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# The North Carolina Turnpike Authority

## *Activities and Status*



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

# Turnpike Authority Board

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- **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

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- 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

# Turnpike Authority Powers



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

*Authority may not impose tolls on existing highways*

# Turnpike Authority Activities

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- Board appointments made beginning late 2002
- First meeting held in July 2003
- Committees established by Chair in early 2004
  - Executive
  - Finance
  - Personnel / Staffing
  - Plans & Programs
- Chose HNTB as its GEC in December 2004
- Chose its projects to study in February 2005

# Project Selection Criteria

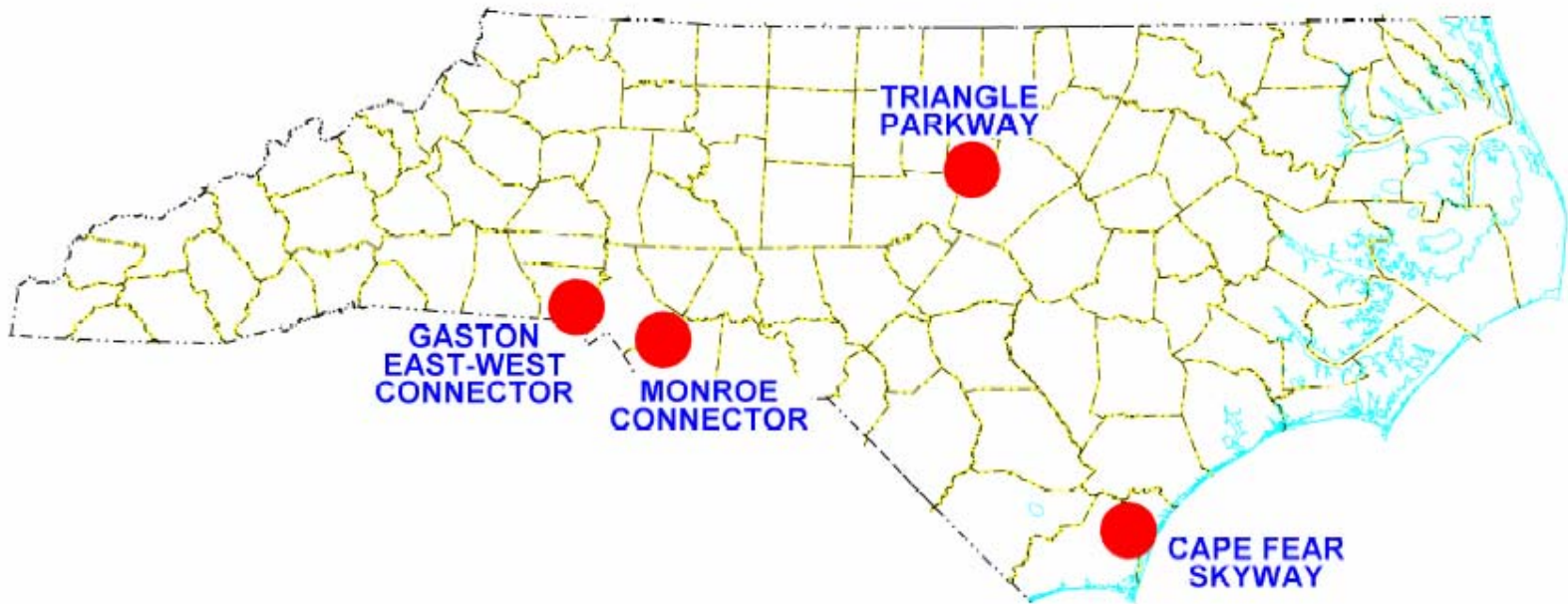


- **Local Support** – The project should have demonstrated local support or a reasonable expectation of support for development as a toll facility
- **Financial Feasibility** – The project should be deemed to be financially feasible using available data and commercially reasonable assumptions
- **Project 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
- **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
- **Roadway Type** – The project must have full control of access

