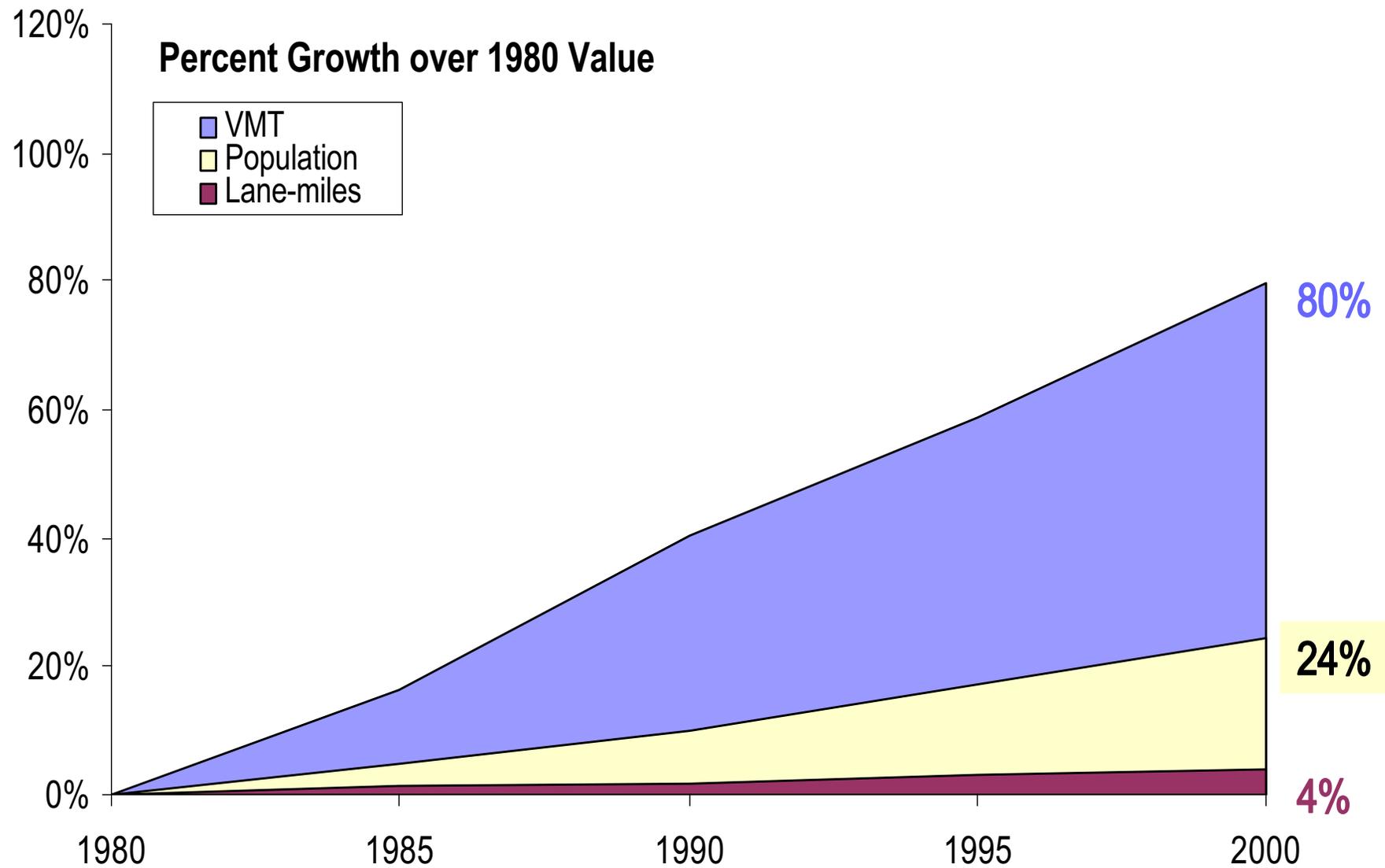




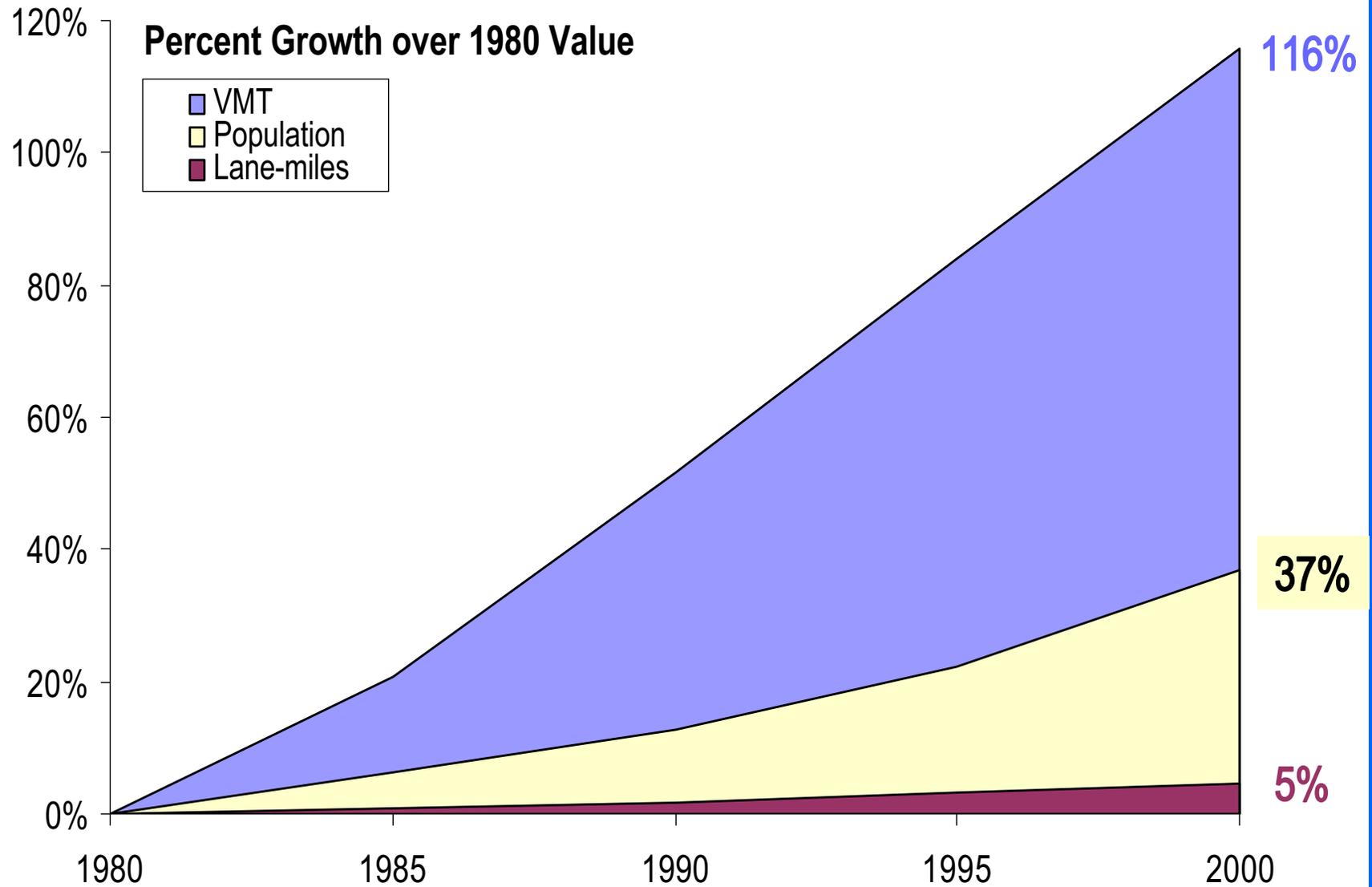
Update on the North Carolina Turnpike Authority

