

# **DISTRIBUTION OF PROCEEDS FROM S.H. 121 TOLLROAD**

**RTC Workshop  
September 13, 2007**

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North Central Texas Council of Governments  
<http://www.nctcog.org/trans/committees/rtc/index.asp>**



# VALUE OF S.H. 121 TOLL PROJECT

(\$ in Billions)<sup>1</sup>

**DRAFT**

	<u>NTTA</u>
Up-front Concession Fee (TxDOT/RTC)	<b>\$2.50</b>
Excess Revenue Over Time (Net Present Value) (TxDOT/RTC)	<b>0.83</b>
Construction of S.H. 121 (Includes Contingencies and 8-Lane Facility)	<b>0.69<sup>2</sup></b>
Operations, Maintenance, Rehabilitation, and Capacity Enhancement Costs of S.H. 121 (Net Present Value)	<b>1.30</b>
Profit to NTTA	<b>1.36</b>
Revenue Sharing/Banded Amounts <sup>3</sup>	<b>----- \$6.68</b>

<sup>1</sup>Amounts are approximate and are subject to contract execution and financial closing.

<sup>2</sup>Includes a larger scope and contingency than needed; therefore, a smaller cost of \$565M is assumed for the cost of constructing S.H. 121

<sup>3</sup>Significant funding may be available if future toll road volumes are higher than anticipated.



# RTC POLICIES

## 1. Near Neighbor, Near Timeframe

- Addresses Leadership Position Taken by Policy Officials Along Corridor to Build a Tolloed Facility
- Upfront Payments Equate to Near Neighbor, Near Timeframe Policy
- Distribution by County Determined by Vehicle Miles of Travel Along Corridor

## 2. Excess Revenue

- Addresses Equity of Users on All Tolloed Facilities
- Annual Payments and Interest Earned Equate to Excess Revenue
- Distribution by County Determined by Value of Electronic Toll Transactions Across Region



# ORIGINAL POLICY

- **Excess Revenue Originally Intended to Be Spent in “All (or a Portion of)” the County in Which the Project is Located**
- **Original Excess Revenue Policy Approved in September 2004**



# TEXAS METROPOLITAN MOBILITY PLAN

## EXCESS TOLL REVENUE SHARING

Purpose: to establish a framework for the allocation of future revenue from toll projects in the North Central Texas region.

1. The focus of this policy is TxDOT-sponsored toll projects.\*
2. Excess toll revenue is defined as annual toll revenue after the bonds are paid off, and after annual reserve funds have been set aside to cover facility operational costs, anticipated preventive maintenance activities, and the expected cost of rehabilitation or reconstruction of the facility.
3. Excess toll revenue from individual projects may be used to help pay down the bonds on other toll projects, to ensure that all of TxDOT's toll bond obligations in the region are met.
4. All excess revenue generated from individual toll projects shall remain in the TxDOT district in which that revenue-generating project is located.
5. All (or a portion of) the excess revenue generated from individual toll projects shall remain in the counties in which that revenue-generating project is located. These funds can be used to fund future projects either on or off the State system.
6. Projects funded with excess toll revenue should be selected in a cooperative TxDOT-RTC selection process which considers the desires of the cities and counties in which the revenue-generating project is located.

\* Excludes managed lanes.



# REVISED/CURRENT POLICY

- **Excess Revenue Policy Revised in April and September 2006**
- **Revised Policy Intends to Provide Equity to All Users of the Toll System**
- **Example Provided with Revised Policy Clearly Demonstrates Concession Value and Excess Revenue**



# EXCESS TOLL REVENUE SHARING

Purpose: to establish a framework for the allocation of future revenue from toll projects in the North Central Texas region.

1. The focus of this policy is Texas Department of Transportation (TxDOT) sponsored toll projects.\*
2. Excess toll revenue is defined as annual toll revenue after the annual debt service, and after annual reserve funds have been set aside to cover facility operational costs, anticipated preventive maintenance activities, assigned profit and related expenses for the Comprehensive Development Agreement, and the expected cost of rehabilitation or reconstruction of the facility.
3. All excess revenue generated from individual toll projects shall remain in the TxDOT district in which that revenue-generating project is located.

\*Excludes managed lanes



# EXCESS TOLL REVENUE SHARING

4. Excess revenue generated from individual toll projects shall be placed in county-specific accounts and prorated based on the residential county of all toll payers on all toll roads. Revenue from eastern and western subregion toll users will result in an adjusted split of Category 2 funds. This adjustment will be made to the eastern and western category funding allocation at the time of its implementation. These funds can be used to fund future projects either on or off the State system.
5. Projects funded with excess toll revenue should be selected in a cooperative TxDOT-Regional Transportation Council (RTC) selection process which considers the desires of the cities and counties in which the revenue-generating project is located.
6. All previous RTC agreements will be honored.
7. RTC supports the Texas Department of Transportation/North Texas Tollway Authority Regional Protocol.



