

COMPREHENSIVE DEVELOPMENT AGREEMENT (CDA) COUNTY TASK FORCE MEETINGS

Dallas County CDA Task Force

February 16, 2007 at 2:00 p.m. at the Dallas County Commissioners' Court,
411 Elm Street, Dallas TX 75202-3301

Tarrant County CDA Task Force

February 19, 2007 at 9:00 a.m. at the Intermodal Transportation Center,
1001 Jones Street, Fort Worth TX 76102

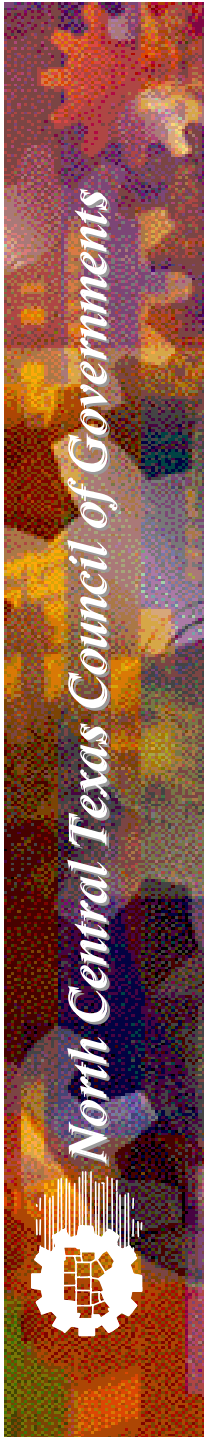
Denton County CDA Task Force

February 23, 2007 at 9:00 a.m. at the Denton City Council Chambers,
215 E. McKinney Street, Denton TX 76201

Collin County CDA Task Force

February 27, 2007 at 2:00 p.m. at the Collin County Courthouse,
Central Jury Room, 210 S. McDonald Street, #626, McKinney, TX 75069

North Central Texas Council of Governments
Transportation Department





Summary of Planning Elements and RTC Toll Policies

Mobility 2030

The Metropolitan Transportation Plan

Passenger Rail Recommendations

Legend

- Light Rail
- Light Rail - New Technology
- Regional Rail
- - - Regional Rail - Special Events Only
- + + + Existing Rail Corridors
- Freeways