Mr. Lanny Wilson, Vice-Chair
North Carolina Turnpike Authority Board

Travel Demand - National Trends



Travel Demand - North Carolina Trends



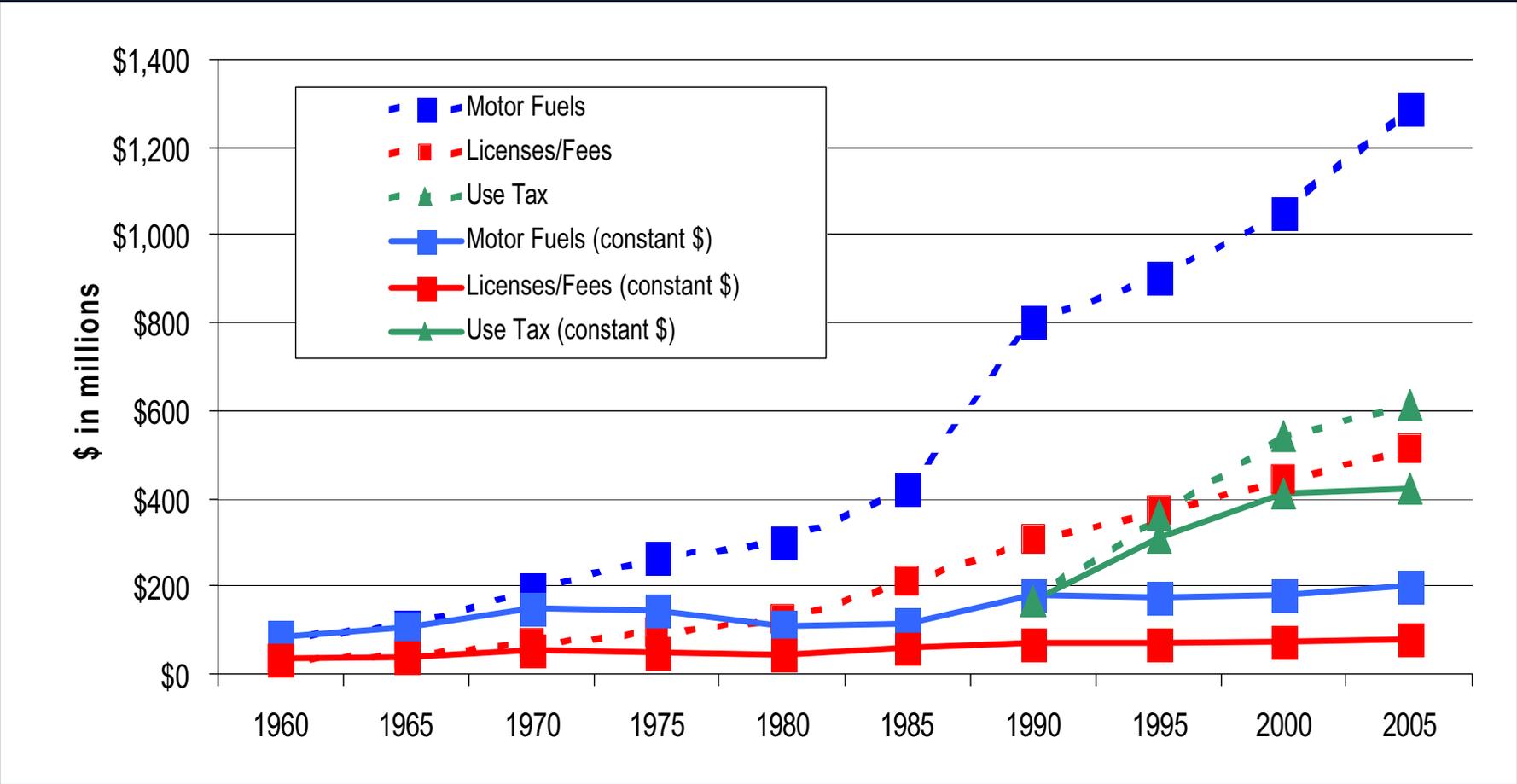
North Carolina – Funding Context



Revenue = \$55 Billion

Needs = \$84 Billion

North Carolina – State Revenue Trends



Public Toll Feasibility Study



- Authorized by HB 1630 - 2000 Legislative session

NCDOT objectives ---

- Identify appropriate organizational structure
- Evaluate required legislative changes
- Develop guidelines detailing project selection criteria and feasibility study methodology

Public Toll Feasibility Study



- Consultant selection committee established and request for letters of interest circulated summer 2000
- Contract with PBS&J initiated fall 2000
- Study completed February 2001; established feasibility of a toll program for highway construction in North Carolina

Public Toll Feasibility Study



Study findings -

- Toll funding legally and administratively feasible
- Toll funding can address critical needs
- Toll funding can speed implementation
- Start-up toll program will require cash infusion
- Strong local support required for project success
- Electronic toll collection can minimize delays and inconvenience

Public Toll Feasibility Study



Organizational recommendations -

- State-level, NCDOT-based toll organization
- Create composite of Florida and Texas turnpike authorities, picking strong points of each



**“ An Act to Authorize Public Toll
Roads and Bridges in North
Carolina and the Creation of a
Turnpike Authority”**

Turnpike Authority Board



- 9-member Board
 - 2 members by Senate President Pro-Tem
 - Robert Spencer, Lanny Wilson
 - 2 members by House Speaker
 - John Culbertson, Allan Dameron
 - 4 members by Governor
 - Anthony Fox, Sang Hamilton, Perry Safran, Robert Teer
 - NCDOT Secretary a member
- Up to two Board of Transportation members
- Appointments to reflect regional diversity
- Chair selected by members

Turnpike Authority Role



- Construct, operate, and maintain three toll projects
 - one project located in whole or in part in a county having a population of at least 650,000
 - one project located in one or more counties each having a population of less than 650,000
- Study, plan, develop, and prepare preliminary designs for three additional toll projects



Proposed Legislative Change

- HB 253 / SB 150 - “An Act to Amend the Powers of the North Carolina Turnpike Authority” - introduced February 16
- Authority may “study, plan, develop, and undertake preliminary design” on up to 6 projects
- Authority may build, operate, and maintain up to 6 projects on which the preceding activities have been completed



Turnpike Authority Powers

- Appoint an Executive Director / hire staff
- Condemn property
- Collect tolls and fees
- Issue bonds
- Contract for construction, maintenance and operation of turnpike projects
- Enter into partnership agreements with political subdivisions of the state or private entities

Authority may not impose tolls on existing highways



Turnpike Authority Activities

- Board appointments made beginning late 2002
- First meeting held in July 2003
- Board organizational retreat held September 11-12, 2003
- Monthly meetings beginning in October 2003
- Development of organizational plan initiated fall 2003, including ethics policy, bylaws, project identification & selection process
- Committees established by Chair in early 2004
 - Executive
 - Finance
 - Personnel / Staffing
 - Plans & Programs
- Bylaws adopted at March 18, 2004 meeting

Turnpike Authority Activities (continued)



- Preliminary 2-year budget adopted at June 10, 2004 meeting
- Project selection criteria adopted at June 10, 2004 meeting
- Issued RFQ for general engineering consultant June 15, 2004
- Advertised for Executive Director June 22, 2004
- Five public input opportunities through November 2004
- 2005 Authority Board meeting schedule approved at November 9, 2004 meeting
- 2005 public comment schedule and 2004 Annual Report approved at December 9, 2004 meeting
- General Engineering Consultant selection presented and approved at December 9, 2004 meeting
- 4 projects selected at February 16, 2005 meeting to “study, plan, and develop”