# RTC POLICY ON EXCESS REVENUE: EXAMPLE

## (\$ Millions)

Project	Concession Value	Denton County	Collin County	Dallas County	Tarrant County
<b>S.H. 121 Denton</b>	\$1,500				
60% Bonding Capacity		\$900	-	-	-
40% Excess Revenue		\$72 (12%)	\$168 (28%)	\$330 (55%)	\$30 (5%)
Cost of S.H. 121 Improvements		-\$30			
<b>S.H. 121 Collin</b>	\$1,000				
60% Bonding Capacity		-	\$600	-	-
40% Excess Revenue		\$72 (18%)	\$120 (30%)	\$192 (48%)	\$16 (4%)
Cost of S.H. 121 Improvements			-\$375		
<b>S.H. 161 Dallas</b>	\$1,000				
60% Bonding Capacity		-	-	\$600	-
40% Excess Revenue		\$84 (21%)	\$128 (32%)	\$168 (42%)	\$20 (5%)
Cost of S.H. 161 Improvements				-\$500	
LBJ I.H. 635/Loop 12 Financial Backstop				-\$200	
		<hr/>	<hr/>	<hr/>	<hr/>
		\$1,098	\$641	\$590	\$66

Source: Transportation Department; North Central Texas Council of Governments 10/04/2006

# POLICY IMPLICATIONS FOR UPCOMING TOLL PROJECTS

## **S.H. 121**

- ↳ Concession Value = \$2.5 Billion
- ↳ Excess Revenue = \$833 Million

## **President George Bush Turnpike Eastern Extension**

- ↳ Concession Value = \$0
- ↳ Excess Revenue = \$500 Million (estimated)

## **S.H. 161**

- ↳ Concession Value = Likely, but Value Unknown
- ↳ Excess Revenue = Likely, but Value Unknown

## **Southwest Parkway (S.H. 121)**

- ↳ Concession Value = Not Likely
- ↳ Excess Revenue = Likely, but Value Unknown
- ↳ Potential Partnership to Return Gas Tax Funding



# **REMAINING QUESTIONS TO BE RESOLVED**

- 1. Use of 2015 vs. 2030 Volumes to Determine Split Between Collin, Dallas, and Denton Counties**
- 2. Adjust Construction Cost Shares for Collin and Denton Counties**
- 3. Identify and Account for Previous Commitments Funded by Local Governments in Collin and Denton Counties**
- 4. Adjustment of Collin, Dallas, and Denton County Projects by Location of Project vs. Inclusion in S.H. 121 MOU**



# COMPARISON OF FUNDING SHARES BY COUNTY (BASED ON VMT)

	2015 VMT <sup>1</sup>	2030 VMT <sup>2</sup>	T&R Study <sup>3</sup> (50 years)
<b>Collin County</b>	<b>38</b>	<b>41</b>	<b>37.5</b>
<b>Dallas County</b>	<b>7</b>	<b>7</b>	<b>9</b>
<b>Denton County</b>	<b>55</b>	<b>52</b>	<b>53.5</b>

**Notes:**

- Based on NCTCOG modeled 2015 VMT data
- Based on NCTCOG modeled 2030 VMT data
- Based on Traffic and Revenue Study used by TxDOT to evaluate competing proposals for S.H. 121. It utilizes aggressive traffic and revenue assumptions for the duration of the project.



# S.H. 121 Construction Costs

## Denton County

**TxDOT Estimate of \$27.0 Million Includes:**

- ↳ Sound Walls
- ↳ Electronic Toll Collection

**NTTA Estimate of \$34.7 Million Includes:**

- ↳ Concrete Traffic Barrier
- ↳ Overhead Signage
- ↳ Barricades/Traffic Control
- ↳ SW3P
- ↳ Small Roadside Signage
- ↳ Striping
- ↳ Topsoil & Sod
- ↳ Concrete Riprap

## Collin County

**Revised NTTA Estimate = \$597.6 Million**



# ACCOUNT FOR PREVIOUS LOCAL COMMITMENTS

- 1. Identify and Account for Previous Commitments Funded by Local Governments in Collin and Denton Counties**
  - Known – \$10 Million SIB Loan in Denton County
  - Unknown – Local Contributions to Engineering, Right-of-Way Acquisition, Utility Relocation, and Construction
- 2. Should Not Impact Revenue Available to Each County**
- 3. May Provide Flexibility in the Programming Process**
  - Local Match Flexibility
  - Other



# **S.H. 121 MOU PROJECT FUNDING ALLOCATION**

- 1. Adjustment of Project Funding by Location of Project vs. Inclusion in S.H. 121 MOU**
- 2. Several Projects in Dallas and Collin Counties Received Funding For Projects in S.H. 121 MOU**
- 3. Funds for These Projects Currently Deducted From Denton County Allocation**
- 4. Perhaps These Funds Should Be Deducted From County in Which Project is Located**
- 5. Order of Magnitude**
  - Dallas County = \$22.0 Million**
  - Collin County = \$34.8 Million**



# REVENUE AVAILABLE BY COUNTY

(\$ in Millions)

<b>Upfront Payment</b>	<b>\$2,500.00</b>	
Western Subregion	119.50	4.78%
Eastern Subregion	\$2,380.50	95.22%

