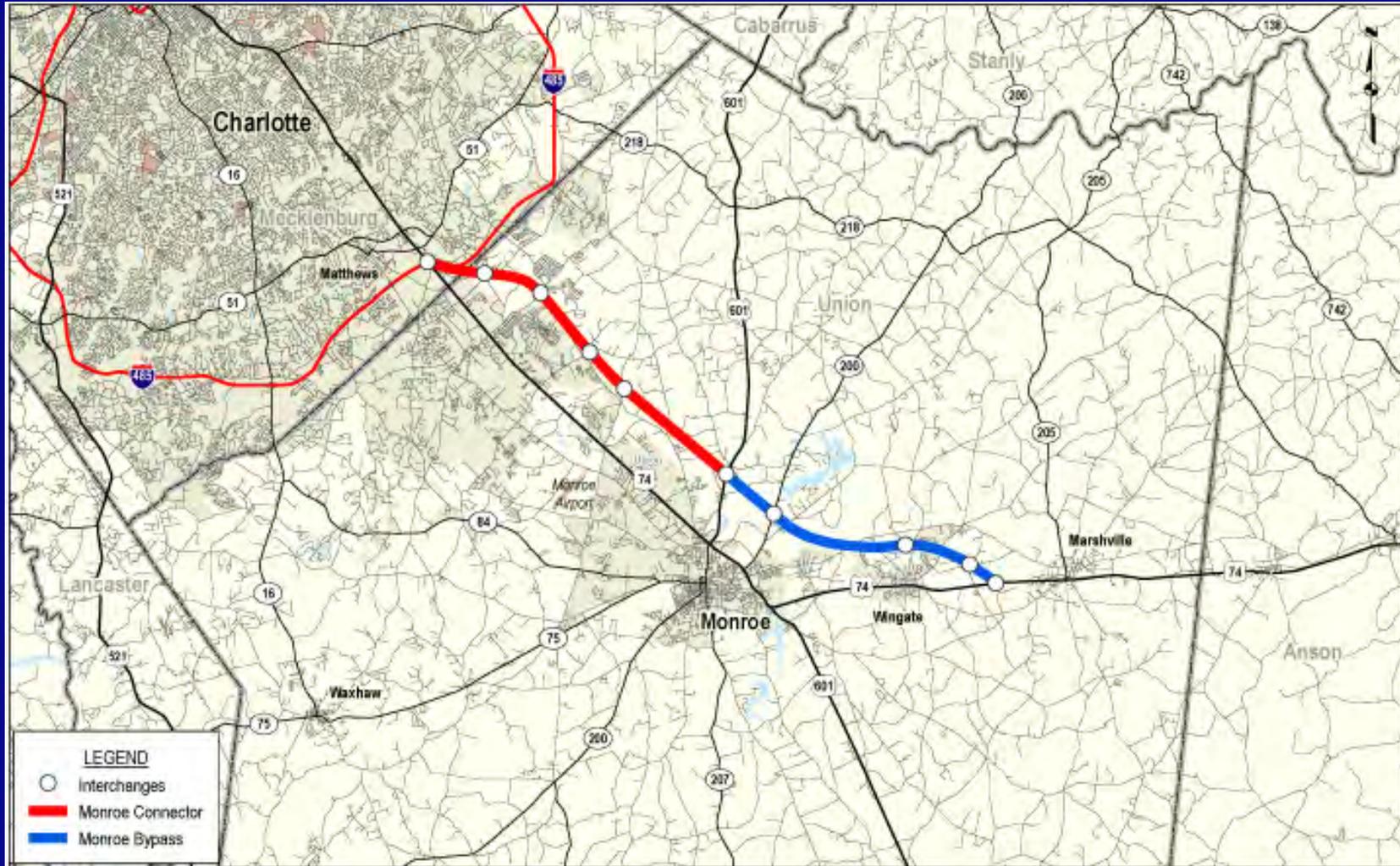


Financial Overview

Grady Rankin
Chief Financial Officer

Project Schematic



Background

As requested by MUMPO, NCTA is studying the Monroe Connector and the Monroe Bypass as a single environmental document.