Fort Worth CBD



Dallas CBD

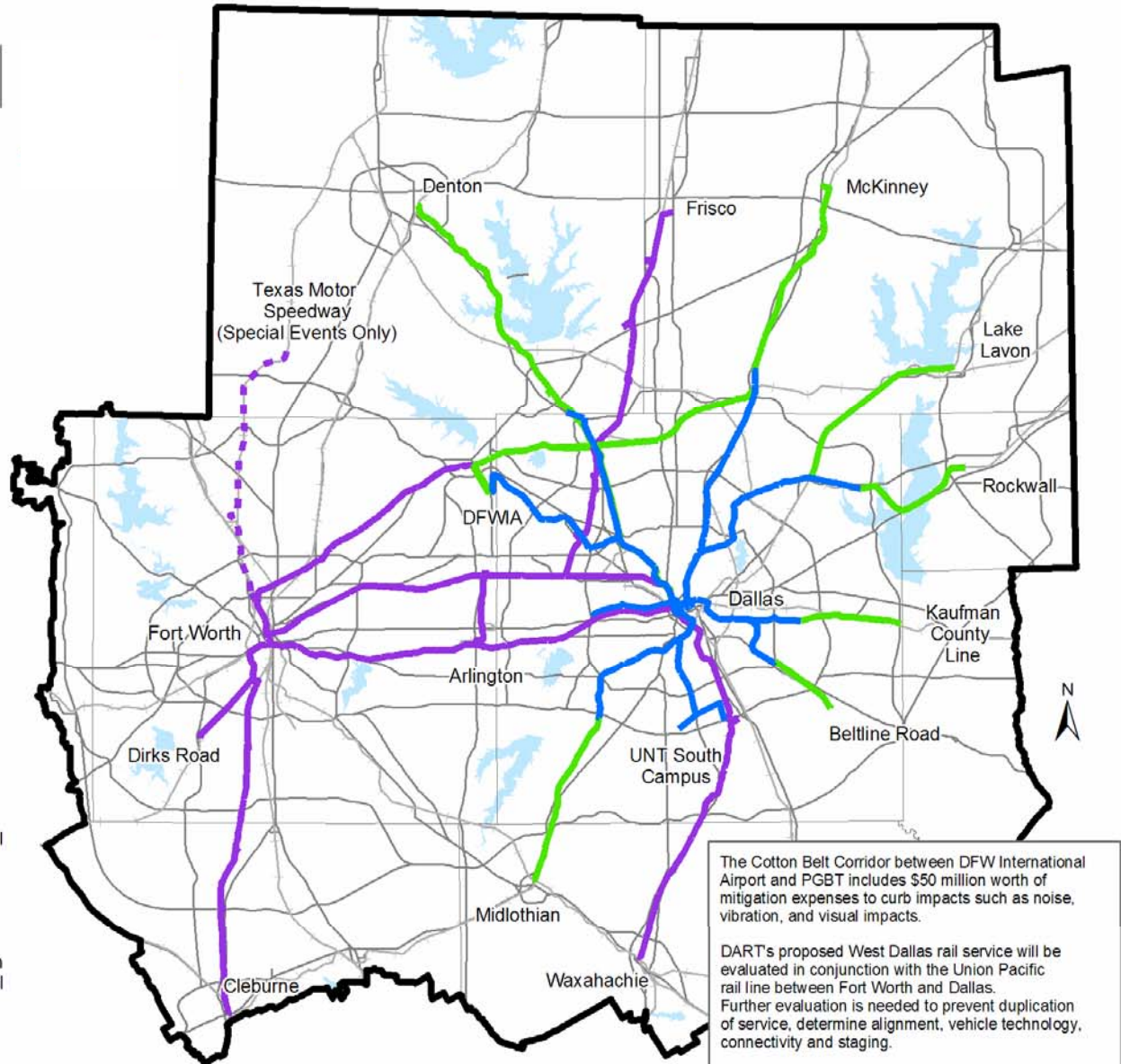


Corridor specific design and operation characteristics for the Intercity Passenger, Regional Passenger and Freight Rail Systems will be determined through capacity evaluation and ongoing project development. Refined rail forecasts are necessary to determine technology and alignment in Future Rail corridors.

All existing railroad rights-of-way should be monitored for potential future transportation corridors. New facility locations represent transportation needs and do not reflect specific alignments.

Institutional structure being reviewed for the region.

The need for additional rail capacity in the Dallas CBD, Fort Worth CBD, DFW International Airport, and other inter-modal centers will be monitored. A grade separation is needed for the Dallas CBD second alignment.

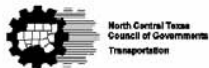


The Cotton Belt Corridor between DFW International Airport and PGBT includes \$50 million worth of mitigation expenses to curb impacts such as noise, vibration, and visual impacts.

DART's proposed West Dallas rail service will be evaluated in conjunction with the Union Pacific rail line between Fort Worth and Dallas. Further evaluation is needed to prevent duplication of service, determine alignment, vehicle technology, connectivity and staging.

DART's proposed SouthPort rail line extension will be evaluated in conjunction with the Dallas to Waxahachie rail service. Further evaluation is needed to prevent duplication of service, determine alignment, vehicle technology, connectivity and staging.