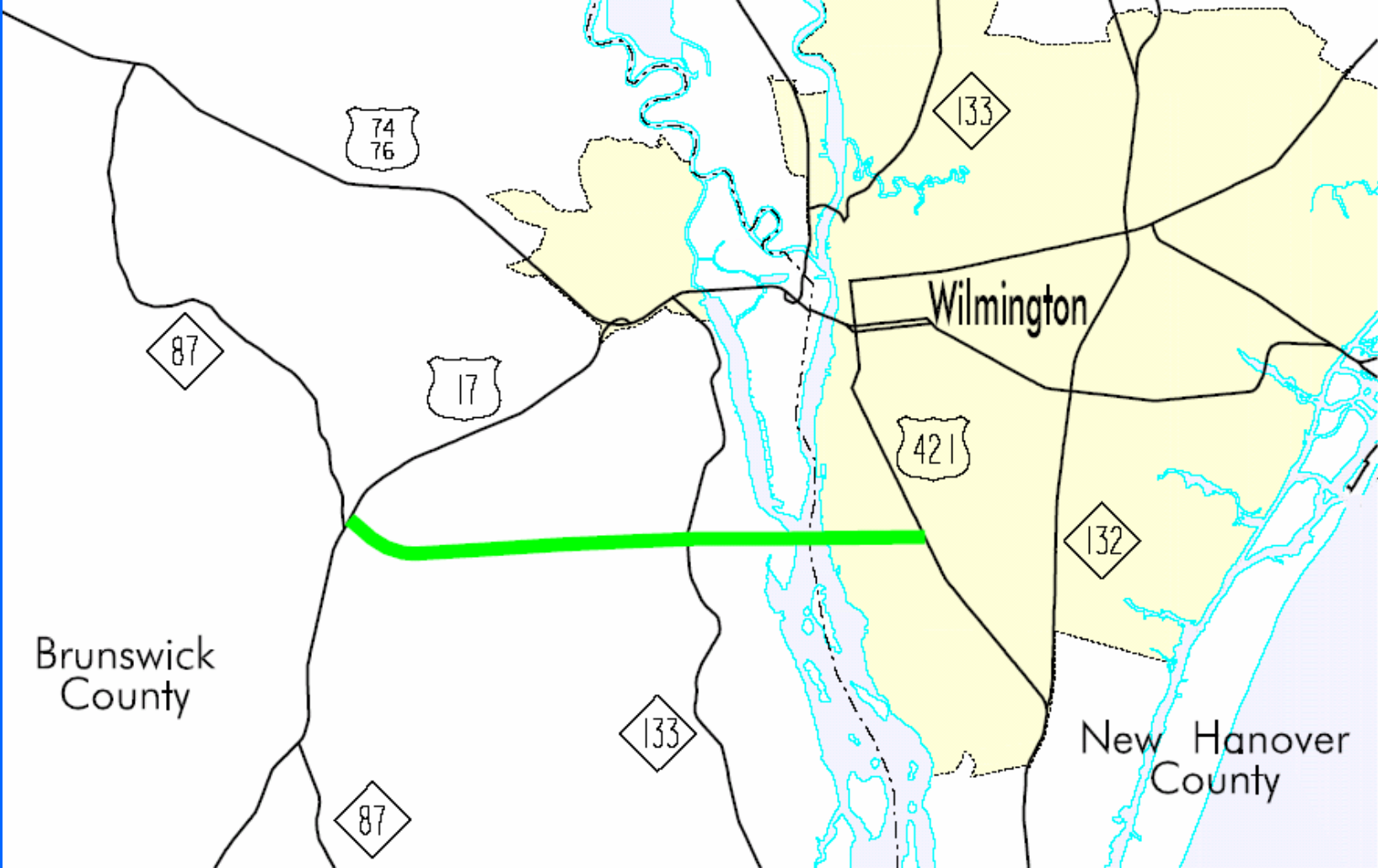
# Project Selections to Date



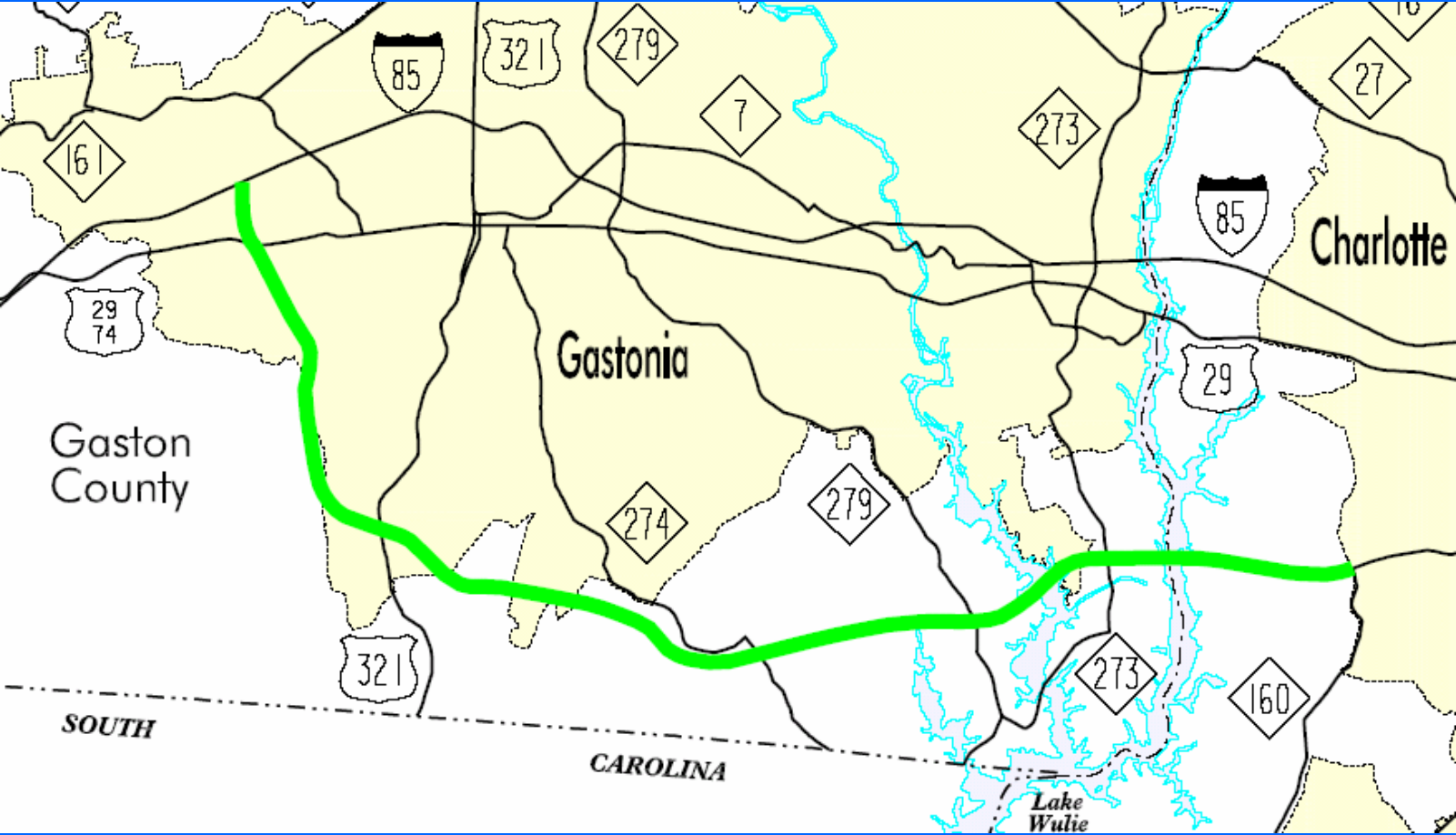
