



# EXCESS TOLL REVENUE SHARING: MANAGED LANE POLICY

**Purpose:** To establish a framework for the allocation of future revenue from managed lane toll projects in the North Central Texas region.

1. The focus of this policy is Texas Department of Transportation (TxDOT) sponsored managed lane toll projects.
2. Excess toll revenue is defined as annual toll revenue after annual debt service, and after annual reserve funds have been set aside to cover facility operational costs, anticipated preventive maintenance activities, assigned profit and related expenses for the Comprehensive Development Agreement (CDA), and the expected cost of rehabilitation or reconstruction of the managed toll lanes.
3. All excess revenue generated from an individual managed lane toll project shall remain in the TxDOT district in which that revenue-generating managed lane project is located.



## **EXCESS TOLL REVENUE SHARING: MANAGED LANE POLICY (continued)**

4. Local governments and transportation authorities shall be given the right to invest in a CDA project as a means to fund the facility as well as to generate local revenue.
5. The excess revenue generated from an individual managed lane toll project shall remain in the counties in which that revenue-generating project is located. Excess revenue shall be returned to the funding partners in proportion to their shares and be used to fund future transportation projects.
6. Regional Transportation Council shares will be put in air quality related and sustainable development programs and used to leverage federal transportation funds.