

NORTH TEXAS TOLLWAY SYSTEM
(An Enterprise Fund of the North Texas Tollway Authority)

COMPREHENSIVE ANNUAL FINANCIAL REPORT
FISCAL YEAR ENDED DECEMBER 31, 2015

**GOING
TO MAKE YOUR COMMUTE BETTER
FOURTH**



**Pardon our dust as we
make extra room for drivers
on the Dallas North Tollway
and the Bush Turnpike!**

Construction on fourth lanes is well underway. Soon drivers can look forward to a little extra room on the road, making traveling the DNT and the PGBT easier, safer and even more convenient.

NTTA
NORTH TEXAS TOLLWAY AUTHORITY



NORTH TEXAS TOLLWAY AUTHORITY

NORTH TEXAS TOLLWAY SYSTEM

(An Enterprise Fund of the North Texas Tollway Authority)

COMPREHENSIVE ANNUAL FINANCIAL REPORT

For the Fiscal Year Ended December 31, 2015

**Gerald Carrigan
Executive Director**

**Horatio Porter
Chief Financial Officer**

NORTH TEXAS TOLLWAY SYSTEM
(An Enterprise Fund of the North Texas Tollway Authority)
Comprehensive Annual Financial Report
For the Fiscal Year Ended December 31, 2015

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June 1, 2016

Chairman Kenneth Barr,
And the Board of Directors
North Texas Tollway Authority

The Finance Department of the North Texas Tollway Authority (the Authority or NTTA) is pleased to submit the Comprehensive Annual Financial Report (CAFR) for the year ended December 31, 2015 in compliance with Section 711 of the Amended and Restated Trust Agreement. The CAFR is intended to provide detailed information on the financial condition of the North Texas Tollway System (the System), an enterprise fund of the Authority, at December 31, 2015, including the North Texas Tollway System, and the Non-major Enterprise Fund. The System consists of the Dallas North Tollway (DNT), the President George Bush Turnpike (PGBT) including the Eastern Extension, Sam Rayburn Tollway (SRT) previously known as State Highway 121, the Mountain Creek Lake Bridge (MCLB), the Addison Airport Toll Tunnel (AATT) and the Lewisville Lake Toll Bridge (LLTB). The Non-major Enterprise Fund is a fund for Tolling Services Agreements (TSA's) for managed lanes which presently consist of the managed toll lanes for Interstate Highway 635 (LBJ-635), North Tarrant Express 1&2 (NTE-1&2) and the DFW Connector.

Management assumes full responsibility for the completeness and reliability of the information contained in this report, based upon a comprehensive framework of internal control that it has established for this purpose. Because the cost of internal control should not exceed anticipated benefits, the objective is to provide reasonable, rather than absolute, assurance that the financial statements are free of any material misstatements. Crowe Horwath LLP, Certified Public Accountants, has issued an unmodified ("clean") opinion on the North Texas Tollway Authority's System financial statements for the year ended December 31, 2015. This independent auditors' report is located at the front of the financial section of this report.

Management's discussion and analysis (MD&A) immediately follows the independent auditors' report and provides a narrative introduction, overview and analysis of the basic financial statements. The MD&A complements this letter of transmittal and should be read in conjunction with it.

Profile of the North Texas Tollway Authority

The Turnpike Act of 1953 was passed by the legislature and signed into law by Governor Allan Shivers on June 9, 1953 creating the Texas Turnpike Authority for the purpose of building and managing an expressway between Dallas and Fort Worth. After the initial design was completed in December 1954, \$58,000,000 of bonds were sold to construct the expressway called the Dallas-Fort Worth Turnpike. The turnpike was dedicated on September 5, 1957 and by November 8, 1957 had already served one million patrons.

In 1962, the Dallas Central Business District Association petitioned the Turnpike Authority to investigate the feasibility of a turnpike linking the central business district with north central Dallas. In June 1965, bonds were sold and the Dallas North Tollway was in business. The first segment of the tollway from downtown to Mockingbird Lane opened to traffic on February 11, 1968 and the next segment to Royal Lane, was opened to traffic on June 30, 1968.

In 1997, the Texas Legislature created regional tollway authorities and the current North Texas Tollway Authority was born.

The Authority is committed to being a careful steward of all resources placed in its care – financial, physical and environmental. Because the Authority is a public organization chartered by the state of Texas, every toll collected is reinvested in the region.

Toll revenues, in 2015, net of bad debt expense were \$621,424,682, representing an increase of 7.0% over 2014 toll revenues of \$580,524,810, net of bad debt expense. This increased revenue will allow the Authority to preserve current assets, fund capital improvement projects, satisfy debt service obligations and invest in safety and technology to provide our patrons world-class service.

The operations of the System are accounted for as an enterprise fund in accordance with United States generally accepted accounting principles (GAAP). Management takes responsibility for the accuracy of the data and the completeness and fairness of the presentation, including all disclosures. In keeping with that responsibility, these statements are presented on a consolidated basis and include the NTTA System and the Non-Major Enterprise Fund for Tolling Services Agreements (TSA's). Management confirms that the financial statements are presented fairly and in all material respects, represent the financial position of the NTTA as of December 31, 2015. Please refer to the Management's Discussion and Analysis (MD&A) on pages 10-19 of this report for a detailed discussion of the NTTA's financial performance.

Economic Development

The Dallas-Fort Worth area is one of the top regions in the nation for business, thanks to a low cost of living, a business-friendly environment, a strong base of well-educated and skilled employees and robust access to both U.S. and world markets through its transportation network. Key metrics tracked by the Federal Reserve Bank of Dallas, show the region to be among the strongest in the country. Dallas-Fort Worth is consistently among the top places to work, the best places to live and the best places for investment. The U.S. Bureau of Labor and Statistics ranks the Dallas-Fort Worth area 3rd in job growth. *Forbes Magazine* cited the region for a lower than average cost of living, ranking it among the top five U.S. metropolitan areas where a paycheck stretches the furthest. The Fortune 500 list shows 18 firms headquartered in our region. Dallas-Fort Worth corporate powerhouse companies are distributed throughout the region, an indication of its strength and the quality of the workforce and ease of navigation between cities and corporate centers. It's common to work in one part of the Dallas-Fort Worth area and live in another. More than 90 percent of people, who commute to work, do so by car, truck or van, facilitated by our well-developed network of interstate freeways, state highways and toll roads connecting job centers to fast-growing communities.

Relevant Financial Policies

Section 501 of the Amended and Restated Trust Agreement mandates the Authority will keep in effect a Toll Rate Schedule which will raise and produce Net Revenues (Gross Revenues less Operating and Maintenance Expenses) sufficient to satisfy the greater of (1), (2) or (3) below:

- (1) 1.35 times the scheduled debt service requirements on all outstanding First Tier Bonds for the fiscal year; or
- (2) 1.20 times the scheduled debt service requirements on all outstanding First Tier Bonds and all outstanding Second Tier Bonds for the fiscal year; or
- (3) 1.00 times the scheduled debt service requirements on all outstanding First Tier Bonds, all outstanding Second Tier Bonds, all outstanding Third Tier Bonds and all other outstanding obligations of the Authority secured by net revenues for the fiscal year.

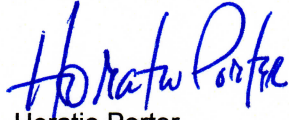
Coverage for all debt for 2015 was 1.48 times, well above the required level of 1.00.

Awards and Acknowledgments

The Government Finance Officers Association (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the North Texas Tollway Authority for its Comprehensive Annual Financial Report for the fiscal year ended December 31, 2014.

We appreciate our Board of Directors for providing leadership as NTTA delivers transportation solutions for customers in the region. We also wish to thank members of the Finance Department and all other NTTA staff for their contributions to the production of the report.

Respectfully submitted,



Horatio Porter
Chief Financial Officer



Government Finance Officers Association

**Certificate of
Achievement
for Excellence
in Financial
Reporting**

Presented to

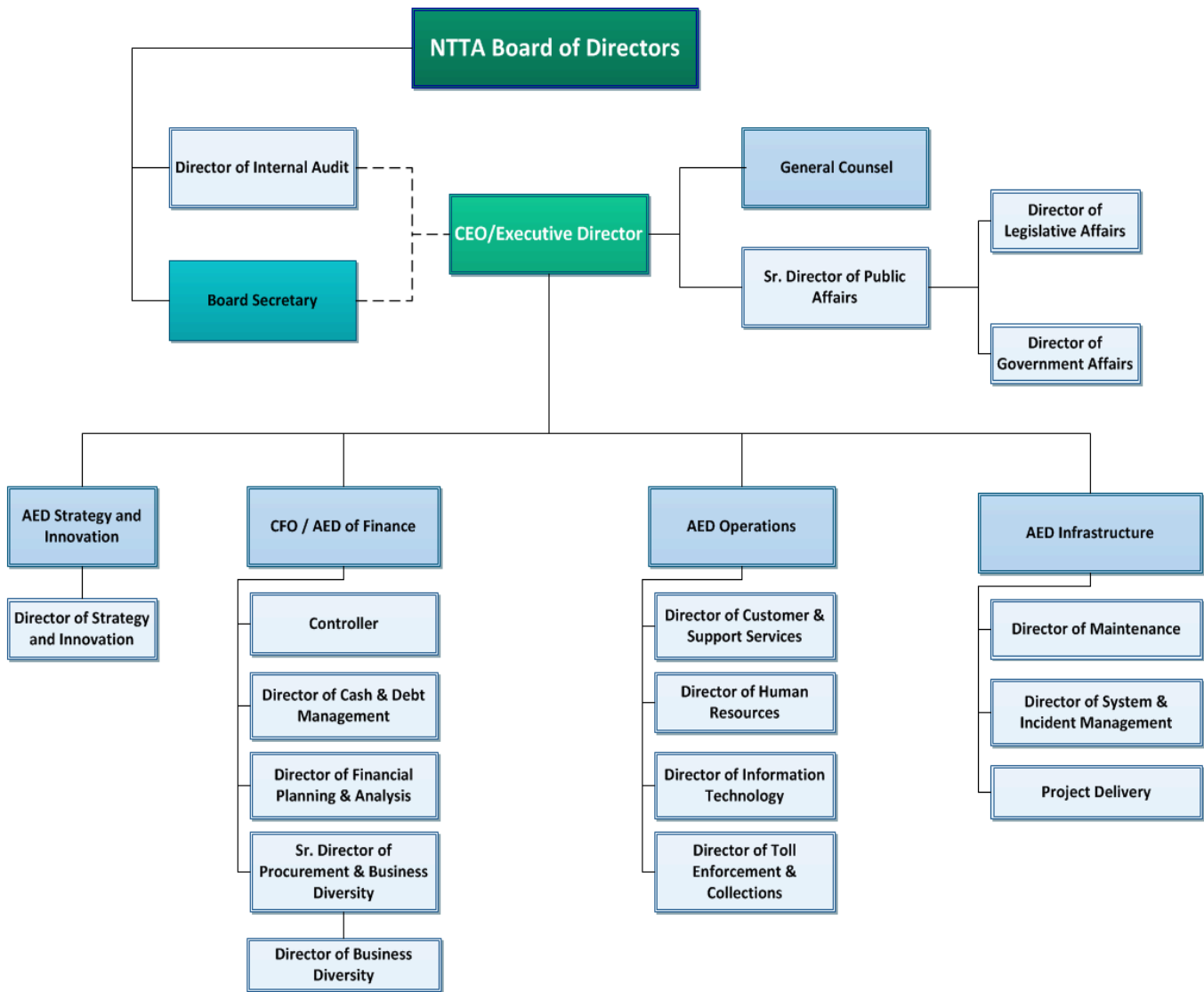
**North Texas
Tollway Authority**

For its Comprehensive Annual
Financial Report
for the Fiscal Year Ended

December 31, 2014

Executive Director/CEO

Organization Chart



North Texas Tollway Authority
List of Officials
December 31, 2015

Kenneth Barr
Chairman



Tarrant County Appointee

Bill Moore
Vice Chairman



Collin County Appointee

William D. Elliott
Director



Gubernatorial Appointee

Matrice Ellis-Kirk
Director



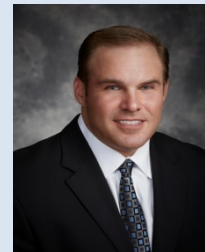
Dallas County Appointee

Mojo Haddad
Director



Tarrant County Appointee

John Mahalik
Director



Denton County Appointee

Michael R. Nowels
Director



Denton County Appointee

George "Tex" Quesada
Director



Dallas County Appointee

Jane Willard
Director



Collin County Appointee

INDEPENDENT AUDITOR'S REPORT

To the Board of Directors
North Texas Tollway Authority

Report on the Financial Statements

We have audited the accompanying financial statements of the major fund and the aggregate remaining fund information of the North Texas Tollway System (the System), an enterprise fund of the North Texas Tollway Authority (the Authority), as of and for the year ended December 31, 2015, and the related notes to the financial statements, which collectively comprise the System's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the major fund and the aggregate remaining fund information of the System as of December 31, 2015, and the respective changes in financial position, and, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Emphasis of a Matter

As discussed in note 1(a), the financial statements present only the System, an enterprise fund of the Authority and do not purport to, and do not, present fairly the financial position of the Authority as of December 31, 2015, and the changes in its financial position and its cash flows for the year then ended, in conformity with accounting principles generally accepted in the United States of America. Our opinions are not modified with respect to this matter.

As discussed in Note 1 to the financial statements, in June 2012 the GASB issued GASB Statement No. 68, *“Accounting and Financial Reporting for Pensions.”* Also, in November 2013 the GASB issued GASB Statement No. 71, *“Pension Transition for Contributions Made Subsequent to the Measurement Date”*. As discussed in note 1, GASB Statements 68 and 71 were effective for the System’s fiscal year ended December 31, 2015. These Statements replace the requirements of Statement No. 27, *“Accounting for Pensions by State and Local Governmental Employers”* and Statement No. 50, *“Pension Disclosures.”* Statements 68 and 71 establish standards for measuring and recognizing liabilities, deferred outflows of resources, deferred inflows of resources and expenses as well as identifies the methods and assumptions that should be used to project benefit payments, discount projected benefit payments to their actuarial present value and attribute that present value to periods of employee service. Note disclosures and required supplementary information requirements about pensions are also addressed. Our opinions are not modified with respect to this matter.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the Management’s Discussion and Analysis on pages 10-19, Modified Approach – Infrastructure on pages 61-62, Schedule of Changes in Net Pension Liability/(Asset) and Related Ratios on page 63, Schedule of Contributions on page 64 and Schedule of Funding Progress on page 65, be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management’s responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the System’s basic financial statements. The items listed in the introductory section, and the supplementary schedules 1 through 10, and statistical section are presented for purposes of additional analysis and are not a required part of the basic financial statements.

Schedule 1 is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Schedule 1 is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

The items listed in the introductory section, schedules 2 through 10, and the statistical section have not been subjected to the auditing procedures applied in the audit of the basic financial statements, and accordingly, we do not express an opinion or provide any assurance on them.

A handwritten signature in black ink that reads "Crowe Horwath LLP". The signature is written in a cursive, slightly slanted style.

Crowe Horwath LLP

Dallas, Texas
June 1, 2016

NORTH TEXAS TOLLWAY SYSTEM
(An Enterprise Fund of the North Texas Tollway Authority)
Management's Discussion and Analysis
December 31, 2015

As Management of the North Texas Tollway Authority (Authority), we offer readers the financial statements for the North Texas Tollway System (System), which consists of the Dallas North Tollway (DNT), the President George Bush Turnpike (PGBT) including the Eastern Extension, Sam Rayburn Tollway (SRT), the Mountain Creek Lake Bridge (MCLB), the Addison Airport Toll Tunnel (AATT), and the Lewisville Lake Toll Bridge (LLTB), which make up the major enterprise fund of the Authority. The Non-major Enterprise Fund is a fund for Tolling Services Agreements (TSA's) for managed lanes which presently consist of the managed toll lanes for Interstate Highway 635 (LBJ-635), DFW Connector and North Tarrant Express (NTE). The Non-major Enterprise fund is accounted for and presented separately. The Authority also includes the Special Projects System (SPS), another enterprise fund of the Authority which is reported separately and is not included in these financial statements.

We offer readers of these financial statements a narrative overview and analysis of the financial activities of the System for the year ended December 31, 2015. This discussion and analysis is designed to assist the reader in focusing on the financial issues and activities and to identify any significant changes in financial position. Please read it in conjunction with the financial statements, which immediately follow this section.

Using This Annual Report

Overview of the Financial Statements

This discussion and analysis is intended to serve as an introduction to the System financial statements, notes to the financial statements, and required supplementary information. The financial statements of the System report information using accounting methods consistent with reporting for an enterprise activity similar to those used by private sector companies.

Statement of Net Position: This statement presents information on all of the System's and the Non-major Enterprise fund assets and liabilities, with the difference between the two reported as net position. Over time, increases or decreases in the net position are useful indicators of whether the Authority's financial position is improving or deteriorating.

Statement of Revenues, Expenses and Changes in Net Position: This statement presents information showing the System's and the Non-major Enterprise fund revenues, expenses, and how the net position changed during the year.

Statement of Cash Flows: This statement presents information about the System's and the Non-major Enterprise fund cash receipts and cash payments, or, in other words, the sources and uses of the System's and the Non-major Enterprise fund cash and the change in cash balance during the fiscal year.

Notes to the Financial Statements: The notes to the financial statements provide additional information that is essential to a full understanding of the data provided in the basic financial statements.

Other: Certain required supplementary information is presented to disclose trend data on the System's infrastructure condition. Additionally, certain financial schedules are presented by Trust Accounts and in accordance with the Authority's Trust Agreement.

Financial Results and Analysis

2015 Highlights

- The total net position increased by \$3,949,450 over fiscal year 2014, mainly due to an increase in operating income from the Tolling Services Agreements (TSA's).

NORTH TEXAS TOLLWAY SYSTEM
(An Enterprise Fund of the North Texas Tollway Authority)
Management's Discussion and Analysis
December 31, 2015

- Total traffic transactions (excluding non-revenue transactions) for fiscal year 2015 were 676,484,779, an increase of 31,815,256 or 4.9% over fiscal year 2014 transactions.
- Approximately 3,723,775 toll tags were active at the end of fiscal year 2015, an increase of 534,416 or 16.8% over fiscal year 2014 active toll tags.
- The System received a toll equity grant in the amount of \$160,270,000 from the Texas Department of Transportation (TxDOT) for Right of Way acquisition and other costs related to the PGBT Eastern Extension (PGBT EE) in 2007. In return for the grant, the Authority agreed to share 20% of the tolls received on the PGBT Eastern Extension with TxDOT over the life of PGBT Eastern Extension. The extension opened in late December 2011. In fiscal year 2015, TxDOT received \$6,963,892 on 32,990,210 transactions in comparison to \$6,801,686 on 29,580,596 transactions in 2014.
- Toll revenues of \$621,424,682, net of bad debt expense, increased \$40,899,872 or 7.0% over fiscal year 2014, due to a 4.9% increase in traffic transactions and a partial year benefit of the toll rates increase that took effect on July 1, 2015.
- The System's Administration and Operations expenses of \$128,107,355 were under budget by 6.8% in fiscal year 2015. (see System's Budget to Actual Schedule - page 91)

NORTH TEXAS TOLLWAY SYSTEM
(An Enterprise Fund of the North Texas Tollway Authority)
Management's Discussion and Analysis
December 31, 2015

Summary of Operations

Table A-1
Net Position

	2015	2014
Current unrestricted assets	\$ 404,515,704	\$ 400,442,436
Current restricted assets	254,363,870	296,987,635
Noncurrent assets		
Restricted investments	500,437,692	410,326,873
Other assets	71,392,877	62,757,505
Intangible assets	2,752,866,500	2,817,791,721
Capital assets:		
Nondepreciable	3,356,868,899	3,311,093,073
Depreciable (net)	45,652,813	58,343,977
Total assets	7,386,098,355	7,357,743,220
Deferred outflow of resources	334,320,584	109,324,238
Current unrestricted liabilities	94,325,198	80,409,110
Current liabilities payable from restricted assets	186,019,493	190,962,470
Noncurrent liabilities	52,920,515	52,953,118
Long-term debt	8,054,829,100	7,815,035,989
Total liabilities	8,388,094,306	8,139,360,687
Deferred inflow of resources	5,298,930	4,630,518
Net position:		
Investment in capital assets	(4,277,956,501)	(4,234,262,561)
Restricted for debt service	859,292,644	763,704,484
Restricted for SCA intangible	2,752,866,500	2,816,826,721
Unrestricted	(7,176,940)	(23,192,391)
Total net position	\$ (672,974,297)	\$ (676,923,747)

The net position indicates an unrestricted current ratio of 4.29 and 4.98 for fiscal year 2015 and fiscal year 2014, respectively. Working capital was \$310,190,506 and \$320,033,326 in fiscal year 2015 and fiscal year 2014, respectively. Total unrestricted current assets were \$404,515,704 in fiscal year 2015, compared to \$400,442,436 in fiscal year 2014. Total unrestricted and restricted current assets were \$658,879,574 at the end of fiscal year 2015. Cash and investments of \$584,940,513 represent the largest component of current assets. The remaining \$73,939,061 is comprised of accrued interest receivable of \$1,785,382, accounts receivable of \$62,663,444, inter-project/interagency receivables of \$8,129,272 and prepaid expenses of \$1,360,963.

Total unrestricted current liabilities were \$94,325,198 at the end of fiscal year 2015, consisting of \$2,799,053 of accounts payable, \$49,369,584 of deferred revenue and \$26,216,751 of accrued liabilities (mainly accrued salaries and vacation liability) and \$15,939,810 of interfund payables.

NORTH TEXAS TOLLWAY SYSTEM
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Management's Discussion and Analysis
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Table A-2
Change in Net Position

Revenues	2015	2014
Tolls	\$ 621,424,682	\$ 580,524,810
Other revenues	46,390,402	34,526,543
Operating revenues	667,815,084	615,051,353
Operating expenses before depreciation	186,952,590	170,116,876
Income from operations before depreciation	480,862,494	444,934,477
Amortization of intangible (Sam Rayburn Tollway)	(65,385,114)	(64,403,243)
Depreciation	(6,889,660)	(6,159,420)
Operating income	408,587,720	374,371,814
Nonoperating revenue (expenses):		
Gain (loss) on fair value of investments	(545,635)	2,466,494
Interest expense	(423,297,908)	(438,701,716)
Other	(23,572,672)	(1,218,263)
Net nonoperating revenue (expenses):	(447,416,215)	(437,453,485)
Capital contributions		
Payments from other governments	5,074,087	1,790,774
BAB's subsidy	26,935,120	26,877,164
Capital contribution	-	32,166,870
Change in net position	(6,819,288)	(2,246,863)
Net position - beginning, as restated (note 1)	(666,155,009)	(674,676,884)
Net position - ending	\$ (672,974,297)	\$ (676,923,747)

Total operating revenues were \$667,815,084 for fiscal year 2015 and \$615,051,353 for fiscal year 2014. Toll revenues in fiscal year 2015 were \$621,424,682 (net of bad debt expense of \$71,339,198), a 7.0% increase over fiscal year 2014 toll revenues of \$580,524,810 (net of bad debt expense of \$48,574,497). Traffic on the System continues to grow, with average daily transactions of 1,853,383 and 1,766,218 in fiscal year 2015 and fiscal year 2014, respectively.

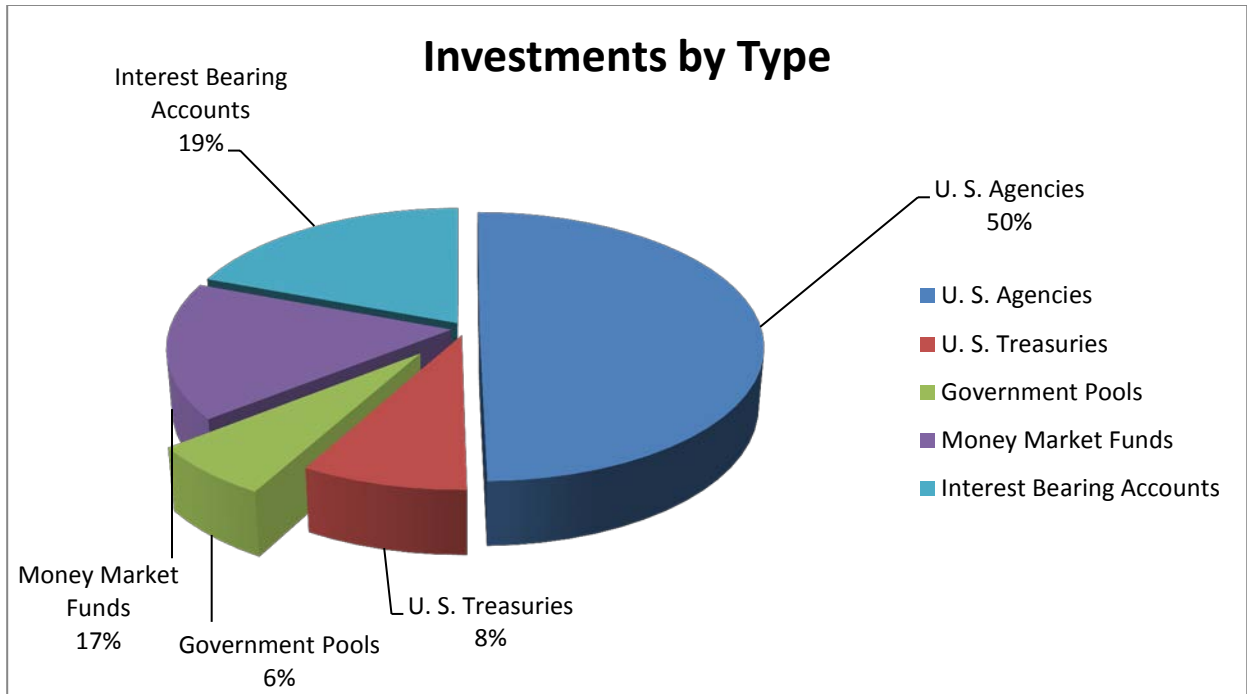
Total operating expenses, including the Reserve Maintenance Fund and the Capital Improvement Fund, before depreciation for fiscal year 2015 were \$186,952,590, representing a 9.9% increase from fiscal year 2014 operating expenses of \$170,116,876. Interest expense, inclusive of capitalized interest, for fiscal year 2015 was \$423,297,908, a 3.5% decrease from fiscal year 2014 interest expense of \$438,701,716. Debt service coverage for all debt for fiscal year 2015 and fiscal year 2014 were 1.48 and 1.41 times, respectively. The Trust Agreement and the Authority's Debt Policy both require bond principal and interest coverage of 1.35 for first tier debt. For fiscal year 2015, the debt service coverage for first tier debt was 1.97.