	<u>Western</u>	<u>Eastern</u>
<b>Revenue Available by Subregion</b>	<b>\$119.50</b>	<b>\$2,380.50</b>
<b>Sustainable Development Program</b>	<b>- 12.40</b>	<b>-27.60</b>
<b>New Boundary County Program</b>	<b>- 15.00</b>	<b>-10.00</b>
<b>Cost of Construction</b>	<b>+ 0.00</b>	<b>+565.00<sup>2</sup></b>
	<hr/> <b>\$92.10</b>	<hr/> <b>\$2,907.90</b>

<b>COUNTIES</b>	{		<u>%</u>		<u>%</u>	
		Johnson <sup>1</sup>	\$3.08	3.3	Collin	\$1,105.00
Parker <sup>1</sup>		2.50	2.7	Dallas	203.55	7.0
Tarrant		<u>86.51</u>	94.0	Denton	<u>1,599.35</u>	55.0
		<b>\$92.10</b>			<b>\$2,907.90</b>	

<sup>1</sup>Johnson and Parker county funding will be available in future funding programs.

<sup>2</sup>Amount is smaller than the cost noted by NTTA because the scope and contingencies are smaller than anticipated.

# REMAINING FUNDING

## Available by County

(\$ in Millions)

County	Tarrant	Collin	Dallas	Denton	Total <sup>1</sup>
Revenue	\$86.51	\$1,105.00	\$203.55	\$1,599.35	\$2,994.42
Previously Selected Projects	-25.00	-11.00	-2.00	-654.70	-692.70
Cost of Construction (S.H. 121)	-0.00	-565.00	-0.00	-0.00	-565.00

**Remaining Funding**

\$61.52

\$529.00

\$201.55

\$944.65

\$1,736.72

<sup>1</sup>Does not include future funding of \$5.58 million for Johnson and Parker counties



# TIMELINE

## FUNDING DISTRIBUTION BY COUNTY

**DRAFT**

2007

July 12	RTC Information – Draft County Totals
July 27	STTC Information – Draft County Totals
August 24	STTC Information – County Totals
September 10-11	Public Meetings – Process/County Totals
September 13	RTC Information – County Totals
September 28	STTC Action – County Totals
October 1-5	County Task Force Meetings
October 11	RTC Action – County Totals



# QUESTIONS/COMMENTS?

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**<http://www.nctcog.org/trans/committees/rtc/index.asp>**



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**S.H. 121 Regional Toll Revenue Project Funding - Option 1 (Validation)  
Funds Available by County  
Includes S.H. 121 Construction Cost and Traffic Revenue Study Numbers  
(\$ in Millions)**

<b>Concession Fee</b>	
Up Front Concession Fee	<u>\$2,500.00</u>
	<b>2,500.00</b>

<b>Subregion Split<sup>1</sup></b>	
Western Subregion (4.78%)	119.50
Eastern Subregion (95.22%)	<u>2,380.50</u>
	<b>2,500.00</b>

**WESTERN SUBREGION**

<b>Set Asides<sup>2</sup></b>	
Sustainable Development	\$12.40
New Boundary (Wise County -\$5M, Parker County -\$10M)	15.00
Transit Operations	-
Toll User Perimeter Counties	-
	<u>27.40</u>

<b>Remaining Regional Toll Revenue</b>	
Upfront Concession Fee	119.50
Set Asides	<u>-27.40</u>
	<b>92.10</b>

**EASTERN SUBREGION**

<b>Set Asides<sup>2</sup></b>	
Sustainable Development	\$27.60
New Boundary (Kaufman County)	10.00
Transit Operations	-
Toll User Perimeter Counties	-
	<u>37.60</u>

<b>Remaining Regional Toll Revenue</b>	
Upfront Concession Fee	2,380.50
Set Asides	-37.60
Cost of S.H. 121 Construction <sup>3</sup>	<u>565.00</u>
	<b>2,907.90</b>

<b>Share by County<sup>4</sup></b>	<b>User Share (% of Region)</b>	<b>Prorated (% of Subregion)</b>
Johnson County	0.0016	0.03
Parker County	0.0013	0.03
Tarrant County	0.0449	0.94
	<b>0.0478</b>	<b>1.00</b>

<b>Share by County<sup>5</sup></b>	
Collin County (37.5%)	\$1,090.46
Dallas County (9%)	261.71
Denton County (53.5%)	<u>1,555.73</u>
	<b>2,907.90</b>

**Notes:**

- 1 SB 792 requires that concession payments be split between TxDOT Districts prior to further suballocation at the county level.
- 2 Note that certain set asides apply to future revenue
- 3 Private sector construction cost applied to provide an incentive to reduce the cost of S.H. 121 Construction in Collin County.
- 4 Using electronic toll collection data
- 5 Based upon Traffic & Revenue Study used in CDA project evaluation (life of project); Includes construction cost of S.H. 121 in Collin County
- 6 Tarrant County backstop is for the S.H. 121 Funnel project. Dallas County backstop is for I.H. 635 project.
- 7 Toll revenue originally identified for projects in S.H. 121 MOU will be deducted from Denton County.  
Additional funding needed for cost increases will be deducted from county in which project is located.

