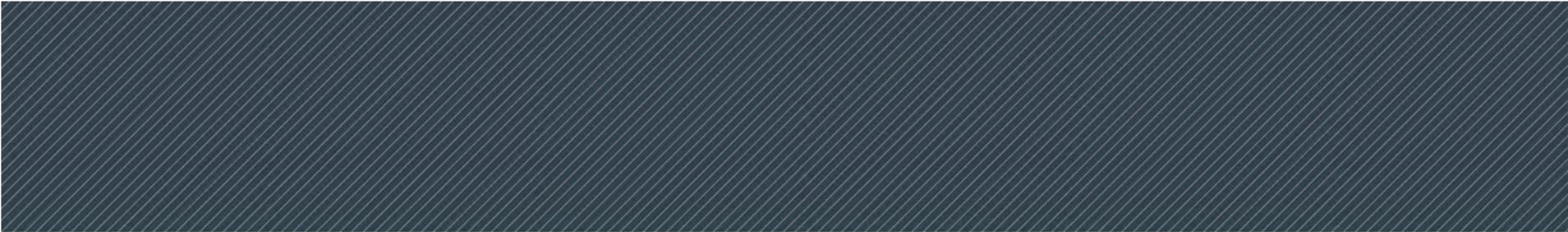


North Carolina
DEPARTMENT OF TRANSPORTATION

North Carolina Turnpike Authority
Board of Directors Meeting

June 5, 2014





North Carolina
DEPARTMENT OF TRANSPORTATION

Shelley Blake, General Counsel NCDOT

June 5, 2014



Turnpike Board Statutory Authority

- Responsible for issuing bonds
- Responsible for setting toll rates sufficient to repay bonded and other indebtedness

Turnpike Board Delegated Authority

- To exercise, in conjunction with DOT and Secretary, any additional powers necessary to assist with the financing of Turnpike Projects through compliance with the associated bond documentation.

Turnpike Board Delegated Authority

- Power to fix, revise, charge, and collect tolls and fees for the use of the Turnpike;
- To issue bonds or notes of the NCTA pursuant to NCGS §136.89.183(a)(6);
- To invest the proceeds of bonds or notes of the NCTA that are pending disbursement or other idle funds of the Authority in any investment authorized by NCGS §159-30;

North Carolina Ethics Commission

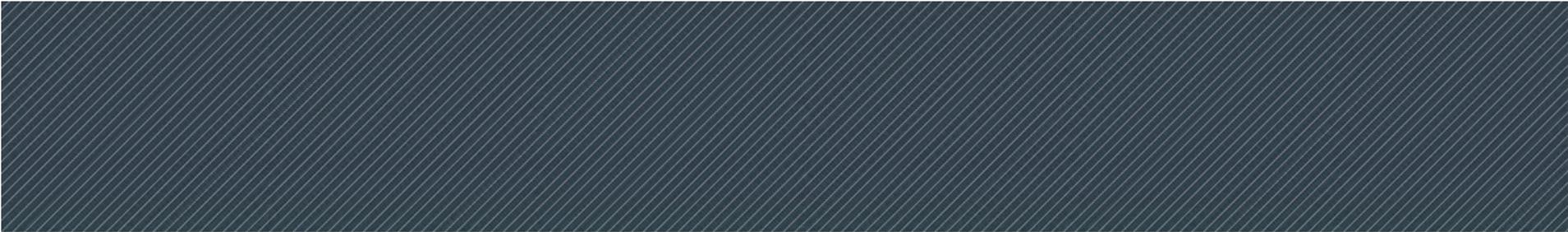
- www.ethicscommission.nc.gov
- Statement of Economic Interest
 - Long Form. If there are changes since your previous year SEI filing or if you are a first time filer, you must file the Long Form.
 - No Change Form. If you filed the SEI with the State Ethics Commission and you have no changes from your prior year SEI filing, you may file a No Change Form.

Ethics training

- Ethics Education training
 - Board members must attend a basic ethics and lobbying education presentation within six (6) months of appointment and must attend a refresher presentation at least every two (2) years thereafter.

