Public Participation Plan

Meets basic public involvement requirements established in laws and legislation

Defines public involvement procedures and comment periods

Provides the public mechanisms for input into the planning process

Includes relevant policies as attachments
Developing Draft Revisions

Changing communications trends

New, more effective ways to reach, engage North Texans at convenient times, places

Increasing number of public meetings potentially contributing to declining attendance

Greater emphasis on aligning outreach, public input opportunity to significance of decision

Consistent with public input through survey and public meetings in June and September
Public Participation Goals

Inform & Educate

Engage Diverse Audiences & Encourage Continued Participation

Evaluate Strategies
Reaching Audiences

Public meetings
Media outreach
Publications
Videos
Community events
Surveys
Enhancing Efforts

Schedule of Meetings
Revising the Public Participation Plan

Shifting to online public review and comment periods for routine items

Reserving public meetings for development of plans, programs and policies and significant changes

Continuing to announce all public input opportunities

Continuing to allow 30 days for public review and comment
Administrative revision policy for the Metropolitan Transportation Plan

More extensive public involvement, including public meetings, will continue for development of the Metropolitan Transportation Plan as well as Amendments and Updates.
Revising the Public Participation Plan, cont’d

Documenting public involvement for the annual listing of obligated projects

Documenting that Federal Transit Administration Programs of Projects will continue to be discussed at public meetings

Revising the Language Assistance Plan to incorporate updated demographic information

Defining evaluation criteria for public involvement efforts
Timeline

2014
June
Public meetings – preliminary recommendations
June - July
Public comment period
Summer
Refine potential revisions
August
STTC information item
September
Public meetings – final recommendations
RTC information item
September - October
Public comment period
December
Public meetings – update on schedule
December - February
Additional public comment period

2015
January
RTC information item
STTC action item
February
RTC action item
Action Requested

Regional Transportation Council approval of the revised Public Participation Plan and its attachments
Contacts

Amanda Wilson, AICP
Public Involvement Manager
817-695-9284 • awilson@nctcog.org

Jahnae Stout
Communications Supervisor
817-608-2335 • jstout@nctcog.org

www.nctcog.org/meetings
PROPOSITION 1 FUNDING PROGRAM

Regional Transportation Council
February 12, 2015
OVERVIEW

Proposition 1 will provide $1.74 billion to the State Highway Fund from the Rainy Day Fund in the first year.

The DFW region anticipates receiving $367.6 M in year one.

Allocations in future years will be dependent on oil prices and legislative support.
PROPOSITION 1 – SIX GUIDING PRINCIPLES

1. Use formula allocation
2. Bottom-up approach to project development
3. Metropolitan Planning Organizations (MPOs) have broad-based, collaborative public involvement procedures that involve TxDOT
4. Project selection should come from the regions
5. Legislature should give greater flexibility to TxDOT to get projects ready
6. Greater focus on transportation system versus projects, creating opportunities for statewide benefits
Projects must be on the Interstate Highway System or the State Highway System.

Traditional roadway projects are eligible (transit, bicycle/pedestrian, and toll roads are ineligible).

By December 2015, projects should be ready to let for the first round of funding.

No supplanting of project funds.
Projects selected in the first year must be environmentally cleared

Projects must be consistent with the Mobility Plan

Sensitivity to existing projects with funding shortfalls

Greater focus on capacity rather than maintenance

Additional projects to be identified in years two, three, and four
EQUITY PRINCIPLES

Equity by county

Review/maintain regional east-west equity

Ensure equitable distribution between counties across the four-year period
COORDINATION WITH TxDOT

TxDOT and NCTCOG staffs have inventoried potential projects over the last several months in anticipation of a successful election.

Coordination efforts led to development of a draft project list.

Congestion is a focus for the DFW MPO; connectivity is a focus for the TxDOT Districts.

Lead the State in development of statewide connectivity projects (e.g., IH 20 East, IH 35E South, IH 30 West).
COORDINATION WITH NEIGHBORS

Lead the State in coordination with neighboring MPOs and TxDOT Districts

Facilitate opportunities to fund projects that enhance statewide connectivity and regional corridors

Coordination meetings have been held with:

- Waco MPO
- Wichita Falls MPO
- Sherman-Denison MPO
YEARS TWO THROUGH FOUR
REVENUE

Year two revenue is anticipated to be announced by TxDOT in June 2015

For now, SH 360 at IH 30 Interchange will “borrow” eastern subregion funds to let in 2015. Since FY 2016 funds will be available in 2015, the loan will likely be repaid before funds are ever spent.

