisition and construction to begin in FY 2019.

Once funding for the project was reestablished, work toward a Record of Decision resumed. The EIS was also reevaluated because it had been more than three years since the approval of the final EIS. The reevaluation considered changes regarding the project, its surroundings, impacts and any new issues, circumstances, or information that was not considered in the original document, and/or changes in laws or regulations that apply to the project. The purpose of the reevaluation was to assess whether a supplemental EIS is required. In March 2019, the reevaluation process concluded that the information presented in the final EIS is an accurate analysis of the anticipated project impacts. The Record of Decision was published on March 7, 2019, signifying the completion of the environmental study process.

The project team is developing the design in anticipation of proceeding with permitting and procuring a Design-Build contract in 2020.



Projects Under Consideration

The 2018-2027 STIP adopted by the Board of Transportation in August 2017 includes the potential toll projects (or projects that connect to existing toll facilities) given in the following table. These projects are included in the years FY 2023 – FY 2027 as projects subject to reprioritization or “unfunded future commitments” to occur after FY 2027.

STIP #	Route/Facility	Project Limits	Description
U-5966	New Route	McCrimmon Parkway to N.C. 540	Construct multi-lane facility on new location
I-5982	I-540	I-40 to I-495 / U.S. 64 / U.S. 264 Bypass	Construct managed shoulders
I-5702	I-40	U.S. 15/501 to Wade Avenue	Construct managed lanes
R-2829	Complete 540 Phase II	I-40 to U.S. 64 / U.S. 264 Bypass	Triangle Expressway Southeast Extension; freeway on new location
I-5718	I-77 South Express Lanes	South Carolina State Line to I-277 / N.C. 16 (Brookshire)	Widen existing freeway to ten lanes by constructing managed lanes
U-4738	Cape Fear Crossing	U.S. 17 to U.S. 421	Construct a new facility with structure over the Cape Fear River
U-6103	U.S. 74 Express Lanes	I-277 to N.C. 27	Convert reversible express lane to one express lane in each direction

FY 2019 Audited

Financial Statements

Fiscal Year 2019 Highlights

\$52.6M

Triangle Expressway
Revenue

\$6.5M

Monroe Expressway
Revenue

NORTH CAROLINA TURNPIKE AUTHORITY

FINANCIAL STATEMENTS

As of and for the Years Ended June 30, 2019 and 2018

And Report of Independent Auditor

NORTH CAROLINA TURNPIKE AUTHORITY

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Report of Independent Auditor

Board of Directors
North Carolina Turnpike Authority
Raleigh, North Carolina

Report on the Financial Statements

We have audited the accompanying statements of net position of the North Carolina Turnpike Authority (“NCTA”), a major enterprise fund of the State of North Carolina, and a business unit of the North Carolina Department of Transportation (“NCDOT”) as of June 30, 2019 and 2018, and the related statements of revenues, expenses, and changes in net position and cash flows for the years then ended, and the related notes to the financial statements, which collectively comprise the NCTA’s basic financial statements as listed in the table of contents.

Management’s Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America (“U.S. GAAP”); this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor’s Responsibility

Our responsibility is to express an opinion on these financial statements based on our audits. We conducted our audits in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audits to obtain reasonable assurance about whether the financial statements are free of material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor’s judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the NCTA’s preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the NCTA’s internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall financial statement presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the NCTA, as of June 30, 2019 and 2018, and the respective changes in financial position and cash flows for the years then ended in accordance with U.S. GAAP.

Emphasis of Matter

Nature of Reporting Entity

As discussed in Note 1 to the financial statements, the financial statements present only the NCTA and do not purport to and do not present fairly the financial position of the State of North Carolina or the NCDOT, as of June 30, 2019 and 2018, and the changes in their financial position and their cash flows thereof for the years then ended in conformity with U.S. GAAP.

Other Matters

Required Supplementary Information

U.S. GAAP requires that the management's discussion and analysis and the required supplementary information as listed in the table of contents be presented to supplement the basic financial statements. Such information, although not a required part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary and Other Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the basic financial statements of the NCTA. The Statement of Revenues, Expenses, and Changes in Net Position (Modified Accrual Basis) is presented for purposes of additional analysis and is not a required part of the financial statements. The Statement of Revenues, Expenses, and Changes in Net Position (Modified Accrual Basis) is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statements. Such information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, based on our audit, the information is fairly stated, in all material respects, in relation to the financial statements as a whole.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated October 31, 2019, on our consideration of the NCTA's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grants agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the NCTA's internal control over financial reporting and compliance.

Raleigh, North Carolina
October 31, 2019

Management's Discussion and Analysis (“MD&A”) provides an overview of the North Carolina Turnpike Authority's (“NCTA” or “Turnpike Authority”) activities during the fiscal years (“FY”) ended June 30, 2019, 2018, and 2017. The MD&A also includes condensed financial information comparing the current year to the prior years.

Overview of the Financial Statements

The Turnpike Authority is a public agency of the State of North Carolina located within the Department of Transportation (“NCDOT” or “Department”) and is a major enterprise fund of the State. As such, NCTA is included in the State of North Carolina's Comprehensive Annual Financial Report. The accompanying statements were prepared in accordance with accounting principles generally accepted in the United States of America (“U.S. GAAP”) to represent NCTA's financial position separate from the State of North Carolina.

Included in this report are the statements of net position as of June 30, 2019 and 2018, the statements of revenues, expenses, and changes in net position for the years ended June 30, 2019 and 2018, and the statements of cash flows for the years ended June 30, 2019 and 2018. **These statements represent all financial activity of the Turnpike Authority at the fund level, therefore they are not an accurate representation of the financial position of individual Turnpike Authority projects (a project specific statement of revenues, expenses, and changes in net position is on page 54).** These statements use the accrual basis of accounting, which is similar to the accounting used by most private-sector businesses. All of the current year's revenues and expenses are taken into account regardless of when cash is received or paid. The statements of net position present assets and deferred outflows of resources less liabilities and deferred inflows of resources, thus presenting NCTA's financial position at the end of the fiscal year, while the statements of revenues, expenses, and changes in net position present information showing how NCTA's net position changed during the fiscal year.

The North Carolina Turnpike Authority

History

In October 2002, legislation was passed authorizing the creation of the Turnpike Authority with the purpose to study, design, plan, construct, promote, own, finance and operate a system of toll roads, bridges, and/or tunnels supplementing the traditional non-toll transportation system serving the citizens of North Carolina (N.C. General Statute §136-89.182). Financial activity for the Turnpike Authority started in late Fiscal Year 2004. By action of the North Carolina General Assembly, effective July 27, 2009, the Turnpike Authority became a part of NCDOT.

Legislation was passed in 2013 creating the Strategic Mobility Formula, a new way to fund and prioritize transportation projects to ensure they provide the maximum benefit to the State of North Carolina (House Bill 817). This law also included changes to the annual appropriations (“GAP funds”) dedicated to Turnpike Authority projects; the annual appropriation of \$49 million remains for the Triangle Expressway (\$25 million) and Monroe Expressway (\$24 million) projects.

The Turnpike Authority operates with a project-level financial structure. NCTA projects are financed as individual systems, and revenues are subject to North Carolina General Statute §136-89.188(a) which states, “Revenues derived from a Turnpike Project authorized under this Article shall be used only for the following costs associated with the project from which the revenue was derived or a contiguous toll facility:

- 1 Authority administration costs
- 2 Development, right-of-way acquisition, design, construction, expansion, operation, maintenance, reconstruction, rehabilitation, and replacement costs.
- 3 Debt service on the Authority's revenue bonds or related purposes such as the establishment of debt service reserve funds.”

To maintain the mandated project-level financial structure, the Turnpike Authority must have separate operating and capital budgets for each Turnpike Project.

Board of Directors

The Turnpike Authority is governed by a nine-member Board of Directors consisting of four members appointed by the General Assembly of North Carolina (two members appointed by the President Pro-Tempore of the Senate and two members appointed by the Speaker of the House of Representatives), four members appointed by the Governor of the State, and the North Carolina Secretary of Transportation. The Chair of the Board is selected by the Turnpike Authority Board. Currently, MG(R) James H. Trogdon, III, P.E., the North Carolina Secretary of Transportation, serves as the Chairman of the Turnpike Authority Board. As of June 30, 2019, there was one vacancy on the Turnpike Authority Board.

Board Authority

On July 23, 2010, the following powers were delegated by the North Carolina Secretary of Transportation to the Turnpike Authority Board of Directors:

- Fix, revise, charge, and collect tolls and fees for the use of Turnpike Projects pursuant to NCGS §136-89.183 (a)(5);
- Issue bonds or notes of the Turnpike Authority pursuant to NCGS §136-89.183(a)(6);
- Invest the proceeds of bonds or notes of the Turnpike Authority that are pending disbursement or other idle funds of the Turnpike Authority in any investment authorized by NCGS §159-30 pursuant to NCGS §136-89.183 (6a); and,
- Exercise such additional powers as shall be necessary for the financing of Turnpike Projects through compliance with the associated bond documentation, including complying with any arbitrage, rebate or other federal tax filings and providing for secondary market disclosure; provided any such additional power may be subjected to conditions, including the involvement and participation of other portions of the North Carolina Department of Transportation, which are stated within the bond documentation and executed by the Secretary acting as the Secretary.

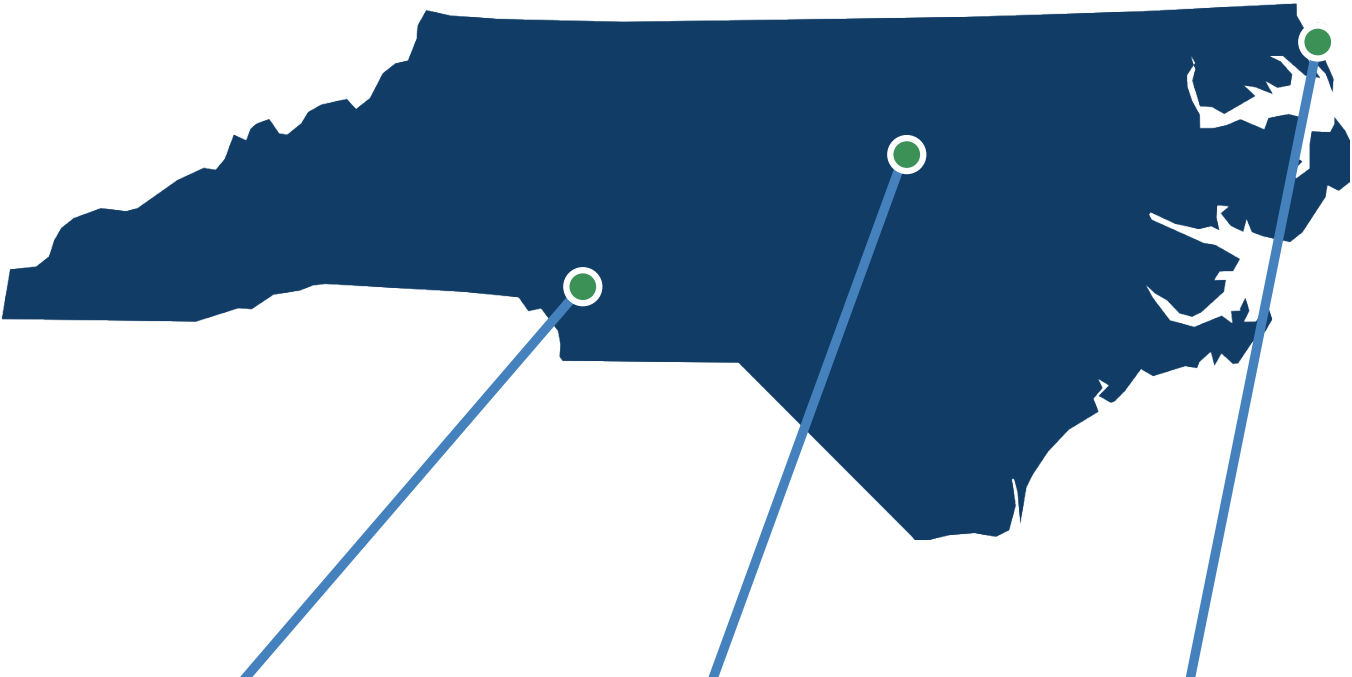
Toll Rate Policy

On September 17, 2008, the Turnpike Authority Board of Directors adopted a toll rate policy (the “Toll Rate Policy”) which provides guidelines pursuant to which the Turnpike Authority shall establish and adjust toll rate schedules for its projects. Pursuant to the Toll Rate Policy, the Turnpike Authority is required to hire a Traffic Consultant to prepare a Traffic and Revenue Report for each of its projects and forecast the projected traffic and toll revenue to be generated. After receipt of such Traffic and Revenue Report, the Toll Rate Policy directs the Turnpike Authority Board of Directors to adopt a toll rate schedule that forecasts revenue on the project that are at least the same level as the revenue set forth in the Traffic and Revenue report.

Under the Toll Rate Policy, an increase in the toll rates is required each year unless the Turnpike Authority provides to the Trustee (1) a resolution of the Turnpike Authority's Board directing that the toll rates will not be increased or will be increased in a lesser amount than assumed in the Traffic and Revenue Report; (2) a certificate of an officer of the Turnpike Authority to the effect that NCTA is in compliance with all applicable rate covenants in the Trust Agreement and all other documents for the Bonds issued to finance its projects; and (3) a report of the Traffic Consultant showing that for each succeeding fiscal year through the final maturity date for all indebtedness issued to finance the project, the forecasted revenues in each such fiscal year would be such that one dollar of additional senior lien indebtedness could be issued by the Turnpike Authority in compliance with the requirements of the additional debt limitations set forth in the documents related to all bonds issued to finance the project.

The Turnpike Authority Board of Directors has adopted toll rate schedules for both the Triangle Expressway and Monroe Expressway projects based on their respective Traffic and Revenue Reports. The toll rate schedules for each facility provide the toll rates for every year through the final maturity date for all indebtedness issued to finance each project. Toll rates on both facilities increase each January 1 based on the approved toll rate schedules. In Calendar Year (CY) 2018, the average cost per mile for customers on the Triangle Expressway in a Class 1 (two-axle) vehicle paying with a transponder was \$0.17 and in CY 2019, the average cost per mile increased to \$0.18. In CY 2019, the average cost per mile for customers on the Monroe Expressway in a Class 1 (two-axle) vehicle paying with a transponder is \$0.14.

Turnpike Authority Projects



Charlotte Area

- Monroe Expressway
- I-77 Express Lanes
Partially open to traffic
- I-485 Express Lanes
Construction began August 2019
- U.S. 74 Express Lanes

Raleigh Area

- Triangle Expressway
- Complete 540

Outer Banks

- Mid-Currituck Bridge

Project status as of June 30, 2019

- Open to Traffic
- Under Construction Contract
- Under Development

Operational Projects

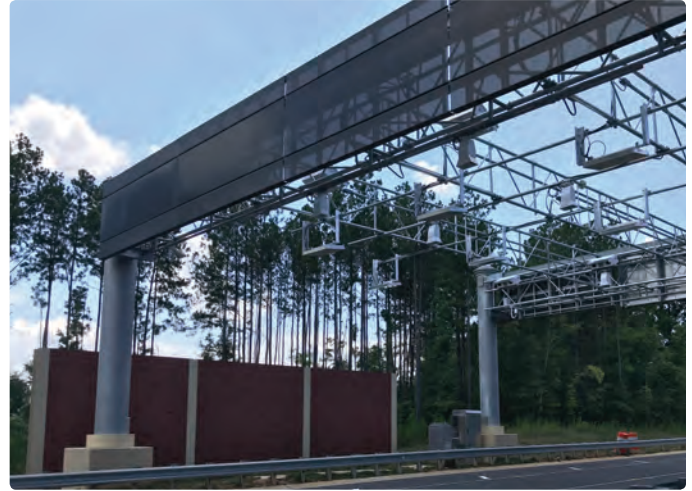


Triangle Expressway

The Triangle Expressway is a six-lane, 18.8-mile All-Electronic Toll (AET) facility, extending from the interchange of I-40 and N.C. 147 in the north, to the N.C. 55 Bypass in the south, to partially complete the “Outer Loop” around the greater Raleigh area. The Triangle Expressway opened in phases between 2011 and 2013, with the final phase opening to toll traffic on January 2, 2013.

Fiscal Year 2019 Highlights

Transactions:	55.7 million	8.7% year-over-year increase
Revenue:	\$52.6 million	7.4% year-over-year increase
Operating Expenses:	\$20.1 million	0.6% below budget



Monroe Expressway

The Monroe Expressway is a four-lane, 19.8-mile AET facility that extends from U.S. 74 at I-485 in eastern Mecklenburg County to U.S. 74 between the towns of Wingate and Marshville in Union County. The Monroe Expressway opened to toll traffic on November 27, 2018.

Fiscal Year 2019 Highlights

Transactions:	15.5 million
Revenue:	\$6.5 million
Operating Expenses:	\$2.8 million



I-77 Express Lanes

The I-77 Express Lanes project has been delivered as a concession agreement between NCDOT and I-77 Mobility Partners, LLC and is the first toll project in the state of North Carolina delivered via a public-private partnership (P3). The I-77 Express Lanes project is approximately 26 miles long between the I-77 / I-277 junction in Charlotte and N.C. 150 in Mooresville. The Turnpike Authority is responsible for account management, billing and customer service for the express lanes. The northern-most 13 miles of the express lanes opened to traffic on June 1, 2019 and the remaining segments are expected to open in late 2019.

Projects Under Development

The State Transportation Improvement Program (STIP) designates the scheduling and funding of transportation projects in the state of North Carolina. The following projects under development have been committed in the first five years of the FY 2018 to 2027 STIP.



Complete 540

The proposed Complete 540 project will extend the existing Triangle Expressway System approximately 29 miles from the N.C. 55 Bypass in Apex, NC to the U.S. 64/U.S. 264 Bypass in Knightdale, completing the “Outer Loop” around the greater Raleigh area. Phase I of the Complete 540 project will extend the existing Triangle Expressway to I-40 in the Southeast of Raleigh and Phase II will extend the project from I-40 up to I-540. Phase I is expected to open to traffic in 2023.



I-485 Express Lanes

The proposed I-485 Express Lanes project will add one express lane in each direction for approximately 17 miles between I-77 and U.S. 74 in southern Charlotte. The project will also extend the outside general-purpose lane in each direction from Rea Road to N.C. 16 (Providence Road). Construction on the project is expected to begin in late summer 2019. I-485 Express Lanes are expected to open to traffic in late 2022.



U.S. 74 Express Lanes

There are currently two proposed express lanes projects being studied on the U.S. 74 corridor in the Charlotte region. The first of two projects will provide express lanes in the median of U.S. 74 between I-277 and Idlewild Road for approximately five miles. The second project is part of a planned express lanes network that involves widening and adding express lanes to U.S. 74 from Idlewild Road in Charlotte to I-485 in Matthews, for approximately 6.3 miles.



Mid-Currituck Bridge

The proposed Mid-Currituck Bridge is a seven-mile long project between U.S. 158 and the Outer Banks. There will be a two-lane bridge spanning the Currituck Sound connecting Currituck County mainland with its Outer Banks as well as a two-lane bridge spanning the Maple Swap on Currituck County mainland connecting Aydlett to U.S. 158.