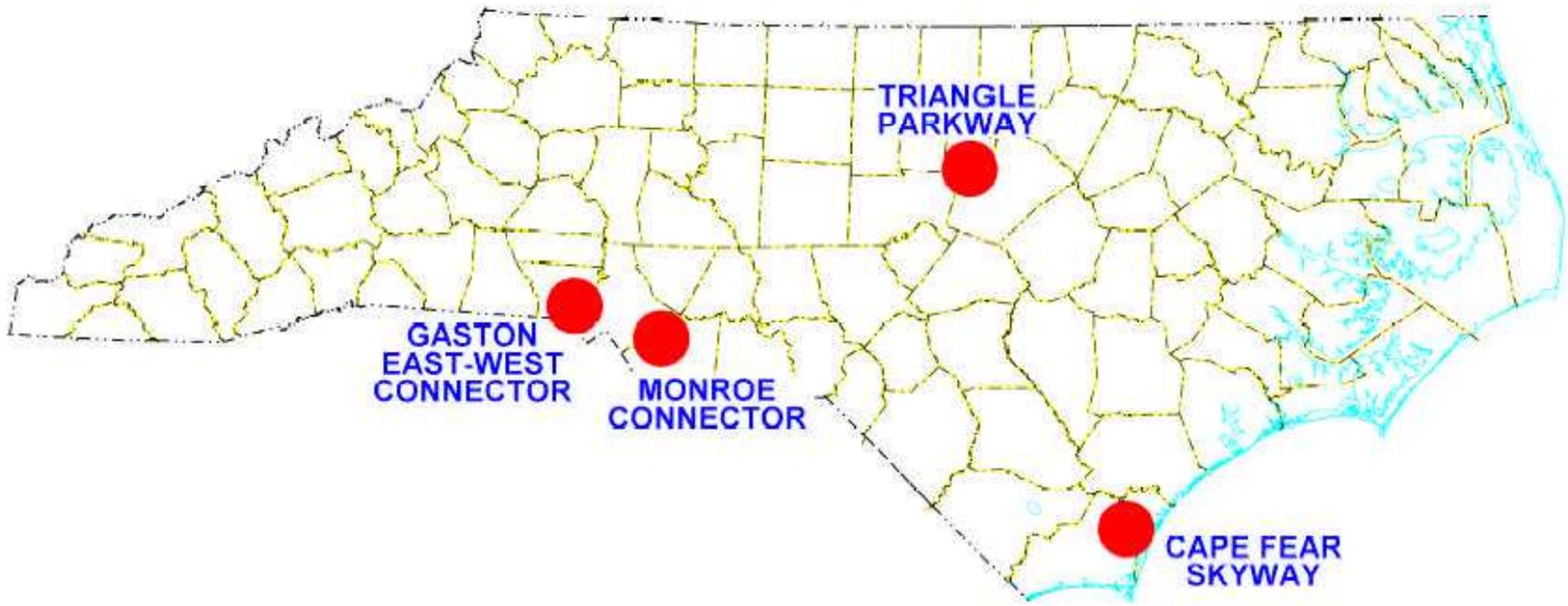
Project Selection Criteria

- **Roadway Type** – The project must have full control of access
- **Project Location** – The project must have a “free” parallel route, and meet legislative guidelines
- **Project Feasibility** – The project must have a high probability of being able to move to construction within a reasonable time frame
- **Local Support** – The project should have demonstrated local support or a reasonable expectation of support for development as a toll facility
- **Financial Feasibility** – The project should be deemed to be financially feasible using available data and commercially reasonable assumptions
- **Statewide or Regional Significance** – Special consideration should be given to those projects that would play a significant role in the statewide or regional highway system or serve major economic generators

