

CDA Workshop

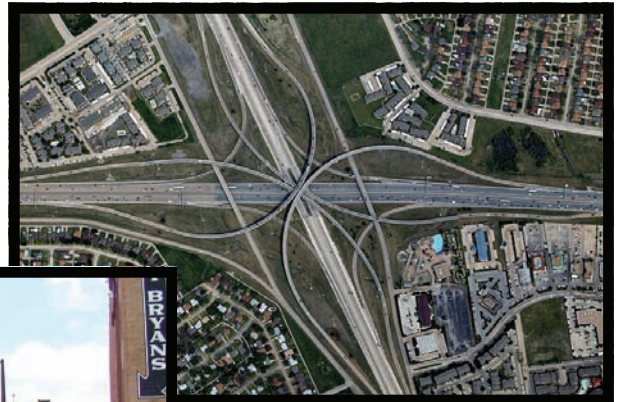
Materials and Handouts

Monday, May 7, 2007

Wednesday, May 9, 2007

Tuesday, May 15, 2007

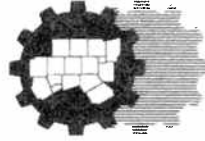
Wednesday, May 16, 2007



Presented by:
North Central Texas Council of Governments
and
Texas Department of Transportation

Table of Contents

CDA Announcement Letter.....	1
Distribution of CDA Proceeds by County.....	12
Distribution of Toll Transactions by County.....	13
CDA Funding Initiative Timeline.....	14
Map of Priced Facilities.....	15
Map of SH 121 Facility.....	16
Map of MPA and Nonattainment Area Boundaries	17
Map of CDA Eligible Counties.....	18
CDA Project Eligibility	19
Roadway Eligibility Based on Functional Class	21
Project Development Process.....	22
Project Implementation	23
TxDOT Website for Local Governments	25
Mobility 2030 Policies.....	26
Regional ITS Architecture.....	39
Construction Cost Ranges.....	40
Estimating Engineering and Administrative Costs.....	41
Eligible Project Costs.....	42
Utility Cost Responsibilities.....	43
Local Transportation Project Advance Funding Agreement.....	45
Contractual Agreement for Right Of Way Procurement.....	51
TxDOT Environmental Process for On and Off System Projects.....	56
Typical Categorical Exclusions Outline.....	58
Typical Environmental Assessment Outline.....	59
QA/QC Report for TxDOT Dallas Environmental Documents.....	60
Schedule for Project Development.....	63
Plan Review Timeline.....	64
2007-2008 TIP Modification Deadlines.....	65
Transportation Improvement Program Modification Policy.....	67
STIP Revision Guidelines.....	71
Pass-Through Financing.....	72
Contact Information.....	74



North Central Texas Council Of Governments

TO: Honorable Mayors and County Judges
County Commissioners
City Managers and County Administrators
Transportation Agency Officials
Transit Operators

DATE: April 30, 2007

FROM: Michael Morris, P.E.
Director of Transportation

SUBJECT: 2007 RTC Comprehensive Development Agreement (CDA) Funding Initiative

With current State legislation allowing the use of Comprehensive Development Agreements (CDAs) for implementation of transportation facilities, new funding is being brought to the region through initial funding commitments by the private sector or the North Texas Tollway Authority. In an effort to advance projects, the Regional Transportation Council (RTC), serving as the transportation policy board of the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, is initiating a funding initiative to select projects using proceeds from the S.H.121 toll project.

A portion of these funds will be set aside for future Sustainable Development and Safety funding programs. The balance of funds will be available through this funding initiative to program air quality, transit, highway, and arterial projects. Project selection decisions will be based on the following priorities and emphasis areas:

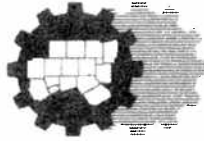
Priorities:

- Program Cost Overruns on Current Commitments
- Consider Projects Impacted by Federal Rescissions
- Set Aside Funding for Specific Initiatives (Sustainable Development, Safety)
- Program New Projects in Remaining Types (Air Quality, Transit, Highway, Arterial)

Emphasis Areas:

- Consideration of Local Government Desires and Evaluation of Purpose and Need for Each Project
- Partnerships that Leverage Available Funds
- Need for Project
- Interjurisdictional Projects
- Constructing a Transportation System (vs. Stand-Alone Projects)
- Implement Strategies Identified in Congestion Management Process (CMP)
- Projects that Involve Multiple Transportation Modes
- Consistency with the Metropolitan Transportation Plan and Air Quality Conformity
- Regional Significance of Facility

All projects submitted through this program must have a public agency sponsor. An individual from each agency is strongly encouraged to attend the CDA workshops being held in the next



North Central Texas Council Of Governments

Page 2

April 30, 2007

few weeks. See Attachment 1 for details regarding CDA workshop topics, dates, and locations. Projects selected under this program will be monitored for timely implementation in accordance with the RTC Milestones Policy.

