

Additional Revenue for TxDOT Proposal

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total
<b>IH 35E Denton County (Part A)</b>																									<b>\$992.60</b>
FM 1171 Repayment (Category 12) <sup>1</sup> (NEW)			\$12.59			\$12.59			\$16.79																\$41.97
LBJ Loan Repayment <sup>2</sup> (NEW)	\$15.00																								\$15.00
RTR Funds	\$444.75																								\$444.75
CMAQ (Federal + State Match)				\$73.05																					\$73.05
STP-MM (Federal + State Match)				\$5.47																					\$5.47
Earmarks (Federal + State Match)	\$15.97																								\$15.97
<b>NEW TXDOT FUNDS</b>		\$314.00																							\$314.00
Local Matches (entity not identified)	\$2.39																								\$2.39
<b>Potential Denton County RTR Funds? (NEW)</b>		\$50.00																							\$50.00
Prop 14 for IH 35E at FM 407	\$30.00																								\$30.00
<b>IH 35E Managed Lane Revenue (NEW)</b>																									\$0.00
City of Denton (NEW)																									\$0.00
Denton County (NEW)																									\$0.00
<b>IH 35E Dallas County (Part B)</b>																									<b>\$109.88</b>
IH 30 HOV/Managed Repayment (Category 12) <sup>3</sup> (RTC NEW)			\$18.94						\$25.25																\$44.19
RTR Funds (Dickerson & Belt Line Grade Separations)		\$11.56	\$21.58																						\$33.14
STP-MM (Federal + State Match) on Dickerson		\$4.56																							\$4.56
CMAQ (Federal + State Match) on Belt Line			\$4.43																						\$4.43
Prop 14 on Belt Line			\$3.00																						\$3.00
Carrollton Local Match on Dickerson & Belt Line		\$2.89	\$0.74																						\$3.63
Earmarks (Federal + State Match) on Belt Line			\$6.93																						\$6.93
DART & Dallas County Local Funds on Belt Line			\$10.00																						\$10.00
<b>IH 35E Managed Lane Revenue (NEW)</b>																									\$0.00
Dallas County (NEW)																									\$0.00
<b>NEW TXDOT FUNDS</b>																									\$0.00
<b>SH 183</b>																									<b>\$200.12</b>
IH 30 HOV/Managed Repayment (Category 12) <sup>3</sup> (RTC NEW)																									\$0.00
LBJ Funding Balance (Category 2 - Original and New) <sup>4</sup>	\$80.44	\$15.00																							\$95.44
Category 2 funds from Trinity (Prop 12 PE/ROW Swap) <sup>5</sup>		\$15.00																							\$15.00
RTR Funds (Part of LBJ/SH 183 ROW Loan from Denton Co) <sup>6</sup>	\$30.12																								\$30.12
PGBT EE Loan Repayment (RTR)		\$4.56																							\$4.56
<b>NEW TXDOT FUNDS</b>		\$55.00																							\$55.00
<b>SH 183 Managed Lane Revenue (NEW)</b>																									\$0.00
City of Irving (NEW)																									\$0.00
Dallas County (NEW)																									\$0.00
RTR Funds for Soundwalls/Frontage Roads <sup>7</sup>	\$7.45																								\$0.00
<b>Loop 9</b>																									<b>\$49.94</b>
IH 30 HOV/Managed Repayment (Category 12) <sup>3</sup> (RTC NEW)						\$18.94																			\$18.94
Dallas County (NEW)																									\$0.00
<b>Potential Toll Bridge Revenue (NEW)</b>																									\$0.00
<b>NEW TXDOT FUNDS</b>		\$31.00																							\$31.00
<b>IH 35E Dallas County/SH 183/Loop 9 - To be allocated</b>																									<b>\$240.17</b>
IH 30 HOV/Managed Repayment (Category 12) <sup>3</sup>			\$0.00			\$0.00			\$0.00																\$0.00
IH 30 HOV/Managed Lane Excess Revenue <sup>8</sup>	-\$3.53	\$3.28	\$0.88	\$1.81	\$2.55	\$3.45	\$4.28	\$5.33	\$6.31	\$7.53	\$8.71	\$10.17	\$9.84	\$10.93	\$12.14	\$13.46	\$14.89	\$16.46	\$18.21	\$20.10	\$22.25	\$24.48	\$26.67		\$240.17
<b>DFW Connector<sup>9</sup>/Other Western Projects</b>																									\$100.00
<b>NEW TXDOT FUNDS</b>		\$100.00																							\$100.00
<b>Total</b>	<b>\$622.59</b>	<b>\$606.85</b>	<b>\$79.09</b>	<b>\$80.33</b>	<b>\$2.55</b>	<b>\$34.97</b>	<b>\$4.28</b>	<b>\$5.33</b>	<b>\$48.35</b>	<b>\$7.53</b>	<b>\$8.71</b>	<b>\$10.17</b>	<b>\$9.84</b>	<b>\$10.93</b>	<b>\$12.14</b>	<b>\$13.46</b>	<b>\$14.89</b>	<b>\$16.46</b>	<b>\$18.21</b>	<b>\$20.10</b>	<b>\$22.25</b>	<b>\$24.48</b>	<b>\$26.67</b>	<b>\$0.00</b>	<b>\$1,692.71</b>

Total for  
IH 35E  
\$1,102.48

Issues to be Addressed in Advance of DFW Region Commitment:

- TxDOT Charging to On-System RTR Projects
- Transportation Development Credits
- Maintenance Formula Allocation (i.e., is Revenue Lost from Toll Road Implementation?)

East/West Allocation Assuming Region Receives \$500M of NEW TXDOT FUNDS:

	(\$in Millions)
Eastern Subregion Allocation:	\$400
Western Subregion Allocation:	\$100
	\$500

Notes:

- Assumes that Denton Co Account receives a proportional share of Category 12 "Pass Through Finance" Repayment Funds in FY 2014, 2017, & 2020
- Includes \$15M SH 161 RTR in FY 2012 (from Dallas County to Denton County RTR Accounts for LBJ Loan Repayment)
- Assumes that Dallas Co Account receives a proportional share of Category 12 "Pass Through Finance" Repayment Funds in FY 2014, 2017, & 2020
- Includes original LBJ funding balance repayment (to be received as Category 2), plus additional \$15M from LBJ funding balance (to be received as Category 2); Balance of LBJ Funding Balance placed back on LBJ to cover interest/contingencies
- Additional \$15M Category 2 funds from Prop 12 PE/ROW Swap with Trinity Parkway
- Originally a loan from Denton County RTR accounts
- Previously let under TIP 20188/CSJ 0094-03-105 and TIP 20225/CSJ 0094-03-103 (not included in current funding calculation)
- Includes estimated net excess revenue from IH 30 HOV/Managed Lane project (revenue minus M&O costs - First year is negative as M&O costs are higher than excess revenue estimate)
- Assumes that any excess revenue from the DFW Connector managed lanes will fund additional portions of DFW Connector project that are currently unfunded

**DRAFT**