

# North Carolina

DEPARTMENT OF TRANSPORTATION

## **North Carolina Turnpike Authority Board of Directors Meeting**

May 1, 2014

# North Carolina Turnpike Authority Board of Directors Meeting

May 1, 2014

## NCDOT and NCTA Priorities

- Improve customer service
- Leverage infrastructure to create jobs
- Be a more efficient organization

# North Carolina Turnpike Authority Board of Directors Meeting

May 1, 2014  
Presentation Agenda

- 2013 Annual Report Review – Clayton Somers
- Financial Overview of the Turnpike Authority
  - NCDOT Fiscal Staff Function – David Tyeryar
  - NCTA Staff Function – Donna Keener, P.E.
- 2014 First Quarter Update – Andy Lelewski, P.E.
- I-77 HOT Lanes Project Update – Rodger Rochelle, P.E.
- Collections Update – Michelle Muir
- Processing Fee Schedule Update – Clayton Somers

# 2013 Annual Report Overview

- Triangle Expressway Overview
  - Review of Phases
  - 2013 Revenue (Projected vs. Actual)
  - Average Annual Weekday Traffic
- Ongoing Turnpike Projects
- NCDOT Managed Lane Projects

# 2013 Annual Report Overview

## Triangle Expressway Review of Phases

### Phase I

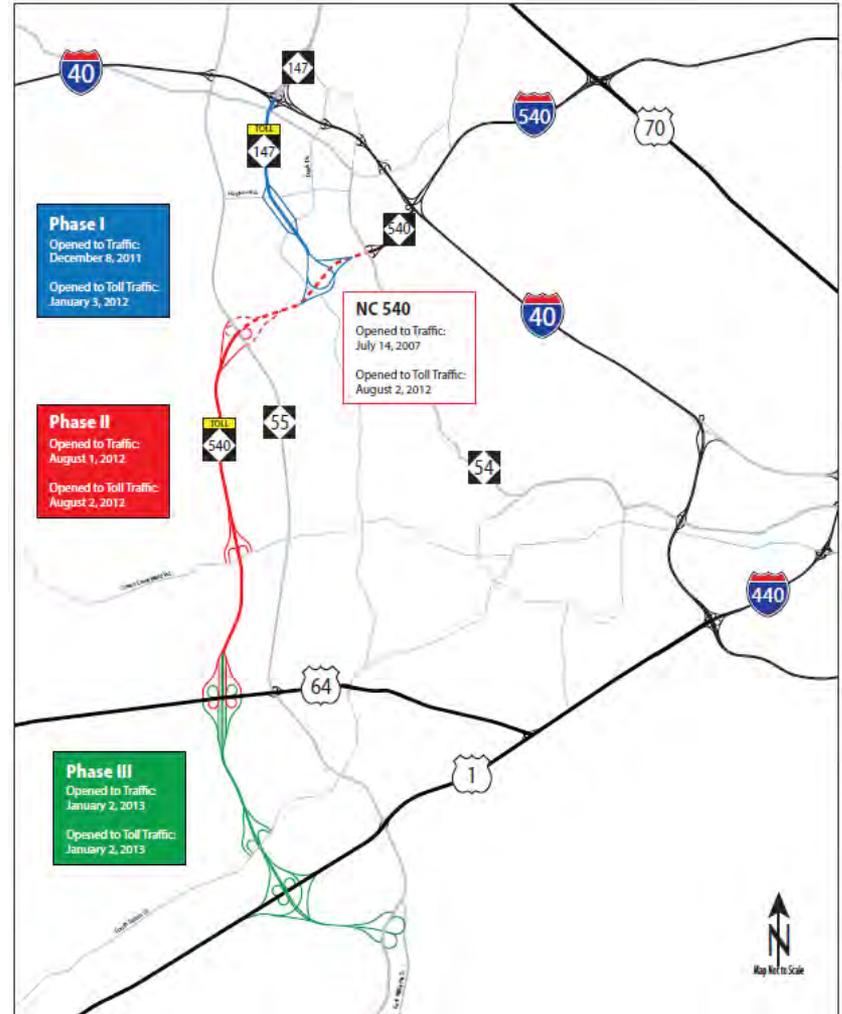
Open to Traffic, December 2011  
Toll Collection Begins, January 2012

### Phase II

Open to Traffic and Toll Collection Begins, August 2012

### Phase III

Open to Traffic, December 2012  
Toll Collection Begins, January 2013



# 2013 Annual Report Overview

## Triangle Expressway 2013 Revenue (Projected vs. Actual)

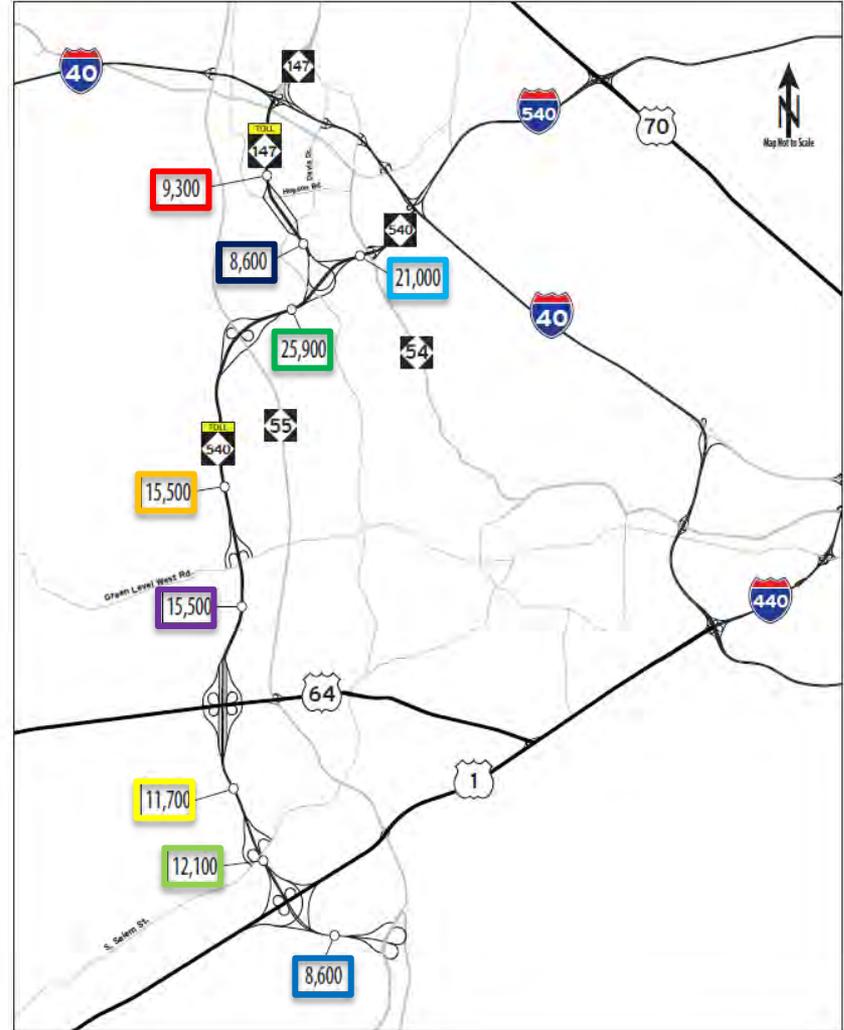


# 2013 Annual Report Overview

## Triangle Expressway Average Annual Weekday Traffic



2012



2013

# 2013 Annual Report Overview

## Ongoing Turnpike Projects

- Complete 540
- Monroe Connector Bypass

# 2013 Annual Report Overview

## Ongoing Turnpike Projects – Complete 540



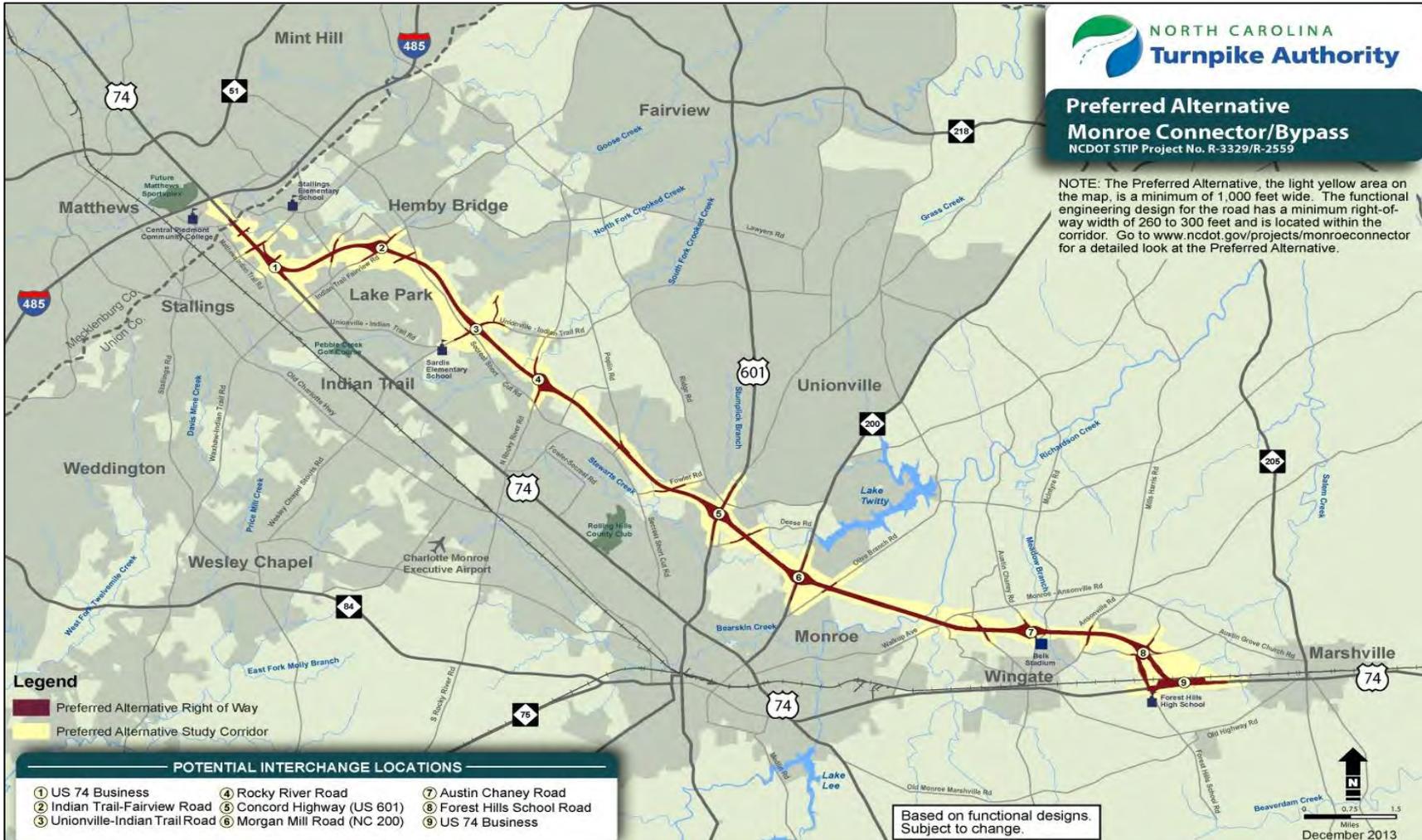
# 2013 Annual Report Overview

## Ongoing Turnpike Projects – Complete 540

- June 2013: Session Laws 2013-94 and 2013-183 removed previous restrictions on studying the “Red Corridor” and expedited the federal environmental study process
- July 2013: All study activities for the project resumed
- December 2013: List of Detailed Study Alternatives issued
- 2016: Next Steps, Complete Environmental Study process

# 2013 Annual Report Overview

## Ongoing Turnpike Projects – Monroe Connector Bypass



# 2013 Annual Report Overview

## Ongoing Turnpike Projects – Monroe Connector Bypass

- November 2013: NCDOT/FHWA issued Draft Supplemental Final Environmental Impact Statement
- December 2013: Three public hearings held
- Spring 2014: Waiting for issuance of Final Supplemental Final Environmental Impact Statement and Record of Decision