Please review the enclosed attachment for a general outline of requested proposal content for the CDA Funding Initiative (Attachment 2). To be considered under the CDA Funding Initiative, please complete the electronic application form available at <http://www.nctcog.org/trans/tip/cda>. The completed application form and other required documents must be uploaded to the website above and two paper copies of a completed and signed application are due to North Central Texas Council of Governments offices by **5:00 p.m., June 29, 2007**. Incomplete applications or those not received by the deadline will not be accepted. All paper copies should be sent to Christie Jestis, Principal Transportation Planner, NCTCOG, P.O. Box 5888, Arlington, Texas 76005-5888.

In accordance with the Call for Projects Procedures established in the RTC Bylaws, NCTCOG must have the submitted application "in hand" at the NCTCOG offices by the application deadline. Applications that are postmarked by the deadline do not constitute an on-time application. In addition, supplemental information will not be accepted after the application deadline. Applicants are encouraged to submit their applications far enough in advance of the submission deadline to allow NCTCOG staff to review applications for completeness. If desired, agencies can submit the enclosed "Intent to Submit" response card to NCTCOG, which entitles the agency to receive a reminder notice approximately two weeks before the deadline.

For more information on the CDA Funding Initiative, please contact Christie Jestis, Principal Transportation Planner, at (817) 608-2338 or cjestis@nctcog.org.


Michael Morris, P.E.

Enclosures

WE:jh

cc: Regional Transportation Council Representatives
Surface Transportation Technical Committee Representatives
CDA Task Force Meeting Attendees
2006-2007 UPWP Element 3.01 Project File

CDA Workshops

The North Central Texas Council of Governments and the Texas Department of Transportation invite you to a transportation funding workshop. If your agency plans to submit projects through the 2007 RTC CDA Funding Initiative, we strongly encourage you to attend.

This workshop will include an overview of:

- CDA's,
- Funding available by County
- Funding eligibility,
- Application procedures,
- Project selection,
- Preparing cost estimates,
- Contracting with TxDOT,
- Environmental review process,
- Accurate project scheduling,
- Project modification procedures, and
- Question and answer session.

It is highly recommended that project managers and others directly working on projects attend this workshop. Please mark your calendars for one of the following dates.

Monday, May 7, 2007 :

North Central Texas Council of Governments
Transportation Council Room
616 Six Flags Drive, Suite 200
Centerpoint Two
Arlington, TX 76011
RSVP date: 05/04/07

Wednesday, May 9, 2007 :

Parr Library
6200 Windhaven Pkwy
Plano, TX 75093
RSVP date: 05/02/07

Tuesday, May 15, 2007 :

Denton North Branch Library
3020 North Locust Street
Denton, TX 76209
RSVP date: 05/08/07

Wednesday, May 16, 2007:

Richardson Civic Center
Grand Hall
411 West Arapaho Road
Suite 102
Richardson, TX 75080
RSVP date: 05/09/07

All workshops will cover the same information, so it is only necessary to attend one.

The workshops are scheduled from 9:00 a.m. to 5:00 p.m. with a break for lunch.

Please RSVP to Jill Hall at jhall@nctcog.org or 817-695-9207 one week prior to the workshop you plan to attend.

ROADWAY PROPOSAL CONTENT

Project Status – Existing project with cost-overflow or new project

Date of Construction and/or Last Major Reconstruction for Existing Projects – Provide year

Project Location – Project/facility name and project limits (from/to)

Photograph of Proposed Project or Project Area – Upload to website

Map of Project – Upload to website and provide paper copy

GIS Shapefile – Upload to website

Project Description – Include detailed description of improvements to be made (i.e., widen Street P from point A to point B, 2 to 4 lanes, divided/undivided roadway, urban/rural)

Project Type – Addition of lanes, new roadway, HOV

Highway Type – Freeway, tollway, managed/HOV, arterial

Project Length (in miles)

On-System/Off-System – Indicate if project is on or off the state highway system

Project Justification – Describe the purpose and need of the project, including any relevant information that will assist in the evaluation of this project.

Multimodal Elements – Describe any multimodal elements of the project

Project Phases to be Funded – Indicate the phases for which funds are being requested (engineering, environmental, utilities, right-of-way, and/or construction). Please note that work initiated before final State/federal approval of the project funding and agreement is received must be paid with 100 percent local/private funds (and may not be counted toward local match commitment).

Estimated Let/Start Date – For each phase (month & year)

Estimated Completion Date – For each phase (month & year)

Cost Estimate – Provide an estimated cost (in 2007 dollars) that details the roadway and non-roadway items included in the project cost. The cost should take into account and delineate each of the phases for which funding is requested. It should also include Engineering and Contingency (E&C) charges, which is a fee that TxDOT charges to cover engineering, contingencies, project inspection, etc. This fee is a percentage of the total project cost, and the rate schedule is as follows:

\$0 to \$1 million total cost – 16%

\$1 million to \$5 million – 11.5%

\$5 million to \$25 million – 11%

Over \$25 million – 7.5%

Please note that landscaping and amenities that cost more than one (1) percent of the total construction cost will be 100 percent locally funded, unless otherwise noted.