Confidentiality

- Open session
- Closed session



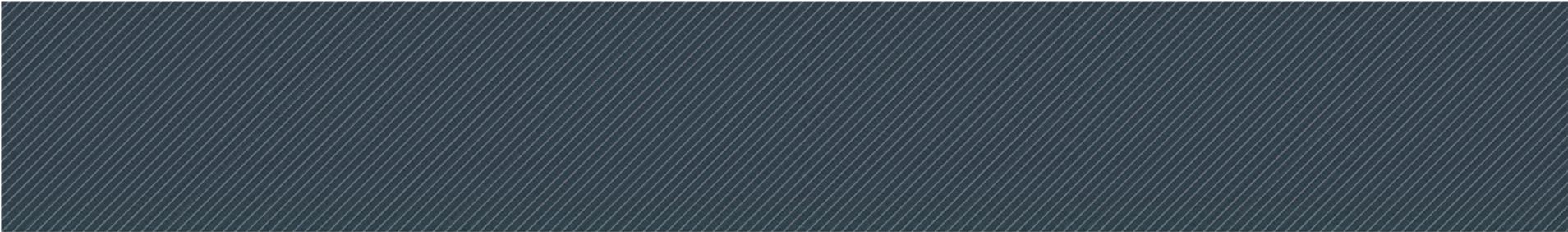
North Carolina

DEPARTMENT OF TRANSPORTATION

**Keith Weatherly, Deputy Secretary of
Legislative Affairs and Policy**

June 5, 2014





North Carolina

DEPARTMENT OF TRANSPORTATION

Bobby Lewis, NCDOT Chief of Staff

June 5, 2014



Accelerating Infrastructure Investments for Economic Growth

Strategic Transportation Investments



Release on May 14th

- Data for 3100 projects
- 1800 Highway Projects
- 1300 Non-Highway Projects

**** Important required next step in
transparent process of implementing STI**



What the Initial Data Shows

STI law is working as intended to better connect small towns to economic centers, expand economic opportunities, and ultimately create more jobs

- **Pending Local Input: 280 Division & Regional level projects could be programmed over the next 10 years, addressing greatest needs in those areas**
- **91 Statewide highway and aviation projects, addressing issues like congestion to make it easier to access jobs, healthcare, education and move products**



What the Initial Data Shows

- Per Capita spending shows investment in rural and urban areas across the state
 - 371 total possible projects underway over next 10 years, an increase from 175 anticipated under the old formula
 - With an additional 108 major Transition Projects, active construction will continue statewide over the next 10 years
- ** Highlights NCDOT's need for additional funding to complete all necessary projects The total estimated cost of all projects in the database is \$70 Billion.



Schedule Moving Forward

Jun. 2nd - Aug. 29th

**Public feedback, rankings from
planning organizations**

Dec. 2014

**Draft of State Transportation
Improvement Program (STIP)
circulated for public comment**

End of June 2015

Final STIP Approved



Highway Scoring Criteria and Weights

Funding Category	<u>QUANTITATIVE</u>	<u>LOCAL INPUT</u>	
	Data	Division Rank	MPO/RPO Rank
Statewide Mobility	[Travel Time] Benefit/Cost = 30% Congestion = 30% Economic Competitiveness = 10% Safety = 10% <u>Multimodal [& Freight + Military] = 20%</u> Total = 100%	--	--
Regional Impact	[Travel Time] Benefit/Cost = 25% Congestion = 25% Safety = 10% <u>Accessibility/Connectivity = 10%</u> Total = 70%	15%	15%
Division Needs	[Travel Time] Benefit/Cost = 20% Congestion = 20% <u>Safety = 10%</u> Total = 50%	25%	25%

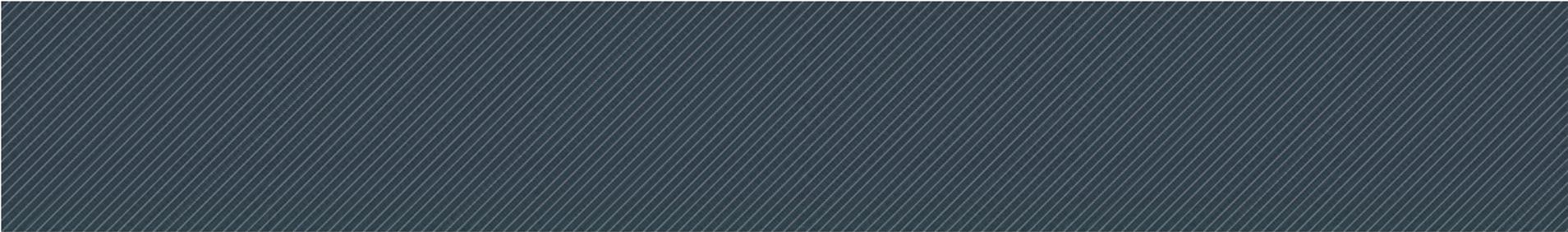
Note: Div. 1, 2, 3, & 4 have agreed to use different criteria for Regional Impact and Division Needs projects.