# 2013 Annual Report Overview

## NCDOT Managed Lane Projects

### NCTA Supporting the NCDOT Study Process

#### Raleigh Region

I-5111, Interstate 40 from I-440 to NC-42	Environmental Analysis
FS-1104B, Interstate 40 from NC-42 to I-95	Feasibility Study
FS-1005A, Interstate 40/440 from Wade Avenue to US-64	Feasibility Study
FS-1205A, Interstate 40 from I-85 to Wade Avenue	Feasibility Study
FS-1205C, NC-147 from East End Connector to I-40	Feasibility Study
FS-1305A, Interstate 540 from NC-54 to US-64 and US-64 from I-540 to I-440	Feasibility Study

#### Charlotte Region

I-3311C/I-5405/I-4750AA, Interstate 77 from I-277 to NC-150	Public Private Partnership Analysis/ Environmental Analysis
I-5507, Interstate 485 from I-77 to US-74	Environmental Analysis
U-2509, US-74 from I-77 to Wallace Lane	Environmental Analysis
U-5526, US-74 from Wallace Lane to I-485	Environmental Analysis
FS-0810A, Interstate 77 from SC Line to I-277	Feasibility Study

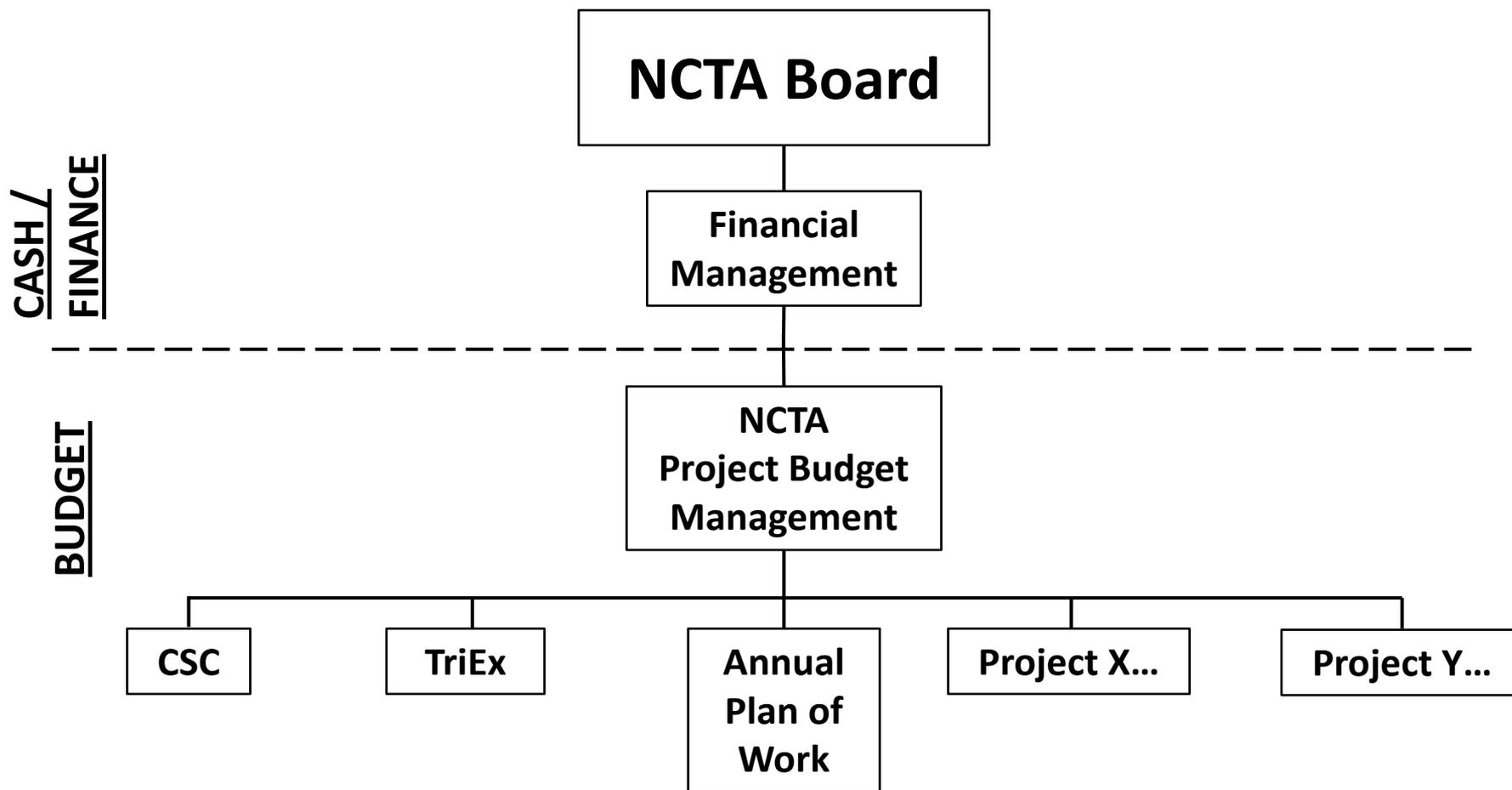


# Financial Overview

- Organizational Structure
- NCDOT Fiscal Staff Function
- NCTA Staff Function

# Financial Overview

## Organizational Structure



# Financial Overview

NCDOT Fiscal Staff Function

- David Tyeryar

# Financial Overview

NCDOT Fiscal Staff Function

## **Fiscal's Role in Assisting NCTA Checks & Balances**

- Bond Covenant Compliance
- Financial Audit Compliance:
  - Monthly Financials
  - Actual Year End Financials(CAFR)
- Daily Cash & Revenue Reconciliation & Invoice Management
- Fiscal is Liaison between Trustee & Investment Managers

# Financial Overview

NCDOT Fiscal Staff Function

## Being Prepared

- Adequate Funds to pay Debt Service
- Funding for Reserves:
  - Operation & Maintenance
  - Renewal & Replacement
- Condition of Assets

# Financial Overview

NCDOT Fiscal Staff Function

## Now & Then

- Triangle Expressway is \$4.3 million above projected revenues
- As facility matures, funds may be available to:
  - Start new activities
  - Redirect GAP funding
  - Reimburse Trust Fund – Loan for Administration Cost

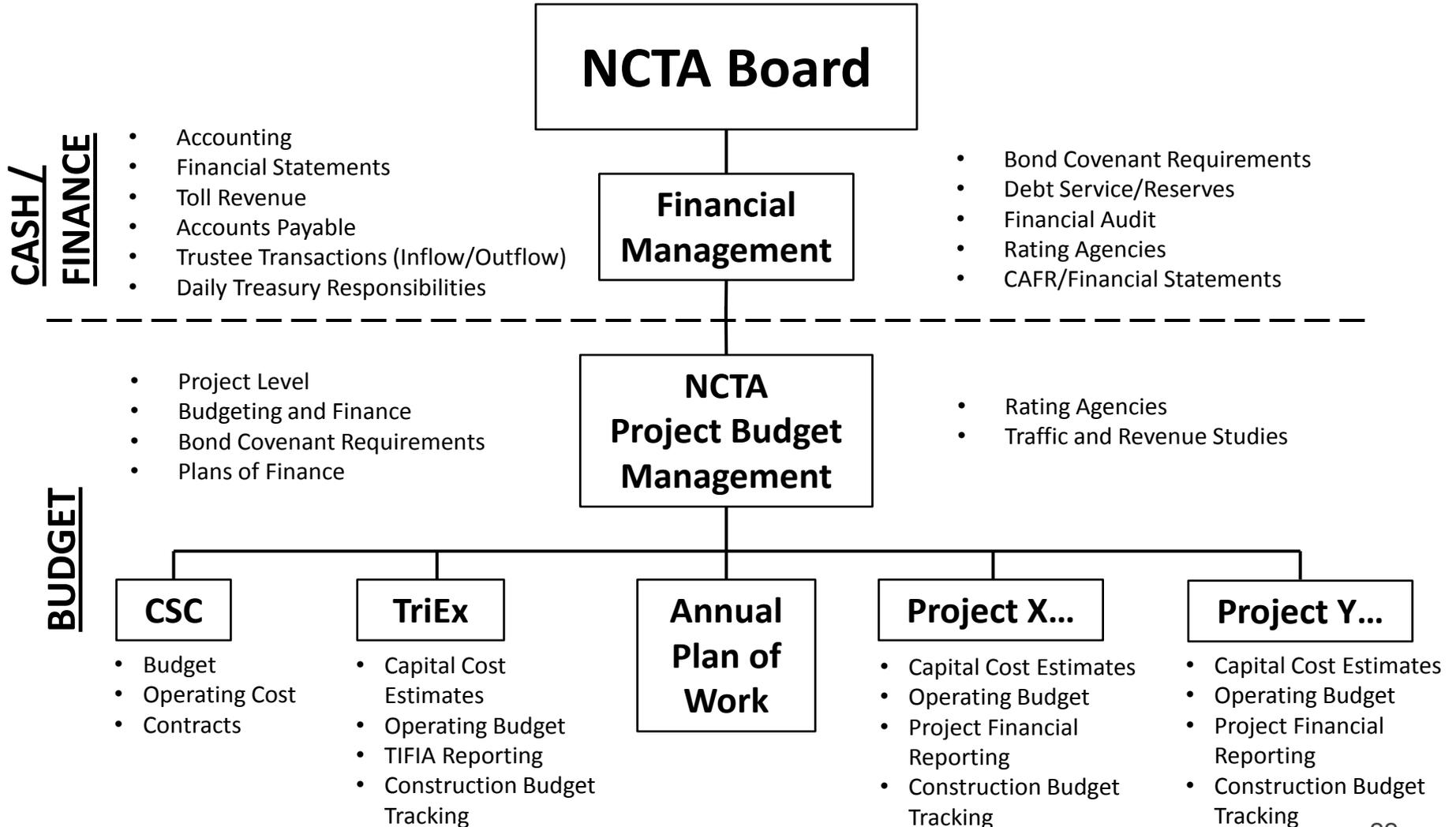
# Financial Overview

NCTA Staff Function

- Donna Keener, P.E.