Financial Highlights & Analysis

Turnpike Authority Fund

Budgeted Administrative Activities for fiscal years 2019 and 2018 were limited to salaries, personnel, Board members' per-diem, travel, and other general operating expenditures, while project-related costs were funded by state-appropriated, Federal Highway Administration ("FHWA"), or project-specific financings. Funding for administrative expenses is reviewed and advanced as needed from the Highway Trust Fund. Interest began to accrue on the advance on January 1, 2014.

- The Turnpike Authority's total assets increased \$122.6 million to \$2.2 billion.
- The Turnpike Authority's total capital assets increased \$86.2 million to \$1.9 billion.

Triangle Expressway

The Triangle Expressway is North Carolina's first modern toll road, and is approximately 18.8 miles of new highway construction, extending from the interchange of I-40 and N.C. 147 on the north end, to the N.C. 55 Bypass in the south, to partially complete the "Outer Loop" around the greater Raleigh area. The final phase opened to toll traffic on January 2, 2013. In April 2017, the Veridea Parkway interchange, previously named Old Holly Springs-Apex Road, opened to traffic. The Veridea Parkway Interchange is located between the U.S. 1 interchange and the N.C. 55 Bypass interchange on the southern end of the Triangle Expressway and provides a direct local link between the Triangle Expressway and Veridea Parkway/Old Holly Springs-Apex Road. The Veridea Parkway Interchange was paid for in part with proceeds of the 2009 toll revenue bonds. A second interchange, the Morrisville Parkway Interchange, is currently under construction and is expected to be completed in early 2020 to provide increased connectivity and access. Toll revenues from both the Veridea Parkway Interchange and Morrisville Parkway Interchange are or will be included in Receipts and Revenues of the Triangle Expressway System.

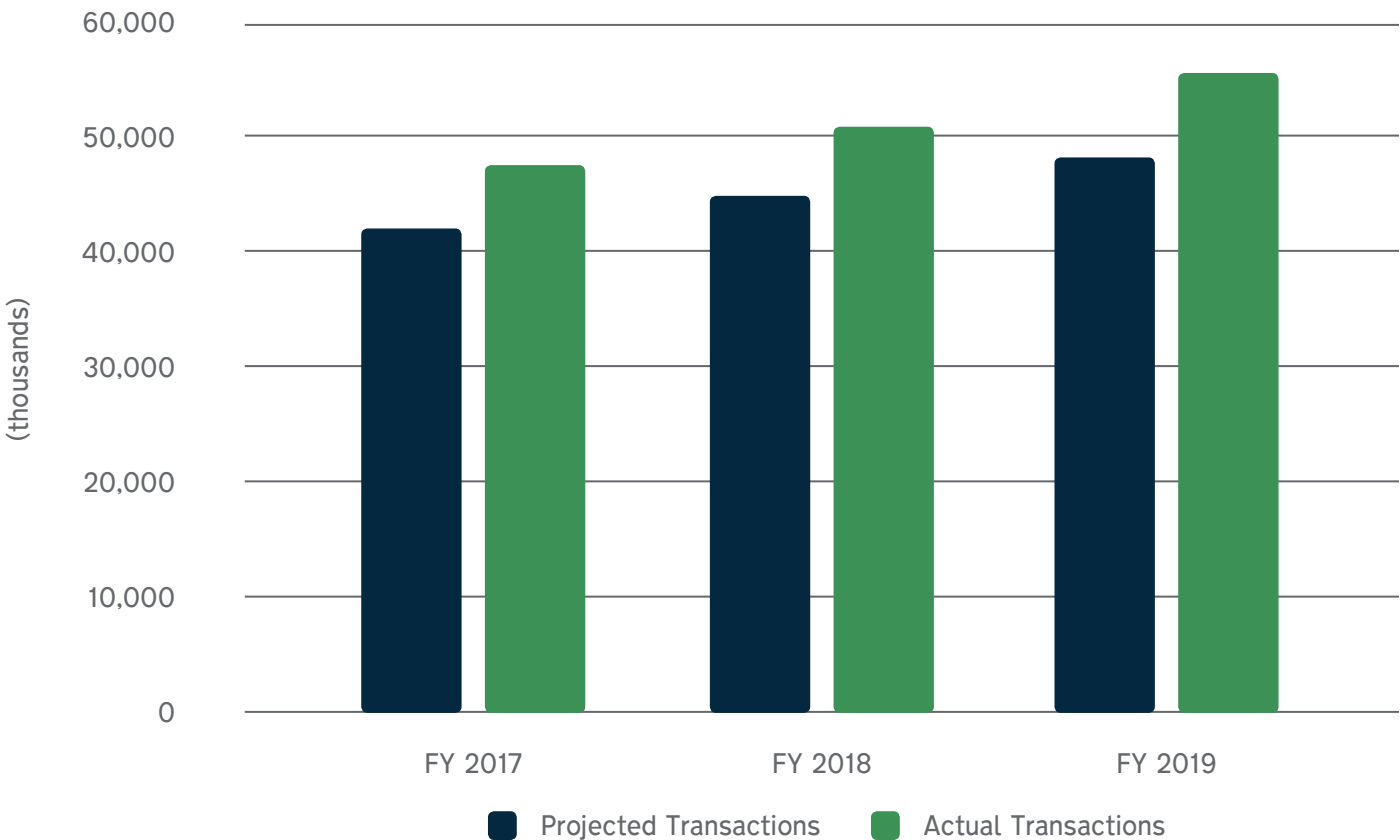
Fiscal Year 2019 Highlights

- Transactions grew 8.7% to 55.7 million in FY 2019 from 2018. Fiscal Year 2019 had the highest number of transactions on record and was the sixth straight fiscal year of transaction growth.
- Revenue increased 7.4% to \$52.6 million in FY 2019 from FY 2018. FY 2019 had the highest fiscal year operating revenue on record which was the sixth straight year of revenue growth.
- Operating expenses for the Triangle Expressway increased by 11.7% to \$20.1 million in FY 2019 which was 0.56% under budget.
- In December 2018, the Turnpike Authority issued Triangle Expressway System Toll Revenue Refunding bonds, Series 2018 to refund the 2009 Triangle Expressway Transportation Infrastructure Finance and Innovation Act (TIFIA) loan. This transaction resulted in net present value savings of over \$10.2 million.
- In March 2019, Fitch upgraded the Appropriation Revenue Bonds on the Triangle Expressway to AA from AA-. The rating outlook is stable.

Transactions & Revenue

The Triangle Expressway has seen six consecutive fiscal years of transaction and revenue growth. Transactions and revenue continue to exceed projections from the 2009 investment grade Traffic and Revenue Report prepared by CDM Smith. Project to date, transactions and revenue have exceeded the 2009 projections by 12 and 30 percent, respectively. The table below shows the number of toll transactions on the Triangle Expressway in fiscal years 2017, 2018 and 2019.

	FY 2017	FY 2018	FY 2019
Projected Transactions	41,896,000	45,037,000	48,466,000
Actual Transactions	47,513,586	51,236,836	55,711,406
Actual to Projected (%)	113%	114%	115%
Actual Transactions YOY Increase (%)	11.9%	7.8%	8.7%

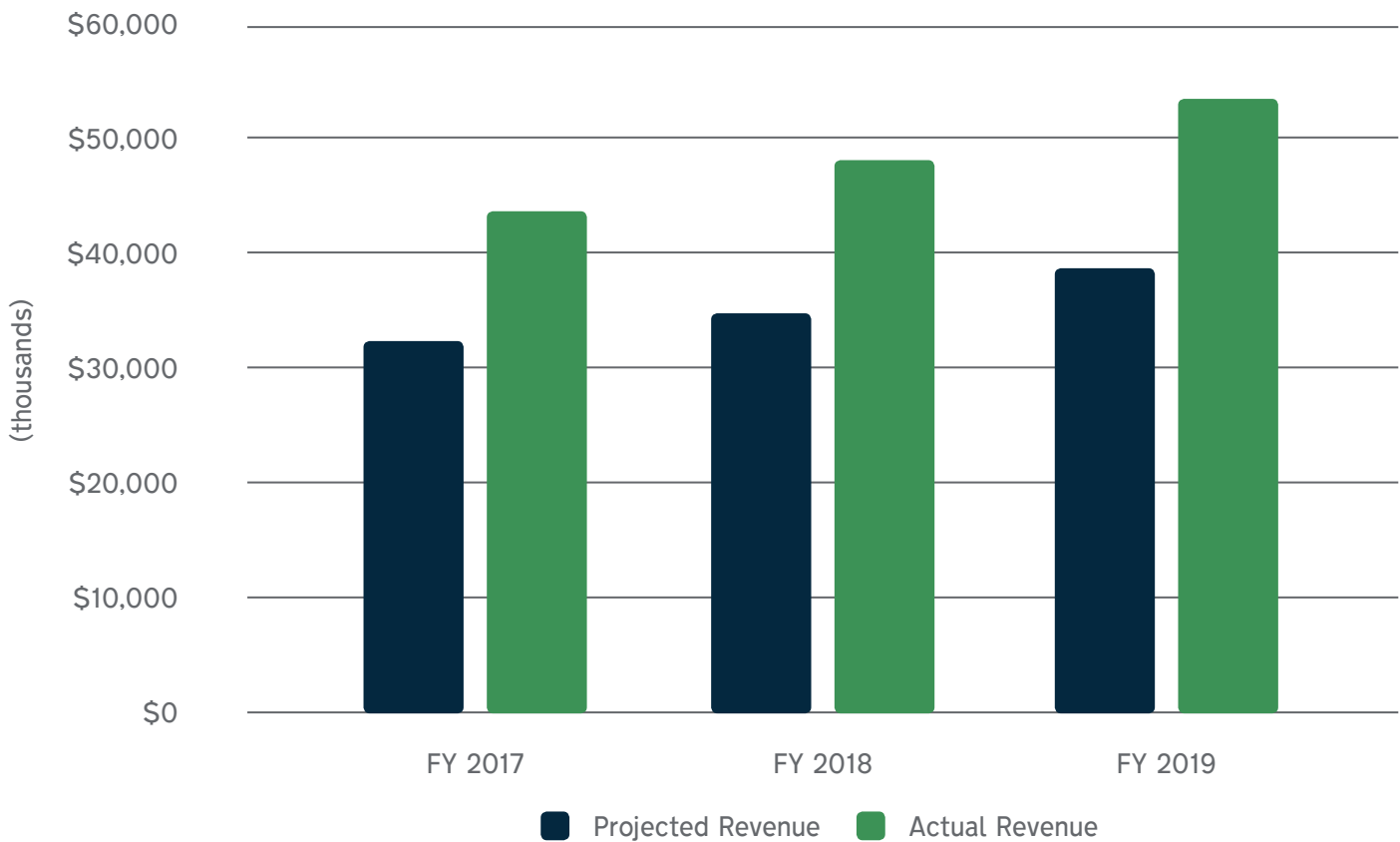


Management's Discussion & Analysis
June 30, 2019, 2018 and 2017

The table below shows the actual revenue received on the Triangle Expressway in fiscal years 2017, 2018 and 2019. Actual revenue is shown on a cash basis and is inclusive of the following:

- Toll Revenue
- Interest Earnings
- Non-Sufficient Funds Fees
- Processing Fees
- Credit Card Equity Fees
- Actual Damages

	FY 2017	FY 2018	FY 2019
Projected Revenue	\$32,138,000	\$35,719,000	\$39,705,000
Actual Revenue	\$44,009,928	\$48,937,600	\$52,551,254
Actual to Projected (%)	137%	137%	132%
Actual Revenue YOY Increase (%)	21.4%	11.2%	7.4%



	FY 2017	FY 2018	FY 2019
Toll Revenue as a % of Total Actual Revenue	87.4%	88.0%	91.6%

Toll Revenue as a percent of Total Actual Revenue is calculated by dividing the total toll revenue by actual revenue for each fiscal year. This percentage has grown over the last three fiscal years which indicates the toll revenue has been increasing at a higher rate than revenues earned from processing fees, etc.

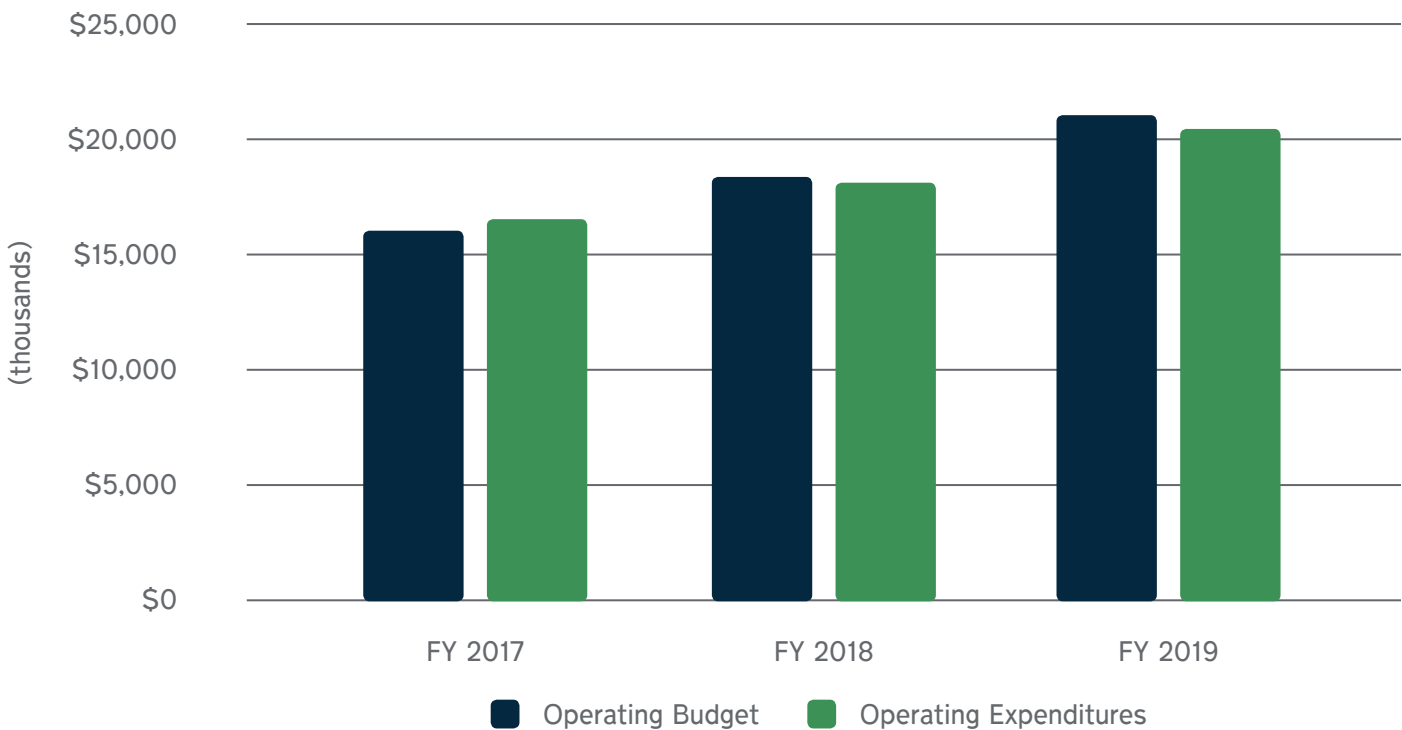
Operating Expenses

Operating Expenses for the Triangle Expressway include:

- NCDOT Personnel & Professional Consultant Labor
- Roadway Maintenance
- Toll Operations & Customer Service
- Service & Safety Patrols
- Marketing & Communications

Below is a breakdown of the operating budgets and expenses for the Triangle Expressway for fiscal years 2017, 2018 and 2019. Operating expenses increased 11.7% in FY 2019, 10.5% in FY 2018 and 10.0% in FY 2017. Operating expenses increased at a lower rate than actual revenue growth in fiscal years 2017 and 2018, and at a slightly higher rate than revenue in FY 2019. This can largely be attributed to increases associated with the back office system contract extension.

	FY 2017	FY 2018	FY 2019
Operating Budget	\$16,055,147	\$18,229,305	\$20,241,040
Operating Expenses	\$16,304,561	\$18,019,430	\$20,128,589



Monroe Expressway

The Monroe Expressway is an AET facility that is 19.8-miles of new highway construction that extends from U.S. 74 at I-485 in eastern Mecklenburg County to U.S. 74 between the towns of Wingate and Marshville in Union County. The expressway improves mobility and capacity within the project study area by providing a highway for the U.S. 74 corridor that allows for high-speed regional travel. The Monroe Expressway opened to traffic on November 27, 2018.

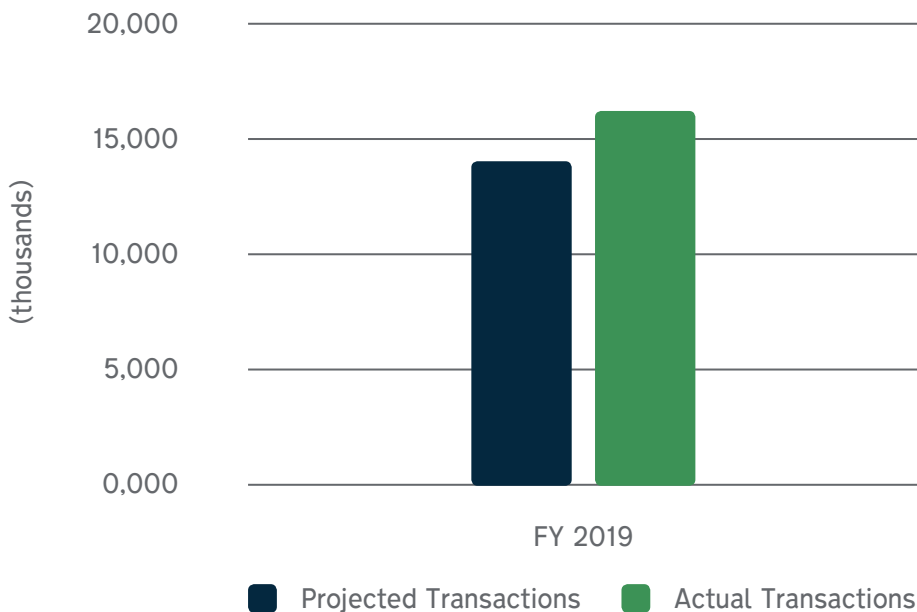
Fiscal Year 2019 Highlights

- The Monroe Expressway opened to traffic on November 27, 2018.
- In FY 2019, the Monroe Expressway had 15.5 million transactions.
- In FY 2019, the Monroe Expressway earned \$6.5 million in revenue.
- In May 2019, S&P upgraded the outstanding Toll Revenue Bonds as well as the TIFIA Loan on the Monroe Expressway to BBB from BBB-. The rating outlook is stable.