397 Additional Rail Miles
\$9.6 Billion



December 13, 2006

Priced Facilities

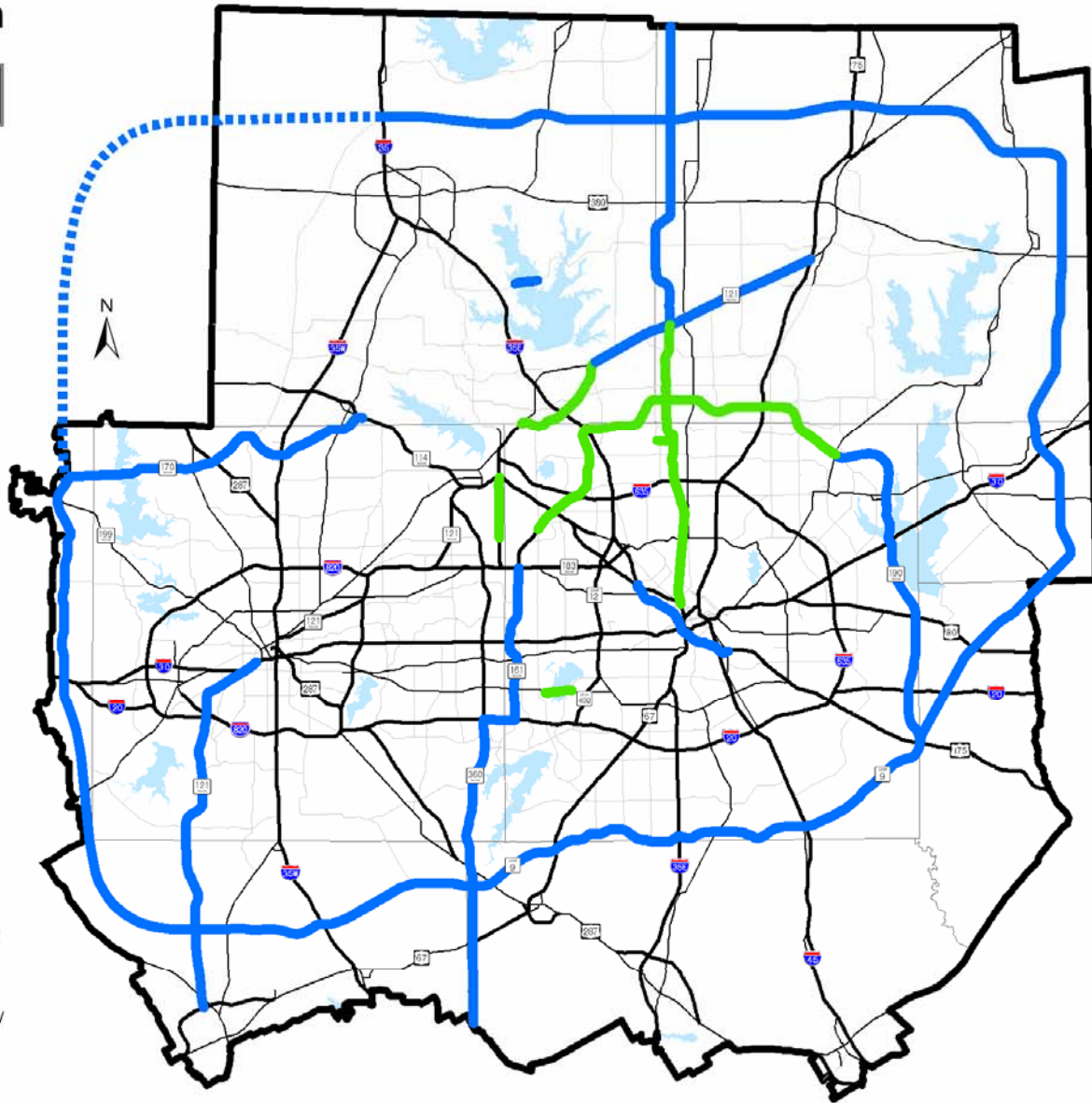
Legend

-  Existing Toll Facilities
-  Proposed Toll Facilities
-  Freeways/Tollways

Fort Worth CBD



Dallas CBD



Corridor specific design and operational characteristics for the Freeway/Tollway system will be determined through ongoing project development.

Additional and improved Freeway/Tollway interchanges and service roads should be considered on all Freeway/Tollway facilities in order to accommodate a balance between mobility and access needs.

All Freeway/Tollway corridors require additional study for capacity, geometric, and safety improvements related to truck operations.

New facility locations indicate transportation needs and do not represent specific alignments

Operational strategies to manage the flow of traffic should be considered in the corridors where additional freeway or tollway lanes are being considered.

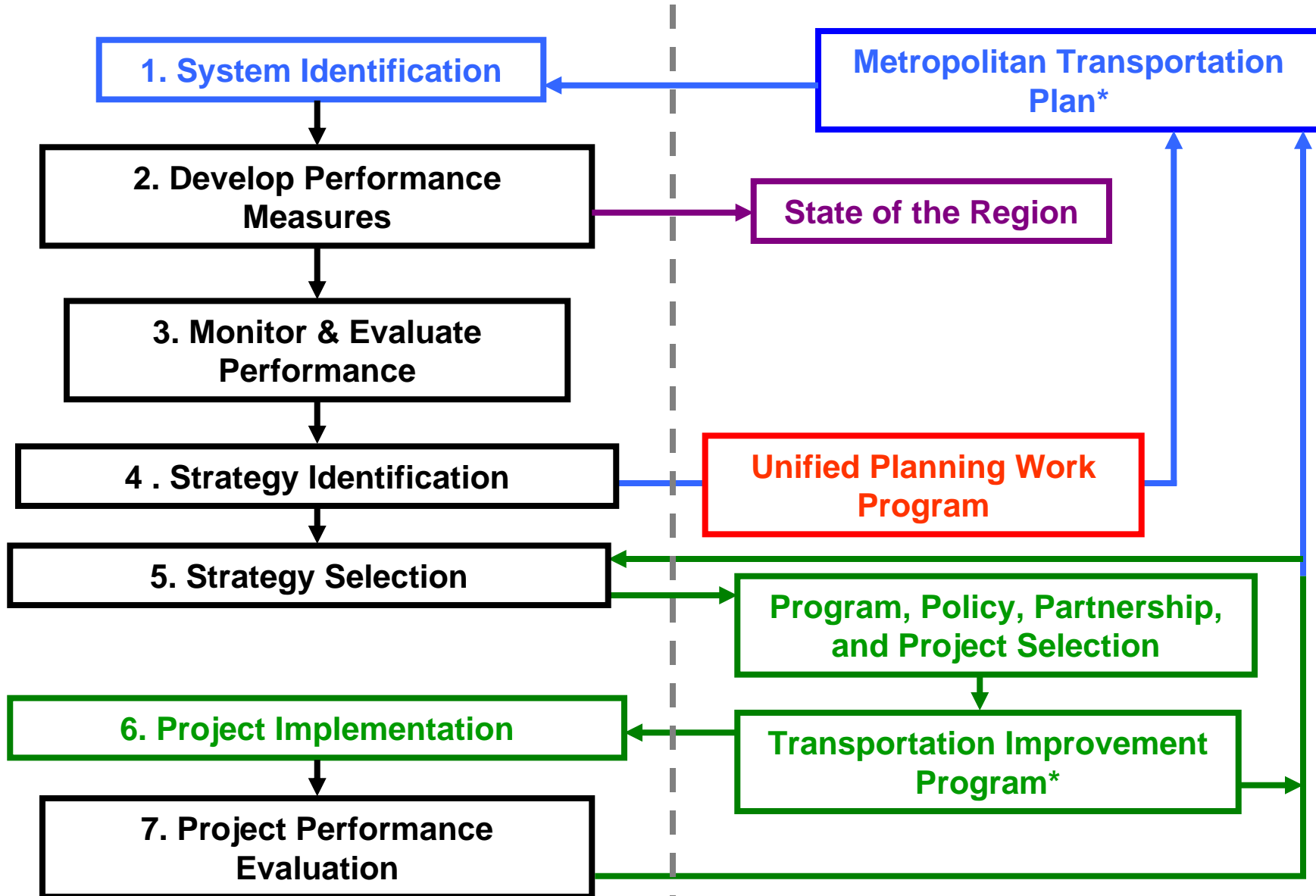
* Existing lanes in corridor remain free. Toll charged on new capacity only and will include HOV incentives.



