



NORTH CAROLINA

Turnpike Authority

New Directions in Transportation

Offering Motorists a Choice

Charlotte Regional Alliance for Transportation
January 30, 2006

Why toll roads?

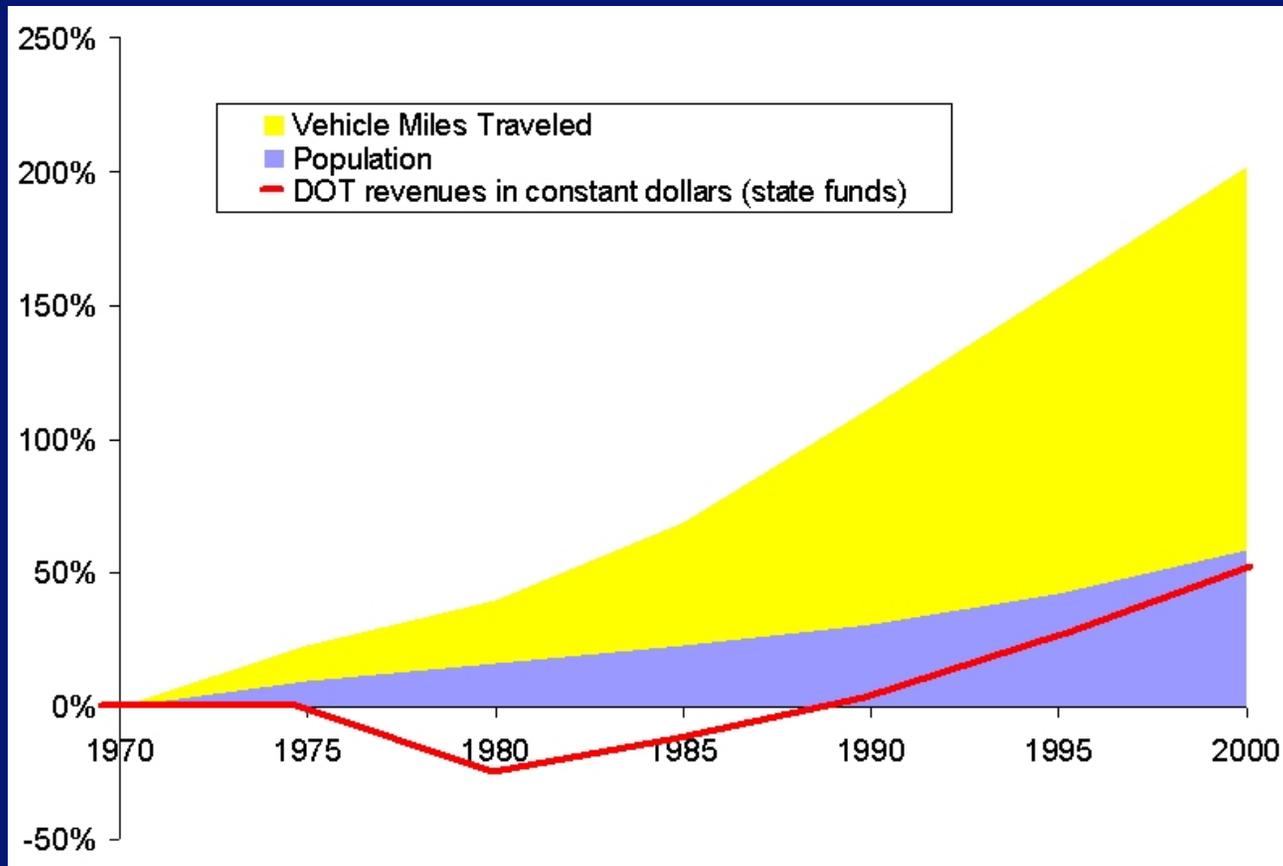
North Carolina's Challenge

**\$30 Billion shortfall
over next 25 years**

*Source: NCDOT Long Range Statewide Plan
September 2004*



North Carolina's Challenge



North Carolina's Challenge

“Current revenues at all levels of government – Federal, state and local – devoted to transportation investments are not sufficient to maintain or improve the nation’s highway and transit systems.”

- Cambridge Systematics Study for the
National Chamber of Commerce

North Carolina's Challenge

Complicating Factors

- Political reluctance to raise taxes
- Decreased purchasing power
 - > Concrete, steel & asphalt costs increased 30%
- More fuel-efficient vehicles

Partial Solution

North Carolina Turnpike Authority...

Alternatives to financing highways

Providing congestion relief in urban areas

About NCTA

For example...