Date of Cost Estimate (month and year)

Local Match – Document who is paying the local match, the amount, and when funds will be available (i.e. FY 2008, 2009, 2010)

Describe Other Financial Leveraging – Identify any contributions from other entities

Project Contact – Include name of project contact, their contact information, and the name of the office or department serving as the primary contact

CDA Workshop Certification – Include printed name and signature of individual that attended the NCTCOG CDA Workshop for this agency/project

TRANSIT PROPOSAL CONTENT

Project Status – Existing project with cost-overrun or new project

Institution Serving as Transit Agency

Project Location – Include city name, rail line name and/or roadway name and project limits (from/to)

Photograph of Proposed Project or Project Area – Upload to website

Map of Project – Upload to website and provide paper copy

GIS Shapefile – Upload to website

Project Type – Bus transit, rail transit, etc.

Project Description – Include detailed description of improvements to be made

Project Length (in miles)

Project Justification – Describe the purpose and need of the project, including any other relevant information that will assist in the evaluation of this project.

Multimodal Elements – Describe any multimodal elements of the project

Project Phases to be Funded – Indicate the phases for which funds are being requested (engineering, environmental, right-of-way and/or construction). Please note that work initiated before final State/federal approval of the project funding and agreement is received must be paid with 100 percent local/private funds (and cannot be counted toward local match commitment).

Estimated Let/Start Date – For each phase (month & year)

Estimated Completion Date – For each phase (month & year)

Cost Estimate – Provide an itemized cost estimate (in 2007 dollars). The cost should take into account and delineate each of the phases for which funding is requested. If TxDOT is facilitating the project, the estimate should also include Engineering and Contingency (E&C) charges, which is a fee that TxDOT charges to cover engineering, contingencies, project inspection, etc. This fee is a percentage of the total project cost, and the rate schedule is as follows:

\$0 to \$1 million total cost – 16%

\$1 million to \$5 million – 11.5%

\$5 million to \$25 million – 11%

Over \$25 million – 7.5%

Please note that landscaping and amenities that cost more than one (1) percent of the total construction cost will be 100 percent locally funded, unless otherwise noted.

Date of Cost Estimate (month and year)

Local Match – Document who is paying the local match, the amount, and when funds will be available (i.e. FY 2008, 2009, 2010)

Describe Other Financial Leveraging – Identify any contributions from other entities

Project Contact – Include name of project contact, their contact information, and the name of the office or department serving as the primary contact

CDA Workshop Certification – Include printed name and signature of individual that attended the NCTCOG CDA Workshop for this agency/project

INTERSECTION IMPROVEMENTS PROPOSAL CONTENT

Project Status – Existing project with cost-overrun or new project

Project Location – Include city name and project limits if multiple locations (from/to) or two major cross-streets if single location

Number of Locations to be Improved

List of Individual Locations – Upload to website

Photograph of Proposed Project or Project Area – Upload to website

Map of Project – Upload to website and provide paper copy

GIS Shapefile – Upload to website

Project Description – Include detailed description of improvements to be made (i.e., add left and right turn lanes on Street A at Street B, add grade separation on Street X at Street Y)

Project Type – Grade separation, intersection improvement, etc.

Project Length (in miles)

Project Justification – Describe the purpose and need of the project, including any relevant information that will assist in the evaluation of this project.

Multimodal Elements – Describe any multimodal elements of the project

Project Phases to be Funded – Indicate the phases for which funds are being requested (engineering, right-of-way, and/or construction). Please note that work initiated before final State/federal approval of the project funding and agreement is received must be paid with 100 percent local/private funds (and may not be counted toward local match commitment).

Estimated Let/Start Date – For each phase (month & year)

Estimated Completion Date – For each phase (month & year)

Cost Estimate – Provide an itemized cost estimate (in 2007 dollars). The cost should take into account and delineate each of the phases for which funding is requested. It should also include Engineering and Contingency (E&C) charges, which is a fee that TxDOT charges to cover engineering, contingencies, project inspection, etc. This fee is a percentage of the total project cost, and the rate schedule is as follows:

\$0 to \$1 million total cost – 16%

\$1 million to \$5 million – 11.5%

\$5 million to \$25 million – 11%

Over \$25 million – 7.5%

Please note that landscaping and amenities that cost more than one (1) percent of the total construction cost will be 100 percent locally funded, unless otherwise noted.

Date of Cost Estimate (month and year)

Local Match – Document who is paying the local match, the amount, and when funds will be available (i.e. FY 2008, 2009, 2010)

Describe Other Financial Leveraging – Identifying contributions from other entities

Project Contact – Include name of project contact, their contact information, and the name of the office or department serving as the primary contact

CDA Workshop Certification – Include printed name and signature of individual that attended the NCTCOG CDA Workshop for this agency/project

TRAFFIC SIGNAL IMPROVEMENTS PROPOSAL CONTENT

Project Status – Existing project with cost-overrun or new project

Project Location/Corridor – Include city name and street name with cross street or project limits (from/to)

Photograph of Proposed Project or Project Area – Upload to website

Map of Project – Upload to website and provide paper copy

GIS Shapefile – Upload to website

MAPSCO Page Number – Indicate the MAPSCO page number(s) for the signal locations

Project Description – Include detailed description of improvements to be made (i.e. retiming, equipment upgrade, hardware/software)

Number of Locations – How many locations will be improved through the project?