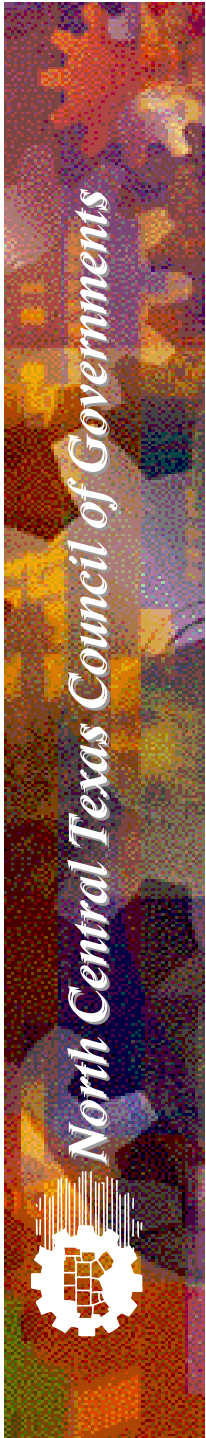
CONGESTION MANAGEMENT PROCESS AND PRODUCTS

PROCESS

PRODUCTS



* Conforming Plan and TIP



REGIONAL TRANSPORTATION COUNCIL TOLL POLICIES

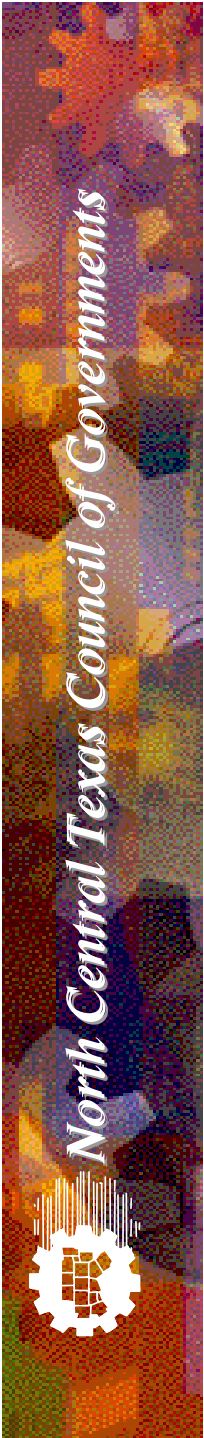
1. Policy on Excess Toll Revenue Sharing
2. Policy on Excess Toll Revenue Sharing for Managed Lanes
3. Business Terms for Toll Roads on State Highways
4. Managed Lane Policies
5. Regional Transportation Council Position Regarding Local Government and Transportation Provider Input
6. Regional Transportation Council Request of the North Texas Tollway Authority, Including an Integrated Toll System Comprehensive Approach for North Texas
7. Evaluation Criteria and Weighting for Comprehensive Development Agreement Proposals
8. Regional Transportation Council Resolution Requesting the North Texas Tollway Authority to Compete for Toll Collection Services on TxDOT-Related Toll Roads and Managed Lanes in North Central Texas

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 Approved – September 9, 2004
RTC Modified – April 13, 2006
RTC Modified – September 14, 2006

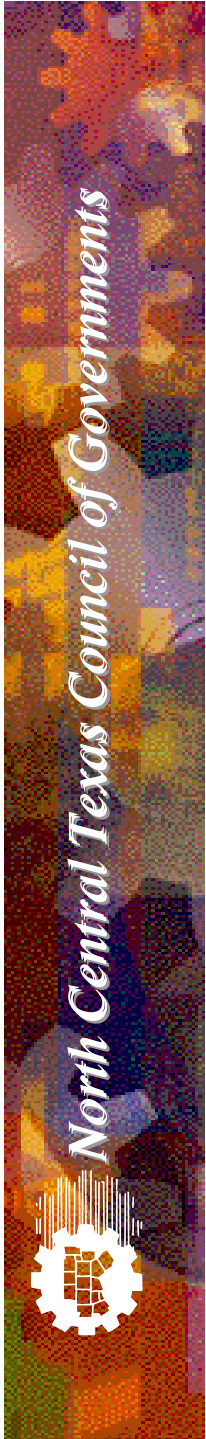


BUSINESS TERMS FOR TxDOT-SPONSORED TOLL ROADS ON STATE HIGHWAYS¹

5. Toll rates will be adjusted sooner and later in time using the “all items” Consumer Price Index and “average household income.” For Consumer Price Index values of 3 percent and under, the Index will be used and calculated applying annual compounded rates. For values over 3 percent, the “average household income” growth rate will be used. Toll rates will be adjusted every two years. If the Consumer Price Index or the “average household income” growth rates are negative for a two-year period, the growth rate will be set at zero and no adjustments to toll rates will be permitted.
6. Widening of S.H. 121 and S.H. 161 will need to meet the adopted Mobility Plan lane specifications and the managed lane policies.
7. Excess revenue will be paid 75 percent up front and 25 percent over time.