# Financial Overview

## NCTA Staff Function



# Financial Overview

NCTA Staff Function

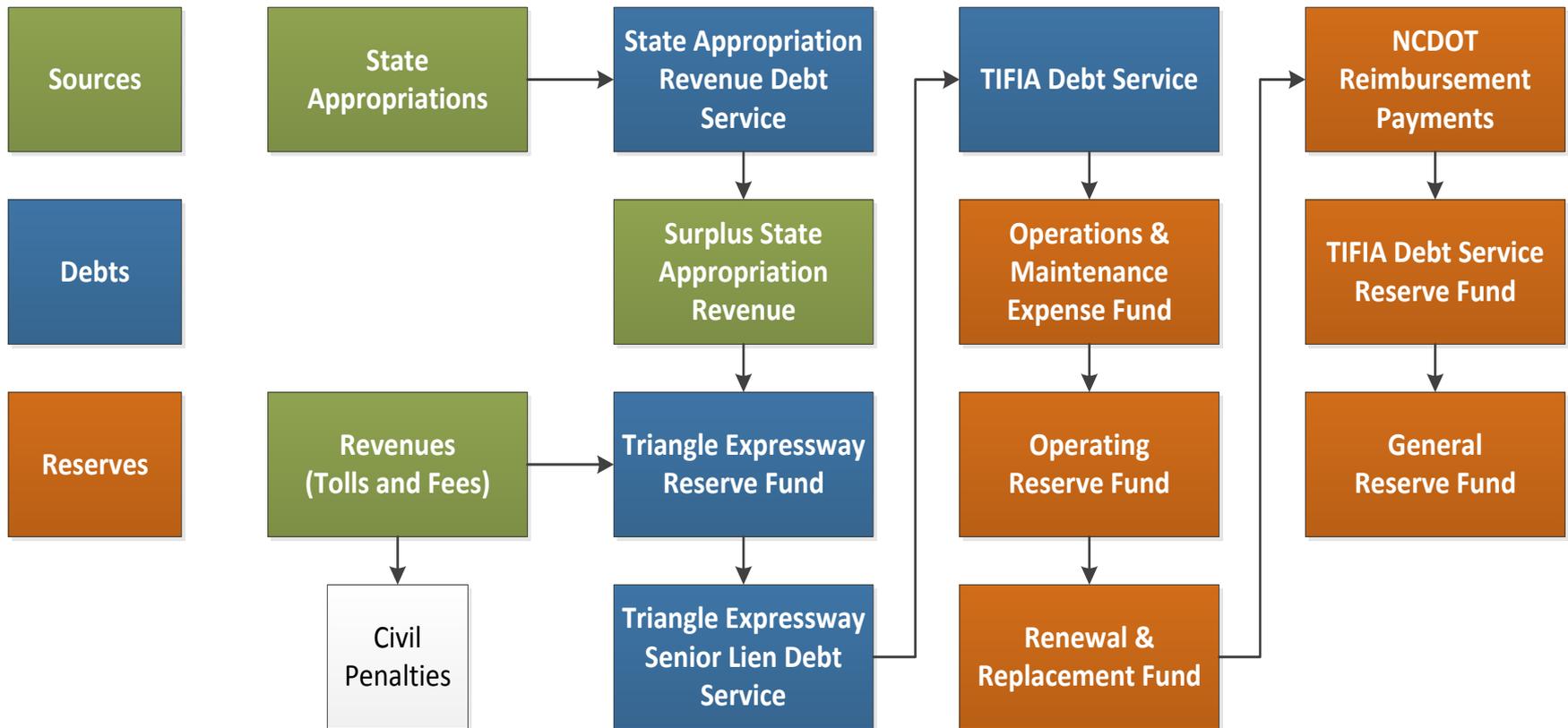
## Summary of Debt Issuance

- Annual State Appropriation Bonds
  - \$352.7 million
- Toll Revenue Bonds
  - \$270.1 million
- TIFIA Loan
  - \$372.9 million

# Financial Overview

## NCTA Staff Function

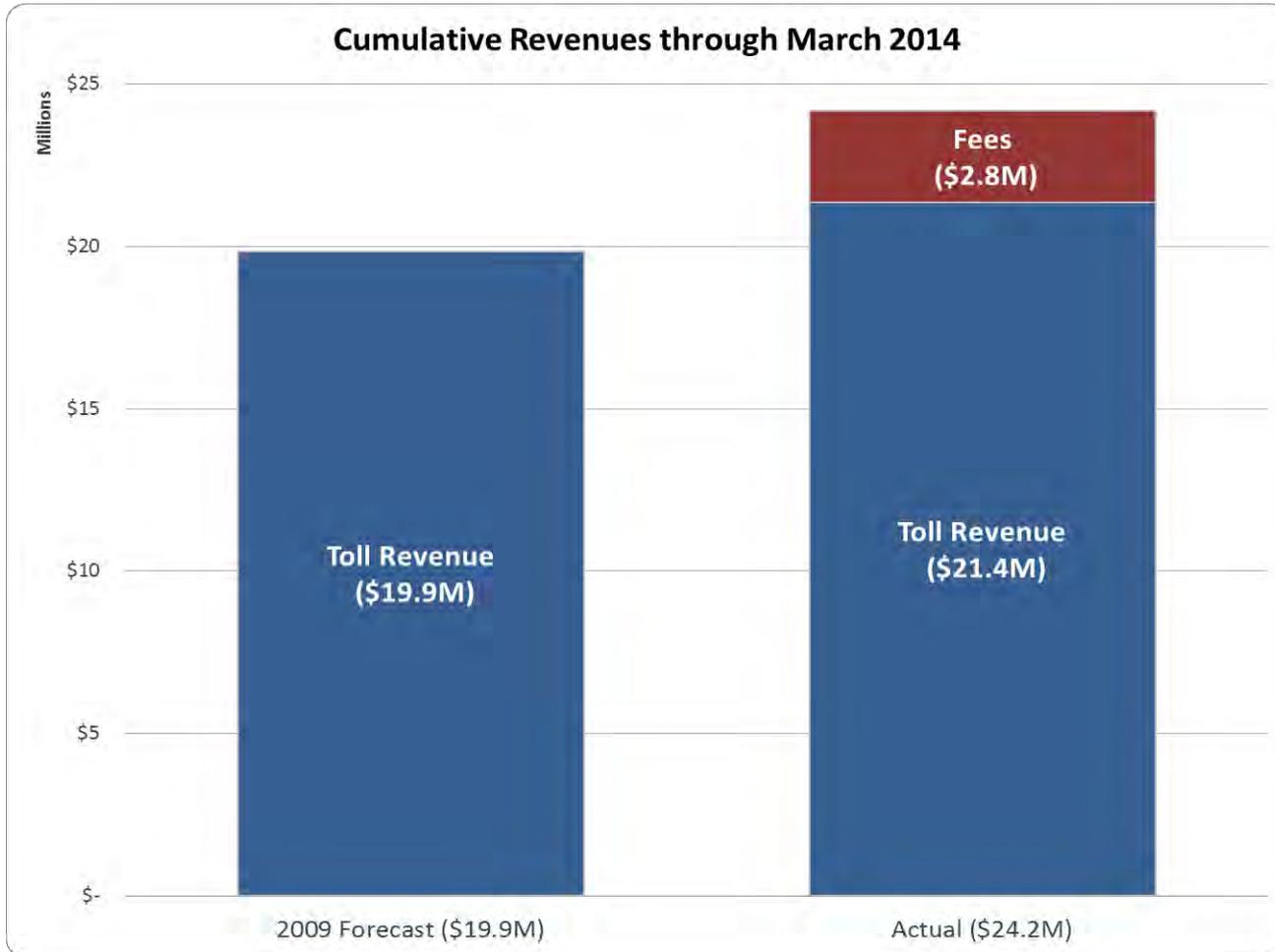
### Flow of Funds for Debt Repayment



# Financial Overview

NCTA Staff Function

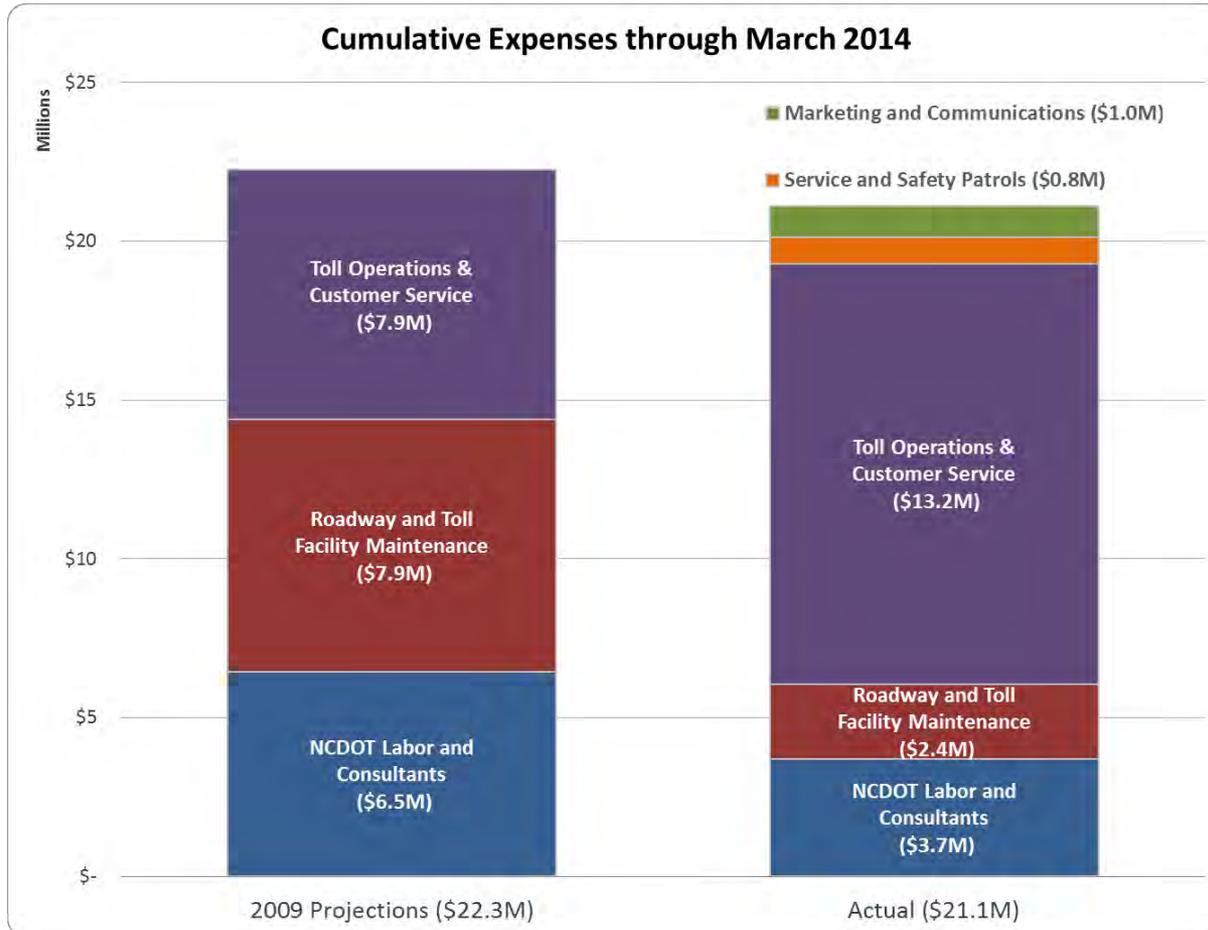
## Toll Revenue Forecast vs. Actual



# Financial Overview

NCTA Staff Function

## Projected Expenditures vs. Actual



# 2014 First Quarter Update

- Andy Lelewski, P.E.

# 2014 First Quarter Update

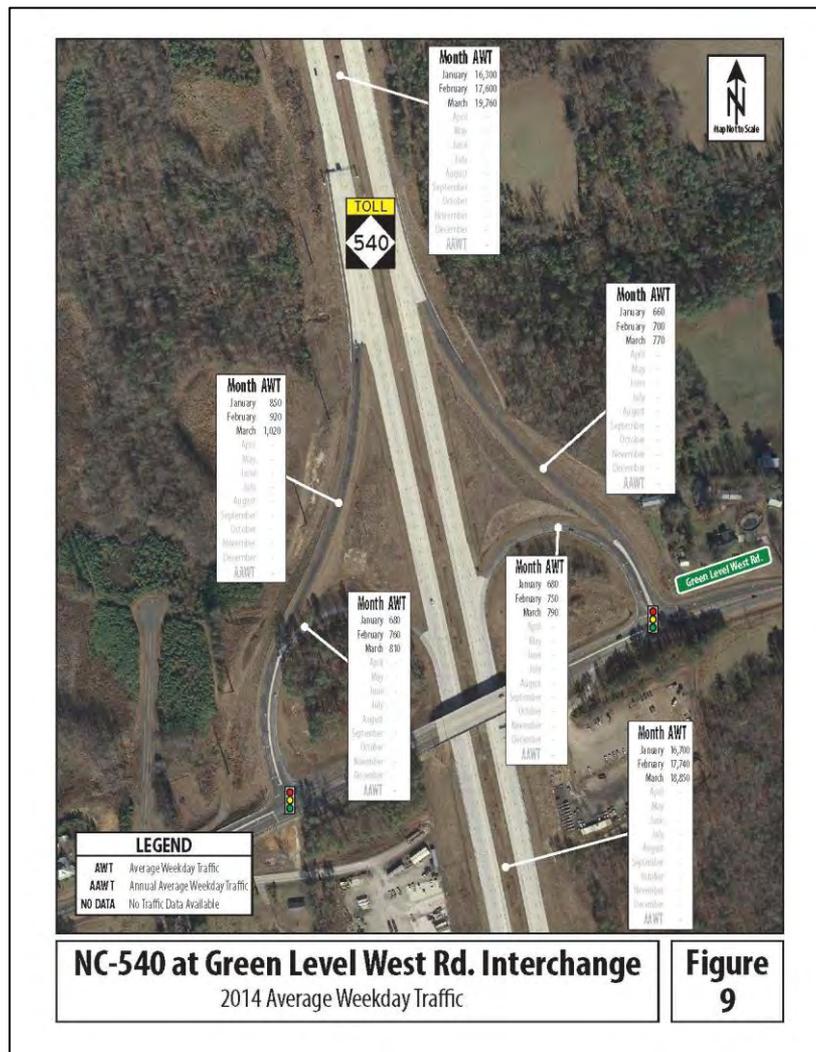
## Introduction

## What is the Operations Statistics Report?

- 1<sup>st</sup> report published February 2012
- Released quarterly, with an annual summary
- Contains:
  - Interchange and mainline traffic statistics
  - Toll System statistics
  - Toll Zone statistics
  - Traffic Management Center statistics
  - Roadway maintenance evaluation statistics

