

NCTA Operations Update

September 5, 2013



Presented by:
John Breedlove

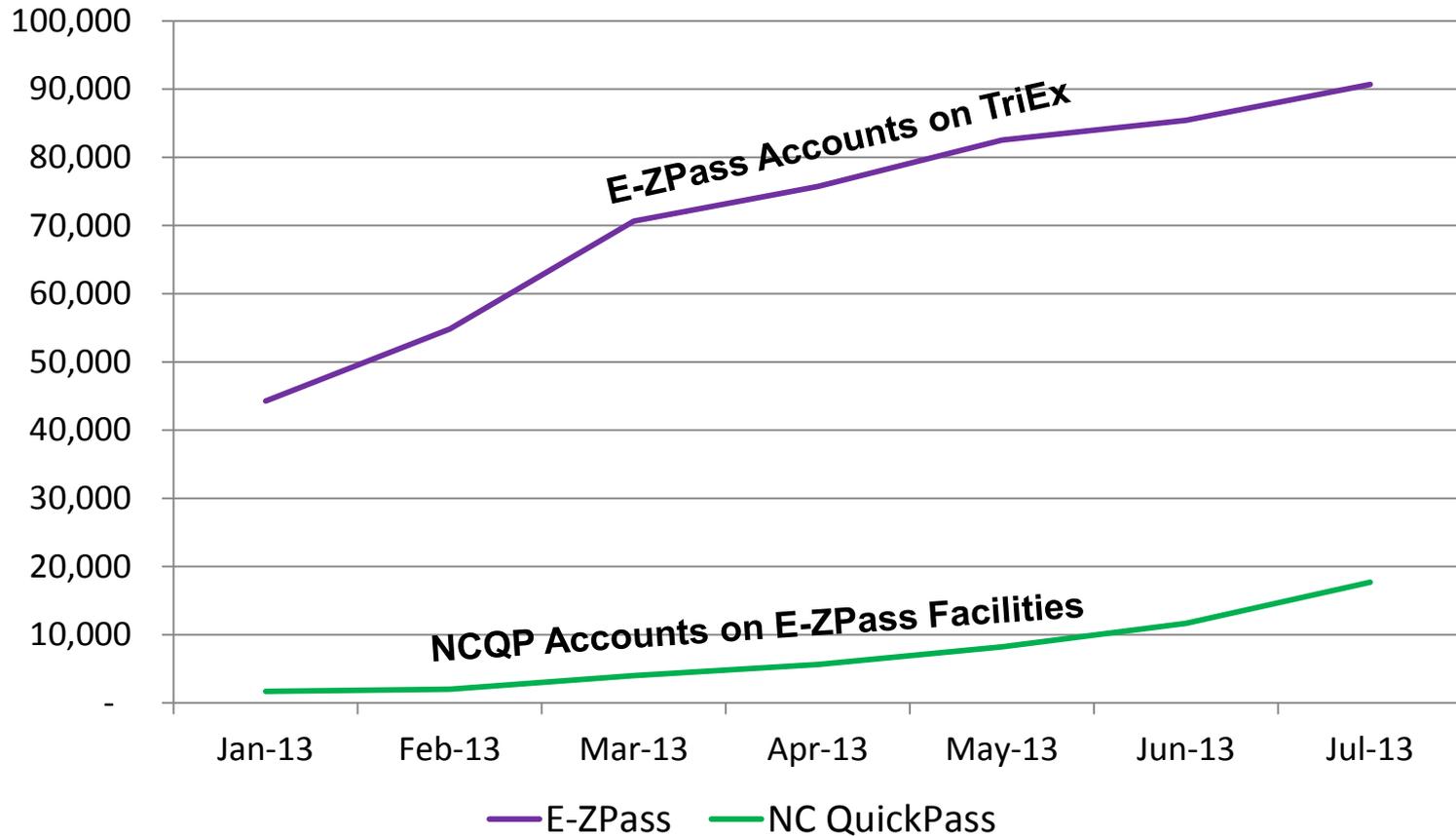
Agenda

- Operations Update
 - Interoperability
 - Bill-by-Mail Update
 - Financial Updates
 - Traffic and Revenue
 - Project Development Updates

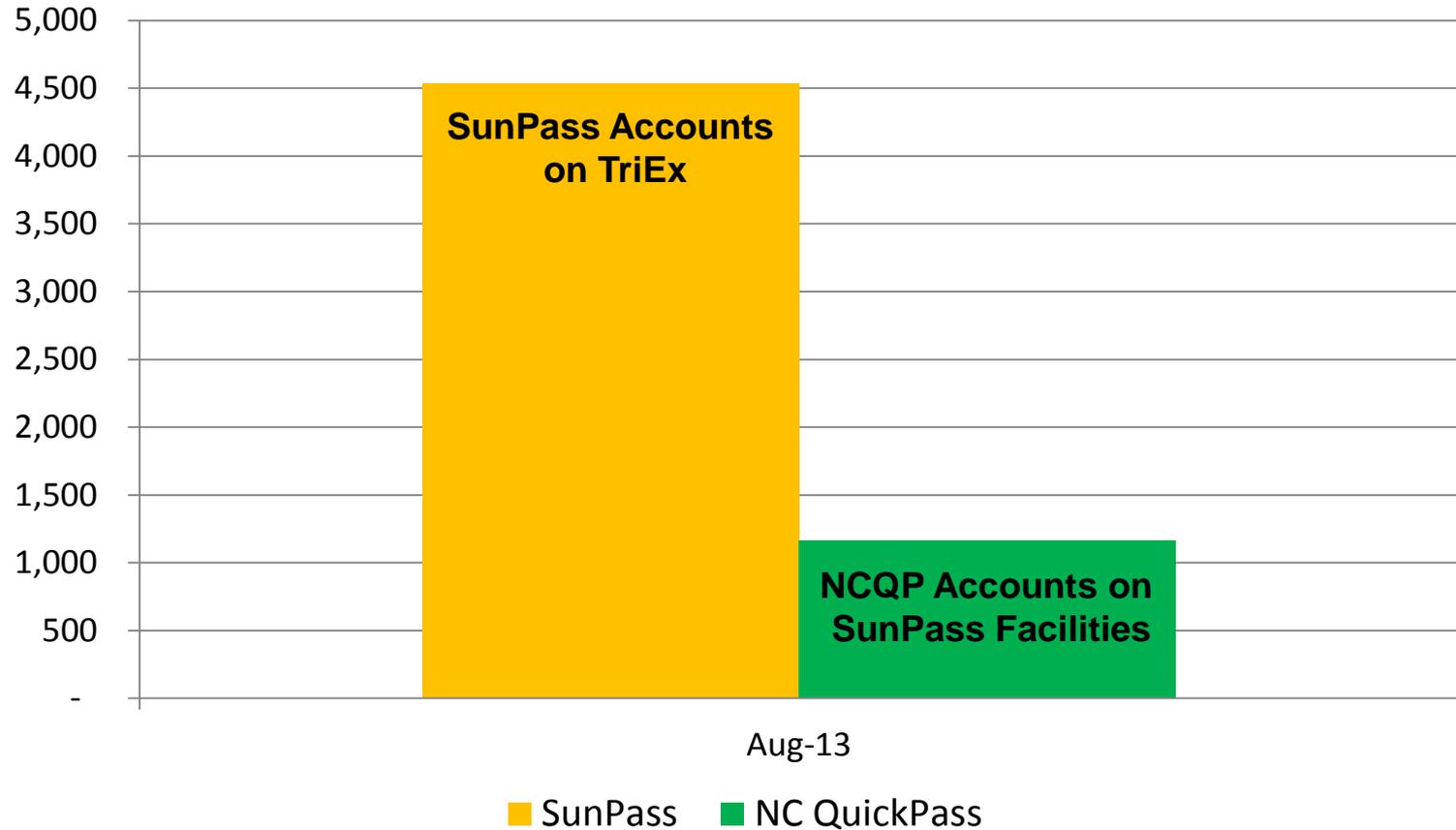
Interoperability

- Interoperable with Florida Turnpike Enterprise (SunPass) as of July 27, 2013.
- 5 SunPass Agencies
- 16 E-ZPass Agencies
- Largest Interoperable Footprint in the U.S.