Decision

In order to move the NEPA process forward in the most time and cost efficient manner, a decision needs to be made by mid-2007 as to how the projects will be built and financed.

The MUMPO Decision

Option 1

Build Connector and Bypass as Toll

Option 2

Build Connector as Toll

Build Bypass as No Toll

Available TIP Funds (\$ millions)

Project

Available in TIP

Connector

\$ 71.7

Bypass

\$ 114.0

Total

\$ 185.7

Project Costs (\$ millions)

<u>Project</u>	<u>Build as Toll Road</u>	<u>Build with No Tolls</u>
Connector	\$ 370.3	N/A
Bypass		
-- NCTA	\$ 183.9	\$ 153.9
-- DOT		\$ 160.0
Total	\$ 553.2	N/A

The MUMPO Decision

Finances

Option 1

Connector and Bypass Tolled

	<u>\$ Millions</u>
Total Cost	\$553.2
Funds from bonds	-397.5
Gap before TIP funds	155.7
Available TIP Funds	185.7
Available for other projects	30.0

Option 2

Connector Tolled

	<u>\$ Millions</u>
Total Cost	\$ 370.3
Funds from bonds	-270.6
Gap before TIP funds	99.7
Available TIP Funds	-71.7
Funding Shortage (gap)	28.0

Option 2

Bypass No Tolls

	<u>\$ Millions</u>
Total Cost	\$ 160.0
Available TIP Funds	-114.0
TIP funding shortage	46.0

Cost Impact of Option 2

Funding Shortages

Connector

\$ 28.0

Bypass

46.0

Inflation

35.0

\$109.00

Lost funding for other projects

+30.0

Total additional funds required

\$139.00

The MUMPO Decision

Timing

Comparison

Option 1

Build Both as Toll

- Bypass open 2012
- Connector open 2013

Option 2

Connector Toll/ Bypass No Toll

- Bypass open 2012
- Connector open 2015
(2-year delay)

Impact of Inflation

Inflated cost of \$553 million project

	<u>5.5%</u>	<u>10.0%</u>
5-year delay	\$ 723	\$ 891
10-year delay	\$ 944	\$ 1,434

Net Impact

Option 1

No additional funding –
May reprogram \$30 million
Delivery in 2012 - 2013

Option 2

\$109 million additional funds needed
2-year delay in delivery of Connector

MUMPO Decision Process

- **What process will MUMPO follow?**
- **Where can we provide assistance?**

The Business of Tolling

Jim Eden

Chief Operating Officer

The Business of Tolling

- Toll collections and technology
- Intelligent Transportation System (ITS)
- Roadway maintenance (litter pickup, landscaping/aesthetics, snow removal, surface maintenance, line painting, lighting, etc.)
- Towing services
- Courtesy patrols
- Spill response and cleanup
- EMS coordination

Technology for Today – Electronic Toll Collection (ETC)

- Originated in the 1980's in Texas
- Now incorporated in most US toll systems
- More than 85% of toll road customers use ETC
- Open road systems allow highway speed collection



Monroe Connector / Bypass

- Anticipated to be all highway-speed toll collection
- Incorporate local character into the aesthetic design of the roadway
- Coordinate design elements with emergency response teams
- Focus on customer service

Components of ETC

- **Transponders/tags**
- **High tech vehicle detectors**
- **Vehicle classification system**
- **Laser profiles**
- **Video/digital photography**
- **Weather and pavement monitoring**
- **Sophisticated communications backbone (fiber optics)**

