

Some Miscellaneous Additional Information

(From NOACA Research)

There is another toll road that shifted to a leased arrangement. It did not turn up in early research because it was originally constructed under a public private partnership. SR-895 also known as the Pocahontas Parkway in Virginia was built via a public private partnership in the mid to late 1990s. In 2006, it was acquired by Transurban. It failed to receive interstate designation because of a fluke of law: federal funds cannot be used to build a tolled interstate apparently. So the Ohio Turnpike can be IR-80/90 only because it wasn't built with federal dollars.

Additionally:

1. According to informal conversations with FHWA staff, the federal government does not have a financial stake in the Ohio Turnpike since, save for a very small piece somewhere, no federal funds were used in its construction. As a result, the state would have a lot of latitude in how it spends any proceeds gained from the lease.
2. The Indiana Toll Road Lease is 112 pages long.
3. The Chicago Skyway Lease is contained in a special pamphlet that is 642 pages long.
4. A financial analysis of the Indiana Toll Road lease was completed prior to its lease. Using historic toll increases as a guide to project future increases, the study concluded that Indiana would net more from the lease payment than it would from toll revenues over the span of the lease if it didn't lease. The twist of course is that the concessionaire is allowed much more frequent toll increases than the state would have been likely able to levy.
5. Overall the leasing process appears to follow some version of these steps not necessarily strictly in this order:
 - a. Authorizing legislation to lease. PA's governor did not follow this step and that contributed to the unsuccessful lease effort there.
 - b. Bid process – this can include solicited and unsolicited bids depending on the legislation.
 - c. Lease process
 - e. Apportionment process – determining where the lease revenue will go.