Why is NTTA raising rates?
There are several reasons for the toll rate increase:

- Tolls are necessary to ensure safety, quality and reliability on NTTA toll roads
- The NTTA needs to maintain a strong financial position to meet its financial commitments and maintain its high bond rating.
- Regularly scheduled increases put more predictability in the NTTA System to plan for future mobility projects and maintain the NTTA System.

Toll rates are going up as part of a previously announced, regularly scheduled increase.

- In 2009, the NTTA Board of Directors adopted revisions to the NTTA System toll rate. Under this new policy, rates will reset every odd year at smaller increments.
- Also in 2009, the NTTA adopted an influence-distance-based toll rate model at 14.5 cents per mile, which is compatible with the regional toll rate adopted by the Regional Transportation Council in April 2006.

What is covered by the tolls I pay?

- Tolls are a direct fee paid for the use, operation and maintenance of a roadway.
- Tolls are used to repay bonds that are sold to finance toll and construct projects.
- Tolls are used to fund and advance new roadway capacity to accommodate continuing traffic growth.
- Tolls are helping North Texas bridge the funding gap between transportation needs and available resources.
- Toll road users benefit from a higher level of service including better maintenance that translates into improved driving conditions and maintenance cost savings.

When will the rates go up?
The toll rate increase goes into effect on July 1, 2011.

What are the new toll rates?

- The rates will be 15.3 cents per mile – and is compatible with the regional toll rate adopted by the Regional Transportation Council in April 2006.
- Rates are reset every other year. In 2009, the rate increased to 14.5 cents per mile. Starting this year, rate increases will be smaller, incremental changes as follows:
  - 2011: 15.31 cents per mile
  - 2013: 16.16 cents per mile
  - 2015: 17.06 cents per mile
  - 2017: 18.01 cents per mile
- Rates will adjust every odd year at 5.6 percent starting in 2011.
- ZipCash rates are 50 percent more than the TollTag rates. The premium reflects the higher costs of collection associated with ZipCash.
- Trip rate charts and individual ramp and gantry rates are available at www.ntta.org.

Which roads will be impacted?
The entire NTTA System and the NTTA Special Projects System will be impacted by the rate increase. This includes:

- Dallas North Tollway
- Sam Rayburn Tollway
- President George Bush Turnpike
- President George Bush Turnpike Western Extension (SH 161)
- Lewisville Lake Toll Bridge
- Mountain Creek Lake Bridge
- Addison Airport Toll Tunnel
Shouldn’t these roads be free? I have already paid for them.

- Tolls paid are reinvested in the North Texas region on new roads and used for the maintenance and operations of NTTA tollways. 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. For customers, tolls provide a pay-as-you-go mechanism for recovering costs from the drivers who use the roads.

How much will rates increase?

The July 1, 2011 toll rate increase is regularly scheduled for every other year as set out in the NTTA’s toll rate policy.

- Toll rate increases are smaller, incremental adjustments every other year.
- ZipCash customers who transition to a TollTag account will see no increase in their toll rates.

When was the last toll increase?

NTTA has raised rates six times since 1968, with the last toll rate increase occurring on Sept. 1, 2009 (under a new policy adopted by the NTTA Board of Directors).

Are tolls being used to pay for all the new projects, such as Sam Rayburn Tollway and President George Bush Turnpike Western Extension (SH 161)?

NTTA toll roads are funded largely through the sale of bonds that are repaid by collecting tolls from motorists who use the road.

Why are tolls charged even after the road is completely paid off?

- The transportation needs of our region continue to grow as more and more people move to North Texas. As long as drivers need additional mobility choices and the nation, state and region need help funding them, toll roads will remain an option.
- Toll roads are one of the most financially viable options to immediately relieve congestion. State and federal funds continue to dwindle. This has been demonstrated by the state’s inability to index the motor fuels tax, resulting in a decline in the ability to build and maintain tax-funded Texas roads.
- If tolls were eliminated permanently, there are no other funds available to maintain the roads in their current smooth, safe and high quality manner.
- The entire region benefits from the mobility choices provided by the NTTA through added jobs and the economic development spurred by transportation solutions.
- Individual drivers benefit through a consistent, safe and predictable commute with the added value of time savings.

Why charge a toll when gas taxes pay to build and maintain roads?