- Charlotte is the second-most congested mid-sized city in the U.S. (Texas Transportation Institute)
- The Triangle had the nation's second largest increase in commuter times over the past decade. (US Census Data)

About the NCTA

Created by General Assembly in 2002

- Authorized to develop, construct, operate and maintain nine toll projects

About the NCTA

Nine-member Board of Directors

- > NCDOT Secretary is chair
- > 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

About the NCTA

- Condemn property
- Collect tolls and fees
- Issue bonds
- Contract for construction, maintenance & operation
- Enter into partnership with private entities

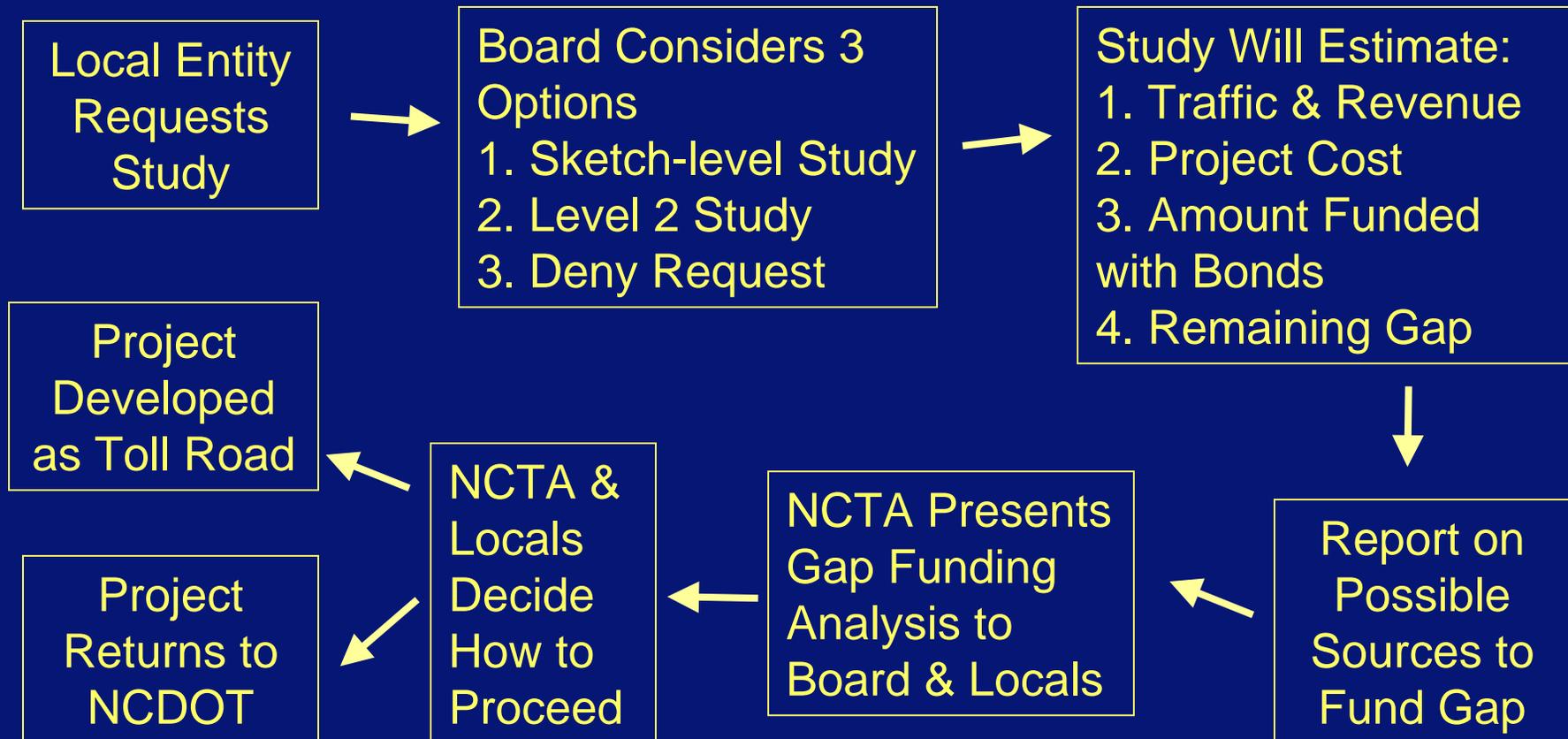
About the NCTA

Important limitations:

- No tolls on existing roads
- Every toll road must have a free alternate route
- Projects must be requested by locals
- Tolls must be removed when bonds are paid

How are projects selected?