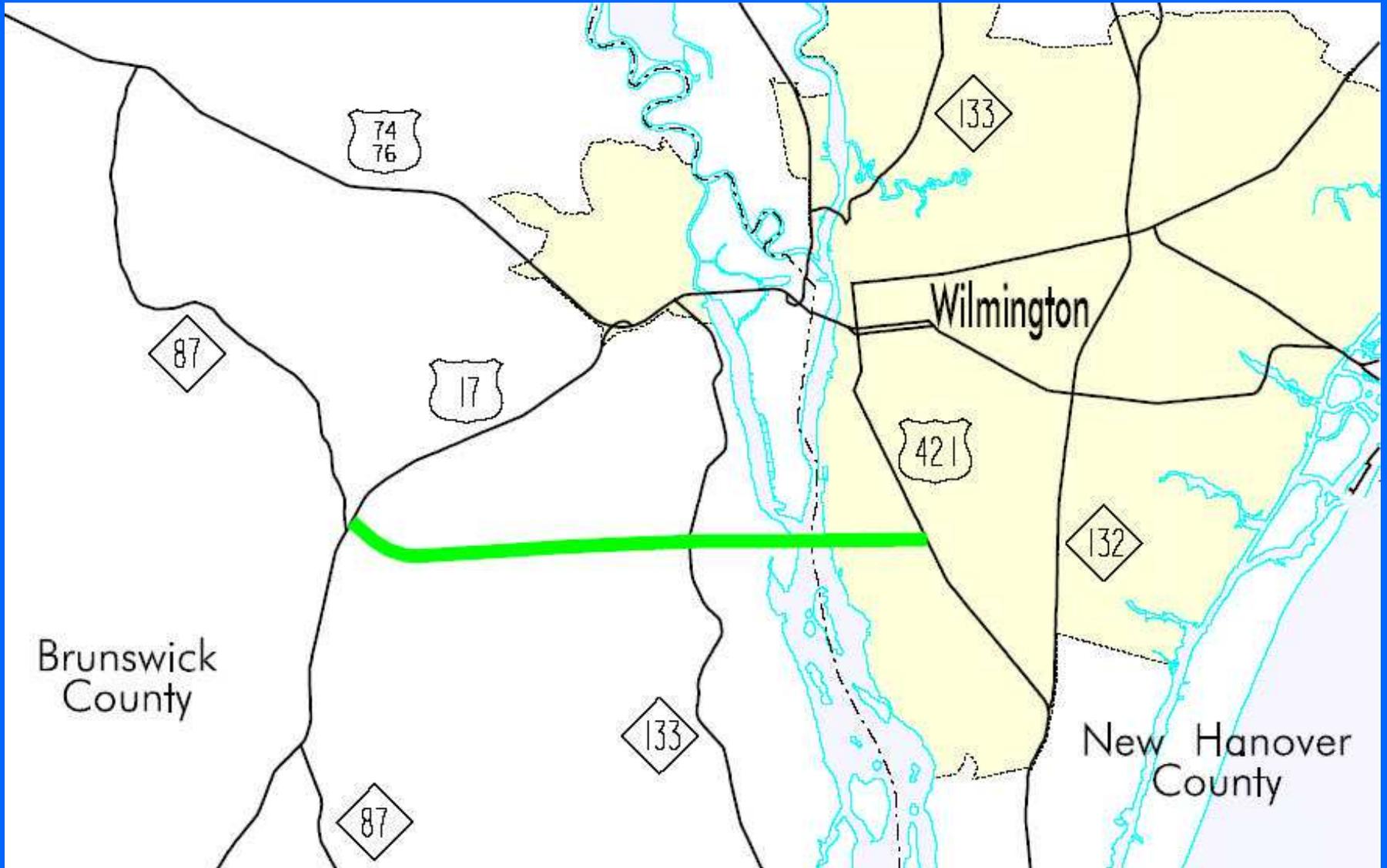
Project Selections to Date

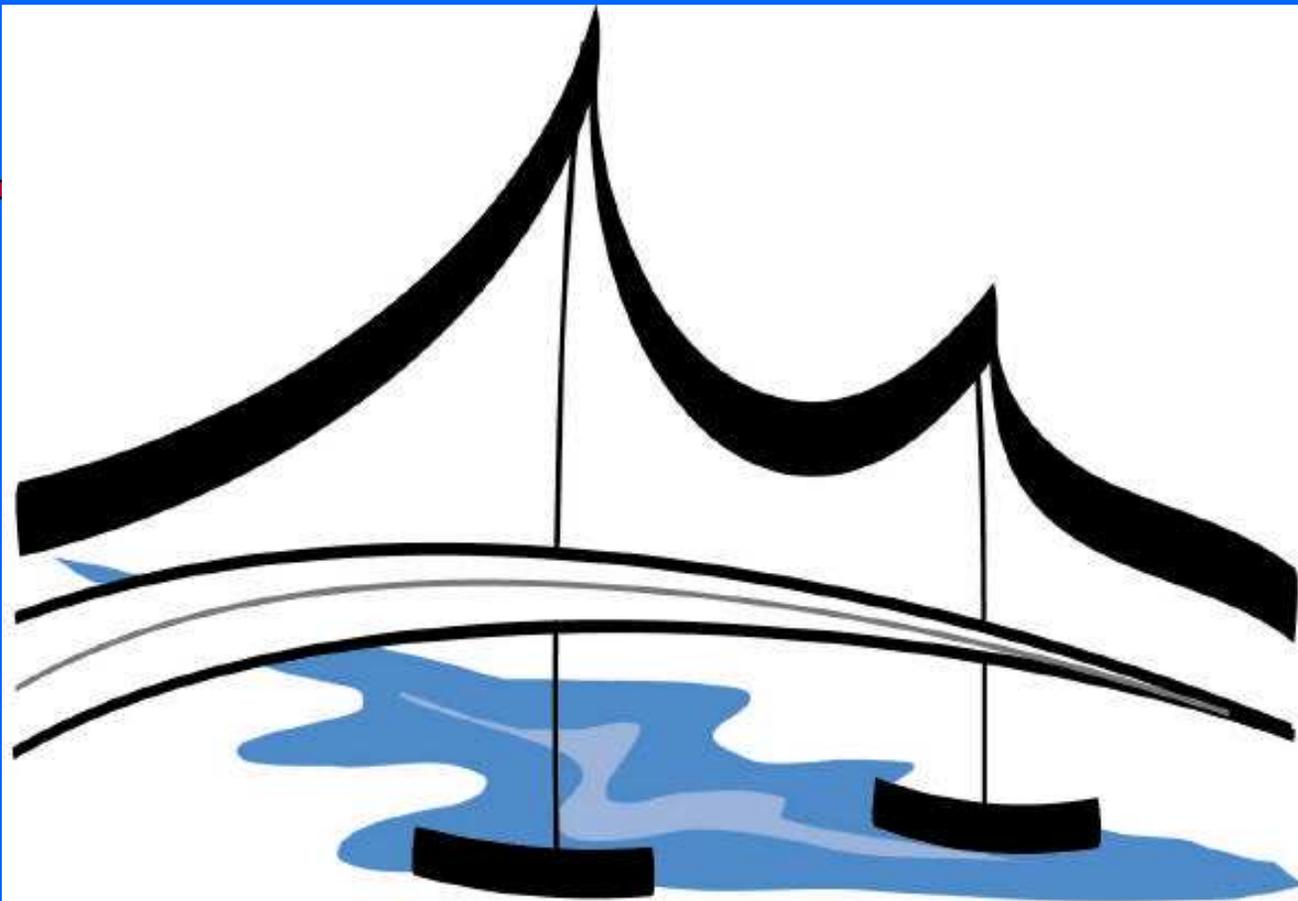


Projects Selected for Study



Cape Fear Skyway





CAPE FEAR SKYYWAY



Project Cost

Alternative	R/W Cost	Construction Cost	Total Project Cost
One (225' Clearance)	\$ 15,200,000	\$ 329,600,000	\$ 344,800,000
Two (185' Clearance)	\$ 15,200,000	\$ 323,000,000	\$ 338,200,000

Projected Cost Include :

- Possible Interchange between US 17 & NC 133 if a currently planned “Urban-Type” development takes place
- The relocation of approximately 30 residences and 4 businesses.



