

**GENERAL MEETING OF THE BOARD OF DIRECTORS
OF THE
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY**

RESOLUTION NO. 19-069

ADOPTING A TOLL RATE FOR THE 290E PHASE III TOLL PROJECT

WHEREAS, the 290E Phase III Toll Project Traffic Revenue Forecasts dated October 19, 2018 identified a proposed toll schedule for transponder customers using the 290E Phase III Toll when that project is completed and open to traffic; and

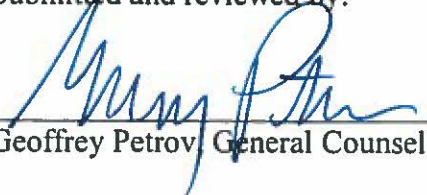
WHEREAS, the 290E Phase III Toll is anticipated to open to traffic in the first quarter of 2020; and

WHEREAS, the Executive Director recommends that the Board approve and adopt tolls for the 290E Phase III Toll that are consistent with the tolls identified in the 290E Phase III Toll Project Traffic Revenue Forecasts dated October 19, 2018.

NOW THEREFORE, BE IT RESOLVED, that the Board hereby adopts the tolls identified in the 290E Phase III Toll Project Traffic Revenue Forecasts dated October 19, 2018, an excerpt of which is attached hereto as Exhibit A.

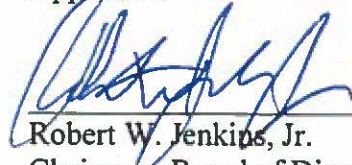
Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 20th day of November 2019.

Submitted and reviewed by:



Geoffrey Petrov, General Counsel

Approved:



Robert W. Jenkins, Jr.
Chairman, Board of Directors

Exhibit A

4.4 FUTURE TOLL RATES

The current and estimated future toll increases for 290E, 183A, SH 71 Express, and 183S, as shown in Table 4.7 through Table 4.10, are based on the current and projected annual CPI-U as shown earlier in Table 4.2. Vehicles having more than two axles will continue to pay a proportionately higher toll using the (n-1) formula. The surcharge of 33 percent for PBM transactions is assumed to continue throughout the forecast period. Recently approved changes to the PBM fees and toll surcharge, as discussed in Section 4.5, are expected to be revenue neutral such that the total revenues (toll plus fee) presented in Chapter 8 would remain the same.

To travel the entire 6.2-mile length of 290E today, the toll cost for a passenger car is \$1.72 using ETC or \$0.28 per mile. By 2040, the same full-length toll on this road would increase to \$3.08 for a per mile rate of \$0.50, as shown in Table 4.7. Tolls on the direct connectors from SH 130 (290E Phase III Project) would cost a passenger car \$0.61 using ETC in 2021 and will increase to \$1.02 in 2040.

Table 4.7: 290E Toll Schedule (Autos)

Toll Location	Payment Type	2016*	2017	2018	2020*	2030*	2040*
Direct Connectors to/from US 183	ETC	\$0.55	\$0.56	\$0.57	\$0.60	\$0.77	\$1.02
	PBM	\$0.73	\$0.75	\$0.76	\$0.80	\$1.02	\$1.36
Springdale Road Ramps	ETC	\$0.55	\$0.56	\$0.57	\$0.60	\$0.77	\$1.02
	PBM	\$0.73	\$0.75	\$0.76	\$0.80	\$1.02	\$1.36
Giles Lane Ramps	ETC	\$0.55	\$0.56	\$0.57	\$0.60	\$0.77	\$1.02
	PBM	\$0.73	\$0.75	\$0.76	\$0.80	\$1.02	\$1.36
Giles ML Plaza	ETC	\$1.10	\$1.12	\$1.15	\$1.20	\$1.55	\$2.06
	PBM	\$1.46	\$1.50	\$1.53	\$1.60	\$2.06	\$2.74
Harris Branch Pkwy Ramps	ETC	\$0.55	\$0.56	\$0.57	\$0.60	\$0.77	\$1.02
	PBM	\$0.73	\$0.75	\$0.76	\$0.80	\$1.02	\$1.36
Direct Connectors from SH 130	ETC					\$0.77	\$1.02
	PBM					\$1.02	\$1.36
Parmer ML Plaza	ETC	\$0.55	\$0.56	\$0.57	\$0.60	\$0.77	\$1.02
	PBM	\$0.73	\$0.75	\$0.76	\$0.80	\$1.02	\$1.36
Full Length Trip	Distance	6.2	6.2	6.2	6.2	6.2	6.2
	Rate per Mile	\$0.27	\$0.27	\$0.28	\$0.29	\$0.37	\$0.50
	Toll Cost (ETC)	\$1.65	\$1.68	\$1.72	\$1.80	\$2.32	\$3.08

Notes: (1) Rate per mile shown for a full-length trip is equal to the total toll cost divided by the distance.

(2) Toll cost for a full-length trip is equal to the sum of the Giles and Parmer mainline plaza tolls.

(3) The assumed annual escalation rates are as shown in Table 4.2.

(4) Toll rates shown for 2016, 2017, and 2018 are actual; toll rates shown for 2020, 2030 and 2040 are assumed based on the escalation rates shown in Table 4.2.

(5) Years shown with an asterisk (*) are model years.

(6) Toll rates shown for 2018 were approved by the Board at its meeting on December 13, 2017.