E-ZPass Transactions



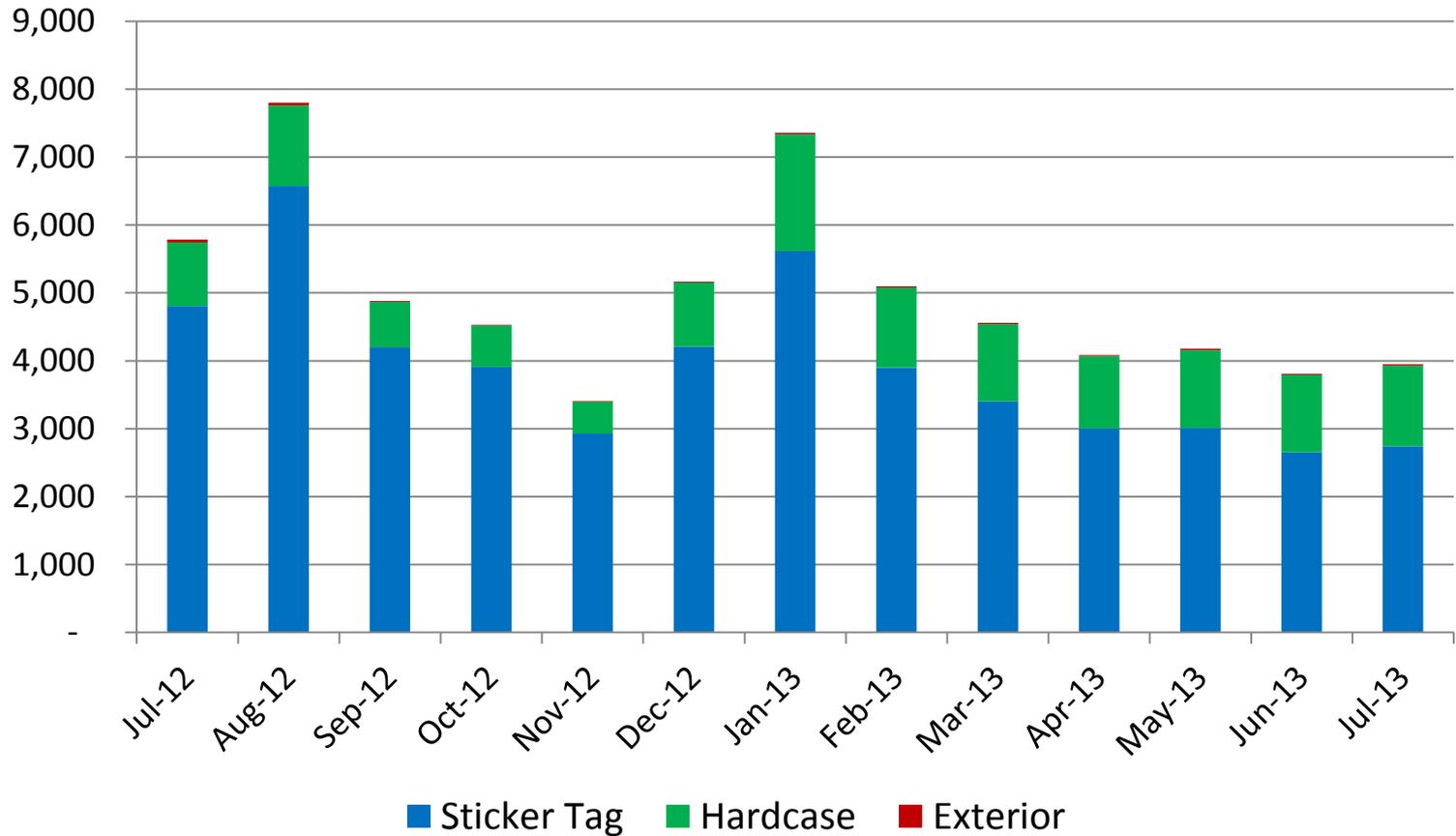
SunPass Transactions



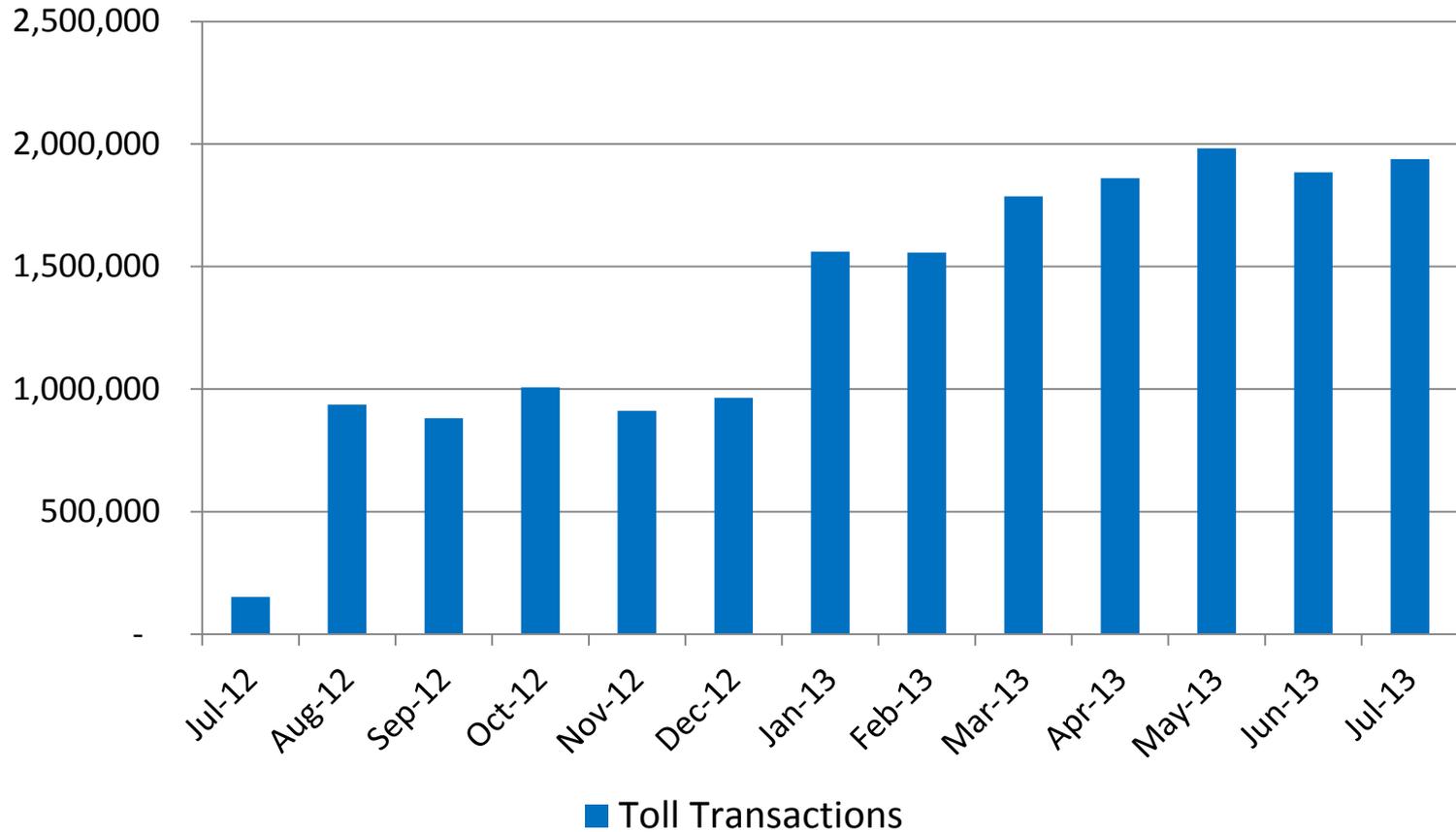
Bill-by-Mail Update

- New 30-Day Billing Cycle for First-Time Users
- Based on discussion and suggestions from Representatives Murry and Stam
- Initial month reduced mailings by 11,000
- Average first-time user statement is \$7.51

