



# **NORTH CAROLINA**

Department of Transportation



# Toll Project Development Policy

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# Statutory Framework

## Prior to Strategic Transportation Investments Act (STI)...

- Nine Turnpike projects can be studied and developed
- Five Turnpike projects were identified and selected for study in statute
  - Four Turnpike projects were appropriated supplemental funding
  - Two Turnpike projects reached financial close

# Statutory Framework

## Today

- Turnpike is authorized to construct, operate and maintain up to eleven projects
- Turnpike projects subject to prioritization
- Turnpike projects require approval from local planning organizations
- Encourages local funding participation
- Limits tolling to only new capacity

# Need for Focused Policy

## Purpose of Policy

- Respond to regional tolling initiatives
- Address project acceptance challenges
- Define a process for project development and review
- Increase accountability



# Study Development

Tasked by Secretary Trogdon, the Department of Transportation committed to development of a comprehensive policy regarding structured use of tolling by NCDOT.

## Study Development

Study team actively engaged external stakeholders:

- MPOs
- RPOs
- League of Municipalities
- Metro Mayors
- State Chamber
- NC Trucking Association
- Major freight movers

# Lessons Learned from Other States

Current toll road best practices offer NC a wealth of lessons learned to guide future project development.

- Flexibility in project types, objectives, and potential revenue mix
- Partnering with of local planning agencies is crucial
- Transparency in toll project selection
- Value of a programmatic vision for tolling/road pricing

## Benefits

- ✓ Accelerated Project Delivery
- ✓ Congestion Relief
- ✓ Choice of Travel
- ✓ Economic Development
- ✓ Safety

# Draft Policy Framework

- Defines policy implementation process
- Proposes toll project development policy
- Directs NCDOT to develop enhanced financial feasibility process
- Proposes 4-Step project identification process



# Toll Project Development Policy

The policy **would**:

- Define eligible project types
- Direct close coordination with MPOs and RPOs
- Direct development of a defined tolled and priced managed lanes feasibility process

The policy **would not**:

- Require or mandate increased tolling
- Seek out and identify specific projects to evaluate

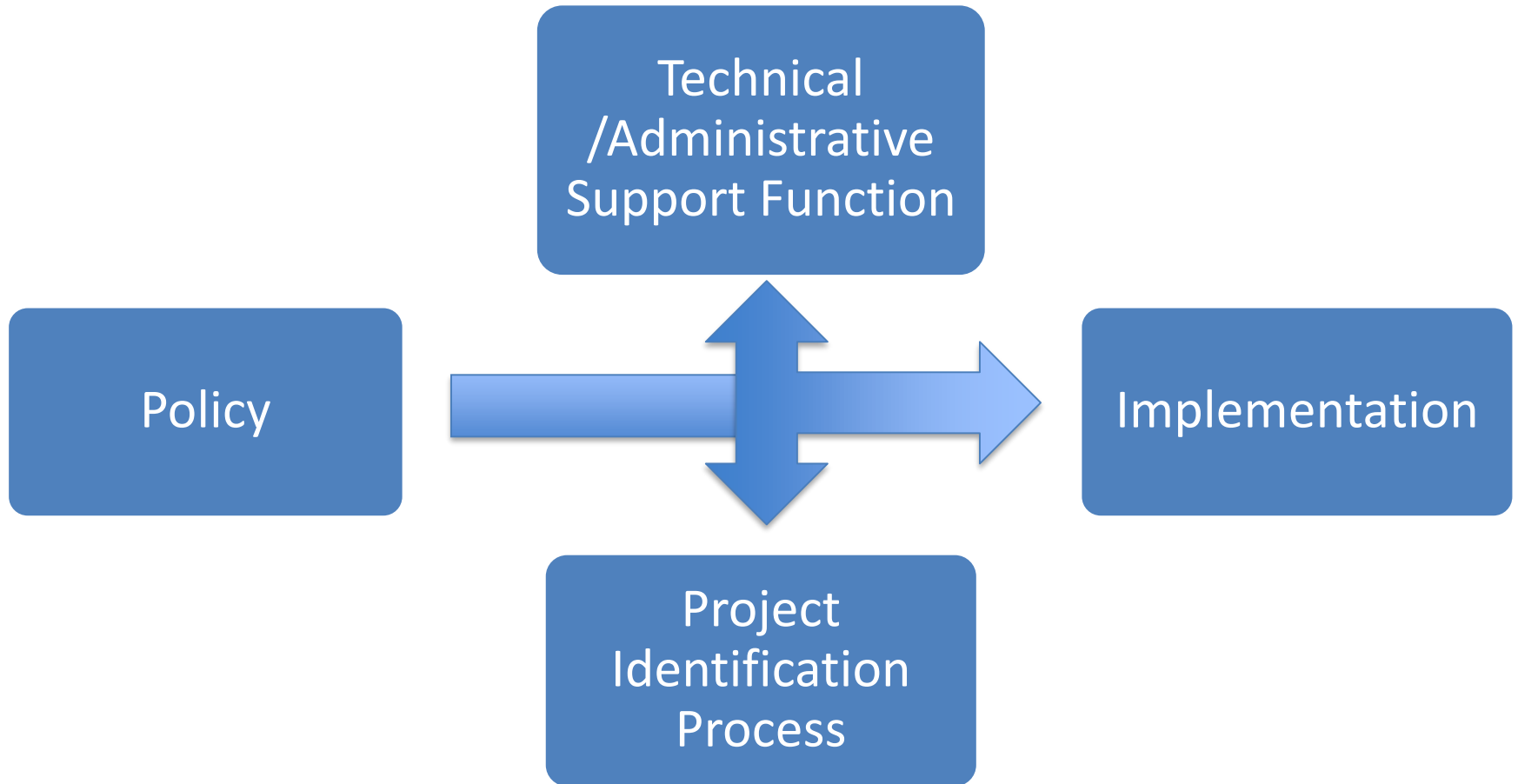


# Eligible Project Types

- Greenfield expressways or freeways
- Priced managed lanes
- Upgrades of existing partial-control roadways to full access control facilities
- New bridges or major bridge replacements



# Toll Policy Implementation Framework



# Administrative/Technical Support Function

Policy calls for NCDOT improve financial feasibility evaluation support

- Cross-functional financial feasibility process within NCDOT
- Support for Project Sponsors to move viable projects through the screening process

# Project Identification Process

Identification process will be structured and methodical. Extensive public participation and engagement would be required.

- **Step 1: Initial Project Identification**
- **Step 2: Initial NCDOT Toll Feasibility Testing**
- **Step 3: MPO/RPO Screening**
- **Step 4: Prioritization and Programming**

**Screening process details would be defined in Policy required *Toll Project Feasibility Handbook.***

# Project Identification Process

**Handbook** development will also examine other longer-term steps to strengthen the viability of a sustained implementation process.

- Financing and project delivery methods
- Performance and Return on Investment reporting



# Proposed Next Steps

- ✓ Finalize Policy Framework
- ✓ NCDOT and NCTA Committee briefings
  - Legislative briefing
  - Request Board of Transportation policy adoption
  - Policy implementation
  - Handbook development



Thank You!