The overall financial position in fiscal year 2015 increased by \$3,949,450 from fiscal year 2014 as indicated above and explained on page 10.

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Management's Discussion and Analysis
December 31, 2015

Investments: Investments at December 31, 2015 and 2014 were approximately \$1,057,185,252 and \$1,011,913,294 respectively. Chart A-3 below shows the types of authorized investments in the December 31, 2015 portfolio.

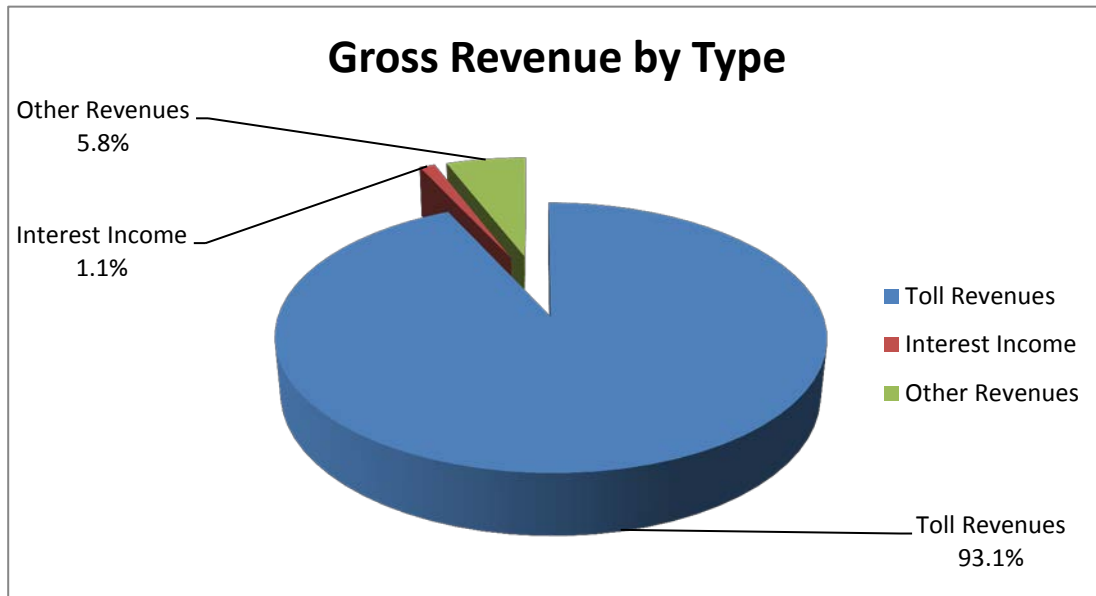
Chart A-3



NORTH TEXAS TOLLWAY SYSTEM
(An Enterprise Fund of the North Texas Tollway Authority)
Management's Discussion and Analysis
December 31, 2015

Chart A-4 below shows revenue in fiscal year 2015 by revenue source type.

Chart A-4

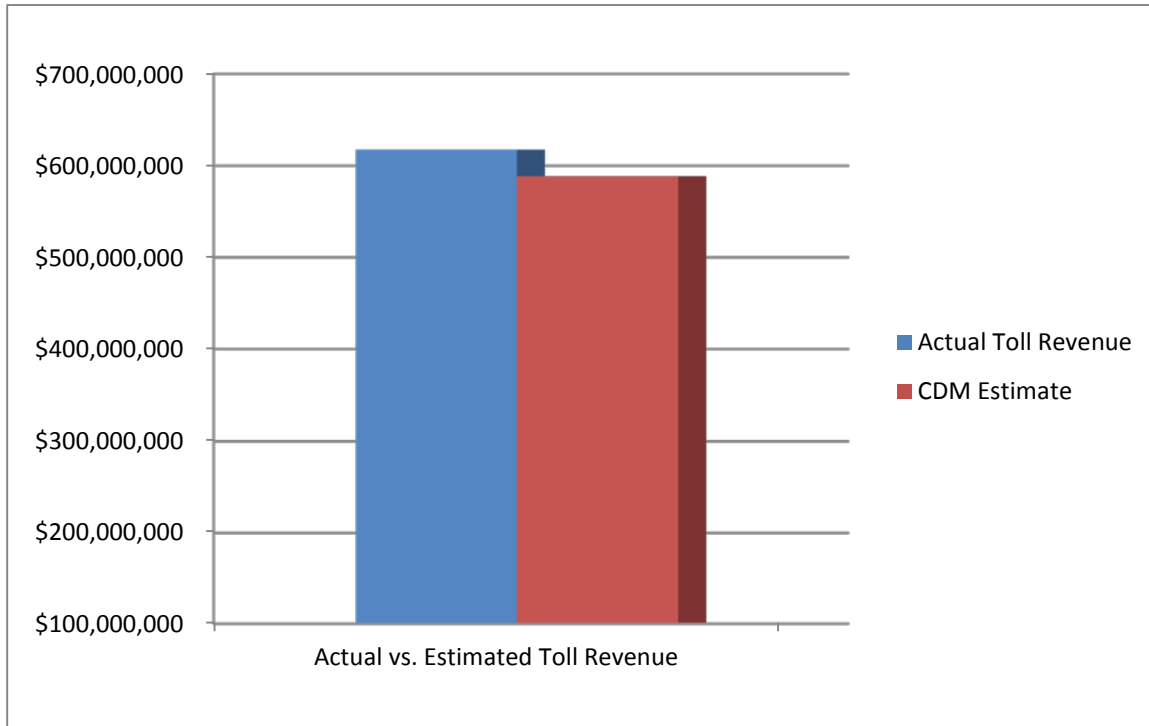


Revenues for fiscal year 2015 were \$667,815,084, an 8.6% increase over fiscal year 2014 gross revenues of \$615,051,353. Toll revenues of \$621,424,682 (net of bad debt expenses of \$71,339,198) account for 93.1% of total revenue. Interest income (excluding Construction Fund interest) was \$7,628,196 or 1.1%. Other revenue, mostly administrative and statement fees for collection of tolls from violators and interoperability fees, was \$38,762,206, representing 5.8% of the total.

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Chart A-5 below shows the System's actual toll revenue for fiscal year 2015 compared to the estimated toll revenue of the Authority's traffic and toll revenue engineer, CDM Smith Inc. (CDM). Toll revenue exceeded CDM's estimates by 4.9%.

Chart A-5



Traffic on the System continues to grow with approximately 1,853,383 average daily transactions in fiscal year 2015, up 4.9% from the 1,766,218 daily averages in fiscal year 2014.

The increase in the toll revenue was largely attributed to:

- The increased growth of population in the North Texas counties (Dallas, Tarrant, Denton & Collin).
- Toll Rate increase in July 2015.

NORTH TEXAS TOLLWAY SYSTEM
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Management's Discussion and Analysis
December 31, 2015

Engineering Estimates

The annual estimates by the System's traffic and revenue engineer, CDM Smith Inc. (CDM), are displayed in comparison to the actual revenue for the years of 2006 through 2015 in Table A-6 below:

Table A-6
Actual vs Estimated Revenue
(in millions of dollars)

Year	Actual	Estimate	Variance
2015	\$ 617,488,044 (*)	\$ 588,534,400	28,953,644
2014	580,045,215	520,318,600	59,726,615
2013	525,458,723	483,799,800	41,658,923
2012	485,463,608	442,688,000	42,775,608
2011	402,569,354	410,749,700	(8,180,346)
2010	366,597,323	377,132,800	(10,535,477)
2009	290,404,547	265,051,729	25,352,818
2008	240,776,791	262,346,900	(21,570,109)
2007	202,675,564	204,491,800	(1,816,236)
2006	191,434,120	197,052,500	(5,618,380)

(*) Net of bad debt expenses (\$66,769,494)

The System's fiscal year 2015 toll revenues of \$617,488,044 increased by 6.5% over fiscal year 2014 actual toll revenue of \$580,045,215. The System's total revenues produced a debt coverage ratio of 1.48 for all debt. Please see the Historical Debt Coverage Table (A-8) on page 19.

Capital Assets – The Authority's investment in capital assets includes land, buildings, right-of-way, roadway, bridges, equipment, and computer systems. Capital assets at December 31, 2015 were \$3,402,521,712, increasing from December 31, 2014 by \$33,084,622. For additional information on capital assets see Note (1) (f) and Note (4).

The Authority utilizes GASB No. 34, Modified Approach of reporting infrastructure assets. Each year a comprehensive assessment is conducted on all the Authority's infrastructure assets which affect the following fiscal year's maintenance budget. For fiscal year 2015, the Authority estimated it would need to spend \$22,572,948 for infrastructure maintenance and preservation, but actually expended \$12,041,778. Fluctuations from year to year between the amount spent to preserve and maintain the Authority's infrastructure assets and the estimated amount result from the timing of work activities. For additional information and results of the 2015 assessment, please see the Required Supplementary Information on pages 59 and 60 of this report. The Authority's Condition Index for 2015 is 8.8 versus the 8.0 goal.

The Sam Rayburn Tollway (SRT) will revert to Texas Department of Transportation after the expiration of the 50 year period commencing when the Authority began collecting tolls (September 2008) on the project on its own behalf.

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The Authority will amortize the cost of the acquisition and the construction costs of the SRT over the term of the project agreement pursuant to which the Authority acquired the project utilizing the straight-line basis. The effect of amortizing the cost of the acquisition and the construction costs of the SRT will reduce the Authority's net revenues as reported on the Generally Accepted Accounting Principles (GAAP) basis. Since the amortization will be a non-cash item, it will not impact the Authority's calculation of net revenues available per the Trust Agreement.

Long-Term Debt – At the end of fiscal year 2015, the Authority's total bonded debt outstanding was \$7,708,916,451 compared to \$7,648,188,182 in fiscal year 2014 (See Table A-7). This debt represents bonds secured solely by toll revenue. For detailed information see Note (5) and the schedule of revenue bonds outstanding as of December 31, 2015, on page 44.

Table A-7
Revenue Bonds Outstanding

Series	2015	2014
Series 2005C	\$ 178,310,000	\$ 178,310,000
Series 2008A	858,170,000	1,419,325,000
Series 2008B	42,460,000	226,930,000
Series 2008D	629,521,451	593,718,182
Series 2008F	-	856,460,000
Series 2008I	295,165,000	295,165,000
Series 2008K	205,000,000	205,000,000
Series 2009A	373,425,000	373,425,000
Series 2009B	825,000,000	825,000,000
Series 2009C	170,730,000	170,730,000
Series 2009D	178,400,000	178,400,000
Series 2010A *	90,000,000	90,000,000
Series 2010B *	310,000,000	310,000,000
Series 2010 Rev Refund	332,225,000	332,225,000
Series 2011A	100,000,000	100,000,000
Series 2011B	268,625,000	268,625,000
Series 2012A	25,930,000	25,930,000
Series 2012B	383,625,000	383,625,000
Series 2012C	101,775,000	101,775,000
Series 2012D	32,815,000	32,815,000
Series 2014A	310,415,000	310,415,000
Series 2014B	146,420,000	146,420,000
Series 2014C	223,895,000	223,895,000
Series 2015A	862,920,000	-
Series 2015B	764,090,000	-
Revenue Bonds Outstanding	<u>\$ 7,708,916,451</u>	<u>\$ 7,648,188,182</u>

* Issued out of the Capital Improvement Fund. This debt is supported solely out of excess revenues flowing into the Capital Improvement Fund.

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Table A-8 sets forth debt service coverage for all debt outstanding for the years 2006 through 2015.

Table A-8
Historical Debt Coverage

Year	Coverage
2015	1.48x
2014	1.41x
2013	1.26x
2012	1.47x
2011	1.77x
2010	1.83x
2009	1.56x
2008	1.60x
2007	1.96x
2006	1.98x

Additionally, the Authority funded, in part, costs of the construction of the PGBT with proceeds from a loan, which totaled \$135,000,000, made by TxDOT in 1995 pursuant to the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Interest at the rate of 4.2% began to accrue on October 1, 2000, compounding annually on January 1, with the first payment made in October 2004, and annual payments on January 1 thereafter until final payment in 2029, which resulted in a new loan amount at October 1, 2004 of \$154,338,133. Repayment of the loan to TxDOT is to be made from amounts on deposit in the Capital Improvement Fund with payments subordinate to bonds or other obligations of the Authority issued or entered into and secured by the tolls and revenues of the Authority. The ISTEA loan payment of \$8,000,000 was made on December 31, 2015 for the fiscal year of 2016. The amortization schedule for this loan can be found in Note (5) page 50.

On September 1, 2009, the Series 2005C bonds were converted to fixed rate bonds. The outstanding Swap Transactions remain legally tied to the Series 2005C Bonds, which have been remarketed to fixed rate. However, the Authority recognized the need for the Swap Transactions to be economically tied to variable rate bonds so that the Swap Transactions could function properly and generate a reasonable synthetic fixed rate. To that end, the Authority negotiated a letter of credit with JPMorgan and issued \$178,400,000 Series 2009D variable rate bonds on November 5, 2009.

Short-Term Debt - The Authority maintains a \$200,000,000 commercial paper program. During fiscal year 2015, no commercial paper was issued and there are no outstanding notes under the commercial paper program. See also Note (5) page 50.

Contacting the NTTA's Financial Management

This financial report is designed to provide overview information to our bondholders, patrons, and other interested parties. Should you have questions about this report, please contact the North Texas Tollway Authority's Chief Financial Officer, 5900 W. Plano Parkway, Suite 100, Plano, Texas 75093.

NORTH TEXAS TOLLWAY SYSTEM
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Statement of Net Position
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Assets	North Texas Tollway System	Non-Major Enterprise Fund	Total
Current assets:			
Cash and cash equivalents (note 3)	\$ 25,453,164	\$ 2,739,789	\$ 28,192,953
Investments (note 3)	295,826,429	12,073,971	307,900,400
Accounts receivable (net of allowance for uncollectibles) (note 9)	51,569,007	6,630,227	58,199,234
Other assets	6,045,869	4,177,248	10,223,117
Total current unrestricted assets	<u>378,894,469</u>	<u>25,621,235</u>	<u>404,515,704</u>
Current restricted assets:			
Restricted for construction:			
Investments (notes 3 and 10)	25,978,748	-	25,978,748
Accrued interest receivable	109,056	-	109,056
Restricted for debt service:			
Investments (notes 3 and 5)	222,868,412	-	222,868,412
Accrued interest receivable	943,444	-	943,444
Accounts receivable	4,464,210	-	4,464,210
Total current restricted assets	<u>254,363,870</u>	<u>-</u>	<u>254,363,870</u>
Total current assets	<u>633,258,339</u>	<u>25,621,235</u>	<u>658,879,574</u>
Noncurrent assets:			
Investments restricted for debt service (notes 3 and 5)	500,437,692	-	500,437,692
Unavailable feasibility study costs	63,585,906	-	63,585,906
Net pension asset	7,806,971	-	7,806,971
Service Concession Arrangement - Intangible asset (note 1(m)) (net of accumulated amortization)	2,752,866,500	-	2,752,866,500
Capital assets:			
Nondepreciable (note 4)	3,356,868,899	-	3,356,868,899
Depreciable (net) (note 4)	45,652,813	-	45,652,813
Total noncurrent assets	<u>6,727,218,781</u>	<u>-</u>	<u>6,727,218,781</u>
Total assets	<u>7,360,477,119</u>	<u>25,621,235</u>	<u>7,386,098,355</u>
Deferred outflow of resources			
Accumulated decrease in fair value of hedging derivatives	29,801,868	-	29,801,868
Loss on refunding	300,106,306	-	300,106,306
Pension contributions after measurement date	3,305,101	-	3,305,101
Difference in projected and actual earnings on pension assets	1,107,309	-	1,107,309
Total deferred outflow of resources	<u>334,320,584</u>	<u>-</u>	<u>334,320,584</u>

See accompanying notes to basic financial statements

NORTH TEXAS TOLLWAY SYSTEM
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Statement of Net Position
December 31, 2015

Liabilities	North Texas Tollway System	Non-Major Enterprise Fund	Total
Current liabilities:			
Accounts and retainage payable	\$ 2,799,053	\$ -	\$ 2,799,053
Accrued liabilities	25,920,758	295,993	26,216,751
Unearned revenue	49,369,584	-	49,369,584
Other	15,939,810	-	15,939,810
Total current unrestricted liabilities	<u>94,029,205</u>	<u>295,993</u>	<u>94,325,198</u>
Payable from restricted assets:			
Construction-related payables:			
Retainage payable	893,771	-	893,771
Debt service-related payables:			
Accrued interest payable	177,430,570	-	177,430,570
Accrued arbitrage rebate payable	335,152	-	335,152
Revenue bonds payable, current portion (note 5)	7,360,000	-	7,360,000
Total current liabilities payable from restricted assets	<u>186,019,493</u>	<u>-</u>	<u>186,019,493</u>
Total current liabilities	<u>280,048,698</u>	<u>295,993</u>	<u>280,344,691</u>
Noncurrent liabilities:			
Other post-employment benefits (note 8)	23,118,647	-	23,118,647
Accumulated increase in fair value of hedging derivatives	29,801,868	-	29,801,868
Loans payable	131,403,745	-	131,403,745
Dallas North Tollway System revenue bonds payable, net of bond discount (premium) costs of \$221,868,904 (note 5)	7,923,425,355	-	7,923,425,355
Total noncurrent liabilities	<u>8,107,749,615</u>	<u>-</u>	<u>8,107,749,615</u>
Total liabilities	<u>8,387,798,313</u>	<u>295,993</u>	<u>8,388,094,306</u>
Deferred inflow of resources			
Difference in expected and actual pension experience	961,498	-	961,498
Gain on refunding	4,337,432	-	4,337,432
Total deferred inflow of resources	<u>5,298,930</u>	<u>-</u>	<u>5,298,930</u>
Net Position			
Net investment in capital assets	(4,277,956,501)	-	(4,277,956,501)
Restricted for:			
Debt service	859,292,644	-	859,292,644
SCA Intangible	2,752,866,500	-	2,752,866,500
Unrestricted	(32,502,182)	25,325,242	(7,176,940)
Total net position	<u>\$ (698,299,539)</u>	<u>\$ 25,325,242</u>	<u>\$ (672,974,297)</u>

See accompanying notes to basic financial statements

NORTH TEXAS TOLLWAY SYSTEM
(An Enterprise Fund of the North Texas Tollway Authority)
Statement of Revenues, Expenses and Changes in Net Position
Year ended December 31, 2015

	<u>North Texas Tollway System</u>	<u>Non-Major Enterprise Fund</u>	<u>Total</u>
Operating revenues:			
Tolls	\$ 617,488,044	\$ 3,936,638	\$ 621,424,682
Other	33,019,683	13,370,719	46,390,402
Total operating revenues	<u>650,507,727</u>	<u>17,307,357</u>	<u>667,815,084</u>
Operating expenses:			
General			
Administration	20,859,322	877,109	21,736,431
Operations	107,248,033	12,798,561	120,046,594
Preservation			
Reserve maintenance	12,041,778	-	12,041,778
Capital improvement	31,318,168	-	31,318,168
Construction improvement	1,809,619	-	1,809,619
Amortization of intangibles	65,385,114	-	65,385,114
Depreciation	6,889,660	-	6,889,660
Operating expenses	<u>245,551,694</u>	<u>13,675,670</u>	<u>259,227,364</u>
Operating income	<u>404,956,033</u>	<u>3,631,687</u>	<u>408,587,720</u>
Nonoperating revenues (expenses):			
Gain (loss) on fair value of investments	(545,635)	-	(545,635)
Interest expense	(423,297,908)	-	(423,297,908)
Other	(23,572,672)	-	(23,572,672)
Net nonoperating revenues (expenses)	<u>(447,416,215)</u>	<u>-</u>	<u>(447,416,215)</u>
Income (loss) before capital contributions, subsidies, and transfers	(42,460,182)	3,631,687	(38,828,495)
Payments from other governments	5,074,087	-	5,074,087
Build America Bonds Subsidy (BAB's)	26,935,120	-	26,935,120
Change in net position	<u>(10,450,975)</u>	<u>3,631,687</u>	<u>(6,819,288)</u>
Beginning net position, (Restated-see Note 1(n))	(687,848,564)	21,693,555	(666,155,009)
Ending net position	<u>\$ (698,299,539)</u>	<u>\$ 25,325,242</u>	<u>\$ (672,974,297)</u>

See accompanying notes to basic financial statements

North Texas Tollway Authority
(An Enterprise Fund of the North Texas Tollway Authority)
Statement of Cash Flows
Year ended December 31, 2015

	North Texas Tollway System	Non-Major Enterprise Fund	Total
Cash flows from operating activities:			
Receipts from customers and users	\$ 665,434,436	\$ 9,716,254	\$ 675,150,690
Payments to contractors and suppliers	(196,603,948)	(12,728,904)	(209,332,852)
Payments to employees	(45,646,904)	(946,790)	(46,593,694)
Net cash provided (used) by operating activities	423,183,584	(3,959,440)	419,224,144
Cash flows from capital and related financing activities:			
Acquisition and construction of capital assets	(21,023,349)	194,656	(20,828,693)
Principal paid on revenue bonds	(6,393,324)	-	(6,393,324)
Principal paid on ISTE A loan	(2,381,039)	-	(2,381,039)
Payments from other governments	5,074,087	-	5,074,087
Capital contributions - BAB's Subsidy	26,935,120	-	26,935,120
Issuance of revenue bonds	24,925,000	-	24,925,000
Deferred financing costs	6,968,187	-	6,968,187
SWAP interest payment	(6,188,710)	-	(6,188,710)
Interest paid on ISTE A loan	(5,618,961)	-	(5,618,961)
Interest paid on revenue bonds	(385,905,819)	-	(385,905,819)
Net cash provided (used) by capital and related financing activities	(363,608,808)	194,656	(363,414,152)
Cash flows from investing activities:			
Purchase of investments	(5,395,461,260)	(616,390)	(5,396,077,650)
Proceeds from sales and maturities of investments	5,342,891,940	6,946,839	5,349,838,779
Interest received	115,097	-	115,097
Net cash provided (used) by investing activities	(52,454,223)	6,330,449	(46,123,774)
Net increase in cash and cash equivalents	7,120,553	2,565,665	9,686,218
Cash and cash equivalents, beginning of the year	18,332,611	174,124	18,506,735
Cash and cash equivalents, end of the year	25,453,164	2,739,789	28,192,953
Classified as:			
Current assets	25,453,164	2,739,789	28,192,953
Total	25,453,164	2,739,789	28,192,953
Noncash financing, capital, and investing activities:			
Reconciliation of operating income to net cash provided by operating activities:			
Operating income	404,956,033	3,631,687	408,587,720
Adjustments to reconcile operating income to net cash provided by operating activities:			
Depreciation	6,889,660	-	6,889,660
Amortization of intangible assets	65,385,114	-	65,385,114
Bad debt expense	70,568,332	770,866	71,339,198
Changes in assets and liabilities:			
Increase in accounts receivable	(59,344,463)	(8,361,969)	(67,706,432)
Decrease in accounts and retainage payable	(69,466,455)	(24)	(69,466,479)
Increase in accrued liabilities	397,306	-	397,306
Decrease in prepaid expenses	95,219	-	95,219
Increase in unearned revenue	3,702,838	-	3,702,838
Total adjustments	18,227,551	(7,591,127)	10,636,424
Net cash provided (used) by operating activities	\$ 423,183,584	\$ (3,959,440)	\$ 419,224,144
Noncash financing activities:			
Decrease in the fair value of investments	(1,019,388)	-	(1,019,388)
Interest accretion on bonds	(35,803,269)	-	(35,803,269)
On April 23, 2015, the Authority issued \$862,920,000 of North Texas Tollway Authority Second Tier Revenue Refunding Bonds, Series 2015A, for the purpose of refunding \$856,460,000 of the Series 2008F Bonds. On September 24, 2015, the Authority issued \$764,090,000 of North Texas Tollway Authority First Tier Revenue Refunding Bonds, Series 2015B, for the purpose of refunding \$561,155,000 of Series 2008A Bonds and \$184,470,000 Series 2008B.			

See accompanying notes to basic financial statements



NORTH TEXAS TOLLWAY SYSTEM
(An Enterprise Fund of the North Texas Tollway Authority)

NOTES TO BASIC FINANCIAL STATEMENTS

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NORTH TEXAS TOLLWAY SYSTEM
(An Enterprise Fund of the North Texas Tollway Authority)

NOTES TO BASIC FINANCIAL STATEMENTS

December 31, 2015

(1) Nature of the Organization and Summary of Significant Accounting Policies

(a) Reporting Entity

In June 1997, the Texas Legislature approved a bill to create the North Texas Tollway Authority (the Authority), a regional tollway authority under Chapter 366, Transportation Code. Effective September 1, 1997, the Authority became the successor agency to the Texas Turnpike Authority and succeeded to all assets, rights, liabilities, and other property of the Texas Turnpike Authority located in Collin, Dallas, Denton, and Tarrant Counties. The Authority also assumed and became liable for all duties and obligations related to the Texas Turnpike Authority at that time.

The Authority is a political subdivision of the State of Texas, authorized and empowered by the Regional Tollway Authority Act (the Act) to construct, maintain, repair, and operate turnpike projects at such locations within Collin, Dallas, Denton, and Tarrant Counties, as may be determined by the Authority. The Authority is further authorized to issue turnpike revenue bonds, payable solely from tolls and other revenue of the Authority, for the purpose of paying all or any part of the cost of a turnpike project. Under the provisions of the Act, these revenue bonds shall not be deemed to constitute a debt or a pledge of the faith and credit of the State of Texas or of any other political subdivision thereof.