<table>
<thead>
<tr>
<th>Funding Estimates For Future Years</th>
<th>$ in Millions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>FY 2016</td>
</tr>
<tr>
<td>NCTCOG</td>
<td>≈209.5</td>
</tr>
<tr>
<td>State Comptroller</td>
<td>≈257.3</td>
</tr>
</tbody>
</table>
Proposed Projects to Receive Proposition 1 Funding (2016-2018)
PROPOSED PROPOSITION 1
2015 TOTALS AND PERCENTAGES BY SUBREGION

<table>
<thead>
<tr>
<th>Subregion</th>
<th>Proposed Funds ($ in Millions)</th>
<th>Overall</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Eastern Subregion</strong></td>
<td>$167.60</td>
<td>45.6%</td>
</tr>
<tr>
<td>(Including Paris District/Hunt County and</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Navarro County)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Western Subregion</strong></td>
<td>$200.00</td>
<td>54.4%*</td>
</tr>
<tr>
<td>(Including Erath, Jack, Palo Pinto, and</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Somervell Counties)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$367.60</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

*Includes temporary loan amount of $70,965,000 from Eastern Subregion to Western Subregion
TIMELINE

November 2014  Voter approval
               RTC information

December 2014  TTC approved funding distribution
               STTC information

January 2015   RTC information
               STTC action for public review

February 2015  Public meetings
               RTC action for approval; contingent on public comments
               Deadline to submit projects to TxDOT
               TTC action
ACTIONS NEEDED

Approve the Proposition 1 funded projects for Year One (CY 2015), Reference Item 5.2

Administratively amend appropriate administrative/planning documents (e.g., 2015-2018 TIP/STIP)

Continue to refine year two through year four with year two revenues expected in June 2015.
Federal Legislative Update

114th Congress Convened January 6, 2015

House Transportation and Infrastructure Committee Texas Membership

◦ Rep. Eddie Bernice Johnson (North Texas)
◦ Rep. Brian Babin (Freshman, Southeast Texas)
◦ Rep. Blake Farenthold (South Texas)

Highway Trust Fund and MAP-21 Extension Expire May 31, 2015
Regional Transportation Council
Federal Legislative Program

Adequately Fund the Transportation System
Define a National Transportation Vision
Increase Efficiency and Performance
Expand Options
Pursue Innovation, Technology and Safety
Federal Bills of Interest

Rebuild America Act of 2015, S 268
- Invest $1 Trillion in Infrastructure over Five Years, Funding Not Identified

Partnership to Rebuild America Act of 2015, HR 413
- Uses International Corporate Tax Reform to Fund the Highway Trust Fund and Infrastructure Fund

Administration Released FY2016 Budget
- Proposes Funding for GROW AMERICA Act 2.0, a Six-Year, $478B Reauthorization
- Policy Details Not Yet Released
84th Texas Legislature

Senate Transportation Committee Membership
- Senator Nichols (Jacksonville) Remains Chair
- North Texas Members: Vice Chair - Huffines, Hall, Hancock, Taylor

House Transportation Committee
- New Chair Rep. Joe Pickett (El Paso)
- North Texas Members: Burkett, Y. Davis, Simmons
Regional Transportation Council
State Legislative Program

Legislation to Actively Pursue

Identify Additional Transportation Revenue

Retain Limited Authority for TxDOT to Enter into Public-Private Partnerships on Specific Projects

Support Full Funding for the AirCheckTexas Program

High-Speed Rail
84th Texas Legislature
Bills of Interest

Transportation Revenue Bills Filed
- Redirect Motor Vehicle Sales and Use Tax (MVST) to Transportation
- Eliminate Diversions
- Motor Vehicle Fuel Tax Increase
- Vehicle Registration Fee Increase

SB 5, SJR 5 (Nichols)
- Reserves $2.5B of MVST Per Year for General Fund, Additional Revenue to State Highway Fund, Beginning FY2018, Requires Voter Approval
84th Texas Legislature
Bills of Interest