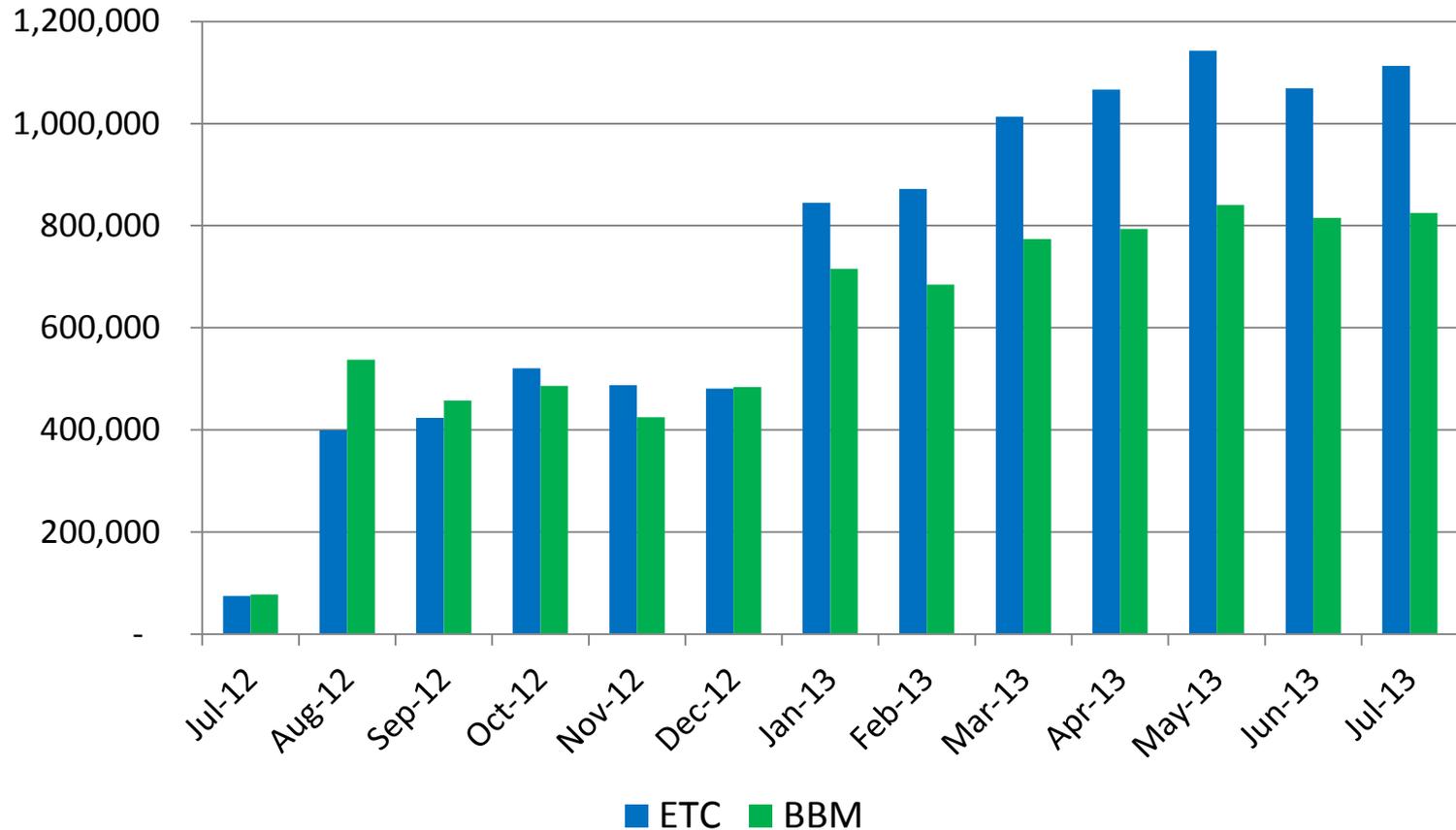
Transponder Sale Volumes



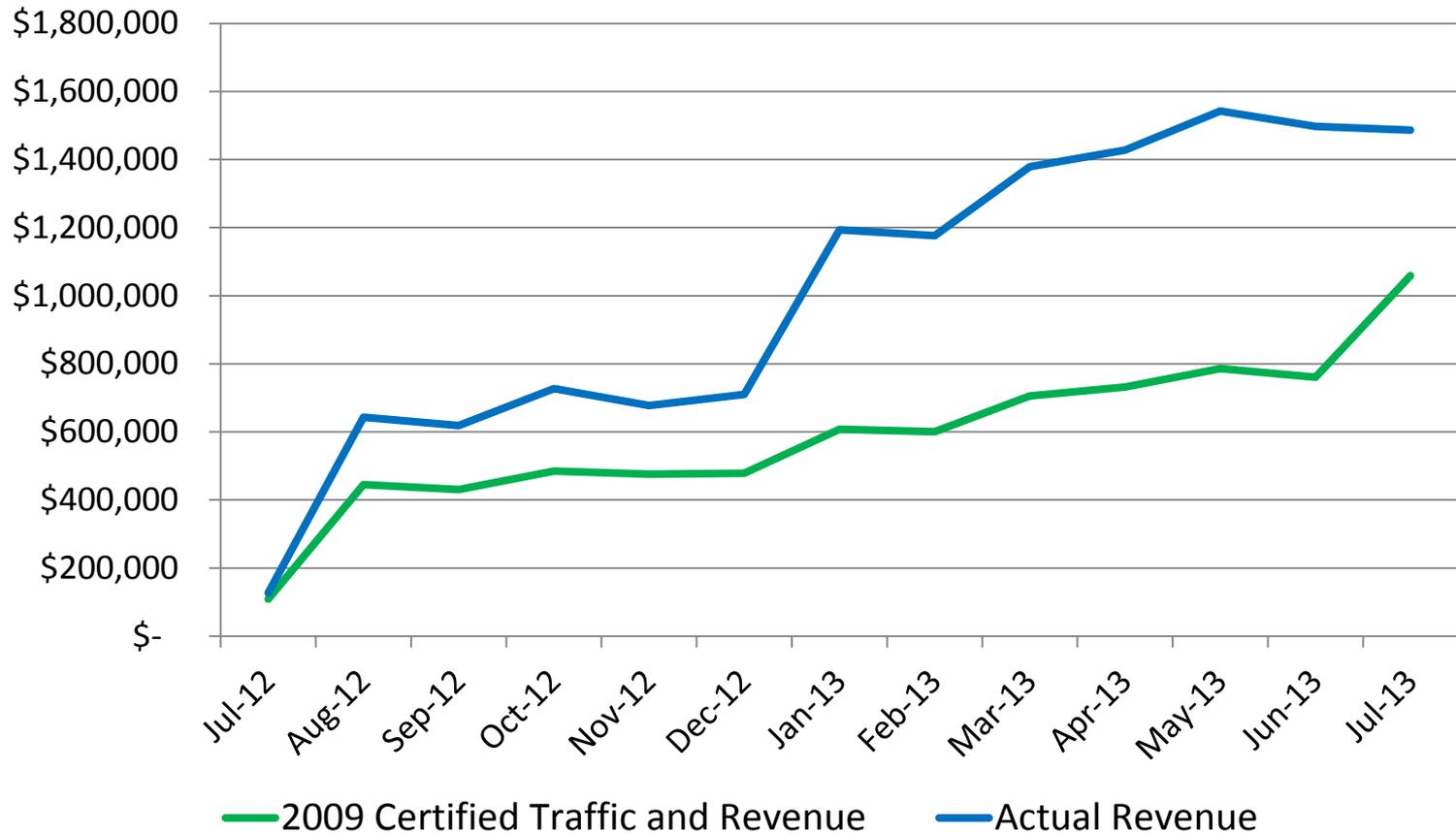
Total Toll Transactions



Toll Transaction Types



Traffic and Revenue



Project Updates

- Cost-to-complete TriEx
 - \$35,491,224 under budget