Transactions & Revenue

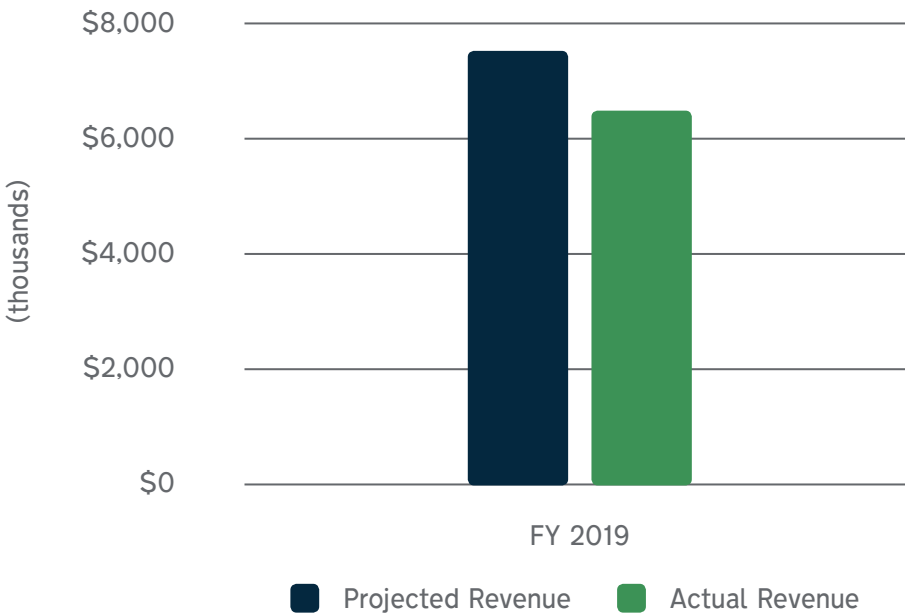
The Monroe Expressway has seen steady transaction and revenue growth in Fiscal Year 2019. Below is a table that shows the number of toll transactions compared to projections from the original 2016 investment grade Traffic and Revenue Report prepared by CDM Smith. FY 2019 transactions exceeded 2016 projections by eight percent.

	FY 2019
Projected Transactions	14,324,000
Actual Transactions	15,465,670
Actual to Projected (%)	108%



In FY 2019 the actual revenue received on the Monroe Expressway was 13 percent under projections, which was influenced largely by the timing of the bill by mail invoicing cycle, and the project opening in November of this fiscal year. The Traffic and Revenue Report assumes revenue occurs in the same fiscal year as the corresponding transaction, however, given the bill by mail invoicing cycle, there is a timing difference for when cash is received. Operating revenue for FY 2019 totaled \$9.5 million.

	FY 2019
Projected Revenue	\$7,519,000
Actual Revenue	\$6,516,170
Actual to Projected (%)	87%



	FY 2019
Toll Revenue as a % of Total Actual Revenue	90.1%

Toll Revenue as a percent of Total Actual Revenue is calculated by dividing the total toll revenue by Actual revenue for each fiscal year.

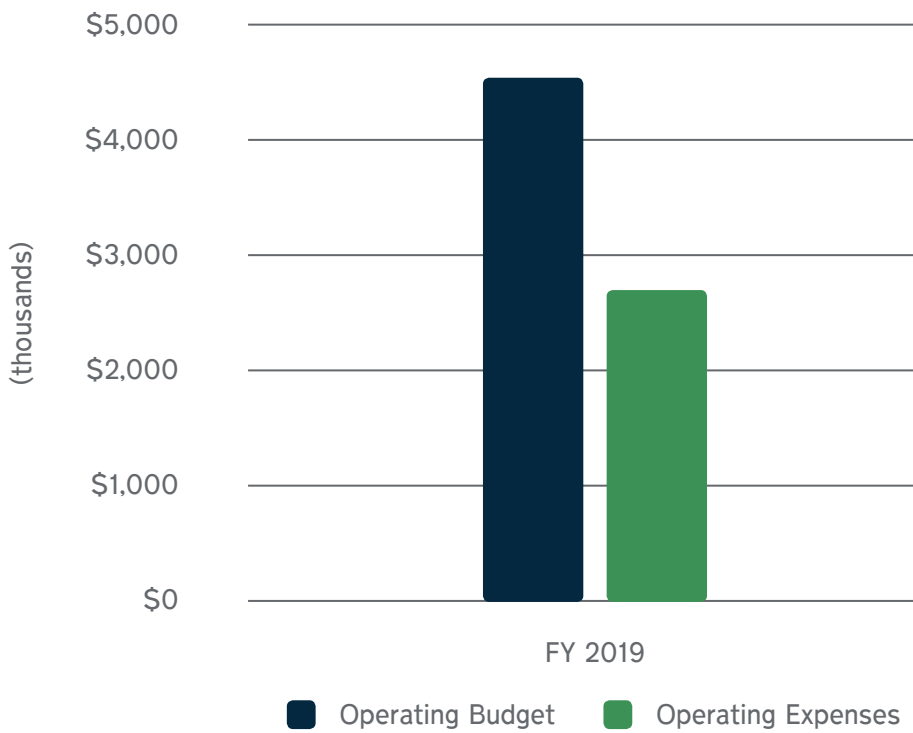
Operating Expenses

Operating Expenses for the Monroe Expressway include:

- NCDOT Personnel & Professional Consultant Labor
- Roadway Maintenance
- Toll Operations & Customer Service
- Service & Safety Patrols
- Marketing & Communications

Below is a breakdown of the operating budget and expenses for the Monroe Expressway for Fiscal Year 2019. The operating budget for FY 2019 is from the base case projections at financial close.

	FY 2019
Operating Budget	\$4,616,500
Operating Expenses	\$2,843,312



New Debt Issuances

Triangle Expressway

There was one bond issuance in Fiscal Year 2019. On December 12, 2018, NCTA issued \$401,155,000 of Triangle Expressway System Senior Lien Turnpike Revenue Refunding Bonds, Series 2018, pursuant to Article 6H of Chapter 136 and Article 5 of Chapter 159 of the North Carolina General Statutes, to refund the Triangle Expressway Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan. Interest on the bonds is payable semiannually on January 1 and July 1 of each year, beginning July 1, 2019. The Series 2018 bonds mature from January 1, 2020 through January 1, 2041 and were issued at coupon rates of 4.000% and 5.000%. The bonds are subject to optional redemption on or after January 1, 2029. The transaction resulted in over \$10.2 million net present value savings.

Additionally, on August 3, 2017, the Turnpike Authority entered into a forward delivery bond purchase agreement with Bank of America, N.A. (the "Bank") whereby the Bank purchased and the Turnpike Authority sold \$161,759,000 of Triangle Expressway System Appropriation Revenue Refunding Bonds, Series 2018B on December 31, 2018. Interest on the bonds is payable semiannually on January 1 and July 1 of each year, beginning July 1, 2019. The Series 2018B bonds will mature from January 1, 2020 through January 1, 2032 and were issued at a coupon rate of 2.820%. The bonds are subject to optional redemption on or after January 1, 2029.

Monroe Expressway

There were no new debt issuances for the Monroe Expressway in Fiscal Year 2019.

Outstanding Debt as of June 30, 2019

Triangle Expressway

	Outstanding Par	Final Maturity
Senior Lien Revenue Bonds, Series 2009B	\$35,173,109	1/1/2038
Appropriation Revenue Bonds, Series 2009B	\$20,210,000	1/1/2021
Senior Lien Revenue Refunding Bonds, Series 2017	\$194,035,000	1/1/2039
Senior Lien Revenue Refunding Bonds, Series 2018	\$401,155,000	1/1/2041
Appropriation Revenue Refunding Bonds, Series 2018A	\$150,125,000	1/1/2039
Appropriation Revenue Refunding Bonds, Series 2018B	\$161,759,000	1/1/2032

Monroe Expressway

	Outstanding Par	Final Maturity
Appropriation Revenue Bonds, Series 2010A	\$233,920,000	1/1/2041
Appropriation Revenue Bonds, Series 2011	\$123,185,000	7/1/2041
Toll Revenue Bonds, Series 2016A	\$119,455,000	7/1/2054
Toll Revenue Bonds, Series 2016C	\$17,596,904	7/1/2041
TIFIA Loan	\$120,000,000	7/1/2053

Net Position

Net position represents the residual interest in the Turnpike Authority's assets after all liabilities are deducted. For reporting purposes, they are divided into three categories: net investment in capital assets; restricted; and unrestricted.

Condensed Statements of Net Position

	2019	2018	2017
Current Assets	\$ 30,438,031.58	\$ 18,735,628.56	\$ 18,424,898.00
Restricted Assets, Prepaid Insurance Costs, and Net OPEB Asset	300,630,636.32	275,924,998.73	324,352,204.00
Capital Assets	1,850,085,869.36	1,763,845,036.74	1,661,457,187.00
Total Assets	2,181,154,537.26	2,058,505,664.03	2,004,234,289.00
Deferred Outflows of Resources	30,349,746.50	28,830,658.95	20,743,112.00
Current Liabilities	117,186,988.36	141,317,794.87	99,141,469.00
Noncurrent Liabilities	1,692,373,834.10	1,595,214,113.90	1,606,765,510.00
Total Liabilities	1,809,560,822.46	1,736,531,908.77	1,705,906,979.00
Deferred Inflows of Resources	1,147,919.00	33,221.00	32,383.00
Net Investment in Capital Assets	484,796,525.78	529,511,803.08	459,895,176.00
Restricted:			
Debt service	108,390,159.83	7,475,821.35	5,476,668.00
Transportation	177,263.89	-	-
Unrestricted	(192,568,407.20)	(186,924,333.22)	(146,333,805.00)
Net Position	\$ 400,795,542.30	\$ 350,063,291.21	\$ 319,038,039.00

Current Assets

The increase in FY 2019 is due to an increase in accounts receivable, including a receivable of federal funds for the Complete 540 project. The increase in FY 2018 is mainly due to an increase in transponder inventory.

Restricted Assets & Prepaid Insurance Costs

The increase in FY 2019 was due to the sale of bonds which increased restricted investments. The decrease in FY 2018 is due to the use of bond proceeds for the Monroe Expressway and the continued amortization of the bond insurance for the Triangle Expressway.

Capital Assets

Capital Assets, Non-Depreciable

The decrease is due to the reclassification of the Monroe Expressway from construction in progress to a depreciable capital asset as the road opened in FY 2019. The increase in FY 2018 due to the increase in the construction in progress and the land accounts for continued work on the various turnpike projects.

Capital Assets, Depreciable

The increase in FY 2019 is due to the opening of the Monroe Expressway and the reclassification from construction progress to a depreciable asset. The decrease in FY 2018 is due to the annual depreciation of the Triangle Expressway.

Current Liabilities

Current liabilities include accounts payable, current portion of interest payable, obligations under securities lending, current portion of revenue bonds payable, and other current liabilities. The decrease in FY 2019 is due to a decrease in the payables to other funds. At June 30, 2019 most of the outstanding Monroe Expressway contract payment reimbursements to the Highway Fund had been cleared that were outstanding at June 30, 2018. The increase in FY 2018 is due to an increase in the payables to other funds. This increase is due to an increase in contract payments for the Monroe Expressway that were initially paid for by the Highway Fund and will be reimbursed by the Turnpike Authority at a later date.

Noncurrent Liabilities

Noncurrent liabilities include revenue bonds payable, notes payable, funds advanced to the Turnpike Authority from the Highway Trust Fund to cover the Turnpike Authority's administrative expenditures, and the noncurrent portion of accrued vacation and interest payable. The increase in FY 2019 is due to the increase in bonds payable. The decrease in FY 2018 is due to the decrease in the noncurrent bonds payable.

Net Position & Revenues, Expenses, and Changes in Net Position

For fiscal years 2019 and 2018, the Turnpike Authority ended with positive net position.

Condensed Statements of Revenues, Expenses, and Changes in Net Position

	<u>2019</u>	<u>2018</u>	<u>2017</u>
Operating Revenues:			
Charges for Services	\$ 63,987,342.98	\$ 48,999,352.61	\$ 44,707,706.00
Other Operating Revenues	1,168,045.23	648,256.27	812,050.00
Total Operating Revenues	<u>65,155,388.21</u>	<u>49,647,608.88</u>	<u>45,519,756.00</u>
Operating Expenses:			
Personnel Services	1,643,266.67	1,326,736.25	1,212,703.00
Supplies and Materials	69,796.86	72,748.57	281,122.00
Contracted Personnel Services	1,004,455.46	776,212.34	888,012.00
Travel	67,194.56	49,989.22	35,126.00
Advertising	574,499.10	123,921.65	48,844.00
Utilities	275,971.24	281,988.94	272,028.00
Dues and Subscription Fees	11,500.00	23,960.00	22,586.00
Other Services	5,316,703.91	3,814,480.59	4,965,440.00
Cost of Goods Sold	810,118.81	726,724.39	788,249.00
Capital Outlay	33,972,010.22	15,153,166.50	15,262,218.00
Rental Expense	176,432.27	107,994.45	65,529.00
Depreciation	<u>24,035,020.18</u>	<u>16,129,720.29</u>	<u>16,129,720.00</u>
Total Operating Expenses	<u>67,956,969.28</u>	<u>38,587,643.19</u>	<u>39,971,577.00</u>
Operating Income (Loss)	<u>(2,801,581.07)</u>	<u>11,059,965.69</u>	<u>5,548,179.00</u>
Nonoperating Revenue (Expenses) and Capital Grants	(24,802,956.86)	(33,562,851.52)	103,562,052.00
Transfers In	<u>78,336,789.02</u>	<u>55,543,931.22</u>	<u>49,000,000.00</u>
Change in Net Position	50,732,251.09	33,041,045.39	(98,698,711.00)
Net Position Beginning, July 1	350,063,291.21	319,038,039.00	417,736,750.00
Net Position, Restatement (GASB 75)	-	(2,015,793.18)	-
Net Position Ending, June 30	<u>\$ 400,795,542.30</u>	<u>\$ 350,063,291.21</u>	<u>\$ 319,038,039.00</u>

Operating Revenues

Operating revenues are revenues derived from the business operations of the Turnpike Authority. These include toll revenues, fees, and sales revenue from the sale of transponders. The increase in revenues is due to the increased usage of the Triangle Expressway and toll collections on the entire roadway and the opening of the Monroe Expressway in November 2018.

Operating Expenses

Operating expenses are expenses used to acquire or produce goods and services to carry out the mission of the Turnpike Authority. The increase in FY 2019 was due to increased depreciation which now includes the Monroe Expressway and contract payments that were no longer capitalized as construction in progress due to the opening of the Monroe Expressway in November 2018. The majority of the other services expenses are the costs associated with the standard overhead allocation from NCDOT which had a decrease in FY 2018, resulting in an overall decrease in operating expenses.

Nonoperating and Other Revenue/Expenses

Nonoperating revenues/expenses are revenues received or expenses incurred for which goods and services are not provided or received. They include capital grants, transfers in and out, investment income, and debt service expense. Capital grants are the funds received from the Federal Highway Administration ("FHWA") and NCDOT for their participation in the initial construction of toll highways and in preliminary studies to determine the feasibility of a toll facility. The amount in FY 2019 increased due to an increase in federal funds related to the Complete 540 project. The amount in FY 2018 decreased due to the one-time transfer of debt for the 2011 GARVEE bonds to the Department of Transportation Highway Fund in FY 2017 that did not occur again in FY 2018.

Transfers In

Transfers in include funds received from NCDOT for gap funding of debt service and funds for the FHWA State match. The amount of State match increased in fiscal years 2019 and 2018 as the result of increased expenditures on the Complete 540 project and the Mid-Currituck Bridge.

Transfers Out

There were no transfers out for FY 2019. Transfers out decreased in FY 2018 due to a one-time transfer of the 2011 series GARVEE bonds and bond proceeds to the Highway Fund in FY 2017 that did not occur again in FY 2018.

Economic Outlook

The Triangle Expressway is located in the greater Raleigh area and is a commuter facility that leads into the Research Triangle Park (RTP). RTP is the largest operating research park in North America, covering approximately 7,000 acres and employing over 40,000 people. The Triangle Expressway has demonstrated low elasticity with six consecutive fiscal years of transaction growth while toll rates on the facility have increased annually, as required by the Turnpike Authority's Toll Rate Policy. According to Wake County Economic Development, the Raleigh metro is considered one of the most competitive metros in the United States. Over the next 10 years, the Raleigh metro is projected to grow by approximately three million people. The Monroe Expressway is located in the greater Charlotte area in both Mecklenburg and Union counties which are projected to grow by over 16 and 14 percent, respectively, in the next five years. Recent trends in population, employment and development across the State of North Carolina suggest that the state will continue to be a strong market.

Requests for Information

Additional information may be found on the Turnpike Authority's [Investor Information website](#). Any request for information about this report should be sent to the Chief Financial Officer at the North Carolina Turnpike Authority, 1 South Wilmington Street, Raleigh, NC 27601.

NORTH CAROLINA TURNPIKE AUTHORITY
STATEMENTS OF NET POSITION

JUNE 30, 2019 AND 2018

	<u>2019</u>	<u>2018</u>
ASSETS		
Current Assets:		
Securities Lending Collateral	\$ 988,452.05	\$ 175,215.77
Accounts Receivable	23,174,778.70	17,453,905.49
Inventory	1,434,992.29	625,769.09
Intergovernmental Receivable	4,839,808.54	480,738.21
Total Current Assets	<u>30,438,031.58</u>	<u>18,735,628.56</u>
Noncurrent Assets:		
Restricted Assets:		
Cash and Cash Equivalents	13,364,762.94	7,475,821.35
Investments	283,744,683.17	264,029,048.40
Total Restricted Assets	<u>297,109,446.11</u>	<u>271,504,869.75</u>
Net OPEB Asset	1,897.00	3,209.00
Prepaid Insurance Costs	3,519,293.21	4,420,128.98
Capital Assets, Nondepreciable:		
Land and Permanent Easements	294,273,916.96	272,478,849.30
Construction in Progress	137,808,586.20	777,309,523.64
Capital Assets, Depreciable, Net of Depreciation:		
Highway Network	1,418,003,366.20	714,056,663.80
Total Capital Assets, Net of Depreciation	<u>1,850,085,869.36</u>	<u>1,763,845,036.74</u>
Total Noncurrent Assets	<u>2,150,716,505.68</u>	<u>2,039,773,244.47</u>
Total Assets	<u>2,181,154,537.26</u>	<u>2,058,508,873.03</u>
Deferred Outflows of Resources:		
Pension	551,816.00	321,293.00
Other Post Employment Benefits	863,955.00	387,129.00
Unamortized Bond Refunding Charges	28,933,975.50	28,122,236.95
Total Deferred Outflows of Resources	<u>30,349,746.50</u>	<u>28,830,658.95</u>
LIABILITIES		
Current Liabilities:		
Accounts Payable	23,487,317.19	6,359,252.63
Accrued Interest Payable	33,130,860.66	33,176,459.92
Accrued Vacation	22,146.00	11,786.00
Obligations under Securities Lending	988,452.05	175,215.77
Due to Other Funds	25,638,759.51	74,277,869.26
Bonds Payable, Net	26,210,000.00	22,060,000.00
Intergovernmental Payables	1,075,811.22	809,598.71
Unearned Revenue	6,633,641.73	4,447,612.58
Total Current Liabilities	<u>117,186,988.36</u>	<u>141,317,794.87</u>
Noncurrent Liabilities:		
Bonds Payable, Net	1,502,824,026.75	1,103,425,490.06
Note Payable	120,000,000.00	372,876,792.00
Advances from Other Funds	28,718,451.39	27,763,020.74
Accrued Interest Payable	38,082,449.96	88,732,367.10
Accrued Vacation	224,474.00	187,983.00
Net OPEB Liability	1,794,683.00	1,745,360.00
Net Pension Liability	729,749.00	483,101.00
Total Noncurrent Liabilities	<u>1,692,373,834.10</u>	<u>1,595,214,113.90</u>
Total Liabilities	<u>1,809,560,822.46</u>	<u>1,736,531,908.77</u>
Deferred Inflows of Resources:		
Pension	21,111.00	33,221.00
Other Post Employment Benefits	1,126,808.00	711,111.00
Total Deferred Inflows of Resources	<u>1,147,919.00</u>	<u>744,332.00</u>
NET POSITION		
Net Investment in Capital Assets	484,796,525.78	529,511,803.08
Restricted:		
Debt service	108,390,159.83	7,475,821.35
Transportation	177,263.89	-
Unrestricted	(192,568,407.20)	(186,924,333.22)
Total Net Position	<u>\$ 400,795,542.30</u>	<u>\$ 350,063,291.21</u>

The accompanying notes to the financial statements are an integral part of these statements.