Two Alternatives Studies

- 225' Vertical Clearance
- 185' Vertical Clearance

Cooper River Bridge



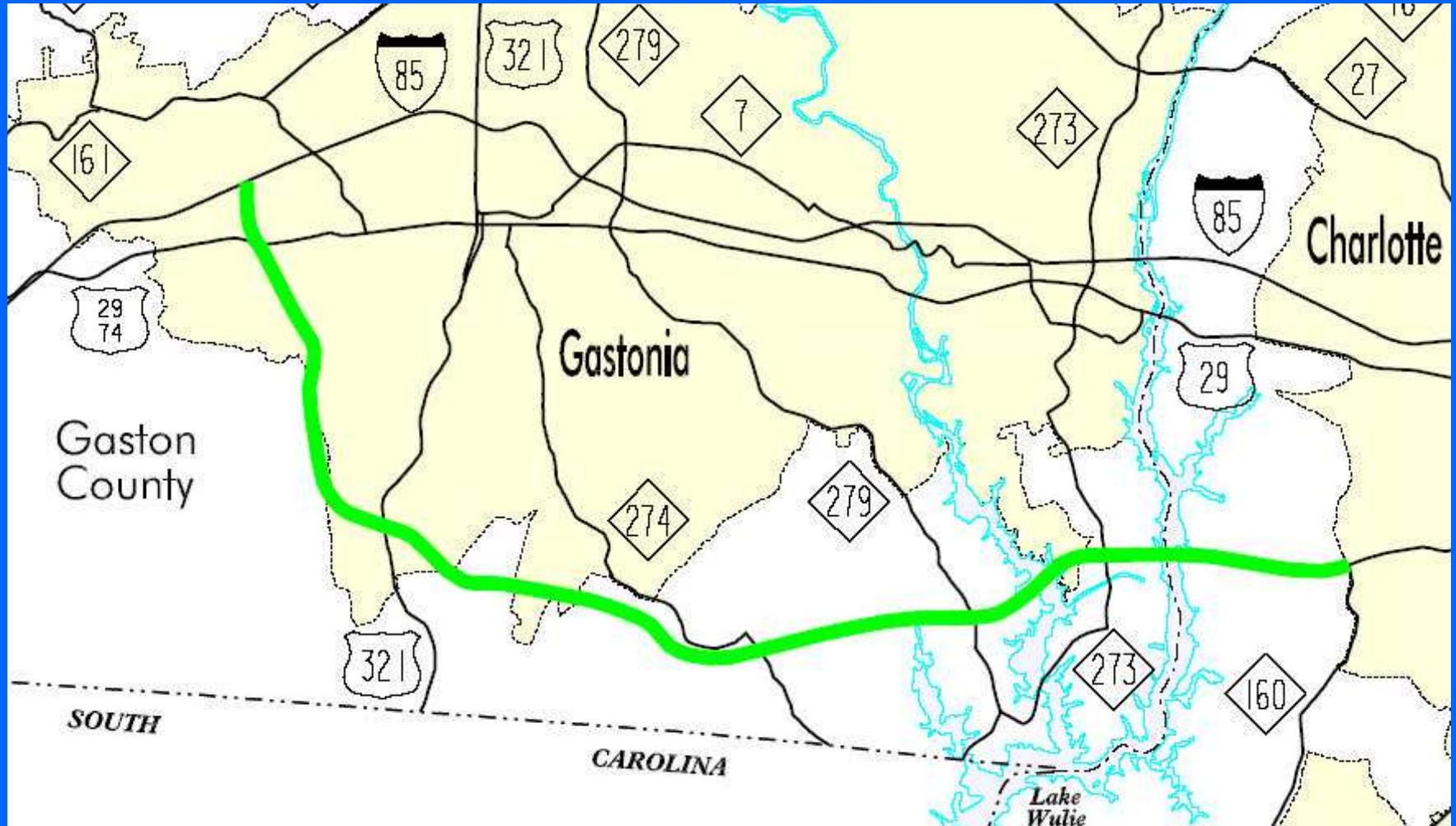
- Between Charleston and Mt. Pleasant, SC
- Under construction
- Longest span length 1546 ft.
- Clearance height 200 ft