NCTA Project Approval Process



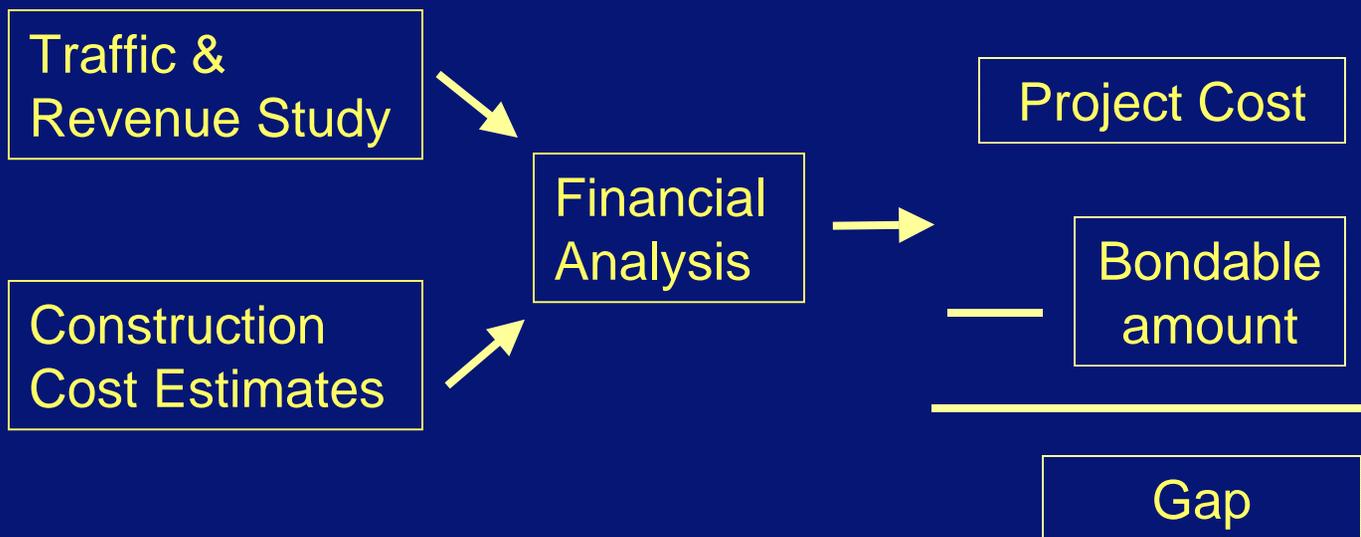
How are projects financed?

The Business of Tolling

- Bonds rarely cover project cost
- Capital markets generally require revenues of 1.5-2.0x coverage of debt and maintenance cost
- Tolls are set using traffic and revenue formula

The Public is our Customer !

The Business of Tolling



The Business of Tolling

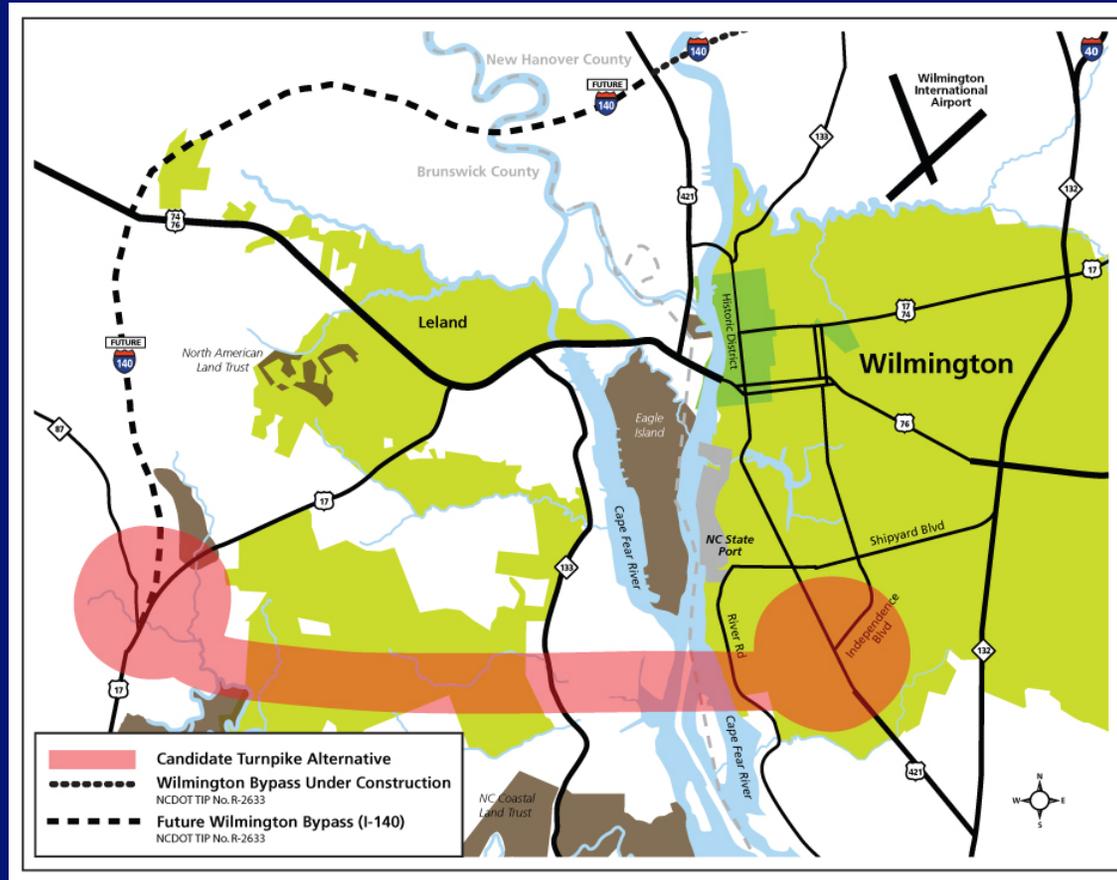
Filling the Gap

- NCDOT Highway Trust Fund (TIP)
- NCDOT Loop funds
- Federal TIFIA loan
(Transportation Infrastructure Finance and Innovation)
- Public private partnerships
- Local right-of-way contribution
- Other local contributions