Air Quality

- HB 1030/HB 1031 (Leach)
  Would Expand the Low-Income Vehicle Repair Assistance, Retrofit and Accelerated Retirement Program (LIRAP)/Local Initiative Projects (LIP) and the Texas Emissions Reduction Plan (TERP)
Additional Topics of Interest

- Aviation/Encroachment
- Bike/Ped Unprotected Road Users
- Bus Shoulder Pilot Program
- Dedicated Revenue Accounts
- Eminent Domain
- Red Light Cameras
- Tolls
Contact Information

Amanda Wilson, AICP
Public Involvement Manager
awilson@nctcog.org
(817) 695-9284

Rebekah Hernandez
Communications Coordinator
r hernandez@nctcog.org
(817) 704-2545

www.nctcog.org/trans/legislative
Forecast 2040 Update

Presented to

Regional Transportation Council

February 12, 2015
Texas Net Migration (2010-2013)

Net Migration

Percent of 2010-2013 Population Change from Net Migration

Source: Dr. Lloyd Potter, Texas State Demographer
Texas Job Growth (2004-2014)


Source: Dr. Lloyd Potter, Texas State Demographer
Texas Population Projections (2010-2050)

Source: Dr. Lloyd Potter, Texas State Demographer
2040 Population Forecasts (Control Total)

Population (millions)

Year

Sources: Decennial Census, Woods & Poole, Texas Water Development Board, State Data Center, The Perryman Group
GLUM Forecast Districts (232)
## NCTCOG 2040 Population Forecast

<table>
<thead>
<tr>
<th>County</th>
<th>Census 2010</th>
<th>2040 Forecast</th>
<th>% Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collin</td>
<td>778,427</td>
<td>1,523,114</td>
<td>95.7%</td>
</tr>
<tr>
<td>Dallas</td>
<td>2,337,741</td>
<td>3,357,524</td>
<td>43.6%</td>
</tr>
<tr>
<td>Denton</td>
<td>652,270</td>
<td>1,241,664</td>
<td>90.4%</td>
</tr>
<tr>
<td>Ellis</td>
<td>148,000</td>
<td>283,900</td>
<td>91.8%</td>
</tr>
<tr>
<td>Hood</td>
<td>50,481</td>
<td>81,578</td>
<td>61.6%</td>
</tr>
<tr>
<td>Hunt</td>
<td>84,260</td>
<td>131,024</td>
<td>55.5%</td>
</tr>
<tr>
<td>Johnson</td>
<td>148,290</td>
<td>245,782</td>
<td>65.7%</td>
</tr>
<tr>
<td>Kaufman</td>
<td>102,014</td>
<td>210,098</td>
<td>106.0%</td>
</tr>
<tr>
<td>Parker</td>
<td>113,806</td>
<td>195,286</td>
<td>71.6%</td>
</tr>
<tr>
<td>Rockwall</td>
<td>77,678</td>
<td>166,356</td>
<td>114.2%</td>
</tr>
<tr>
<td>Tarrant</td>
<td>1,788,400</td>
<td>3,094,651</td>
<td>73.0%</td>
</tr>
<tr>
<td>Wise</td>
<td>58,147</td>
<td>101,864</td>
<td>75.2%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>6,339,514</strong></td>
<td><strong>10,632,841</strong></td>
<td><strong>67.7%</strong></td>
</tr>
</tbody>
</table>

*Forecasts reviewed by local governments at the district level.*
### NCTCOG 2040 Employment Forecast*