Individual Locations – Provide itemized list of individual locations to be improved along that corridor. Include street name and cross street (i.e., Beltline at Josey), the requested improvement at each location, and indicate any individual locations thought to be on the State Highway System.

Project Length (in miles)

Project Justification – Describe the purpose and need of the project, including any other relevant information that will assist in the evaluation of this project.

Multimodal Elements – Describe any multimodal elements of the project

Date of Last Signal Retiming – When was the last time this signal was retimed? (month & year)

Traffic Count – Provide a 24-hour traffic count for each individual location, and indicate the date (month & year) that the count was taken.

Project Phases to be Funded – Indicate the phases for which funds are being requested (engineering and/or construction). Please note that work initiated before final State/federal approval of the project funding and agreement is received must be paid with 100 percent local/private funds (and may not be counted toward local match commitment).

Estimated Let/Start Date – For each phase (month & year)

Estimated Completion Date – For each phase (month & year)

Cost Estimate – Provide an itemized cost estimate (in 2007 dollars). The cost should take into account and delineate each of the phases for which funding is requested. If TxDOT is facilitating the project, the estimate should also include Engineering and Contingency (E&C) charges, which is a fee that TxDOT charges to cover engineering, contingencies, project inspection, etc. This fee is a percentage of the total project cost, and the rate schedule is as follows:

\$0 to \$1 million total cost – 16%

\$1 million to \$5 million – 11.5%

\$5 million to \$25 million – 11%

Over \$25 million – 7.5%

Please note that landscaping and amenities that cost more than one (1) percent of the total construction cost will be 100 percent locally funded, unless otherwise noted.

Date of Cost Estimate (month and year)

Local Match – Document who is paying the local match, the amount, and when funds will be available (i.e. FY 2008, 2009, 2010)

Describe Other Financial Leveraging – Identify any contributions from other entities

Project Contact – Include name of project contact, their contact information, and the name of the office or department serving as the primary contact

CDA Workshop Certification – Include printed name and signature of individual that attended the NCTCOG CDA Workshop for this agency/project

BICYCLE/PEDESTRIAN IMPROVEMENTS PROPOSAL CONTENT

Project Status – Existing project with cost-overflow or new project

Name of Facility

Facility Location – Include city name and project limits (from/to)

Photograph of Proposed Project or Project Area – Upload to website

Map of Project – Upload to website and provide paper copy

GIS Shapefile – Upload to website

MAPSCO Page Number – Indicate the MAPSCO page number(s) in which the project is located

Project Description – Include detailed description of improvements to be made (i.e., construction of a new trail, sidewalks, bicyclist/pedestrian amenities, lighting, landscaping)

Facility Type – Indicate if facility is on-street, off-street, or sidewalk

Project Length (in miles)

Project Justification – Describe the purpose and need of the project, including any relevant information that will assist in the evaluation of this project.

Multimodal Elements – Describe any multimodal elements of the project

Describe the nearby land uses and expected users of the facility

Estimated number of users – Indicate number and describe methodology used in estimation

Right-of-Way Availability – Is right-of-way already in hand? If not, will it be purchased or donated? Has purchase or donation process been initiated?

Project Phases to be Funded – Indicate the phases for which funds are being requested (engineering, right-of-way, and/or construction). Please note that work initiated before final State/federal approval of the project funding and agreement is received must be paid with 100 percent local/private funds (and may not be counted toward local match commitment).

Estimated Let/Start Date – For each phase (month & year)

Estimated Completion Date – For each phase (month & year)

Cost Estimate – Provide an itemized cost estimate (in 2007 dollars). The cost should take into account and delineate each of the phases for which funding is requested. If TxDOT is facilitating the project, the estimate should also include Engineering and Contingency (E&C) charges, which is a fee that TxDOT charges to cover engineering, contingencies, project inspection, etc. This fee is a percentage of the total project cost, and the rate schedule is as follows:

\$0 to \$1 million total cost – 16%

\$1 million to \$5 million – 11.5%

\$5 million to \$25 million – 11%

Over \$25 million – 7.5%

Please note that landscaping and amenities that cost more than one (1) percent of the total construction cost will be 100 percent locally funded, unless otherwise noted.