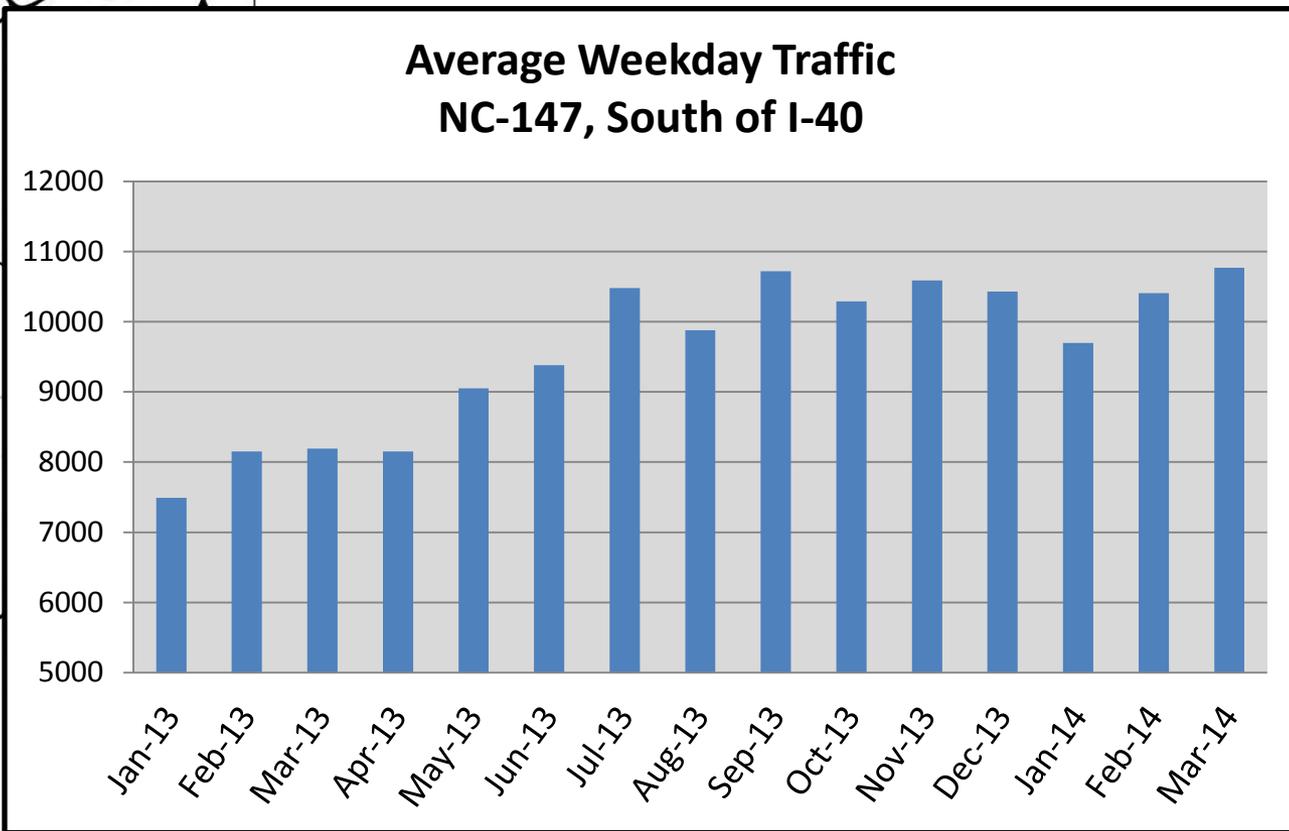
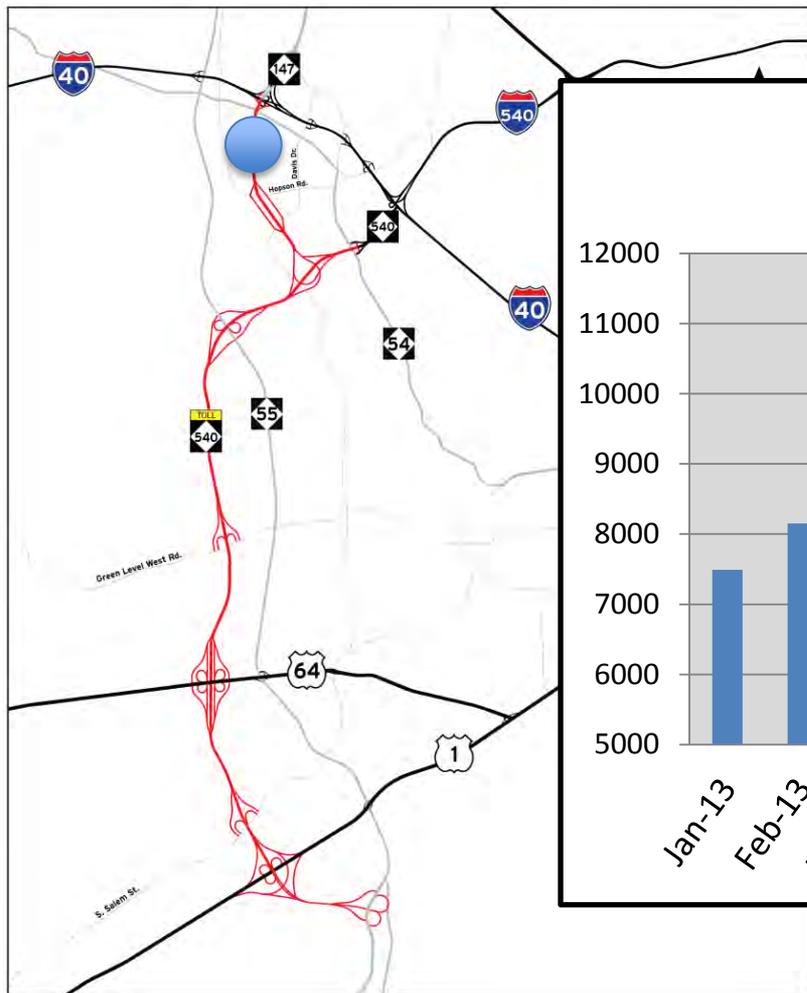
# 2014 First Quarter Update

## Mainline and Ramp Traffic Statistics



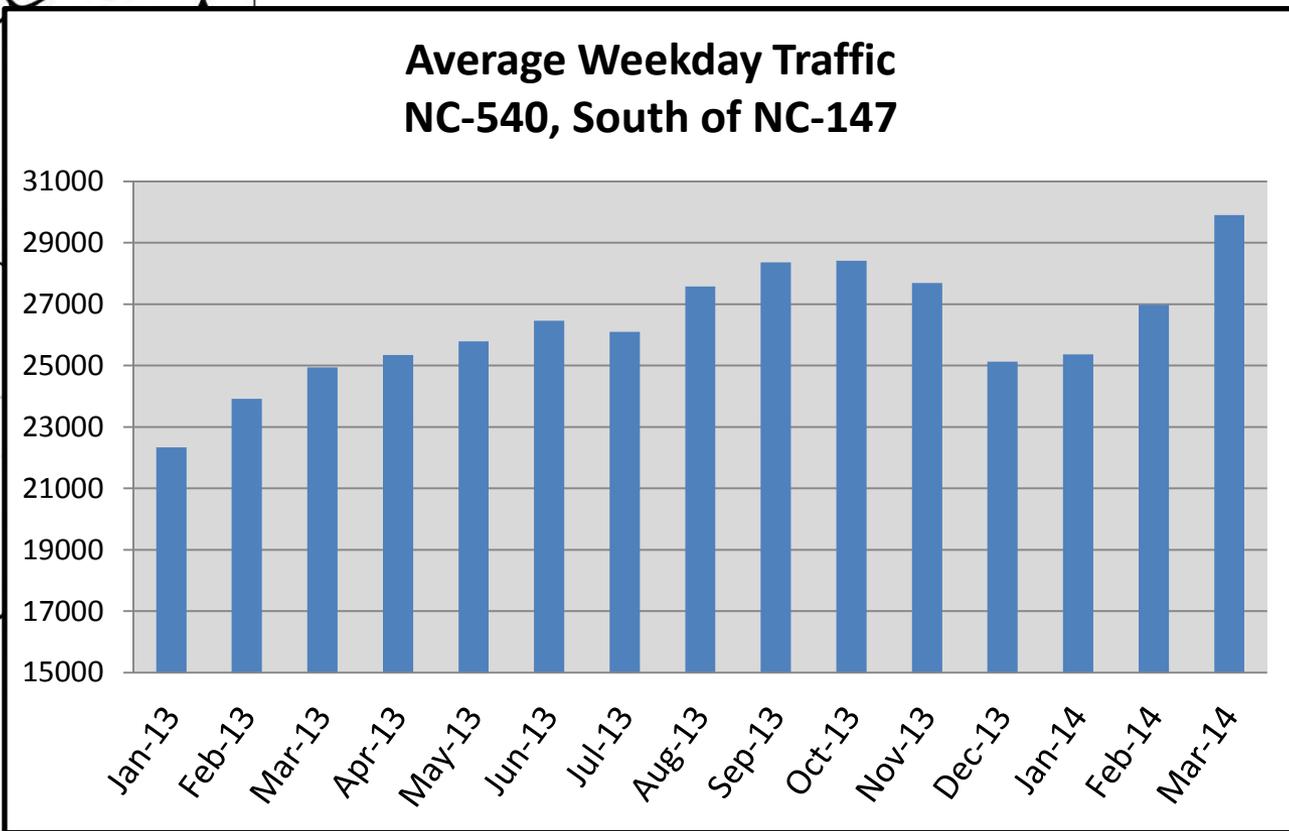
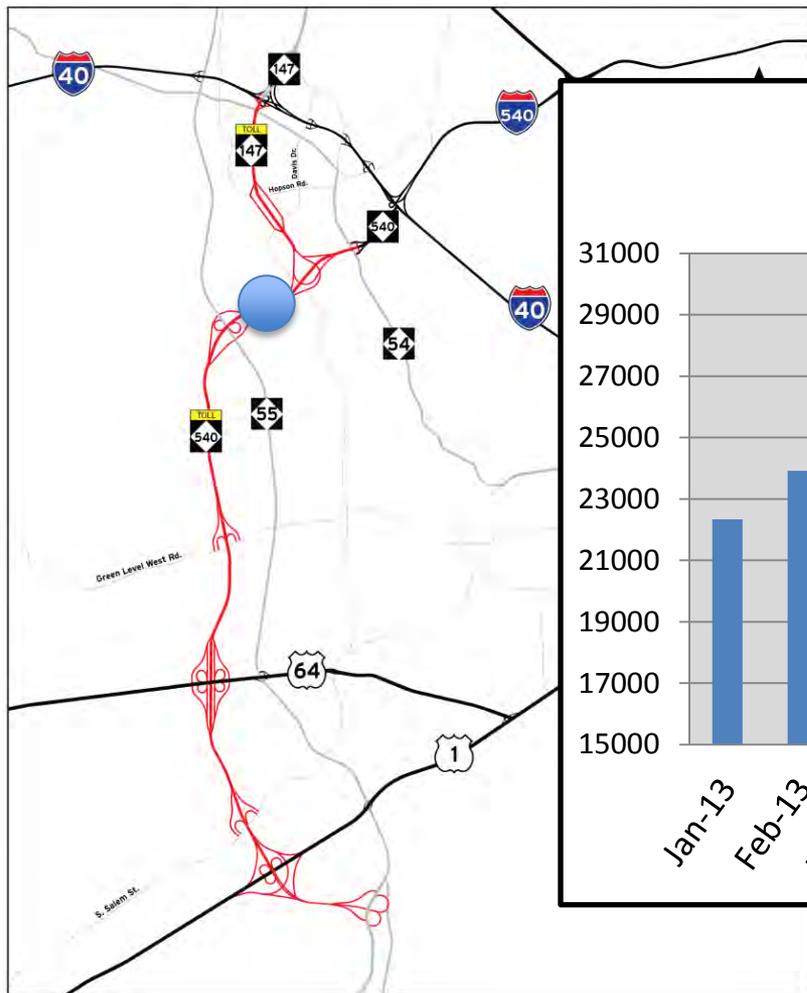
# 2014 First Quarter Update