The North Texas Tollway Authority System (the System) is an enterprise fund and does not purport to be the entire activities of the Authority. The System is a turnpike project of the Authority and consists of the Dallas North Tollway (the DNT), the Addison Airport Toll Tunnel (the AATT), the President George Bush Turnpike (the PGBT), the Mountain Creek Lake Bridge (the MCLB), Sam Rayburn Tollway (SRT), and the Lewisville Lake Toll Bridge (the LLTB). The Non-Major Enterprise Fund is a fund for Tolling Services Agreements (TSA's) for managed toll lanes which presently consist of the lanes for Interstate Highway 635 (LBJ-635), DFW Connector and North Tarrant Express 1&2 (NTE-1&2).

In April 2011, the NTTA entered into a separate trust agreement providing authority to own, design, construct, operate, maintain and finance a turnpike project known as the Special Projects System (SPS). The SPS consists of the President George Bush Turnpike-Western Extension (the PGBT-WE) and the Southwest Parkway/Chisholm Trail Project (CTP). The SPS is an enterprise fund of the Authority and does not purport to be the entire activities of the Authority and are not included in the financial statements herein.

(b) Basis of Accounting

The operations of the System are accounted for as enterprise funds on an accrual basis in order to recognize the flow of economic resources.

Under this basis, revenues are recognized in the period in which they are earned, expenses are recognized in the period in which they are incurred, and all assets and liabilities associated with the operation of the System are included in the Statement of Net Position. The assets of the System are stated at cost with the exception of certain investments and interest rate swap derivatives, which are stated at fair value.

The principal revenues of the System are toll revenues received from patrons. Operating expenses for the System include the costs of operating and maintaining the Authority and administrative expenses. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

The principal revenues of the Non-Major Enterprise Fund are fees from processing of interoperability payments, and fees charged for billing services on managed lanes for the Tolling Services Agreements. Operating expenses for the Non-Major Enterprise Fund include the costs of billing and collections of managed lane transactions.

The Trust Agreement also requires that certain funds and accounts be established and maintained. The System consolidates these funds and accounts for the purpose of enterprise fund presentation in its external financial statements.

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NOTES TO BASIC FINANCIAL STATEMENTS

December 31, 2015

In accordance with House Bill 749, an act of the 72nd Legislature of Texas, the Authority may transfer an amount from a surplus fund (currently Capital Improvement Fund) established for a turnpike project to the North Texas Tollway Feasibility Study Fund (Feasibility Study Fund) each a sub-fund included in the System. However, the Authority may not transfer an amount that results in a balance in the surplus fund that is less than the minimum balance required in the trust agreement for that project, if any.

When the feasibility of a project is determined, pursued project costs are capitalized, and the related project study costs are reimbursed to the sub-fund Feasibility Study Fund from the proceeds of the project's bond issue. Unfeasible projects are written off to expense when approved by the Executive Director.

(c) Budget

Operating budgets are established in accordance with the practices set forth in the provisions of the Trust Agreement for the Dallas North Tollway Authority Revenue Bonds, as interpreted by the Authority. These practices follow the Generally Accepted Accounting Principles (GAAP) for an enterprise fund on an accrual basis. Exceptions are:

- Depreciation and amortization of certain non-infrastructure capital assets and related acquisition and revenue bond issuance costs are not included as an operating expense or otherwise provided
- Capitalized interest accrued on certain bond issues as allowed by the Trust Agreement and bond resolutions.

Revenues are recognized when they are earned, expenses are recognized in the period in which they are incurred, and all assets and liabilities associated with the operation of the System are included in the Statement of Net Position in accordance with the Trust Agreement as described above.

Each year the Authority completes a review of its financial condition for the purpose of estimating whether the net revenues of the System for the year will meet its debt covenants. See additional information regarding legal compliance for budgets in Note (2).

(d) Restricted Assets

Certain proceeds of the Revenue Bonds are restricted by applicable bond covenants for construction or restricted as reserves to ensure repayment of the bonds. Also, certain other assets are accumulated and restricted on a monthly basis in accordance with the Trust Agreement for the purpose of paying interest and principal payments that are due on a semiannual and annual basis, respectively, and for the purpose of maintaining the reserve funds at the required levels. Payments from these restricted accounts are strictly governed by the Trust Agreement and can only be made in compliance with the Trust Agreement.

Limited types of expenses may be funded from these accounts. Expenses that do not meet these requirements are funded from unrestricted accounts. The sub-funds and accounts that have been established in accordance with the Trust Agreement are as follows:

- **Construction and Property Fund** – The Construction and Property Fund was created to account for that portion of the proceeds from the sale of the Authority Revenue Bonds, which were required to be deposited with the trustee in order to pay all costs of construction. There also may be deposited in the Construction and Property Fund any monies received from any other source for paying the cost of the Authority.
- **Revenue Fund** – The Revenue Fund was created to account for all revenues (all tolls, other revenues, and income) arising or derived by the Authority from the operation and ownership of the Authority. All revenues of this fund are distributed to other funds in accordance with the Trust Agreement.
- **Non-Major Enterprise Fund** – The Non-Major Enterprise Fund was created to account for Tolling Services Agreements (TSA) revenues separately from revenues that are devoted to the repayment of bonds.
- **Operation and Maintenance Fund** – The Operation and Maintenance Fund was created to account for and pay current operating expenses of the Authority.

NORTH TEXAS TOLLWAY SYSTEM
(An Enterprise Fund of the North Texas Tollway Authority)

NOTES TO BASIC FINANCIAL STATEMENTS

December 31, 2015

- **Reserve Maintenance Fund** – The Reserve Maintenance Fund was created to account for those expenses of maintaining the Authority that do not recur on an annual or shorter basis. As defined in the Trust Agreement, such items include repairs, painting, renewals, and replacements necessary for safe or efficient operation of the Authority or to prevent loss of revenues, engineering expenses relating to the functions of the Authority, equipment, maintenance expenses, and operating expenses not occurring at annual or shorter periods.
- **Capital Improvement Fund** – The Capital Improvement Fund (CIF) was created to account for the cost of repairs, enlargements, extensions, resurfacing, additions, renewals, improvements, reconstruction and replacements, capital expenditures, engineering, and other expenses relating to the powers or functions of the Authority in connection with the Authority, or for any other purpose now or hereafter authorized by law. This CIF fund will also be combined with a revolving fund, called the Feasibility Study Fund to use only to pay the expenses of studying the cost and feasibility and any other expenses relating to; (1) the preparation and issuance of bonds for the acquisition and construction of a proposed turnpike project for the Authority; (2) the financing of the improvement, extension or expansion of an existing turnpike or Authority; (3) private participation, as authorized by law, in the financing of a proposed turnpike project or Authority, the refinancing of an existing turnpike project or Authority or the improvement, extension or expansion of a turnpike project or Authority.
- **Bond Interest Account** – The Bond Interest Account was created to account for the payment of the semiannual interest requirements of the revenue bonds.
- **Reserve Account** – The Reserve Account was created for the purpose of paying interest and principal of the bonds whenever and to the extent that the monies held for the credit of the Bond Interest Account and the Redemption Account shall be insufficient for such purpose. The required reserve is an amount equal to the average annual debt service requirements of all bonds outstanding. At December 31, 2015, according to staff calculations the Authority was in compliance with this requirement.
- **Redemption Account** – The Redemption Account was created to account for the payment of the annual principal requirements of the revenue bonds.

(e) Cash, Cash Equivalents and Investments

Cash includes amounts in demand deposits. Cash equivalents are amounts included in any overnight sweep from the demand deposit accounts. These deposits are fully collateralized or covered by federal deposit insurance.

The Authority considers other money market funds along with State & Local Government Investment Pools to be investments. The carrying amount of the investments is fair value. The net change in fair value of investments is recorded on the Statement of Revenues, Expenses, and Changes in Net Position and includes the unrealized and realized gains and losses on investments.

(f) Capital Assets

All capital assets are stated at historical cost, except for donated assets, which are valued at the estimated fair value of the item at the date of its donation. This includes costs for infrastructure assets (right-of-way, highways, bridges, and highways and bridges substructures), toll equipment, buildings, land, toll facilities; other related costs, including property and equipment with a value greater than \$5,000 and software with a value greater than \$1,000,000. Highways and bridges substructure includes road sub-base, grading, land clearing, embankments, and other related costs. Also included in capital assets are the costs of certain real estate for right-of-way requirements and administrative and legal expenses incurred during the construction period.

The costs to acquire additional capital assets, which replace existing assets or improve the efficiency of the Authority, are capitalized. Under the Authority's policy of accounting for infrastructure assets pursuant to the "preservation method of accounting" or "modified approach," property costs represent an historical accumulation of costs expended to acquire rights-of-way and to construct, improve, and place in operation the various projects and related facilities. These infrastructure assets are considered to be "indefinite lived assets" that is, the assets themselves will last indefinitely and are, therefore, not depreciated.

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Costs related to renewing and maintaining these assets are not capitalized, but instead are considered to be period costs and are included in preservation expense classified as part of reserve maintenance and capital improvement expenses. Additional charges to preservation expense occur whenever the condition of the infrastructure assets is determined to be at a level that is below the standards adopted by the Board of Directors of the Authority.

Depreciation is computed using a straight-line method over the following estimated useful lives:

Machinery and Equipment	3-10 years
Buildings	20-50 years
Roadways	50-60 years
Infrastructure	25-50 years
Intangibles	5-15 years

(g) *Compensated Absences*

Vested or accumulated vacation leave is recorded as an expense and liability as the benefits accrue to employees. No liability is recorded for non-vesting accumulating rights to receive sick pay benefits.

(h) *Retainage Payable*

Retainage payable represents amounts billed to the Authority by contractors for which payment is not due pursuant to retained percentage provision in construction contracts until substantial completion of performance by contractor and acceptance by the Authority.

(i) *Deferred Outflows/Inflows of Resources*

In addition to assets, the statement of financial position will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, deferred outflows of resources, represents a consumption of net position that applies to a future period(s) and so will not be recognized as an outflow of resources (expenses) until then. The Authority has the following four items that qualify for reporting in this category in the statement of net position.

- Accumulated decrease in fair value of hedging derivatives - The hedging derivatives primarily consist of interest rate swap agreements entered into in connection with long-term bonds. The cumulative change in fair value of effective hedging derivatives is reported as deferred inflows and deferred outflows.
- Loss on refunding - The loss on refunding results from the difference in the carrying value of refunded debt and its reacquisition price. This amount is deferred and amortized over the shorter of the life of the refunded or refunding debt.
- Pension contributions after measurement date – These contributions are deferred and recognized in the following fiscal year.
- Difference in projected and actual earnings on pension assets – This difference is deferred and amortized over a closed five year period.

In addition to liabilities, the statement of financial position will sometimes report a separate section for deferred inflows of resources. This separate financial statement element, deferred inflows of resources, represents an acquisition of net position that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until that time. The Authority has the following two items that qualify for reporting in this category.

- Difference in expected and actual pension experience – This difference is deferred and recognized over the estimated average remaining lives of all members determined as of the measurement date.
- Gain on refunding - A gain on refunding results from the difference in the carrying value of refunded debt and its reacquisition price. This amount is deferred and amortized over the shorter of the life of the refunded or refunding debt.

(j) *Bond Discounts and Premiums*

Revenue bonds payable are reported net of unamortized bond discount or premium.

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(k) Arbitrage Rebate Payable

The Tax Reform Act of 1986 imposed additional restrictive regulations, reporting requirements, and arbitrage rebate liability on issuers of tax-exempt debt. This represents interest earnings on bond proceeds in excess of amounts allowed under the Act. This Act requires the remittance to the Internal Revenue Service (IRS) of 90% of the cumulative arbitrage rebate within 60 days of the end of each five-year reporting period following the issuance of governmental bonds. The System's cumulative arbitrage rebate liabilities for the year ended December 31, 2015 are \$335,152.

(l) Estimates

The preparation of financial statements in accordance with U.S. generally accepted accounting principles requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates.

(m) Service Concession Arrangement for Sam Rayburn Tollway (SRT)

In October 2007, the Authority entered into an agreement with Texas Department of Transportation ("TxDOT") to construct a continuous express lane within the State Highway 121 corridor extending between Business SH 121 in Denton County to US 75 in Collin County consisting of 26 miles in five designated segments. Under the agreement, the Authority provided an upfront payment to TxDOT in the amount of \$3.2 billion. An intangible asset has been recorded and is being amortized over 50 years. At the end of the intangible asset's life, the roadway will be returned to TxDOT subject to the Handback Requirements in the agreement.

The revenue generated from the operation of the toll road will be shared between TxDOT and the Authority in accordance with the limits and calculations in the agreement. In the current year the amount of revenue given to TxDOT was \$0.

	January 1, 2015	Additions	Disposal	Depreciation	December 31, 2015
Roadway	\$ 3,222,810,215	-	-	-	\$ 3,222,810,215
Less accumulated amortization	(405,018,494)	-	-	(64,925,221)	(469,943,715)
Total \$	2,817,791,721	-	-	(64,925,221)	\$ 2,752,866,500

(n) New Accounting Pronouncements

(i) In the current year the Authority implemented the following statements:

GASB Statement No. 68, "Accounting and Financial Reporting for Pensions-amendment of GASB Statement No. 27." – This statement changed the focus of pension accounting for employers from whether they are responsibly funding their plan over time to a point-in-time liability that is reflected in the employer's financial statements for any actuarially unfunded portion of pension benefits earned to date.

The implementation of Statement No. 68 resulted in a restatement of beginning net position for the recording of the beginning net pension liability and the beginning deferred outflow for contributions made after the measurement date.

GASB Statement No. 71, *Pension Transition for Contributions Made Subsequent to the Measurement Date – an amendment of GASB Statement No. 68*, and applied simultaneously with the provisions of GASB No. 68. The objective of this statement is to address an issue regarding application of the transition provisions of Statement No. 68, Accounting and Financial Reporting for Pensions. The requirements of this Statement eliminates the source of a potential significant understatement of restated beginning net position and expense in the first year of implementation of Statement 68 in the accrual-basis financial statements of employers and non-employer contributing entities.

The System's pension plan, Texas County and District Retirement System "TCDRS", did not provide member governments with beginning balances of deferred inflows or outflows of resources, which is permitted by GASB Statement 68. At the beginning of the initial period of GASB 68, the System removed the net pension obligation balance determined in accordance with Statement 27, as amended, from beginning net position and recorded the beginning net position liability. Per the requirements of Statement 71, the System recorded a beginning deferred outflow of resources for contributions made between the start

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of the measurement period of the pension system and the System's prior fiscal year-end. These two items result in an adjustment to beginning net position of the business activities in the Statement of Changes in Net Position.

Retroactively applying these changes results in the adjustment below:

	North Texas Tollway System
Net position as of 01/01/15	\$ (676,923,747)
Change in reporting for net position liability	10,768,738
Net position as Restated 01/01/15	\$ (666,155,009)

- (ii) The GASB has issued the following statements which will be effective in future years as described below. The impact on the System's financial statements of implementation has not yet been determined for the following:

GASB Statement No. 74, Financial Reporting for Postemployment Benefit Plans Other Than Pension Plans is effective for fiscal years beginning after June 15, 2016. The objective of this Statement is to improve the usefulness of information about postemployment benefits other than pensions (other postemployment benefits or OPEB) included in the general purpose external financial reports of state and local governmental OPEB plans for making decisions and assessing accountability.

GASB Statement No. 75 Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions are effective for fiscal years beginning after June 15, 2017. The objective of this Statement is to improve accounting and financial reporting by state and local governments for postemployment benefits other than pensions (OPEB). It also improves information provided by state and local governmental employers about financial support for OPEB that is provided by other entities.

GASB Statement No. 76, The Hierarchy of Generally Accepted Accounting Principles for State and Local Governments is effective for reporting periods beginning after June 15, 2015. The objective of this Statement is to identify in the context of the current governmental financial reporting environment the hierarchy of generally accepted accounting principles (GAAP). The "GAAP hierarchy" consists of the sources of accounting principles used to prepare financial statements of state and local governmental entities in conformity with GAAP and the framework for selecting those principles.

GASB Statement No. 78, Pensions Provided through Certain Multiple-Employer Defined Benefit Pension Plans is effective for reporting periods beginning after December 15, 2015. The objective of this Statement is to address a practice issue regarding the scope and applicability of Statement No. 68, Accounting and Financial Reporting for Pensions. This issue is associated with pensions provided through certain multiple-employer defined benefit pension plans and to state or local governmental employers whose employees are provided with such pensions.

GASB Statement No. 79, Certain External Investment Pools and Pool Participants is effective for reporting periods beginning after June 15, 2015, except for the provisions in paragraphs 18, 19, 23–26, and 40, which are effective for reporting periods beginning after December 15, 2015. This Statement addresses accounting and financial reporting for certain external investment pools and pool participants. Specifically, it establishes criteria for an external investment pool to qualify for making the election to measure all of its investments at amortized cost for financial reporting purposes.

- (iii) The GASB has issued the following statements which will be effective in future years as described below. There will be no impact on the Authority's financial statements for the following:

GASB Statement No. 77, Tax Abatement Disclosures is effective for reporting periods beginning after December 15, 2015.

GASB Statement No. 80, Blending Requirements for Certain Component Units-An Amendment of GASB Statement No. 14, is effective for reporting periods beginning after June 15, 2016.

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(2) Legal Compliance – Budgets

The Authority is required to prepare a preliminary budget of current expenses, deposits to the Reserve Maintenance Fund, and the purposes for which the monies held in the Reserve Maintenance Fund will be expended for the ensuing year.

Copies of the preliminary budget must be filed with the bond trustee, and mailed to the consulting engineers, traffic engineers, principal underwriters, and all bondholders who have filed their names and addresses with the secretary and treasurer of the Authority 60 days prior to year-end. The Authority is required by the Trust Agreement to adopt a final budget for the Authority on or before December 31 prior to the beginning of the year. The budget is prepared at the Department level and is based upon the Trust Agreement.

The Authority may not expend any amount or incur any obligations for maintenance, repairs, and operations in excess of the total amount of the budgeted expenses in the Annual Budget unless the funding source is other than revenues received from the Authority. The Authority may expend additional monies from the Reserve Maintenance Fund in excess of the annual deposits. Budget amendments must be approved by the Board Members of the Authority in a manner similar to the adoption of the annual budget. There were no occurrences of budget noncompliance in 2015.

Pursuant to the Trust Agreement, the Authority has agreed that it will at all times keep in effect a plan for toll collecting facilities and a schedule of rates of tolls, which will raise and produce net revenues during each fiscal year sufficient to satisfy the greatest of (1), (2), or (3) below:

- 1) 1.35 times the scheduled debt service requirements on all outstanding First Tier Bonds for the fiscal year; or
- 2) 1.20 times the scheduled debt service requirements on all outstanding First Tier Bonds and Second Tier Bonds for the fiscal year; or
- 3) 1.00 times the scheduled debt service requirements on all outstanding First Tier Bonds, Second Tier Bonds, Third Tier Bonds and all other obligations secured by net revenues for the fiscal year.

The Authority was in compliance in 2015.

	2015 (unaudited)
GAAP basis operating income	\$ 404,956,033
Non-construction fund interest income	<u>7,606,661</u>
Gross Income	412,562,694
Add:	
Depreciation	6,889,660
Amortization of intangible	65,385,114
Capital improvement fund expenses	33,127,787
Reserve maintenance fund expenses	<u>12,041,778</u>
Net revenues available for debt service	530,007,033
Bond interest expense, net of capitalized interest	347,968,794
Scheduled principal amount due	<u>9,739,363</u>
Calculated debt service requirement	<u>\$ 357,708,157 (*)</u>
Coverage ratio (for 1st tier debt)	<u>1.97</u>
Coverage ratio (for 1st and 2nd tier debt)	<u>1.63</u>
Coverage ratio (for all debt)	<u>1.48</u>

(*) Debt service requirement for 1st tier-\$289,327,499, 2nd tier-\$36,265,179 and other-\$32,115,479

(3) Deposits and Investments

The Authority's investment policy is in accordance with the laws of the State of Texas. The Authority may purchase investments as authorized by the Trust Agreement and as further authorized by the revised investment policy and strategy approved by the Board of Directors in March 2015. These investments include obligations of

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the United States or its agencies and instrumentalities; direct obligations of the State of Texas or its agencies and instrumentalities; collateralized mortgage obligations directly issued by a federal agency or instrumentality of the United States, the underlying security for which is guaranteed by an agency or instrumentality of the United States; other obligations, the principal and interest of which are unconditionally guaranteed or insured by or backed by the full faith and credit of the State of Texas or the United States or their respective agencies and instrumentalities; obligations of states, agencies, counties, cities, and other political subdivisions of any state rated as to investment quality by a nationally recognized investment rating firm not less than A or its equivalent; certificates of deposit issued by a state or national bank; fully collateralized repurchase agreements; commercial paper with a stated maturity of 270 days or fewer from the date of its issuance; no load money market mutual funds that have a dollar-weighted average stated maturity of 90 days or fewer and includes in its investment objectives the maintenance of a stable net asset value of \$1 for each share; and State & Local Government Investment Pools. The Authority does not invest in financial instruments other than those authorized by the investment policy. The Authority reports all securities and debt instruments with readily determinable market values to be carried at fair value, with changes in fair value reflected in the Statements of Revenues, Expenses, and Changes in Net Position.

(a) Deposits

The Authority's deposits were fully insured or collateralized at December 31, 2015. The carrying amount of the Authority's deposits was \$28,192,953 and the respective bank balances totaled \$29,513,311. As of December 31, 2015 Federal Depository Insurance Corporation (FDIC) provided \$250,000 of coverage for deposits. All balances in excess of the \$250,000 were fully collateralized in accordance with the Authority's investment policy and the Public Funds Investment Act.

(b) Investments

As of December 31, 2015 the maturity values are as follows:

Description	2015			
	Maturity Value (in Yrs)			WAM(*)
	Fair Value	Less Than 1 Yr	1 Yr or More	
Government Sponsored Entities (GSE):				
Federal Home Loan Bank	\$ 102,489,532	\$ 38,362,330	64,127,202	
Federal National Mortgage Association	136,566,926	15,139,000	121,427,926	
Federal Farm Credit Bank	133,186,355	-	133,186,355	
Federal Home Loan Mortgage Corporation	153,414,297	14,994,585	138,419,712	
Total GSE	525,657,110	68,495,915	457,161,195	533
Money Market Funds	173,308,708	173,308,708	-	-
U.S. Treasuries	87,958,145	44,681,650	43,276,495	46
Government Pool	66,695,856	66,695,856	-	3 (**)
Interest Bearing Account	203,541,361	203,541,361	-	-
Cash (***)	24,072	24,072	-	-
Total Investments	\$ 1,057,185,252	\$ 556,747,562	\$ 500,437,690	582

*WAM = Weighted Average Maturity (in days)

**WAM of Government Pools reflects the actual Weighted Average Maturity as reported by the Government Pools

*** ACH held overnight in Trust Account for next day payment

(c) Interest Rate Risk

Investment portfolios are designed with the objective of attaining the best possible rate of return commensurate with the Authority's investment risk constraints and the cash flow characteristics of the portfolio. Return on investments, although important, is subordinate to the safety and liquidity objectives. The weighted average yield-to-maturity of the portfolio for December 31, 2015 was 0.87% in comparison to 0.72% in 2014. The weighted average maturity in days was 582 days for 2015, compared to 546 days for 2014. Approximately 53% of the investments are maturing within one year and 47% are maturing one year or greater. The Authority does not have a formal policy on Interest Rate Risk.

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(d) Credit Risk

Per the Investment Policy, on the date of the purchase of any Government Obligation purchased by the Authority, the obligation must have a rating as to investment quality by a nationally recognized investment firm of not less than "AAA" or its equivalent.

As of December 31, 2015, the Authority invested 17% in AAA rated money market funds, 19% in Interest Bearing Accounts, 6% in AAAM rated State and Local Government Pools, 50% in Government Sponsored Entities (GSE) and 8% in U.S. Treasuries backed by the full faith and credit of the U.S. Government. U.S. Treasuries and GSE are Aaa rated by Moody's.

The Authority participates in two local government investment pools operating as SEC 2a-7 like pools: TexPool and TexStar. The State Comptroller oversees TexPool, with Federated Investors managing the daily operations of the pool under a contract with the State Comptroller. JPMorgan Investment Management, Inc. and First Southwest Asset Management, Inc serve as co-administrators for TexStar under an agreement with the TexStar board of directors.

The local government investment pools in which the Authority invests are structured similarly to money market mutual funds, to provide its liquidity needs. TexPool and TexStar were established in conformity with the interlocal Cooperation Act, Chapter 791 of the Texas Government Code and the Public Funds Investment Act, Chapter 2256 of the Code. These funds allow shareholders the ability to deposit or withdraw funds on a daily basis. Interest rates are also adjusted on a daily basis. These funds seek to maintain a constant net asset value of \$1.00, although this cannot be fully guaranteed. TexPool and TexStar are rated AAAM and must maintain a dollar weighted average maturity not to exceed a 60 day limit.

(e) Concentration of Credit Risk

It is the policy of the Authority to diversify its investment portfolios. Assets held in the particular funds shall be diversified to minimize the risk of loss resulting from over concentration of assets in a specific maturity, a specific issuer or a specific class of securities. As of December 31, 2015 investments in Wells Fargo Bank Government Money Market Fund, and BB&T Bank, exceeded 5% of the total portfolio. More than 5% of the Authority's investments are invested in U.S. Treasuries, Federal Home Loan Bank (FHLB), Federal Farm Credit Bank (FFCB), Federal National Mortgage Association (FNMA), and Federal Home Loan Mortgage Corporation (FHLMC).