Projects Under Consideration



Cape Fear Skyway



Length: 9.5 miles

Cost: \$330 M

ROD: Fall 2009

Mid Currituck Bridge

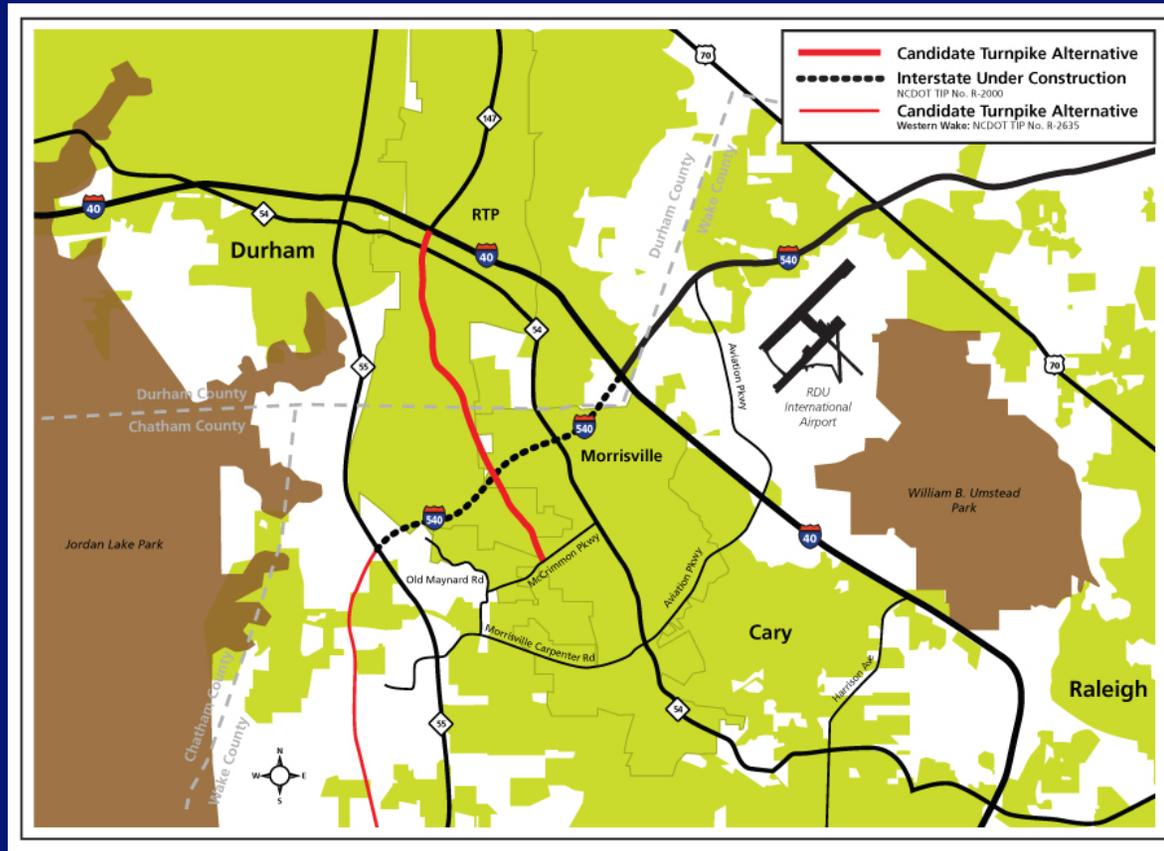
Length: 6.8 - 7.1 miles

Cost: \$132.5 M

ROD: Fall 2008



Triangle Parkway



Length: 3.5 miles Cost: \$124-147 M FONSI: Spring 2007

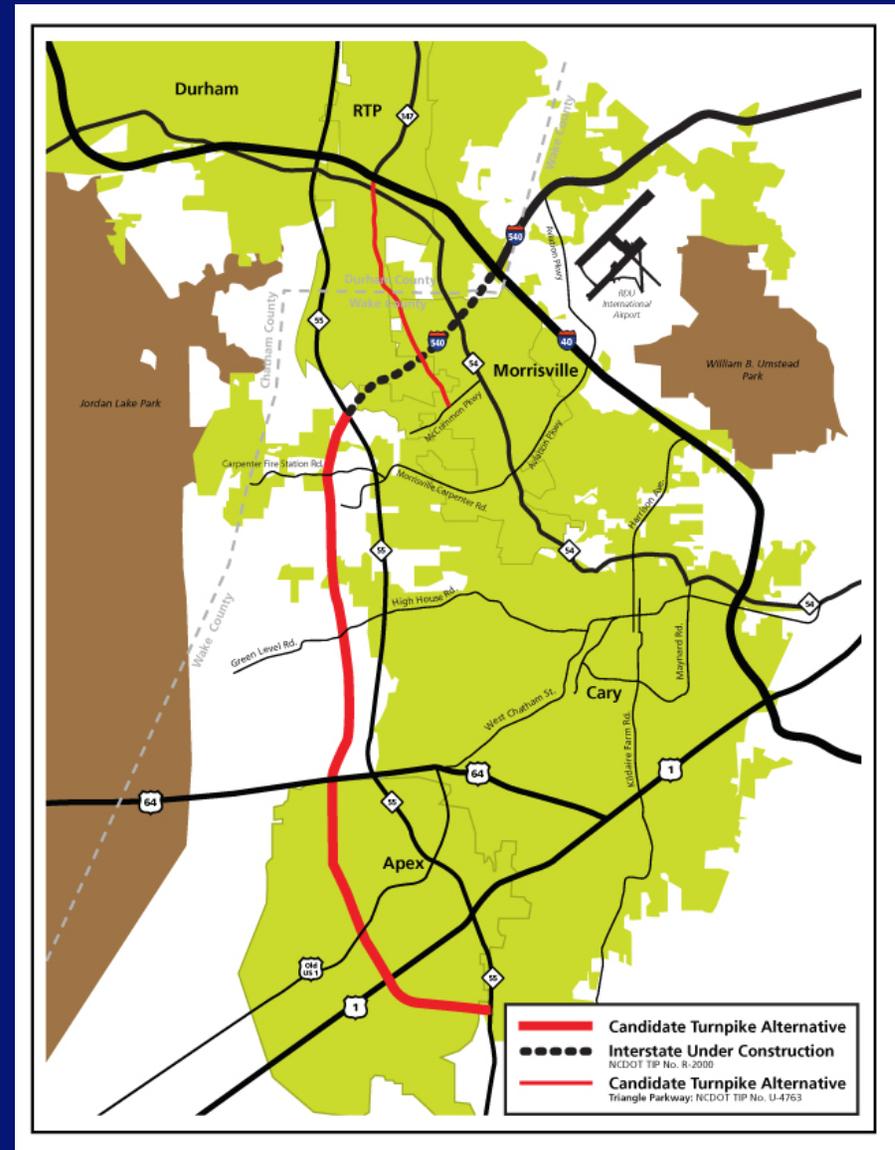
Western Wake