 - Total capital expenditures of \$798,643,278

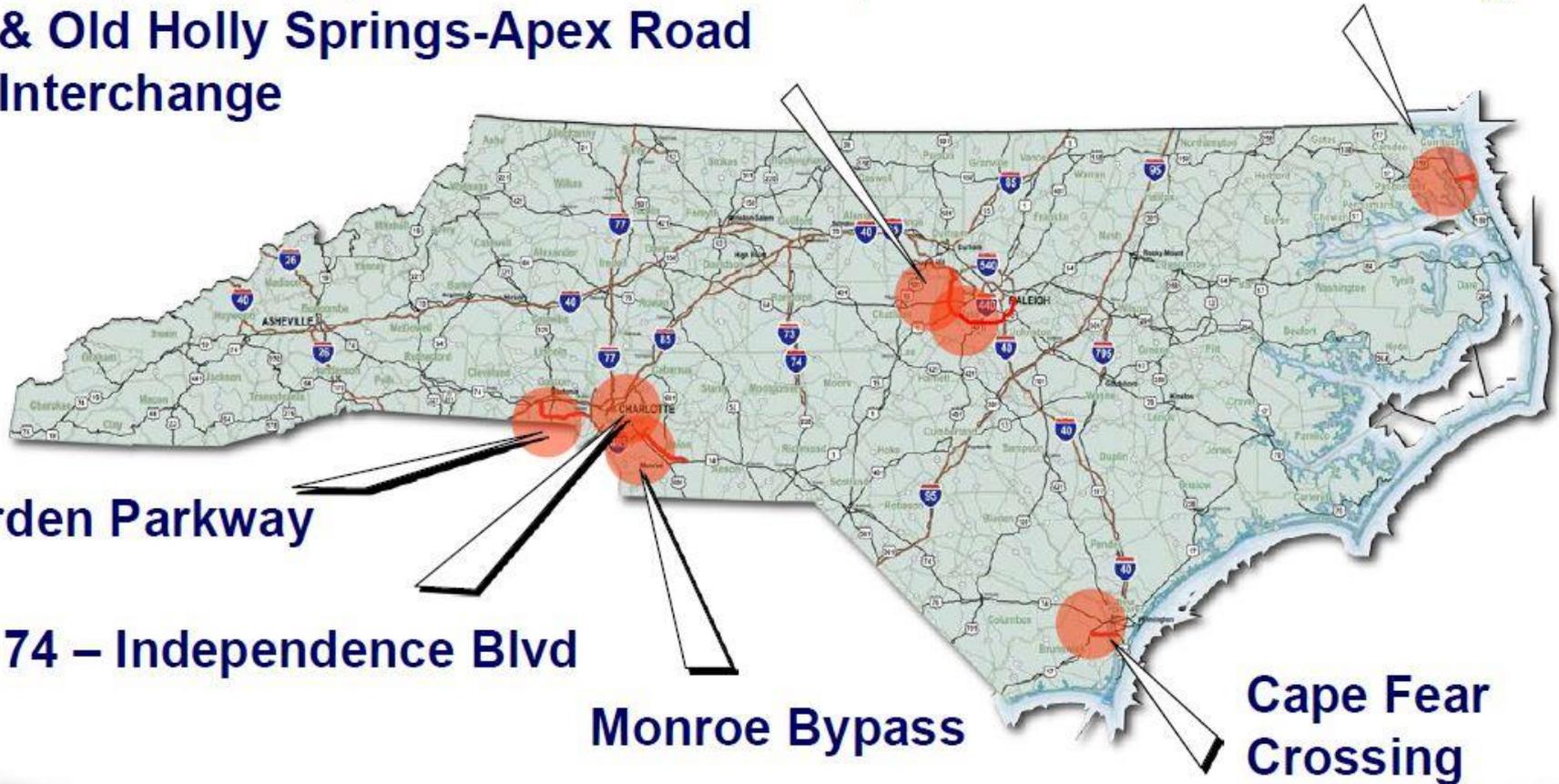
Project Development Updates

- US-74 (Independence Blvd.)
- Old Holly Springs-Apex Rd.
- Monroe Bypass
- Mid-Currituck Bridge
- Garden Parkway
- Southern Wake – Complete 540
- Cape Fear Crossing