## Mainline and Ramp Traffic Statistics



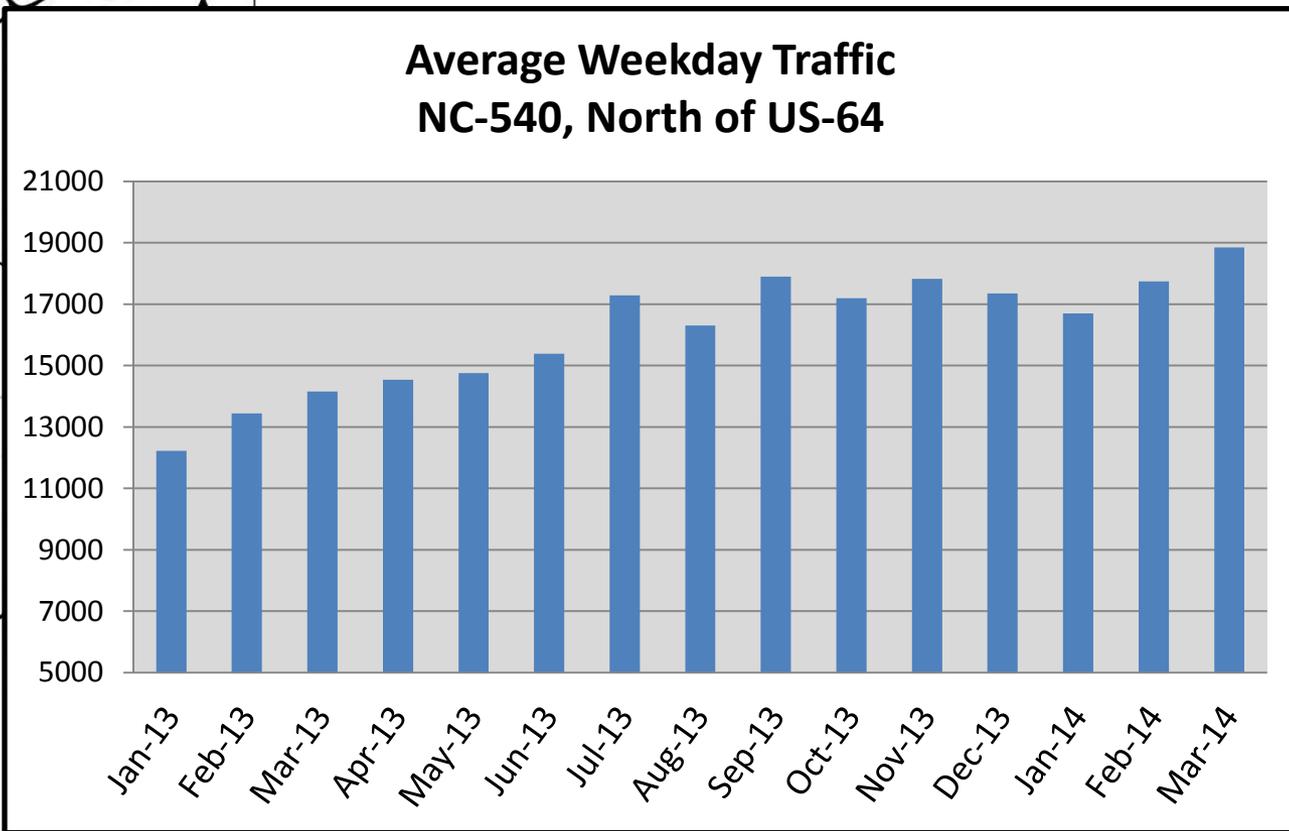
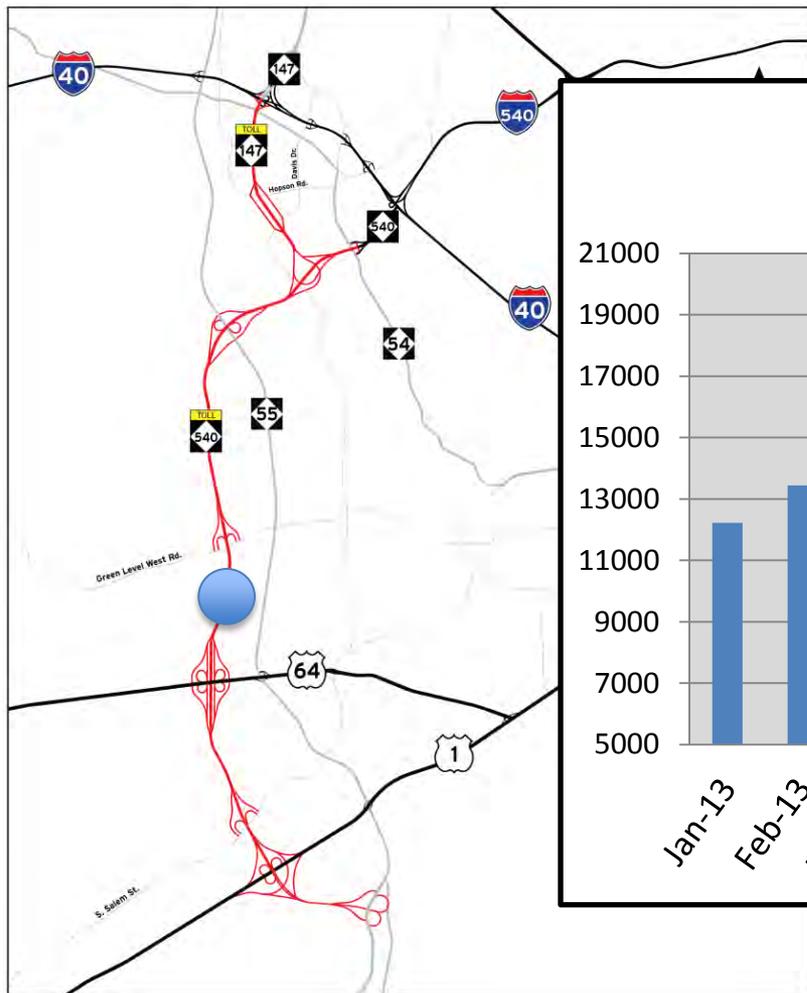
# 2014 First Quarter Update

## Mainline and Ramp Traffic Statistics



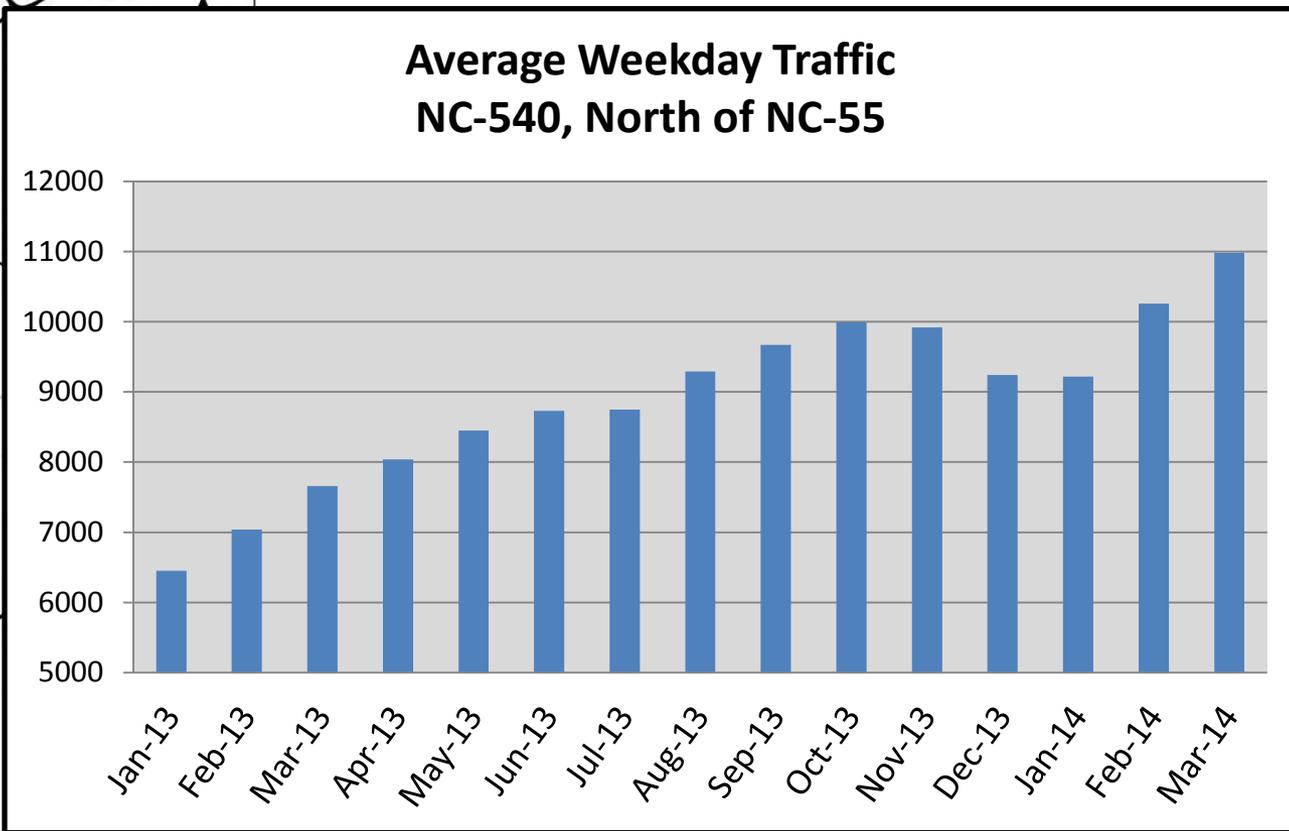
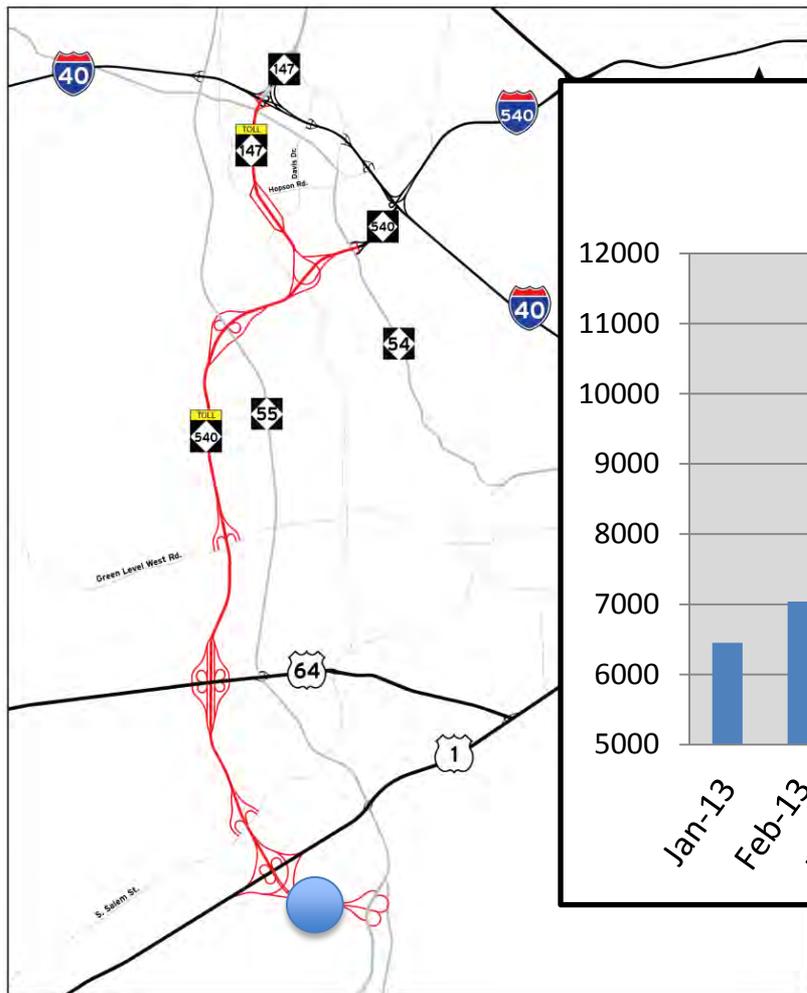
# 2014 First Quarter Update