Length: 11 miles

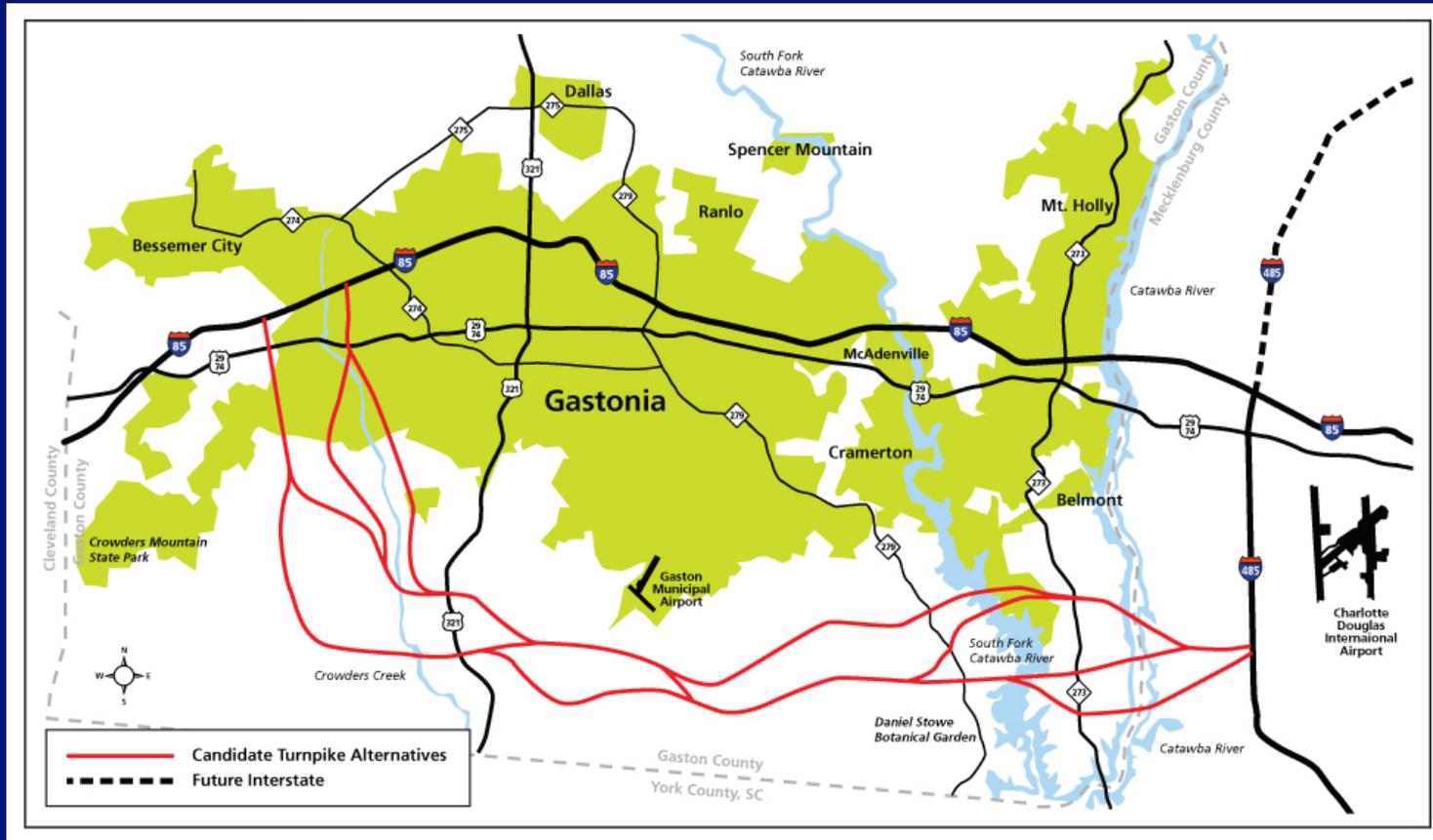
Cost: \$278 M

ROD: Complete

Studying Feasibility
(study only)



Gaston East-West Connector



Length: 21-23 miles

Cost: \$600 M*

ROD: Winter 2010

* Based on estimates from functional roadway design

Gaston East-West Connector

Project Milestones

