

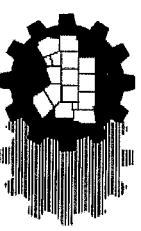
COMPREHENSIVE DEVELOPMENT AGREEMENTS:

End Ping-Pong Policy Development and Focus on the Customer

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North Central Texas Council of Governments

August 12, 2008



**North Central Texas
Council of Governments**

RECOMMENDATION

Permit Regional System Approach

Absent Consensus: State Rule

Please Consider:

Multiple toll agencies in the same region is not good

Partnership over Primacy

Primacy Assumes Toll agency, Region and State have similar outcomes

Build non-Toll Projects

Eliminate Stovepipes

Remember Goods Movement and Passenger Rail

IDENTIFIED FUNDING NEEDS DALLAS-FORT WORTH REGION (Updated based on Mobility 2030 Funding Levels)

Metropolitan Transportation System Components	Funded Needs (Billions/2006 \$)	Unfunded Needs (Billions/2006 \$)
Operation & Maintenance	\$18.7	
Congestion Mitigation Strategies	\$2.1	
Bicycle & Pedestrian Facilities and Transportation Enhancements	\$1.1	
Rail and Bus Transit System	\$11.0 ¹	
HOV and Managed Facilities	\$3.3	
Freeway and Toll Road System	\$26.4	\$12.7²
Regional Arterial and Local Thoroughfare System	\$5.7	\$6.0
Additional Cost to Purchase Right-of-Way		\$1.1
Rehabilitation Costs	\$2.6	\$32.1
Goods Movement/Rail Freight Costs (Trans Tx Corridor)		\$6.7
TOTAL	\$70.9 (55 %)	\$58.6 (45 %)
	\$129.5 Billion	

¹ \$3.4 billion obtained through Regional Transit Initiative

² Includes Freeway-to-Freeway Interchanges

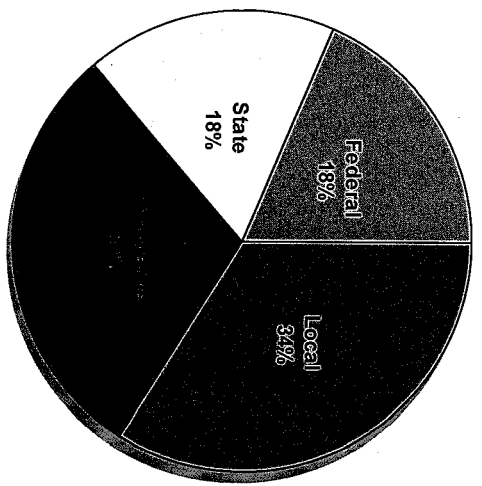
Revised: February 28, 2007

Solutions Innovative Finance

Innovative Finance is an alternative way to fund transportation projects

- Tollroads
- HOV/Managed Lanes
- Public-Private Partnerships
- Comprehensive Development Agreements

Mobility 2030 Funding



The DFW region relies heavily on revenue from innovative finance

M2030 The Metropolitan Transportation Plan

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 services 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.

\$17.7 Billion of Innovative Funding Strategies

January 11, 2007

USE OF EXCESS TOLL REVENUES – S.H. 121

Public Sector Credit Union Bank

Initial private sector concession offer

Public sector comparator

NTTA determined to be best value – selected as developer

NTTA to provide \$3.3 billion

- \$2.5 billion “upfront” payment
- \$700 million excess revenue payment in lieu of annual lease payments

Upfront payment to be programmed in the short-term

Excess revenue held in Public Sector Credit Union Bank

REGIONAL TOLL REVENUE ALLOCATION

\$ Millions

Recommended RTR Projects (By Project Type)	
Roadways	\$2,287.72
On System Roadways (\$1,960.51)	
Off System Roadways (\$ 327.21)	
Bicycle/Pedestrian	\$17.45
Transit	\$356.85
Grade Separations	\$28.81
Intersections	\$38.96
Intelligent Transportation Systems	\$9.62
Park-and-Rides	\$9.80
Traffic Signals	\$1.51
Subtotal	\$2,750.71

Set Asides, Special Projects, and Reserve Pools	
Sustainable Development Program	\$40.00
New Boundary Counties	\$25.00
County Reserve Pools	\$12.15
Local Contribution Credits	\$53.38
Contingencies	\$315.86
Subtotal	\$446.39

Recommended RTR Projects	\$2,750.71
Subtotal	\$2,750.71
Set Asides, Special Projects, and Reserve Pools Subtotal	\$446.39
TOTAL FUNDING	\$3,197.10