NORTH CAROLINA TURNPIKE AUTHORITY
STATEMENTS OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION

YEARS ENDED JUNE 30, 2019 AND 2018

	<u>2019</u>	<u>2018</u>
Revenues:		
Operating Revenues:		
Charges for Services	\$ 63,987,342.98	\$ 48,999,352.61
Other Operating Revenues	1,168,045.23	648,256.27
Total Operating Revenues	<u>65,155,388.21</u>	<u>49,647,608.88</u>
Expenses:		
Operating Expenses:		
Personnel Services	1,643,266.67	1,326,736.25
Supplies and Materials	69,796.86	72,748.57
Contracted Personnel Services	1,004,455.46	776,212.34
Travel	67,194.56	49,989.22
Advertising	574,499.10	123,921.65
Utilities	275,971.24	281,988.94
Dues and Subscription Fees	11,500.00	23,960.00
Other Services	5,316,703.91	3,814,480.59
Cost of Goods Sold	810,118.81	726,724.39
Capital Outlay	33,972,010.22	15,153,166.50
Rental Expense	176,432.27	107,994.45
Depreciation	24,035,020.18	16,129,720.29
Total Operating Expenses	<u>67,956,969.28</u>	<u>38,587,643.19</u>
Operating Income (Loss)	<u>(2,801,581.07)</u>	<u>11,059,965.69</u>
Nonoperating Revenues (Expenses):		
Investment Earnings	6,053,169.97	2,577,215.65
Federal Interest Subsidy on Debt	6,177,123.20	10,833,446.56
Interest and Fees	(64,498,789.98)	(50,115,611.73)
Miscellaneous	105,666.95	1,175.00
Total Nonoperating Expenses	<u>(52,162,829.86)</u>	<u>(36,703,774.52)</u>
Loss Before Transfers and Capital Grants	(54,964,410.93)	(25,643,808.83)
Capital Grants	27,359,873.00	3,140,923.00
Transfers In	78,336,789.02	55,543,931.22
Increase in Net Position	50,732,251.09	33,041,045.39
Net Position, Beginning	350,063,291.21	319,038,039.00
Restatement (GASB 75)	-	(2,015,793.18)
Net Position, Ending	<u>\$ 400,795,542.30</u>	<u>\$ 350,063,291.21</u>

The accompanying notes to the financial statements are an integral part of these statements.

NORTH CAROLINA TURNPIKE AUTHORITY
STATEMENTS OF CASH FLOWS

YEARS ENDED JUNE 30, 2019 AND 2018

	<u>2019</u>	<u>2018</u>
Cash Flows from Operating Activities:		
Receipts from Customers	\$ 58,736,929.91	\$ 49,561,240.30
Receipts from (Payments to) Other Funds	(323,039.95)	17,624.65
Payments to Employees and Fringe Benefits	(1,605,626.67)	(353,572.68)
Payments to Vendors and Suppliers	(34,972,743.71)	(19,375,856.98)
Payments to Other Funds	(49,305,265.90)	-
Other Receipts	2,183,365.86	102,308.73
Other Payments	(1,512,497.75)	(357,806.14)
Net Cash Flows from Operating Activities	<u>(26,798,878.21)</u>	<u>29,593,937.88</u>
Cash Flows from Noncapital Financing Activities:		
Advances from Other Funds	955,430.65	867,091.35
Net Cash Flows from Noncapital Financing Activities	<u>955,430.65</u>	<u>867,091.35</u>
Cash Flows from Capital and Related Financing Activities:		
Acquisition and Construction of Capital Assets	(87,463,472.48)	(55,304,496.25)
Transfers from Other Funds	78,336,789.02	55,543,931.22
Federal Interest Subsidy on Debt	6,177,123.20	10,833,446.56
Capital Grants	23,991,091.00	3,144,443.00
Capital Gifts	33,000.00	-
Principal Payments	(556,451,792.00)	(18,395,000.00)
Interest Payments	(130,637,180.37)	(72,691,785.36)
Proceeds from Capital Debt	711,280,950.95	157,091,341.05
Payment to Bond Escrow Agent	-	(159,529,078.43)
Bond Issuance Costs	(166,113.94)	(443,498.14)
Insurance Recoveries	105,666.95	1,175.00
Net Cash Flows from Capital and Related Financing Activities	<u>45,206,062.33</u>	<u>(79,749,521.35)</u>
Cash Flows from Investing Activities:		
Proceeds from Sale and Maturities of Investments	593,888,452.38	178,209,897.41
Purchase of Investments	(611,849,026.31)	(129,935,022.54)
Investment Earnings	4,486,900.75	3,012,770.60
Net Cash Flows from Investing Activities	<u>(13,473,673.18)</u>	<u>51,287,645.47</u>
Net Change in Cash and Cash Equivalents	5,888,941.59	1,999,153.35
Cash and Cash Equivalents, Beginning of Year	7,475,821.35	5,476,668.00
Cash and Cash Equivalents, End of Year	<u>\$ 13,364,762.94</u>	<u>\$ 7,475,821.35</u>

NORTH CAROLINA TURNPIKE AUTHORITY
STATEMENTS OF CASH FLOWS (CONTINUED)

YEARS ENDED JUNE 30, 2019 AND 2018

	<u>2019</u>	<u>2018</u>
Reconciliation of Operating Income (Loss) to Net Cash		
Flows From Operating Activities:		
Operating Income (Loss)	\$ (2,801,581.07)	\$ 11,059,965.69
Adjustments to Reconcile Operating Income (Loss) to		
Net Cash Flows from Operating Activities:		
Depreciation Expense	24,035,020.18	16,129,720.29
Management Fees	(1,512,497.75)	(357,806.14)
Changes in Assets and Deferred Outflow:		
Accounts Receivable	(5,720,873.21)	77,527.62
Intergovernmental Receivables	(700,248.38)	(59,844.47)
Due from Other Funds	(323,039.95)	17,624.65
Inventory	(809,223.20)	(386,107.04)
Prepaid Items	283,467.91	931,011.31
Net OPEB Asset	1,312.00	(104.00)
Deferred Outflows for Pensions	(230,523.00)	72,541.00
Deferred Outflows for OPEB	(476,826.00)	(323,257.00)
Changes in Liabilities and Deferred Inflows:		
Accounts Payable	6,973,632.32	1,106,761.82
Due to Other Funds	(49,305,265.90)	-
Funds Held for Others	1,894,029.15	943,433.57
Due to Fiduciary	855,329.69	53,325.58
Unearned Revenue	292,000	-
Compensated Absences	46,851.00	29,455.00
Net OPEB Liability	49,323.00	(337,412.00)
Deferred Infows for OPEB	415,697.00	711,111.00
Net Pension Liability	246,648.00	(74,847.00)
Deferred Inflows for Pensions	(12,110.00)	838.00
Net Cash Flows from Operating Activities	<u>\$ (26,798,878.21)</u>	<u>\$ 29,593,937.88</u>
Noncash Investing, Capital, and Financing Activities:		
Change in Fair Value of Investments	\$ (5,647,460.83)	\$ 248,539.53
Change in Land as a Result of Accounts Payable	1,668,742.66	6,500.00
Change in Construction in Progress as a Result of		
Accrual Liabilities	12,251,935.53	50,596,323.68
Change in Securities Lending Collateral	813,236.28	(36,548.23)
Increase in Receivables Related to Nonoperating		
Income	3,335,782.00	-
Donated or Transferred Assets	(1,085.00)	-

NORTH CAROLINA TURNPIKE AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2019 AND 2018

Note 1—Nature of operations and summary of significant accounting policies

Organization and Purpose – The North Carolina Turnpike Authority (“NCTA”) was established by G.S. 136 Article 6H on October 3, 2002. Effective July 27, 2009, the North Carolina General Assembly adopted Session Law 2009-343, transferring the NCTA to the North Carolina Department of Transportation (“NCDOT”) to conserve expenditures and improve efficiency. The NCTA is a business unit of the NCDOT and is subject to and under the direct supervision of the Secretary of Transportation. The NCTA is presented as a major enterprise fund in the State of North Carolina. Currently, the NCTA is authorized to construct, operate, and maintain up to 11 turnpike projects in the State.

Financial Reporting Entity – The concept underlying the definition of the financial reporting entity is that elected officials are accountable to their constituents for their actions. As required by accounting principles generally accepted in the United States of America (“U.S. GAAP”), the financial reporting entity includes both the primary government and all of its component units. An organization other than a primary government serves as a nucleus for a reporting entity when it issues separate financial statements. The NCTA is a business unit of the NCDOT. The NCTA is an integral part of the State of North Carolina’s *Comprehensive Annual Financial Report* (“CAFR”). These financial statements for the NCTA are separate and apart from those of the State of North Carolina and NCDOT and do not present the financial position of the State or NCDOT, or changes in their financial position and cash flows. The NCTA is governed by a nine-member Board of Directors; two members are appointed by the Senate Pro Tempore and two by the Speaker of the House. The remaining five are appointed by the Governor and include the Secretary of Transportation.

Basis of Presentation – The accompanying financial statements are presented in accordance with U.S. GAAP as prescribed by the Governmental Accounting Standards Board (“GASB”). The full scope of the NCTA’s activities is considered to be a single business-type activity and accordingly, is reported within a single column in the basic financial statements.

Basis of Accounting – The financial statements of the NCTA have been prepared using the “economic resources” measurement focus and the accrual basis of accounting. Under the accrual basis, revenues are recognized when earned, and expenses are recorded when an obligation has been incurred. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met.

State Treasurer’s Securities Lending Collateral – While the NCTA does not directly engage in securities lending transactions, it deposits certain funds with the State Treasurer (“Treasurer”) in the short-term investment fund (“NC STIF”), which participates in securities lending activities. Based on the State Treasurer’s allocation of these transactions, the NCTA recognizes its allocable share of the assets and liabilities related to these transactions on the accompanying financial statements as “Securities Lending Collateral” and “Obligations under Securities Lending.” The NCTA’s allocable share of these assets and liabilities is based on the NCTA’s year-end deposit balance per the State Treasurer’s records.

Based on the authority provided in General Statute 147-69.3(e), the Treasurer lends securities from its investment pools to broker-dealers and other entities (borrowers) for collateral that will be returned for the same securities in the future. The Treasurer’s securities custodian manages the securities lending program. The Treasurer’s custodian lent U.S. government and agency securities, Federal Nation Mortgage Association Securities, corporate bonds, and notes for collateral. The Treasurer’s custodian is permitted to receive cash, U.S. government and agency securities, or irrevocable letters of credit as collateral for the securities lent.

The collateral is initially pledged at 102% of the market value of the securities lent and additional collateral is required if its value falls to less than 100% of the market value of the securities lent. There are no restrictions on the amount of loans that can be made. Substantially, all security loans can be terminated on demand by either the Treasurer or the borrower.

NORTH CAROLINA TURNPIKE AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2019 AND 2018

Note 1—Nature of operations and summary of significant accounting policies (continued)

Additional details on the Treasurer's securities lending program are included in the State of North Carolina CAFR. An electronic version of this report is available by accessing the North Carolina Office of the State Controller's ("NC OSC") Internet home page <http://www.ncosc.net/> and clicking on "Public Information" or by calling the State Controller's Financial Reporting Section at (919) 707-0500.

Receivables – Accounts receivable consist of uncollected toll revenues and intergovernmental receivables consist of amounts due from the Federal Highway Administration ("FHWA") and other local governmental agencies in connection with reimbursement of allowable expenditures made pursuant to contracts and grants that are verifiable, measurable, and expected to be collected and available for expenditures for which the resource provider's conditions have been satisfied.

Allowance for Doubtful Accounts – An allowance for doubtful accounts has not been established because there are no indications of significant delinquencies from the collection of toll revenues as of June 30, 2019 and 2018. Uncollectible accounts receivable were written off in 2019 and 2018 using the direct write-off method.

Inventory – Inventory is valued at the lower of cost (first-in, first-out) or net realizable value and consists of transponders held for resale.

Restricted Cash and Cash Equivalents – This classification includes funds received through toll revenue collections. The proceeds are to be used for debt service payment. The funds are held in the NC STIF. Ownership interest of the NC STIF is determined on a fair market valuation basis as of June 30, 2019 and 2018, in accordance with the NC STIF operating procedures.

Restricted Investments – This classification includes revenue and funds received from the State of North Carolina to be used solely for the construction of the Triangle Expressway and the Monroe Expressway. See Note 3 for further information on restricted investments.

Prepaid Insurance Costs – Prepaid insurance costs consist of guaranty bond insurance related to the issuance of the 2009 Triangle Expressway bonds and the 2017 and 2018 Triangle Expressway Revenue Refunding bonds. These amounts are capitalized and will be amortized over the maturity of the bonds.

Capital Assets, Nondepreciable – Capital assets, nondepreciable include land and permanent easements purchased for specific projects. These costs will never be depreciated. Construction in progress includes consultant contract expenditures and contracted personnel service expenditures that are charged to specific projects. These costs will be transferred to depreciable asset categories when projects are complete.

Capital Assets, Depreciable – Capital assets, depreciable are stated at cost at the date of acquisition or fair value at date of donation in the case of gifts. Assets that have a value or cost in excess of \$5,000.00 at the date of acquisition and have an expected useful life of more than two years are capitalized. This definition conforms to the policy of the North Carolina Office of State Controller.

Depreciation is calculated using the straight-line method over the estimated useful life of 50 years for the highway network. Capital assets are carried at cost less accumulated depreciation.

Noncurrent Liabilities – Noncurrent liabilities include the advances from other funds, bonds payable, a note payable, accrued interest, accrued vacation, net pension liability, and net OPEB liability that will not be paid within the next fiscal year.

NORTH CAROLINA TURNPIKE AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2019 AND 2018

Note 1—Nature of operations and summary of significant accounting policies (continued)

Accrued Vacation – The NCTA’s policy is to record the cost of vacation leave when earned. The policy provides for a maximum accumulation of unused vacation leave of 30 days which can be carried forward each January 1 or for which an employee can be paid upon termination of employment. Also, any accumulated vacation leave in excess of 30 days at year-end is converted to sick leave. Under this policy, the accumulated vacation leave for each employee as of June 30 equals the leave carried forward at the previous December 31 plus the leave earned less the leave taken between January 1 and June 30.

In addition to the vacation leave described above, accrued vacation includes the accumulated unused portion of the special annual leave bonuses awarded by the North Carolina General Assembly. The bonus leave balance on December 31 is retained by employees and transferred into the next calendar year. It is not subject to conversion to sick leave. When classifying accrued vacation into current and noncurrent, leave is considered taken using a last-in, first-out method.

Net Position – The NCTA’s net position is classified as follows:

Net Investment in Capital Assets – This represents the NCTA’s total investment in capital assets, net of the corresponding related debt.

Restricted – For the year ended June 30, 2018, this represents funds received through toll revenue collections which are held in the NC STIF to be used for debt service payments. For the year ended June 30, 2019, this represents funds received through toll revenue collections and other deposits that are to be used for debt service payments and reserves. The funds are held in the NC STIF and other investments (see *Notes 2 and 3*).

Unrestricted – Since there were toll collections only on the Triangle and Monroe Expressways and the NCTA is incurring expenses in excess of the capital grants received, the NCTA has a deficit in the unrestricted balance.

Deferred Outflows/Inflows of Resources – In addition to assets, the statement of net position will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, deferred outflows of resources, represents a consumption of net position that applies to a future period and so will not be recognized until then. The NCTA has items that meet this criterion which include pension related deferrals, other postemployment benefits (“OPEB”) related deferrals, and deferrals related to debt refundings that took place in the current year and in prior years. The statements of net position also report a separate section for deferred inflows of resources. This separate financial statement element, deferred inflows of resources, represents an acquisition of net position that applies to a future period and so will not be recognized until then. The NCTA has two items that meets this criterion which include pension related deferrals and OPEB related deferrals.

Revenue and Expense Recognition – The NCTA classifies its revenue and expenses as operating and nonoperating in the accompanying statements of revenues, expenses, and changes in net position. Operating expenses generally result from providing services and producing and delivering goods in connection with the NCTA’s principal ongoing operations. Operating expenses are all expense transactions incurred other than those related to capital and non-capital financing or investing activities as defined by GASB Statement No. 9, *Reporting Cash Flows of Proprietary and Nonexpendable Trust Funds and Governmental Entities That Use Proprietary Fund Accounting*. Nonoperating expenses mainly relate to interest expense and the amortization of premiums and discounts of long-term debt.

Operating revenues include activity from the toll roads that were open for operations during the fiscal years ended June 30, 2019 and 2018. These revenues include toll revenues, processing fees, and other charges arising from the toll roads.

NORTH CAROLINA TURNPIKE AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2019 AND 2018

Note 1—Nature of operations and summary of significant accounting policies (continued)

Nonoperating revenues include activities that have the characteristics of nonexchange transactions. Revenue from nonexchange transactions represents funds received from the FHWA and NCDOT. Revenues from FHWA are classified as Capital Grants and are considered nonoperating, along with investment income and transfers in from the NCDOT, since these are related to investing, capital, or non-capital financing activities.

Use of Estimates – The preparation of financial statements in conformity with U.S. GAAP requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities as of the dates of the financial statements and the reported amounts of revenues and expenses during the reporting periods. Actual results could differ from those estimates.

Retirement Plans – For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Teachers' and State Employees' Retirement System ("TSERS") and additions to/deductions from TSERS' fiduciary net position have been determined on the same basis as they are reported by TSERS. For this purpose, plan member contributions are recognized in the period in which the contributions are due. The NCTA's employer contributions are recognized when due and the NCTA has a legal requirement to provide the contributions. Benefits and refunds are recognized when due and payable in accordance with the terms of TSERS. Investments are reported at fair value.

Other Post Employment Benefit Plans – For purposes of measuring the net OPEB asset and liability, deferred outflows of resources and deferred inflows of resources related to OPEB, and OPEB expense, information about the fiduciary net positions of the Retiree Health Benefit Fund ("RHBF") and the Disability Income Plan of North Carolina ("DIPNC"), and additions to/deductions from RHBF and DIPNC's fiduciary net positions have been determined on the same basis as they are reported by RHBF and DIPNC. For this purpose, plan member contributions are recognized in the period in which the contributions are due. The NCTA's employer contributions are recognized when due and the NCTA has a legal requirement to provide the contributions. Benefits and refunds are recognized when due and payable in accordance with the terms of RHBF and DIPNC. Investments are reported at fair value.

