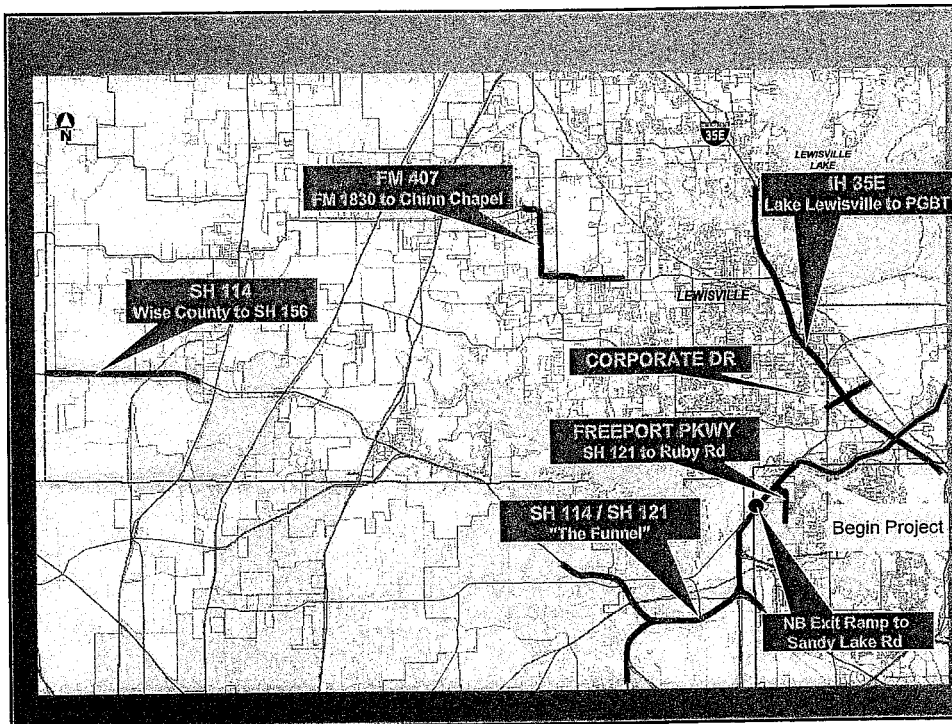
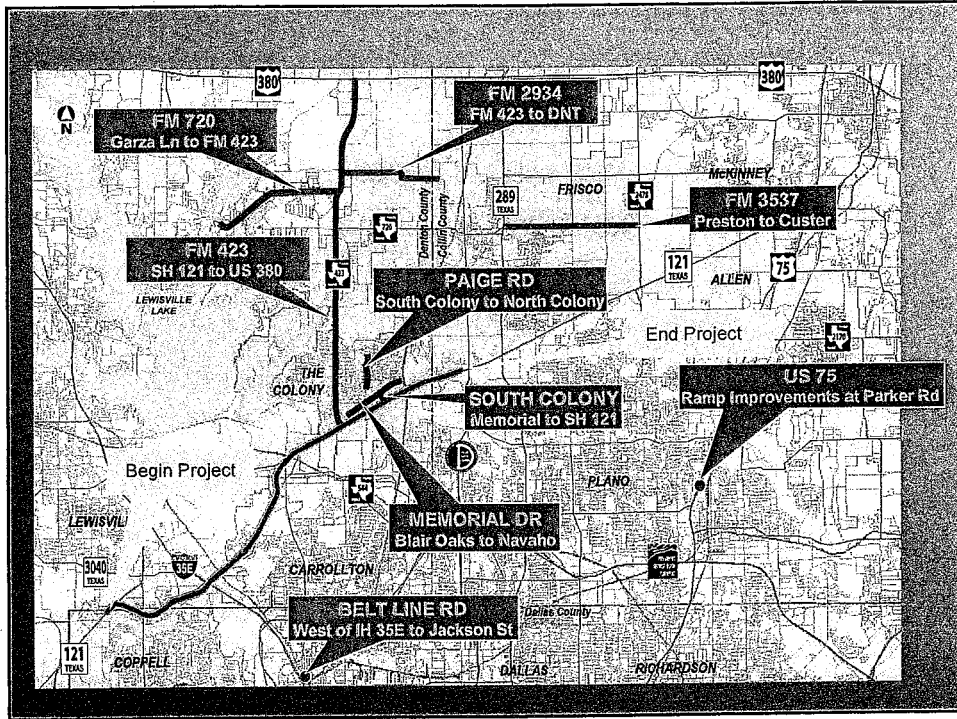


So, where would North Texas be today without the competition fostered by public/private partnerships?

We would be paying NTTA \$149 million to construct a roadway that it is now paying the Region more than \$3 billion to develop.

The Competition fostered by public/private partnerships have leveraged critical funding to do the following NON TOLL projects in Denton County and the Region:



Pending Issues

- ◆ There are other toll road projects in the region with revenue generating capabilities.
- ◆ These toll facilities will be needed to generate much needed revenue for the \$70 billion short fall in regional transportation funding.
- ◆ NTTA lobbied hard for SB 792 which gives it "first rights" to all of these future pending toll facilities.
- ◆ The market valuation developed by the legislature does not work. It ensures that much needed projects are subjected to lengthy and costly delays.

Pending Issues

- ◆ SB 792 removed the Regional Transportation Council from the negotiation processes that worked so effectively on SH 121.
- ◆ As evidenced by SH 161, Market Valuation process failed. This resulted in a value being "negotiated" between an Authority that can afford to wait and a State Agency that critically needs new capacity.
- ◆ SH 161 negotiations also demonstrated the very critical need this region has for RTC to be included in the valuation process as the final mediator.

Pending Issues

Without competition, how will the North Texas Region know it is receiving the best value for its transportation investments?

Without additional resources for transportation funding, how will the North Texas Region honor its obligation to meet the mobility needs of the future?

Final Thoughts

The last several years have shown us what can be accomplished with the help of public/private partnerships.

Since SB 792 and its "sole sourcing" of projects to one agency, no new initiatives have been implemented and no new funding capacity has been developed.

Final Thoughts

Without a legislative remedy to eliminate "monopoly" control of toll facilities by toll authorities, the North Texas Region will see its mobility decrease, its congestion explode, its economic viability reduced and its quality of life deteriorated.

Final Thoughts

One size does not fill all. If other regions in the state want their local tolling authority to keep all transportation revenue on toll facilities only, that is their business. But "bracket" the North Texas region out of that "monopoly" system and give the Regional Transportation Council the tools it needs to meet the mobility needs of its residents.

Questions?