Division 1 and 4 Highway Alternate Criteria

Funding Category	<u>QUANTITATIVE</u>	<u>LOCAL INPUT</u>	
	Data	Division Rank	MPO/RPO Rank
Statewide Mobility	[Travel Time] Benefit/Cost = 30% Congestion = 30% Economic Competitiveness = 10% Safety = 10% <u>Multimodal [& Freight + Military] = 20%</u> Total = 100%	--	--
Regional Impact	[Travel Time] Benefit/Cost = 20% Congestion = 15% Safety = 15% Lane Width = 10% <u>Shoulder Width = 10%</u> Total = 70%	15%	15%
Division Needs	[Travel Time] Benefit/Cost = 10% Congestion = 10% Safety = 10% Lane Width = 10% <u>Shoulder Width = 10%</u> Total = 50%	25%	25%

Division 2 and 3 Highway Alternate Criteria

Funding Category	<u>QUANTITATIVE</u>	<u>LOCAL INPUT</u>	
	Data	Division Rank	MPO/RPO Rank
Statewide Mobility	[Travel Time] Benefit/Cost = 30% Congestion = 30% Economic Competitiveness = 10% Safety = 10% <u>Multimodal (& Freight + Military) = 20%</u> Total = 100%	--	--
Regional Impact	[Travel Time] Benefit/Cost = 20% Safety = 25% <u>Multimodal (& Freight + Military) = 25%</u> Total = 70%	15%	15%
Division Needs	Congestion = 20% Safety = 20% <u>Multimodal (& Freight + Military) = 10%</u> Total = 50%	25%	25%



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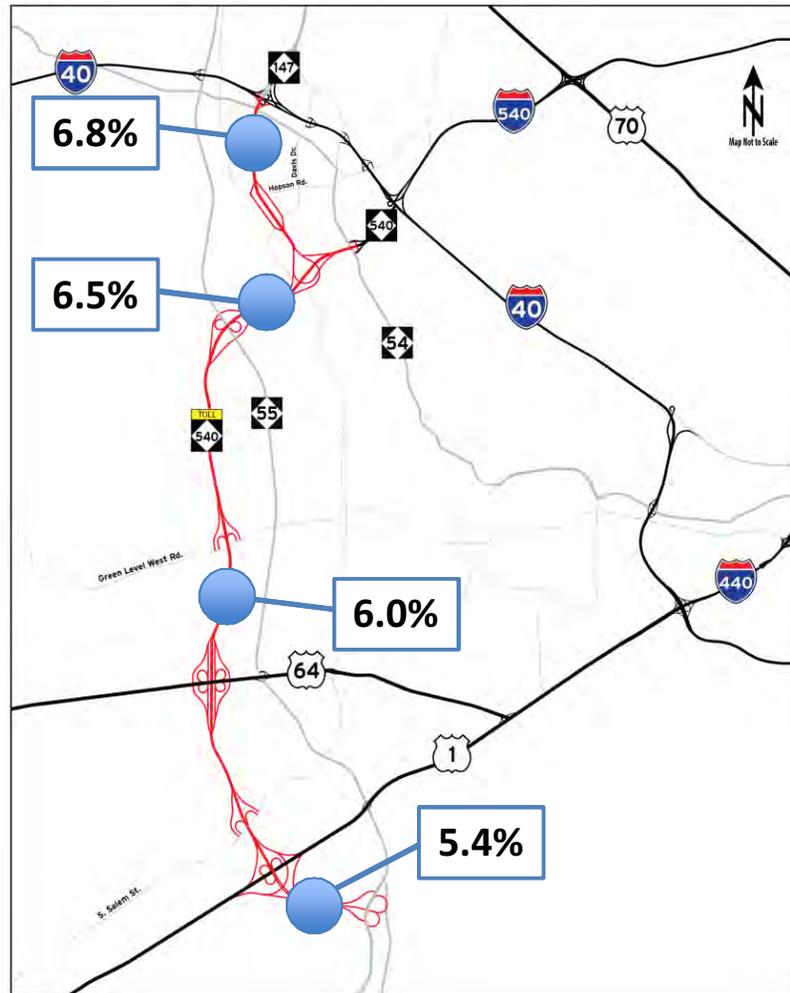
April 2014 Operations and Project Updates

Clayton Somers
Terry Gibson, P.E.