RTC POLICY ON EXCESS REVENUE: Example (Millions)

Project	Concession Value	Denton County	Collin County	Dallas County	Tarrant County
S.H. 121 Denton	\$1,500				
60% Bonding Capacity		\$900	-	-	-
40% Excess Revenue		\$72 (12%)	\$168 (28%)	\$330 (55%)	\$30 (5%)
Cost of S.H. 121 Improvements		-\$30			
S.H. 121 Collin	\$1,000				
60% Bonding Capacity		-	\$600	-	-
40% Excess Revenue		\$72 (18%)	\$120 (30%)	\$192 (48%)	\$16 (4%)
Cost of S.H. 121 Improvements			-\$375		
S.H. 161 Dallas	\$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

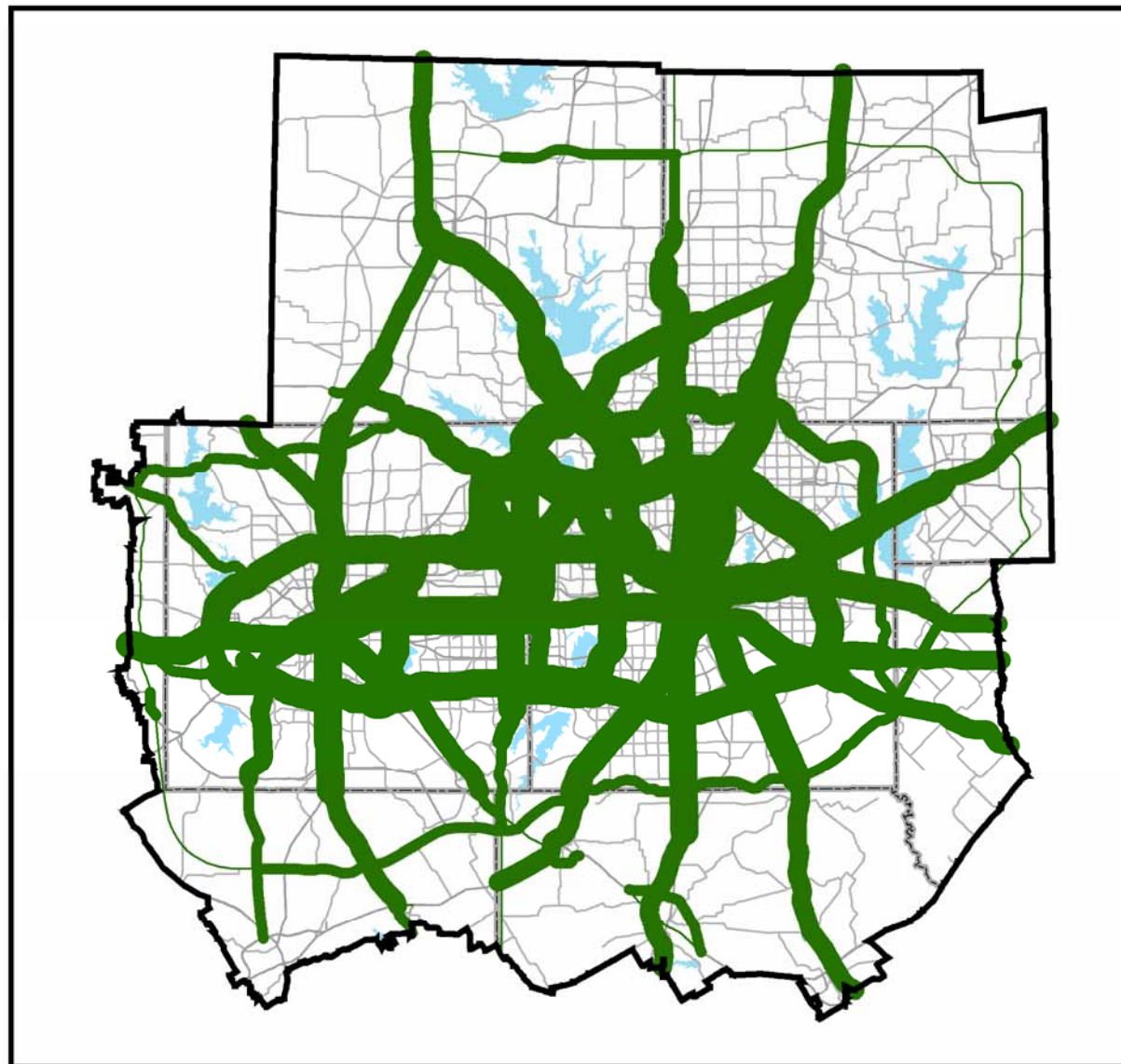
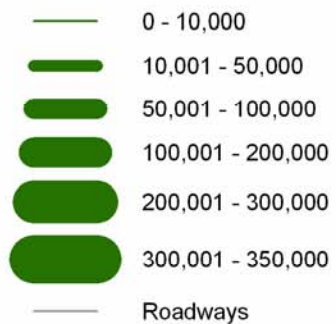