## Projects Selected for Study



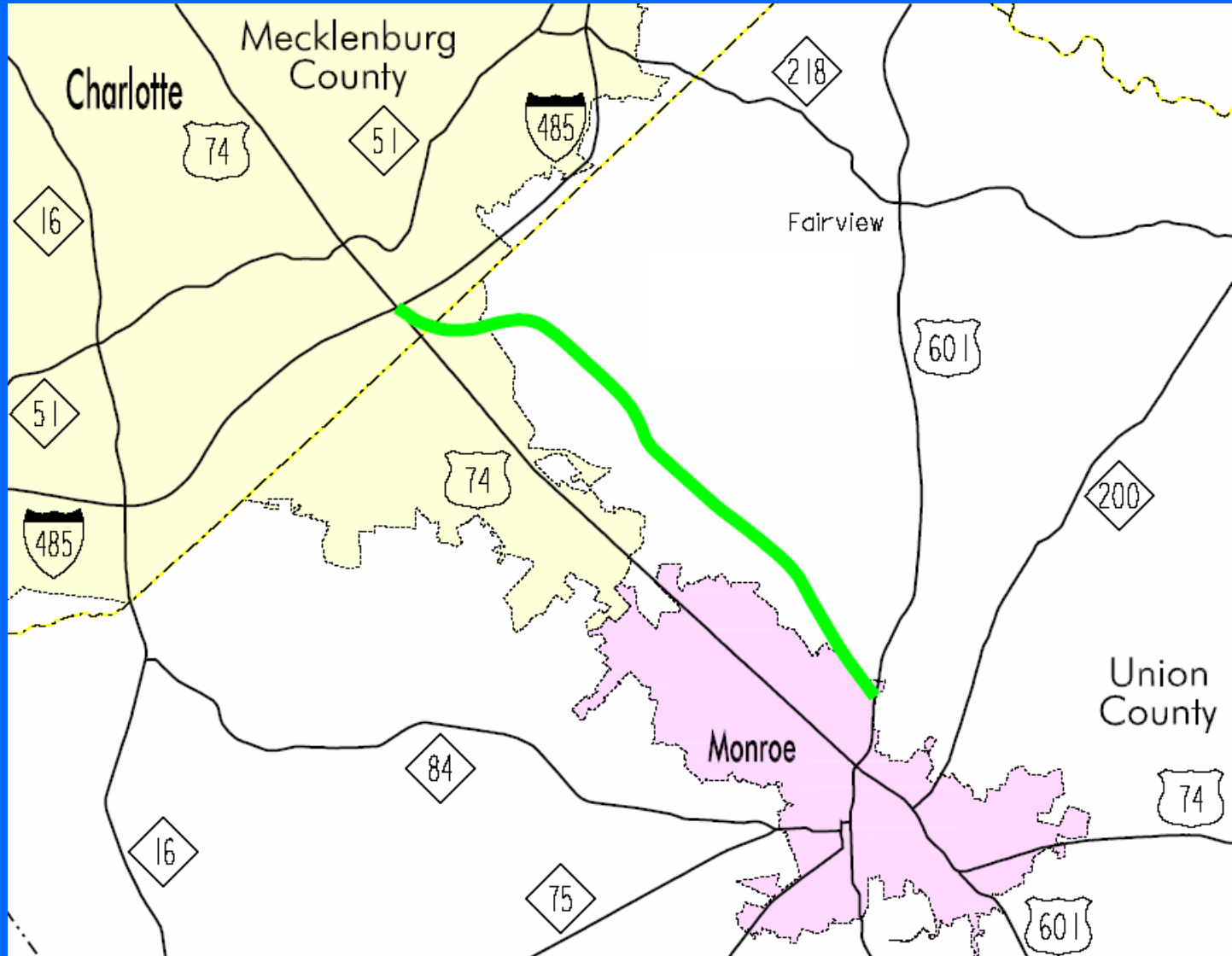
# Cape Fear Skyway



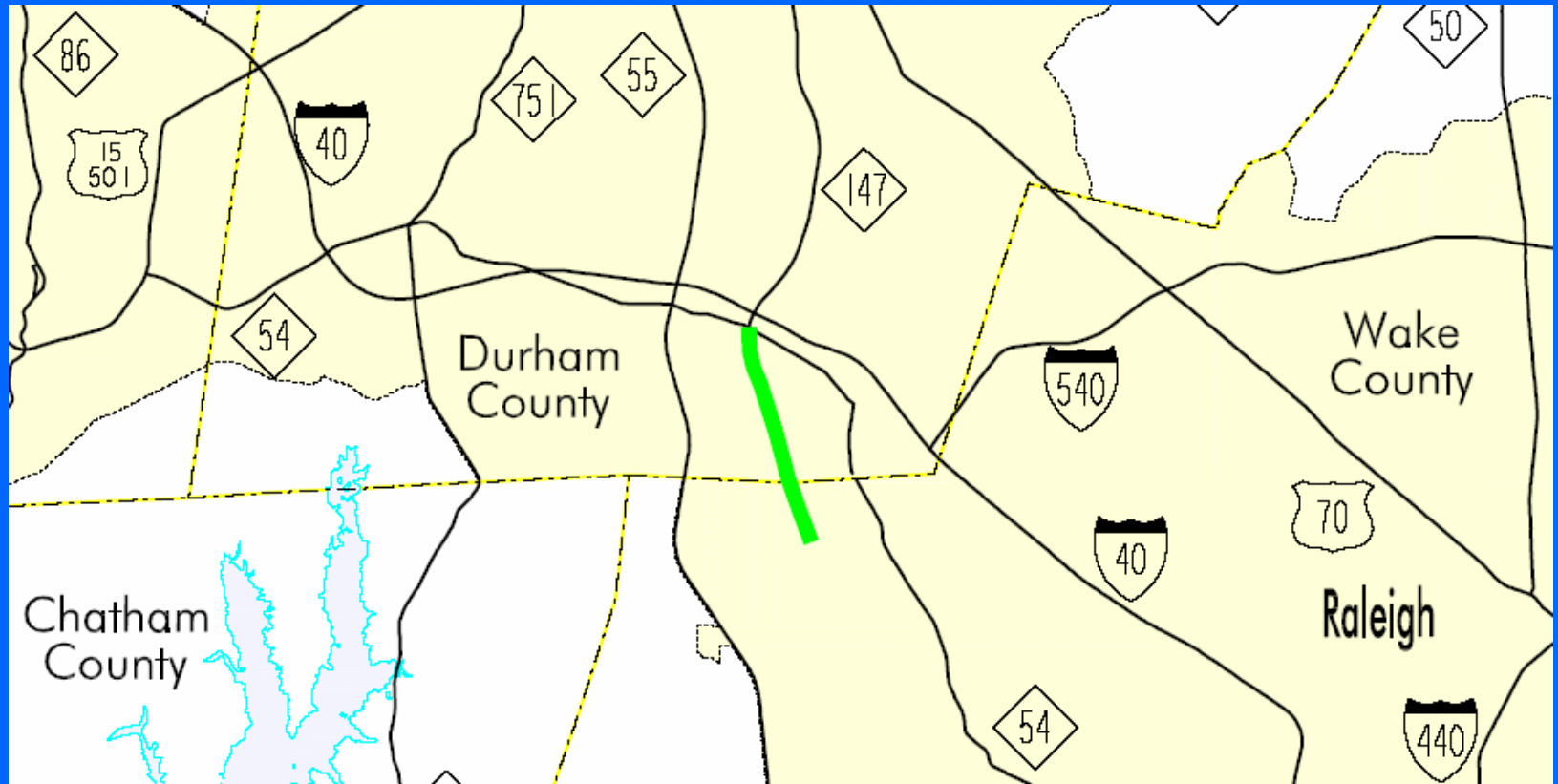
# Gaston East-West Connector



# Monroe Connector



# Triangle Parkway



# Turnpike Authority - Administrative Funding

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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