DRAFT

**S.H. 121 Regional Toll Revenue Project Funding - Option 1 (Validation)**  
**Funds Available by County**  
**Includes S.H. 121 Construction Cost and Traffic Revenue Study Numbers**  
**(\$ in Millions)**

Share of S.H. 121 Proceeds by County (Available for 2007 Regional Toll Revenue Funding Initiative)

	WESTERN SUBREGION				EASTERN SUBREGION						
	Available in 2007	Johnson County	Parker County	Tarrant County	Available in 2007	Collin County	Dallas County	Denton County	Ellis County	Kaufman County	Rockwall County
Regional Toll Revenue	\$92.10	\$3.08	\$2.50	\$86.51	\$2,907.90	\$1,090.46	\$261.71	\$1,555.73			
Construction of S.H. 121 <sup>3</sup>					-565.00	-565.00					
<b>Subtotal</b>	92.10	3.08	2.50	86.51	2,342.90	525.46	261.71	1,555.73	0.00	0.00	0.00
Financial Backstops <sup>6</sup>				-25.00							
I.H. 35E (also includes \$57M STP-MM, \$6.98M Cat 10, & 14.25M in State Match for \$533M total)					-455.70			-455.70			
F.M. 423 (100% toll bonds)					-121.00			-121.00			
F.M. 720 (also includes \$11M STP-MM & \$6M local for total of \$45M)					-28.00			-28.00			
Freeport Parkway (also includes \$7M STP-MM, \$1.75M Local Match)							-2.00				
Corporate Drive (also includes \$8M STP-MM)								-10.00			
Beltline Rd Depression (at I.H. 35E)					-20.00			-20.00			
Memorial Drive (\$4.75M funded by Denton County - local dollars)											
South Colony (\$2.25M funded by Denton County - local dollars)											
Paige (\$4.25M funded by Denton County - local dollars)											
F.M. 423 ROW Costs (\$4M funded by Denton County - local dollars)											
F.M. 423 Utility Relocation Costs (\$3M funded by Denton County - local dollars)								-9.00			
U.S. 75 Ramp Improvements (\$5.6M STP-MM & \$2.41 local)											
U.S. 75 at Parker Rd (\$3M STP-MM)						-5.00					
F.M. 2934 (also includes \$12M TxDOT District Discretionary)								-11.00			
F.M. 3537 (also includes \$18M TxDOT District Discretionary)						-6.00					
<b>S.H. 121 Denton County MOU Subtotal<sup>7</sup></b>		0.00	0.00	0.00	-624.70	-11.00	-2.00	-654.70	0.00	0.00	0.00
<b>Total Remaining for New Projects</b>		<b>\$3.08</b>	<b>\$2.50</b>	<b>\$61.51</b>		<b>\$514.46</b>	<b>\$259.71</b>	<b>\$901.03</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

**Notes:**

- 1 SB 792 requires that concession payments be split between TxDOT Districts prior to further suballocation at the county level.
- 2 Note that certain set asides apply to future revenue
- 3 Private sector construction cost applied to provide an incentive to reduce the cost of S.H. 121 Construction in Collin County.
- 4 Using electronic toll collection data
- 5 Based upon NCTCOG modeled 2015 vehicle miles of travel; Includes construction cost of S.H. 121 in Collin County
- 6 Tarrant County backstop is for the S.H. 121 Funnel project. Dallas County backstop is for I.H. 635 project.
- 7 Toll revenue originally identified for projects in S.H. 121 MOU will be deducted from Denton County.  
 Additional funding needed for cost increases will be deducted from county in which project is located.

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**S.H. 121 Regional Toll Revenue Project Funding - Optimal Case  
Funds Available by County  
Applies Unneeded S.H. 121 Construction Cost as Revenue and 2015 VMT  
(\$ in Millions)**

<b>Concession Fee</b>	
Up Front Concession Fee	<u>\$2,500.00</u>
	<b>2,500.00</b>

<b>Subregion Split<sup>1</sup></b>	
Western Subregion (4.78%)	119.50
Eastern Subregion (95.22%)	<u>2,380.50</u>
	<b>2,500.00</b>

**WESTERN SUBREGION**

<b>Set Asides<sup>2</sup></b>	
Sustainable Development	\$12.40
New Boundary (Wise County -\$5M, Parker County -\$10M)	15.00
Transit Operations	-
Toll User Perimeter Counties	-
	<u>27.40</u>

<b>Remaining Regional Toll Revenue</b>	
Upfront Concession Fee	119.50
Set Asides	<u>-27.40</u>
	<b>92.10</b>

**EASTERN SUBREGION**

<b>Set Asides<sup>2</sup></b>	
Sustainable Development	\$27.60
New Boundary (Kaufman County)	10.00
Transit Operations	-
Toll User Perimeter Counties	-
	<u>37.60</u>

<b>Remaining Regional Toll Revenue</b>	
Upfront Concession Fee	2,380.50
Set Asides	-37.60
Cost of SH 121 Construction	565.00
	<u>2,907.90</u>

<b>Share by County<sup>3</sup></b>	<b>User Share (% of Region)</b>	<b>Prorated (% of Subregion)</b>
Johnson County	0.0016	0.03
Parker County	0.0013	0.03
Tarrant County	0.0449	0.94
	<b>0.0478</b>	<b>1.00</b>

<b>Share by County<sup>4</sup></b>	
Collin County (38%)	\$1,105.00
Dallas County (7%)	203.55
Denton County (55%)	<u>1,599.35</u>
	<b>2,907.90</b>

**Notes:**

- 1 SB 792 requires that concession payments be split between TxDOT Districts prior to further suballocation at the county level.
- 2 Note that certain set asides apply to future revenue
- 3 Using electronic toll collection data
- 4 Based upon NCTCOG modeled 2015 vehicle miles of travel; Includes construction cost of S.H. 121 in Collin County
- 5 Tarrant County backstop is for the S.H. 121 Funnel project. Dallas County backstop is for I.H. 635 project.
- 6 Toll revenue originally identified for projects in S.H. 121 MOU will be deducted from Denton County.  
Additional funding needed for cost increases will be deducted from county in which project is located.