Transportation System Needs

Mobility 2030

2030 Average Daily Volume

Legend

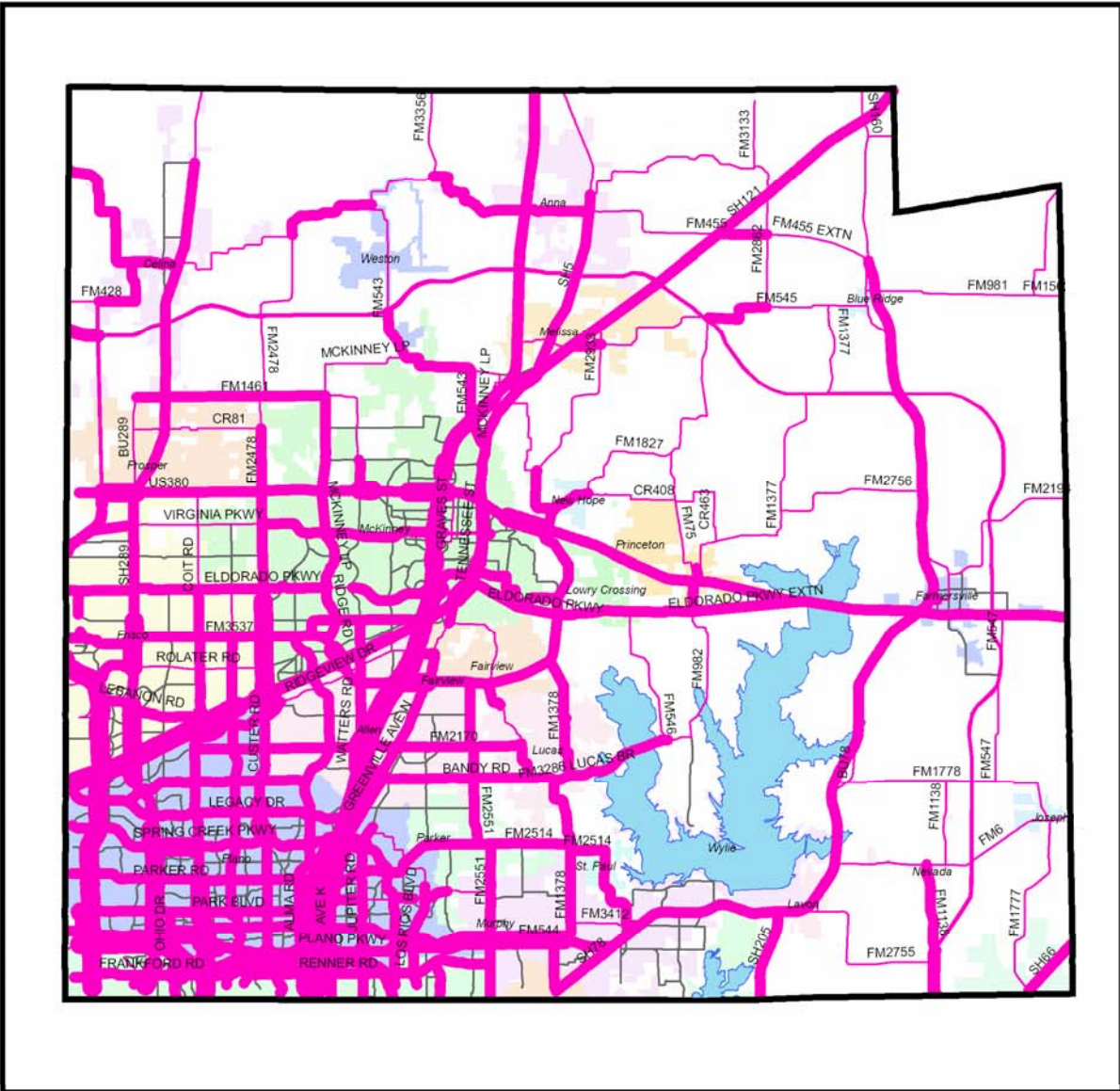
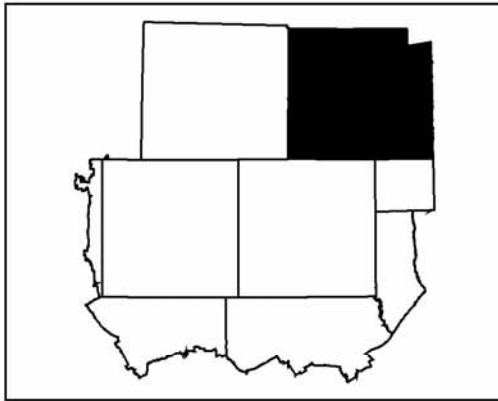