Fall 2005	Reached agreement on Concurrence Point 2 (selection of detailed study alternatives)
Spring 2006	Financial Feasibility study due
Winter 2008	Draft EIS due
Summer 2008	Begin preliminary design
Winter 2010	Record of Decision
Spring 2010	Award construction

Outstanding Issues

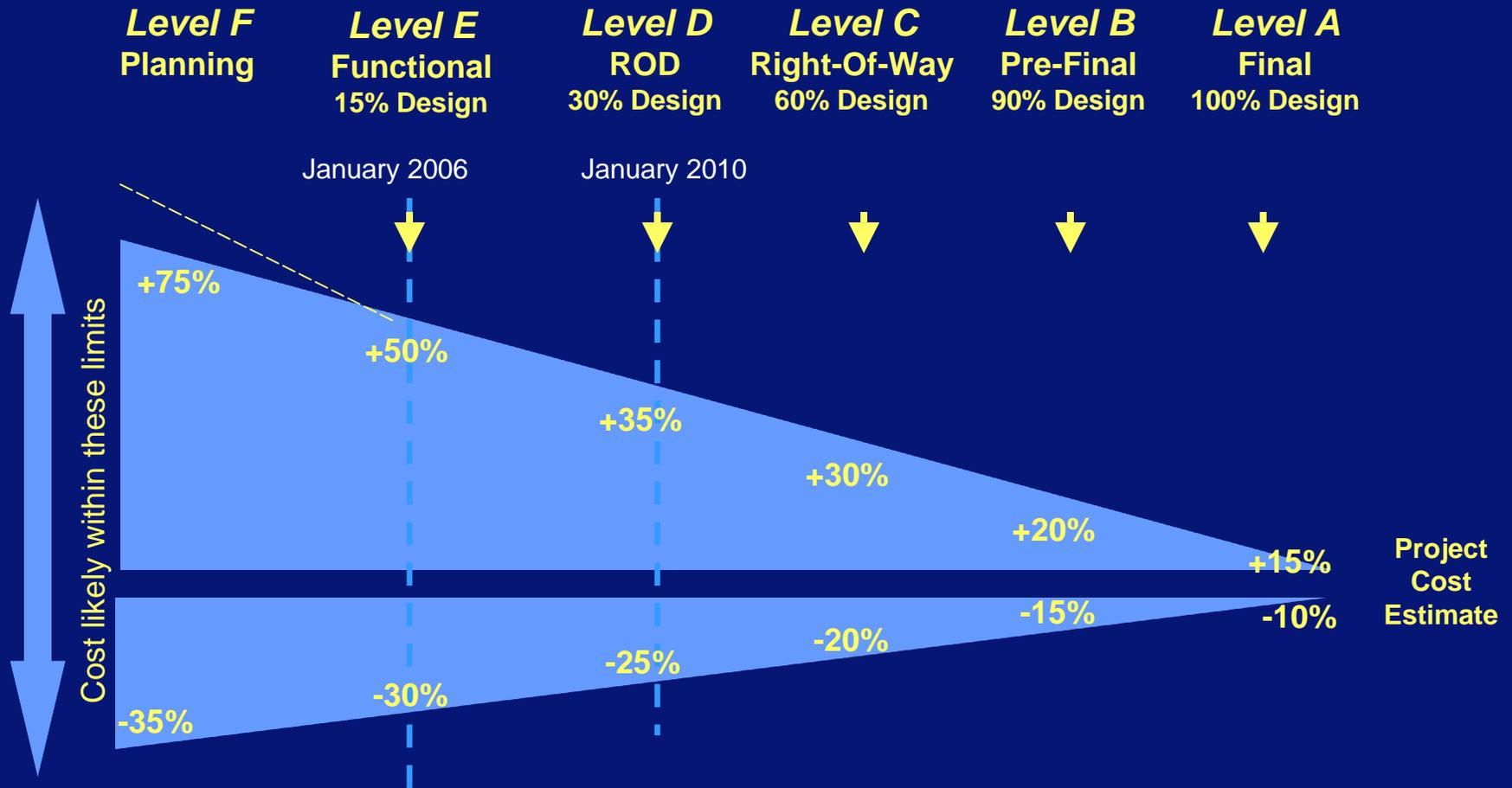
NCDOT completed mussel surveys; final results pending

