The Dallas-Fort Worth area has more than 7 million people living in the 16-county region, and continues to add approximately 1 million new residents per decade.
## ESTIMATED REGIONAL GROWTH

<table>
<thead>
<tr>
<th></th>
<th>2017</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>POPULATION</td>
<td>7,235,508</td>
<td>10,676,844</td>
</tr>
<tr>
<td>EMPLOYMENT</td>
<td>4,584,235</td>
<td>6,691,449</td>
</tr>
<tr>
<td>VEHICLE MILES OF TRAVEL</td>
<td>206,241,991</td>
<td>319,727,680</td>
</tr>
<tr>
<td>HOURLY CAPACITY (MILES)</td>
<td>44,122,996</td>
<td>52,476,266</td>
</tr>
<tr>
<td>VEHICLE HOURS SPENT IN DELAY</td>
<td>1,520,582</td>
<td>3,588,740</td>
</tr>
<tr>
<td>INCREASE IN TRAVEL TIME DUE TO CONGESTION</td>
<td>38.1%</td>
<td>58.2%</td>
</tr>
<tr>
<td>ANNUAL COST OF CONGESTION (BILLIONS)</td>
<td>$10.7</td>
<td>$25.3</td>
</tr>
</tbody>
</table>

Source: NCTCOG 2040 Demographic Forecast
Current transportation funding is not keeping pace with the need to maintain and provide capacity improvements for the growing population, increasing congestion throughout the region.
State fuel taxes have not increased since 1991.

Federal fuel taxes have not increased since 1993.

Increased construction costs

The gas tax has lost much of its purchasing power and cannot sufficiently fund our roadways.

More fuel-efficient vehicles
# LEVERAGE

<table>
<thead>
<tr>
<th></th>
<th>PUBLIC SECTOR FUNDING</th>
<th>PRIVATE SECTOR CONTRIBUTION</th>
<th>PRIVATE TO PUBLIC SECTOR RATIO</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOLL ROADS</td>
<td>$1.6 Billion</td>
<td>$16.5 Billion</td>
<td>10:1</td>
</tr>
<tr>
<td>TOLLED MANAGED LANES</td>
<td>$1.3 Billion</td>
<td>$5.9 Billion</td>
<td>4:1</td>
</tr>
<tr>
<td>TOTAL</td>
<td>$2.9 Billion</td>
<td>$22.5 Billion</td>
<td></td>
</tr>
</tbody>
</table>
EXPLORING ALTERNATIVES

TEXpress Lanes expedite projects

Create extra capacity

Provide reliable travel times

Pay for their maintenance over time

Provide an option to drive on rebuilt, non-tolled lanes
WHAT ARE TEXPRESS LANES?

TEXpress Lanes are unique toll lanes that are built within an existing highway. They add additional capacity to the highway to accommodate more traffic to relieve congestion.
HOW DO TEXPRESS LANES WORK?

Pricing on TEXPRESS Lanes is adjusted based upon the average speed and number of drivers on the TEXPRESS Lanes. Drivers are notified of the price they will pay on the toll pricing signs prior to entering any segment of the TEXPRESS Lanes.
### NTE TEXPRESS USAGE FACTS

<table>
<thead>
<tr>
<th>Use TEXPRESS as - Needed</th>
<th>Trips on TEXPRESS</th>
<th>Bill/Month</th>
</tr>
</thead>
<tbody>
<tr>
<td>98%</td>
<td>1 in 5</td>
<td>$5-15</td>
</tr>
</tbody>
</table>

- The average TollTag user chooses the TEXPRESS Lanes occasionally.
- The average TollTag user chooses the TEXPRESS Lanes for 1 in every 5 trips.
- Most drivers who choose the TEXPRESS Lanes have a bill between $5-$15 per month.
TEXpress Lanes add capacity alongside non-tolled lanes and use a pricing model with rates that fluctuate depending on traffic.

NTTA toll roads charge standard, non-fluctuating toll fees.
TEXpress Lanes can be found throughout the region.
Drivers can always choose to drive the existing non-tolled lanes or choose TEXpress Lanes.
TEXpress Lanes are designed for drivers who want a reliable and time-saving trip to reach many destinations.

Drivers can make the best choice for them based on their own needs each time they drive on a roadway with TEXpress Lanes.
6+ million different vehicles have used the LBJ & NTE TEXpress Lanes to date

7 million people live in Dallas-Fort Worth

TEXpress Lanes are for everyone

The most common carmakers seen on TEXpress Lanes are Toyota, Ford, and Honda

Only 15% of cars on TEXpress Lanes are luxury brands

5 in 14 users are new to TEXpress Lanes each month.

More than 10 in 14 users view TEXpress Lanes favorably

Source: LBJ TEXpress and NTE TEXpress Lanes
BENEFITS

REDUCES CONGESTION

ECONOMIC DEVELOPMENT

AIR QUALITY
TEXpress Lanes allow for expanded capacity without reducing efficiency.

- Average speed increased by 10 - 15% in the LBJ corridor.
- Congestion time on non-tolled lanes reduced by 60%.
REDUCES CONGESTION

- NTE corridor traffic totals increased 40% since construction ended, while congestion time on non-tolled lanes has been reduced.
ECONOMIC DEVELOPMENT

Improved transportation corridors bring:

- Economic development
- Increased property values
- Additional tax revenues
AIR QUALITY

Less stop-and-go traffic conditions help reduce emissions, helping improve air quality.
It’s all about drivers who want a more reliable commute.

TEXpress Lanes are a needed choice for North Texas residents.