<table>
<thead>
<tr>
<th>County</th>
<th>BEA 2010</th>
<th>2040 Forecast</th>
<th>% Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collin</td>
<td>452,982</td>
<td>751,908</td>
<td>66.0%</td>
</tr>
<tr>
<td>Dallas</td>
<td>1,884,799</td>
<td>3,232,330</td>
<td>71.5%</td>
</tr>
<tr>
<td>Denton</td>
<td>251,394</td>
<td>432,175</td>
<td>71.9%</td>
</tr>
<tr>
<td>Ellis</td>
<td>58,519</td>
<td>96,877</td>
<td>65.5%</td>
</tr>
<tr>
<td>Hood</td>
<td>18,045</td>
<td>29,450</td>
<td>63.2%</td>
</tr>
<tr>
<td>Hunt</td>
<td>40,702</td>
<td>70,103</td>
<td>72.2%</td>
</tr>
<tr>
<td>Johnson</td>
<td>64,198</td>
<td>105,194</td>
<td>63.9%</td>
</tr>
<tr>
<td>Kaufman</td>
<td>40,558</td>
<td>64,036</td>
<td>57.9%</td>
</tr>
<tr>
<td>Parker</td>
<td>52,532</td>
<td>80,411</td>
<td>53.1%</td>
</tr>
<tr>
<td>Rockwall</td>
<td>33,163</td>
<td>48,681</td>
<td>46.8%</td>
</tr>
<tr>
<td>Tarrant</td>
<td>1,036,558</td>
<td>1,739,340</td>
<td>67.8%</td>
</tr>
<tr>
<td>Wise</td>
<td>31,516</td>
<td>40,941</td>
<td>29.9%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>3,964,966</strong></td>
<td><strong>6,691,447</strong></td>
<td><strong>68.8%</strong></td>
</tr>
</tbody>
</table>

*Forecasts reviewed by local governments at the district level.*
## Largest Population Growth Cities

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Fort Worth</td>
<td>603,928</td>
<td>1,344,850</td>
<td>740,922</td>
</tr>
<tr>
<td>Dallas</td>
<td>1,160,501</td>
<td>1,624,811</td>
<td>464,310</td>
</tr>
<tr>
<td>Frisco</td>
<td>77,491</td>
<td>335,016</td>
<td>257,525</td>
</tr>
<tr>
<td>Irving</td>
<td>196,773</td>
<td>409,195</td>
<td>212,423</td>
</tr>
<tr>
<td>Arlington</td>
<td>345,485</td>
<td>515,850</td>
<td>170,366</td>
</tr>
<tr>
<td>McKinney</td>
<td>92,634</td>
<td>234,677</td>
<td>142,043</td>
</tr>
<tr>
<td>Grand Prairie</td>
<td>143,967</td>
<td>266,344</td>
<td>122,377</td>
</tr>
<tr>
<td>Mansfield</td>
<td>43,063</td>
<td>133,165</td>
<td>90,102</td>
</tr>
<tr>
<td>Wylie</td>
<td>28,943</td>
<td>105,391</td>
<td>76,448</td>
</tr>
<tr>
<td>Garland</td>
<td>214,053</td>
<td>285,842</td>
<td>71,789</td>
</tr>
<tr>
<td>Denton</td>
<td>92,241</td>
<td>159,975</td>
<td>67,734</td>
</tr>
<tr>
<td>Mesquite</td>
<td>126,183</td>
<td>191,561</td>
<td>65,379</td>
</tr>
</tbody>
</table>

* All forecasts are based on the draft 2040 demographic forecasts and current city limits.
UPlan Input Data
For TSZ Activity Allocation (5,252)

- **Land Use** (locally adopted land use and zoning plans)
- **Attractors** (proximity to transportation, parks, other amenities, etc.)
- **Discouragers** (proximity to airports, landfills, incompatible uses, etc.)
- **Exclusions** (floodplains, cemeteries, airports, roadways, parks, etc.)
TSZ Allocation Example
(Activity Assignment is Done at 50mx50m tiles)

2040 Land Use Plan

Legend
Commercial
Residential

2040 Allocated HH and EMP
1950-2040 Growth Animation
2040 Forecast Completion Schedule

- October-December, 2014
  - Local government/agency review of TSZ forecasts
- January-March, 2015
  - Review comments received
  - Finalize TSZ forecasts
- March-May, 2015
  - Approval by the NCTCOG Executive Board
Forecast 2040 Project Staff

Arash Mirzaei
817 695 9261
amirzaei@nctcog.org

Behruz Paschai
817 704 2547
bpaschai@nctcog.org

Dan Kessler
817 695 9248
dkessler@nctcog.org

Donna Coggeshall
817 695 9168
dcoggeshall@nctcog.org

Mark Folden
817 608 2387
mfolden@nctcog.org
Trinity Parkway Project Staged Elements