## Mainline and Ramp Traffic Statistics



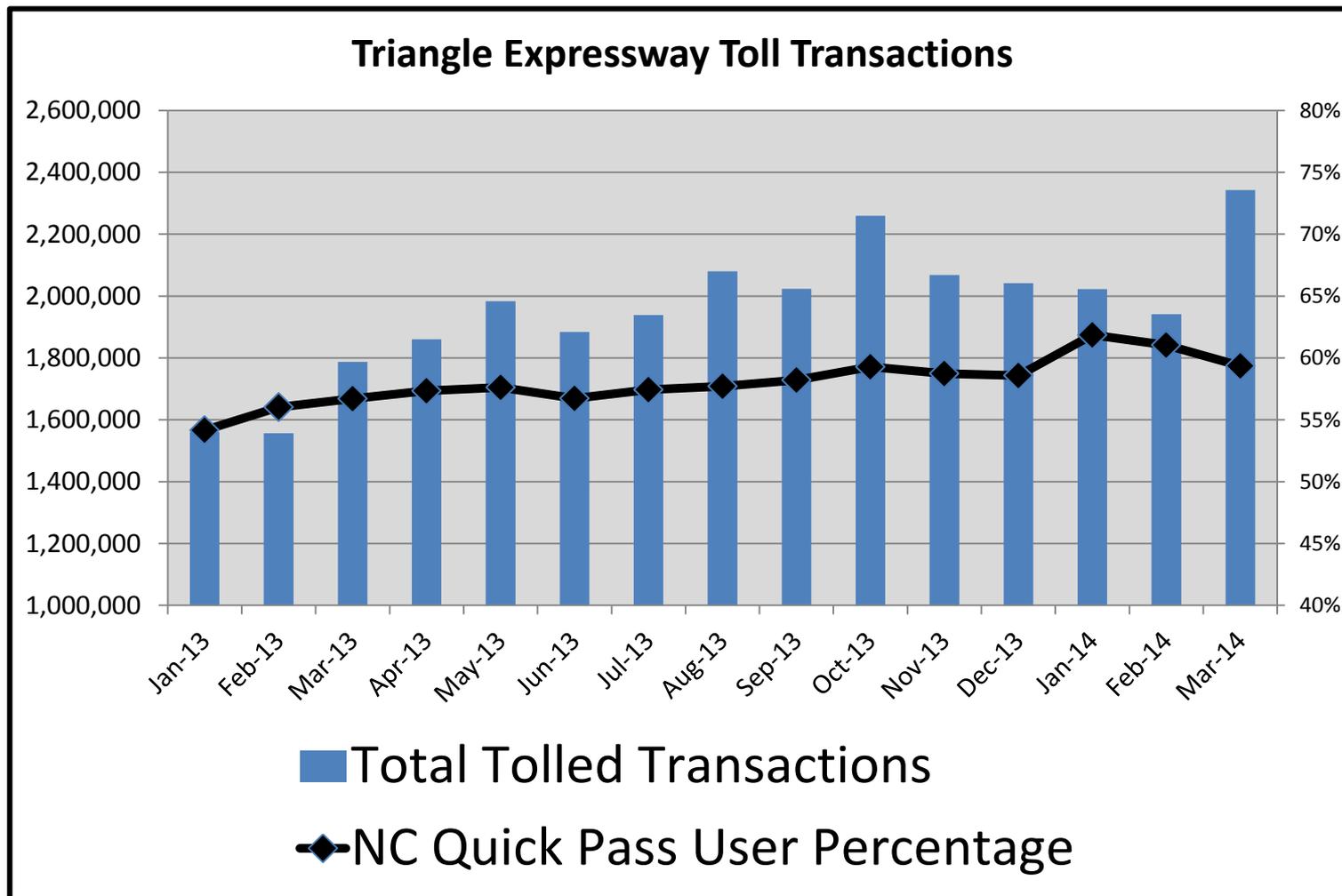
# 2014 First Quarter Update

## Mainline and Ramp Traffic Statistics



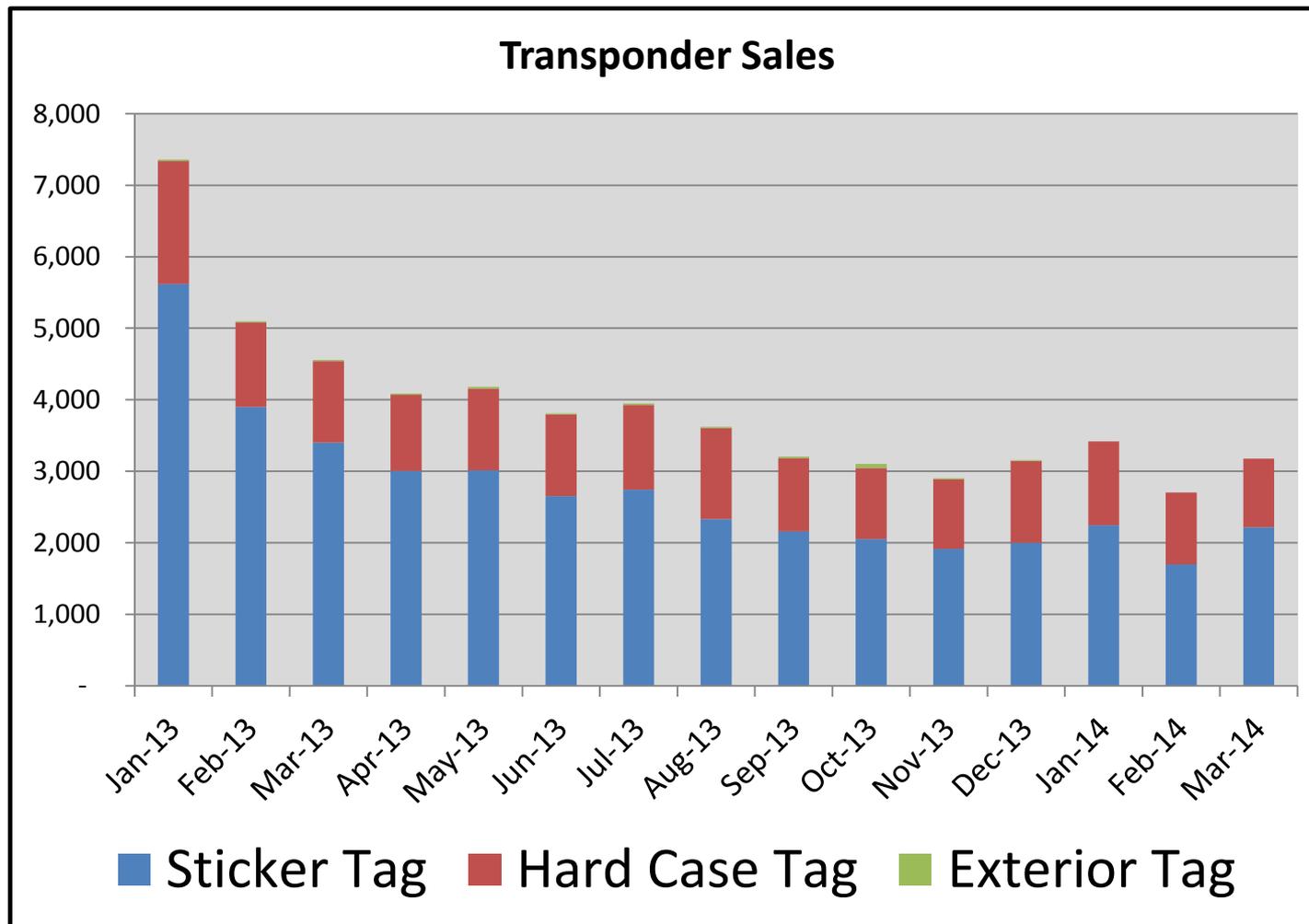
# 2014 First Quarter Update

## Toll System Statistics



# 2014 First Quarter Update

## Toll System Statistics



# 2014 First Quarter Update

## Traffic Management Center Statistics

### Triangle Expressway Incident Management Assistance Patrol - Incident Response Time

	Jan-13	Feb-13	Mar-13	Apr-13	May-13	Jun-13	Jul-13	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14
<b>A.M. Shift Response Time (min)</b>	<b>6</b>	<b>11</b>	<b>11</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>6</b>	<b>6</b>	<b>7</b>	<b>9</b>	<b>7</b>	<b>9</b>	<b>9</b>	<b>7</b>	<b>9</b>
<b>P.M. Shift Response Time (min)</b>	<b>8</b>	<b>7</b>	<b>7</b>	<b>10</b>	<b>7</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>11</b>	<b>9</b>	<b>8</b>	<b>7</b>	<b>9</b>	<b>8</b>	<b>7</b>

# 2014 First Quarter Update

## Roadside Maintenance Statistics

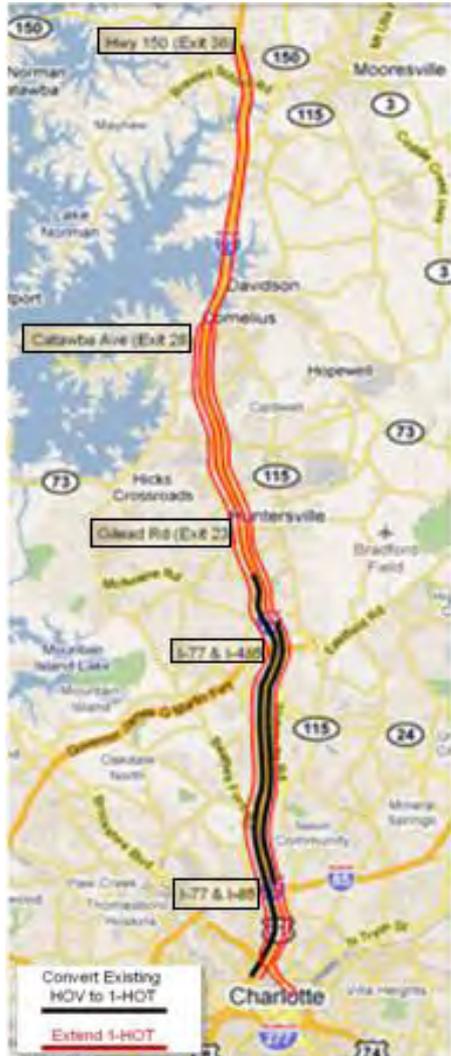
<b>Triangle Expressway Maintenance Rating Program Scores</b>					
	<b>Q1 2013</b>	<b>Q2 2013</b>	<b>Q3 2013</b>	<b>Q4 2014</b>	<b>Q1 2014</b>
<b>Road Surface</b>	<b>97.4</b>	<b>98.3</b>	<b>98.1</b>	<b>91.5</b>	<b>87.6</b>
<b>Unpaved Shoulders</b>	<b>98.8</b>	<b>96.4</b>	<b>97.9</b>	<b>96.3</b>	<b>91.5</b>
<b>Drainage</b>	<b>91.4</b>	<b>89.2</b>	<b>91.0</b>	<b>90.7</b>	<b>91.2</b>
<b>Roadside</b>	<b>99.3</b>	<b>96.2</b>	<b>83.9</b>	<b>93.6</b>	<b>94.6</b>
<b>Traffic Control Devices</b>	<b>93.0</b>	<b>88.4</b>	<b>94.7</b>	<b>93.4</b>	<b>94.4</b>
<b>Overall</b>	<b>95.7</b>	<b>93.4</b>	<b>93.6</b>	<b>92.9</b>	<b>91.9</b>

# I-77 HOT Lanes Update

- Rodger Rochelle, P.E.