Special Note

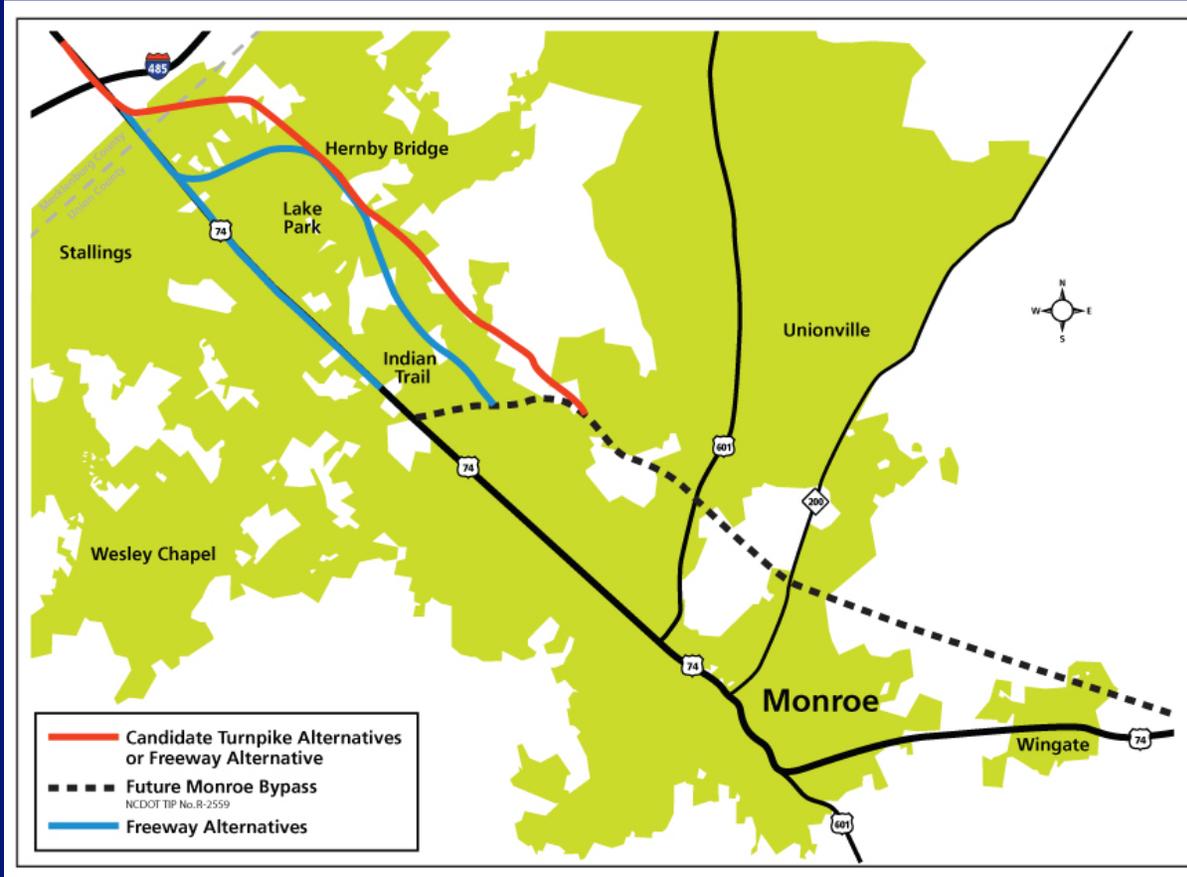
Factors affecting EIS timeline

- Length of project
- Terrain
- Public acceptance
- Type and significance of impacts
- Bridge/overpass lengths
- Type and extend of development
- Rural or Urban environment