Note 2—Deposits

As of June 30, 2019 and 2018, respectively, \$13,364,762.94 and \$7,475,821.35 shown on the statements of net position as restricted cash and cash equivalents represent the NCTA's equity position in the State Treasurer's NC STIF. The NC STIF (a portfolio within the State Treasurer's Investment Pool, an external investment pool that is not registered with the Securities and Exchange Commission and does not have a credit rating) had a weighted average maturity of 1.1 and 1.0 years as of June 30, 2019 and 2018, respectively.

Ownership interest of the NC STIF is determined on a fair market valuation basis as of June 30, 2019 and 2018, in accordance with the NC STIF operating procedures. Valuation of the underlying assets is performed by the custodian.

The NCTA's fair market value share of the NC STIF was determined based on Level 2 inputs in accordance with U.S. GAAP. At 2019 and 2018, \$13,364,762.94 and \$7,475,821.35, respectively, are classified as restricted. These amounts represent cash collected from toll revenues that is restricted for payments on bonds. Deposit and investment risks associated with the State Treasurer's Investment Pool (which includes the State Treasurer's NC STIF) are included in the State of North Carolina's CAFR. An electronic version of this report is available by accessing the NC OSC's Internet home page <http://www.ncosc.net/> and clicking on "Public Information" or by calling the State Controller's Financial Reporting Section at (919) 707-0500.

NORTH CAROLINA TURNPIKE AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2019 AND 2018

Note 3—Restricted investments

The NCTA's policy for eligible investments are governed by North Carolina General Statute 159-30 and bond covenants that, in general, allow funds to be invested in obligations of the United States or United States government sponsored enterprises, obligations of the State of North Carolina or localities of the State of North Carolina, prime quality commercial paper, shares of certain money market mutual funds, and commingled investment pools.

Fair Value Measurements – U.S. GAAP defines fair value as the exchange price that would be received for an asset or paid to transfer a liability in the principal or most advantageous market for the asset or liability in an orderly transaction between market participants on the measurement date. U.S. GAAP also establishes a fair value hierarchy that prioritizes the inputs to valuation techniques used to measure fair value. The hierarchy consists of three broad levels of inputs that may be used to measure fair value is as follows:

Level 1 – Inputs to the valuation methodology are quoted prices available in active markets for identical assets and are given the highest priority;

Level 2 – Inputs consist of observable inputs other than quoted prices for identical assets; and

Level 3 – Inputs consist of unobservable inputs and are given the lowest priority.

Concentrations of Credit Risk – A diversified portfolio is managed by the NCTA, financial advisors, and trustees to minimize the risk of loss resulting from over concentration of assets. Securities that are exposed to credit risk, i.e., commercial paper, are limited to 5% of the portfolio to a single issuer. The NCTA's policy does not set a limit on the amount that may be invested in any single government sponsored enterprise, money market mutual fund, or commingled investment pool.

Interest Rate Risk – Interest rate risk represents the risk governments are exposed to as a result of changes in interest rates on the fair value of an investment. Generally, the longer the maturity of an investment the greater the sensitivity of its fair value to changes in market interest rates. The NCTA's policy to mitigate risk has been to structure the investment portfolio so that securities mature to meet cash requirements reducing the need to sell securities on the open market prior to maturity. In addition, interest rate risk is reduced by investing funds primarily in shorter-term securities. The NCTA does not have a formal investment policy that limits investment maturities as a means of managing its exposure to fair value losses arising from increasing interest rates.

NORTH CAROLINA TURNPIKE AUTHORITY
NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2019 AND 2018

Note 3—Restricted investments (continued)

The NCTA's revenue bond proceeds were invested as follows as of June 30:

2019				
Type of Investment	Valuation Measurement Method	Fair Value	Investment Maturities (in Years)	
			Less Than 1 Year	1 – 5 Years
U.S. Treasuries	Fair Value - Level 1	\$ 147,072,503.93	\$ 143,541,958.95	\$ 3,530,544.98
U.S. Government Agencies	Fair Value - Level 2	4,161,633.16	1,148,869.49	3,012,763.67
NC STIF	Fair Value - Level 2	2,492,108.23	-	2,492,108.23
Commercial Paper	Fair Value - Level 2	6,833,086.10	6,833,086.10	-
Money Market Mutual Funds	Cost	123,185,351.75	123,185,351.75	-
		<u>\$ 283,744,683.17</u>	<u>\$ 274,709,266.29</u>	<u>\$ 9,035,416.88</u>
2018				
Type of Investment	Valuation Measurement Method	Fair Value	Investment Maturities (in Years)	
			Less Than 1 Year	1 – 5 Years
U.S. Treasuries	Fair Value - Level 1	\$ 37,838,242.93	\$ 36,485,531.64	\$ 1,352,711.29
U.S. Government Agencies	Fair Value - Level 2	4,058,196.28	2,923,290.09	1,134,906.19
NC STIF	Fair Value - Level 2	138,118,089.43	-	138,118,089.43
Money Market Mutual Funds	Cost	84,014,519.76	84,014,519.76	-
		<u>\$ 264,029,048.40</u>	<u>\$ 123,423,341.49</u>	<u>\$ 140,605,706.91</u>

As of June 30, 2019 and 2018, included in the Money Market Mutual Funds totals as stated above, \$123,185,351.75 and \$54,330,713.08, respectively, were invested in the PFM Funds – Prime Series, Institutional Class. The PFM Funds – Prime Series is an SEC-registered money market mutual fund. The fund invests in obligations of the United States government and its agencies, high quality debt obligations of U.S. companies, and obligations of financial institutions. The fund seeks to maintain a constant \$1 net asset value and is rated “AAAm” by Standard & Poor’s. In addition, the fund maintains a weighted average maturity of 60 days or less.

In addition to NCTA revenue bond proceeds, additional debt was incurred by the State of North Carolina. Investment of the proceeds of such debt is governed by North Carolina General Statute §147-69.1 and bond covenants that, in general, allow funds to be invested in obligations of the United States or United States government sponsored enterprises, obligations of the State of North Carolina or localities of the State of North Carolina, prime quality commercial paper, shares of certain money market mutual funds, and commingled investment pools.

NORTH CAROLINA TURNPIKE AUTHORITY
NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2019 AND 2018

Note 4—Capital assets

A summary of changes in capital assets for the year ended June 30, 2019 is presented as follows:

	<u>July 1, 2018</u>	<u>Additions</u>	<u>Disposals</u>	<u>Transfers</u>	<u>June 30, 2019</u>
Capital Assets, Nondepreciable					
Land and Permanent Easements	\$ 272,478,848.86	\$ 22,345,551.39	\$ (550,483.73)	\$ -	\$ 294,273,916.52
Construction in Progress	777,309,522.88	88,481,870.14	-	(727,982,807.58)	137,808,585.44
Total Capital Assets, Nondepreciable	1,049,788,371.74	110,827,421.53	(550,483.73)	(727,982,807.58)	432,082,501.96
Capital Assets, Depreciable					
Highway Network	806,486,015.00	-	-	727,982,807.58	1,534,468,822.58
Machinery and Equipment	60,035.00	-	(27,428.91)	-	32,606.09
Total Capital Assets, Depreciable	806,546,050.00	-	(27,428.91)	727,982,807.58	1,534,501,428.67
Less Accumulated Depreciation for:					
Highway Network	92,429,350.00	24,035,020.18	-	-	116,464,370.18
Machinery and Equipment	60,035.00	-	(26,343.91)	-	33,691.09
Total Accumulated Depreciation	92,489,385.00	24,035,020.18	(26,343.91)	-	116,498,061.27
Total Capital Assets, Depreciable, Net of Depreciation	714,056,665.00	(24,035,020.18)	(1,085.00)	727,982,807.58	1,418,003,367.40
Capital Assets, Net of Depreciation	\$ 1,763,845,036.74	\$ 86,792,401.35	\$ (551,568.73)	\$ -	\$ 1,850,085,869.36

A summary of changes in capital assets for the year ended June 30, 2018 is presented as follows:

	<u>July 1, 2017</u>	<u>Additions</u>	<u>Disposals</u>	<u>Transfers</u>	<u>June 30, 2018</u>
Capital Assets, Nondepreciable					
Land and Permanent Easements	\$ 258,834,956.00	\$ 13,648,582.86	\$ (4,690.00)	\$ -	\$ 272,478,848.86
Construction in Progress	672,435,846.00	104,873,676.88	-	-	777,309,522.88
Total Capital Assets, Nondepreciable	931,270,802.00	118,522,259.74	(4,690.00)	-	1,049,788,371.74
Capital Assets, Depreciable					
Highway Network	806,486,015.00	-	-	-	806,486,015.00
Machinery and Equipment	60,035.00	-	-	-	60,035.00
Total Capital Assets, Depreciable	806,546,050.00	-	-	-	806,546,050.00
Less Accumulated Depreciation for:					
Highway Network	76,299,630.00	16,129,720.00	-	-	92,429,350.00
Machinery and Equipment	60,035.00	-	-	-	60,035.00
Total Accumulated Depreciation	76,359,665.00	16,129,720.00	-	-	92,489,385.00
Total Capital Assets, Depreciable, Net of Depreciation	730,186,385.00	(16,129,720.00)	-	-	714,056,665.00
Capital Assets, Net of Depreciation	\$ 1,661,457,187.00	\$ 102,392,539.74	\$ (4,690.00)	\$ -	\$ 1,763,845,036.74

NORTH CAROLINA TURNPIKE AUTHORITY
NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2019 AND 2018

Note 5—Advances from other funds

The following is a summary of changes in the NCTA's Advances from Other Funds as of June 30, 2019:

	<u>July 1, 2018</u>	<u>Additions</u>	<u>June 30, 2019</u>
Advances from Other Funds	<u>\$ 27,763,020.74</u>	<u>\$ 955,430.65</u>	<u>\$ 28,718,451.39</u>

The following is a summary of changes in the NCTA's Advances from Other Funds as of June 30, 2018:

	<u>July 1, 2017</u>	<u>Additions</u>	<u>June 30, 2018</u>
Advances from Other Funds	<u>\$ 26,895,929.00</u>	<u>\$ 867,091.74</u>	<u>\$ 27,763,020.74</u>

Pursuant to G.S. 136-176(b), operation and project development costs for the NCTA are eligible for funding from the Highway Trust Fund administration funds. These funds are considered an Advance from Other Funds and are to be repaid from toll revenue as soon as possible. Beginning January 1, 2014, one year after the NCTA began collecting tolls on the completed Triangle Expressway project, the NCTA began accruing interest on the unpaid balance owed to the Highway Trust Fund at a rate equal to the State Treasurer's average annual yield (1.91% as of June 30, 2019) on its investment of Highway Trust Fund funds pursuant to G.S. 147-6.1. The NCTA accrued \$494,655.28 and \$306,164.26 of interest for the years ended June 30, 2019 and 2018, respectively.

Note 6—Lease obligations

During the year ended June 30 2014, the NCTA entered into lease agreements for road maintenance equipment. Rental expense relating to operating leases during the years ended June 30, 2019 and 2018 was \$176,432.27 and \$107,994.45, respectively.

Note 7—Long-term debt

Long-term debt as of June 30 consists of the following:

Revenue Bonds:	<u>2019</u>	<u>2018</u>
Revenue bonds payable, Series 2009A Triangle Expressway System Revenue Bonds in the amount of \$234,910,000.00, issued July 29, 2009, with coupon rates of 5.50% and 5.75%, with principal payments beginning January 2019, final maturity of January 2039, net of unamortized discount of \$879,000.00 as of June 30, 2016. These revenue bonds payable were refunded in March 2017 except for \$600,000.00, which was paid in full on January 1, 2019.	\$ -	\$ 600,000.00
Revenue bonds payable, Series 2009B Capital Appreciation Triangle Expressway System Revenue Bonds in the amount of \$35,173,109.00, issued July 29, 2009, with interest ranging from 6.74% to 7.10% compounding semi-annually, with principal payments beginning January 2030, due in full January 2038.	35,173,109.00	35,173,109.00

NORTH CAROLINA TURNPIKE AUTHORITY
NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2019 AND 2018

Note 7—Long-term debt (continued)

Revenue Bonds:	<u>2019</u>	<u>2018</u>
Revenue bonds payable, Series 2009B Triangle Expressway State Appropriation Revenue Bonds in the amount of \$352,675,000.00 issued July 29, 2009, with coupon rates of 6.00% and 6.70%, with principal payments beginning January 2017. These revenue bonds payable were refunded in December 2018 except for \$20,210,000.00, which matures January 1, 2021.	\$ 20,210,000.00	\$ 190,930,403.00
Revenue bonds payable, Series 2010A Monroe Connector System State Appropriation Revenue Bonds in the amount of \$233,920,000.00, issued October 26, 2010, with coupon rates of 5.318% and 5.418%, with principal payments beginning January 2022, final maturity January 2041.	233,920,000.00	233,920,000.00
Revenue bonds payable, Series 2011 Monroe Connector System State Appropriation Revenue Bonds in the amount of \$214,505,000.00, issued November 30, 2011, with coupon rates of 4.25% and 5.00%, with principal payments beginning July 2012, final maturity July 2041, net of unamortized premium of \$10,206,780.75 as of June 30, 2019.	133,391,780.75	142,798,689.00
Revenue bonds payable, Series 2016 Monroe Expressway Toll Revenue Bonds in the amount of \$137,051,904.35, issued January 31, 2017, with a coupon rate of 5.00%, with principal payments beginning July 2023, final maturity July 2054, net of unamortized premium of \$6,764,096.60 as of June 30, 2019.	143,816,001.00	144,051,467.00
Revenue bonds payable, Series 2017 Triangle Expressway System Senior Lien Turnpike Revenue Refunding Bonds in the amount of \$200,515,000.00, issued March 30, 2017, with coupon rates of 3.125% and 5.00%, with principal payments beginning January 2018, final maturity January 2039, net of unamortized premium of \$21,282,277.00 as of June 30, 2019.	215,317,277.00	220,974,279.00
Revenue bonds payable, Series 2018A Triangle Expressway System Appropriation Revenue Refunding Bonds in the amount of \$150,125,000.00, issued May 10, 2018, with average coupon rates of 4.00%, with principal payments beginning January 2019, final maturity January 2039, net of unamortized premium of \$6,528,615.00 as of June 30, 2019.	156,653,615.00	157,037,543.00
Revenue bonds payable, Series 2018B Triangle Expressway System Appropriation Revenue Refunding Bonds in the amount of \$161,759,000.00, issued December 31, 2018, with average coupon rates of 2.82%, with principal payments beginning January 2020, final maturity January 2032, net of unamortized premium of \$6,528,615.00 as of June 30, 2019.	161,759,000.00	-
Revenue bonds payable, Series 2018 Triangle Expressway System Senior Lien Turnpike Revenue Refunding Bonds in the amount of \$401,155,000.00, issued December 12, 2018, with average coupon rates of 4.61%, with principal payments beginning January 2020, final maturity January 2041, net of unamortized premium of \$27,638,244.00 as of June 30, 2019.	428,793,244.00	-
Total Bonds, Net	<u>\$ 1,529,034,026.75</u>	<u>\$ 1,125,485,490.00</u>

NORTH CAROLINA TURNPIKE AUTHORITY
NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2019 AND 2018

Note 7—Long-term debt (continued)

Bonds payable maturities are as follows:

<u>Years Ending June 30,</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2020	\$ 26,210,000.00	\$ 65,047,628.67	\$ 91,257,628.67
2021	29,860,000.00	62,748,899.26	92,608,899.26
2022	42,122,000.00	61,240,619.26	103,362,619.26
2023	37,679,000.00	59,679,545.36	97,358,545.36
2024	42,697,000.00	58,118,287.31	100,815,287.31
2025-2029	259,633,358.50	261,579,821.35	521,213,179.85
2030-2034	324,173,520.25	260,611,629.05	584,785,149.30
2035-2039	413,609,105.75	245,812,769.80	659,421,875.55
2040-2044	173,135,028.25	48,444,617.80	221,579,646.05
2045-2049	36,810,000.00	22,611,750.00	59,421,750.00
2050-2054	56,880,000.00	10,994,000.00	67,874,000.00
2055-2059	13,805,000.00	345,125.00	14,150,125.00
	<u>1,456,614,012.75</u>	<u>1,157,234,692.86</u>	<u>2,613,848,705.61</u>
Issuance Premiums	72,420,014.00	-	72,420,014.00
	<u>\$ 1,529,034,026.75</u>	<u>\$ 1,157,234,692.86</u>	<u>\$ 2,686,268,719.61</u>
		<u>2019</u>	<u>2018</u>

Note Payable:

Triangle Expressway TIFIA note payable for an amount not to exceed \$386,662,363.00, opened on July 1, 2009, bearing interest of 4.25% per annum, with interest payments beginning July 2015, principal payments beginning January 2024, and final maturity in January 2043. This note was refunded in full in December 2018.

\$ - \$ 372,876,792.00

Monroe Expressway TIFIA note payable for an amount not to exceed \$166,500,000.00, opened on January 31, 2017, bearing interest of 3.08% per annum, with interest payments beginning July 2021, principal payments beginning January 2024, and final maturity in July 2053.

\$ 120,000,000.00 \$ -

The Triangle Expressway ("TriEx") TIFIA note payable required debt service payments commencing July 1, 2015, with a final maturity of January 1, 2043. No payment of principal or interest on the TriEx TIFIA note payable was required to be made during the period of July 1, 2009 through January 1, 2015. Payments of interest commenced on January 1, 2015 and payments of principal and interest were to commence on January 1, 2024. The amounts of principal and interest to be paid were calculated based on the total amount drawn on the note and amount of accrued interest outstanding as of January 1, 2015. In December 2018 the NCTA paid in full the balance of principal and accrued interest. Accrued interest on the loan agreement was \$0 and \$66,628,276.00 as of June 30, 2019 and 2018, respectively.

On January 31, 2017, the NCTA signed an agreement with the United States Department of Transportation for a Monroe Expressway TIFIA note payable of up to \$166,500,000.00. In January 2019 the NCTA drew down \$120,000,000.00 on this note, which is being used to pay certain costs, including land acquisition, design, construction, and equipping of the Monroe Expressway Project. The note payable requires debt service payments commencing July 1, 2021, with a final maturity of July 1, 2053. No payment of principal or interest on the Monroe Expressway note payable is required to be made during the period of January 1, 2019 through January 1, 2021. The amounts of principal and interest to be paid are calculated based on the total amount drawn on the note and amount of accrued interest outstanding as of July 1, 2021. Accrued interest on the loan agreement was \$1,691,046.58 and \$0 as of June 30, 2019 and 2018, respectively.