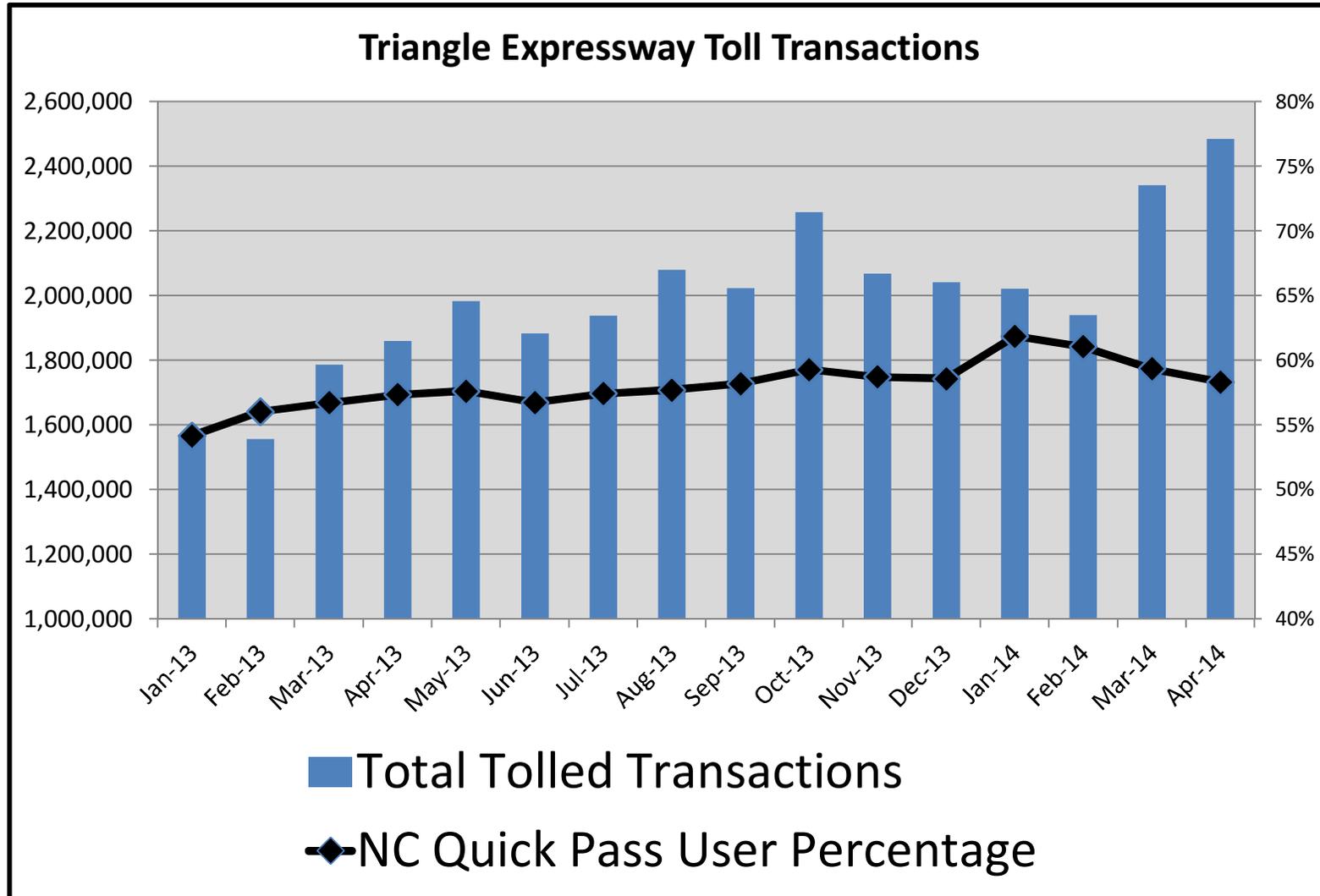
June 5, 2014



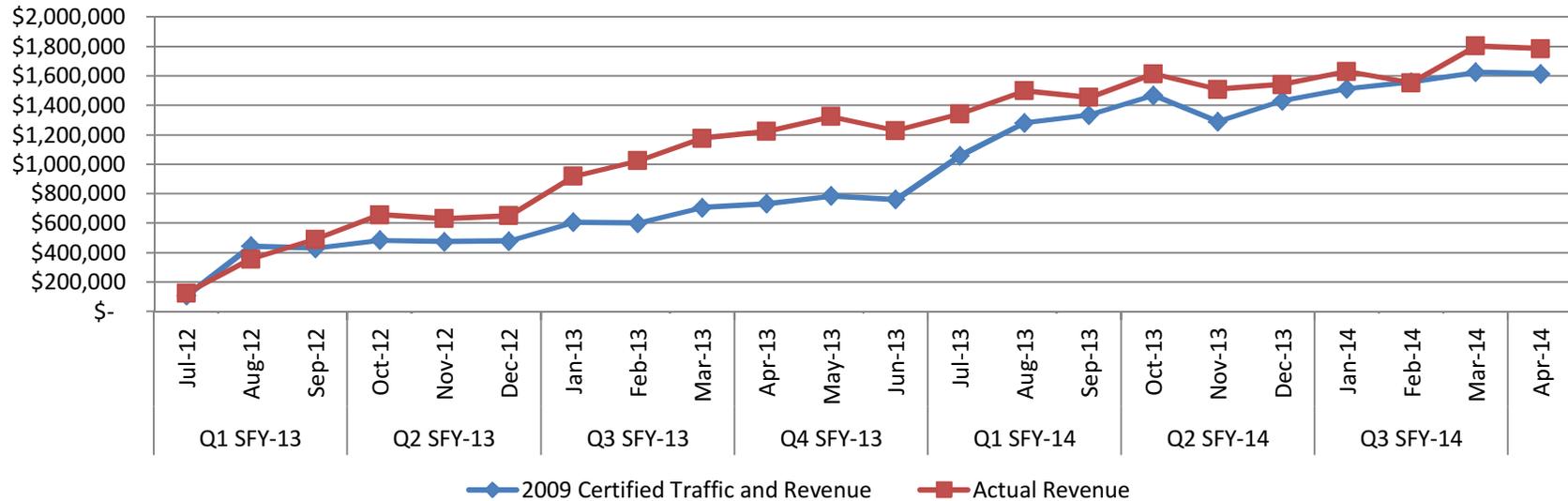
Mainline Traffic Growth April 2014



Toll System Statistics



Revenue Statistics



	Q1 SFY-13	Q2 SFY-13	Q3 SFY-13	Q4 SFY-13	Q1 SFY-14	Q2 SFY-14	Q3 SFY-14	Apr-14
Actual Revenue	\$ 975,495	\$ 1,941,040	\$ 3,121,768	\$ 3,779,435	\$ 4,295,730	\$ 4,664,914	\$ 4,989,599	\$ 1,785,748
2009 Certified Traffic and Revenue¹	\$ 983,721	\$ 1,439,693	\$ 1,913,904	\$ 2,278,682	\$ 3,676,314	\$ 4,191,815	\$ 4,697,112	\$ 1,613,821
Delta (\$)	\$ (8,226)	\$ 501,347	\$ 1,207,864	\$ 1,500,753	\$ 619,416	\$ 473,099	\$ 292,487	\$ 171,927
Percent of Actual vs. 2009 Base Case	99%	135%	163%	166%	117%	111%	106%	111%

¹Target monthly revenue data based on annualized numbers contained in the 2009 Certified Traffic and Revenue Report developed by CDM Smith.

Note: The data provided in this Summary is unaudited and intended for use as general information only.

Complete 540

(Triangle Expressway SE Extension)

Project Description:

- Triangle Expressway extension from N.C. 55 Bypass in Apex to U.S. 64/U.S. 264 Bypass in Knightdale.

Project Status:

- Detail Study Alternatives identified - Fall 2013.
- Functional designs for Alternatives are being finalized.
- Technical Reports underway assessing potential impacts of Alternatives on natural and human environment.

Project Milestones:

- Draft EIS – Spring 2015
- Public Hearings – Summer 2015
- Select Preferred Alternative – Fall 2015