Investments either restricted in accordance with bond provisions or accounted for per the Trust Agreements budget requirements are as follows:

Construction and Property Account	\$	73,813,148
Revenue Account		241,162,105
Operations and Maintenance Account		3,060
Reserve Maintenance Account		18,917,094
Consolidated Capital Improvement Account		294,936,602
Bond Interest Account		9,237,557
Bond Reserve Account		407,040,038
Bond Redemption Account		1,676
Non-Major Enterprise Account		12,073,972
Total Investments	\$	1,057,185,252

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(4) Capital Assets

Capital assets are summarized as follows:

	January 1, 2015	Additions	Disposal	Depreciation	Adjustments	December 31, 2015
Non-depreciable						
Land	\$ 7,293,755	\$ -	\$ -	\$ -	\$ -	\$ 7,293,755
Right-of-way	256,283,956	-	-	-	-	256,283,956
CIP	-	45,356,735	-	-	(911,502)	44,445,233
Roadway	2,522,524,278	-	-	-	911,502	2,523,435,780
Infrastructure - Other *	524,991,084	419,091	-	-	-	525,410,175
Total non-depreciable assets	3,311,093,073	45,775,826	-	-	-	3,356,868,899
Depreciable						
Buildings	29,596,959	-	-	-	-	29,596,959
Machinery and equipment	57,921,726	7,805,340	(2,741,126)	-	-	62,985,940
Intangibles	17,865,770	-	(13,283,848)	-	-	4,581,922
Less accumulated depreciation:						
Buildings	(6,339,860)	-	-	(986,560)	-	(7,326,420)
Equipment	(38,753,204)	-	2,878,023	(5,903,100)	-	(41,778,281)
Less amortization:						
Intangibles	(1,947,414)	-	-	(459,893)	-	(2,407,307)
Total depreciable assets (net)	58,343,977	7,805,340	(13,146,951)	(7,349,553)	-	45,652,813
Total capital assets	\$ 3,369,437,050	\$ 53,581,166	\$ (13,146,951)	\$ (7,349,553)	\$ -	\$ 3,402,521,712

*Includes capitalized interest net of interest earnings. Total bond interest costs incurred amounted to \$381,875,678 during the year ended December 31, 2015.

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(5) Revenue Bonds, Commercial Paper, and Loans Payable

Revenue Bonds

The Authority has issued and refunded various Revenue Bond Series to construct the North Texas Tollway System and to fund reserves and expenses associated with the bond issues. The Authority follows the provisions of GASB No. 23, Accounting and Financial Reporting for Refunding of Debt Reported by Proprietary Activities (Statement No. 23). Under the provisions of Statement No. 23, the difference between the reacquisition price and the net carrying amount of the old debt is recorded as deferred outflow and amortized over the life of the new debt or the life of the old debt (had it not been refunded), whichever is shorter, as an adjustment to the bond interest expense.

The following are descriptions of Revenue Bond Series currently outstanding as of December 31, 2015.

Series 2005C:

The \$341,670,000 North Texas Tollway Authority Dallas North Tollway Authority Variable Rate Revenue Bonds, Series 2005C, insured by FGIC, were issued December 15, 2005 for the purpose of refunding \$332,425,000 Series 1995 Bonds. Interest initially accrues from the date of delivery at a Weekly Rate, but may be subsequently converted to bear interest at a Daily Rate, Flexible Rate, Monthly Rate, Quarterly Rate, Semi-Annual Rate, Multi-Annual Rate, or Fixed Rate. While bearing interest at a Weekly Rate, interest is payable on the first business day of each calendar month, and is calculated on the basis of actual days elapsed in a 365-day or 366-day year, as applicable. Upon a change to any of the other interest modes, the bonds will be subject to mandatory tender for purchase and remarketing with a maximum rate of twelve (12%) per annum. The bonds consisted of \$341,670,000 term bonds due January 1, 2025. The bonds are subject to mandatory sinking fund redemption prior to maturity on January 1 of the years 2008-2025. In 2008, FGIC was downgraded below investment grade and remarketing of the bonds was not completely successful.

The Series 2005C Bonds were remarketed on September 1, 2009 to a fixed rate series of bonds. \$161,110,000 of Series 2005C Bonds were refunded by Series 2009A Bonds. The remaining amount of Series 2005C Bonds is \$178,310,000 which consists of \$109,515,000 serial bonds maturing on January 1, 2019 through January 1, 2023 that bear interest rates ranging from 5% to 6.25% and \$68,795,000 term bonds due January 1, 2025 with an interest rate of 6%.

The refunding resulted in a decrease of \$85,851,214 in the aggregate debt service between the refunding debt and the refunded debt. The difference between the reacquisition price and the net carrying amount of the Series 1995 Bonds (\$14,207,535) was deferred and is being amortized over the stated term of the Series 2005C Refunding Bonds. This amount was adjusted due to the remarketing. The Authority obtained a present value loss of \$13,637,745 in conjunction with the remarketing. The new difference between the reacquisition price and the net carrying amount on the 2005C bonds that were remarketed is (\$8,025,086). This amount was deferred and is being amortized over the stated term of the Series 2005C Bonds. Amortization of the deferred outflow in resources on the refunding was \$581,259 for the year ended December 31, 2015. The deferred outflow in resources ending balance for the year ended December 31, 2015 was (\$4,343,779).

Series 2008A:

The \$1,770,285,000 North Texas Tollway Authority Revenue Refunding Bonds, Series 2008A were issued on April 3, 2008 for the purpose of refunding \$58,760,000 of Series 2003C Tender Bonds, \$71,000,000 of Series 2005B Bonds and \$1,203,405,000 of the Bond Anticipation Notes that were issued in November 2007. Interest is payable January 1 and July 1, and principal is payable on January 1 of each year. The issue included \$483,665,000 of serial bonds, which began maturing January 1, 2009 and bear interest rates ranging from 4.0% to 6.0%; \$373,810,000 of 5.125% term bonds due January 1, 2028, which are insured by MBIA Insurance Corporation; \$207,910,000 of 5.625% term bonds due January 1, 2033; \$404,900,000 of 5.75% term bonds due January 1, 2040; and \$300,000,000 5.75% term bonds due January 1, 2048.

The aggregate difference in debt service between the refunding bonds and the refunded Bond Anticipation Notes is not measurable due to the fact that the Bond Anticipation Notes were issued as temporary financing (1 year) and the refunding bonds were issued as long term financing (40 years).

The difference between the reacquisition price and the net carrying amount of the Series 2003C Bonds and the Series 2005B (\$6,964,108) was deferred and is being amortized over the stated term of the Series 2003C Bonds.

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Amortization of the deferred outflow in resources on the refunding was \$366,014 for the year ended December 31, 2015. The deferred outflow in resources ending balance for the year ended December 31, 2015 was (\$487,766).

Series 2008B:

The Authority issued \$237,395,000 in principal amount of North Texas Tollway Authority Revenue Refunding Bonds, Series 2008B on April 3, 2008 for the purpose of refunding \$215,185,000 of Series 2005A Bonds. The issue includes \$53,175,000 in serial bonds, which began maturing January 1, 2009 and bear interest rates ranging from 4.0% to 6.0%; \$62,290,000 of 5.625% term bonds due January 1, 2033 and \$121,930,000 of 5.75% term bonds due January 1, 2040. Interest is payable on January 1 and July 1.

The refunding resulted in an increase of \$105,552,916 in the aggregate debt service between the refunding debt and the refunded debt. This was not an economic refunding but rather a restructuring refunding. The difference between the reacquisition price and the net carrying amount of the Series 2005A Bonds (\$10,487,892) was deferred and is being amortized over the stated term of the Series 2005A Bonds. Amortization of the deferred outflow in resources on the refunding was \$410,945 for the year ended December 31, 2015. The deferred outflow in resources ending balance for the year ended December 31, 2015 was (\$7,162,935).

Series 2008D:

The \$399,999,394 North Texas Tollway Authority Revenue Refunding Bonds, Series 2008D were issued on April 3, 2008 for the purpose of refunding \$353,730,000 of the Bond Anticipation Notes that were issued in November 2007. These bonds were issued as Capital Appreciation Bonds, and the sum of the principal and accreted/compounded interest is payable only at maturity. The approximate Yield to Maturity is 5.90% to 5.97%. The maturity dates of the 2008D bonds are January 1, 2028 through January 1, 2038. These bonds are insured by the Assured Guaranty Corp.

The aggregate difference in debt service between the refunding bonds and the refunded Bond Anticipation Notes is not measurable due to the fact that the Bond Anticipation Notes were issued as temporary financing (1 year) and the refunding bonds were issued as long term financing (30 years).

Series 2008F:

The Authority issued \$1,000,000,000 North Texas Tollway Authority Second Tier Revenue Refunding Bonds, Series 2008F on July 30, 2008 for the purpose of refunding \$739,150,000 of the Bond Anticipation Notes that were issued in November 2007. Interest is payable January 1 and July 1, and principal is payable on January 1. The issue consists of term bonds bearing interest from 5.75% to 6.125% with maturities on January 1, 2031, January 1, 2033 and January 1, 2038. On November 20, 2014, the Authority issued North Texas Tollway Authority Second Tier Revenue Refunding Bonds, Series 2014B and thereby refunded \$143,540,000 of 2008F term bonds bearing interest of 6.125% with maturities on January 1, 2031. The remaining 2008F bonds bear interest of 5.75% with maturities on January 1, 2033 and January 1, 2038.

The aggregate difference in debt service between the 2008F refunding bonds and the refunded Bond Anticipation Notes is not measurable due to the fact that the Bond Anticipation Notes were issued as temporary financing (1 year) and the refunding bonds were issued as long term financing (30 years).

Series 2008I:

The Authority issued \$199,998,366 of North Texas Tollway Authority Convertible Capital Appreciation Bonds Series 2008I on September 24, 2008 for the purpose of refunding \$175,975,000 of the Bond Anticipation Notes that were issued in November 2007. The Approximate Yield to Maturity Date is 6.2% and 6.5%. Interest will accrete from the date of delivery and will compound semiannually on January 1 and July 1, commencing January 1, 2009. The Conversion Date is January 1, 2015; after this date, interest will accrue at a rate of 6.2% and 6.5% on the total amount of principal and the accreted/compounded interest thereon payable semiannually on January 1 and July 1, commencing July 1, 2015. Principal and accreted/compounded interest accreted prior to January 1, 2015 will come due on January 1, 2042 and January 1, 2043, or upon optional redemption. These bonds are insured by the Assured Guaranty Corp.

The aggregate difference in debt service between the refunding bonds and the refunded Bond Anticipation Notes is not measurable due to the fact that the Bond Anticipation Notes were issued as temporary financing (1 year) and the refunding bonds were issued as long term financing (35 years).

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Series 2008K:

The \$205,000,000 North Texas Tollway Authority Revenue Refunding Bonds, Series 2008K were issued on November 4, 2008 for the purpose of refunding \$56,135,000 of Bond Anticipation Notes that were issued in November 2007, and \$95,300,000 of Commercial Paper Notes. Interest is payable January 1 and July 1 commencing January 1, 2009. The total consists two subseries of Series 2008K Bonds: \$125,000,000 of 5.75% term bonds, Subseries 2008K-1, due January 1, 2038 and \$80,000,000 of 6.00% term bonds, Subseries 2008K-2, due January 1, 2038. The Subseries 2008K-1 bonds are insured by Assured Guaranty Corp.

The aggregate difference in debt service between the refunding bonds and the refunded Bond Anticipation Notes and Commercial Paper Notes is not measurable due to the fact that the Bond Anticipation Notes were issued as temporary financing (1 year) and the refunding bonds were issued as long term financing (30 years).

Series 2009A:

The \$418,165,000 North Texas Tollway Authority System Revenue Bonds, Series 2009A were issued on August 12, 2009 for the purpose of refunding \$48,655,000 of Series 1997 bonds; refunding \$59,105,000 of Series 1997A Bonds; refunding \$21,210,000 of Series 1998 Bonds; refunding \$161,110,000 of Series 2005C Bonds; and refunding \$90,950,000 of Commercial Paper notes. Additionally, a deposit of \$18,500,000 was made for Capital Improvement Projects from the Series 2009A proceeds. Interest is payable on January 1 and July 1, commencing January 1, 2010.

The total consists of \$44,740,000 Serial Bonds with maturities of January 1, 2011 through January 1, 2013 with interest rates ranging from 3% to 5%, and \$373,425,000 Term Bonds with maturities on January 1, 2024, January 1, 2028 and January 1, 2039 and interest rates ranging from 6% to 6.25%.

Net proceeds of \$292,507,177 were deposited into an irrevocable trust with an escrow agent to provide for future debt service payment on the refunded Series 1997 bonds, Series 1997A bonds, Series 1998 Bonds and Commercial Paper Notes. As a result, the Series 1997 bonds, a portion of the Series 1997A bonds, a portion of the Series 1998 Bonds, a portion of the Series 2005C bonds and the Commercial Paper notes then outstanding are considered to be defeased and the liability has been removed from the Statement of Net Position. The Authority obtained a present value loss of \$16,920,933.

The refunding resulted in an increase of \$132,339,031 in the aggregate debt service between the refunding debt and the refunded debt. This was not an economic refunding but rather a restructuring refunding. The difference between the reacquisition price and the net carrying amount of the Bonds refunded by 2009A of (\$12,613,456) was deferred and is being amortized over the stated term of the Series 1997 Bonds.

Series 2009B:

The \$825,000,000 North Texas Tollway Authority System Revenue Bonds, Series 2009B were issued on August 12, 2009 as Taxable Build America Bonds, ("BAB's") for the purpose of funding construction for the Sam Rayburn Tollway project, the Lewisville Lake Toll Bridge project and the President George Bush Turnpike Eastern Extension project. Interest is payable on January 1 and July 1, commencing January 1, 2010. These bonds are entitled to a direct payment subsidy from the United States Treasury in an amount equal to 35% of the interest due on each payment date. The Authority must request this subsidy prior to each interest payment date. The Series 2009B Bonds were issued as one term bond with a maturity of January 1, 2049 and an interest rate of 6.718%. *(Federal Subsidy Payments processed between January 1 and September 30, 2015 were reduced by 7.3% and those processed between October 1 and December 31, 2015 were reduced by 6.8%. This was due to automatic federal deficit reduction spending cuts known as "sequestration" which took effect on March 1, 2013. Sequestration affects certain federally funded programs, including the Federal Subsidy Payments payable to the Authority with respect to the Series 2009B.)*

Series 2009C:

On November 5, 2009, the Authority issued \$170,730,000 of North Texas Tollway Authority Revenue Refunding Bonds, Series 2009C, for the purpose of refunding a portion of Series 2008E-1 and Series 2008G Bonds. Interest is payable on January 1 and July 1, commencing July 1, 2010. The bonds were issued as one Term Bond due January 1, 2044 at an interest rate of 5.25%.

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Net proceeds of \$166,408,750 were deposited into an irrevocable trust with an escrow agent to provide for future debt service payment on the refunded Series 2008E-1 bonds and the Series 2008G bonds. As a result, a portion of the Series 2008E-1 bonds and the Series 2008G bonds are considered to be defeased and the liability has been removed from the Statement of Net Position. The Authority obtained a present value gain of \$11,969,757. The refunding resulted in an increase of \$37,268,508 in aggregate debt service between the refunding debt and the refunded debt. This was not an economic refunding but rather a restructuring refunding. The difference between the reacquisition price and the net carrying amount of the Bonds refunded by 2009C of \$3,984,364 was deferred and is being amortized over the stated term of the Series 2008E-1 and Series 2008G Bonds. Amortization of the deferred inflow in resources on the refunding was (\$163,281) for the year ended December 31, 2015. The deferred inflow in resources ending balance for the year ended December 31, 2015 was \$2,977,466.

Series 2009D:

On November 5, 2009, the Authority issued \$178,400,000 of North Texas Tollway Authority Revenue Refunding Bonds, Series 2009D, for the purpose of refunding a portion of Series 2008E-1 Bonds. The bonds were issued in variable rate mode, with interest payable on the first Business Day of each month, commencing December 1, 2009, and interest rates are reset weekly. The remarketing agent is J.P. Morgan Securities Inc. The stated maturity for this bond is January 1, 2049.

Net proceeds of \$176,710,000 were deposited into an irrevocable trust with an escrow agent to provide for future debt service payment on the refunded Series 2008E-1 bonds. As a result, a portion of the Series 2008E-1 bonds are considered to be defeased and the liability has been removed from the Statement of Net Position. The Authority obtained a present value gain of \$11,463,491.

The refunding resulted in an increase of \$94,234,282 in aggregate debt service between the refunding debt and the refunded debt. This was not an economic refunding but rather a restructuring refunding. The difference between the reacquisition price and the net carrying amount of the 2008E-1 Bonds refunded by 2009D of (\$11,881,769) was deferred and is being amortized over the stated term of the Series 2008E-1 Bonds. Amortization of the deferred outflow in resources on the refunding was \$657,614 for the year ended December 31, 2015. The deferred outflow in resources ending balance for the year ended December 31, 2015 was (\$6,899,898).

On April 1, 2015 the 2009D Bonds changed interest rate modes from a Callable Commercial Paper Mode with a minimum 25 day call at which they are remarketed into a new period to a weekly reset with interest due monthly.

Series 2010A:

On May 13, 2010, the Authority issued \$90,000,000 of North Texas Tollway Authority System Revenue Bonds, Series 2010A, for the purpose of being a contribution to the Special Project System for construction of the PGBT WE (SH 161) project and other projects deemed necessary by the Authority. The bonds were issued as Subordinate Lien Obligations and are to be repaid from net revenues available after the payment of First Tier Bonds, Second Tier Bonds and Third Tier Bonds, the deposit of funds in all reserve funds, to the extent necessary, the deposit of funds into the Reserve Maintenance Fund of the Authority, and the payment of the ISTEAL Loan. Interest is payable on February 1 and August 1, commencing Feb 1, 2010. The bonds were issued as one Term Bond due February 1, 2023 at an interest rate of 6.25%.

Series 2010B:

On May 13, 2010, the Authority issued \$310,000,000 of North Texas Tollway Authority System Revenue Bonds as Taxable Build America Bonds, ("BAB's"), Series 2010B, for the purpose of being a contribution to the Special Project System for construction of the PGBT WE (SH161) project and other projects deemed necessary by the Authority. The bonds were issued as Subordinated Lien Obligations and are to be repaid from net revenues available after the payment of First Tier Bonds, Second Tier Bonds and Third Tier Bonds, the deposit of funds in all reserve funds, to the extent necessary, the deposit of funds into the Reserve Maintenance Fund of the Authority, and the payment of the ISTEAL Loan. Interest is payable on February 1 and August 1, commencing Feb 1, 2010.

These bonds were issued as Taxable Build America Bonds, ("BAB's") and were issued in two Subseries, 2010B-1 and 2010B-2. These bonds are entitled to a direct payment subsidy from the United States Treasury in an amount equal to 35% of the interest due on each payment date. The Authority must request this subsidy prior to each interest payment date. The 2010B-1 Subseries consist of one Term Bond due February 1, 2030 at an interest rate of 8.41%. The 2010B-2 Subseries consist of one Term Bond due February 1, 2030 at an interest

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rate of 8.91%. *(Federal Subsidy Payments processed between January 1 and September 30, 2015 were reduced by 7.3% and those processed between October 1 and December 31, 2015 were reduced by 6.8%. This was due to automatic federal deficit reduction spending cuts known as "sequestration" which took effect on March 1, 2013. Sequestration affects certain federally funded programs, including the Federal Subsidy Payments payable to the Authority with respect to the Series 2010B.)*

Series 2010:

On December 8, 2010, the Authority issued \$332,225,000 of North Texas Tollway Authority Revenue Refunding Bonds, Series 2010 for the purpose of refunding the \$200,000,000 of 2008H-1 and \$120,000,000 of 2008L-1 bonds which had a mandatory tender of January 1, 2011. Interest is payable January 1 and July 1, commencing July 1, 2011. These bonds were issued as three Term Bonds due January 1, 2034, January 1, 2038 and January 1, 2043. All three term bonds have an interest rate of 6.00%.

The refunding resulted in a decrease of \$562,190,215 in the aggregate debt service between the refunding debt and the refunded debt. The difference between the reacquisition price and the net carrying amount of the Bonds refunded by 2010 Revenue Refunding Bonds of (\$861,951) was deferred and is being amortized over the stated term of the Series 2008L-1 Bonds. Amortization of the deferred outflow in resources on the refunding was \$35,023 for the year ended December 31, 2015. The deferred outflow in resources ending balance for the year ended December 31, 2015 was (\$684,599).

Series 2011A:

On July 7, 2011, the Authority issued \$100,000,000 of North Texas Tollway Authority Revenue Refunding Bonds, Series 2011A for the purpose of refunding the \$100,000,000 of 2008J. The 2008J bonds were a direct placement with Bank of America and had a Bank Mandatory Tender date of November 1, 2011.

The 2011A bonds were issued in variable rate mode, with interest payable on the first Business Day of each month, commencing August 1, 2011, and interest rates are reset weekly. The remarketing agent is Morgan Stanley Bank, N.A. The stated maturity for this bond is January 1, 2050.

On April 9, 2014, the Authority converted the bonds from a variable rate mode to a SIFMA Index floating rate mode. The interest rate is reset weekly at SIFMA plus 80 basis points. The initial placement agent was Royal Bank of Canada and Loop Capital Markets.

The aggregate difference in debt service between the refunding bonds and the refunded bonds is not measurable due to the fact that both series were issued in a variable rate mode. The difference between the reacquisition price and the net carrying amount of the Bonds refunded by 2011A Revenue Refunding Bonds of (\$452,540) was deferred and is being amortized over the stated term of the Series 2008J Bonds. Amortization of the deferred outflow in resources on the refunding was \$28,108 for the year ended December 31, 2015. The deferred outflow in resources ending balance for the year ended December 31, 2015 was (\$323,376).

Series 2011B:

On November 29, 2011, the Authority issued \$268,625,000 of North Texas Tollway Authority Revenue Refunding Bonds, Series 2011B for the purpose of refunding \$43,345,000 of Series 1997A Bonds; refunding \$51,290,000 of Series 1998 Bonds; and refunding \$175,000,000 of Series 2008E-2 Bonds. The 1997A and 1998 Bonds were refunded for economic savings. The 2008E-2 Bonds had a mandatory tender date of January 1, 2012. Interest is payable January 1 and July 1, commencing January 1, 2012. These bonds were issued as serial bonds maturing January 1, 2019 through January 1, 2026 and one Term Bond due January 1, 2038. The bonds have an interest rate of 5.00%.

The refunding resulted in a decrease of \$45,413,311 in the aggregate debt service between the refunding debt and the refunded debt. The difference between the reacquisition price and the net carrying amount of the Bonds refunded by 2011B Revenue Refunding Bonds of \$400,780 was deferred and is being amortized over the stated term of the Series 1997A Bonds. Amortization of the deferred inflow in resources on the refunding was (\$50,910) for the year ended December 31, 2015. The deferred inflow in resources ending balance for the year ended December 31, 2015 was \$192,613.

The 1997A Bonds previously refunded the 1989 and 1994 Bonds and the difference between the reacquisition price and the net carrying amount of the Bonds refunded by the 1997A Bonds was deferred and was being amortized over the term of the 1997A Bonds. The remaining deferred amount from the 1989 and 1994 Bonds refunding will be combined with the amounts deferred from the 2011B Revenue Refunding and amortized over

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the original life of the 1997A Bonds, which had the shortest remaining term. Amortization of the deferred outflow in resources on the prior refunding was \$167,984 for the year ended December 31, 2015. The deferred outflow in resources ending balance for the year ended December 31, 2015 was (\$467,559).

Series 2012A:

On June 6, 2012, the Authority issued \$25,930,000 of North Texas Tollway Authority Revenue Refunding Bonds, Series 2012A, for the purpose of refunding \$26,855,000 of the Series 1998 Bonds for economic savings. Interest is payable January 1 and July 1 of each year, commencing January 1, 2014. These bonds were issued as serial bonds maturing January 1, 2027 through January 1, 2029. The bonds have interest rates between 3.75% and 5.00%.

The refunding resulted in a decrease of \$2,859,265 in the aggregate debt service between the refunding debt and the refunded debt. The difference between the reacquisition price and the net carrying amount of the Bonds refunded by 2012A Revenue Refunding Bonds of (\$501,766) was deferred and is being amortized over the stated term of the Series 1998 Bonds. Amortization of the deferred outflow in resources on the refunding was \$32,190 for the year ended December 31, 2015. The deferred outflow in resources ending balance for the year ended December 31, 2015 was (\$387,404).

Series 2012B:

On October 4, 2012, the Authority issued \$383,625,000 of North Texas Tollway Authority Revenue Refunding Bonds, Series 2012B, for the purpose of refunding \$189,210,000 of Series 2003A Bonds and refunding \$209,040,000 of Series 2008H-2 Bonds. The 2003A Bonds were refunded for economic savings. The 2008H-2 Bonds had a mandatory tender date of January 1, 2013. Interest is payable January 1 and July 1 of each year, commencing January 1, 2013. These bonds were issued as serial bonds maturing January 1, 2021 through January 1, 2034 and three Term Bonds due January 1, 2036, January 1, 2042 and January 1, 2052. The bonds have an interest rate between 5.00% and 5.25%.

The refunding of this portion of the Series 2003A resulted in a decrease of \$19,163,860 in the aggregate debt service between the refunding debt and the refunded debt. The difference between the reacquisition price and the net carrying amount of the 2003A Bonds refunded by 2012B Revenue Refunding Bonds of \$150,689 was deferred and is being amortized over the stated term of the Series 2003A Bonds. Amortization of the deferred inflow in resources on the refunding was (\$8,354) for the year ended December 31, 2015. The deferred inflow in resources ending balance for the year ended December 31, 2015 was \$123,608.

The refunding of the Series 2008H-2 resulted in a decrease of \$71,672,879 in the aggregate debt service between the refunding debt and the refunded debt. The difference between the reacquisition price and the net carrying amount of the 2008H-2 Bonds refunded by 2012B Revenue Refunding Bonds of \$1,272,414 was deferred and is being amortized over the stated term of the Series 2008H-2 Bonds. Amortization of the deferred inflow in resources on the refunding was (\$70,541) for the year ended December 31, 2015. The deferred inflow in resources ending balance for the year ended December 31, 2015 was \$1,043,745.