Date of Cost Estimate (month and year)

Local Match – Document who is paying the local match, the amount, and when funds will be available (i.e. FY 2008, 2009, 2010)

Describe Other Financial Leveraging – Identify any contributions from other entities

Project Contact – Include name of project contact, their contact information, and the name of the office or department serving as the primary contact

CDA Workshop Certification – Include printed name and signature of individual that attended the NCTCOG CDA Workshop for this agency/project

PARK-AND-RIDE PROPOSAL CONTENT

Project Status – Existing project with cost-overflow or new project

Project Location – Include city name and closest major intersection (i.e., I.H. 30 at Ballpark Way)

Photograph of Proposed Project or Project Area – Upload to website

Map of Project – Upload to website and provide paper copy

GIS Shapefile – Upload to website

MAPSCO Page Number – Indicate the MAPSCO page number(s) for the project location

Project Description – Include detailed description of improvements to be made (i.e., construction of spaces, access and egress, passenger shelters, lighting, and landscaping)

Number of Spaces – How many parking spaces will be created through the project?

Project Justification – Describe the purpose and need of the project, including any relevant information that will assist in the evaluation of this project.

Multimodal Elements – Describe any multimodal elements of the project

Project Phases to be Funded – Indicate the phases for which funds are being requested (engineering, right-of-way, and/or construction). Please note that work initiated before final State/federal approval of the project funding and agreement is received must be paid with 100 percent local/private funds (and may not be counted toward local match commitment).

Estimated Let/Start Date – For each phase (month & year)

Estimated Completion Date – For each phase (month & year)

Cost Estimate – Provide an itemized cost estimate (in 2007 dollars). The cost should take into account and delineate each of the phases for which funding is requested. If TxDOT is facilitating the project, the estimate should also include Engineering and Contingency (E&C) charges, which is a fee that TxDOT charges to cover engineering, contingencies, project inspection, etc. This fee is a percentage of the total project cost, and the rate schedule is as follows:

\$0 to \$1 million total cost – 16%

\$1 million to \$5 million – 11.5%

\$5 million to \$25 million – 11%

Over \$25 million – 7.5%

Please note that landscaping and amenities that cost more than one (1) percent of the total construction cost will be 100 percent locally funded, unless otherwise noted.

Date of Cost Estimate (month and year)

Local Match – Document who is paying the local match, the amount, and when funds will be available (i.e. FY 2008, 2009, 2010)

Describe Other Financial Leveraging – Identify any contributions from other entities

Project Contact – Include name of project contact, their contact information, and the name of the office or department serving as the primary contact

CDA Workshop Certification – include printed name and signature of individual that attended the NCTCOG CDA Workshop for this agency/project

INTELLIGENT TRANSPORTATION SYSTEM PROPOSAL CONTENT

Project Status – Existing project with cost-overrun or new project

Project Location – Include project limits (from/to) and/or individual locations to be improved

Number of Locations

List of Individual Locations – Upload to website

Photograph of Proposed Project or Project Area – Upload to website (if applicable)

Map of Project – Upload to website and provide paper copy

GIS Shapefile – Upload to website

Project Description – Include detailed description of improvements to be made (i.e. dynamic message signs, closed circuit television, lane control signals, courtesy patrol)

Project Length (in miles)

Project Justification – Describe the purpose and need of the project, including any relevant information that will assist in the evaluation of this project.

Multimodal Elements – Describe any multimodal elements of the project

Project Phases to be Funded – Indicate the phases for which funds are being requested (engineering and/or construction). Please note that work initiated before final State/federal approval of the project funding and contract is received must be paid with 100 percent local/private funds (and may not be counted toward local match commitment).

Estimated Let/Start Date – For each phase (month & year)

Estimated Completion Date – For each phase (month & year)

Cost Estimate – Provide an estimated cost (in 2007 dollars). The cost should take into account and delineate each of the phases for which funding is requested. It should also include Engineering and Contingency (E&C) charges, which is a fee that TxDOT charges to cover engineering, contingencies, project inspection, etc This fee is a percentage of the total project cost, and the rate schedule is as follows:

\$0 to \$1 million total cost – 16%

\$1 million to \$5 million – 11.5%

\$5 million to \$25 million – 11%

Over \$25 million – 7.5%

Please note that landscaping and amenities that cost more than one (1) percent of the total construction cost will be 100 percent locally funded, unless otherwise noted.

Date of Cost Estimate (month and year)

Local Match – Document who is paying the local match, the amount, and when funds will be available (i.e. FY 2008, 2009, 2010)

Describe Other Financial Leveraging – Identify any contributions from other entities

Project Contact – Include name of project contact, their contact information, and the name of the office or department serving as the primary contact

CDA Workshop Certification – Include printed name and signature of individual who attended the NCTCOG CDA Workshop for this agency/project

OTHER/REGIONAL/INNOVATIVE PROJECTS AND PROGRAMS PROPOSAL CONTENT

Project Status – Existing project with cost-overflow or new project

Project Location – Identify whether this project is a city, county, or regional project

Photograph of Proposed Project or Project Area – Upload to website (if applicable)

Map of Project – Upload to website and provide paper copy (if applicable)

GIS Shapefile – Upload to website (if applicable)

Project Description – Include detailed description of project/program. The description should explain the goals, objectives, and expected outcomes/products of the project. Is the proposal for a new program, or is it an enhancement of an existing program? If it is an enhancement, please specify the existing program, and how this program will be improved.