- Gas taxes, vehicle registration fees and other taxes are not used to maintain and operate NTTA toll roads. Rather, NTTA toll roads are funded largely through the sale of bonds that are repaid by collecting tolls from motorists who use the road.
- Tolls are used for the operation and maintenance of the roadways. The Texas Legislature and regional transportation officials have made a policy decision to rely on toll roads as a way to advance much needed mobility projects.
- Tolling is a mechanism to get roads built faster. The President George Bush Turnpike was built 10 years ahead of schedule as a toll road.
Some studies also say toll roads actually can decrease the pressure to increase the gas tax or free up gas tax dollars for other projects. For example, the $3.2 billion NTTA paid for the right to operate, construct and maintain the Sam Rayburn Tollway is being used throughout the region to fund many municipal and county projects.

**Why doesn’t NTTA reduce rates to increase the amount of drivers instead?**

That would not solve the financial issues or the need to operate and build roads to support the growing population here. While reducing rates may increase the number of drivers using NTTA’s roads, due to limited capacity the reduced rates could not attract enough vehicles to generate sufficient revenue to meet current and future financial commitments. **It also would exacerbate the already heavy traffic congestion during peak periods degrading the level of service.** Revenue is needed for construction and maintenance costs to build and operate roads that help alleviate congestion.

**Why does NTTA need additional revenue?**

- The money is not for NTTA; it’s for construction and maintenance costs to build and operate roads that help alleviate traffic congestion. That is the charge mandated in the Authority’s mission and the only way to have a substantial impact on traffic congestion.
- New toll roads provide choices for drivers to “get there sooner,” and that’s a valuable benefit for drivers and the region. There’s another advantage for the area: road construction is an economic generator, and it creates new jobs right away in the region.
- Finally, this helps keep the Authority’s bond rating in the “A” category, which means NTTA can get better interest rates on bonds and that saves millions of dollars.

**Why do we need more toll roads?**

- NTTA has been asked to step up and in essence fill the gap where state (gas tax) funds are not available. NTTA does this through the ongoing collection of tolls.
- To meet the transportation needs of North Texas. The Texas Legislature and regional transportation officials have made a policy decision to rely on toll roads as a way to advance much needed mobility projects. They set the policy, and NTTA implements it.

**Are the new rates based on the actual distances traveled?**

NTTA’s toll roads do not use a controlled access system where you receive a ticket as you enter and exit the roads. Rather, NTTA uses influence-distance-based tolling, which makes calculated determinations about how far a driver travels.

**What is influence-distance-based tolling?**

- It is a more equitable tolling system that better reflects the distance you travel on the Dallas North Tollway, the President George Bush Turnpike and the Sam Rayburn Tollway rather than a set fee per ramp or main lane plaza. The further you drive, the more you will pay.
- The rates are based on the “influence distances” between ramps and plazas. An influence distance is the longest distance someone can travel before encountering another toll ramp or plaza. Once the influence distance is determined, it is multiplied by the per-mile rate. For example, the main lane toll plaza influence distance is from a point on the main lanes where the next main lane plaza influence distance begins (i.e., there is no overlap).
TOLLTAG-SPECIFIC QUESTIONS

How will having a TollTag be an advantage for me?
A TollTag has more impact than ever -- you will save more money. ZipCash rates are 50 percent more than TollTag rates, reflecting the higher cost of collection. TollTags also may be used on any toll road in Texas, and accounts opened with credit cards also may be used for parking or pass-through at D/FW International and Dallas Love Field airports. D/FW International Airport also offers a terminal and pass-through discount for TollTag customers.

How does a TollTag account work?
Accounts can be opened with a $40 pre-paid balance when you submit your TollTag application (cash, check or credit card). The $40 balance is good for up to three TollTags, and there is no monthly fee. NTTA deducts the exact toll amounts from your account each time your TollTag passes through an operating toll lane.

How do I get a TollTag?
- Opening or managing a TollTag account is just a click away online at www.NTTA.org.
- Visit the NTTA Customer Service Center at 5900 W. Plano Pkwy. in Plano or call us at 972-272-NTTA (6882)
- NTTA also partners with local municipalities, ACE Cash Express and other retail locations to provide hundreds of convenient TollTag service locations throughout the Metroplex. A complete list of TollTag distribution locations and their services is available at www.NTTA.org. Visit a participating ACE Cash Express to open a cash-backed account, pay ZipCash invoices and replenish accounts. To open a credit-backed account, visit one an NTTA Regional TollTag partner located at local municipal offices and retail centers.