NORTH CAROLINA TURNPIKE AUTHORITY
NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2019 AND 2018

Note 7—Long-term debt (continued)

The Monroe Expressway TIFIA note payable maturities are as follows:

<u>Years Ending June 30,</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2020	\$ -	\$ -	\$ -
2021	-	851,452.97	851,452.97
2022	-	1,631,951.52	1,631,951.52
2023	-	2,199,586.83	2,199,586.83
2024	163,244.30	3,466,073.97	3,629,318.27
2025-2029	4,562,451.28	20,324,241.74	24,886,693.02
2030-2034	9,201,416.82	19,643,752.00	28,845,168.82
2035-2039	15,122,087.23	18,222,371.93	33,344,459.16
2040-2044	22,617,445.19	15,825,798.15	38,443,243.34
2045-2049	31,758,892.68	12,208,719.42	43,967,612.10
2050-2053	36,574,462.50	6,603,781.78	43,178,244.28
	<u>\$ 120,000,000.00</u>	<u>\$ 100,977,730.31</u>	<u>\$ 220,977,730.31</u>

Long-term liability activity for the year ended June 30, 2019 is as follows:

	<u>July 1, 2018</u>	<u>Additions</u>	<u>Reductions</u>	<u>June 30, 2019</u>	<u>Due Within One Year</u>
Bonds Payable:					
Bonds	\$ 1,077,275,013.00	\$ 562,914,000.00	\$ (183,575,000.25)	\$ 1,456,614,012.75	\$ 26,210,000.00
Deferred Amounts:					
For Issuance Premiums	48,620,074.00	28,366,951.00	(4,567,011.00)	72,420,014.00	-
For Issuance Discounts	(409,597.00)	-	(409,597.00)	-	-
	<u>1,125,485,490.00</u>	<u>591,280,951.00</u>	<u>(188,551,608.25)</u>	<u>1,529,034,026.75</u>	<u>26,210,000.00</u>
Note Payable	372,876,792.00	120,000,000.00	(372,876,792.00)	120,000,000.00	-
Accrued Vacation	199,769.00	152,108.00	(105,257.00)	246,620.00	22,146.00
Net OPEB Liability	1,745,360.00	49,323.00	-	1,794,683.00	-
Net Pension Liability	483,101.00	246,648.00	-	729,749.00	-
Total Long-Term Debt	<u>\$ 1,500,790,512.00</u>	<u>\$ 711,729,030.00</u>	<u>\$ (561,237,686.25)</u>	<u>\$ 1,651,805,078.75</u>	<u>\$ 26,232,146.00</u>

Long-term liability activity for the year ended June 30, 2018 is as follows:

	<u>July 1, 2017, Restated (GASB 75)</u>	<u>Additions</u>	<u>Reductions</u>	<u>June 30, 2018</u>	<u>Due Within One Year</u>
Bonds Payable:					
Bonds	\$ 1,096,395,013.00	\$ 150,125,000.00	\$ (169,245,000.00)	\$ 1,077,275,013.00	\$ 22,060,000.00
Deferred Amounts:					
For Issuance Premiums	45,253,234.00	6,966,341.00	(3,599,501.00)	48,620,074.00	-
For Issuance Discounts	(497,539.00)	-	(87,942.00)	(409,597.00)	-
	<u>1,141,150,708.00</u>	<u>157,091,341.00</u>	<u>(172,932,443.00)</u>	<u>1,125,485,490.00</u>	<u>22,060,000.00</u>
Note Payable	372,876,792.00	-	-	372,876,792.00	-
Accrued Vacation	170,314.00	116,487.00	(87,032.00)	199,769.00	11,786.00
Net OPEB Liability	2,082,772.00	-	(337,412.00)	1,745,360.00	-
Net Pension Liability	557,948.00	-	(74,847.00)	483,101.00	-
Total Long-Term Debt	<u>\$ 1,516,838,534.00</u>	<u>\$ 157,207,828.00</u>	<u>\$ (173,431,734.00)</u>	<u>\$ 1,500,790,512.00</u>	<u>\$ 22,071,786.00</u>

NORTH CAROLINA TURNPIKE AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2019 AND 2018

Note 7—Long-term debt (continued)

Total interest cost on indebtedness was \$74,259,475.72 and \$76,168,933.46 for the years ended June 30, 2019 and 2018, respectively. Total capitalized interest represented \$22,886,997.83 and \$25,251,644.29 of this amount during the years ended June 30, 2019 and 2018, respectively.

In the Event of Default

The Trust Agreement for the North Carolina Turnpike Authority's outstanding senior lien revenue bonds for the Triangle Expressway System (\$630,363,108) contains a provision providing that there can be no acceleration of payment of principal of or interest on such bonds as a result of the occurrence of any event of default.

The Trust Agreement for the North Carolina Turnpike Authority's outstanding state appropriation revenue bonds for the Triangle Expressway System (\$332,094,000) and the Trust Agreement for the Monroe Connector System (\$357,105,000) contains a provision providing that there can be no acceleration of payment of principal of or interest on such bonds as a result of the occurrence of any event of default.

The Trust Agreement for the North Carolina Turnpike Authority's outstanding toll revenue bonds for the Monroe Expressway (\$137,051,904) contains a provision providing that there can be no acceleration of payment of principal of or interest on such bonds as a result of the occurrence of any event of default.

Federal Interest Cash Subsidy

The NCTA has elected to treat the Triangle Expressway System State Annual Appropriation Revenue Bonds, Series 2009B and the Monroe Connector System State Appropriation Revenue Bonds, Series 2010A as "Build America Bonds" for purposes of the *American Recovery and Reinvestment Tax Act of 2009* ("Recovery Act"). In adherence with the Recovery Act, the NCTA receives cash subsidy payments from the United States Treasury Department equal to 35% of the interest payable on the Series 2009B and 2010A State Appropriation Bonds. As part of the 2019 Federal Budget, the payments received during the year ended June 30, 2019 were reduced by 6.2%. As part of the 2018 Federal Budget, the payments received during the year ended June 30, 2018 were reduced by 6.6%. Cash subsidy payments totaled \$6,177,123.20 and \$10,833,446.56 for the years ended June 30, 2019 and 2018, respectively.

Refundings

On March 22, 2017, the NCTA issued \$200,515,000.00 of senior lien advance refunding bonds to provide resources that were placed in an irrevocable trust to be used for interest on the refunded bonds until January 1, 2019 and the principal amount of the refunded bonds on January 1, 2019. As a result, the refunded bonds are considered to be defeased and the liability has been removed from the statements of net position as of June 30, 2017. The reacquisition price exceeded the net carrying amount of the old debt by \$20,734,143.00. This amount is shown as a deferred outflow of resources and amortized over the life of the refunded debt. This advance refunding was undertaken to reduce total debt service payments over the next 22 years by \$65,515,780.00 and resulted in an economic gain of \$32,153,069.00.

On May 10, 2018, the NCTA issued \$150,125,000.00 of appropriation revenue refunding bonds. These bonds were issued to refund, in advance of their maturity, certain of the NCTA's Triangle Expressway System State Appropriation Revenue Bonds, Series 2009B, and to pay costs incurred in connection with the issuance of these bonds. As a result, the refunded bonds are considered to be defeased and the liability has been removed from the statements of net position as of June 30, 2018. The reacquisition price exceeded the net carrying amount of the old debt by \$9,777,825.18. This amount is shown as a deferred outflow of resources and amortized over the life of the refunded debt. This advance refunding was undertaken to reduce total debt service payments over the next 22 years by \$15,026,177.17 and resulted in an economic gain of \$10,933,562.18.

NORTH CAROLINA TURNPIKE AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2019 AND 2018

Note 7—Long-term debt (continued)

On November 20, 2018, the NCTA issued \$401,155,000 of appropriation revenue refunding bonds. These bonds were issued to refund, in advance of its maturity, the TriEx TIFIA note payable and accrued interest, and to pay costs incurred in connection with the issuance of these bonds. As a result, the refunded TriEx TIFIA note payable is considered to be defeased and the liability has been removed from the statements of net position as of June 30, 2019. The reacquisition price did not exceed the net carrying amount of the TriEx TIFIA note payable and accrued interest. This advance refunding was undertaken to reduce total debt service over the next 23 years by \$18,561,930.32 and will result in a present value economic gain of \$10,245,387.60.

On December 31, 2018, the NCTA issued \$161,759,000.00 of appropriation revenue refunding bonds. These bonds were issued to refund, in advance of their maturity, certain of the NCTA's Triangle Expressway System State Appropriation Revenue Bonds, Series 2009B, and to pay costs incurred in connection with the issuance of these bonds. As a result, the refunded bonds are considered to be defeased and the liability has been removed from the statements of net position as of June 30, 2019. The reacquisition price exceeded the net carrying amount of the old debt by \$3,366,930.55. This amount is shown as a deferred outflow of resources and amortized over the life of the refunded debt. This advance refunding was undertaken to reduce total debt service payments over the next 13 years by \$22,646,034.24 and resulted in an economic gain of \$18,854,944.18.

Note 8—Deferred outflows of resources – unamortized bond refunding charges

Gains and losses from debt refunding must be deferred and amortized over the lesser of the original remaining life of the old debt or the life of the new debt. In addition, gains and losses related to debt refunding are to be used in determining the carrying value of the new debt issued to finance debt refunding. As of June 30, 2019, and 2018, the carrying values of the 2017 Triangle Expressway System Senior Lien Turnpike Revenue Refunding Bonds and the 2018 Triangle Expressway System Appropriation Revenue Refunding Bonds have been adjusted for the gain from defeasance (net of amortization) of \$28,933,975.50 and \$28,122,236.95, respectively.

This deferred outflow of resources is included as unamortized bond refunding charges in the statements of net position.

Note 9—Pledged revenues

The NCTA has pledged, as security for revenue bonds, net revenues from the operation of the Triangle Expressway System and the Monroe Connector System. In July 2009, the NCTA issued Triangle Expressway System State Annual Appropriation Revenue Bonds (\$352,675,000.00) and Triangle Expressway System Senior Lien Revenue Bonds (\$270,083,109.00). In October 2010, the NCTA issued Monroe Connector System State Annual Appropriation Revenue Bonds (\$233,920,000.00). In November 2011, the NCTA issued State Annual Appropriation Revenue Bonds (\$214,505,000.00). In January 2017, the NCTA issued Monroe Expressway Toll Revenue Bonds (\$137,051,904.00). In March 2017, the NCTA issued Triangle Expressway System Senior Lien Turnpike Revenue Refunding Bonds (\$200,515,000.00). In May 2018, the NCTA issued Triangle Expressway System Appropriation Revenue Refunding Bonds (\$150,125,000.00). In November 2018, the NCTA issued Triangle Expressway System Appropriation Revenue Refunding Bonds (\$401,155,000.00). In December 2018 the NCTA issued Triangle Expressway System Appropriation Revenue Refunding Bonds (\$161,759,000.00). For the Senior Lien Revenue Bonds, specific revenues pledged consist of toll revenues and all other income derived from the operation of the Triangle Expressway System. For the State Annual Appropriation Revenue Bonds, specific revenues pledged consist of federal interest subsidy payments and investment income.

NORTH CAROLINA TURNPIKE AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2019 AND 2018

Note 9—Pledged revenues (continued)

The NCTA has elected to treat the State Annual Appropriation Revenue Bonds as “Build America Bonds” for purposes of the American Recovery and Reinvestment Act of 2009 and to receive a cash subsidy from the United States Treasury equal to 35% of the interest payable on these bonds. As part of the 2019 Federal Budget, the payments received during the year ended June 30, 2019 were reduced by 6.2%. As part of the 2018 Federal Budget, the payments received during the year ended June 30, 2018 were reduced by 6.6%.

Proceeds from the bonds are being used to pay the costs of land acquisition, design, construction, and equipping of the Triangle Expressway System, a 19-mile toll road facility built in Durham and Wake counties that was fully opened in January 2013. Additionally, proceeds from the bonds are being used to pay the costs of design, construction, and equipping of the Monroe Connector System, a 19.7-mile toll road facility to be built in Mecklenburg and Union counties that was fully opened in November 2018. The total principal and interest remaining to be paid on the bonds is \$2,686,268,720.06 payable through fiscal year 2055 (final maturity date). For the year ended June 30, 2019, principal and interest paid and available revenues (toll revenues, fees, federal interest subsidy, federal transportation funds, and investment revenues) were \$72,209,680.55 and \$74,236,152.78, respectively. For year ended June 30, 2018, principal and interest paid and available revenues (toll revenues, fees, federal interest subsidy, federal transportation funds, and investment revenues) were \$72,794,532.36, and \$62,483,152.84, respectively.

Note 10—Retirement plans

Plan Description – The NCTA is a participating employer in the statewide Teachers’ and State Employees’ Retirement System (“TSERS”), a cost-sharing multiple-employer defined benefit pension plan administered by the State of North Carolina. TSERS membership is comprised of employees of the State (state agencies and institution), universities, community colleges, and certain proprietary component units along with the employees of Local Education Agencies and charter schools. Article 1 of G.S. Chapter 135 assigns the authority to establish and amend benefit provision to the North Carolina General Assembly. Management of the plan is vested in the TSERS Board of Trustees, which consists of 13 members – nine appointed by the Governor, one appointed by the state Senate, one appointed by the state House of Representatives, and the State Treasurer and State Superintendent who serve as ex-officio members. The Teachers’ and State Employees’ Retirement System is included in the State of North Carolina’s CAFR. The State’s CAFR included financial statements and required supplementary information for TSERS. That Report may be obtained by writing to the Office of the State Controller, 1410 Mail Service Center, Raleigh, North Carolina 27699-1410, by calling (919) 981-5454, or at www.osc.nc.gov.

Benefits Provided – TSERS provides retirement and survivor benefits. Retirement benefits are determined as 1.82% of the member’s average final compensation times the member’s years of creditable service. A member’s average final compensation is calculated as the average of a member’s four highest consecutive years of compensation. General employee plan members are eligible to retire with full retirement benefits at age 65 with five years of creditable service (or 10 years of creditable service for members joining TSERS on or after August 1, 2011), at age 60 with 25 years of creditable service, or at any age with 30 years of creditable service. General employee plan members are eligible to retire with partial retirement benefits at age 50 with 20 years of creditable service or at age 60 with five years of creditable service (or 10 years of creditable service for members joining TSERS on or after August 1, 2011). Survivor benefits are available to eligible beneficiaries of members who die while in active service or within 180 days of their last day of service and who have either completed 20 years of creditable service regardless of age or have completed five years of service and have reached age 60 (10 years for members joining on or after August 1, 2011). Eligible beneficiaries may elect to receive a monthly Survivor’s Alternate Benefit for life or a return of the member’s contributions. The plan does not provide for automatic post-retirement benefit increases. Increases are contingent upon actuarial gains of the plan.

NORTH CAROLINA TURNPIKE AUTHORITY
NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2019 AND 2018

Note 10—Retirement plans (continued)

Contributions – Benefit and contribution provisions for TSERS are established by North Carolina General Statutes 135-8 and may be amended only by the North Carolina General Assembly. Employer and member contribution rates are set each year by the North Carolina General Assembly based on annual actuarial valuations. Required employer contribution rates for the years ended June 30, 2019, and 2018 were 12.29% and 10.56%, respectively, while employee contributions were 6% each year. The NCTA made 100% of its annual required contributions for the years ended June 30, 2019, 2018, and 2017. Contributions to the pension plan from the NCTA were \$193,133.00 and \$136,611.00 for the years ended June 30, 2019 and 2018, respectively.

Refunds of Contributions – Employees who have terminated service as a contributing member of TSERS may file an application for a refund of their contributions. By state law, refunds to members with at least five years of service include 4% interest. State law requires a 60-day waiting period after service termination before the refund may be paid. The acceptance of a refund payment cancels the individual’s right to employer contributions or any other benefit provided by TSERS.

Pension Liabilities, Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions – As of June 30, 2019, the NCTA reported a liability of \$729,749.00 for its proportionate share of the net pension liability. The net pension liability was measured as of June 30, 2018. The total pension liability used to calculate the net pension was determined by an actuarial valuation as of December 31, 2017. The total pension liability was then rolled forward to the measurement date of June 30, 2018, utilizing update procedures incorporating the actuarial assumptions.

The NCTA’s proportion of the net pension liability was based on a projection of the NCTA’s long-term share of future payroll covered by the pension plan, relative to the projected future payroll covered by the pension plan of all participating TSERS employers, actuarially determined. As of June 30, 2019 and 2018, the NCTA’s proportion was 0.01% and the proportion did not change from the prior measurement date.

For the years ended June 30, 2019 and 2018, the NCTA recognized pension expense of \$195,365.00 and \$136,886.00, respectively. As of June 30, 2019, the NCTA reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Difference between actual and expected experience	\$ 53,258.00	\$ 7,324.00
Changes in assumptions	146,442.00	-
Net difference between projected and actual earnings on pension plan investments	69,545.00	-
Change in proportion and differences between agency’s contributions and proportionate share of contributions	1,576.00	13,787.00
Change in proportion	87,862.00	-
Contributions subsequent to the measurement date	193,133.00	-
	<u>\$ 551,816.00</u>	<u>\$ 21,111.00</u>

NORTH CAROLINA TURNPIKE AUTHORITY
NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2019 AND 2018

Note 10—Retirement plans (continued)

As of June 30, 2018, the NCTA reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Difference between actual and expected experience	\$ 10,473.00	\$ 15,805.00
Changes in assumptions	76,323.00	-
Net difference between projected and actual earnings on pension plan investments	65,380.00	-
Change in proportion and differences between agency's contributions and proportionate share of contributions	32,506.00	17,416.00
Contributions subsequent to the measurement date	136,611.00	-
	<u>\$ 321,293.00</u>	<u>\$ 33,221.00</u>

As of June 30, 2019, the \$193,133.00 included as a component of deferred outflows of resources related to pensions resulting from NCTA contributions subsequent to the measurement date will be recognized as a decrease of the net pension liability in the year ended June 30, 2020. Other amounts reported as deferred inflows of resources and deferred outflows of resources related to pensions will be recognized in pension expense as follows:

<u>Years Ending June 30,</u>	
2020	\$ 180,233.00
2021	123,275.00
2022	35,341.00
2023	(1,277.00)
2024	-
Total	<u>\$ 337,572.00</u>

Actuarial Assumptions – The total pension liability in the December 31, 2017, actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Inflation	3.00%
Salary increases	3.50% to 8.10%, including inflation and productivity factor of 3.50%
Investment rate of return	7.00%, net of pension plan investment expense, including inflation

The plan currently uses mortality tables that vary by age, gender, employee group (i.e., general, law enforcement officer) and health status (i.e., disabled and healthy). The current mortality rates are based on published tables and based on studies that cover significant portions of the U.S. population. The healthy mortality rates also contain a provision to reflect future mortality improvements.

The actuarial assumptions used in the December 31, 2017, valuation were based on the results of an actuarial experience study for the period January 1, 2010 through December 31, 2014. Future ad hoc COLA amounts are not considered to be substantively automatic and, are therefore, not included in the measurement.

NORTH CAROLINA TURNPIKE AUTHORITY
NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2019 AND 2018

Note 10—Retirement plans (continued)

The projected long-term investment returns and inflation assumptions are developed through review of current and historical capital markets data, sell-side investment research, consultant whitepapers, and historical performance of investment strategies. Fixed income return projections reflect current yields across the U.S. Treasury yield curve and market expectations of forward yields projected and interpolated for multiple tenors and over multiple year horizons. Global public equity return projections are established through analysis of the equity risk premium and the fixed income return projections. Other asset categories and strategies' return projections reflect the foregoing and historical data analysis. These projections are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. The target allocation and best estimates of arithmetic real rates of return for each major asset class as of June 30, 2017 are summarized in the following table:

<u>Asset Class</u>	<u>Target Allocation</u>	<u>Real Rate of Return</u>
Fixed Income	29.0%	1.4%
Global Equity	42.0%	5.3%
Real Estate	8.0%	4.3%
Alternatives	8.0%	8.9%
Credit	7.0%	6.0%
Inflation Protection	6.0%	4.0%
	<u>100.0%</u>	

The information above is based on 30-year expectations developed with the consulting actuary for the 2017 asset liability and investment policy study for the North Carolina Retirement Systems, including TSERS. The long-term nominal rates of return underlying the real rates of return are arithmetic annualized figures. The real rates of return are calculated from nominal rates by multiplicatively subtracting a long-term inflation assumption of 3.00%. All rates of return and inflation are annualized.