# I-77 HOT Lanes Update

## Project Description



- In 2009, NCDOT conducted a Fast Lanes Study that analyzed 12 corridors in a 10 county region. The Charlotte City council identified the I-77 corridor in Charlotte-Mecklenburg as a candidate for High Occupancy Toll (HOT) lanes.
- The I-77 corridor is critical to the region as the only major North-South connection in the vicinity.
- The Project is critical for improving mobility and long term economic growth in the region; currently I-77 is one of the most congested corridors in the state.
- The Project scope addresses a comprehensive long-term congestion management solution for the corridor through the use of HOV3+ policy, HOT lanes and supports future expansion of transit.
- The Project implements HOT lanes through a Public-Private Partnership (P3).

Section	HOT Lanes	Section Limits
South	2	2.5 miles on I-77 and 1.25 miles on I-277 with direct HOT lane connector to I-277
Central	2	15 miles from I-77/I-85 interchange to Exit 28 (Catawba Avenue)
North	1	8 miles generally from Exit 28 to Exit 36 (NC 150)

# I-77 HOT Lanes Update

I-77 South Section existing configuration



# I-77 HOT Lanes Update

I-77 South Section proposed configuration



# I-77 HOT Lanes Update

## Key benefits of this P3 model

- Risk transfer:
  - Developer responsible for design, construction, financing, operation and maintenance (O&M) risks
  - Developer is responsible for cost overruns during construction and operating phases
  - Private sector accepts revenue risk
- Accelerate schedule and improve schedule certainty
- Performance-based technical requirements
- High level of customer service
- Whole-life cost optimization
- **Private capital at risk and known/capped public investment**
- Private sector expertise and innovation
- Single point of contact and accountability

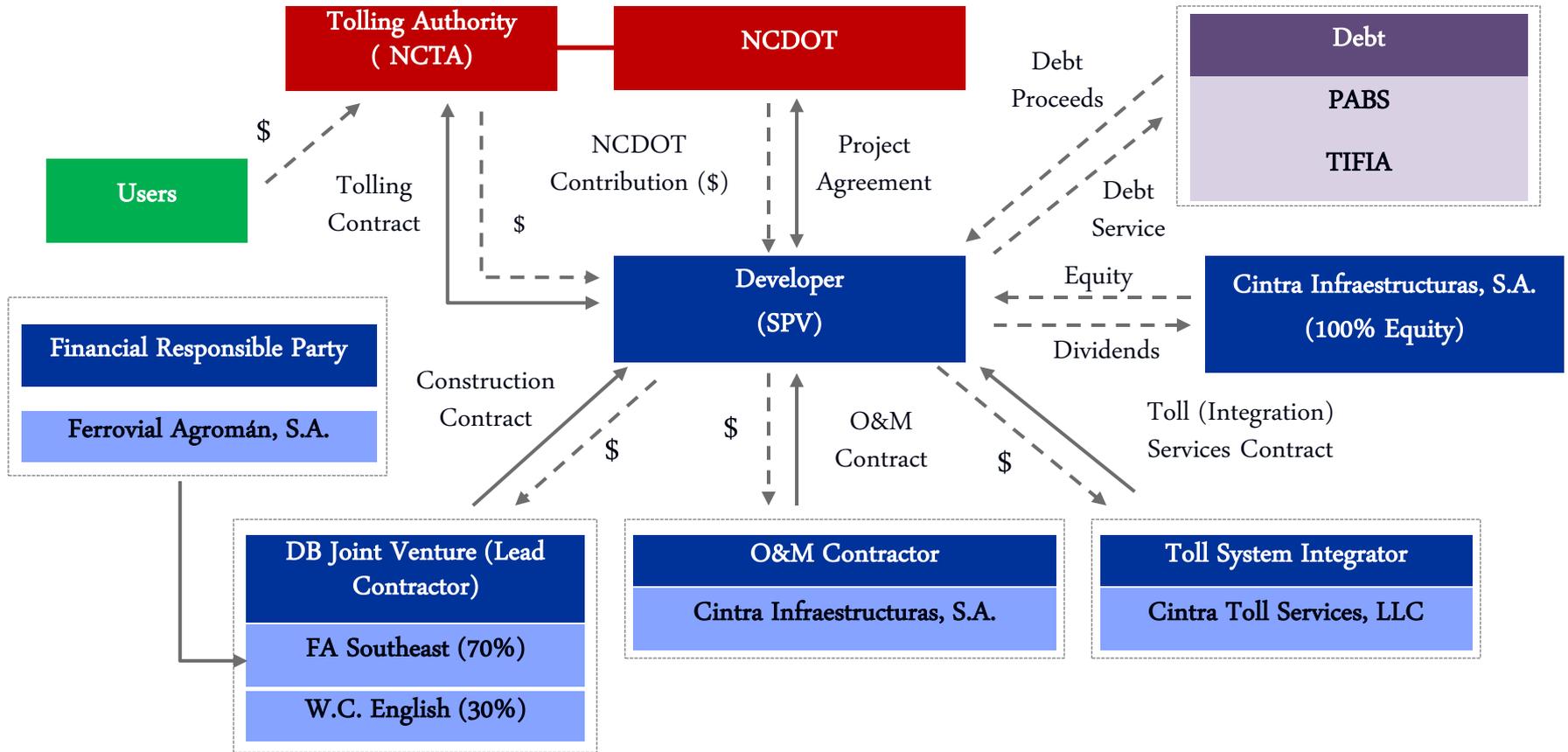
# I-77 HOT Lanes Update

## Cash Waterfall in Typical P3 Transactions



# I-77 HOT Lanes Update

## Project Structure



# I-77 HOT Lanes Update

## I-77 contractual documents

- Instructions to Proposers (Vol.I)
- Comprehensive Agreement (Vol.II, Book 1)
- Technical Provisions (Vol.II, Book 2)
- Specifications, Standards and Manuals (Vol.II, Book 3)

— STATE OF NORTH CAROLINA —  
DEPARTMENT OF TRANSPORTATION  
RALEIGH, N.C.

**THIRD INDUSTRY REVIEW DRAFT  
REQUEST FOR PROPOSALS, VOLUME I  
INSTRUCTIONS TO PROPOSERS**

TIP I-3311C, I-5405, I-4750  
December 18, 2012

DATE AND TIME OF PROPOSAL SUBMISSION: July 26, 2013 BY 3:00 PM  
CONTRACT ID: [XXX]  
WBS ELEMENT NO. [XXX]  
FEDERAL AID NO. [XXX]  
COUNTY: Mecklenburg and Iredell Counties  
ROUTE NO. I-77 and I-277  
LOCATION: I-77 from I-277 to Exit 36, and I-277 from I-77 to Exit 3A/B  
TYPE OF WORK: PUBLIC PRIVATE PARTNERSHIP FOR I-77 HOT LANES AS SPECIFIED IN THE RFP

NOTICE:  
ALL PROPOSERS SHALL COMPLY WITH ALL APPLICABLE LAWS REGULATING THE PRACTICE OF GENERAL CONTRACTING AS CONTAINED IN CHAPTER 87 OF THE GENERAL STATUTES OF NORTH CAROLINA WHICH REQUIRES THE PROPORER TO BE LICENSED BY THE N.C. LICENSING BOARD FOR CONTRACTORS WHEN BIDDING ON ANY NON-FEDERAL AID PROJECT WHERE THE PROPOSAL IS BIDDING OR MORE, EXCEPT FOR CERTAIN SPECIALTY WORK AS DETERMINED BY THE LICENSING BOARD. PROPORSERS SHALL ALSO COMPLY WITH ALL OTHER APPLICABLE LAWS REGULATING THE PRACTICE OF ELECTRICAL, PLUMBING, HEATING, AND AIR CONDITIONING AND REFRIGERATION CONTRACTING AS CONTAINED IN CHAPTER 87 OF THE GENERAL STATUTES OF NORTH CAROLINA. NOT WITHSTANDING THESE LIMITATIONS ON BIDDING, THE PROPORER WHO IS AWARDED ANY PROJECT SHALL COMPLY WITH CHAPTER 87 OF THE GENERAL STATUTES OF NORTH CAROLINA FOR LICENSING REQUIREMENTS WITHIN 60 CALENDAR DAYS OF ANNOUNCEMENT OF APPARENT BEST VALUE PROPOSER, REGARDLESS OF FUNDING SOURCE.

North Carolina Department of Transportation  
I-77 HOT Lanes Project

Volume I - Instructions to Proposers

— STATE OF NORTH CAROLINA —  
DEPARTMENT OF TRANSPORTATION  
RALEIGH, N.C.

**THIRD INDUSTRY REVIEW DRAFT  
REQUEST FOR PROPOSALS, VOLUME II  
COMPREHENSIVE AGREEMENT**

TIP I-3311C, I-5405, I-4750  
December 18, 2012

DATE AND TIME OF PROPOSAL SUBMISSION: July 26, 2013 BY 3:00 PM  
CONTRACT ID: [XXX]  
WBS ELEMENT NO. [XXX]  
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North Carolina Department of Transportation  
I-77 HOT Lanes Project

Volume II - Comprehensive Agreement

— STATE OF NORTH CAROLINA —  
DEPARTMENT OF TRANSPORTATION  
RALEIGH, N.C.

**THIRD INDUSTRY REVIEW DRAFT  
REQUEST FOR PROPOSALS, VOLUME II  
BOOK 2, TECHNICAL PROVISIONS**

TIP I-3311C, I-5405, and I-4750  
December 18, 2012

DATE AND TIME OF PROPOSAL SUBMISSION: [XXX]  
CONTRACT ID: [XXX]  
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North Carolina Department of Transportation  
I-77 HOT Lanes Project

Volume II - Request for Proposal

— STATE OF NORTH CAROLINA —  
DEPARTMENT OF TRANSPORTATION  
RALEIGH, N.C.