Project Locations

Complete 540 (Southeast Extension)
& Old Holly Springs-Apex Road
Interchange

Mid-Currituck Bridge



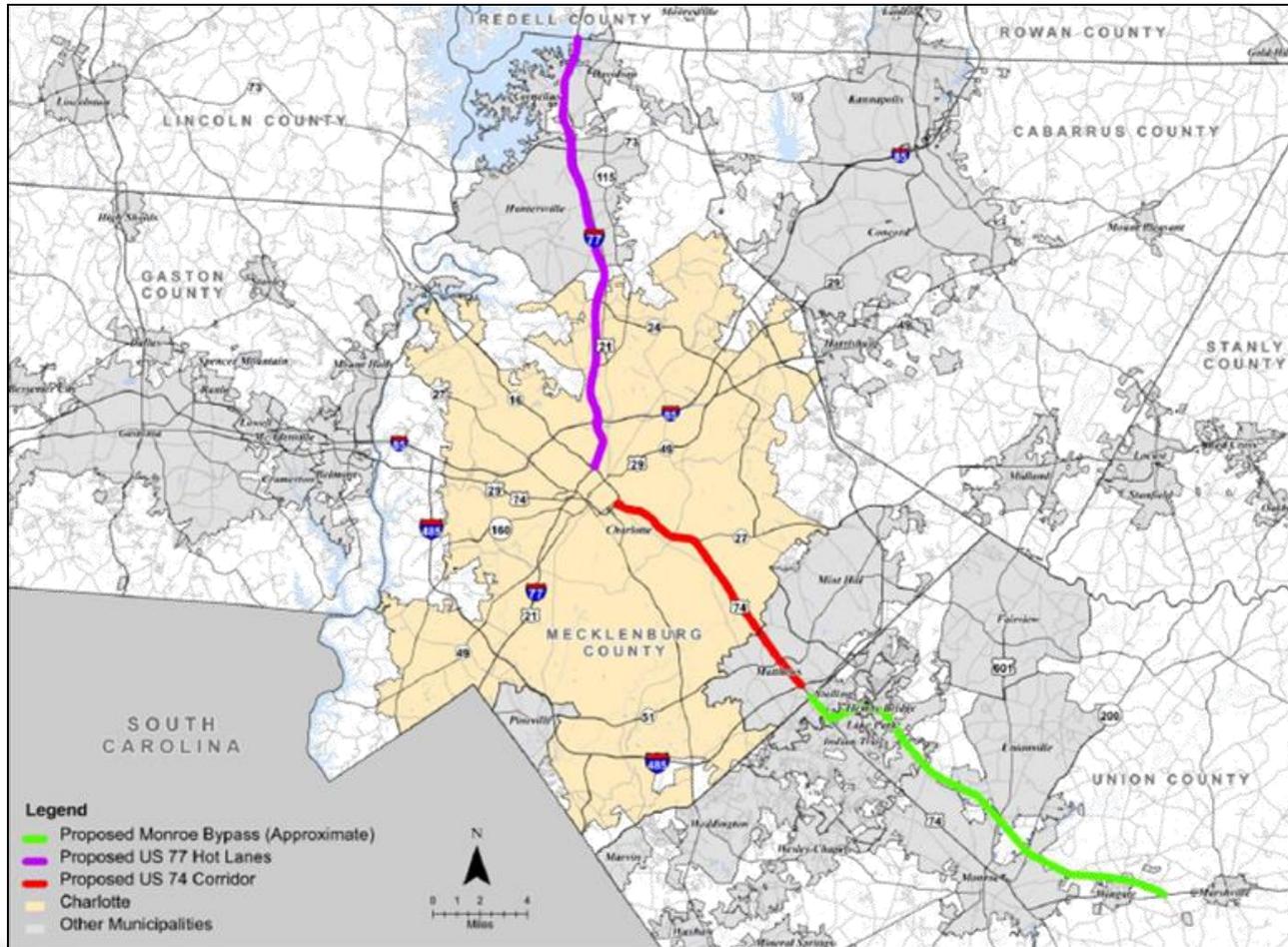
Garden Parkway

US 74 - Independence Blvd

Monroe Bypass

Cape Fear
Crossing

US-74 (Independence Blvd.)



Current US-74 Corridor

- Segment 1 – I-277 to Sharon Amity Rd.



Current US-74 Corridor

- Segment 2 – Sharon Amity Rd. to Wallace Ln.



**U.S. 74 WIDENING & IMPROVEMENTS**
MECKLENBURG COUNTY



When?

Fall 2013 Project is anticipated to begin.
Fall 2014 Conference Drive Bridge is expected to be completed.
Summer 2015 Sharon Amity Road Bridge is expected to be completed.
Summer 2016 Idlewild Road Bridge is expected to be completed.



What?

The U.S. 74 improvements project will convert the existing segment of Independence Boulevard into an expressway. Three roadway bridges will be constructed on Sharon Amity Drive, Idlewild Road, and Conference Drive.

Safety Notes:

- Pedestrian traffic will be maintained during the entire construction process; signs will direct you to the safest crossing location.
- Barriers will be placed along Independence; do not cross mid-block or over barriers.
- Businesses will remain open.
- Cars, trucks and buses will be re-routed during the construction process



www.ncdot.gov/projects/US74WideningImprovements/

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May 2013

Why?

To enhance mobility and improve traffic flow and safety in the Independence Boulevard Corridor.





NORTH CAROLINA
Turnpike Authority

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Study Details

- Limits – From Uptown Charlotte to I-485
- Project Team
 - NCDOT
 - NCTA
 - City of Charlotte
 - Town of Matthews
 - AECOM (Consultant)

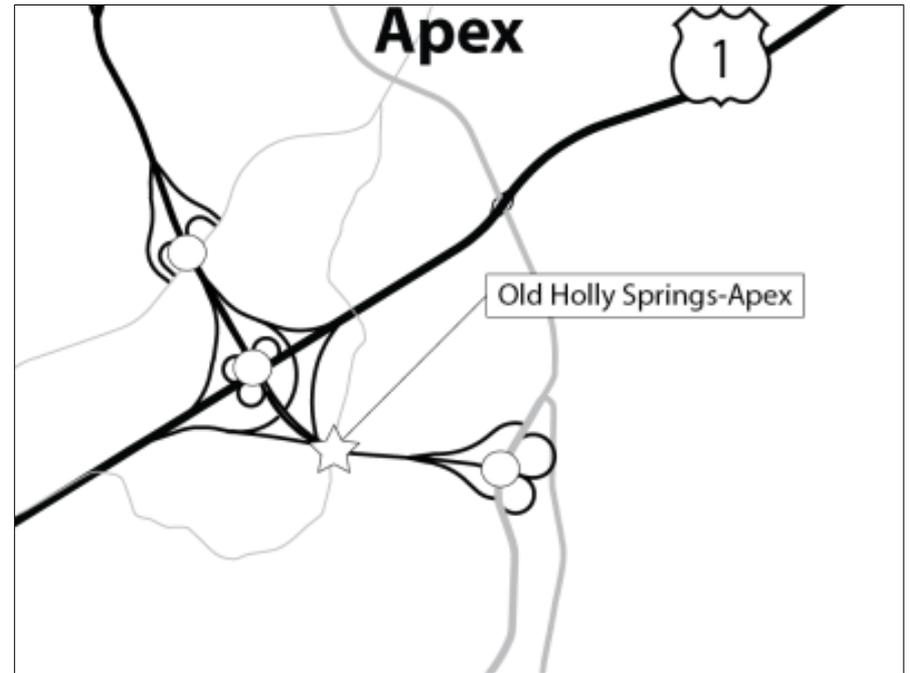
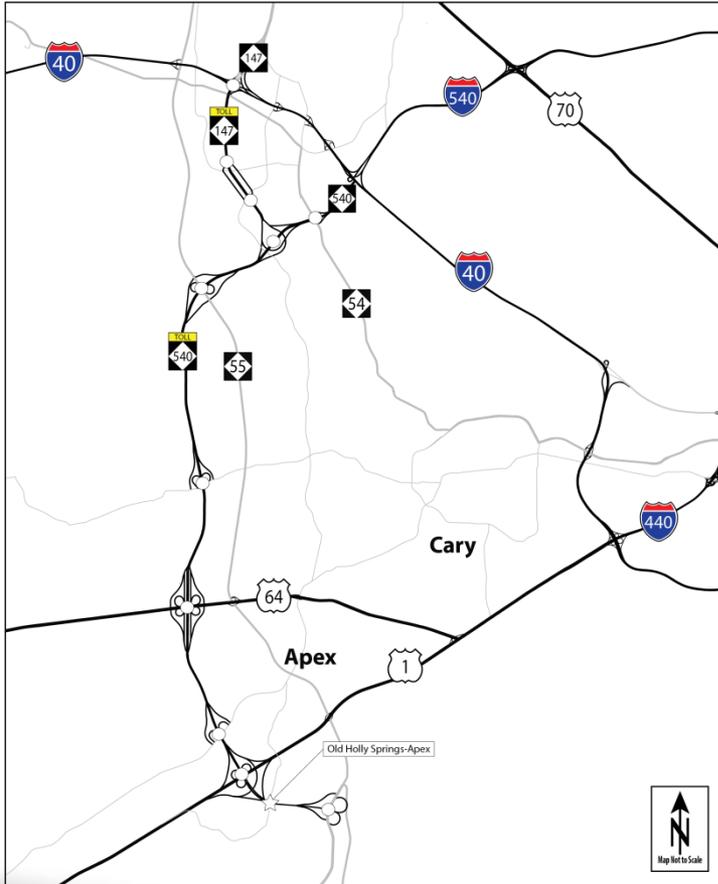
Study Details