DRAFT

**S.H. 121 Regional Toll Revenue Project Funding - Optimal Case  
Funds Available by County  
Applies Unneeded S.H. 121 Construction Cost as Revenue and 2015 VMT  
(\$ in Millions)**

Share of S.H. 121 Proceeds by County (Available for 2007 Regional Toll Revenue Funding Initiative)

	WESTERN SUBREGION				EASTERN SUBREGION						
	Available in 2007	Johnson County	Parker County	Tarrant County	Available in 2007	Collin County	Dallas County	Denton County	Ellis County	Kaufman County	Rockwall County
Regional Toll Revenue	\$92.10	\$3.08	\$2.50	\$86.51	\$2,907.90	\$1,105.00	\$203.55	\$1,599.35			
<b>Subtotal</b>	92.10	3.08	2.50	86.51	2,907.90	1,105.00	203.55	1,599.35	0.00	0.00	0.00
Financial Backstops <sup>5</sup>				-25.00							
I.H. 35E (also includes \$57M STP-MM, \$6.98M Cat 10, & 14.25M in State Match for \$533M total)					-455.70			-455.70			
F.M. 423 (100% toll bonds)					-121.00			-121.00			
F.M. 720 (also includes \$11M STP-MM & \$6M local for total of \$45M)					-28.00			-28.00			
Freeport Parkway (also includes \$7M STP-MM, \$1.75M Local Match)							-2.00				
Corporate Drive (also includes \$8M STP-MM)								-10.00			
Beltline Rd Depression (at I.H. 35E)					-20.00			-20.00			
Memorial Drive (\$4.75M funded by Denton County - local dollars)											
South Colony (\$2.25M funded by Denton County - local dollars)											
Paige (\$4.25M funded by Denton County - local dollars)											
F.M. 423 ROW Costs (\$4M funded by Denton County - local dollars)											
F.M. 423 Utility Relocation Costs (\$3M funded by Denton County - local dollars)								-9.00			
U.S. 75 Ramp Improvements (\$5.6M STP-MM & \$2.41 local)											
U.S. 75 at Parker Rd (\$3M STP-MM)						-5.00					
F.M. 2934 (also includes \$12M TxDOT District Discretionary)								-11.00			
F.M. 3537 (also includes \$18M TxDOT District Discretionary)						-6.00					
<b>S.H. 121 Denton County MOU Subtotal<sup>6</sup></b>		0.00	0.00	0.00	-624.70	-11.00	-2.00	-654.70	0.00	0.00	0.00
<b>Total Remaining for New Projects</b>		<b>\$3.08</b>	<b>\$2.50</b>	<b>\$61.51</b>		<b>\$1,094.00</b>	<b>\$201.55</b>	<b>\$944.65</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

**Notes:**

- 1 SB 792 requires that concession payments be split between TxDOT Districts prior to further suballocation at the county level.
- 2 Note that certain set asides apply to future revenue
- 3 Using electronic toll collection data
- 4 Based upon NCTCOG modeled 2015 vehicle miles of travel; Includes construction cost of S.H. 121 in Collin County
- 5 Tarrant County backstop is for the S.H. 121 Funnel project. Dallas County backstop is for I.H. 635 project.
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Additional funding needed for cost increases will be deducted from county in which project is located.

DRAFT

**S.H. 121 Regional Toll Revenue Project Funding - Option 2 (Best Case)**  
**Funds Available by County**  
**Does Not Include S.H. 121 Construction Cost**  
**(\$ in Millions)**

<b>Concession Fee</b>	
Up Front Concession Fee	<u>\$2,500.00</u>
	<b>2,500.00</b>

<b>Subregion Split<sup>1</sup></b>	
Western Subregion (4.78%)	119.50
Eastern Subregion (95.22%)	<u>2,380.50</u>
	<b>2,500.00</b>

**WESTERN SUBREGION**

<b>Set Asides<sup>2</sup></b>	
Sustainable Development	\$12.40
New Boundary (Wise County -\$5M, Parker County -\$10M)	15.00
Transit Operations	-
Toll User Perimeter Counties	-
	<u>27.40</u>

<b>Remaining Regional Toll Revenue</b>	
Upfront Concession Fee	119.50
Set Asides	<u>-27.40</u>
	<b>92.10</b>

**EASTERN SUBREGION**

<b>Set Asides<sup>2</sup></b>	
Sustainable Development	\$27.60
New Boundary (Kaufman County)	10.00
Transit Operations	-
Toll User Perimeter Counties	-
	<u>37.60</u>

