

Frequently Asked Questions about the Proposed SH 161 Toll Facility

Q: How much will the tolls be?

A: The toll rate guidelines for SH 161 will be the result of public outreach and decisions made by the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC). The toll rate for SH 161 has not yet been set but could be determined by as early as Fall 2006 and would be consistent with other toll rates in the region.

Q: Will tolls ever be adjusted?

A: It is anticipated that toll rates will be adjusted every two years. The adjustment would be determined using a system similar to other facilities in the region.

Q: Will trucks pay more to travel on this toll facility?

A: Yes, toll rates are based on vehicle classification.

Q: Will my current toll transponder work on this toll facility or will I need a "TxDOT" toll transponder?

A: All toll facilities within the State of Texas will be interoperable, meaning that a motorist with a North Texas Tollway Authority TollTag®, a Harris or Fort Bend County Toll Road Authority EZ TAG, or the new TxTAG® will be able to drive on any tolled roadway in Texas and will be billed in the same manner.

Q: What happens if I don't have a toll transponder? Will there be a fine?

A: If you do not have a toll transponder with an active account, your license plate will be recorded as a user of the facility. You will not be fined. Based on video monitoring, you will be sent a monthly invoice for your user fees. A premium will be applied to your invoice for this video billing service. Users of toll facilities are encouraged to open an account to benefit from not having to pay this premium.

Q: Where will the revenue collected from SH 161 go?

A: The RTC has established a framework for the allocation of future revenue from toll projects in the North Central Texas region. Excess toll revenue is defined as annual toll revenue after the 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, and the expected cost of rehabilitation or reconstruction of the facility. Excess revenue generated from individual toll projects shall remain in this region.

Q: I pay a gas tax now. By paying a toll, am I being double-taxed?

A: Currently, the state gas tax is being used for maintenance and rehabilitation of existing roadways. Paying to drive on a toll facility is an optional user fee, not an additional tax. Motorists who choose to drive the toll facility and pay the user fee should experience reduced travel time to their destination.

Q: Are there any alternatives to paying the toll?

A: Drivers would have the option of using the non-tolled frontage roads, Beltline Road, Roy Orr Boulevard, and SH 360.

Q: Will the tolls ever be removed?

A: No, it is unlikely that tolls will be removed from SH 161. Revenue that is collected from the tollway will continue to support the operation and maintenance of the facility and to expand the transportation system to meet transportation needs of the traveling community.



Q: Will other Dallas area roadways be considered for tolling?

A: Yes, The Dallas/Ft. Worth metroplex is faced with a critical financial shortfall of \$55 billion in transportation needs. In response to this, local policy officials are developing an innovative way to leverage funds. By partnering together, state and local officials can leverage additional state transportation funds, freeing existing allocations for critical, but otherwise unbudgeted, safety, capacity and air quality projects. This shift allows new projects that were originally budgeted through gasoline tax revenue to generate tolls. However, the RTC policy remains intact that no existing freeway lanes will be converted to toll facilities.

Q: How would tolling SH 161 affect traffic noise along SH 161?

A: Tolling along SH 161 would redistribute traffic from the main lanes to the frontage roads. However, the noise level increase from this traffic redistribution is most likely to be minimal (less than 1 dBA). Therefore, the previously proposed noise barriers would remain effective.

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Frequently Asked Questions



Proposed Toll Facility
IH 20 to SH 183