- Final EIS Approval – Spring 2016
- ROD – Summer 2016

Monroe Bypass

Project Status:

- Draft Supplemental Final EIS approved Nov 2013.
- Public Hearings held in early Dec 2013. The hearings were well attended with over 500 individuals in attendance.
- Record of Decision was approved by FHWA on May 15, 2014.
- NCDOT has reinitiated right-of-way, design and permitting activities.

Project Milestones:

- Design and Permitting – Currently Underway
- Begin Construction – January 2015
- Open to Traffic – Summer 2018

I-77 HOT Lanes

Project Description:

- Adding High Occupancy Toll (HOT) lanes on I-77 from NC 150 (Iredell County) to Brookshire Freeway (Mecklenburg County). 25.5 miles.
- Developer (Cintra) granted exclusive right to finance, develop, design, construct, operate and maintain the Project, and toll the HOT Lanes for a period of 50 years.

Project Milestones:

- Commercial Close anticipated late June 2014.
- Financial Close 4th Quarter 2014.
- Construction 2015-2018.
- Expected to open in late 2018.

NCTA Role:

- Process transactions provided by Developer and collect toll revenue per NCTA Business Policies.
- Operate the NCTA Customer Service Center and NC Quick Pass web site / phone for I-77 HOT lane customers.

Processing Fee Schedule Update

- 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
- Calculated costs continue to exceed \$6 cap so no changes at this time
- Staff will monitor cost to collect and will report back by Spring 2015