Where can I get more information?
- Visit www.ntta.org or call 972-818-NTTA (6882) for more information.
The NTTA will implement a regularly scheduled toll rate increase on July 1, 2011. The NTTA understands that rate increases are challenging for the traveling public. Our customers have a choice when traveling around the metroplex, and we sincerely appreciate that they choose to travel on NTTA’s toll roads because they value time savings, safe travel and reliable, quality roads.

Fast Facts
• Rates will increase by less than a penny per mile, from 14.5 cents per mile to 15.3 cents per mile.
• The increase is being implemented to maintain the NTTA System.
• Tolls help maintain a safe and reliable system for the traveling public.
• Tolls fulfill the NTTA’s debt service obligations for new and existing roads.
• Tolls meet regional commitments to finance and build much-needed roads.

The July 1, 2011 toll rate increase is regularly scheduled for every other year as set out in the NTTA’s toll rate policy, which was adopted in 2009.
• The NTTA Board of Directors adopted revisions to the NTTA System toll rate schedule in 2009. Under the policy, rates reset every odd year.
• Rates will be adjusted on July 1 every two years in small, incremental changes as follows:
  o 2011: 15.31 cents per mile
  o 2013: 16.16 cents per mile
  o 2015: 17.06 cents per mile
  o 2017: 18.01 cents per mile
• The toll rate adjustment maintains the influence-distance-based method of tolling, which was implemented in 2009.
• ZipCash rates are 50 percent more than the TollTag rates. ZipCash customers who transition to a TollTag account will see no increase in their toll rates.

Tolls represent a fair and precise way of paying for transportation facilities, linking user benefits directly with user fees by charging only users in direct relationship to how much a customer uses the facilities.
• The NTTA uses an influence-distance-based toll rate schedule to better reflect the amount a driver travels. An influence distance is the longest distance someone can travel before encountering another toll ramp or plaza. The influence distance is multiplied by the per-mile rate.
• Revenue is invested in NTTA’s toll road network and on services that improve safety and the driving experience including maintenance, Roadway Customer Service, and emergency response initiatives.
• Gas tax dollars are not used for NTTA operations and maintenance, which are funded by tolls.
• NTTA sells bonds to finance construction projects. The bonds are secured by the projected toll revenues from the facility.

Tolls increase periodically to offset inflation costs associated with maintaining, repairing and constructing new mobility projects that relieve congestion.
• Continuing roadway projects now when construction prices are lower will position the North Texas region for a strong economic recovery.
• Like other consumer products, the NTTA’s projects are impacted by cost of the inflation. The NTTA is committed to finding alternate ways to reduce our costs and minimize the impact on our customers.
NTTA tolls provide a dedicated ongoing revenue stream to cover operating and maintenance costs and ensure that levels of service can be maintained throughout the life of the facility.

- The customer can enjoy a quicker, safer and more reliable travel experience with less wear and tear on the vehicle and less time and more reliable commuting.
- For customers, tolls provide a pay-as-you-go mechanism for recovering costs from the drivers who use the roads.

The NTTA continues to focus on being a sound financial steward of the public’s funds as it assumes a higher profile role in providing viable and financially sound transportation solutions to the North Texas region.

- Revenue is invested in NTTA’s toll road network and on services that improve safety and the driving experience including maintenance, Roadway Customer Service, and emergency response initiatives.
- Revenue also is used to fund new projects in partnership with TxDOT and the Regional Transportation Council and to meet the mobility North Texas demands.
- Toll revenue is reinvested directly into regional projects in the North Texas region, tolled and non-tolled, as evidenced by the $3.2 billion payment for SH 121 and the $200 million payment for SH 161.

The region is increasingly reliant on toll roads as the most cost-effective way to improve mobility in North Texas.

- In today’s economy, access to credit continues to tighten, and tax revenues are stretched to the limit, unable to keep pace with the demand for more roads – toll roads are the most viable option to deliver transportation solutions.
- Growth projections for this region remain strong, further stressing existing infrastructure.
- Tolls fund projects that contribute to the overall strength of the local economy.

TollTags, ZipCash and Cashless Tolling

- 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.
- ZipCash customers will pay 50 percent more than TollTag customers. The premium reflects the higher costs of collection associated with ZipCash.
- ZipCash is currently in use on the entire NTTA System.

Collections

- More than 90 percent of drivers on the NTTA System pay through TollTags or ZipCash.
- NTTA actively pursues payment for all tolls due from drivers who use the toll roads and owe for the service.
- NTTA continues to collect tolls using all the tools available.
- Though scofflaws represent less than 5 percent of all transactions, it is the Authority’s belief that all those driving the NTTA System have a legal obligation to pay.