

Rate Adjustment Goals

- Maintain strong financial position to meet all financial commitments
- Align toll rates and reset dates on the NTTA System and unify toll rates within the region
- Respond to changes in economic conditions and traffic demand
- Deliver committed NTTA transportation projects
- Maintain safety and sustainability on NTTA roadways

Rate Adjustment Facts

- Rates on the Dallas North Tollway and President George Bush Turnpike will be adjusted to \$0.145 per mile, which aligns them with the rates on the Sam Rayburn Tollway (SRT) and the regional toll rate adopted by the Regional Transportation Council in April 2006.
- Cash and ZipCash rates will be 50% more than the TollTag rates with a minimum difference of 20 cents in 2009.
- The adjustment moves up an increase that was already scheduled for Jan. 1, 2010.
- The toll rate adjustment adopts the influence-distance-based method of tolling and adjusts rates on the ramps and main lane plazas on the Dallas North Tollway and the President George Bush Turnpike effective Sept. 1, 2009.
- Influence-distance-based tolling is considered more equitable because it is better aligned with the distances motorists drive. Rates at some plazas and ramps actually will go down, reflecting a shorter travel distance.
- Under influence-distance-based tolling, rate adjustments are different at each gantry to better reflect distance traveled, with a 1.5-mile minimum to discourage extremely short trips.
- Rates will be compounded annually at 2.75% and reset every other year beginning July 2011. Starting in 2011, rate increases will be smaller, incremental changes as follows:
 - 2009 \$0.1450 cents per mile
 - 2011 \$0.1531 cents per mile
 - 2013 \$0.1616 cents per mile
 - 2015 \$0.1706 cents per mile
 - 2017 \$0.1801 cents per mile
- Tolls on the President George Bush Turnpike Eastern Extension will increase at 3% per year as outlined in the toll equity grant with the Texas Department of Transportation (TxDOT).
- The Project Agreement relating to the Sam Rayburn Tollway would be amended in connection with the toll rate changes to cap toll rate increases on the Sam Rayburn Tollway at a rate of 2.75% per year, as opposed to increasing tolls at rates tied to the consumer price index and the employment cost index.
- TollTag rates will remain 50 cents on Mountain Creek Lake Bridge and Addison Airport Toll Tunnel and will remain \$1 on Lewisville Lake Toll Bridge. The cash and ZipCash rates will increase to reflect a difference of 50% over the TollTag rates (i.e., 75 cents on Mountain Creek Lake Bridge and Addison Toll Tunnel; \$1.50 on Lewisville Lake Toll Bridge). These rates will increase in 2011 as scheduled along with the rest of the System.

- As previously announced, all rates were scheduled to increase on Jan. 1, 2010. Because toll rate adjustments would require sign and construction work over the New Year's holiday, the date was moved to the summer to minimize impacts to the travelling public and ensure the safety of drivers and staff and to meet urgent cash flow needs. (In the FAQ)

NTTA Tolls

- Tolls paid are reinvested in the North Texas region on new roads and used for the maintenance and operations of NTTA roadways. In fact, the \$3.2 billion NTTA paid for the rights to operate the Sam Rayburn Tollway is being used throughout North Texas to build non-tolled roads.
- Tolls provide a dedicated, ongoing revenue stream to fund operations, maintenance and improvements over the life of a toll road. Tolls provide a pay-as-you-go mechanism for recovering costs from the drivers who use the roads.
- Gas tax dollars are not used for NTTA operations and maintenance, which are funded by tolls. NTTA sells bonds to finance construction projects.

TollTags, ZipCash and all-ETC

- ZipCash is the NTTA's "drive-now, pay-later-by-invoice" option developed to replace cash collection. If a vehicle does not have a TollTag, overhead cameras take a photo of the car's license plate, and a ZipCash invoice at the higher rate is sent to the vehicle's owner.
- Non-TollTag customers will pay 50% more than TollTag customers. The premium reflects the higher costs of collection for cash and ZipCash.
- ZipCash is currently in use on Sam Rayburn Tollway, the President George Bush Turnpike, and at the south end of the Dallas North Tollway (Wycliff Avenue Toll Plaza). Cash operations will remain on NTTA's other facilities for the next two years.

Collections

- More than 90% of drivers on the NTTA System pay with TollTags, cash or ZipCash.
- NTTA actively pursues drivers who travel on the toll roads and owe for the service, including the pursuit of out-of-state drivers and rental cars.
- NTTA continues to collect tolls using all the tools available.
- Though scofflaws represent less than 5% of all transactions, it is the Authority's belief that all those driving the NTTA System have a legal obligation to pay.
- NTTA understands that people have a choice when it comes to toll roads and hope they travel on NTTA roads because of their value of time and time savings and the safe and well maintained driving experience.