<b>Remaining Regional Toll Revenue</b>	
Upfront Concession Fee	2,380.50
Set Asides	<u>-37.60</u>
	<b>2,342.90</b>

<b>Share by County<sup>3</sup></b>	<b>User Share (% of Region)</b>	<b>Prorated (% of Subregion)</b>
Johnson County	0.0016	0.03
Parker County	0.0013	0.03
Tarrant County	0.0449	0.94
	<b>0.0478</b>	<b>1.00</b>

<b>Share by County<sup>4</sup></b>	
Collin County (38%)	\$890.30
Dallas County (7%)	164.00
Denton County (55%)	<u>1,288.60</u>
	<b>2,342.90</b>

- Notes:**
- 1 SB 792 requires that concession payments be split between TxDOT Districts prior to further suballocation at the county level.
  - 2 Note that certain set asides apply to future revenue
  - 3 Using electronic toll collection data
  - 4 Based upon NCTCOG modeled 2015 vehicle miles of travel; Includes construction cost of S.H. 121 in Collin County
  - 5 Tarrant County backstop is for the S.H. 121 Funnel project. Dallas County backstop is for I.H. 635 project.
  - 6 Toll revenue originally identified for projects in S.H. 121 MOU will be deducted from Denton County.  
 Additional funding needed for cost increases will be deducted from county in which project is located.

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**S.H. 121 Regional Toll Revenue Project Funding - Option 2 (Best Case)**  
**Funds Available by County**  
**Does Not Include S.H. 121 Construction Cost**  
**(\$ in Millions)**

Share of S.H. 121 Proceeds by County (Available for 2007 Regional Toll Revenue Funding Initiative)

	WESTERN SUBREGION				EASTERN SUBREGION						
	Available in 2007	Johnson County	Parker County	Tarrant County	Available in 2007	Collin County	Dallas County	Denton County	Ellis County	Kaufman County	Rockwall County
Regional Toll Revenue	\$92.10	\$3.08	\$2.50	\$86.51	\$2,342.90	\$890.30	\$164.00	\$1,288.60			
<b>Subtotal</b>	92.10	3.08	2.50	86.51	2,342.90	890.30	164.00	1,288.60	0.00	0.00	0.00
Financial Backstops <sup>5</sup>				-25.00							
I.H. 35E (also includes \$57M STP-MM, \$6.98M Cat 10, & 14.25M in State Match for \$533M total)					-455.70			-455.70			
F.M. 423 (100% toll bonds)					-121.00			-121.00			
F.M. 720 (also includes \$11M STP-MM & \$6M local for total of \$45M)					-28.00			-28.00			
Freeport Parkway (also includes \$7M STP-MM, \$1.75M Local Match)							-2.00				
Corporate Drive (also includes \$8M STP-MM)								-10.00			
Beltline Rd Depression (at I.H. 35E)					-20.00			-20.00			
Memorial Drive (\$4.75M funded by Denton County - local dollars)											
South Colony (\$2.25M funded by Denton County - local dollars)											
Paige (\$4.25M funded by Denton County - local dollars)											
F.M. 423 ROW Costs (\$4M funded by Denton County - local dollars)											
F.M. 423 Utility Relocation Costs (\$3M funded by Denton County - local dollars)								-9.00			
U.S. 75 Ramp Improvements (\$5.6M STP-MM & \$2.41 local)											
U.S. 75 at Parker Rd (\$3M STP-MM)						-5.00					
F.M. 2934 (also includes \$12M TxDOT District Discretionary)								-11.00			
F.M. 3537 (also includes \$18M TxDOT District Discretionary)						-6.00					
<b>S.H. 121 Denton County MOU Subtotal<sup>6</sup></b>		0.00	0.00	0.00	-624.70	-11.00	-2.00	-654.70	0.00	0.00	0.00
<b>Total Remaining for New Projects</b>		<b>\$3.08</b>	<b>\$2.50</b>	<b>\$61.51</b>		<b>\$879.30</b>	<b>\$162.00</b>	<b>\$633.90</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

**Notes:**

- 1 SB 792 requires that concession payments be split between TxDOT Districts prior to further suballocation at the county level.
- 2 Note that certain set asides apply to future revenue
- 3 Using electronic toll collection data
- 4 Based upon NCTCOG modeled 2015 vehicle miles of travel; Includes construction cost of S.H. 121 in Collin County
- 5 Tarrant County backstop is for the S.H. 121 Funnel project. Dallas County backstop is for I.H. 635 project.
- 6 Toll revenue originally identified for projects in S.H. 121 MOU will be deducted from Denton County.  
 Additional funding needed for cost increases will be deducted from county in which project is located.