Discount Rate – The discount rate used to measure the total pension liability was 7.00%. The projection of cash flows used to determine the discount rate assumed that contributions from plan members will be made at the current contribution rate and that contributions from employers will be made at statutorily required rates, actuarially determined. Based on these assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments of the current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total net pension liability.

Sensitivity of the NCTA's Proportionate Share of the Net Pension Liability to Changes in the Discount Rate – The following presents the NCTA's proportionate share of the net pension liability calculated using the discount rate of 7.00%, as well as what the NCTA's proportionate share of the net pension asset or net pension liability would be if it were calculated using a discount rate that is 1-percentage-point lower (6.00%) or 1 percentage-point higher (8.00%) than the current rate:

	<u>1% Decrease (6.00%)</u>	<u>Discount Rate (7.00%)</u>	<u>1% Increase (8.00%)</u>
NCTA's proportionate share of the net pension liability	\$ 1,391,755.00	\$ 729,749.00	\$ 174,260.00

Deferred Compensation and Supplemental Retirement Income Plans – IRC Section 457 Plan – The State of North Carolina offers its permanent employees a deferred compensation plan created in accordance with Internal Revenue Code Section 457 through the North Carolina Public Employee Deferred Compensation Plan (the "Plan").

NORTH CAROLINA TURNPIKE AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2019 AND 2018

Note 10—Retirement plans (continued)

The Plan permits each participating employee to defer a portion of his or her salary until future years. The deferred compensation is available to employees upon separation from service due to death, disability, or retirement or financial hardships if approved by the Board of Trustees of the Plan.

The Board, a part of the North Carolina Department of Administration, maintains a separate fund for the exclusive benefit of the participating employees and their beneficiaries, the North Carolina Public Employee Deferred Compensation Trust Fund. The Board also contracts with an external third party to perform certain administrative requirements and to manage the trust fund's assets. All costs of administering and funding the Plan are the responsibility of the Plan participants. No costs are incurred by the NCTA. The voluntary contributions by employees amounted to \$28,271.00 and \$30,423.92 for the years ended June 30, 2019, and 2018, respectively.

IRC Section 401(k) Plan – All members of TSERS are eligible to enroll in the Supplemental Retirement Income Plan, a defined contribution plan, created under Internal Revenue Code Section 401(k). All costs of administering the Plan are the responsibility of the Plan participants. No costs are incurred by the NCTA. The voluntary contributions by employees amounted to \$57,014.38 and \$24,567.58 for the years ended June 30, 2019 and 2018, respectively.

Note 11—Other postemployment benefits

The NCTA participates in the Comprehensive Major Medical Plan (the “Medical Plan”), a cost-sharing, multiple-employer defined benefit health care plan that provides postemployment health insurance to eligible former employees. Eligible former employees include long-term disability beneficiaries of the Disability Income Plan of North Carolina and retirees of TSERS.

Retiree Health Benefit Fund

Plan Description – The Retiree Health Benefit Fund (“RHBF”) has been established as a fund to provide health benefits to retired and disabled employees and their applicable beneficiaries. The RHBF is established by General Statute 135-7, Article 1. It is a cost-sharing, multiple-employer, defined benefit healthcare plan, exclusively for the benefit of former employees of the State, the University of North Carolina System, and community colleges. In addition, LEAs, charter schools, and some select local governments also participate.

Management of the plan is vested in the State Health Plan Board of Trustees, which consists of 13 members – eight appointed by the Governor, one appointed by the State senate, one appointed by the State House of Representatives, and the State Treasurer, the State Superintendent, and the Director of the Office of State Human Resources who serve as ex-officio members. The RHBF is supported by a percent of payroll contribution from participating employing units. Each year the percentage is set in legislation, as are the maximum per retiree contributions from the RHBF to the State Health Plan. The State Treasurer, with the approval of the State Health Plan Board of Trustees, then set the employer contributions (subject to the legislative cap) and the premiums to be paid by retirees, as well as the health benefits to be provided through the State Health Plan.

The financial statements and other required disclosures for the plan are presented in the State of North Carolina's CAFR, which can be found at <https://www.osc.nc.gov/public-information/reports>.

Benefits Provided – Plan benefits received by retired employees and disabled employees from the RHBF are OPEB. The healthcare benefits for retired and disabled employees who are not eligible for Medicare are the same as for active employees. The plan options change when former employees become eligible for Medicare. Medicare retirees have the option of selecting one of two fully-insured Medicare Advantage/Prescription Drug Plan options of the self-funded Traditional 70/30 preferred Provider Organization plan option that is also offered to non-Medicare members. If the Traditional 70/30 Plan is selected by a Medicare retiree, the self-funded State Health Plan coverage is secondary to Medicare.

NORTH CAROLINA TURNPIKE AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2019 AND 2018

Note 11—Other postemployment benefits (continued)

Those former employees who are eligible to receive medical benefits from the RHBF are long-term disability beneficiaries of the DIPNC and retirees of the TSERS, the consolidated Judicial Retirement System (“CJRS”), the Legislative Retirement System (“LRS”), the University Employees’ Optional Retirement Program (“ORP”), and a small number of local governments, with five or more years of contributory membership service in their retirement system prior to disability or retirement, with the following exceptions: for employees first hired on or after October 1, 2006, and members of the General Assembly first taking office on or after February 1, 2007, future coverage as retired employees and retired members of the General Assembly is subject to the requirement that the future retiree have 20 or more years of retirement service credit in order to receive coverage on a noncontributory basis. Employees first hired on or after October 1, 2006 and members of the General Assembly first taking office on or after February 1, 2007 with 10 but less than 20 years of retirement service credit are eligible for coverage on a partially contributory basis. For such future retirees, the State will pay 50% of the State Health Plan’s noncontributory premium.

Section 35.21(c) and (d) of Session Law 2017-57 repeals retiree medical benefits for employees first hired January 1, 2021. The new legislation amends Article 3B of Chapter 135 of the General Statutes to require that retirees must earn contributory retirement service in TSERS (or in an allowed local system unit), CJRS, or LRS prior to January 1, 2021, and not withdraw that service, in order to be eligible for retiree medical benefits under the amended law. Consequently, members first hired on and after January 1, 2021 will not be eligible to receive retiree medical benefits.

The RHBF’s benefit and contribution provisions are established by Chapter 135-7, Article 1 and Chapter 135, Article 3B of the General Statutes and may be amended only by the North Carolina General Assembly. The RHBF does not provide for automatic post-retirement benefit increases.

Contributions – By General Statute, accumulated contributions from employers to the RHBF and any earnings on those contributions shall be used to provide health benefits to retired and disabled employees and their applicable beneficiaries. By statute, contributions to the RHBF are irrevocable. Also by law, fund assets are dedicated to providing benefits to retired and disabled employees and their applicable beneficiaries and are not subject to the claims of creditors of the employers making contributions to the RHBF. However, the RHBF assets may be used for reasonable expenses to administer the RHBF, including costs to conduct required actuarial valuations of state – supports retired employees’ health benefits. Contribution rates to the RHBF, which are intended to finance benefits and administrative expenses on a pay-as-you-go basis are determined by the General Assembly in the Appropriations Bill. For the years ended June 30, 2019 and 2018, the NCTA contributed 7.69% and 6.27% of covered payroll which amounted to \$97,732.21 and \$78,436.23, respectively.

At June 30, 2019, the NCTA reported a liability of \$1,745,360.00 for its proportionate share of the net OPEB liability. The net OPEB liability was measured as of June 30, 2018, and the total OPEB liability used to calculate the net OPEB liability was determined by an actuarial valuation as of December 31, 2017. The total OPEB liability was then rolled forward to the measurement date of June 30, 2018 utilizing update procedures incorporating the actuarial assumptions. The NCTA’s proportion of the net OPEB liability was based on a projection of the NCTA’s present value of future salary, actuarially determined. At December 31, 2017 and 2016, the NCTA’s proportion was 0.01%.

NORTH CAROLINA TURNPIKE AUTHORITY
NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2019 AND 2018

Note 11—Other postemployment benefits (continued)

As of June 30, 2019, \$98,531.00 of contributions subsequent to the measurement date, \$193.00 from a difference between project and actual earnings on OPEB plan investments, and \$756,710.00 related to the change in proportion of the net OPEB liability are reported as deferred outflows of resources and will be recognized as a decrease of the net OPEB liability in the year ending June 30, 2020. Other amounts reported as deferred inflows of resources related to OPEB will be recognized in OPEB expense as follows:

<u>Years Ending June 30,</u>	
2020	\$ (95,361.00)
2021	(95,361.00)
2022	(95,361.00)
2023	(95,169.00)
2024	12,823.00
Total	<u>\$ (368,429.00)</u>

Actuarial Assumptions – The total OPEB liability in the December 31, 2017, actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Inflation	3.00%
Salary increases	3.50% to 8.10%, including inflation and productivity factor of 3.50%
Healthcare cost trend rate – Medical	5.00% to 6.50%
Healthcare cost trend rate – Prescription Drug	5.00% to 7.25%
Healthcare cost trend rate – Administrative	3.00%

Discount Rate – The discount rate used to measure the total OPEB liability for the RHBF was 3.87%. The projection of cash flow used to determine the discount rate assumed that contributions from employers would be made at the current statutorily determined contribution rate. Based on the above assumptions, the plan’s fiduciary net position was not projected to be available to make projected future benefit payments of current plan members. As a result, a municipal bond rate of 3.87% was used as the discount rate used to measure the total OPEB liability. The 3.87% rate is based on the Bond Buyer 20-year General Obligation Index as of June 30, 2018.

Sensitivity of the NCTA’s Proportionate Share of the Net OPEB Liability to Changes in the Discount Rate – The following presents the NCTA’s proportionate share of the net OPEB liability would be if it were calculated using a discount rate that is 1-percentage-point lower (2.87%) or 1-percentage point higher (4.87%) than the current discount rate:

	<u>1% Decrease</u>	<u>Discount Rate</u>	<u>1% Increase</u>
	<u>(2.87%)</u>	<u>(3.87%)</u>	<u>(4.87%)</u>
NCTA's proportionate share of the net OPEB liability	\$ 2,120,436.00	\$ 1,745,360.00	\$ 1,533,557.00

NORTH CAROLINA TURNPIKE AUTHORITY
NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2019 AND 2018

Note 11—Other postemployment benefits (continued)

Sensitivity of the NCTA's Proportionate Share of the Net OPEB Liability to Changes in Healthcare Trend Rates – The following presents the NCTA's proportionate share of the net OPEB liability would be if it were calculated using a discount rate that is 1-percentage-point lower or 1-percentage point higher than the current discount rate:

	<u>1% Decrease</u>	<u>6.50% Medical, 7.25% Rx, 3.00% Administrative</u>	<u>1% Increase</u>
NCTA's proportionate share of the net OPEB liability	\$ 1,251,103.81	\$ 1,745,360.00	\$ 1,864,999.52

OPEB Plan Fiduciary Net Position – Detailed information about the OPEB plan's fiduciary net position is available in the separately issued CAFR for the State of North Carolina, which can be found at <https://www.osc.nc.gov/public-information/reports>.

Disability Income Plan of North Carolina

Plan Description – Short-term and long-term disability benefits are provided through the DIPNC, a cost-sharing, multiple-employer defined benefit plan, to the eligible members of TSERS which includes employees of the State, the University of North Carolina System, community colleges, and certain Local Education Agencies and ORP.

Management of the plan is vested in the State Health Plan Board of Trustees, which consists of 13 members – eight appointed by the Governor, one appointed by the State Senate, one appointed by the State House of Representatives and the State Treasurer, the State Superintendent, and the Director of the Office of the State Human Resources who serve as ex-officio members. Management of the plan is vested in the State Health Plan Board of Trustees, which consists of 13 members – eight appointed by the Governor, one appointed by the State Senate, one appointed by the State House of Representatives and the State Treasurer, the State Superintendent, and the Director of the Office of State Human Resources who service as ex-officio members.

The financial statements and other required disclosures for the plan are presented in the State of North Carolina's CAFR, which can be found at <https://www.osc.nc.gov/public-information/reports>.

Benefits Provided – Long-term disability benefits are payable as an OPEB from DIPNC after the conclusion of the short-term disability period or after salary continuation payments cease, whichever is later, for as long as the employee is disabled. An employee is eligible to receive long-term disability benefits provided the following requirements are met: (1) the employee have five or more years on contributing membership services in TSERS or ORP, earned within 96 months prior to the end of the short-term disability period or cessation of salary continuation payments, whichever is later; (2) the employee must make application to receive long-term benefits within 180 days after the conclusion of the short-term disability period or after salary continuation payment cease or after monthly payments for Workers' Compensation cease (excluding monthly payments for permanent partial benefits), whichever is later; (3) the employee must be certified by the Medical Board to be mentally or physically disabled for the further performance of his/her usual occupation; (4) the disability must have been continuous, likely to be permanent, and incurred at the time of active employment; (5) the employee must not be eligible to receive an unreduced retirement benefit from TSERS after (1) reaching the age of 65 and completing five years of membership service, or (2) reaching the age of 60 and completing 25 years of creditable service, or (3) completing 30 years of service at any age.

NORTH CAROLINA TURNPIKE AUTHORITY
NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2019 AND 2018

Note 11—Other postemployment benefits (continued)

Contributions – Benefit and contribution provisions are established by Chapter 135, Article 6, of the General Statutes and may be amended only by the North Carolina General Assembly. The plan does not provide for automatic post-retirement benefit increases. Disability income benefits are funded by actuarially determined employer contributions that are established in the Appropriations Bill by the General Assembly and coincide with the State fiscal year. For the fiscal years ended June 30, 2019 and 2018, employers made a statutory contribution of 0.14% of covered payroll which was equal to the actuarially required contribution. The NCTA’s contributions to the plan were \$2,182.22 and \$1,751.37 for the year ended June 30, 2019 and 2018.

The contributions cannot be separated between the amounts that relate to other postemployment benefits and employment benefits for active employees. Those individuals who are receiving extended short-term disability benefit payments cannot be separated from the number of members currently eligible to receive disability benefits as another postemployment benefit.

OPEB Asset, OPEB Expense, and Deferred Outflows and Inflows of Resources Related to OPEB – At June 30, 2019, the NCTA reported an asset of \$1,897.00 for its proportionate share of the net OPEB asset. The net OPEB asset was measured as of June 30, 2018, and the total OPEB asset used to calculate the net OPEB asset was determined by an actuarial valuation as of December 31, 2017. The total OPEB asset was then rolled forward to the measurement date of June 30, 2018 utilizing update procedures incorporating the actuarial assumptions. The NCTA’s proportion of the net OPEB asset was based on a projection of the NCTA’s present value of future salary, actuarially determined. At December 31, 2017 and 2016, the NCTA’s proportion was 0.01%.

As of June 30, 2019, \$2,200.00 resulting from the NCTA’s contributions subsequent to the measurement date, \$3,309.00 from a difference between actual and expected experience, \$357.00 from changes in assumptions, \$1,477.00 from a difference between projected and actual earnings on OPEB plan investments, and \$1,178.00 from a change in proportion between the NCTA’s contributions and proportionate share of contributions are reported as deferred outflows of resources and will be recognized as an increase of the net OPEB asset in the year ending June 30, 2020. Other amounts reported as deferred inflows of resources related to OPEB will be recognized in OPEB expense as follows:

<u>Years Ending June 30,</u>			
	2020	\$	1,351.00
	2021		1,350.00
	2022		800.00
	2023		591.00
	2024		378.00
	Thereafter		375.00
	Total	\$	<u>4,845.00</u>

Actuarial Assumptions – The total OPEB asset in the December 31, 2017, actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Inflation	3.00%
Salary increases	3.50% to 8.10%, including inflation and productivity factor of 3.50%
Investment rate of return	3.75%, net of pension plan investment expense, including inflation
Cost of living adjustment	3.50%

NORTH CAROLINA TURNPIKE AUTHORITY
NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2019 AND 2018

Note 11—Other postemployment benefits (continued)

Sensitivity of the NCTA's Proportionate Share of the Net OPEB Asset to Changes in the Discount Rate – The following presents the NCTA's proportionate share of the net OPEB asset would be if it were calculated using a discount rate that is 1 percentage point lower (2.75%) or 1-percentage point higher (4.75%) than the current discount rate:

	1% Decrease (2.75%)	Discount Rate (3.75%)	1% Increase (4.75%)
NCTA's proportionate share of the net OPEB asset	\$ 1,454.00	\$ 1,897.00	\$ 2,322.00

Common Actuarial Assumptions for both OPEB Plans – The total OPEB asset was determined by an actuarial valuation performed as of December 31, 2017 using the following actuarial assumptions, applied to all periods in the measurement, unless otherwise specified. The total OPEB liability was calculated through the use of update procedures to roll forward from the actuarial valuation date to the measurement date of June 30, 2018. The update procedures incorporated the actuarial assumptions used in the valuation. The entry age normal cost method was utilized.

The OPEB plan currently uses mortality tables that vary by age, gender, employee group (i.e. teacher, general, law enforcement officer), and health status (i.e. disabled and healthy). The current mortality rates are based on published tables and based on studies that cover significant portions of the U.S. population. The mortality rates also contain a provision to reflect future mortality improvement.

The actuarial assumptions were based on the results of an actuarial experience review for the period January 1, 2010 through December 31, 2014.