- Staged construction
- 4 lanes
- 11-foot lanes
- No inside shoulder
- 50% structure in Section 1 and 4
- Fewer ramps
- No auxiliary lanes
- 55 mph
- No trucks
- 5 park access and egress locations on “Opening Day”
TRINITY RAILWAY EXPRESS
LICENSE PLATE SURVEY

REGIONAL TRANSPORTATION COUNCIL BRIEFING

February 12, 2015
Ken Kirkpatrick, Counsel for Transportation
North Central Texas Council of Governments
Trinity Railway Express
Station Map

Fort Worth Intermodal Transportation Center
T&P Station
FORT WORTH

DART UNION STATION

DFW AIRPORT

BEDFORD

EULESS

AMON CARTER BLVD.

FARE ZONE BOUNDARY

West Irving

183

356

IRVING

South Irving

Medical/Market Center

CentrePort/DFW Airport

GRAND PRAIRIE

HURST/ Bell

RICHLAND HILLS

NORTH RICHLAND HILLS

HALTOM CITY

820

121

183

183

183

114

354

BELTLINE RD./FM-1382

30

287

80

820

157

157

360

12

354

DALLAS

Victory Station

American Airlines Center platform for special event trains.
Mid-Cities TRE Partnership

9 Participating Cities
Arlington, Bedford, Colleyville, Euless, Grand Prairie, Grapevine, Haltom City, Hurst, and North Richland Hills

No Stations Within Boundaries of 9 Participating Cities

Cities Contribute Local Funds for RTC Purposes

RTC Programs Funds to Transit Authorities (e.g. Capital)

Three Year Contract Terms with Participating Cities (2002)

Cities had requested survey to update shares
## Annual Contributions

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Arlington</td>
<td>30%</td>
<td>$140,000</td>
<td>$215,496</td>
<td>$237,046</td>
<td>$237,046</td>
</tr>
<tr>
<td>Bedford</td>
<td>13%</td>
<td>$95,000</td>
<td>$94,989</td>
<td>$104,488</td>
<td>$104,488</td>
</tr>
<tr>
<td>Colleyville</td>
<td>2%</td>
<td>$25,000</td>
<td>$11,759</td>
<td>$12,935</td>
<td>$12,935</td>
</tr>
<tr>
<td>Euless</td>
<td>13%</td>
<td>$120,000</td>
<td>$96,977</td>
<td>$106,675</td>
<td>$106,675</td>
</tr>
<tr>
<td>Grand Prairie</td>
<td>9%</td>
<td>$160,000</td>
<td>$63,422</td>
<td>$69,764</td>
<td>$69,764</td>
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<tr>
<td>Grapevine</td>
<td>6%</td>
<td>$25,000</td>
<td>$45,970</td>
<td>$50,567</td>
<td>$50,567</td>
</tr>
<tr>
<td>Haltom City</td>
<td>5%</td>
<td>$10,000</td>
<td>$35,186</td>
<td>$38,705</td>
<td>$38,705</td>
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<tr>
<td>Hurst</td>
<td>12%</td>
<td>$145,000</td>
<td>$89,244</td>
<td>$98,168</td>
<td>$98,168</td>
</tr>
<tr>
<td>North Richland Hills</td>
<td>9%</td>
<td>$55,000</td>
<td>$67,946</td>
<td>$74,741</td>
<td>$74,741</td>
</tr>
<tr>
<td><strong>100%</strong></td>
<td><strong>$775,000</strong></td>
<td><strong>$720,989</strong></td>
<td><strong>$793,089</strong></td>
<td><strong>$793,089</strong></td>
<td></td>
</tr>
<tr>
<td>------------------------</td>
<td>------------------------</td>
<td>----------------------</td>
<td>------------------------</td>
<td>------------------------</td>
<td>----------------------</td>
</tr>
<tr>
<td>Arlington</td>
<td>26%</td>
<td>30%</td>
<td>-4%</td>
<td>$202,841</td>
<td>$237,046</td>
</tr>
<tr>
<td>Bedford</td>
<td>11%</td>
<td>13%</td>
<td>-2%</td>
<td>$90,456</td>
<td>$104,488</td>
</tr>
<tr>
<td>Colleyville</td>
<td>2%</td>
<td>2%</td>
<td>1%</td>
<td>$17,360</td>
<td>$12,935</td>
</tr>
<tr>
<td>Euless</td>
<td>18%</td>
<td>13%</td>
<td>4%</td>
<td>$138,882</td>
<td>$106,675</td>
</tr>
<tr>
<td>Grand Prairie</td>
<td>15%</td>
<td>9%</td>
<td>6%</td>
<td>$120,608</td>
<td>$69,764</td>
</tr>
<tr>
<td>Grapevine</td>
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<td>6%</td>
<td>-2%</td>
<td>$34,720</td>
<td>$50,567</td>
</tr>
<tr>
<td>Haltom City</td>
<td>4%</td>
<td>5%</td>
<td>-1%</td>
<td>$31,979</td>
<td>$38,705</td>
</tr>
<tr>
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<td>-1%</td>
<td>$90,456</td>
<td>$98,168</td>
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<tr>
<td>North Richland Hills</td>
<td>8%</td>
<td>9%</td>
<td>-1%</td>
<td>$65,786</td>
<td>$74,741</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
<td>100%</td>
<td></td>
<td>$793,089</td>
<td>$793,089</td>
</tr>
</tbody>
</table>
TOLL MANAGED LANE
DATA MONITORING