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**S.H. 121 Regional Toll Revenue Project Funding - Option 1 (2030)**  
**Funds Available by County**  
**Includes S.H. 121 Construction Cost and 2030 VMT**  
**(\$ in Millions)**

<b>Concession Fee</b>	
Up Front Concession Fee	<u>\$2,500.00</u>
	<b>2,500.00</b>

<b>Subregion Split<sup>1</sup></b>	
Western Subregion (4.78%)	119.50
Eastern Subregion (95.22%)	<u>2,380.50</u>
	<b>2,500.00</b>

**WESTERN SUBREGION**

<b>Set Asides<sup>2</sup></b>	
Sustainable Development	\$12.40
New Boundary (Wise County -\$5M, Parker County -\$10M)	15.00
Transit Operations	-
Toll User Perimeter Counties	-
	<u>27.40</u>

<b>Remaining Regional Toll Revenue</b>	
Upfront Concession Fee	119.50
Set Asides	<u>-27.40</u>
	<b>92.10</b>

**EASTERN SUBREGION**

<b>Set Asides<sup>2</sup></b>	
Sustainable Development	\$27.60
New Boundary (Kaufman County)	10.00
Transit Operations	-
Toll User Perimeter Counties	-
	<u>37.60</u>

<b>Remaining Regional Toll Revenue</b>	
Upfront Concession Fee	2,380.50
Set Asides	-37.60
Cost of S.H. 121 Construction <sup>3</sup>	<u>565.00</u>
	<b>2,907.90</b>

<b>Share by County<sup>4</sup></b>	<b>User Share (% of Region)</b>	<b>Prorated (% of Subregion)</b>
Johnson County	0.0016	0.03
Parker County	0.0013	0.03
Tarrant County	0.0449	0.94
	<b>0.0478</b>	<b>1.00</b>

<b>Share by County<sup>5</sup></b>	
Collin County (41%)	\$1,192.24
Dallas County (7%)	203.55
Denton County (52%)	<u>1,512.11</u>
	<b>2,907.90</b>

- Notes:**
- 1 SB 792 requires that concession payments be split between TxDOT Districts prior to further suballocation at the county level.
  - 2 Note that certain set asides apply to future revenue
  - 3 Private sector construction cost applied to provide an incentive to reduce the cost of S.H. 121 Construction in Collin County.
  - 4 Using electronic toll collection data
  - 5 Based upon NCTCOG modeled 2030 vehicle miles of travel; Includes construction cost of S.H. 121 in Collin County
  - 6 Tarrant County backstop is for the S.H. 121 Funnel project. Dallas County backstop is for I.H. 635 project.
  - 7 Toll revenue originally identified for projects in S.H. 121 MOU will be deducted from Denton County.  
 Additional funding needed for cost increases will be deducted from county in which project is located.

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**S.H. 121 Regional Toll Revenue Project Funding - Option 1 (2030)**  
**Funds Available by County**  
**Includes S.H. 121 Construction Cost and 2030 VMT**  
**(\$ in Millions)**

Share of S.H. 121 Proceeds by County (Available for 2007 Regional Toll Revenue Funding Initiative)

	WESTERN SUBREGION				EASTERN SUBREGION						
	Available in 2007	Johnson County	Parker County	Tarrant County	Available in 2007	Collin County	Dallas County	Denton County	Ellis County	Kaufman County	Rockwall County
Regional Toll Revenue	\$92.10	\$3.08	\$2.50	\$86.51	\$2,907.90	\$1,192.24	\$203.55	\$1,512.11			
Construction of S.H. 121 <sup>3</sup>					-565.00	-565.00					
<b>Subtotal</b>	92.10	3.08	2.50	86.51	2,342.90	627.24	203.55	1,512.11	0.00	0.00	0.00
Financial Backstops <sup>6</sup>				-25.00							
I.H. 35E (also includes \$57M STP-MM, \$6.98M Cat 10, & 14.25M in State Match for \$533M total)					-455.70			-455.70			
F.M. 423 (100% toll bonds)					-121.00			-121.00			
F.M. 720 (also includes \$11M STP-MM & \$6M local for total of \$45M)					-28.00			-28.00			
Freeport Parkway (also includes \$7M STP-MM, \$1.75M Local Match)							-2.00				
Corporate Drive (also includes \$8M STP-MM)								-10.00			
Beltline Rd Depression (at I.H. 35E)					-20.00			-20.00			
Memorial Drive (\$4.75M funded by Denton County - local dollars)											
South Colony (\$2.25M funded by Denton County - local dollars)											
Paige (\$4.25M funded by Denton County - local dollars)											
F.M. 423 ROW Costs (\$4M funded by Denton County - local dollars)											
F.M. 423 Utility Relocation Costs (\$3M funded by Denton County - local dollars)								-9.00			
U.S. 75 Ramp Improvements (\$5.6M STP-MM & \$2.41 local)											
U.S. 75 at Parker Rd (\$3M STP-MM)						-5.00					
F.M. 2934 (also includes \$12M TxDOT District Discretionary)								-11.00			
F.M. 3537 (also includes \$18M TxDOT District Discretionary)						-6.00					
<b>S.H. 121 Denton County MOU Subtotal<sup>7</sup></b>		0.00	0.00	0.00	-624.70	-11.00	-2.00	-654.70	0.00	0.00	0.00
<b>Total Remaining for New Projects</b>		<b>\$3.08</b>	<b>\$2.50</b>	<b>\$61.51</b>		<b>\$616.24</b>	<b>\$201.55</b>	<b>\$857.41</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