Project Justification – Describe the purpose and need of the project, including any relevant information that will assist in the evaluation of this project.

Multimodal Elements – Describe any multimodal elements of the project

Project Phases to be Funded – Indicate the phases for which funds are being requested (engineering, environmental, construction, implementation, staff time). Please note that work initiated before final State/federal approval of the project funding is received must be paid with 100 percent local/private funds (and may not be counted toward local match commitment).

Estimated Let/Start Date – For each phase (month & year)

Estimated Completion Date – For each phase (month & year)

Cost Estimate – Provide an itemized cost estimate (in 2007 dollars). The cost should take into account and delineate each of the phases and years for which funding is requested. It should also include Engineering and Contingency (E&C) charges, which is a fee that TxDOT charges to cover engineering, contingencies, project inspection, etc This fee is a percentage of the total project cost, and the rate schedule is as follows:

\$0 to \$1 million total cost – 16%

\$1 million to \$5 million – 11.5%

\$5 million to \$25 million – 11%

Over \$25 million – 7.5%

Please note that landscaping and amenities that cost more than one (1) percent of the total construction cost will be 100 percent locally funded, unless otherwise noted.

Date of Cost Estimate (month and year)

Local Match – Document who is paying the local match, the amount, and when funds will be available (i.e. FY 2008, 2009, 2010)

Describe Other Financial Leveraging – Identify any contributions from other entities

Project Contact – Include name of project contact, their contact information, and the name of the office or department serving as the primary contact

CDA Workshop Certification – Include printed name and signature of individual that attended the NCTCOG CDA Workshop for this agency/project

*** Please remember that Sustainable Development projects will be considered at a later date through a separate funding initiative.**

DRAFT

**S.H. 121 COLLIN/DENTON COUNTY CDA PROJECT
Distribution of CDA Proceeds by County
(\$ in Millions)**

Concession Fee¹

Up Front Concession Fee	\$2,100
Future Payments ²	700
Construction of S.H. 121	<u>560</u>
	3,360

Ratio of Bonding Capacity to Excess Revenue³

Bonding Capacity (77%)	\$2,587
Excess Revenue (23%) ²	<u>773</u>
	3,360

Bonding Capacity Share by County⁴

Collin County (37.5%)	\$970
Dallas County (9%)	233
Denton County (53.5%)	<u>1,384</u>
	2,587

Share of S.H. 121 CDA Proceeds by County

	Concession Value	Collin County	Dallas County	Denton County	Ellis County	Johnson County	Kaufman County	Parker County	Rockwall County	Tarrant County
77% Bonding Capacity	\$2,587	\$970	\$233	\$1,384						
23% Excess Revenue (over time)	773	308	313	101	4	1	3	1	9	33
Cost of S.H. 121 Improvements	-560	-560								
Subtotal	2,800	718	546	1,485	4	1	3	1	9	33
Financial Backstops ⁵			-200							-25
Total Remaining for Additional Projects⁶		\$718	\$346	\$1,485	\$4	\$1	\$3	\$1	\$9	\$8

Notes:

- 1 Represents concession fee minus operating costs, maintenance, rehabilitation, capacity expansion, and potential banded amounts.
- 2 Represents the net present value of future payments from the concessionaire. Actual dollar amounts will be higher in future years.
- 3 Ratio based on latest traffic and revenue study used by Texas Department of Transportation during S.H. 121 CDA procurement.
- 4 County shares based on the net present value of revenue generated in each county for the entire 50 years of the contract. Shares were validated against vehicles miles of travel in NCTCOG model (2015 network). Dallas/Denton County shares prorated based on vehicles miles of travel in NCTCOG model (2015 network).
- 5 Dallas County backstop is for I.H. 635 project. Tarrant County backstop is for the S.H. 121 Funnel project.
- 6 These funds will be used to honor commitments made in the S.H. 121 Memorandum of Understanding (MOU) and S.H. 161 MOU.

DRAFT

DISTRIBUTION OF TOLL TRANSACTIONS BY COUNTY
For Allocation of Excess Toll Revenue Associated with S.H. 121 CDA Project¹
(Based on January 2007 Data)

County	Cash Transactions	Toll Tag Transactions	TxTag Transactions ²	Total Transactions	Percent of Total
Collin County	\$1,050,035	\$4,461,287		\$5,511,321	39.81
Dallas County	1,038,516	4,573,077		5,611,593	40.54
Denton County	530,900	1,273,873		1,804,774	13.04
Ellis County	24,025	53,029		77,054	0.56
Johnson County	3,271	15,484		18,755	0.14
Kaufman County	13,459	40,612		54,071	0.39
Parker County	2,119	12,974		15,093	0.11
Rockwall County	28,151	129,417		157,568	1.14
Tarrant County	174,509	417,796		592,305	4.28
	\$2,864,985	\$10,977,549	\$0	\$13,842,534	100.00

Notes:

- 1 Percentages will be used to allocate excess toll revenue from the S.H. 121 CDA project in Denton/Collin Counties.
- 2 TxTag transaction data not yet available.