ETC with Cash Lanes

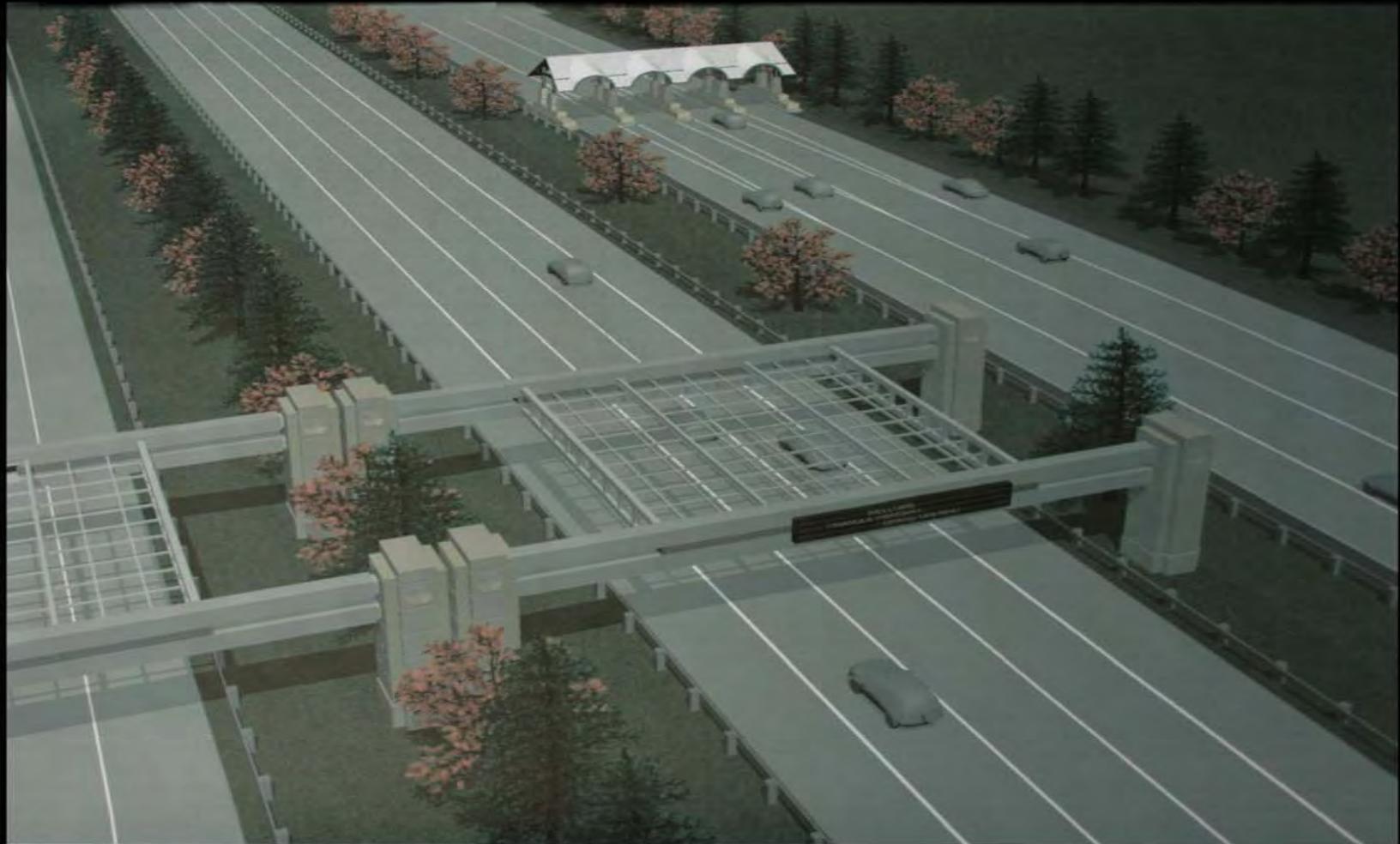


*Monroe Connector/Bypass will be all ETC – no cash

Benefits of ETC

- **Transponder based**
- **Expandable to other applications (access control, fast food, parking, etc.)**
- **Traffic management systems**
- **Fast, safe, convenient toll collection**
- **Allows for highway speed collection**
 - **Safety of customers**
 - **Environmental benefits**

Aesthetics and Landscaping



Our Pledge

***You are not just a road user,
you are our customer!***

Thank You!

Comments or Questions?

NC Turnpike Authority Website:

www.ncturnpike.org

Please send comments to
monroe@ncturnpike.org