Sunshine Skyway Bridge

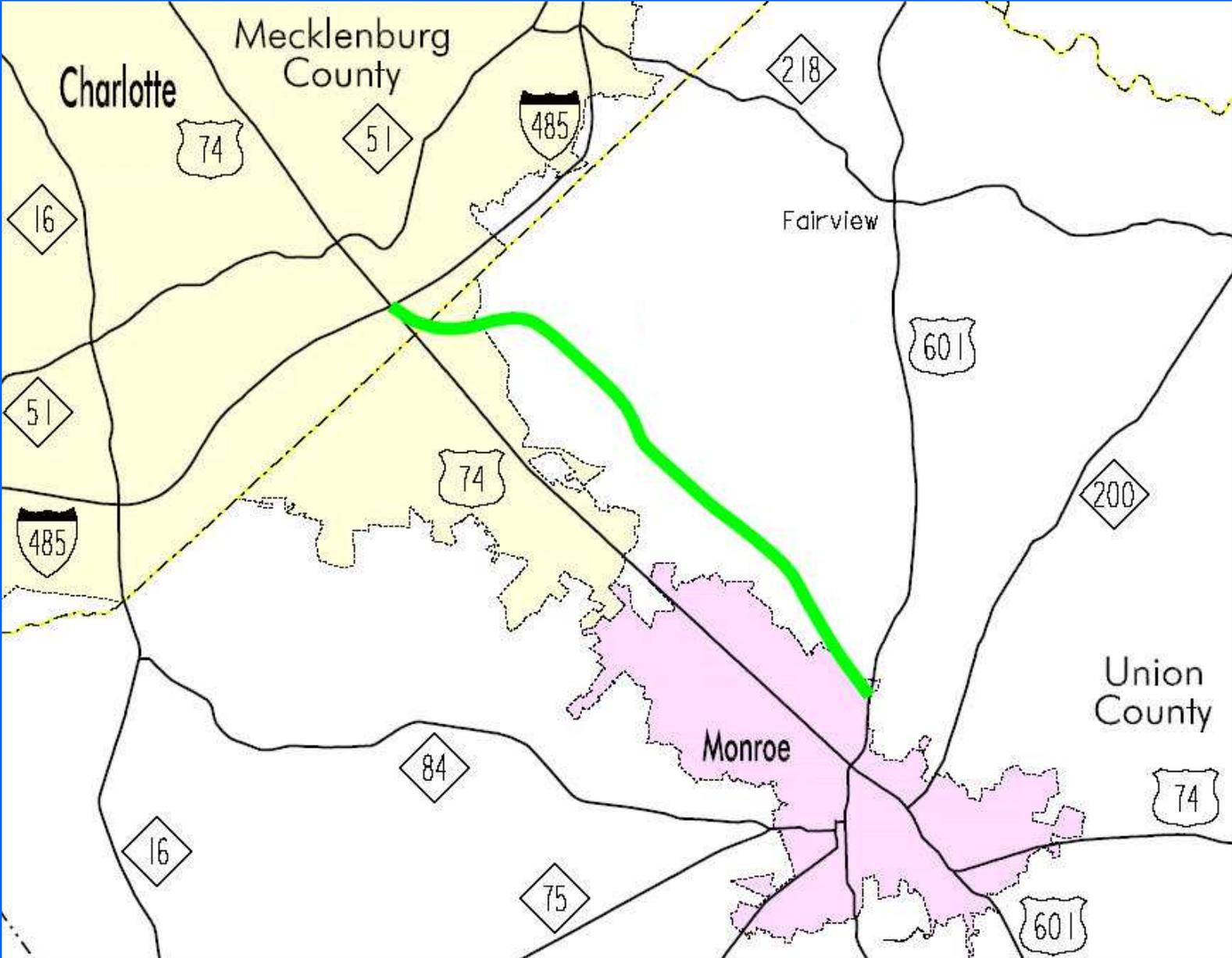


- Between St. Petersburg and Brandon, Fla.
- Completed in 1987
- Longest span length 1,200 ft.
- Clearance height 190 ft.

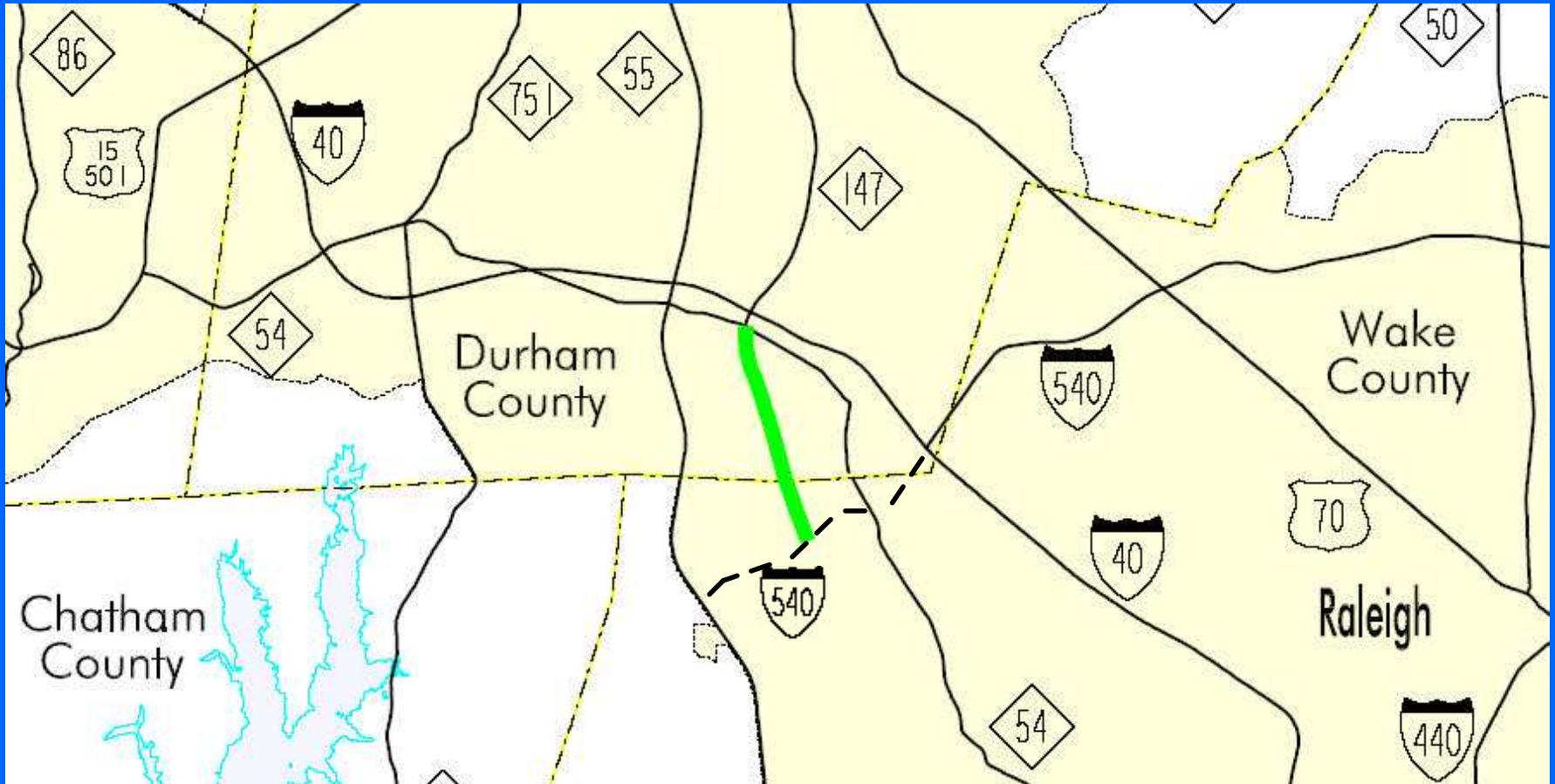
Gaston East-West Connector



Monroe Connector



Triangle Parkway



Turnpike Authority - Administrative Funding



NCGS 136-176(b)