- Scope of work:
 - Express Lanes Concept of Operations (NCDOT policy)
 - Development of Phased Alternatives
 - Non-Investment Grade Traffic & Revenue Analysis
 - Concept & Functional Designs
 - Construction Cost Analysis
 - Operations & Maintenance Cost Analysis
 - Risk Assessment
 - Project plan of finance

Study Details

- Tentative Corridor Schedule:
 - January 2013 – Express Lane Study Kickoff
 - November 2013 – Express Lane Study Complete
 - July 2014 – U-5536 NEPA Study Complete
 - November 2016 – U-209B Construction Complete

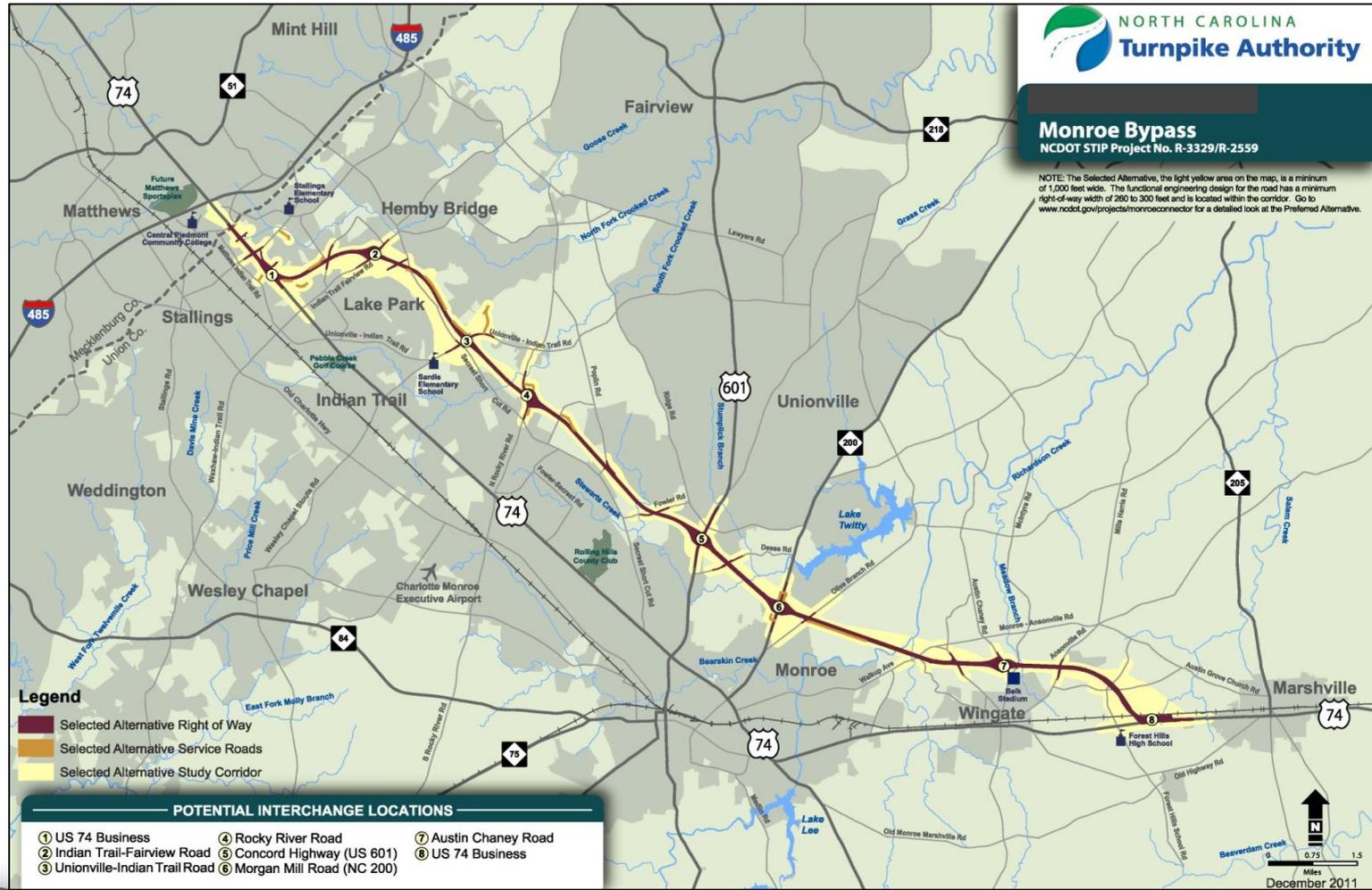
Old Holly Springs-Apex Rd. Interchange



Old Holly Springs-Apex Rd. Interchange

- Located on existing TriEx between the US 1 and NC 55 interchanges
- Included in the Capital Area Metropolitan Planning Organization (CAMPO) Long Range Transportation Plan
- Included in the NCDOT's State Transportation Improvement Program (STIP)
- Bridge constructed as a part of the TriEx project
- Bridge constructed to the same aesthetic standards as other bridges on the TriEx project
- Bridge currently serves Old Holly Springs Apex Road traffic
- 2015 - Anticipated interchange construction let date
- 2016 - Interchange open to traffic

Monroe Bypass



Monroe Bypass

- 19.7-mile new location divided highway
- Purpose is to improve mobility and capacity within the project study
- A design-build construction contract was awarded October 2010
- Project financing:
 - \$233,920,000 in State Annual Appropriation Bonds
 - \$77,000,000 in STIP funding
 - \$10,000,000 in Senior Lien Turnpike Revenue Bonds
 - \$214,505,000 in State Annual Appropriation Revenue Bonds
 - \$145,535,000 in GARVEE bonds.