Series 2012C:

On November 1, 2012, the Authority issued \$101,775,000 of North Texas Tollway Authority Revenue Refunding Bonds, Series 2012C, for the purpose of refunding \$100,000,000 of Series 2008L-2 Bonds which had a mandatory tender date of January 1, 2014. The 2012C Bonds have an initial interest rate of 1.95% payable January 1 and July 1 of each year, commencing January 1, 2014. These bonds are subject to a mandatory tender on January 1, 2019. On the Mandatory Tender Date, the bonds will be subject to mandatory tender for purchase. The Authority has agreed that the Bonds will be remarketed at the first date on or after the Mandatory Tender date at which they can be sold in any interest rate mode and at a rate not exceeding 10.00% per annum. In the event that they cannot be remarketed and purchased on the Mandatory Tender Date, the mandatory tender will be deemed to have been rescinded and the Series 2012C Bonds will bear interest at the rate of 10% per annum from the Mandatory Tender Date until purchased upon a subsequent remarketing.

The refunding of the Series 2008L-2 resulted in a decrease of \$21,349,156 in the aggregate debt service between the refunding debt and the refunded debt. The difference between the reacquisition price and the net carrying amount of the Bonds refunded by 2012C Revenue Refunding Bonds of (\$1,569,618) was deferred and is being amortized over the stated term of the Series 2008L-2 Bonds. Amortization of the deferred outflow in resources on the refunding was \$69,104 for the year ended December 31, 2015. The deferred outflow in resources ending balance for the year ended December 31, 2015 was (\$1,350,790).

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Series 2012D:

On November 1, 2012, the Authority issued \$32,815,000 of North Texas Tollway Authority Revenue Refunding Bonds, Series 2012D, for the purpose of refunding \$35,790,000 of Series 2003A Bonds. These bonds were issued as a Term Bond due January 1, 2038. The bonds have an interest rate of 5.00% payable January 1 and July 1 of each year, commencing January 1, 2013.

The refunding of this portion of the Series 2003A resulted in a decrease of \$6,646,042 in the aggregate debt service between the refunding debt and the refunded debt. The difference between the reacquisition price and the net carrying amount of the 2003A Bonds refunded by 2012D Revenue Refunding Bonds of (\$122,121) was deferred and is being amortized over the stated term of the Series 2003A Bonds. Amortization of the deferred outflow in resources on the refunding was \$4,948 for the year ended December 31, 2015. The deferred outflow in resources ending balance for the year ended December 31, 2015 was (\$106,451).

Series 2014A:

On November 20, 2014, the Authority issued \$310,415,000 of North Texas Tollway Authority First Tier Revenue Refunding Bonds, Series 2014A, for the purpose of refunding \$313,880,000 of Series 2008A Bonds. The Series 2014A Bonds were issued as serial bonds maturing on January 1, 2020 through January 1, 2025. The bonds have an interest rate of 5.00%.

The refunding of this portion of the Series 2008A resulted in a decrease in the aggregate debt service between the refunding debt and refunded debt. The difference between the reacquisition price and the net carrying amount of the 2008A Bonds refunded by 2014A Revenue Refunding Bonds of (\$40,871,959) was deferred and is being amortized over the stated term of the Series 2008A Bonds. Amortization of the deferred outflow in resources on the refunding was \$5,147,209 for the year ended December 31, 2015. The deferred outflow in resources ending balance for the year ended December 31, 2015 was (\$35,138,540).

Series 2014B:

On November 20, 2014, the Authority issued \$146,420,000 of North Texas Tollway Authority Second Tier Revenue Refunding Bonds, Series 2014B, for the purpose of refunding \$143,540,000 of Series 2008F Bonds. The Series 2014B Bonds were issued as serial bonds maturing on January 1, 2029 through January 1, 2031. The bonds have an interest rate of 5.00%.

The refunding of this portion of the Series 2008F resulted in a decrease in the aggregate debt service between the refunding debt and refunded debt. The difference between the reacquisition price and the net carrying amount of the 2008A Bonds refunded by 2014A Revenue Refunding Bonds of (\$7,426,971) was deferred and is being amortized over the stated term of the Series 2008F Bonds. Amortization of the deferred outflow in resources on the refunding was \$295,732 for the year ended December 31, 2015. The deferred outflow in resources ending balance for the year ended December 31, 2015 was (\$7,097,559).

Series 2014C:

On December 18 2014, the Authority issued \$223,895,000 of North Texas Tollway Authority First Tier Variable Rate Revenue Refunding Bonds, Series 2014C, for the purpose of refunding \$210,255,000 of the Series 2008E-3 Bonds. The Series 2014C Bonds were issued as a term bond due January 1, 2038. The bonds are SIFMA Index Floating Rate bonds. The interest rate is reset weekly at SIFMA plus 67 basis points. The initial placement agents were Morgan Stanley and Loop Capital Markets.

The refunding of this portion of the Series 2008E-3 resulted in a decrease in the aggregate debt service between the refunding debt and refunded debt. The difference between the reacquisition price and the net carrying amount of the 2008E-3 Bonds refunded by 2014C Revenue Refunding Bonds of (\$5,331,965) was deferred and is being amortized over the stated term of the Series 2008F Bonds. Amortization of the deferred outflow in resources on the refunding was \$242,693 for the year ended December 31, 2015. The deferred outflow in resources ending balance for the year ended December 31, 2015 was (\$5,080,508).

Series 2015A:

On April 23, 2015, the Authority issued \$862,920,000 of North Texas Tollway Authority Second Tier Revenue Refunding Bonds, Series 2015A, for the purpose of refunding \$856,460,000 of the Series 2008F Bonds. The Series 2015A Bonds were issued as serial bonds maturing January 1, 2016 through January 1, 2035 and a term bond due January 1, 2038. The bonds have an interest rate of 2.00% - 5.00%.

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The refunding of the remaining portion of the Series 2008F resulted in a decrease in the aggregate debt service between the refunding debt and refunded debt. The difference between the reacquisition price and the net carrying amount of the 2008F Bonds refunded by 2015A Revenue Refunding Bonds of (\$130,397,974) was deferred and is being amortized over the stated term of the Series 2008F Bonds. Amortization of the deferred outflow in resources on the refunding was \$3,792,061 for the year ended December 31, 2015. The deferred outflow in resources ending balance for the year ended December 31, 2015 was (\$126,605,913).

Series 2015B:

On September 24, 2015, the Authority issued \$764,090,000 of North Texas Tollway Authority First Tier Revenue Refunding Bonds, Series 2015B, for the purpose of refunding \$561,155,000 of Series 2008A Bonds and \$184,470,000 Series 2008B. The Series 2015B Bonds were issued as serial bonds maturing on January 1, 2020 through January 1, 2025. The bonds have an interest rate of 5.00%.

The refunding of this portion of the Series 2008A and the 2008B resulted in a decrease in the aggregate debt service between the refunding debt and refunded debt. The difference between the reacquisition price and the net carrying amount of the 2008A and 2008B Bonds refunded by 2015B Revenue Refunding Bonds of (\$104,903,027) was deferred and is being amortized over the stated term of the Series 2008A and 2008B Bonds. Amortization of the deferred outflow in resources on the refunding was \$933,798 for the year ended December 31, 2015. The deferred outflow in resources ending balance for the year ended December 31, 2015 was (\$103,969,229).

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The following schedule summarizes the revenue bonds outstanding as of December 31, 2015:

Description of Issue	Beginning Balance	Additions	Matured or Retired	Ending Balance	Due within one year
Series '05C	\$ 178,310,000	\$ -	\$ -	\$ 178,310,000	\$ -
Series '08A	1,419,325,000	-	(561,155,000)	858,170,000	1,005,000
Series '08B	226,930,000	-	(184,470,000)	42,460,000	365,000
Series '08D	593,718,182	35,803,269	-	629,521,451	-
Series '08F	856,460,000	-	(856,460,000)	-	-
Series '08I	295,165,000	-	-	295,165,000	-
Series '08K	205,000,000	-	-	205,000,000	-
Series '09A	373,425,000	-	-	373,425,000	-
Series '09B	825,000,000	-	-	825,000,000	-
Series '09C	170,730,000	-	-	170,730,000	-
Series '09D	178,400,000	178,400,000	(178,400,000)	178,400,000	-
Series '10A	90,000,000	-	-	90,000,000	-
Series '10B	310,000,000	-	-	310,000,000	-
Series '10	332,225,000	-	-	332,225,000	-
Series '11A	100,000,000	-	-	100,000,000	-
Series '11B	268,625,000	-	-	268,625,000	-
Series '12A	25,930,000	-	-	25,930,000	-
Series '12B	383,625,000	-	-	383,625,000	-
Series '12C	101,775,000	-	-	101,775,000	-
Series '12D	32,815,000	-	-	32,815,000	-
Series '14A	310,415,000	-	-	310,415,000	-
Series '14B	146,420,000	-	-	146,420,000	-
Series '14C	223,895,000	-	-	223,895,000	-
Series '15A	-	862,920,000	-	862,920,000	4,730,000
Series '15B	-	764,090,000	-	764,090,000	1,260,000
	<u>7,648,188,182</u>	<u>1,841,213,269</u>	<u>(1,780,485,000)</u>	<u>7,708,916,451</u>	<u>7,360,000</u>
Less:					
Bond discount (premium)	(34,028,024)	(169,482,674)	(18,358,206)	(221,868,904)	-
Totals	<u>\$ 7,682,216,206</u>	<u>\$ 2,010,695,943</u>	<u>\$ (1,762,126,794)</u>	<u>\$ 7,930,785,355</u>	<u>\$ 7,360,000</u>

Amortization of Premium/Discounts

Premiums and discounts related to the issuance of the bonds and other loans are being amortized using the bonds outstanding method that factors in the maturities of the various serial bonds, over the term of the bonds and loan. The unamortized discount (premium) cost for the year ended on December 31, 2015 was \$(221,868,904).

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The revenue bond debt service requirements below are prepared as of December 31, 2015:

Year	Total Revenue Bonds			Total
	Principal amount	Interest amount	BAB Subsidy *	
Due January 1				
2016	7,360,000	369,333,024	(27,007,566)	349,685,458
2017	33,860,000	384,435,804	(27,007,566)	391,288,238
2018	37,680,000	383,503,323	(27,007,566)	394,175,757
2019	87,650,000	382,691,005	(27,007,566)	443,333,439
2020	91,895,000	381,333,941	(27,007,566)	446,221,375
2021- 2025	923,150,000	1,781,686,910	(132,396,959)	2,572,439,951
2026 - 2030	1,305,084,314	1,760,027,228	(107,529,718)	2,957,581,824
2031 - 2035	1,407,246,778	1,699,700,504	(90,395,729)	3,016,551,553
2036 - 2040	1,574,718,303	1,206,205,145	(89,655,305)	2,691,268,143
2041 - 2045	1,268,348,365	448,768,236	(62,632,954)	1,654,483,647
2046 - 2050	645,235,000	81,580,498	(16,770,051)	710,045,447
2051 - 2053	2,000,000	105,000		2,105,000
Interest Accretion	324,688,691	(324,688,691)		
	<u>\$ 7,708,916,451</u>	<u>\$ 8,554,681,927</u>	<u>\$ (634,418,546)</u>	<u>\$ 15,629,179,832</u>

* Note: Due to sequestration, BAB's Subsidy is reduced by 6.8%.

The Interest and Sinking and Reserve Accounts required by the Trust Agreement have been established with the Trustee. The balances as of December 31, 2015 were:

	Cash and Investment Balance	Trust Requirement
Bond Interest account*	\$ 9,237,557	\$ 163,682,237
Debt service reserve account**	407,040,038	395,490,628
Redemption account***	1,676	7,360,000
Total	<u>\$ 416,279,271</u>	<u>\$ 566,532,865</u>

(*) "Transfers were made to the Bond Interest and Redemption account on 1/4/16. These transfers raised the respective balances to or above the required amounts."

(**) The Debt Service Reserve account per the trust agreement is not valued at market price but amortized value. The amortized value at 12/31/2015 was \$409,303,253.

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SWAP Transactions

History. Pursuant to the ISDA Master Agreements dated and effective as of August 20, 2004 (the “2004 ISDA Master Agreements”) and the schedules, annexes there to, the North Texas Tollway Authority (the “Authority”) entered into multiple interest rate swap transactions in the cumulative notional amount of \$202,720,000 with Citibank N.A., New York, Bear Stearns Financial Products Inc. and Lehman Brothers Special Financing Inc. (the “Swap Providers”) The 2004 Swap Transactions were executed in connection with the then proposed refunding of a portion of the Dallas North Tollway System Revenue Bonds, Series 1995 (the “Series 1995 Bonds”) and the issuance of the Variable Rate Revenue Bonds, Series 2005C (the “Series 2005C Bonds”), (the “2004 Swap Transactions”).

Pursuant to the 2004 ISDA Master Agreements and concurrent with the issuance of the Series 2005C Bonds in December 2005, the Authority and the Swap Providers also entered into multiple interest rate swap transactions in the collective nominal amount of \$138,950,000, effective as of December 15, 2005, relating to the portion of the Series 2005C Bonds issued to refund the remaining Series 1995 Bonds (the “2005 Swap Transactions” and together with the 2004 Swap Transactions, the “Swap Transactions”).

In September 2008 Lehman Brothers declared bankruptcy and their portion of the Swap Transactions were terminated. On October 1, 2008, a swap termination payment of \$4,511,011 was made by the Authority.

After the collapse of Bear Stearns on May 15, 2009, JPMorgan Chase Bank N.A. acquired some of the assets of Bear Stearns and some derivative transactions, including transactions with the Authority, were transferred from Bear Stearns Financial Products to JPMorgan Chase Bank N.A.

On August 14, 2009, \$5,375,000 for the 2004 Swap Transaction and \$706,700 for the 2005 Swap Transaction was paid to the Swap Providers to terminate a portion of each respective swap. Currently, the notional amount for the 2004 Swap Transaction and the 2005 Swap Transaction is \$84,060,000 and \$94,230,000 respectively. The Swap Providers are currently Citibank N.A. and JPMorgan Chase Bank N.A.

On September 1, 2009, the Series 2005C bonds were converted to fixed rate bonds. The outstanding Swap Transactions remain *legally* tied to the Series 2005C Bonds, which have been remarketed to fixed rate. However, the Authority recognized the need for the Swap Transactions to be *economically* tied to variable rate bonds so that the Swap Transactions could function properly and generate a reasonable synthetic fixed rate. To that end, the Authority negotiated a letter of credit with JPMorgan, and issued \$178,400,000 Series 2009D variable rate bonds on November 5, 2009.

Objective of the interest rate swap

The intention of the Swap Transactions was to produce an overall fixed rate cost of funds related to refunding of the Series 1995 Bonds. The Swap Transactions were structured to: lock in low rates; minimize the negative arbitrage in escrow; achieve higher present value savings than traditional fixed rate bond alternatives; and increase future debt capacity. Total present value savings from these transactions was originally estimated at \$41.8 million.

Terms – 2004 Swap Transactions

Under the 2004 Swap Transactions, the Authority is obligated to make payments to the Swap Providers calculated at a fixed rate of 3.673% per annum and the Swap Providers are obligated to make floating rate payments to the Authority calculated at a rate equal to 67% of the one-month London Interbank Offered Rate (“LIBOR”) for U.S. deposits. The 2004 Swap Transactions have a stated final maturity date of January 1, 2023.

Terms – 2005 Swap Transactions

Under the 2005 Swap Transactions, the Authority is obligated to make payments to the Swap Providers calculated at a fixed rate of 3.533% per annum and the Swap Providers are obligated to make floating rate payments to the Authority calculated at a rate equal to 67% of the one-month LIBOR for U.S. deposits. The Series 2005C Bonds and the 2005 Swap Transactions have a stated final maturity date of January 1, 2025.

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As of December 31, 2015, rates were as follows: (see example in table below)

Interest rate swap:	Terms	2004 Swap Rates December 31, 2015	2005 Swap Rates December 31, 2015
Fixed payment to counterparties	Fixed	3.673%	3.533%
Minus Variable payment from counterparties	67% of 1-Month LIBOR	0.134%	0.134%
Net interest rate swap payments		3.539%	3.399%
Plus 2009D Variable-rate bond coupon payments	Avg. Coupon + 71 bps*	0.720%	0.720%
Synthetic interest rate on bonds including LOC & Remarketing		4.259%	4.119%

*66bps LOC fee & 5bps remarketing fee

Period Ended December 31, 2015

<u>Derivative Instrument</u>	<u>Hedge Type</u>	<u>Effectiveness Test Method</u>	<u>Result</u>	<u>Classification</u>	<u>Amount</u>
Combined 2004 Swaps	Cash flow hedges	Regression Analysis	Effective	Deferred Outflow	\$ (12,152,226)
Combined 2005 Swaps	Cash flow hedges	Regression Analysis	Effective	Deferred Outflow	\$ (17,649,642)

Fair value. As of December 31, 2015, the 2004 Swap Transactions had a negative fair value of \$12,152,226 and the 2005 Swap Transactions had a negative fair value of \$17,649,642. The negative fair value signifies the amount that the Authority would owe to the Swap Providers upon the termination of all the Swap Transactions as of that date. The fair values were calculated using **FAIRVALUE ADVISOR**, First Southwest's online swap valuation system. First Southwest is an independent third party provider of swap valuations.

Credit risk. As of December 31, 2015 the Authority was not exposed to counterparty credit risk because the Swap Transactions had a negative fair value. However, should interest rates change and the fair value of the Swap Transactions become positive, the Authority would be exposed to credit risk in the amount of the fair value of the Swap Transactions.

If the Swap Providers' credit rating is reduced below A2 by Moody's or A by S&P, in the case of Citibank N.A., New York, or Aa3 by Moody's or AA- by S&P in the case of JPMorgan Chase Bank N.A., the provider is required to post collateral to the Authority's credit.

As of December 31, 2015, the Swap Providers' respective ratings by Moody's Investors Service ("Moody's") and by Standard and Poor's Corporation ("S&P") are as follows: Citibank N.A., New York A2/A and JPMorgan Chase Bank N.A. Aa3/A+. Each party's portion of the 2004 Forward Swap and 2005 Current Swap agreement is 2/3 & 1/3 and 1/3 & 2/3 respectively.

Interest Rate Risk. Interest rate risk is the risk that changes in interest rates will adversely affect the fair values of the Authority's hedging instruments or their cash flows. The Authority is exposed to interest rate risk on its derivatives.

The underlying Bonds (Series 2009D) have variable rate coupon payments which are tied to the SIFMA index. The Swap Payments paid to the Authority by the Swap Providers are also variable, tied to 67% of one month Libor. A decrease in Libor rates would increase the net swap payments for the Authority, but it might be offset by a likely decrease in SIFMA rates and a lower corresponding coupon payment. An increase in SIFMA rates would increase the corresponding coupon payment, but it might be offset by a likely increase in Libor rates and a lower corresponding net swap payment.

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Rollover Risk. Rollover risk is the risk that a hedging instrument associated with hedgeable item does not extend to the maturity of that hedgeable item. The Authority is not exposed to rollover risks because the hedging derivative instruments associated with the hedgeable debt items extend beyond the maturity of the hedgeable debt items.

Basis risk. The Authority is exposed to basis risk under the swap agreements as the variable rate received from the counterparties will not perfectly match the rate paid on the bonds and the expected cost savings may not be realized.

Collateral risk. The Swap transactions were insured by Financial Guaranty Insurance Company ("FGIC"). Pursuant to the interest rate exchange agreement with JPMorgan Chase Bank if FGIC's rating is below "A3" by Moody's or "A-" by S&P and the Authority's First Tier Bonds are rated below "A3" by Moody's or "A-" by S&P, the Authority will be obligated to post collateral in an amount equal to the swap termination payment amount owed by the Authority to JPMorgan Chase Bank. While FGIC's ratings have been withdrawn, as of December 31, 2015, the Authority's ratings on its First Tier Bonds are A1 by Moody's and A by S&P therefore the Authority has no obligation to post collateral at this time.

Market Access Risk. The Authority is not directly exposed to market access risk on the swaps. It is, however, indirectly exposed to market access risk through the underlying bond issue (Series 2009D) to which the swaps are economically tied. The 2009D bonds are variable rate obligations that are backed by a letter of credit. Letters of credit typically have a two or three year term, and at the end of the initial term the Authority might need to refinance the debt or secure a new letter of credit. The risk is that the Authority may not be able to access the markets to obtain a new letter of credit.

Foreign Currency Risk. The Authority is not exposed to Foreign Currency Risk as both the fixed and variable payment portion are in the same currency (US Dollars).

Counterparty Risk. Counterparty risk exists if the counterparty cannot make future payments or cannot make a termination payment due to NTTA. Risk is reduced by ISDA (International Swaps and Derivatives Association) contract terms addressing collateral limits and credit ratings. Additionally, selection of more than one highly-rated counterparty diversifies risk.

Termination risk. Termination risk exists if: (i) the Authority opts to terminate the Swap Transactions prior to maturity and the Swap Providers do not have sufficient funds to pay the Authority, (ii) the Authority is downgraded to below A3 by Moody's or A- by S&P and the Authority is unable to post sufficient collateral; or (iii) the Authority's credit rating is reduced below investment grade by Moody's or S&P. If upon termination, the swap has a negative fair value, then the Authority would be liable to the Swap Providers for a payment equal to the Swap's fair value.

The Swap Transactions are subject to optional termination by the Authority at any time over the term of the Swap Transactions at the then prevailing market value. The Swap Providers do not have the elective right to optionally terminate the Swap Transactions. Each of the swap agreements may be terminated by the respective counterparty if the Authority does not maintain a credit rating of least Baa3 by Moody's or BBB- by S&P. The Authority's current ratings are A1 by Moody's and A by S&P.

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Swap payments and associated debt. Using rates as of December 31, 2015, debt service requirements of the variable-rate and net swap payments, assuming current interest rates remain the same for the term, were as follows. As rates vary, variable-rate bond interest payments and net swap payments will vary.

2009D Bonds Associated with Swaps						
Fiscal Year	Principal amount		Interest amount*		Total	
2016	\$	-	\$	8,047,006	\$	8,047,006
2017		-		8,025,020		8,025,020
2018		-		8,025,020		8,025,020
2019		-		7,887,090		7,887,090
2020		-		7,763,040		7,763,040
2021		-		7,430,494		7,430,494
2022		-		7,098,065		7,098,065
2023		-		6,776,201		6,776,201
2024		-		6,448,669		6,448,669
2025		-		6,065,600		6,065,600
2026		-		6,065,600		6,065,600
2027		-		6,065,600		6,065,600
2028		-		6,082,218		6,082,218
2029		-		6,065,600		6,065,600
2030		-		6,065,600		6,065,600
2031		-		6,065,600		6,065,600
2032		-		6,082,218		6,082,218
2033		-		6,065,600		6,065,600
2034		-		6,065,600		6,065,600
2035		-		6,065,600		6,065,600
2036		-		6,082,218		6,082,218
2037		-		6,065,600		6,065,600
2038		-		6,065,600		6,065,600
2039		-		6,065,600		6,065,600
2040		-		6,082,218		6,082,218
2041		-		6,065,600		6,065,600
2042		-		6,065,600		6,065,600
2043		-		6,065,600		6,065,600
2044		32,000,000		6,082,218		38,082,218
2045		33,800,000		4,977,600		38,777,600
2046		35,600,000		3,828,400		39,428,400
2047		37,500,000		2,618,000		40,118,000
2048		39,500,000		1,346,679		40,846,679
TOTAL	\$	178,400,000	\$	201,666,375	\$	380,066,375

* Includes interest rates for both swap payments, plus the assumed variable rate amount.

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Commercial Paper

On April 18, 2001, the Authority's Board of Directors authorized the \$200,000,000 Dallas North Tollway Authority Tax-Exempt Commercial Paper program. The commercial paper issued must mature not more than 270 days from date of issue. The Authority may retire commercial paper at any time.

Commercial paper notes are supported by a letter of credit agreement with Bank of America Merrill Lynch in excess of \$200,000,000 and constitute a Second Tier obligation under the Amended and Restated Trust Agreement. Any advances for payments of commercial paper under the letter of credit are secured by a Second Tier lien on Authority revenues. No such advances have occurred. The credit agreement was scheduled to expire on December, 16, 2016. In August 2015, the Authority amended the commercial paper resolution with Bank of America Merrill Lynch allowing for the issuance of short-term notes through the Revolving Note Purchase Agreement. The agreement was not extended and expires on December 16, 2016.

The notes may be issued to provide interim financing for new projects and other capital improvements and to finance equipment purchases for projects of the Authority. As of December 31, 2015, there were no notes outstanding.

Loans Payable

Additionally, the Authority funded, in part, costs of the construction of the PGBT with proceeds from a loan, which totaled \$135,000,000, made by TxDOT in 1995 pursuant to the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Interest at the rate of 4.2% began to accrue on October 1, 2000, compounding annually on January 1, with the first payment made in October 2004, and annual payments on January 1 thereafter until final payment in 2029, which resulted in a new loan amount at October 1, 2004 of \$154,338,133. Repayment of the loan to TxDOT is to be made from amounts on deposit in the Capital Improvement Fund with payments subordinate to bonds or other obligations of the Authority issued or entered into and secured by the tolls and revenues of the Authority. The ISTEA loan payment of \$8,000,000 was made on December 31, 2015 for the fiscal year of 2015. The loan payable was \$131,403,745 as of December 31, 2015.

Debt service requirements on the TxDOT ISTEA loan payable subsequent to December 31, 2015 are as follows:

Fiscal years	TxDOT ISTEA Loan payable	
	Principal	Interest
2016 (*)		
2017	2,481,043	5,518,957
2018	3,585,247	5,414,753
2019	5,235,827	5,264,173
2020	7,205,732	5,044,268
2021 - 2025	57,538,364	19,073,618
2026 - 2029	55,357,532	5,932,052
Total principal and interest	\$ 131,403,745	\$ 46,247,821

(*) ISTEA payment for 1/1/2016 was made in December 2015.