**THIRD INDUSTRY REVIEW DRAFT  
REQUEST FOR PROPOSALS, VOLUME II  
SPECIFICATIONS, STANDARDS, MANUALS AND  
GUIDELINES**

TIP I-3311C, I-5405, and I-4750  
December 18, 2012

DATE AND TIME OF PROPOSAL SUBMISSION: [XXX]  
CONTRACT ID: [XXX]  
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North Carolina Department of Transportation  
I-77 HOT Lanes Project

Volume II - Specifications, Standards, Manuals and Guidelines

# I-77 HOT Lanes Update

## Summary of Commercial Terms

Term	Comment
Toll Concession	Construction + 50 years (operations)
Revenue Risk	Assumed by Concessionaire
Exempt vehicles	<ul style="list-style-type: none"> <li>• HOV3+</li> <li>• CATS Buses</li> <li>• Emergency Vehicles</li> <li>• <i>Trucks are excluded from the lanes</i></li> </ul>
Dynamic Pricing	To be used for Congestion Management
All Electronic Tolling	To be Interoperable with NC Quick Pass & Eastern Transponders (E-ZPass, etc.)
Standards	<p>To be met or exceeded:</p> <ul style="list-style-type: none"> <li>• OSPS - Average Speed of no less than 10 miles-per-hour under the posted speed limit on the HOT Lanes 90% of the time</li> <li>• Federal standards per Title 23, United States Code (USC) Section 166: Average Speed of no less than 45 mph on the HOT Lanes 90% of the time</li> </ul>
Performance Standards	Linked to non-compliance system of increased oversight for the respective standards and system for liquidated damages

# I-77 HOT Lanes Update

## Other Key Contract Terms

- NCDOT oversees the design and construction work to ascertain that it is performed in accordance with the contract
- General Purpose lanes treated the same as new managed lanes
- All right of way (ROW) will be acquired for and in the name of NCDOT, but Concessionaire performs ROW acquisition services
- Concessionaire is responsible for acquiring permits
- Concessionaire bears all cost and schedule risks, subject to certain exclusions
- Concessionaire will be assessed liquidated damages for failing to achieve final acceptance of each Project Section and final completion of all Project Sections by the required deadlines
- Concessionaire will be assessed liquidated damages for lane closures outside of prescribed hours
- Concessionaire is responsible for “fence-to-fence” OMR services based on prescribed performance specifications
- Handback Requirements specify asset conditions at the end of the contract including residual life supported by “Handback Requirements Reserve”) held by a trustee or a letter of credit
- NCDOT is not prohibited from constructing new transportation facilities within the ROW; concessionaire may be entitled to compensation for Unplanned Revenue Impacting Facilities
- Concessionaire must reach financial close by the specified deadline; otherwise, the concessionaire’s \$15 million financial close security will be subject to forfeiture
- Lenders have the right to cure and step-in in the event of a default by the concessionaire. NCDOT may terminate the agreement for concessionaire default in the event the concessionaire and/or lender fails to cure within the applicable cure period. NCDOT may terminate for convenience with compensation.

# I-77 HOT Lanes Update

## NCDOT Public Funds Contribution

- Cintra's Public Funds Amount (PFA) request of \$88.2 million is below the maximum amount (\$170 million) set by NCDOT
- Developer has proposed infusing the public funds at the latter stages of construction (contract only required pro rata investment)
- Cintra has also assumed a contingent DRAM amount of \$75 million to satisfy the rating agencies in the revenue downside case, although no DRAM is projected to be used in the base case
- Fixed annual payment (\$1 Million) for maintenance of the General Purpose (GP) Lanes commensurate with current maintenance contract

# I-77 HOT Lanes Update

## Risk Sharing – Pre Financial Close

Term	Sharing	Description
<b>Base Rate Movements</b>	100% NCDOT exposure (up to 125bps)	NCDOT will bear the risk, up to the Interest Rate Buffer Amount (125bps), and have the benefit of any decreases in Benchmark Interest Rate(s) from Financial Proposal Due Date to Financial Close
<b>Credit Spread Movements</b>	100% NCDOT exposure	NCDOT will bear 100% of the risk and have 100% of the benefit of Credit Spread Fluctuation, if any, (either positive or negative) from 10 days prior to Financial Proposal Due Date to Financial Close
<b>Quantitative Changes to TIFIA Term Sheet Assumptions</b>	100% NCDOT risk 50% NCDOT benefit	NCDOT will bear 100% of the risk and have 50% of the benefit on quantitative changes to the TIFIA Term Sheet Assumptions (either positive or negative)
<b>Design-Build Price after 210 days from Financial Proposal Date</b>	100% NCDOT risk	From 210 days after Financial Proposal Due Date, NCDOT shall compensate the Developer for adjustments to the Design-Build Contract Price as a result of inflation in materials and labor rates (based on Construction Cost Index)
<b>120-day Developer Extension of Project Financing Deadline</b>	100% Developer risk 50% NCDOT benefit	Developer shall have the option to extend the Project Financing Deadline for an additional 120-day period. Developer shall not be entitled to any positive adjustments in the Public Funds Amount or Interest Rate Buffer Amount during such 120-day extension period. NCDOT shall be entitled to 50% of the benefit, if any

# I-77 HOT Lanes Update

## Risk Sharing – Post Financial Close

Term	Sharing	Description
<b>Toll Revenue Sharing</b>	Tiered Bands (NCDOT receives 0%/12.5%/25% /50%/75%)	Developer shall make Revenue Payments to NCDOT to the extent cumulative Toll Revenues exceed pre-determined floor (to be dedicated to corridor improvements)
<b>Refinancing Gain</b>	50% NCDOT benefit	Except for an Exempt Refinancing, Developer shall pay to NCDOT an amount equal to 50% of the Refinancing Gain according to the prescribed formula

# I-77 HOT Lanes Update

## Key Milestones and Activities

- **March 30, 2012 – four (4) proposers were shortlisted**
- April 6, 2012 – Issued draft RFP to shortlisted proposers with FHWA input
- April 19, 2012 – Issued draft Comprehensive Agreement and Technical Provisions
- May 9-10, 2012 – Round 1: Bidder one-on-one meetings
- July 27-28, 2012 – Round 2: Bidder one-on-one meetings
- **August 7, 2012 – Submitted TIFIA LOI MAP-21 requesting TIFIA loan of \$221m (based on 41% of “eligible costs”)**
- September 6-7, 2012 – Bidder T&R Workshop
- February 6-7, 2013 – Round 3: Bidder one-on-one meetings
- **April 16, 2013 – Received approval for provisional PABs allocation of \$350m**
- **April 26, 2013 – Obtained initial point-in-time indicative investment grade rating from Fitch Ratings**
- September 2013 – Submitted FHWA cost estimate review
- March 18, 2014 – Issued final RFP (Addendum 7)
- **March 31, 2014 – Technical and financial proposal due date**
- **April 11, 2014 – Announce Apparent Best Value – Cintra Infraestructuras, S.A.**
- **April – June, 2014 – Various Reporting and Conformance of Contract Documents**
- **June, 2014 – Commercial Close**
- **4<sup>th</sup> Quarter, 2014 – Financial Close**
- **2015 – 2018 - Construction**

# Collections Project Update

- Michelle Muir

# Collections Project Update

## Program Overview

- Developed to address \$815k in unpaid tolls, \$5.94m in fees/penalties
- NCTA is required to collect all tolls per bond official statements
- Fees, penalties and enforcement tools are provided in N.C. Gen. Stat. §§ 136-89.215-217
- November 2013: Collections program developed to target customers with highest account balances first
- February 2014: Program implementation began

# Collections Project Update

## Status Update

<p><b>PHASE 1</b> <b>November 12, 2013</b> Send notice to all customers with delinquent accounts</p> <p><b>February 1, 2014</b> Send Dept. of Justice Letters to \$500+ Acct holders Send In-State Account holders to DMV Hold Send all to Collections</p>	<p>Notice Complete DOJ letters Complete Placement of vehicle on DMV Registration Hold complete Collections delayed due to vendor change outside NCTA control Currently pending final system testing</p>
<p><b>PHASE 2</b> <b>March 1, 2014</b> Account Holders Owing \$300-499 Send In-State Account holders to DMV Hold Send all to Collections</p>	<p>Placement of vehicle on DMV Registration Hold complete Collections delayed due to vendor change outside NCTA control Currently pending final system testing</p>
<p><b>PHASE 3</b> <b>April 1, 2014</b> Account Holders owing less than \$300 Send In-State Account holders to DMV Hold Send all to Collections</p>	<p>DMV Holds pending system upgrade Collections delayed due to vendor change outside NCTA control Currently pending final system testing</p>

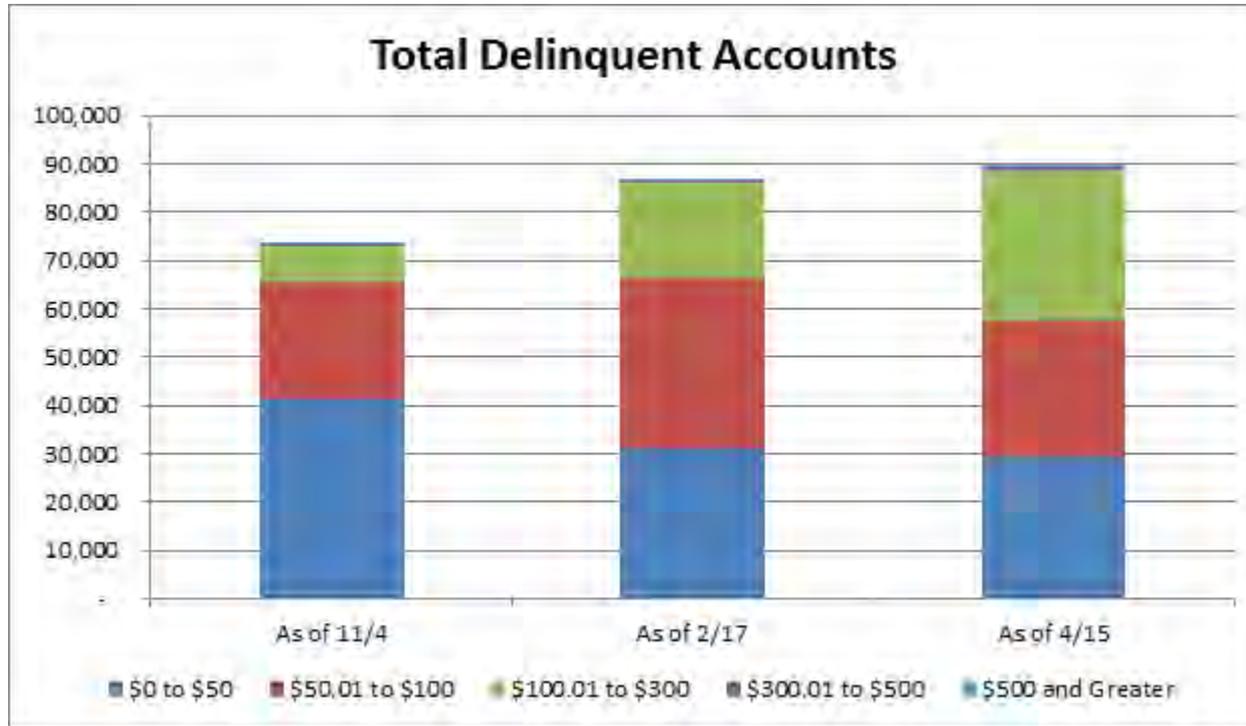
# Collections Project Update

## Results to Date

- 295 DOJ letters mailed 2/2014 (seeking \$270k):
  - 63 have paid in full
  - 24 have made partial payment
  - Total received to date: \$74.6k
- Overall growth in delinquent accounts has been reduced from 5.2% growth per month to 1.8% growth per month
- Growth in number of delinquent accounts has slowed significantly
  - \$500+ - Growth slowed from 28.7% - 9.3%
  - \$300-500 – Growth slowed from 18.5% to 14.6% monthly
  - \$100- \$300 – Growth slowed from 45.9% - 31.6% monthly
  - \$100 or less – Trend reversed from 1% growth to 14% decline

# Collections Project Update

## Results to Date



# Processing Fee Schedule Update

- Clayton Somers

# Processing Fee Schedule Update

N.C. Gen. Stat. § 136-89.215

- Statutory Overview
- Bond Documents
- NCTA Business Policies (4.7 and 4.7.1)

## **§ 136-89.215. Required action upon receiving bill for open road toll and processing fee for unpaid toll.**

(a) [Pay bill or request review]

(b) Fee. - If a person does not take one of the actions required under subsection (a) of this section within the required time, the Authority may add a processing fee to the amount the person owes. The processing fee may not exceed six dollars (\$6.00). A person may not be charged more than forty-eight dollars (\$48.00) in processing fees in a 12-month period. The Authority must set the processing fee at an amount that does not exceed the costs of collecting the unpaid toll. (2008-225, s. 2; 2010-133, s. 4; 2013-183, s. 5.6.)

# Processing Fee Schedule Update

## Background and Next Steps

- Purpose of Processing Fee: assess costs to delinquent customers
- Components of Processing Fee:
  - Personal services (labor)
  - Supplies
  - Purchased Services (contractors, vendors, systems development)
  - Property, plant and equipment
- Next Steps:
  - Finalize calculations
  - Approvals:
    - Processing Fee amount
    - Schedule for calculations going forward: align with Annual Report, audit, toll rate setting