Monroe Bypass

- November 2010 - Lawsuit was filed by the Southern Environmental Law Center (SELC) challenging the environmental documentation
- NCDOT prevailed in the district court
- May 2012 - The 4th Circuit Court overturned the lower court decision on appeal
- Right-of-way acquisition and design build contract suspended
- July 2012 - FHWA rescinded the Record of Decision
- The Turnpike Authority continues to coordinate closely with other units of NCDOT and FHWA to prepare additional documentation to address to the Circuit Court's concerns
- Documentation is expected to be complete in late 2013
- New Record of Decision anticipated in early 2014

Mid-Currituck Bridge



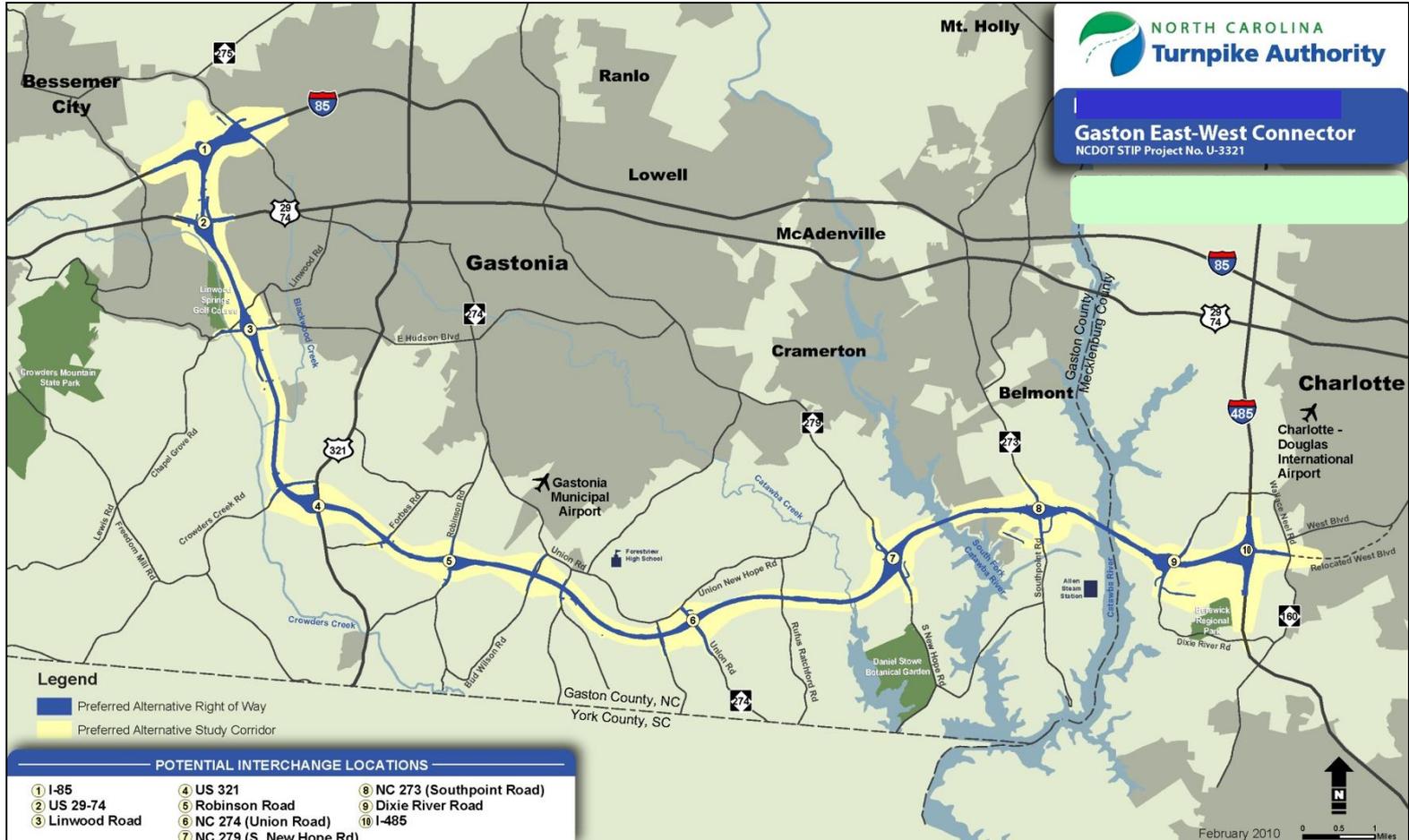
Mid-Currituck Bridge

- Two-lane toll bridge across Currituck Sound
- 7-mile total project length including approaches
- Purpose is to reduce travel time, congestion, and hurricane evacuation clearance time
- Being developed as a public-private partnership (P3)
- Pre-Development Agreement (PDA) process completed
- Concession Agreement (CA) negotiations have begun
- CA to cover financing, designing, construction, operations and maintenance for a 50 year term

Mid-Currituck Bridge

- January 2012, Final Environmental Impact Statement (FEIS) approved by Federal Highway Administration (FHWA)
- January 2013, draft ROD (Record of Decision) was sent to FHWA
- Project being reevaluated under the new Strategic Mobility Formula
- Annual appropriation (GAP funds) dedicated to the project eliminated
- The ROD to be updated to reflect the Strategic Mobility Formula changes
- Updates to the ROD are on hold pending the Strategic Mobility Formula evaluation