North Central Texas
Council of Governments
Transportation

Updated 2/15/07

Collin County

2030 Daily Traffic Volume
on Major Roadways



North Central Texas
Council of Governments
Transportation

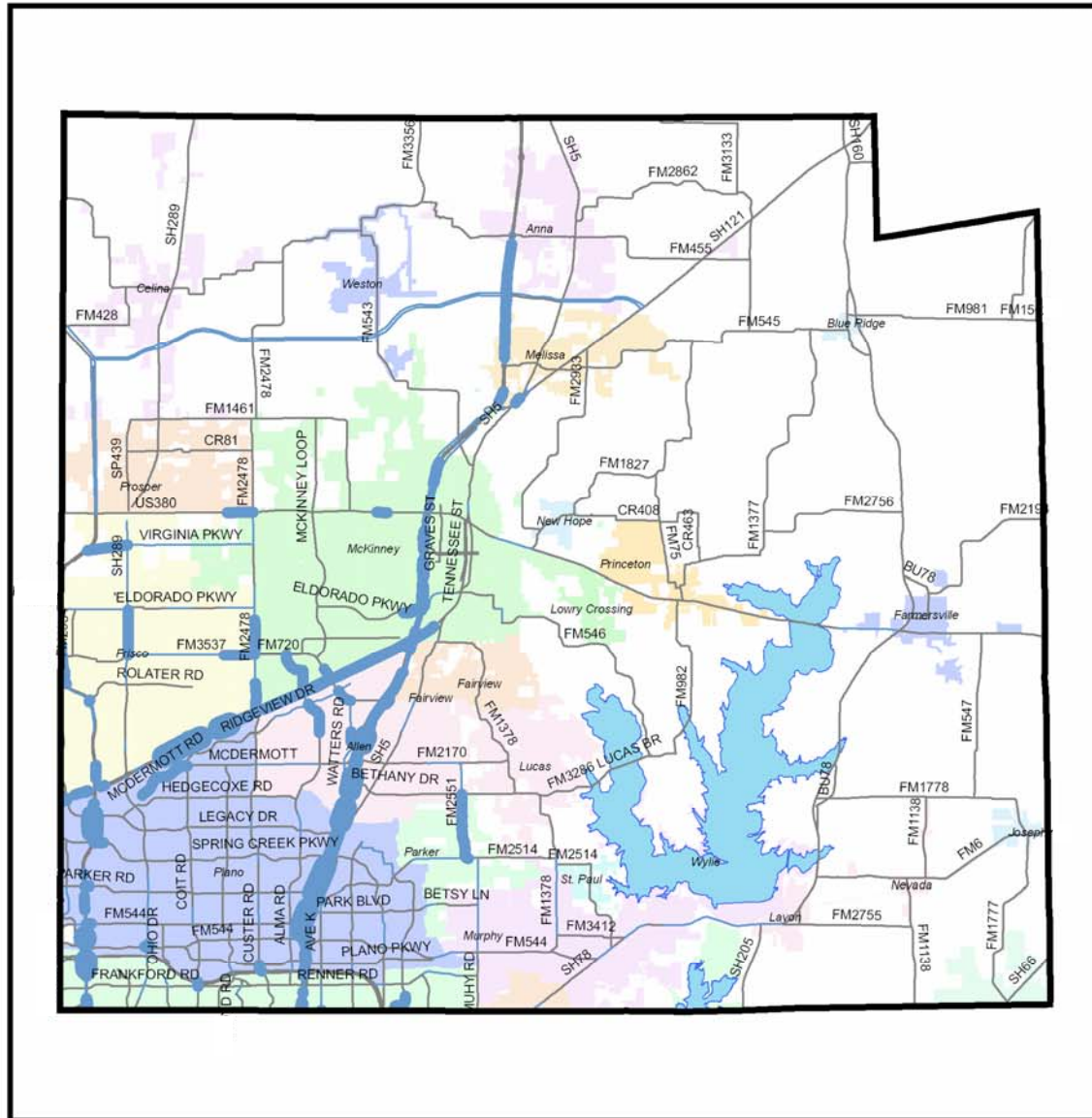
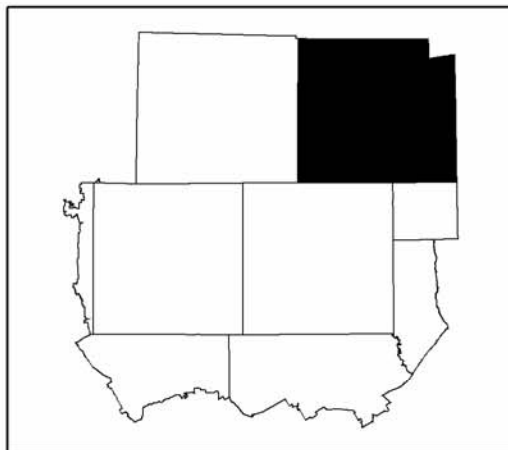
Updated 2/15/2007