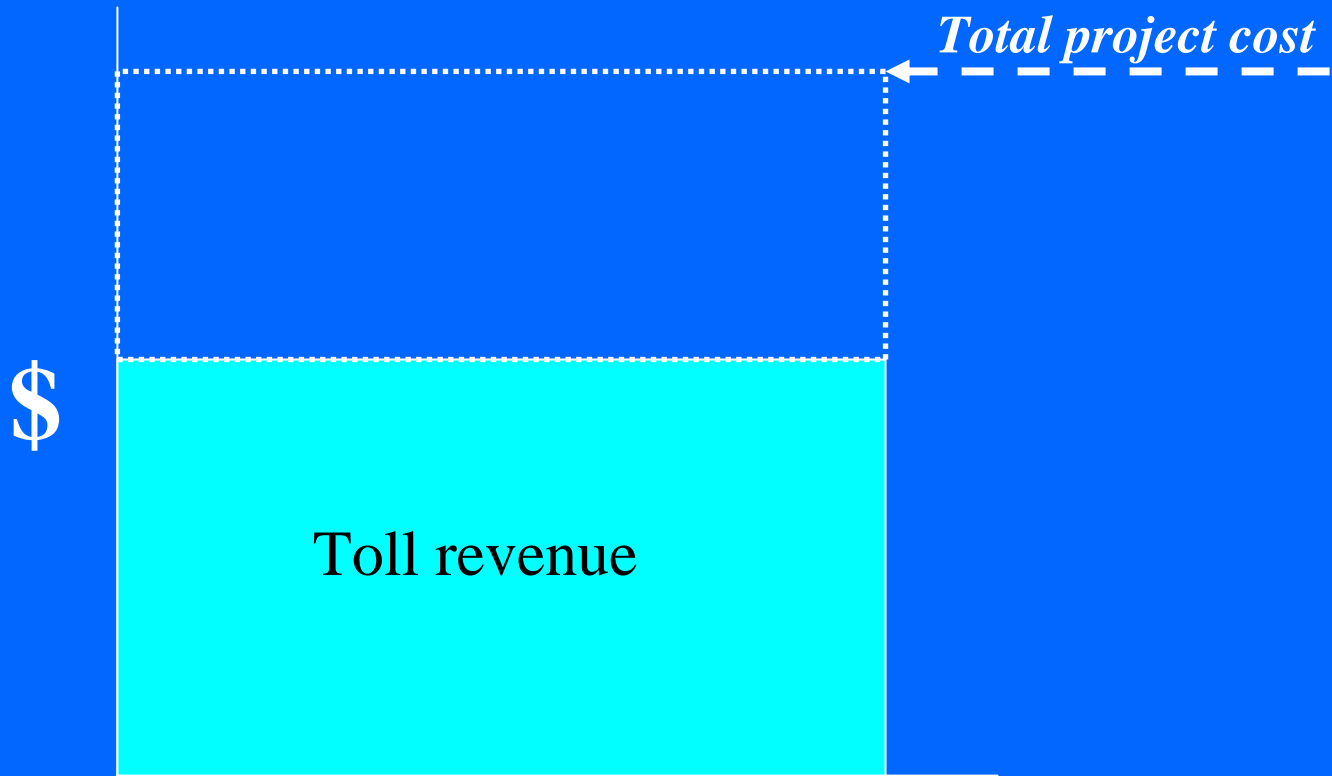
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NCGS 136-89.189

- 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 – NCDOT participation

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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*