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(6) Employees' Retirement Plan

Defined Benefit Pension Plan

As discussed in Note 1, effective September 1, 1997, the Authority, a regional tollway authority under Chapter 366, Transportation Code, became the successor agency to the Texas Turnpike Authority. In connection with this transition, the Authority changed from being a participant in the plans administered by the Employees Retirement System of Texas (ERS), which are considered single employer defined benefit pension plans, to being a participant in the Texas County and District Retirement System (TCDRS), which is a nonprofit public trust fund that provides pension, disability, and death benefits to eligible employees of the counties and districts that participate in TCDRS. Information related to the TCDRS, the Authority's 401(k) plan, and its refrain from participation in Social Security is included herein. A separate audited GAAP-basis pension plan report for ERS is available at www.ers.state.tx.us/Publications/FinancialReports.

Plan Description

The Authority participates as one of 677 plans in the joint contributory, defined benefit plan administered by TCDRS. TCDRS acts as an agent multiple-employer retirement system for county and district employees in the State of Texas. The TCDRS Act is the basis for administration of the pension system. The pension system is governed by a nine-member Board of Trustees and is managed by an administrative staff in Austin. Although the Governor, with the advice and consent of the senate, appoints the Board, TCDRS is not fiscally dependent on the State of Texas. TCDRS's defined benefit pension plan is a tax-qualified plan under Section 401(a) of the Internal Revenue Code. TCDRS issues a publicly available comprehensive annual financial report (CAFR) that can be obtained at www.tcdrs.org.

All eligible employees of the Authority are required to participate in TCDRS.

Benefits Provided

TCDRS provides retirement, disability, and death benefits. Benefit provisions are adopted by the governing body of the Authority, within the options available in the state statutes governing TCDRS.

At retirement, the benefit is calculated as if the sum of the employee's contributions, with interest, and the Authority-financed monetary credits with interest were used to purchase an annuity. Members may choose to receive their retirement benefit in one of three actuarially equivalent payments options. A summary of plan provisions for the Authority are as follows:

Employee deposit rate	6% of Earnings
Authority matching rate	250%
Vesting period	10 Years
Retirement years (age/years of service)	60/10, Any/30, Rule of 75, age+service
Prior Service Credit	0%
Annuity Increase to retirees:	0%

Employees covered by benefit terms

At the December 31, 2014 valuation and measurement date, the following employees were covered by the benefit terms:

Inactive employees or beneficiaries currently receiving benefits	133
Inactive employees entitled to but not yet receiving benefits	84
Active employees	<u>753</u>
Total	<u>970</u>

Contributions

Under the state law governing TCDRS, the contribution rate is determined annually by the consulting actuary, using the Replacement Life Entry Age (RLEA) cost method, a conservative cost method and an industry standard.

Employees for the Authority were required to contribute 6% of their annual gross earnings during the fiscal year. The contribution rates for the Authority were 8.27% and 7.96% in fiscal years 2014 and 2015, respectively. The Authority's contributions to TCDRS for the year ended December 31, 2015, were \$3,304,846, and were equal to the required contributions.

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Net Pension Asset

The Authority's Net Pension Asset (NPA) was measured as of December 31, 2014, and the Total Pension Liability (TPL) used to calculate the Net Pension Asset was determined by an actuarial valuation as of that date.

Actuarial assumptions

The Total Pension Liability in the December 31, 2014 actuarial valuation was determined using the following assumptions:

Inflation	3.0%
Overall Payroll Growth	2.0%
Investment Rate of Return	8.1%, net of pension plan investment expense

Salary increases were based on a service-related table. Mortality rates for active members were based on the RP-2000 Active Employee Mortality Table for males with a two-year set-forward and the RP-2000 Active Employee Mortality Table for females with a four-year setback, both with the projection scale AA.

Mortality rates for retirees, beneficiaries and non-depositing members were based on the RP-2000 Combined Mortality Table, with the projection scale AA, with a one-year set-forward for males and no age adjustment for females.

Mortality rates for disabled retirees were based on the RP-2000 Disabled Mortality Table with no age adjustment for males, and RP-2000 Disabled Mortality Table for females with a two-year set-forward, both with the projection scale AA.

The long-term expected rate of return on TCDRS assets is determined by adding expected inflation to expected long-term real returns, and reflecting expected volatility and correlation. The capital market assumptions and information shown below are provided by TCDRS' investment consultant, Cliffwater LLC. The numbers shown are based on January 2015 information for a 7-10 year time horizon.

Note that the valuation assumption for long-term expected return is re-assessed at a minimum of every four years, and is set based on a 30-year time horizon; the most recent analysis was performed in 2013. The target allocation and best estimates of geometric real rates of return for each major asset class are summarized in the following table:

Asset Class	Target Allocation	Geometric Real Rate of Return (Expected minus Inflation)
US Equities	16.50%	5.35%
Private Equity	12.00%	8.35%
Global Equities	1.50%	5.65%
International Equities - Developed	11.00%	5.35%
International Equities - Emerging	9.00%	6.35%
Investment-Grade Bonds	3.00%	0.55%
High-Yield Bonds	3.00%	3.75%
Opportunistic Credit	5.00%	5.54%
Direct Lending	2.00%	5.80%
Distressed Debt	3.00%	6.75%
REIT Equities	2.00%	4.00%
Commodities	2.00%	-0.20%
Master Limited Partnerships (MLPs)	2.00%	5.30%
Private Real Estate Partnerships	3.00%	7.20%
Hedge Funds	25.00%	5.15%
Total	<u>100.00%</u>	

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Discount Rate

The discount rate used to measure the Total Pension Liability was 8.10%. The projection of cash flows used to determine the discount rate assumed that employee contributions will remain at the current 6% and employer contributions will be made at the rates specified in statute. Based on that assumption, the pension plan's Fiduciary Net Position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the Total Pension Liability.

Changes in the Net Pension Liability / (Asset)

	Increase (Decrease)		
	Total Pension Liability	Fiduciary Net Position	Net Pension Liability / (Asset)
	(a)	(b)	(a)-(b)
Balances as of January 01, 2014	\$72,869,526	\$80,440,335	(\$7,570,808)
Changes for the year:			
Service cost	5,624,416	-	5,624,416
Interest	6,043,983	-	6,043,983
Effect of plan changes	-		-
Effect of economic/demographic gains or losses	(1,153,798)	-	(1,153,798)
Effect of assumptions changes or inputs	-		-
Refund of contributions	(570,912)	(570,912)	-
Benefit payments	(1,489,015)	(1,489,015)	-
Administrative expenses	-	(65,461)	65,461
Member contributions	-	2,320,145	(2,320,145)
Net investment income	-	5,330,438	(5,330,438)
Employer contributions	-	3,197,933	(3,197,933)
Other changes	-	(32,293)	32,293
Balances as of December 31, 2014	<u>\$81,324,199</u>	<u>\$89,131,170</u>	<u>(\$7,806,971)</u>

Sensitivity Analysis

The following presents the net pension liability of the Authority, calculated using the discount rate of 8.10%, as well as what the Authority's net pension liability would be if it were calculated using a discount rate that is 1 percentage point lower (7.10%) or 1 percentage point higher (9.10%) than the current rate.

	1% Decrease 7.10%	Current Discount Rate 8.10%	1% Increase 9.10%
Total pension liability	\$92,771,220	\$81,324,199	\$71,951,574
Fiduciary net position	89,131,170	89,131,170	89,131,170
Net pension liability / (asset)	\$3,640,050	(\$7,806,971)	(\$17,179,596)

Pension Plan Fiduciary Net Position

Detailed information about the pension plan's Fiduciary Net Position is available in a separately issued TCDRS financial report. That report may be obtained on the Internet at www.tcdrs.org.

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Pension Expense and Deferred Outflows of Resources and Deferred Inflows of Resources:

For the year ended December 31, 2014, the Authority recognized pension expense of \$2,815,961.

At December 31, 2014, the Authority reported deferred inflows and outflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Contributions made subsequent to the measurement date	\$ 3,305,101	\$ -
Net difference between projected and actual investment earnings	1,107,309	-
Differences between expected and actual experience	-	961,498
Changes of assumptions	-	-
Total	\$ 4,412,410	\$ 961,498

\$3,305,101 reported as deferred outflows of resources related to pensions resulting from Authority contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended December 31, 2016. The remainder of the total deferred outflows/inflows, \$145,811, related to pensions will be recognized in pension expense as follows:

Year ended December 31:

2015	\$84,528
2016	84,528
2017	84,528
2018	84,528
2019	(192,300)
Thereafter (1)	0

(1) Total remaining balance to be recognized in future years, if any. Note that additional future deferred inflows and outflows of resources may impact these numbers.

401(k) Plan

As a state agency of the State of Texas, the Texas Turnpike Authority was a participating employer in the State of Texas Texa\$aver 401(k) Profit Sharing Plan sponsored by the Employees Retirement System of Texas. The Texas Turnpike Authority, as a state agency, was permitted to participate in the Employees Retirement System of Texas under Section 812.003 of the Texas Government Code.

Because the Act established the Authority as a political subdivision of the State of Texas instead of a state agency, it is no longer eligible to participate in the Texa\$aver 401(k) Plan maintained by the Employees Retirement Authority of Texas. As a successor of the Texas Turnpike Authority, however, the Authority is eligible under current IRS rules and regulations to adopt the North Texas Tollway Authority 401(k) Plan as a successor qualified cash or deferred arrangement to the Texa\$aver 401(k) Plan.

Prior to 1986, the IRC of 1986 permitted state or local governments and tax-exempt organizations to maintain qualified cash or deferred arrangement. The Tax Reform Act (TRA) of 1986 amended IRC to provide that a cash or deferred arrangement shall not be treated as a "qualified cash or deferred arrangement" if it is part of a retirement plan maintained by a governmental unit. However, TRA 1986 provides specific exception for cash or deferred arrangements adopted by a governmental unit prior to 1986 "Grandfather Employer". The Authority, a government entity is eligible to adopt the 401(k) plan because it is a successor entity to the Texas Turnpike

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Authority, a Grandfathered Employer, and is adopting a cash or deferred arrangement substantially similar to the Texas Turnpike Authority's cash or deferred arrangement.

Effective September 1, 1997, each Authority employee became eligible to participate in the North Texas Tollway Authority 401(k) plan, a defined contribution plan. The plan requires that each employee be required to make a mandatory employee contribution, deposited by the Authority towards the cost of the 401(k) plan, in an amount equal to 4% of total wages. All mandatory employee contributions to the 401(k) plan for payroll periods following September 1, 1997 shall be made on a pretax basis, provided they are subject to the Hospital Insurance portion of the Federal Insurance Contributions Act and the Federal Unemployment Tax Act and the withholding of those Acts. Employee contributions and plan earnings are vested at all times and a terminating employee shall be paid all mandatory contributions and plan earnings pursuant to the plan's terms. The Authority is authorized to make discretionary employer matching contributions in such amounts as may be determined by the board, and Authority employees are vested in employer contributions at 100% after five years services. Former Texas Turnpike Authority employees employed by the Authority on or before October 31, 1997 shall receive past service credit for service with the Texas Turnpike Authority for purposes of determining the vested percentage and the Authority's Board of Directors is allowed to further amend or terminate the plan at any time.

Total 401(k) contributions allocated to the System by the Authority for the year ended December 31, 2015 were \$1,415,152 based on a covered payroll of \$39,676,505.

Social Security

Effective September 1, 1997, the Authority elected to refrain from participation in Social Security and instead participated in both the TCDRS and the Authority 401(k) plan. The Authority requires mandatory employee participation in both of these plans.

(7) Risk Management

The Texas Municipal League (TML) Intergovernmental Risk Pool insures the Authority for workers' compensation. The Authority purchases insurance policies for all major areas of operation including buildings and contents, bridges, general liability, commercial umbrella, crime, directors and officers liability, and boiler and machinery coverage. There have not been any settlements exceeding insurance coverage in the years 2006-2015. There has not been any significant reduction of coverage.

The Authority self-insures health benefits utilizing a third-party benefit administrator. The Authority pays claims based on actual claims reported. Funds are available to pay claims and administrative costs associated with the program. Reserves for these liabilities are included in current liabilities in the Statement of Net Position.

Fiscal Year	Beginning Balance	Current-year claims and changes in estimates	Claim payments	Ending Balance
2014	\$ 711,120	10,246,833	10,081,288	\$876,665
2015	\$ 876,665	10,903,339	11,780,004	\$ -

(8) Other Post-Employment Benefits (OPEB)

Plan Descriptions – The Authority provides post-employment defined benefit health care to all eligible retired employees through contributions to either the Employee Retirement System of Texas (ERS) Group Benefit Program (GBP) or the Authority's Health Benefits plan.

Employees Retirement System of Texas Group Benefit Program

The Authority contributes to the Employees Retirement System of Texas Group Benefits Program, a cost sharing multiple employer defined benefit OPEB plan. GBP provides health benefits to eligible retired employees of participating entities.

Chapter 1551, Texas Insurance Code assigns authority to establish and amend benefit provisions to the ERS Board Trustees. The ERS issues a publically available GASB Statement 43 report. The report can be obtained from the ERS website.

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Funding Policy – Chapter 1551, Texas Insurance Code provided that the contribution requirements under the GBP be established and amended by the ERS Board Trustees. Plan members receiving benefits and the Authority contribute \$576.54 per month for retiree only coverage, \$906.78 for retiree and spouse and \$1,127.90 for retiree and family.

Contribution rates are determined annually by the trustees based on recommendations of the ERS staff and consulting actuary. The contribution rates are determined based on the benefit and administrative costs expected to be incurred and (i) the funds appropriated and (ii) the funding policy established by the Texas Legislature in connection with the benefits provided through GBP. The trustees revise benefits when necessary to match expected benefit and administrative costs with the revenue expected to be generated by the appropriated funds. There are no long-term contracts for contributions to the plan.

The Authority has 49 plan members receiving benefits from GBP. An additional 7 active employees have the option of retiring under the ERS GBP or the Authority's plan. The OPEB liability for these 7 employees is calculated under the Authority's plan. The Authority's contributions to the GBP for the fiscal years ended December 31, 2015, 2014 and 2013 was \$380,945, \$363,716 and \$357,923 respectively; which was 100% of the required contribution for those periods.

Authority Plan Administered through PEBC

The Authority's Benefits plan is affiliated with the Public Employees Benefits Cooperative (PEBC), an agent multiple-employer postemployment healthcare plan administrator.

The plan does not issue a publicly available report. There are currently 3 individuals receiving benefits and 11 employees fully eligible to receive benefits under the Authority's Benefits plan. No separate financial statements are issued for the Authority's plan.

Funding Policy – The contribution requirements under the Authority's Benefits plan for the plan members and the Authority are established and may be amended by the Board of Directors. Authority members receiving benefits contribute the following amounts annually depending on plan, age and coverage:

<u>Plan</u>	<u>Under Age 65</u>		<u>Age 65 and Older</u>	
	<u>Retiree</u>	<u>+Spouse</u>	<u>Retiree</u>	<u>+Spouse</u>
HDHP	\$ 3,780	\$ 4,020	\$ -	\$ -
PPO	4,896	5,208	-	-
PSS	-	-	2,422	2,435
PMA	-	-	1,020	1,008

The required contribution is based on the projected pay-as-you-go financing requirements. For fiscal year 2015 expenses of \$55,783 were recognized for the post-employment health care premiums paid. This represents 45.0% of the total premiums.

Annual OPEB Cost and Net OPEB Obligation – The Authority's annual other postemployment benefit (OPEB) cost is calculated on the annual required contribution of the employer (ARC), an amount actuarially determined in accordance with the parameters of GASB Statement 45. The ARC represents a level of funding that, if paid on an ongoing basis, is projected to cover normal cost each year and amortize any unfunded actuarial liabilities over a period not to exceed thirty years.

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The following table shows the elements of the Authority's OPEB cost for the year, the amount actually contributed on behalf of the Plan, and changes in the Authority's net OPEB obligation for the year ended December 31, 2015:

	2013	2014	2015
Annual Required Contribution	\$ 3,183,888	\$ 1,441,286	\$ 1,441,286
Interest on Net OPEB Obligation	359,098	771,163	847,955
Adjustment to Annual Required Contribution	421,410	(254,107)	(313,678)
Annual OPEB Cost (expense)	3,964,396	1,958,342	1,975,563
Payments Made	31,395	38,562	55,783
Increase in Net OPEB Obligation	3,933,001	1,919,780	1,919,780
Net OPEB Obligation - Beginning of Year	15,346,086	19,279,087	21,198,867
Net OPEB Obligation - End of Year	<u>\$19,279,087</u>	<u>\$ 21,198,867</u>	<u>\$23,118,647</u>

The Authority's annual OPEB cost, the percentage of annual OPEB cost contributed to the Plan, and the net OPEB obligation for the years ended December 31, 2013-2015 were as follows:

Fiscal Year Ended	Annual OPEB Cost	Percentage of Annual OPEB Cost Paid	Net OPEB Obligation
12/31/2013	\$ 3,964,396	0.79%	\$ 19,279,087
12/31/2014	\$ 1,958,342	1.97%	\$ 21,198,867
12/31/2015	\$ 1,975,563	2.82%	\$ 23,118,647

Funded Status and Funding Progress – The funded status of the plan as of January 1, 2014, the most recent actuarial valuation date, was as follows:

Actuarial accrued liability (AAL)	\$10,774,597
Actuarial value of plan assets	-
Unfunded actuarial accrued liability (UAAL)	\$10,774,597
Funded ratio (actuarial value of plan assets/AAL)	0%
Covered payroll (active plan members)	\$38,669,085
UAAL as a percentage of covered payroll	28%

Actuarial valuation of an ongoing plan involves estimates of the value of reported amounts and assumptions about and the probability of occurrence of events into the future. Examples include assumptions about future employment, mortality and the healthcare cost trend. Amounts determined regarding the funded status of the plan and the required contributions of the employer are subject to continual revision as actual results are compared with past expectations and new estimates are made about the future. The schedule of funding progress immediately following the notes to the financial statements presents multiyear trend information about whether the actuarial value of plan assets is increasing or decreasing over time relative to the actuarial accrued liability for benefits.

Actuarial Methods and Assumptions. Projections of benefits for financial reporting purposes are based on the substantive plan (the plan as understood by the employer and plan members) and include the types of benefits provided at the time of each valuation and the historical pattern of sharing benefit costs between the employer and the plan members to that point. The actuarial methods and assumptions used include techniques that are designed to reduce short-term volatility in actuarial accrued liabilities and the actuarial value of assets, consistent with the long-term perspectives of the calculations.

In the January 1, 2014, actuarial valuation, the projected unit credit actuarial cost method was used. The actuarial assumptions included a discount rate of 4.00% and an annual healthcare cost trend rate of 7.0% for 2014, 6.5% for 2015 reduced by decrements of 0.5% percent to an ultimate rate in 2018 of 5.0%. The actuarial assumptions include an investment rate of return at 4.00% and projected salary increases at 2.0%. The Authority's unfunded actuarial accrued liability is being amortized as a level percentage of projected payrolls on an open basis. At January 1, 2015 the remaining amortization period was 29 years.

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(9) Disaggregation of Receivable Balances

The unrestricted accounts receivable balance is \$58,199,234, and the restricted accounts receivable balance is \$4,464,210. The unrestricted balance consists of \$50,144,671 for billed video tolls (net of the allowance for doubtful accounts of \$141,089,081); \$7,830,250 for unbilled video tolls (net of the allowance for doubtful accounts of \$17,541,443), and \$224,313 for miscellaneous other receivables. The restricted balance consists of BAB's subsidy receivable of \$4,464,210.

Based upon the payment history for each 30 day bucket of aged billed toll receivables, an allowance is calculated for the expected percentage that will remain unpaid based upon these historical trends. The allowance for uncollectible receivables currently ranges from a minimum of 20% on invoices that are current (age of 0-30 days) to a maximum of 100% for invoices that have met the business rules for write-off with an overall average of 73.78% reserved for all invoices.

NTTA books as an account receivable the value of uninvoiced Zip Cash transactions that are categorized as "matched, current address," with an allowance for uncollectible receivables of 20%. These transactions will be invoiced on the customer's next monthly invoice as all business rules have been met. NTTA also books as an accounts receivable the value of invoiced transactions that are categorized as "matched, current address, not meeting business rules" with an allowance for uncollectible receivables of 85%. Unmatched transactions are not recorded by the System, while they are recorded with a 100% allowance by the Non-Major Enterprise Fund.

Video Toll Transactions	Allowance Method	North Texas Tollway System	Non-Major Enterprise Fund	Total
<u>Recorded Billed Video Tolls:</u>				
Gross Billed Video Tolls		\$ 177,153,219	\$14,080,533	\$191,233,752
Allowance for Uncollectible	age based	(132,371,822)	(8,717,259)	(141,089,081)
Net Billed Video Tolls		\$ 44,781,397	\$ 5,363,274	\$ 50,144,671
<u>Recorded Unbilled Video Tolls:</u>				
Matched with DMV, Meeting Business Rules	20%	\$ 6,538,491	\$ 1,106,705	\$ 7,645,196
Matched with DMV, Not Meeting Business Rules	85%	9,667,992	1,759,303	11,427,295
Unmatched with DMV	100%	-	6,299,203	6,299,203
Total Gross Unbilled Video Tolls		\$ 16,206,482	\$ 9,165,211	\$ 25,371,693
Allowance for Uncollectible		(9,525,491)	(8,015,952)	(17,541,443)
Net Recorded Unbilled Video Tolls		\$ 6,680,991	\$ 1,149,259	\$ 7,830,250
<u>Unrecorded Unbilled Video Tolls:</u>				
Unmatched with DMV		\$ 37,537,893	-	\$ 37,537,893

(10) Commitments and Contingencies

At the end of fiscal year 2015, there was \$1,085,378,205 in cash and investments with \$723,306,104 restricted for debt service, \$25,978,478 restricted for construction and \$336,093,353 available for operation. The System has \$3,692,824 in account and retainage payable that are comprised primarily of construction-related payables at December 31, 2015. Additionally the System has contract and purchase order commitments at December 31, 2015 aggregating \$1.2 million. The Authority manages existing leases of the Gleneagles buildings. The building complex encompasses 163,380 square feet of which 19,415 are leased.

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The term of the lease for 19,415 sq. ft. was extended to June 30, 2020. The following represents minimum future rental income on a non-cancelable operating lease agreement:

	2016	449,737
	2017	449,737
	2018	449,737
	2019	449,737
	2020	<u>449,737</u>
Gleneagles Offices Complex		<u><u>\$2,248,685</u></u>

The Authority has an operating lease agreement for the rental of copy machines from January 1, 2011 expiring December 31, 2016. The following represents the required payments under the terms of the lease agreement:

	2016	<u>47,400</u>
Copy Machine (lease)		<u><u>\$ 47,400</u></u>

(11) Subsequent Events

On June 1, 2016, the Authority issued \$987,790,000 of North Texas Tollway Authority System First Tier Revenue Refunding Bonds, Series 2016A for the purpose of (i) refunding all or a portion of North Texas Tollway Authority System First Tier Revenue Refunding Bonds, Series 2008A, 2008B, 2008K and 2009A and (ii) paying costs of issuance of the Bonds. The Series 2016A Bonds mature on January 1, 2039.



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Modified Approach - Infrastructure

The Authority has elected to use the Modified Approach to account for maintenance of the Authority's infrastructure assets. As required by the Trust Agreement, an annual inspection of the Authority's roadways has occurred, conducted by the Authority's Maintenance Management Consultant, VRX Inc. This inspection provides an overall rating, indicating the average condition of all of the Authority's infrastructure assets (roadways, bridges, and facilities). The assessment of conditions is made by visual and mechanical tests designed to reveal any condition that would reduce user benefits below the maximum level of service. The Authority's goal is to maintain the Authority's infrastructure assets at a rating of 8 or better (1 to 10 scale), and has established a minimum level for GASB No. 34 purposes of a condition level of 6 or greater. These condition levels were adopted by the Board of Directors for the North Texas Tollway Authority (NTTA) by Resolution No. 02-31 on June 19, 2002 and further clarified by Resolution No. 07-169 on December 19, 2008. In accordance with GASB 34 the Capital Assessment and Inspection Report is due every three years. The last Capital Assessment and Inspection Report for the North Texas Tollway Authority was completed in 2015.

The infrastructure assets include the President George Bush Turnpike (PGBT) including the Eastern Extension, the Dallas North Tollway (DNT), the Addison Airport Toll Tunnel (AATT), the Mountain Creek Lake Bridge (MCLB), Sam Rayburn Tollway (SRT), Lewisville Lake Toll Bridge (LLTB), Main Lane Plazas, Ramp Plazas, maintenance shops, administration buildings, and IT lane equipment. The roadways are a major transportation network consisting of 111 centerline miles of high-speed roadways, 104 interchanges, 15 main lane toll plazas, 108 ramp toll plazas, 461 bridges, one tunnel, and other structures and appurtenances. All assets combined totaled approximately \$3.09 billion in current replacement value for fiscal year 2015.

Condition Index

A Condition Index is a measure of the "intrinsic value" of the asset as opposed to the book value. A Condition Index with a value of 10.0 is considered "like new"; conversely, a Condition Index with a value of 0.0 is considered "unusable." Evaluations were performed on all of the infrastructure assets under Authority jurisdiction. The evaluation resulted in an average Condition Index of 8.8 for all of the assets combined. The following table shows the Condition Index for the years 2006 through 2015.

Condition Index Table		
<u>Condition Index</u>		
<u>Fiscal Year</u>	<u>Current</u>	<u>Goal</u>
2015	8.8	8.0
2014	8.9	8.0
2013	8.9	8.0
2012	8.9	8.0
2011	8.9	8.0
2010	8.9	8.0
2009	9.0	8.0
2008	9.0	8.0
2007	8.9	8.0
2006	8.9	8.0

Condition Assessment and Inventory

A comprehensive condition assessment on all the Authority's infrastructure assets was conducted in September 2015. The Authority's Maintenance Management Consultant performed condition assessments of the Authority's roadways including pavement, bridges, and facilities. Assessment procedures and representative work samples were reviewed by NTTA's General Engineering Consultants, Atkins North America, Inc.