The long-term expected rate of return on OPEB plan investments was determined using a building-block method in which best estimate ranges of expected future real rates of return are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation and by adding expected inflation. The target allocation and best estimates of arithmetic real rates of return for each major asset class are summarized in the following table:

<u>Asset Class</u>	<u>Target Allocation</u>	<u>Long-Term Expected Real Rate of Return</u>
Fixed Income	29.0%	1.4%
Global Equity	42.0%	5.3%
Real Estate	8.0%	4.3%
Alternatives	8.0%	8.9%
Credit	7.0%	6.0%
Inflation Protection	6.0%	4.0%
	<u>100.0%</u>	

NORTH CAROLINA TURNPIKE AUTHORITY
NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2019 AND 2018

Note 11—Other postemployment benefits (continued)

Total OPEB Expense, OPEB Assets and Liabilities, and Deferred Outflows and Inflows of Resources Related to OPEB

The following is information related to the proportionate share and OPEB expense as of June 30, 2019:

	<u>RHBF</u>	<u>DIPNC</u>	<u>Total</u>
OPEB expense	\$ 89,084.00	\$ 204.00	\$ 89,288.00
OPEB liability (asset)	1,794,683.00	(1,897.00)	1,792,786.00
Proportionate share of net OPEB liability (asset)	0.01%	0.01%	
Deferred Outflows of Resources			
Difference between actual and expected experience	-	3,309.00	3,309.00
Changes in assumptions	-	357.00	357.00
Net difference between projected and actual earnings on OPEB plan investments	193.00	1,477.00	1,670.00
Change in proportion and differences between agency's contributions and proportionate share of contributions	-	1,178.00	1,178.00
Change in proportion	756,710.00	-	756,710.00
Contributions subsequent to the measurement date	98,531.00	2,200.00	100,731.00
	<u>855,434.00</u>	<u>8,521.00</u>	<u>863,955.00</u>
Deferred Inflows of Resources			
Difference between actual and expected experience	122,728.00	-	122,728.00
Changes in assumptions	777,498.00	-	777,498.00
Change in proportion and differences between agency's contributions and proportionate share of contributions	225,106.00	-	225,106.00
Change in proportion	-	1,476.00	1,476.00
	<u>\$ 1,125,332.00</u>	<u>\$ 1,476.00</u>	<u>\$ 1,126,808.00</u>

NORTH CAROLINA TURNPIKE AUTHORITY
NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2019 AND 2018

Note 11—Other postemployment benefits (continued)

The following is information related to the proportionate share and OPEB expense as of June 30, 2018:

	<u>RHBF</u>	<u>DIPNC</u>	<u>Total</u>
OPEB expense	\$ 126,942.00	\$ 1,839.00	\$ 128,781.00
OPEB liability (asset)	1,745,360.00	(3,209.00)	1,742,151.00
Proportionate share of net OPEB liability (asset)	0.01%	0.01%	-
Deferred Outflows of Resources			
Difference between actual and expected experience	-	880.00	880.00
Changes in assumptions	-	-	-
Net difference between projected and actual earnings on OPEB plan investments	-	703.00	703.00
Change in proportion and differences between agency's contributions and proportionate share of contributions	-	813.00	813.00
Change in proportion	306,290.00	-	306,290.00
Contributions subsequent to the measurement date	76,669.00	1,774.00	78,443.00
	<u>382,959.00</u>	<u>4,170.00</u>	<u>387,129.00</u>
Deferred Inflows of Resources			
Difference between actual and expected experience	125,146.00	-	125,146.00
Changes in assumptions	480,664.00	-	480,664.00
Net difference between projected and actual earnings on OPEB plan investments	649	-	649
Change in proportion and differences between agency's contributions and proportionate share of contributions	104,241.00	-	104,241.00
Change in proportion	-	411.00	411.00
	<u>\$ 710,700.00</u>	<u>\$ 411.00</u>	<u>\$ 711,111.00</u>

Note 12—Risk management

The NCTA is exposed to various risks of loss related to torts; theft of, damage to, and the destruction of assets; errors and omissions; injuries to employees; and natural disasters. The NCTA carries insurance through the NCDOT for risks of loss. There have been no significant reductions in insurance coverage from the previous year, and settled claims have not exceeded coverage in any of the past three fiscal years.

Tort claims of up to \$1,000.00 are self-insured under the authority of the State Tort Claims Act. In addition, the State provides excess public officers' and employees' liability insurance up to \$10,000.00 via contract with a private insurance company. The premium, based on a composite rate, is paid by the NCDOT directly to the insurer.

The State Property Fire Insurance Fund ("Fire Fund"), an internal service fund of the State, insures all state-owned buildings and contents for fire and various other property losses up to \$2,500.00 per occurrence. The Fire Fund purchases excess insurance from private insurers to cover losses over the amounts insured by the Fund. Losses covered by the Fire Fund are subject to a \$5.00 per occurrence deductible except for theft losses that carry a \$1.00 per occurrence deductible. There have been no significant reductions in insurance coverage from the previous year and settled claims have not exceeded coverage in any of the past three fiscal years.

State-owned vehicles are covered by liability insurance handled by the North Carolina Department of Insurance. The State is self-insured for the first \$1,000.00 of any loss through a retrospective rated plan. Excess insurance coverage is purchased through a private insurer to cover losses greater than \$1,000.00 up to \$10,000.00. The liability limits for losses occurring in-state are \$1,000.00 per claimant and \$10,000.00 per occurrence. The NCDOT covers the cost of excess insurance and pays for those losses falling under the self-insured retention.

NORTH CAROLINA TURNPIKE AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS

JUNE 30, 2019 AND 2018

Note 12—Risk management (continued)

The NCTA is protected for losses from employee dishonesty and computer fraud for employees paid in whole or in part from State funds. This coverage is with a private insurance company and is handled by the North Carolina Department of Insurance with coverage of \$5,000.00 per occurrence, with a \$75.00 deductible and 10% participation in each loss above the deductible. In addition, the NCDOT has a separate public employee dishonesty and faithful performance policy with a limit of \$1,000.00.

Employees and retirees are provided health care coverage by the Medical Plan, a component unit of the State. The Medical Plan is funded by employer and employee contributions and is administered by a third-party contractor.

The North Carolina Workers' Compensation Program provides benefits to workers injured on the job. All employees of the State are included in the program. When an employee is injured, the NCTA's primary responsibility is to arrange for and provide the necessary treatment for the work-related injury. The NCTA is responsible to pay medical benefits and compensation in accordance with the North Carolina Workers' Compensation Act. The NCTA is self-insured for workers' compensation.

Term life insurance of \$25.00 to \$50.00 is provided to eligible employees. This self-insured death benefit program is administered by the State Treasurer and funded via employer contributions. The employer contribution rate was 0.16% of covered payroll for the current fiscal year.

Additional details on the state-administered risk management programs are disclosed in the State of North Carolina's CAFR. An electronic version of this report is available by accessing the North Carolina Office of the State Controller's Internet home page <http://www.ncosc.net/> and clicking on "Public Information" or by calling the State Controller's Financial Reporting Section at (919) 707-0500.

Note 13—Commitments and contingencies

The NCTA has established an encumbrance system to track its outstanding commitments on construction projects and other purchases. Outstanding commitments for engineering and design contracts were \$333,001,295.39 and \$53,354,092.61 as of June 30, 2019 and 2018, respectively.

The NCTA at times is involved in litigation in the normal course of business. Although the outcome of any such litigation is not presently determinable, in the opinion of management and the NCTA's General Counsel, the results of the litigation will not have a materially adverse impact on the financial position of the NCTA.

Note 14—Adoption of new accounting standard

The NCTA implemented GASB Statement 88, *Certain Disclosures Related to Debt, including Direct Borrowings and Direct Placements* in the fiscal year ending June 30, 2019. The financial statements have been updated to reflect the changes in disclosure.

Note 15—Subsequent events

In connection with the preparation of the financial statements and in accordance with U.S. GAAP, the NCTA considered for disclosure subsequent events that occurred after the statement of net position date of June 30, 2019 through October 31, 2019, which was the date the financial statements were available to be issued.

On September 16, 2019, the NCTA drew down an additional \$46,500,000.00 on the Monroe Expressway TIFIA note payable.

REQUIRED SUPPLEMENTARY INFORMATION

This section contains additional information required by generally accepted accounting principles.

- Schedule of Proportionate Share of Net Pension Liability – Teachers’ and State Employees’ Retirement System
- Schedule of Contributions – Teachers’ and State Employees’ Retirement System
- Schedule of Proportionate Share of Net OPEB Liability – Retiree Health Benefit Fund
- Schedule of Contributions– Retiree Health Benefit Fund
- Schedule of Proportionate Share of Net OPEB Asset – Disability Income Plan of North Carolina
- Schedule of Contributions – Disability Income Plan of North Carolina

NORTH CAROLINA TURNPIKE AUTHORITY
REQUIRED SUPPLEMENTARY INFORMATION
TEACHERS' AND STATE EMPLOYEES' RETIREMENT SYSTEM

Schedule of Proportionate Share of Net Pension Liability
Teachers' and State Employees' Retirement System
June 30, *

	2019	2018	2017	2016	2015	2014
NCTA's proportion of the net pension liability (%)	0.01%	0.01%	0.01%	0.01%	0.01%	0.01%
NCTA's proportion of the net pension liability (\$)	\$ 729,749.00	\$ 483,101.00	\$ 557,948.00	\$ 225,156.00	\$ 69,460.00	\$ 356,082.00
NCTA's covered-employee payroll	\$ 1,250,976.57	\$ 1,020,099.00	\$ 899,061.00	\$ 882,095.00	\$ 988,337.00	\$ 988,337.00
NCTA's proportionate share of the net pension liability as a percentage of its covered-employee payroll	58.3%	47.4%	62.1%	25.5%	7.0%	36.0%
Plan fiduciary net position as a percentage of the total pension liability	87.61%	89.51%	87.32%	94.64%	98.24%	90.60%

Schedule of Contributions
Teachers' and State Employees' Retirement System
June 30, *

	2019	2018	2017	2016	2015	2014
Contractually required contribution	\$ 191,567.60	\$ 132,103.13	\$ 101,322.00	\$ 74,249.00	\$ 86,087.00	\$ 82,328.00
Contributions in relation to the contractually required contribution	(191,567.60)	(132,103.13)	(101,322.00)	(74,249.00)	(86,087.00)	(82,328.00)
Contribution deficiency (excess)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
NCTA's covered-employee payroll	\$ 1,558,727.00	\$ 1,250,976.57	\$ 1,020,099.00	\$ 899,061.00	\$ 882,095.00	\$ 988,337.00
Contributions as a percentage of covered-employee payroll	12.3%	10.6%	9.9%	8.3%	9.8%	8.3%

*The amounts presented for each fiscal year were determined as of the prior fiscal year ended June 30. Information is not available for preceding years, to the extent 10 years of information is not presented.

NORTH CAROLINA TURNPIKE AUTHORITY
REQUIRED SUPPLEMENTARY INFORMATION
RETIREE HEALTH BENEFIT FUND

Schedule of Proportionate Share of Net OPEB Liability
Retiree Health Benefit Fund
June 30, *

	<u>2019</u>	<u>2018</u>
NCTA's proportion of the net OPEB liability (%)	0.01%	0.01%
NCTA's proportion of the net OPEB liability (\$)	\$ 1,794,683.00	\$ 1,745,360.00
NCTA's covered-employee payroll	\$ 1,558,727.46	\$ 1,020,099.00
NCTA's proportionate share of the net OPEB liability as a percentage of its covered-employee payroll	115.1%	171.1%
Plan fiduciary net position as a percentage of the total OPEB liability	4.40%	3.52%

Schedule of Contributions
Retiree Health Benefit Fund
June 30, *

	<u>2019</u>	<u>2018</u>
Contractually required contribution	\$ 97,732.21	\$ 78,436.23
Contributions in relation to the contractually required contribution	<u>(97,732.21)</u>	<u>(78,436.23)</u>
Contribution deficiency (excess)	<u>\$ -</u>	<u>\$ -</u>
NCTA's covered-employee payroll	\$ 1,558,727.46	\$ 1,020,099.00
Contributions as a percentage of covered-employee payroll	6.27%	7.69%

*The amounts presented for each fiscal year were determined as of the prior fiscal year ended June 30. Information is not available for preceding years, to the extent 10 years of information is not presented.

NORTH CAROLINA TURNPIKE AUTHORITY
REQUIRED SUPPLEMENTARY INFORMATION
DISABILITY INCOME PLAN OF NORTH CAROLINA

Schedule of Proportionate Share of Net OPEB Asset
Disability Income Plan of North Carolina
June 30, *

	<u>2019</u>	<u>2018</u>
NCTA's proportion of the net OPEB asset (%)	0.01%	0.01%
NCTA's proportion of the net OPEB asset (\$)	\$ 1,897.00	\$ 3,209.00
NCTA's covered-employee payroll	\$ 1,558,727.46	\$ 1,020,099.00
NCTA's proportionate share of the net OPEB asset as a percentage of its covered-employee payroll	0.12%	0.31%
Plan fiduciary net position as a percentage of the total OPEB asset	108.47%	116.23%

Schedule of Contributions
Disability Income Plan of North Carolina
June 30, *

	<u>2019</u>	<u>2018</u>
Contractually required contribution	\$ 2,182.22	\$ 1,751.37
Contributions in relation to the contractually required contribution	<u>(2,182.22)</u>	<u>(1,751.37)</u>
Contribution deficiency (excess)	<u>\$ -</u>	<u>\$ -</u>
NCTA's covered-employee payroll	\$ 1,558,727.46	\$ 1,020,099.00
Contributions as a percentage of covered-employee payroll	0.14%	0.17%

*The amounts presented for each fiscal year were determined as of the prior fiscal year ended June 30. Information is not available for preceding years, to the extent 10 years of information is not presented.

SUPPLEMENTARY INFORMATION

NORTH CAROLINA TURNPIKE AUTHORITY
STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION —
(MODIFIED ACCRUAL BASIS – NON GAAP)

YEAR ENDED JUNE 30, 2019

	<u>Triangle Expressway</u>	<u>Monroe Expressway</u>
Revenues:		
Operating Revenue:		
Charges for Services	\$ 53,468,228.66	\$ 9,350,399.16
Toll Receipts	50,511,229.00	8,723,498.00
Toll Bad Debt	(1,297,476.78)	-
Late Payment Fee	4,077,462.54	619,931.48
Electronic Transaction Fees	173,942.30	6,653.37
Returned Check Fee	3,071.60	316.31
Other Operating Revenues	7,500.00	152,099.88
Total Operating Revenues	<u>53,475,728.66</u>	<u>9,502,499.04</u>
Expenses:		
Operating Expenses:		
Shared Operating Expenses	12,057,548.66	1,883,259.36
Personnel Services	577,834.76	67,313.29
Contracted Personnel Services	279,926.68	177,480.72
Supplies and Materials	2,572.58	4,383.67
Travel	6,975.40	1,608.03
Advertising	72,626.48	23,819.98
Utilities	200,068.32	23,344.80
Dues and Subscription Fees	570.00	-
Other Services	1,018.11	-
Other Expenses	1,348,152.57	22,847.05
Capital Outlay	5,468,372.08	554,163.92
Right of Way	3,000.00	-
Rental Expense	59,140.32	1,460.88
Total Operating Expenses	<u>20,077,805.96</u>	<u>2,759,681.70</u>
Total Operating Renewal and Replacement:		
Shared Operating Renewal and Replacement	-	908,660.03
Personnel Services	143,514.47	1,017,199.24
Contracted Personnel Services	6,698.60	200,857.70
Supplies and Materials	20,515.00	29,384.79
Travel	1,047.67	26,228.44
Advertising	-	359,993.66
Utilities	-	12,865.98
Other Services	139,849.18	29,436.00
Other Expenses	-	42,188.88
Capital Outlay	5,930,181.28	27,280,311.54
Right of Way	321,826.00	13,651,656.63
Rental Expense	52,973.07	76,711.76
Total Operating Renewal and Replacement	<u>6,616,605.27</u>	<u>43,635,494.65</u>
Operating Income (Loss)	<u>26,781,317.43</u>	<u>(36,892,677.31)</u>

NORTH CAROLINA TURNPIKE AUTHORITY
STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION —
(MODIFIED ACCRUAL BASIS – NON GAAP) (CONTINUED)

YEAR ENDED JUNE 30, 2019

	Triangle Expressway	Monroe Expressway
Nonoperating Revenues (Expenses):		
Municipal Participation Reimbursement	\$ 8,477.00	\$ -
State Agency Participation Reimbursement	-	33,000.00
Sale of Land	550,483.73	-
Investment Earnings	2,546,538.06	1,760,458.52
Federal Interest Subsidy on Debt	2,140,015.74	4,037,107.46
Interest and Fees		
Triangle Expressway System Senior Lien Revenue Bonds, Series 2009A	(27,000.00)	-
Triangle Expressway System State Annual Appropriation Revenue Bonds, Series 2009B (Federally Taxable-Issuer Subsidy-Build America Bonds)	(11,993,484.00)	-
Triangle Expressway System Senior Lien Revenue Refunding Bonds, Series 2017	(9,735,093.76)	-
Triangle Expressway System Appropriation Revenue Refunding Bonds, Series 2018A	(3,853,208.33)	-
Triangle Expressway TIFIA Bond Interest	(17,289,937.77)	-
Monroe Connector System State Annual Appropriation Revenue Bonds, Series 2010A, (Federally Taxable-Issuer Subsidy-Build America Bonds)	-	(12,297,007.20)
Monroe Connector System State Appropriation Revenue Bonds, Series 2011	-	(6,274,625.00)
Monroe Connector System Senior Lien Revenue Bonds, Series 2016	-	(5,969,262.50)
Principal:		
Triangle Expressway System Senior Lien Revenue Bonds, Series 2009A	(600,000.00)	
Triangle Expressway System State Annual Appropriation Revenue Bonds, Series 2009B (Federally Taxable-Issuer Subsidy-Build America Bonds)	(9,615,000.00)	-
Triangle Expressway System Senior Lien Turnpike Revenue Refunding Bonds, Series 2017	(3,320,000.00)	-
Monroe Connector System Senior Lien Revenue Bonds, Series 2011	-	(8,525,000.00)
Total Nonoperating Expenses	<u>(51,188,209.33)</u>	<u>(27,235,328.72)</u>
Loss before Transfers and Capital Grants	(24,406,891.90)	(64,128,006.03)
Capital Grants	-	111,812.00
Transfers In	25,000,000.00	24,000,000.00
Increase (Decrease) in Net Position	<u>\$ 593,108.10</u>	<u>\$ (40,016,194.03)</u>

NORTH CAROLINA TURNPIKE AUTHORITY

**NOTES TO THE STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION
— (MODIFIED ACCRUAL BASIS – NON GAAP)**

YEAR ENDED JUNE 30, 2019

Note 1 – Basis of presentation

Operating revenues inclusive of Late Payment Fees, Electronic Transaction Fees and Returned Check Fees are shown on a cash basis. These revenues are accounted for at the fund level and allocated across the NCTA's operational projects at the end of each month based on facility usage. Any accrued revenue inclusive of these fees has not yet been allocated to a specific project, therefore, it cannot be included in the project specific operating revenue amounts.

Report of Independent Auditor on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance With *Government Auditing Standards*

Board of Directors
North Carolina Turnpike Authority
Raleigh, North Carolina

We have audited in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to the financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the North Carolina Turnpike Authority (“NCTA”), a major enterprise fund of the State of North Carolina, and a business unit of the North Carolina Department of Transportation (“NCDOT”), as of and for the years ended June 30, 2019 and 2018, and the related notes to the financial statements, which collectively comprise the NCTA’s basic financial statements as listed in the table of contents, and have issued our report thereon dated October 31, 2019.

The financial statements present only the NCTA and do not purport to and do not present fairly the financial position of the State of North Carolina or the NCDOT, as of June 30, 2019 and 2018, and the changes in their financial position and their cash flows for the years then ended in conformity with accounting principles generally accepted in the United States of America.

Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the NCTA’s internal control over financial reporting (“internal control”) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the NCTA’s internal control. Accordingly, we do not express an opinion on the effectiveness of the NCTA’s internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements, on a timely basis. A material weakness is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the NCTA’s financial statements will not be prevented, or detected and corrected, on a timely basis. A significant deficiency is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness yet, important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit, we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the NCTA's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the NCTA's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the NCTA's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Raleigh, North Carolina
October 31, 2019

This audit required 375 audit hours at a cost of \$69,000.



NORTH CAROLINA
Turnpike Authority