2007 CDA Funding Initiative
Project Selection Timeline

April 30, 2007	Announcement Letter Mailing
May 2007	CDA Workshops
June 29, 2007	Project Proposals Due to NCTCOG by 5:00 P.M.
June/July 2007	Review Project Proposals/Prepare Draft Recommendations
August 13-14, 2007	Public Meetings – Draft Recommendations
August 24, 2007	STTC Meeting (Information Item) – Draft Recommendations
September 13, 2007	RTC Meeting (Information Item) – Draft Recommendations
September 28, 2007	STTC Meeting (Action Item) – Final Recommendations & Add to TIP
October 11, 2007	RTC Meeting (Action Item) – Final Recommendations & Add to TIP

*Projects subject to Commission approval via minute order.

Priced Facilities

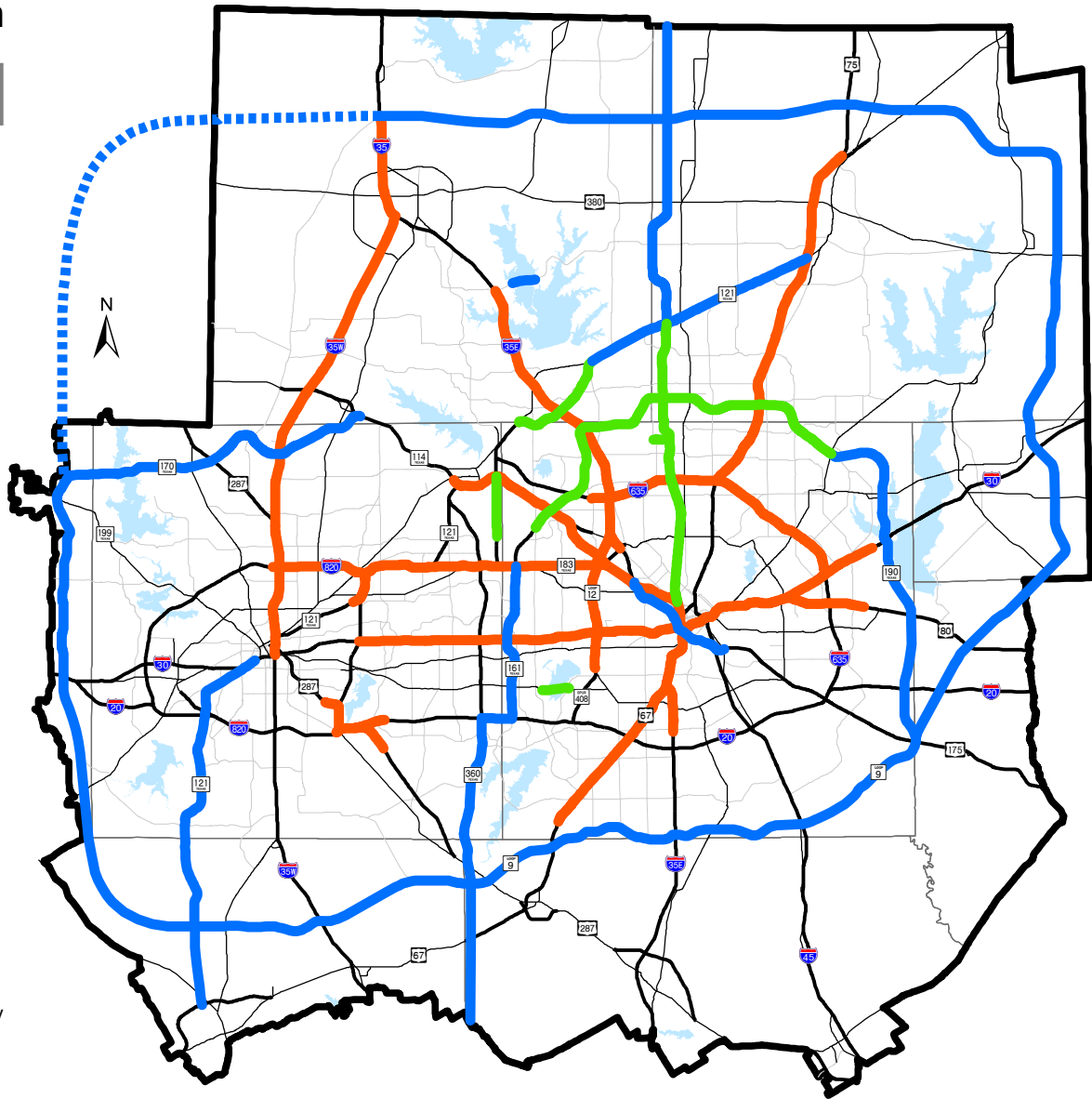
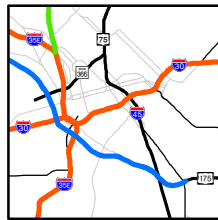
Legend

- Existing Toll Facilities
- Proposed Toll Facilities
- Proposed HOV/Managed 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.