Provides that NCTA administrative expenses may be funded through loans from the Highway Trust Fund administrative set-aside, to be repaid from toll revenues, once a revenue stream is established

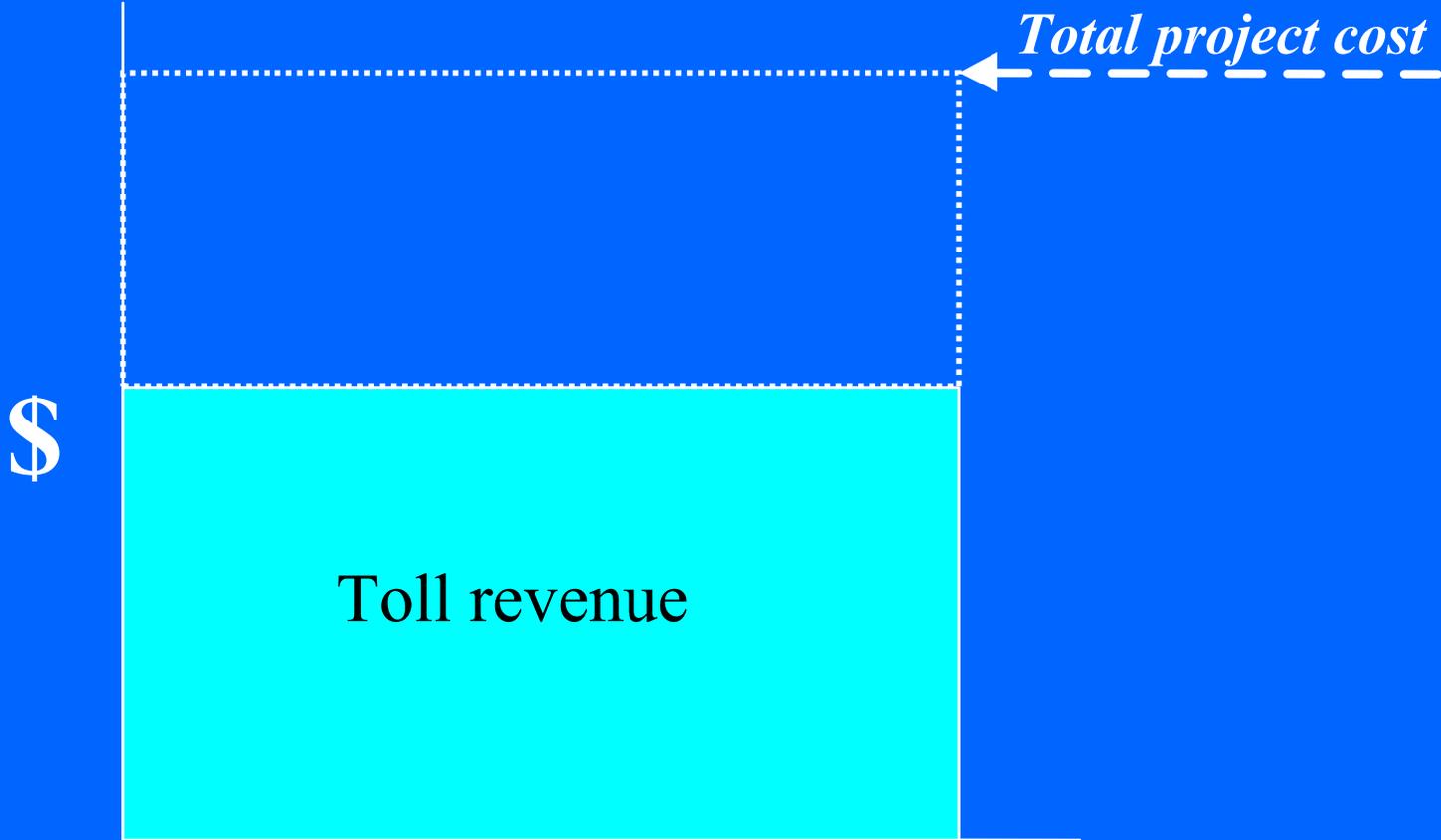
Turnpike Authority Funding - Bonds



NCGS 136-89.189

- Authority deemed a municipality with regard to State and Local Government Revenue Bond Act (SLGRBA)
- May issue bonds to pay for all or part of a project or to refund previously issued bonds
- Bonds issued are fully covered under SLGRBA

Toll Financing



Turnpike Authority Funding - Partnerships



NCGS 136-89.183(17)

Authority empowered “to enter into partnership agreements, agreements with political subdivisions of the State, and agreements with private entities, and to expend such funds as it deems necessary, pursuant to such agreements, for the purpose of financing the cost of acquiring, constructing, equipping, operating, or maintaining any Turnpike Project.”

Turnpike Authority Funding – NCDOT participation



NCGS 136-89.191

“The Department of Transportation may participate in the cost of preconstruction activities, construction, maintenance, or operation of a Turnpike Project.”

Toll Financing – Equity Formula Impact



Highway Fund
Highway Trust Fund – intrastate
Federal-aid

*Subject to
equity formula*

Sale of bonds
Project loans
Toll revenue
Highway Trust Fund – loop
Other

*Not subject to
equity formula*

North Carolina Turnpike Authority



For more information---

www.ncturnpike.org

Q & A