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Bridges

A condition assessment was performed on the Authority's bridges using the *Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges*, published by the Federal Highway Administration (FHWA). A Sufficiency Rating was determined using the Sufficiency Rating Formula, a method of evaluating highway bridge data by calculating the four factors to obtain a numeric value, which is indicative of bridge sufficiency.

The four factors are structural adequacy and safety (55% of the total rating), serviceability and functional obsolescence (30% of the total rating), essentiality for public use (15% of the total rating), and special reductions (total can be reduced by up to 13%).

Roadways

A condition assessment was performed on the Authority's roadways using the *Highway Maintenance Condition Assessment Program* (HMCAP) developed by Roy Jorgensen Associates, Inc., the pavement Condition Rating (CRS) developed by Applied Research Associates, Inc., and the Pavement Condition Index (PCI) procedure as outlined in ASTM D5340. A Maintenance Rating Program (MRP) Index was determined by visual inspection of the Authority's roadways, appurtenances, and edge conditions. Additionally, a baseline PCI and a baseline rideability survey were conducted on the roadway surface and incorporated into the MRP Index. Although the PCI and rideability survey were conducted on the entire Authority, it would have been impractical to perform a MRP evaluation over the same length; therefore, 10% of the Authority's total roadways were randomly selected for MRP evaluation. These values were then weighted and totaled to determine an overall MRP Index. Of this total MRP Index, travel lanes and shoulders account for 70% (of which the PCI accounts for 80%), roadside components accounted for 15%, and other items account for 15%.

The Roadway Index (RI) is a measure of the overall health of the roadway that takes into account the current condition of the roadway, how well it is being maintained, and its projected future performance. It is calculated using the results of the annual MRP and pavement condition surveys. In 2006 the RI was revised to use CRS pavement condition ratings in place of the PCI ratings and incorporates remaining pavement service life (RSL). RI is equal to the values of 50% of CRS, 30% RSL, 10% MRP of travel lane element, 5% MRP of roadside element, and 5% MRP of other element.

Currently, the 111 centerline miles (744 main lane miles) of main lane roadways have a Roadway Index of 8.8.

The budget-to-actual expenditures for preservation and other infrastructure maintenance costs were as follows for the years 2006 through 2015.

<u>Fiscal year</u>	<u>Budget</u>	<u>Actual</u>
2015	\$ 22,572,948	\$ 12,041,778
2014	27,394,112	11,144,585
2013	21,231,300	15,568,942
2012	23,464,926	10,240,825
2011	59,503,102	37,557,688
2010	36,316,377	28,475,554
2009	40,239,320	30,745,545
2008	69,532,303	51,747,814
2007	51,283,652	31,818,863
2006	34,574,405	29,186,456

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Required Supplementary Information
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SCHEDULE OF CHANGES IN NET POSITION LIABILITY / (ASSET) AND RELATED RATIOS

Last Ten Fiscal Years
(Unaudited)

	2015
Total Pension Liability:	
Service cost	\$5,624,416
Interest on total pension liability	6,043,983
Effect of plan changes	-
Effect of assumption changes or inputs	-
Effect of economic/demographic (gains) or losses	(1,153,798)
Benefit payments/refunds of contributions	(2,059,927)
Net change in total pension liability	8,454,673
Total pension liability - beginning	72,869,526
Total pension liability, ending (a)	\$81,324,199
 Fiduciary Net Position:	
Employer contributions	\$3,197,933
Member contributions	2,320,145
Net investment income	5,330,438
Benefit payments/refunds of contributions	(2,059,927)
Administrative expenses	(65,461)
Other	(32,293)
Net change in plan fiduciary net position	8,690,836
Fiduciary net position, beginning	80,440,335
Fiduciary net position, ending (b)	\$89,131,170
 Net pension liability / (asset), ending = (a) - (b)	(\$7,806,971)
 Fiduciary net position as a % of total pension liability	109.60%
 Pensionable covered payroll	\$38,669,085
 Net pension liability as a % of covered payroll	-20.19%

Note: This schedule is presented to illustrate the requirement to show information for 10 years. However, recalculations of prior years are not required, and if prior years are not reported in accordance with the standards of GASB 68, they should not be shown here. The Authority implemented GASB 68 in fiscal year 2015, therefore the required information for this schedule will be built over the next nine years. The amounts presented for each fiscal year were determined as of the year-end that occurred one year prior.

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Schedule of Contributions
Last Ten Fiscal Years
(Unaudited)

Year Ending December 31	Actuarially Determined Contribution	Actual Employer Contribution	Contribution Deficiency (Excess)	Pensionable Covered Payroll	Actual Contribution as a % of Covered Payroll
2006	\$2,142,095	\$2,142,095	\$ -	\$26,091,290	8.2%
2007	2,675,478	2,675,478	-	30,611,880	8.7%
2008	2,721,247	2,721,247	-	32,589,789	8.3%
2009	3,108,139	3,108,139	-	36,609,412	8.5%
2010	3,242,294	3,242,294	-	36,065,565	9.0%
2011	2,890,652	2,890,652	-	31,976,241	9.0%
2012	3,174,859	3,174,859	-	34,888,560	9.1%
2013	3,060,429	3,060,429	-	36,917,119	8.3%
2014	3,197,933	3,197,933	-	38,669,085	8.3%
2015	3,304,846	3,304,846	-	39,676,505	8.3%

Notes to Schedule:

Valuation Timing	Actuarially determined contribution rates are calculated as of December 31, two years prior to the end of the fiscal year in which the contributions are reported.
Actuarial Cost Method	Entry Age Normal(1)
Asset Valuation Method	
Smoothing period	5 years
Recognition method	Non-asymptotic
Corridor	None
Inflation	3.00%
Salary Increases	4.96% average including inflation of 3.5%
Investment Rate of Return	8.10%
Cost-of-Living Adjustments	Cost-of-Living Adjustments for North Texas Tollway Authority are not considered to be substantively automatic under GASB 68. Therefore, no assumption for future cost-of-living adjustments is included in the GASB calculations. No assumption for future cost-of-living adjustments is included in the funding valuation.
Retirement Age	Experience-based table of rates that are specific to the Authority's plan of benefits.
Mortality	See Note 6-Actuarial assumptions (pg 52)

(1) Individual entry age normal cost method, as required by GASB 68, used for GASB calculations. Note that a slightly different version of the entry age normal cost method is used for the funding actuarial valuation.

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Required Supplementary Information
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Schedule of Funding Progress
Other Post Employment Benefits

Last three calendar years
(Unaudited)

Actuarial Valuation Date	Authority's Fiscal Year	Actuarial Value of Assets (a)	Actuarial Accrued Liability (AAL) Entry Age (b)	Unfunded AAL (UAAL) (b-a)	Funded Ratio (a/b)	Covered Payroll (c)	UAAL as a Percentage of Covered Payroll [(b-a)/c]
1/1/2014	2015	—	\$ 10,774,597	\$ 10,774,597	0%	\$ 38,669,085	28%
1/1/2014	2014	—	10,774,597	10,774,597	0%	36,917,119	29%
1/1/2013	2013	—	21,352,403	21,352,403	0%	34,888,560	61%

NORTH TEXAS TOLLWAY SYSTEM
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Schedule of Net Position by Trust Account
December 31, 2015

Assets	Total	Non-Major Enterprise Fund	North Texas Tollway System	Interfund eliminations/ reclassifications	Construction and property account	Revenue account
Current assets:						
Cash and cash equivalents (note 3)	\$ 28,192,953	\$ 2,739,789	\$ 25,453,164	\$ -	\$ -	\$ 3,805,352
Investments (note 3)	307,900,400	12,073,971	295,826,429	-	-	48,780,033
Accrued interest receivable	732,882	-	732,882	-	-	207,753
Interfund receivable	-	-	-	(942,065,839)	(12,820,788)	11,348,375
Interproject/agency receivables (note 4)	8,129,272	4,177,248	3,952,024	-	1,014,345	(872,590)
Accounts receivable (note 9) (net of allowance for uncollectibles)	50,368,984	5,480,968	44,888,016	-	-	44,781,397
Unbilled accounts receivable (note 9) (net of allowance for uncollectibles)	7,830,250	1,149,259	6,680,991	-	-	6,680,991
Prepaid expenses	1,360,963	-	1,360,963	-	-	-
Total current unrestricted assets	<u>404,515,704</u>	<u>25,621,235</u>	<u>378,894,469</u>	<u>(942,065,839)</u>	<u>(11,806,443)</u>	<u>114,731,311</u>
Current restricted assets:						
Restricted assets:						
Restricted for construction:						
Investments (notes 3 and 10)	25,978,748	-	25,978,748	-	25,978,748	-
Accrued interest receivable	109,056	-	109,056	-	109,056	-
Restricted for debt service:						
Investments (notes 3 and 5)	222,868,412	-	222,868,412	-	-	161,417,132
Accrued interest receivable	943,444	-	943,444	-	-	-
Accounts receivable	4,464,210	-	4,464,210	-	-	-
Total current restricted assets	<u>254,363,870</u>	<u>-</u>	<u>254,363,870</u>	<u>-</u>	<u>26,087,804</u>	<u>161,417,132</u>
Total current assets	<u>658,879,574</u>	<u>25,621,235</u>	<u>633,258,339</u>	<u>(942,065,839)</u>	<u>14,281,361</u>	<u>276,148,443</u>
Noncurrent assets:						
Investments restricted for debt service (note 3)	500,437,692	-	500,437,692	-	47,834,400	30,964,940
Unavailable feasibility study costs	63,585,906	-	63,585,906	-	-	-
Net pension asset	7,806,971	-	7,806,971	-	-	-
Service Concession Arrangement - Intangible asset (note 1-m) (net of accumulated amortization)	2,752,866,500	-	2,752,866,500	-	2,752,866,500	-
Capital assets:						
Nondepreciable (note 4)						
Nondepreciable (note 4)	3,356,868,899	-	3,356,868,899	221,868,904	3,134,999,995	-
Depreciable (net) (note 4)	45,652,813	-	45,652,813	-	47,363,412	-
Total noncurrent assets	<u>6,727,218,781</u>	<u>-</u>	<u>6,727,218,781</u>	<u>221,868,904</u>	<u>5,983,064,307</u>	<u>30,964,940</u>
Total assets	<u>7,386,098,355</u>	<u>25,621,235</u>	<u>7,360,477,120</u>	<u>(720,196,935)</u>	<u>5,997,345,668</u>	<u>307,113,383</u>
Deferred outflow of resources						
Accumulated decrease in fair value of hedging derivatives	29,801,868	-	29,801,868	-	29,801,868	-
Loss on refunding	300,106,306	-	300,106,306	-	300,106,306	-
Pension contributions after measurement date	3,305,101	-	3,305,101	-	-	-
Difference in projected and actual earnings on pension assets	1,107,309	-	1,107,309	-	-	-
Total deferred outflow of resources	<u>334,320,584</u>	<u>-</u>	<u>334,320,584</u>	<u>-</u>	<u>329,908,174</u>	<u>-</u>
Liabilities						
Current liabilities:						
Accounts payable	2,799,053	-	2,799,053	-	-	23,394
Accrued liabilities	26,216,751	295,993	25,920,758	-	556,538	396,255
Interfund payable	470	-	470	(942,065,839)	193,039,323	395,195,420
Interproject/agency payables	15,939,340	-	15,939,340	-	3,581,277	13,903,071
Deferred revenue	49,369,584	-	49,369,584	-	-	49,369,584
Total current unrestricted liabilities	<u>94,325,198</u>	<u>295,993</u>	<u>94,029,205</u>	<u>(942,065,839)</u>	<u>197,177,138</u>	<u>458,887,724</u>
Payable from restricted assets:						
Construction-related payables:						
Retainage payable (note 10)	893,771	-	893,771	-	893,771	-
Debt service-related payables:						
Accrued interest payable	177,430,570	-	177,430,570	-	-	-
Accrued arbitrage rebate payable (note 1-k)	335,152	-	335,152	-	335,152	-
Revenue bonds payable, current portion	7,360,000	-	7,360,000	-	7,360,000	-
Total current liabilities payable from restricted assets	<u>186,019,493</u>	<u>-</u>	<u>186,019,493</u>	<u>-</u>	<u>8,588,923</u>	<u>-</u>
Total current liabilities	<u>280,344,691</u>	<u>295,993</u>	<u>280,048,698</u>	<u>(942,065,839)</u>	<u>205,766,061</u>	<u>458,887,724</u>
Noncurrent liabilities:						
Other Post Employment Benefits	23,118,647	-	23,118,647	-	-	-
Accumulated increase in fair value of hedging derivatives	29,801,868	-	29,801,868	-	29,801,868	-
Texas Department of Transportation ISTE A loan payable (note 5)	131,403,745	-	131,403,745	-	131,403,745	-
Dallas North Tollway System revenue bonds payable, net of bond discount (premium) costs of \$221,868,904 (note 5)	7,923,425,355	-	7,923,425,355	221,868,904	7,298,529,168	-
Total noncurrent liabilities	<u>8,107,749,615</u>	<u>-</u>	<u>8,107,749,615</u>	<u>221,868,904</u>	<u>7,459,734,781</u>	<u>-</u>
Total liabilities	<u>8,388,094,306</u>	<u>295,993</u>	<u>8,387,798,313</u>	<u>(720,196,935)</u>	<u>7,665,500,842</u>	<u>458,887,724</u>
Deferred inflow of resources						
Difference in expected and actual pension experience	961,498	-	961,498	-	-	-
Gain on refunding	4,337,432	-	4,337,432	-	4,337,432	-
Total deferred inflow of resources	<u>5,298,930</u>	<u>-</u>	<u>5,298,930</u>	<u>-</u>	<u>4,337,432</u>	<u>-</u>
Net Position						
Net investment in capital assets	(4,277,956,501)	-	(4,277,956,501)	32,257,237	(4,095,450,932)	-
Restricted for:						
Debt service	859,292,644	-	859,292,644	242,752,181	-	(151,774,341)
SCA Intangible	2,752,866,500	-	2,752,866,500	-	2,752,866,500	-
Unrestricted	(7,176,940)	25,325,242	(32,502,182)	(275,009,418)	-	-
Total net position	<u>\$ (672,974,297)</u>	<u>\$ 25,325,242</u>	<u>\$ (698,299,539)</u>	<u>\$ -</u>	<u>\$ (1,342,584,432)</u>	<u>\$ (151,774,341)</u>

See accompanying independent auditors' report.

Operation and maintenance account	Reserve maintenance account	Consolidated		Debt service accounts	
		Capital Improvement Fund	Bond interest account	Reserve account	Redemption account
\$ 22,593,527	\$ (313,638)	\$ (632,077)	\$ -	\$ -	\$ -
3,060	14,004,574	233,038,762	-	-	-
-	32,693	492,436	-	-	-
56,862,001	334,081	373,394,771	494,531,958	11,057,117	7,358,324
3,809,814	-	455	-	-	-
35,707	-	70,912	-	-	-
-	-	-	-	-	-
1,360,963	-	-	-	-	-
<u>84,665,072</u>	<u>14,057,710</u>	<u>606,365,259</u>	<u>494,531,958</u>	<u>11,057,117</u>	<u>7,358,324</u>
-	-	-	-	-	-
-	-	-	-	-	-
-	-	18,972,622	9,237,557	33,239,425	1,676
-	-	-	5	943,439	-
-	-	-	4,464,210	-	-
-	-	18,972,622	13,701,772	34,182,864	1,676
<u>84,665,072</u>	<u>14,057,710</u>	<u>625,337,881</u>	<u>508,233,730</u>	<u>45,239,981</u>	<u>7,360,000</u>
-	4,912,521	42,925,218	-	373,800,613	-
-	-	63,585,906	-	-	-
7,806,971	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	(1,710,599)	-	-	-
<u>7,806,971</u>	<u>4,912,521</u>	<u>104,800,525</u>	<u>-</u>	<u>373,800,613</u>	<u>-</u>
<u>92,472,043</u>	<u>18,970,231</u>	<u>730,138,406</u>	<u>508,233,730</u>	<u>419,040,594</u>	<u>7,360,000</u>
-	-	-	-	-	-
-	-	-	-	-	-
3,305,101	-	-	-	-	-
<u>1,107,309</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<u>4,412,410</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
-	-	-	-	-	-
34,506	76,712	2,664,441	-	-	-
11,683,622	1,078,169	12,206,174	-	-	-
26,888,425	3,034,640	289,266,137	-	-	34,642,364
(1,705,542)	-	160,534	-	-	-
-	-	-	-	-	-
<u>36,901,011</u>	<u>4,189,521</u>	<u>304,297,286</u>	<u>-</u>	<u>-</u>	<u>34,642,364</u>
-	-	-	-	-	-
-	-	13,748,333	163,682,237	-	-
-	-	-	-	-	-
-	-	-	-	-	-
<u>36,901,011</u>	<u>4,189,521</u>	<u>318,045,619</u>	<u>163,682,237</u>	<u>-</u>	<u>34,642,364</u>
23,118,647	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	400,000,000	3,027,283	-	-
<u>23,118,647</u>	<u>-</u>	<u>400,000,000</u>	<u>3,027,283</u>	<u>-</u>	<u>-</u>
<u>60,019,658</u>	<u>4,189,521</u>	<u>718,045,619</u>	<u>166,709,520</u>	<u>-</u>	<u>34,642,364</u>
961,498	-	-	-	-	-
<u>961,498</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
-	-	(214,762,806)	-	-	-
-	-	7,750,000	341,524,210	419,040,594	-
-	-	-	-	-	-
35,903,297	14,780,710	219,105,593	-	-	(27,282,364)
<u>\$ 35,903,297</u>	<u>\$ 14,780,710</u>	<u>\$ 12,092,787</u>	<u>\$ 341,524,210</u>	<u>\$ 419,040,594</u>	<u>\$ (27,282,364)</u>



NORTH TEXAS TOLLWAY SYSTEM
(An Enterprise Fund of the North Texas Tollway Authority)
INTRODUCTION TO STATISTICAL SECTION
(Unaudited)

INTRODUCTION

Governmental Accounting Standards Board (GASB) Statement 44 "Economic Condition Reporting": The Statistical Section requires that certain detailed statistical information be presented in this section, typically in ten year trends, to assist users in utilizing the basic financial statements, notes to the financial statements and required supplementary information in order to assess the economic condition of the System.

FINANCIAL TRENDS

These tables contain information to help the reader understand how the Authority's financial performance and well being have changed over time.

REVENUE CAPACITY

These tables contain information to help the reader assess the Authority's most significant revenue sources.

DEBT CAPACITY

These tables present information to help the reader assess the affordability of the Authority's current current level of outstanding debt and the Authority's ability to issue additional debt in the future.

DEMOGRAPHIC AND ECONOMIC INFORMATION

These tables offer demographic and economic indicators to help the reader understand the environment within which the Authority's financial activities take place.

OPERATING INFORMATION

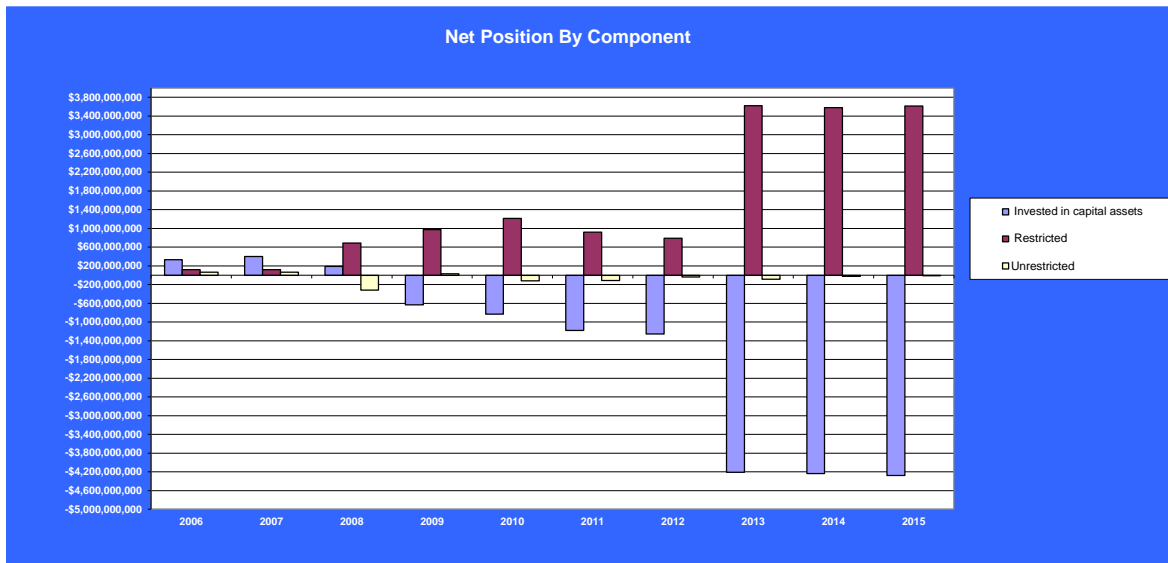
These tables contain service and infrastructure data to help the reader understand how the information in the Authority's financial report relates to the services the Authority provides and the activities it performs.

Sources: Unless other noted, the information in the following tables is derived from the annual financial reports for the relevant years.

NORTH TEXAS TOLLWAY SYSTEM
 (An Enterprise Fund of the North Texas Tollway Authority)
 Net Position by Component
 Last Ten Fiscal Years
 (Unaudited)

Business-Type Activities

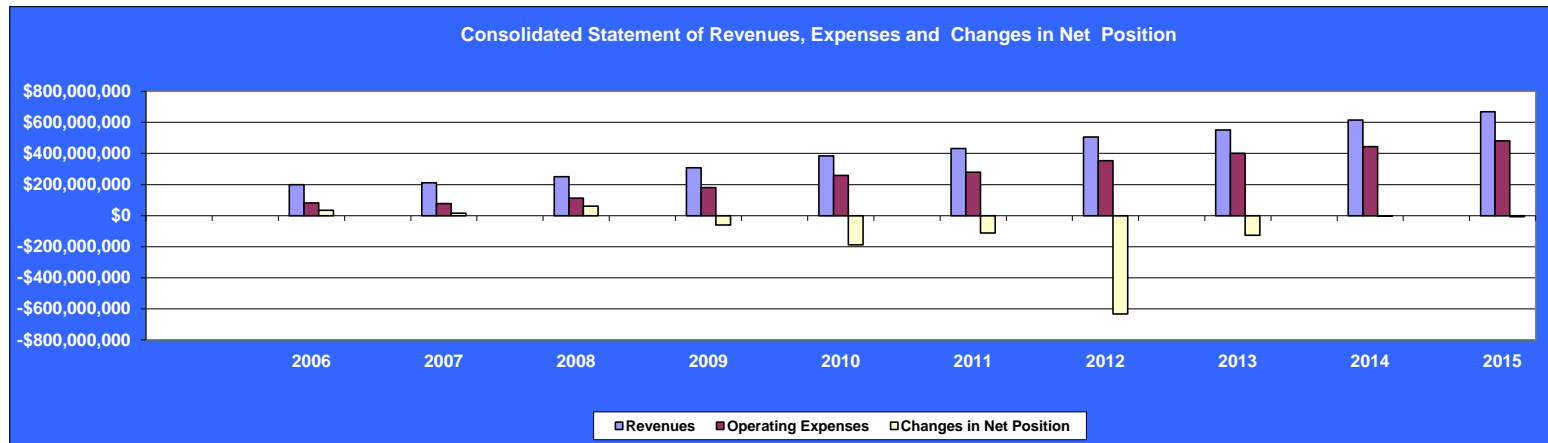
Component	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Invested in capital assets	\$330,841,254	\$398,078,219	\$187,921,483	\$ (633,265,931)	\$ (831,801,669)	\$ (1,178,473,954)	\$ (1,254,068,836)	\$ (4,212,230,014)	\$ (4,234,262,561)	\$ (4,277,956,501)
Restricted	123,194,488	120,495,644	686,236,650	972,154,312	1,211,161,929	917,325,283	792,586,995	3,621,400,342	3,580,531,205	3,612,159,144
Unrestricted	67,332,901	62,928,573	(316,228,982)	31,783,352	(119,834,279)	(112,356,823)	(38,289,706)	(83,847,212)	(23,192,391)	(7,176,940)
Total net position	521,368,643	581,502,436	557,929,151	370,671,733	259,525,981	-373,505,494	-499,771,547	-674,676,884	-676,923,747	-672,974,297



NORTH TEXAS TOLLWAY SYSTEM
 (An Enterprise Fund of the North Texas Tollway Authority)
 Statement of Revenues, Expenses, and Changes in Net Position
 Last Ten Fiscal Years
 (Unaudited)