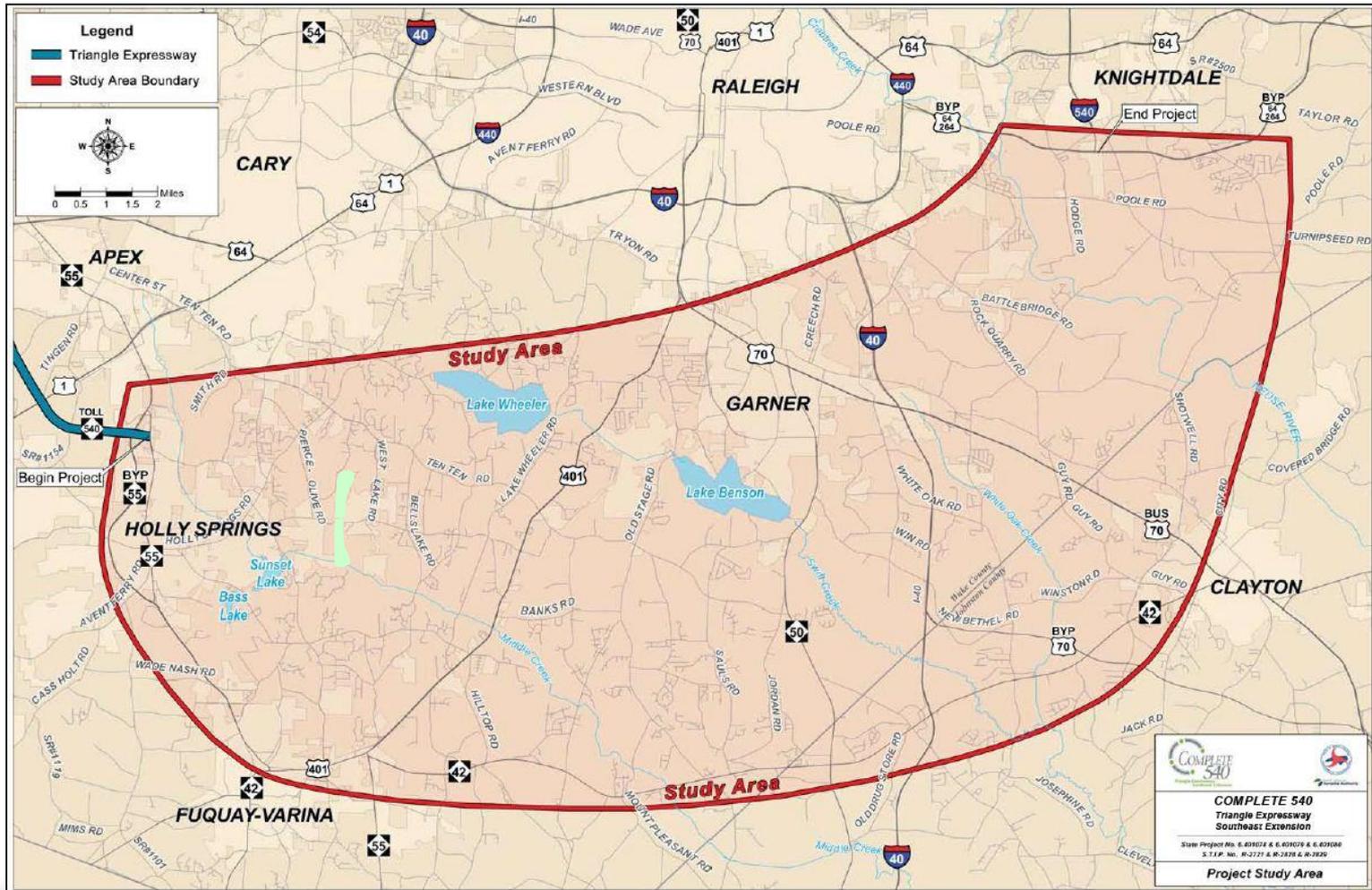
Garden Parkway



Garden Parkway

- Planned toll road of approximately 22 miles in length
- Purpose is to improve east-west transportation mobility
- February 2012 - FHWA issued a Record of Decision
- August 2012 - Southern Environmental Law Center (SELC), on behalf of Clean Air Carolina and the Catawba Riverkeeper Foundation, filed a suit in Federal District Court
- August 2013 - All briefing completed awaiting ruling from the court
- NCDOT has paused the procurement process for the design-build construction contract pending the resolution of the suit

Southern Wake (Complete 540)



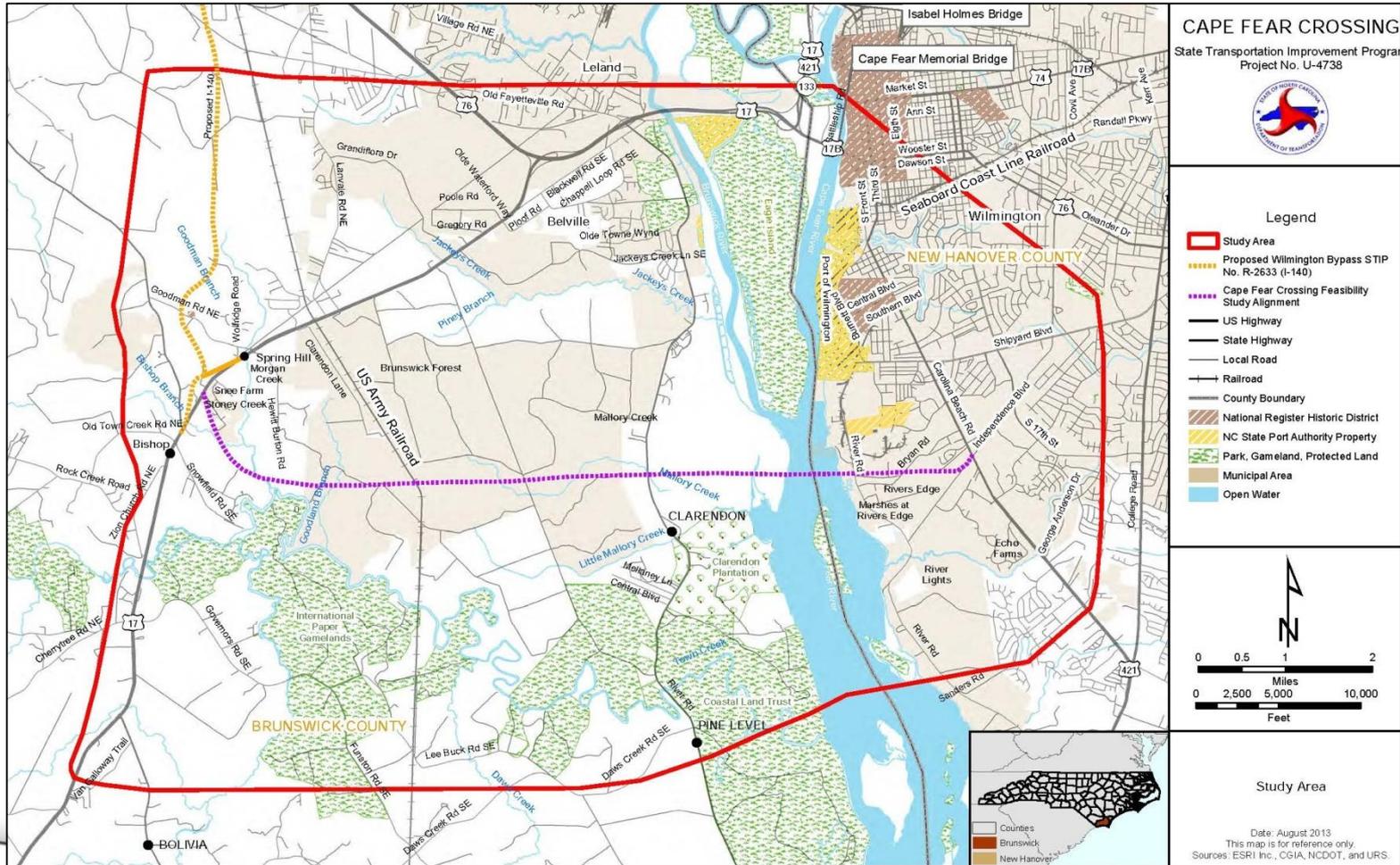
Complete 540

- Approximately 30 miles in length
- Purpose is to complete the Raleigh Outer Loop (I-540/N.C. 540)
- Anticipated to be completed in two phases
 - Phase I would run between N.C. 55 in Apex and I-40
 - Phase II would continue the project at I-40 and end at the U.S. 64/U.S. 264 Bypass

Complete 540

- 2009, the environmental study began
- March 2011, study placed on hold following the enactment of North Carolina Session Law (N.C.S.L. 2011-7)
- This law restricted NCDOT's ability to fully consider potential study alternatives as required by federal law.
- June 2013, the Governor signed legislation into law clearing the way for NCDOT to resume the study.
- Work on the Draft Environmental Impact Statement (EIS) has restarted:
 - Draft EIS anticipated spring of 2015
 - Final EIS, anticipated for early 2016
 - Environmental study process is anticipated to conclude later in 2016.

Cape Fear Crossing



Cape Fear Crossing

- Purpose is to improve traffic flow and enhance freight movements beginning in the vicinity of US 17 and future I-140 in Brunswick County across the Cape Fear River to US 421 near the Port of Wilmington in southern New Hanover County
- March 2011, the Authority held two Citizens Informational Workshops
- Work on the Draft Environmental Impact Statement (EIS) continues
 - Draft EIS anticipated spring of 2016
 - Final EIS, anticipated for early 2017
 - Environmental study process is anticipated to conclude later in 2017.