Gaston East-West Connector



Monroe Connector



Length: 11 miles Cost: \$179 M ROD: Fall 2008

Monroe Connector

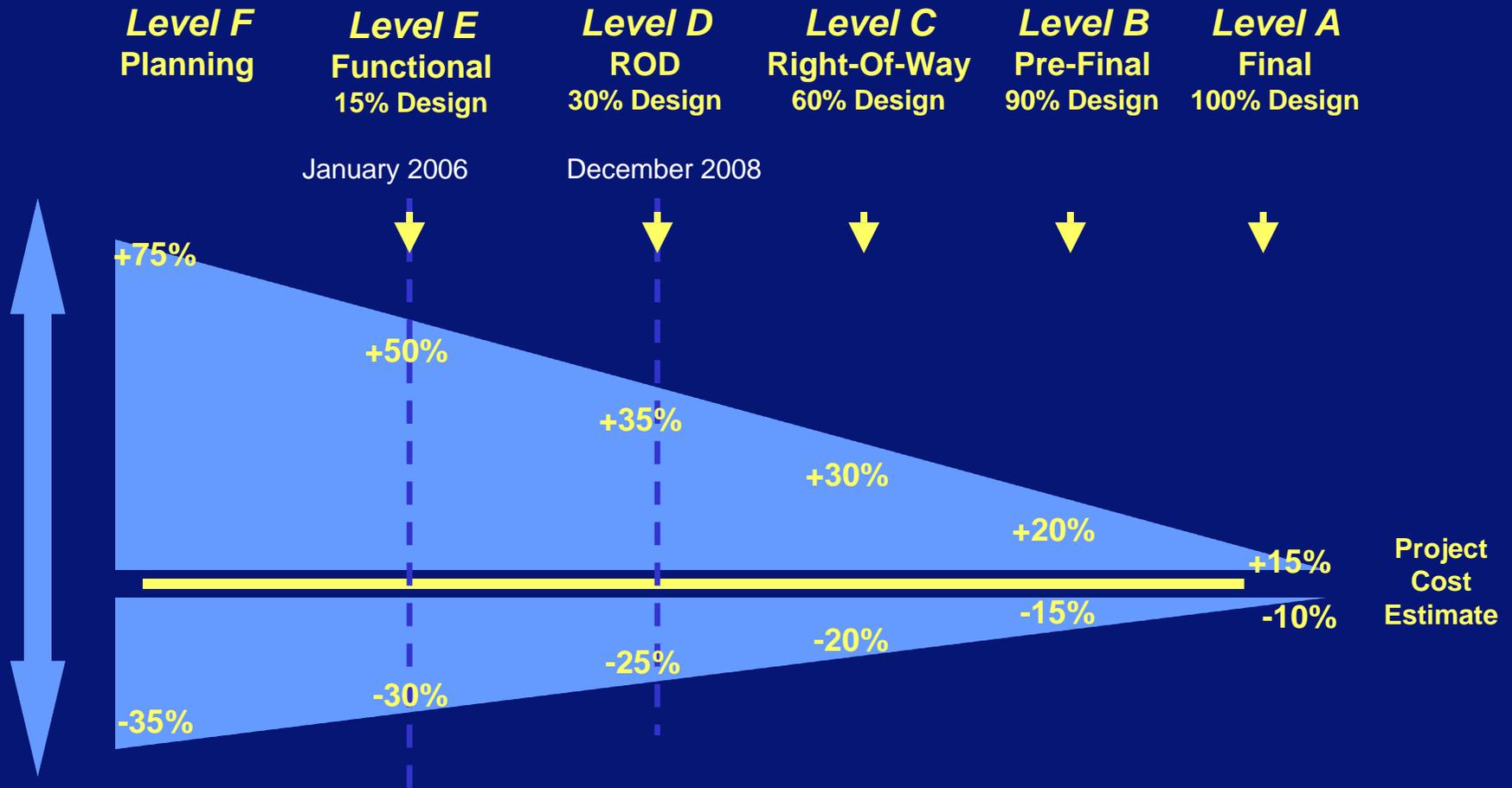
Project Milestones

Fall 2003	Draft EIS completed (being revised)
Spring 2006	Financial Feasibility study due
Fall 2006	Complete preliminary engineering
Winter 2007	Preliminary design due
Fall 2007	Revised Draft EIS due
Winter 2008	Record of Decision

Outstanding Issues

Confirm project termini with FHWA

Monroe Connector



Summary

<u>Project</u>	<u>Est. Cost</u>	<u>Target EIS</u>
Gaston E-W Connector	\$600 M	Summer 2009
Monroe Connector	\$179 M	Summer 2008
Cape Fear Skyway	\$330 M	Spring 2009
Triangle Parkway	\$147 M	Spring 2007*
Mid Currituck Bridge	\$132 M	Spring 2008
Western Wake	\$278 M	Complete
<i>Totals</i>	<i>\$1,666 M</i>	

* Indicates Finding of No Significant Impact; construction could begin in Winter 2008

Summary

Advantages of tolling

- Congestion relief
- Time savings
- Early project delivery
- Equity creation

Summary

Latest Technology - Open Road Tolling

- No stopping to pay tolls
- On-line registration

*Toll roads are win-win
opportunities for citizens
and the communities
they serve.*

www.ncturnpike.org



NORTH CAROLINA

Turnpike Authority

Questions?