Regional Transportation Council

February 12, 2015

Dan Lamers, P.E.

North Central Texas Council of Governments
Transportation Department
How much HOV 2+ Subsidy has the RTC been responsible for?

$38,661.66 as of December 2014

How long can the RTC keep the HOV policy at 2+?

For now, it remains 2+ until the June 1, 2016 on or before date,
and it will continue to be monitored quarterly

Have there been any additional NTTA customer service needs?

No, minimal impact

Have the speeds on the Toll Managed Lane facilities dropped below 35 mph?

No
## TOLL MANAGED LANE DATA MONITORING

### Cumulative December 2013 – April 2014

<table>
<thead>
<tr>
<th>LBJ EXPRESS</th>
<th>HOV 2+ Subsidy Costs</th>
<th>NTTA Customer Service (Additional Needs)</th>
<th>Project Performance Events (Speeds &lt; 35 mph)</th>
</tr>
</thead>
</table>
| **North Tarrant Express**  
  - SH 183/121 from IH 35W to SH 121 | $16,817.14 | Negligible | 0 |
| **LBJ Express**  
  - IH 635 from Preston Rd to Greenville Ave  
  - IH 35E from Loop 12 to IH 635 | $21,844.52 | Negligible | 0 |
| **DFW Connector**  
  - SH 114 from Kimball Ave to Freeport Pkwy | N/A | Negligible | 0 |
DFW CONNECTOR PILOT PROGRAM
Pilot Initiated at RTC Suggestion to TxDOT

Test Ability to Cover Collection Risk for Pay-by-Mail Users

Periodically Increase Pay-by-Mail Surcharge (at 90, 180 days)

Market-Driven Approach to Increase Toll Tag Usage

Potential to Apply Lessons Learned to IH 35W Corridor (TxDOT Has Collection Risk)
<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>April 7, 2014</td>
<td>Managed Lanes Open to Traffic (Test Period, No Tolls)</td>
</tr>
<tr>
<td>July 7, 2014</td>
<td>Tolls Begin on Managed Lanes (Pay-by-Mail Surcharge = 50%)</td>
</tr>
<tr>
<td></td>
<td>(e.g., $1 Toll = $1.50 Total Charge)</td>
</tr>
<tr>
<td>October 5, 2014</td>
<td>Pay-by-Mail Surcharge Increased to 75%</td>
</tr>
<tr>
<td>January 3, 2015</td>
<td>Pay-by-Mail Surcharge Increased to 90%</td>
</tr>
<tr>
<td>January 3, 2015</td>
<td>Dynamic Tolling Begins</td>
</tr>
<tr>
<td>April 2015</td>
<td>Review Surcharge for Adjustment (±/-)</td>
</tr>
</tbody>
</table>
PRELIMINARY DATA/OBSERVATIONS

July 2014 – January 2015:

Overall Transactions are Increasing

Share of Toll Tag Transactions is Increasing

Pay-by-Mail Transactions are Relatively the Same

Preliminary Results are Positive

Continue Pilot, Review Data in April