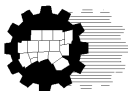
Additional and improved Freeway/Tollway interchanges and service roads should be considered on all Freeway/Tollway facilities in order to accommodate a balance between mobility and access needs.

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.





The Metropolitan Transportation Plan

Priced Facilities

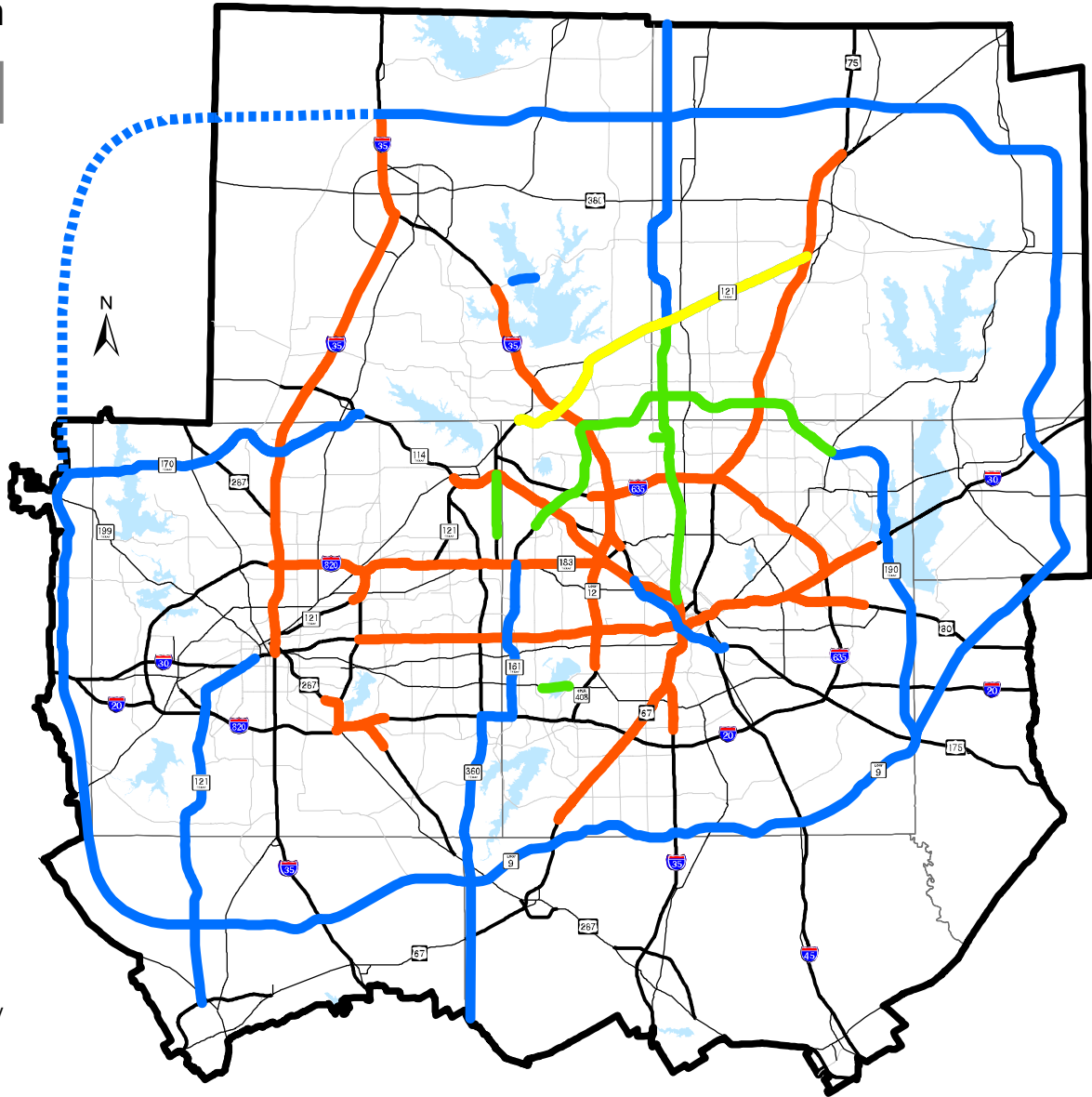
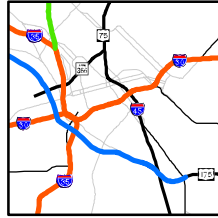
Legend

- SH 121 Project Limits
- Existing Toll Facilities
- Proposed Toll Facilities
- Proposed HOV/Managed 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.

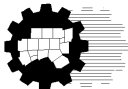
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North Central Texas
Council of Governments
Transportation

\$16.8 Billion of Innovative Funding Strategies

January 11, 2007

Dallas-Fort Worth Metropolitan Area Boundary & 8-Hour Nonattainment Area

Legend

-  MPA Boundary
-  Counties
-  8-Hour Nonattainment Area