**Notes:**

- 1 SB 792 requires that concession payments be split between TxDOT Districts prior to further suballocation at the county level.
- 2 Note that certain set asides apply to future revenue
- 3 Private sector construction cost applied to provide an incentive to reduce the cost of S.H. 121 Construction in Collin County.
- 4 Using electronic toll collection data
- 5 Based upon NCTCOG modeled 2015 vehicle miles of travel; Includes construction cost of S.H. 121 in Collin County
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**S.H. 121 Regional Toll Revenue Project Funding - Option 1  
Funds Available by County  
Includes S.H. 121 Construction Cost  
(\$ in Millions)**

<b>Concession Fee</b>	
Up Front Concession Fee	<u>\$2,500.00</u>
	<b>2,500.00</b>

<b>Subregion Split<sup>1</sup></b>	
Western Subregion (4.78%)	119.50
Eastern Subregion (95.22%)	<u>2,380.50</u>
	<b>2,500.00</b>

**WESTERN SUBREGION**

<b>Set Asides<sup>2</sup></b>	
Sustainable Development	\$12.40
New Boundary (Wise County -\$5M, Parker County -\$10M)	15.00
Transit Operations	-
Toll User Perimeter Counties	-
	<u>27.40</u>

<b>Remaining Regional Toll Revenue</b>	
Upfront Concession Fee	119.50
Set Asides	<u>-27.40</u>
	<b>92.10</b>

**EASTERN SUBREGION**

<b>Set Asides<sup>2</sup></b>	
Sustainable Development	\$27.60
New Boundary (Kaufman County)	10.00
Transit Operations	-
Toll User Perimeter Counties	-
	<u>37.60</u>

<b>Remaining Regional Toll Revenue</b>	
Upfront Concession Fee	2,380.50
Set Asides	-37.60
Cost of S.H. 121 Construction <sup>3</sup>	<u>565.00</u>
	<b>2,907.90</b>

<b>Share by County<sup>4</sup></b>	<b>User Share (% of Region)</b>	<b>Prorated (% of Subregion)</b>
Johnson County	0.0016	0.03
Parker County	0.0013	0.03
Tarrant County	0.0449	0.94
	<b>0.0478</b>	<b>1.00</b>

<b>Share by County<sup>5</sup></b>	
Collin County (38%)	\$1,105.00
Dallas County (7%)	203.55
Denton County (55%)	<u>1,599.35</u>
	<b>2,907.90</b>

**Notes:**

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Additional funding needed for cost increases will be deducted from county in which project is located.

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**S.H. 121 Regional Toll Revenue Project Funding - Option 1  
Funds Available by County  
Includes S.H. 121 Construction Cost  
(\$ in Millions)**

Share of S.H. 121 Proceeds by County (Available for 2007 Regional Toll Revenue Funding Initiative)

	WESTERN SUBREGION				EASTERN SUBREGION						
	Available in 2007	Johnson County	Parker County	Tarrant County	Available in 2007	Collin County	Dallas County	Denton County	Ellis County	Kaufman County	Rockwall County
Regional Toll Revenue	\$92.10	\$3.08	\$2.50	\$86.51	\$2,907.90	\$1,105.00	\$203.55	\$1,599.35			
Construction of S.H. 121 <sup>3</sup>					-565.00	-565.00					
<b>Subtotal</b>	92.10	3.08	2.50	86.51	2,342.90	540.00	203.55	1,599.35	0.00	0.00	0.00
Financial Backstops <sup>6</sup>				-25.00							
I.H. 35E (also includes \$57M STP-MM, \$6.98M Cat 10, & 14.25M in State Match for \$533M total)					-455.70			-455.70			
F.M. 423 (100% toll bonds)					-121.00			-121.00			
F.M. 720 (also includes \$11M STP-MM & \$6M local for total of \$45M)					-28.00			-28.00			
Freeport Parkway (also includes \$7M STP-MM, \$1.75M Local Match)							-2.00				
Corporate Drive (also includes \$8M STP-MM)								-10.00			
Beltline Rd Depression (at I.H. 35E)					-20.00			-20.00			
Memorial Drive (\$4.75M funded by Denton County - local dollars)											
South Colony (\$2.25M funded by Denton County - local dollars)											
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F.M. 423 ROW Costs (\$4M funded by Denton County - local dollars)											
F.M. 423 Utility Relocation Costs (\$3M funded by Denton County - local dollars)								-9.00			
U.S. 75 Ramp Improvements (\$5.6M STP-MM & \$2.41 local)											
U.S. 75 at Parker Rd (\$3M STP-MM)						-5.00					
F.M. 2934 (also includes \$12M TxDOT District Discretionary)								-11.00			
F.M. 3537 (also includes \$18M TxDOT District Discretionary)						-6.00					
<b>S.H. 121 Denton County MOU Subtotal<sup>7</sup></b>		0.00	0.00	0.00	-624.70	-11.00	-2.00	-654.70	0.00	0.00	0.00
<b>Total Remaining for New Projects</b>		<b>\$3.08</b>	<b>\$2.50</b>	<b>\$61.51</b>		<b>\$529.00</b>	<b>\$201.55</b>	<b>\$944.65</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

**Notes:**

- 1 SB 792 requires that concession payments be split between TxDOT Districts prior to further suballocation at the county level.
- 2 Note that certain set asides apply to future revenue
- 3 Private sector construction cost applied to provide an incentive to reduce the cost of S.H. 121 Construction in Collin County.
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