Collin County

2015 Unmet Peak Hour Demand

Legend: Vehicles Per Hour

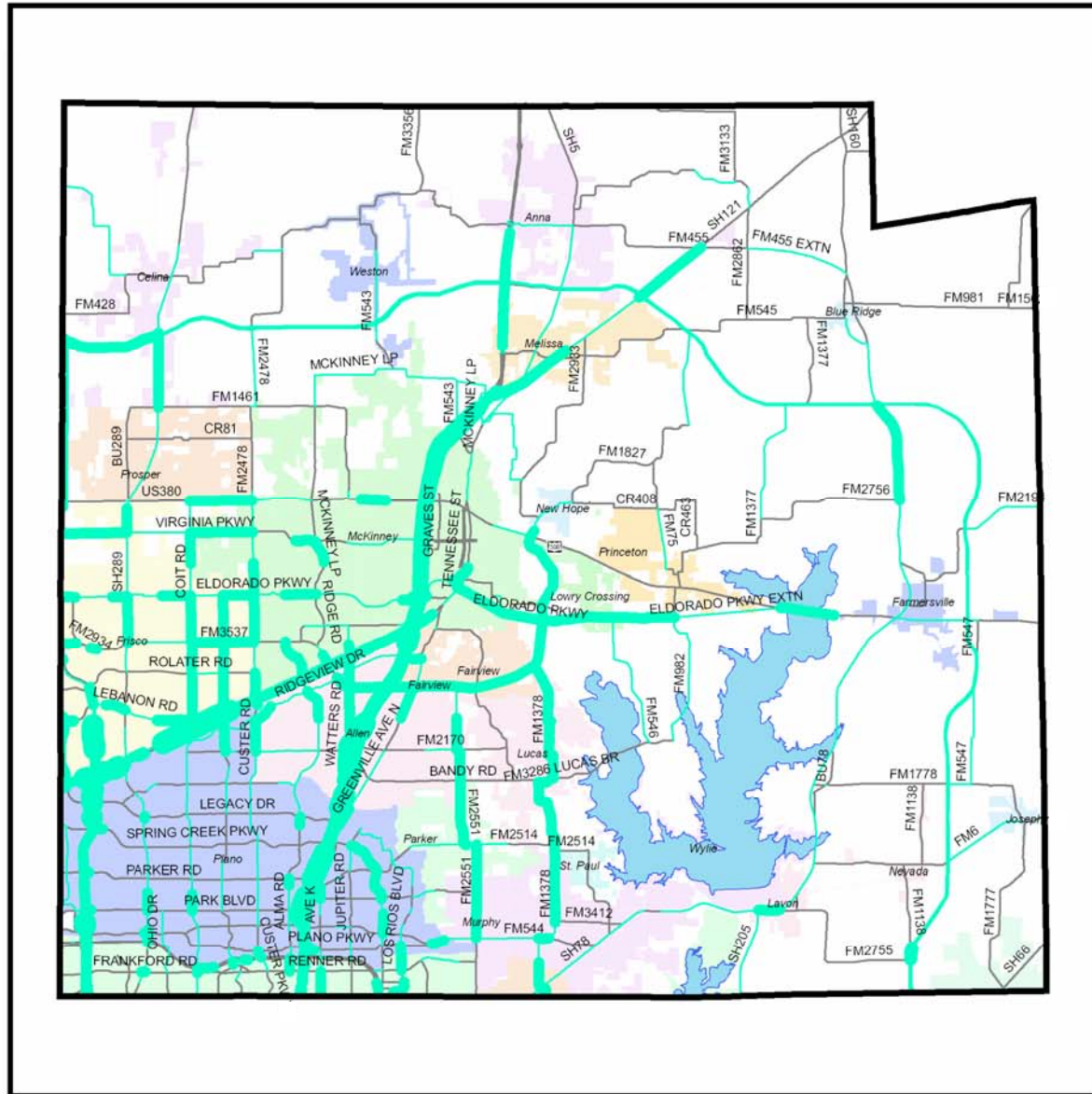
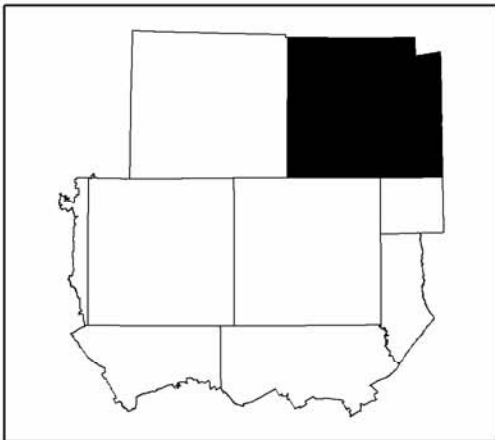
- Demand Met
- 1 - 1,000
- 1,001 - 5,000
- 5,001 - 10,000
- 10,001 - 15,000



Collin County 2030 Unmet Peak Hour Demand

Legend: Vehicles Per Hour

- Demand Met
- 1 - 1,000
- 1,001 - 5,000
- 5,001 - 10,000
- 10,001 - 15,000



Update 02/15/07

<http://www.nctcog.org/trans/tip/partner.asp>

MILESTONES

February 2007

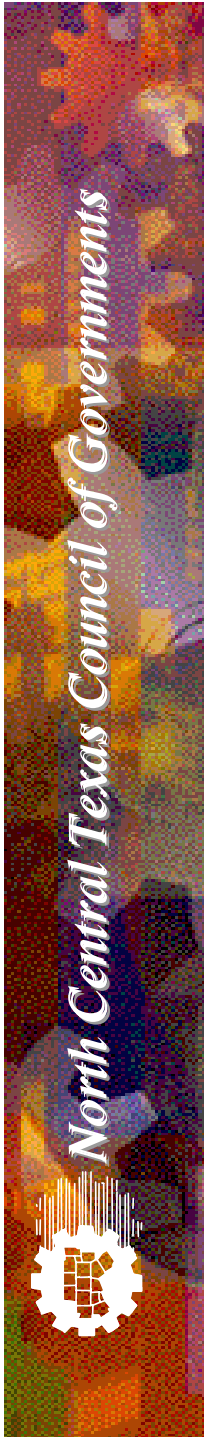
Initial Coordination Meetings

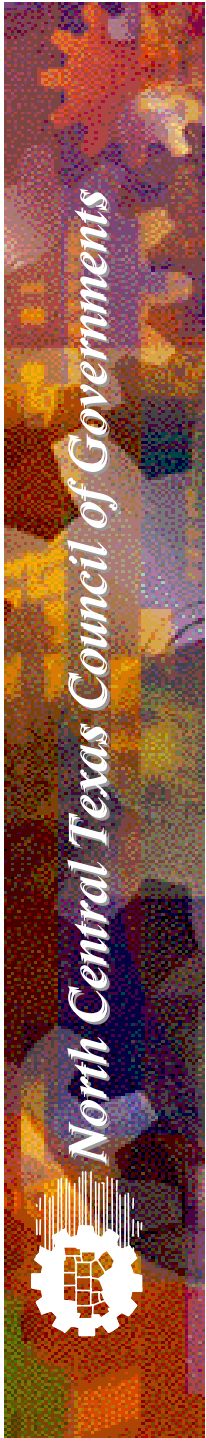
March 2007

**Receipt of Detailed
Procedures and Schedule**

April 2007

Project Submittal Workshops





QUESTIONS/COMMENTS?

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<http://www.nctcog.org/trans/tip/partner.asp>