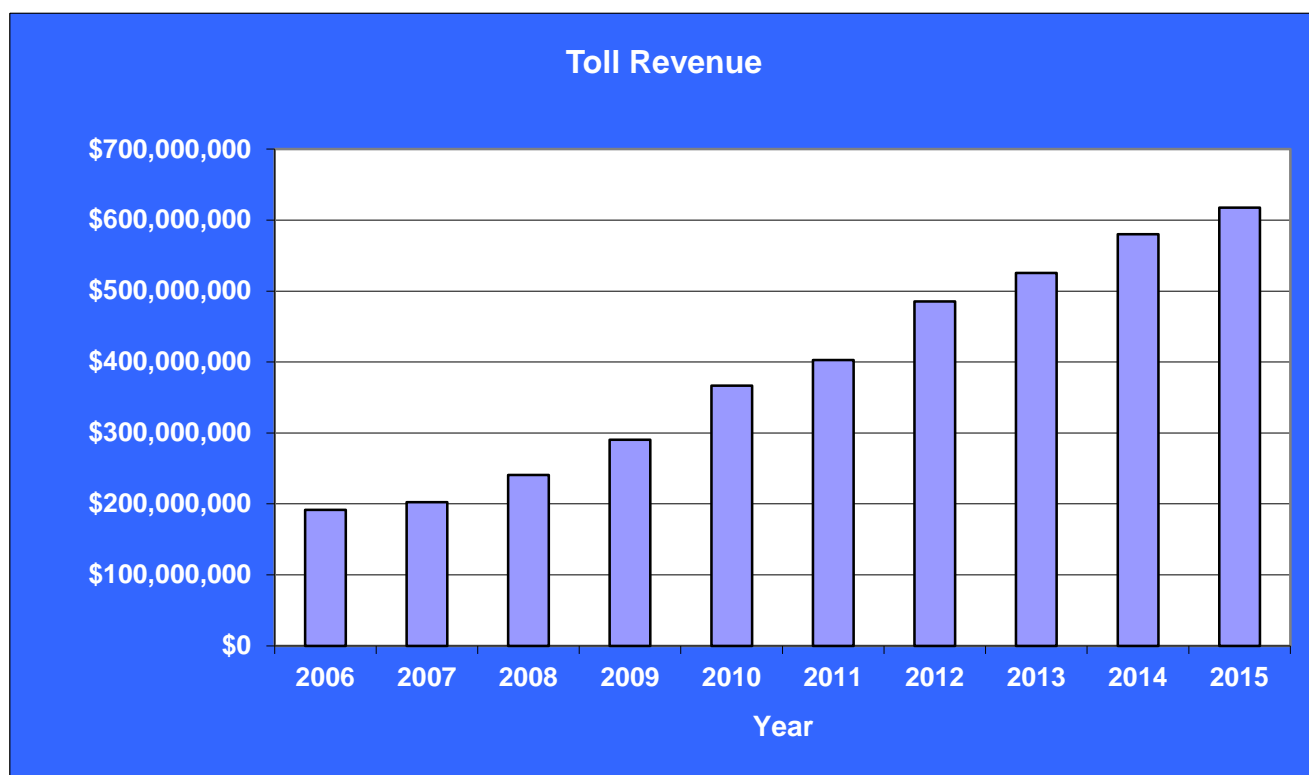
Business-Type Activities		2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Revenues:											
Tolls		\$ 191,434,120	\$ 202,675,564	\$ 240,776,791	\$ 290,404,547	\$ 366,597,323	\$ 402,569,534	\$ 485,463,608	\$ 525,458,723	\$ 580,524,810	\$ 621,424,682
Other (1)		6,647,546	7,988,624	9,273,124	17,195,849	17,268,589	28,372,616	20,729,193	26,138,924	34,526,543	46,390,402
	Total operating revenues	198,081,666	210,664,188	250,049,915	307,600,396	383,865,912	430,942,150	506,192,801	551,597,647	615,051,353	667,815,084
Operating expenses:											
Administration		8,899,052	10,910,385	12,604,559	22,501,450	21,105,565	22,159,182	22,982,801	23,298,130	22,206,400	21,736,431
Operations		52,522,106	64,660,897	68,064,173	68,433,322	74,604,274	77,165,408	83,253,523	88,469,679	97,917,442	120,046,594
Reserve maintenance		22,771,922	23,858,264	18,254,548	15,444,672	11,701,225	16,540,873	11,446,757	10,915,105	11,144,585	12,041,778
Capital improvement		31,975,003	33,381,445	38,541,652	20,039,108	18,259,590	36,535,270	35,691,517	27,541,687	38,848,449	33,127,787
	Total operating expenses before depreciation	116,168,083	132,810,991	137,464,932	126,418,552	125,670,654	152,400,733	153,374,598	150,224,601	170,116,876	186,952,590
	Operating income before depreciation	81,913,583	77,853,197	112,584,983	181,181,844	258,195,258	278,541,417	352,818,203	401,373,046	444,934,477	480,862,494
	Amortization of intangible (SRT)	-	-	-	-	-	(63,947,216)	(63,943,350)	(63,943,350)	(64,403,243)	(65,385,114)
	Depreciation	(2,126,037)	(1,800,225)	(3,481,013)	(4,529,323)	(4,794,093)	(5,690,160)	(6,038,360)	(6,203,704)	(6,159,420)	(6,889,660)
	Operating income	79,787,546	76,052,972	109,103,970	176,652,521	253,401,165	208,904,041	282,836,493	331,225,992	374,371,814	408,587,720
Nonoperating revenues (expenses):											
Interest earned on investments		16,550,756	17,592,664	50,438,067	25,219,356	22,128,268	17,672,334	10,112,695	419,671	348,383	421,910
Net increase(decrease) in the fair value of investments		2,335,448	1,067,995	24,555,188	(13,371,674)	3,588,196	(3,659,548)	(4,962,380)	(6,707,082)	2,118,111	(967,545)
Unallocated infrastructure depreciation		-	-	(24,555,772)	(60,703,200)	(63,801,840)	-	-	-	-	-
Interest expense on revenue bonds		(53,414,350)	(52,420,707)	(227,034,684)	(352,464,434)	(371,173,164)	(343,422,746)	(444,746,741)	(442,625,824)	(432,986,781)	(417,678,947)
Interest expense on short term notes		(24,658)	(2,653,677)	(35,086,229)	(6,364,724)	(6,269,247)	(6,269,405)	(6,032,854)	(5,814,320)	(5,714,934)	(5,618,961)
Bond premium/discount amortization		1,618,562	1,386,510	(217,615)	(1,659,281)	6,330,306	(43,237,386)	892,614	1,822,095	4,343,844	14,914,793
Bond issuance cost amortization		-	-	(17,543,223)	(9,216,397)	(5,002,937)	(4,173,546)	(4,147,186)	-	(5,728,236)	(12,125,235)
Deferred amount on refunding amortization		(6,557,286)	(6,017,291)	(6,694,083)	(8,911,969)	(571,990)	(5,829,048)	(4,701,591)	2,264,029	(4,013,052)	(12,471,595)
SWAP termination payment		-	-	(4,511,011)	(6,081,700)	-	-	-	-	-	-
Net amount on refunded bonds		-	-	(3,167,688)	-	-	-	-	-	-	-
Capital contribution		(25,000,000)	25,000,000	-	-	-	-	-	-	32,166,870	-
Transfer to SPS & Enterprise		-	-	-	-	(217,866)	(508,991,349)	911,870	919,608	-	-
Payments from other governments		-	-	74,902,422	59,588,883	31,526,405	25,712,730	8,523,679	8,389,180	1,790,774	5,074,087
BAB's Subsidy		-	-	-	7,489,870	26,263,784	28,978,075	28,978,075	26,674,318	26,877,164	26,935,120
Other		1,013,964	135,327	(355,245)	2,565,331	(7,346,832)	1,284,373	6,069,273	(16,163,752)	4,179,180	(13,890,635)
	Net nonoperating revenues (expenses)	(48,058,932)	(63,477,564)	(15,909,179)	(169,269,873)	(363,909,939)	(364,546,917)	(841,935,516)	(409,102,546)	(376,618,677)	(415,407,008)
	Changes in net position	\$ 33,311,795	\$ 16,309,982	\$ 60,143,793	\$ (60,165,903)	\$ (187,257,418)	\$ (111,145,752)	\$ (633,031,475)	\$ (126,266,053)	\$ (2,246,863)	\$ (6,819,288)

(1) Administrative fees, parking transaction fees, statement fees and miscellaneous charges.



NORTH TEXAS TOLLWAY SYSTEM
 (An Enterprise Fund of the North Texas Tollway Authority)
 Traffic and Toll Revenue
 Last Ten Fiscal Years
 (Unaudited)

Year	Annual Revenue Vehicle Transactions (*)	Annual Toll Revenue (*)	Average Toll Rate per Transaction
2006	370,696,171	\$ 191,434,120	\$ 0.52
2007	383,481,098	202,675,564	0.53
2008	412,272,003	240,776,791	0.58
2009	455,546,197	290,404,547	0.64
2010	481,913,338	366,597,323	0.76
2011	513,454,344	402,569,534	0.78
2012	585,051,845	485,463,608	0.83
2013	610,129,737	525,458,723	0.86
2014	644,669,523	580,045,215	0.90
2015	676,484,779	617,488,044	0.91



(*) System only, excludes Non-Trust Agreement Enterprise Fund

NORTH TEXAS TOLLWAY SYSTEM
(An Enterprise Fund of the North Texas Tollway Authority)
Toll Rates
Last Ten Fiscal Years
(Unaudited)

		Years									
Two-axle passenger cars and trucks											
Roadway		2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Dallas North Tollway:											
Main Lane Plaza 1	Cash/ZipCash	\$0.75	\$0.75	\$1.00	\$1.89	\$1.89	\$2.00	\$2.00	\$2.10	\$2.10	\$2.22
	TollTag	0.60	0.60	0.70	1.26	1.26	1.33	1.33	1.40	1.40	1.48
<i>(all ETC, effective in Jan., 2007)</i>											
Main Lane Plaza 2	Cash/ZipCash	0.75	1.00	1.00	1.35	1.35	1.43	1.43	1.52	1.52	1.59
	TollTag	0.60	0.70	0.70	0.90	0.90	0.95	0.95	1.01	1.01	1.06
Main Lane Plaza 3	Cash/ZipCash	0.75	1.00	1.00	1.20	1.20	1.28	1.28	1.35	1.35	1.43
	TollTag	0.60	0.70	0.70	0.80	0.80	0.85	0.85	0.90	0.90	0.95
Main Lane Plaza 4 (1)	Cash/ZipCash	-	1.30	1.30	2.15	2.12	2.24	2.24	2.37	2.37	2.49
	TollTag	-	1.05	1.05	1.41	1.41	1.49	1.49	1.58	1.58	1.66
Addison Airport Toll Tunnel:											
Mainlane Plaza	Cash/ZipCash	0.50	0.50	0.50	0.75	0.75	0.80	0.80	0.84	0.84	0.89
	TollTag	0.50	0.50	0.50	0.50	0.50	0.53	0.53	0.56	0.56	0.59
President George Bush Turnpike:											
Main Lane Plaza 5 (6)	ZipCash	-	-	-	-	-	2.28	2.28	2.42	2.42	2.55
	TollTag	-	-	-	-	-	1.52	1.52	1.61	1.61	1.70
Main Lane Plaza 6	Cash/ZipCash	0.75	1.00	1.00	1.50	1.50	1.58	1.58	1.67	1.67	1.76
	TollTag	0.60	0.70	0.70	1.00	1.00	1.05	1.05	1.11	1.11	1.17
Main Lane Plaza 7	Cash/ZipCash	0.75	1.00	1.00	1.62	1.62	1.71	1.71	1.80	1.80	1.91
	TollTag	0.60	0.70	0.70	1.08	1.08	1.14	1.14	1.20	1.20	1.27
Main Lane Plaza 8	Cash/ZipCash	0.75	1.00	1.00	1.50	1.50	1.59	1.59	1.68	1.68	1.77
	TollTag	0.60	0.70	0.70	1.00	1.00	1.06	1.06	1.12	1.12	1.18
Main Lane Plaza 9	Cash/ZipCash	0.75	1.00	1.00	1.20	1.20	1.26	1.26	1.34	1.34	1.41
	TollTag	0.60	0.70	0.70	0.80	0.80	0.84	0.84	0.89	0.89	0.94
Main Lane Plaza 10	Cash/ZipCash	0.75	1.00	1.00	0.69	0.69	0.74	0.74	0.77	0.77	0.81
	TollTag	0.60	0.70	0.70	0.46	0.46	0.49	0.49	0.51	0.51	0.54
Mountain Creek Lake Bridge:											
Mainlane Plaza	Cash/ZipCash	0.50	0.50	0.50	0.75	0.75	0.80	0.80	0.84	0.84	0.89
	TollTag	0.50	0.50	0.50	0.50	0.50	0.53	0.53	0.56	0.56	0.59
Sam Rayburn Tollway (SRT):											
Main Lane Gantry 1 (2) (5)	ZipCash	-	-	0.65	0.72	0.72	0.75	0.75	0.80	0.80	0.84
	TollTag	-	-	0.45	0.48	0.48	0.50	0.50	0.53	0.53	0.56
Main Lane Gantry 2 (2) (5)	ZipCash	-	-	1.71	1.86	1.86	1.95	1.95	2.07	2.07	2.19
	TollTag	-	-	1.18	1.24	1.24	1.30	1.30	1.38	1.38	1.46
Main Lane Gantry 3 (3) (5)	ZipCash	-	-	-	2.04	2.57	2.70	2.70	2.87	2.87	3.03
	TollTag	-	-	-	1.36	1.71	1.80	1.80	1.91	1.91	2.02
Lewisville Lake Toll Bridge:											
Mainlane Plaza (4)	ZipCash	-	-	-	1.50	1.50	1.59	1.59	1.68	1.68	1.77
	TollTag	-	-	-	1.00	1.00	1.06	1.06	1.12	1.12	1.18

(1) Main Lane Plaza 4 opened September 2007

(2) Main Lane Gantry 1 & 2 (ETC) on SRT; NTTA began collecting revenues on SRT on its own behalf on September 1, 2008

(3) Main Lane Plaza 3 on SRT opened September 2009

(4) Lewisville Lake Toll Bridge opened August 2009

(5) SRT mainlanes were extended to US 75 in December 2010

(6) PGBT EE mainlanes from SH 78 to IH 30 opened in December 2011

Note: The Authority has converted all the facilities in the system to All Electronic Toll Collection (All ETC).

Cash will no longer be accepted on NTTA facilities. Vehicles with no transponders will be billed through video tolling.

Toll rates are 17.06 cents per mile effective July 1, 2015

NORTH TEXAS TOLLWAY SYSTEM
(An Enterprise Fund of the North Texas Tollway Authority)
Toll Rates
Last Ten Fiscal Years
(Unaudited)

Three-axle vehicle and vehicle combination Roadway		Years									
		2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Dallas North Tollway:											
Main Lane Plaza 1	Cash/ZipCash	\$1.20	\$1.20	\$1.20	\$2.00	\$3.78	\$4.00	\$4.00	\$4.20	\$4.20	\$4.44
	TollTag	0.95	0.95	0.95	1.40	2.52	2.66	2.66	2.80	2.80	2.96
<i>(all ETC, effective in Jan., 2007)</i>											
Main Lane Plaza 2	Cash/ZipCash	1.20	1.20	2.00	2.00	2.70	2.86	2.86	3.04	3.04	3.18
	TollTag	0.95	0.95	1.40	1.40	1.80	1.90	1.90	2.02	2.02	2.12
Main Lane Plaza 3	Cash/ZipCash	1.20	1.20	2.00	2.00	2.40	2.56	2.56	2.70	2.70	2.86
	TollTag	0.95	0.95	1.40	1.40	1.60	1.70	1.70	1.80	1.80	1.90
Main Lane Plaza 4 (1)	Cash/ZipCash	-	-	2.60	2.60	4.30	4.48	4.48	4.74	4.74	4.98
	TollTag	-	-	2.10	2.10	2.82	2.98	2.98	3.16	3.16	3.32
Addison Airport Toll Tunnel:											
Mainlane Plaza	Cash/ZipCash	0.50	0.50	0.50	0.50	1.50	1.60	1.60	1.68	1.68	1.78
	TollTag	0.50	0.50	0.50	0.50	1.00	1.06	1.06	1.12	1.12	1.18
President George Bush Turnpike:											
Main Lane Plaza 5 (6)	ZipCash	-	-	-	-	-	-	4.56	4.84	4.84	5.10
	TollTag	-	-	-	-	-	-	3.04	3.22	3.22	3.40
Main Lane Plaza 6	Cash/ZipCash	1.50	1.50	2.00	2.00	3.00	3.16	3.16	3.34	3.34	3.52
	TollTag	1.20	1.20	1.40	1.40	2.00	2.10	2.10	2.22	2.22	2.34
Main Lane Plaza 7	Cash/ZipCash	1.50	1.50	2.00	2.00	3.24	3.42	3.42	3.60	3.60	3.82
	TollTag	1.20	1.20	1.40	1.40	2.16	2.28	2.28	2.40	2.40	2.54
Main Lane Plaza 8	Cash/ZipCash	1.50	1.50	2.00	2.00	3.00	3.18	3.18	3.36	3.36	3.54
	TollTag	1.20	1.20	1.40	1.40	2.00	2.12	2.12	2.24	2.24	2.36
Main Lane Plaza 9	Cash/ZipCash	1.50	1.50	2.00	2.00	2.40	2.52	2.52	2.68	2.68	2.82
	TollTag	1.20	1.20	1.40	1.40	1.60	1.68	1.68	1.78	1.78	1.88
Main Lane Plaza 10	Cash/ZipCash	1.50	1.50	2.00	2.00	1.38	1.48	1.48	1.54	1.54	1.62
	TollTag	1.20	1.20	1.40	1.40	0.92	0.98	0.98	1.02	1.02	1.08
Mountain Creek Lake Bridge:											
Mainlane Plaza	Cash/ZipCash	0.75	0.75	0.75	0.75	1.50	1.60	1.60	1.68	1.68	1.78
	TollTag	0.75	0.75	0.75	0.75	1.00	1.06	1.06	1.12	1.12	1.18
Sam Rayburn Tollway (SRT):											
Main Lane Gantry 1 (2) (5)	ZipCash	-	-	-	1.30	1.44	1.50	1.50	1.60	1.60	1.68
	TollTag	-	-	-	0.90	0.96	1.00	1.00	1.06	1.06	1.12
Main Lane Gantry 2 (2) (5)	ZipCash	-	-	-	3.42	3.72	3.90	3.90	4.14	4.14	4.38
	TollTag	-	-	-	2.36	2.48	2.60	2.60	2.76	2.76	2.92
Main Lane Gantry 3 (3) (5)	ZipCash	-	-	-	-	4.08	5.40	5.40	5.74	5.74	6.06
	TollTag	-	-	-	-	2.72	3.60	3.60	3.82	3.82	4.04
Lewisville Lake Toll Bridge:											
Mainlane Plaza (4)	ZipCash	-	-	-	-	3.00	3.18	3.18	3.36	3.36	3.54
	TollTag	-	-	-	-	2.00	2.12	2.12	2.24	2.24	2.36

(1) Main Lane Plaza 4 opened September 2007

(2) Main Lane Gantry 1 & 2 (ETC) on SRT; NTTA began collecting revenues on SRT on its own behalf on September 1, 2008

(3) Main Lane Plaza 3 on SRT opened September 2009

(4) Lewisville Lake Toll Bridge opened August 2009

(5) SRT mainlanes were extended to US 75 in December 2010

(6) PGBT EE mainlanes from SH 78 to IH 30 opened in December 2011

Note: The Authority has converted all the facilities in the system to All Electronic Toll Collection (All ETC).

Cash will no longer be accepted on NTTA facilities. Vehicles with no transponders will be billed through video tolling.

Toll rates are 17.06 cents per mile effective July 1, 2015

NORTH TEXAS TOLLWAY SYSTEM
 (An Enterprise Fund of the North Texas Tollway Authority)
Toll Rates
 Last Ten Fiscal Years
 (Unaudited)

Four-axle vehicle and vehicle combination		Years									
Roadway		2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Dallas North Tollway:											
Main Lane Plaza 1	Cash/ZipCash	\$1.50	\$1.50	\$1.50	\$3.00	\$5.67	\$6.00	\$6.00	\$6.30	\$6.30	\$6.66
	TollTag	1.20	1.20	1.20	2.10	3.78	3.78	3.99	4.20	4.20	4.44
<i>(all ETC, effective in Jan., 2007)</i>											
Main Lane Plaza 2	Cash/ZipCash	1.50	1.50	3.00	3.00	4.05	4.05	4.29	4.56	4.56	4.77
	TollTag	1.20	1.20	2.10	2.10	2.70	2.70	2.85	3.03	3.03	3.18
Main Lane Plaza 3	Cash/ZipCash	1.50	1.50	3.00	3.00	3.60	3.60	3.84	4.05	4.05	4.29
	TollTag	1.20	1.20	2.10	2.10	2.40	2.40	2.55	2.70	2.70	2.85
Main Lane Plaza 4 (1)	Cash/ZipCash	-	-	3.90	3.90	6.45	6.72	6.72	7.11	7.11	7.47
	TollTag	-	-	3.15	3.15	4.23	4.23	4.47	4.74	4.74	4.98
Addison Airport Toll Tunnel:											
Mainlane Plaza	Cash/ZipCash	0.50	0.50	0.50	0.50	2.25	2.25	2.40	2.52	2.52	2.67
	TollTag	0.50	0.50	0.50	0.50	1.50	1.50	1.59	1.68	1.68	1.77
President George Bush Turnpike:											
Main Lane Plaza 5 (6)	ZipCash	-	-	-	-	-	-	6.84	7.26	7.26	7.65
	TollTag	-	-	-	-	-	-	4.56	4.83	4.83	5.10
Main Lane Plaza 6	Cash/ZipCash	2.25	2.25	3.00	3.00	4.50	4.50	4.74	5.01	5.01	5.28
	TollTag	1.80	1.80	2.10	2.10	3.00	3.00	3.15	3.33	3.33	3.51
Main Lane Plaza 7	Cash/ZipCash	2.25	2.25	3.00	3.00	4.86	4.86	5.13	5.40	5.40	5.73
	TollTag	1.80	1.80	2.10	2.10	3.24	3.24	3.42	3.60	3.60	3.81
Main Lane Plaza 8	Cash/ZipCash	2.25	2.25	3.00	3.00	4.50	4.50	4.77	5.04	5.04	5.31
	TollTag	1.80	1.80	2.10	2.10	3.00	3.00	3.18	3.36	3.36	3.54
Main Lane Plaza 9	Cash/ZipCash	2.25	2.25	3.00	3.00	3.60	3.60	3.78	4.02	4.02	4.23
	TollTag	1.80	1.80	2.10	2.10	2.40	2.40	2.52	2.67	2.67	2.82
Main Lane Plaza 10	Cash/ZipCash	2.25	2.25	3.00	3.00	2.07	2.22	2.22	2.31	2.31	2.43
	TollTag	1.80	1.80	2.10	2.10	1.38	1.47	1.47	1.53	1.53	1.62
Mountain Creek Lake Bridge:											
Mainlane Plaza	Cash/ZipCash	1.00	1.00	1.00	1.00	2.25	2.25	2.40	2.52	2.52	2.67
	TollTag	1.00	1.00	1.00	1.00	1.50	1.50	1.59	1.68	1.68	1.77
Sam Rayburn Tollway (SRT):											
Main Lane Gantry 1 (2) (5)	ZipCash	-	-	-	1.95	2.16	2.25	2.25	2.40	2.40	2.52
	TollTag	-	-	-	1.35	1.44	1.50	1.50	1.59	1.29	1.68
Main Lane Gantry 2 (2) (5)	ZipCash	-	-	-	5.13	5.58	5.85	5.85	6.21	6.21	6.57
	TollTag	-	-	-	3.54	3.72	3.90	3.90	4.14	4.14	4.38
Main Lane Gantry 3 (3) (5)	ZipCash	-	-	-	-	6.12	8.10	8.10	8.61	8.61	9.09
	TollTag	-	-	-	-	4.08	5.40	5.40	5.73	5.73	6.06
Lewisville Lake Toll Bridge:											
Mainlane Plaza (4)	ZipCash	-	-	-	-	4.50	4.77	4.77	5.04	5.04	5.31
	TollTag	-	-	-	-	3.00	3.18	3.18	3.36	3.36	3.54

(1) Main Lane Plaza 4 opened September 2007

(2) Main Lane Gantry 1 & 2 (ETC) on SRT; NTTA began collecting revenues on SRT on its own behalf on September 1, 2008

(3) Main Lane Plaza 3 on SRT opened September 2009

(4) Lewisville Lake Toll Bridge opened August 2009

(5) SRT mainlanes were extended to US 75 in December 2010

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Note: The Authority has converted all the facilities in the system to All Electronic Toll Collection (All ETC).

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Toll rates are 17.06 cents per mile effective July 1, 2015

NORTH TEXAS TOLLWAY SYSTEM
(An Enterprise Fund of the North Texas Tollway Authority)
Toll Rates
Last Ten Fiscal Years
(Unaudited)

Five-axle vehicle and vehicle combination	Roadway	Years									
		2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Dallas North Tollway:											
Main Lane Plaza 1	Cash/ZipCash	\$1.80	\$1.80	1.80	4.00	7.56	8.00	8.00	8.40	8.40	\$8.88
	TollTag	1.45	1.45	\$1.45	\$2.80	\$5.04	\$5.04	\$5.32	\$5.60	\$5.60	5.92
<i>(all ETC, effective in Jan., 2007)</i>											
Main Lane Plaza 2	Cash/ZipCash	1.80	1.80	4.00	4.00	5.40	5.40	5.72	6.08	6.08	6.36
	TollTag	1.45	1.45	2.80	2.80	3.60	3.60	3.80	4.04	4.04	4.24
Main Lane Plaza 3	Cash/ZipCash	1.80	1.80	4.00	4.00	4.80	4.80	5.12	5.40	5.40	5.72
	TollTag	1.45	1.45	2.80	2.80	3.20	3.20	3.40	3.60	3.60	3.80
Main Lane Plaza 4 (1)	Cash/ZipCash	-	-	5.20	5.20	8.60	8.96	8.96	9.48	9.48	9.96
	TollTag	-	-	4.20	4.20	5.64	5.96	5.96	6.32	6.32	6.64
Addison Airport Toll Tunnel:											
Mainlane Plaza	Cash/ZipCash	0.50	0.50	0.50	0.50	3.00	3.00	3.20	3.36	3.36	3.56
	TollTag	0.50	0.50	0.50	0.50	2.00	2.00	2.12	2.24	2.24	2.36
President George Bush Turnpike:											
Main Lane Plaza 5 (6)	ZipCash	-	-	-	-	-	-	9.12	9.68	9.68	10.20
	TollTag	-	-	-	-	-	-	6.08	6.44	6.44	6.80
Main Lane Plaza 6	Cash/ZipCash	3.00	3.00	4.00	4.00	6.00	6.00	6.32	6.68	6.68	7.04
	TollTag	2.40	2.40	2.80	2.80	4.00	4.00	4.20	4.44	4.44	4.68
Main Lane Plaza 7	Cash/ZipCash	3.00	3.00	4.00	4.00	6.48	6.48	6.84	7.20	7.20	7.64
	TollTag	2.40	2.40	2.80	2.80	4.32	4.32	4.56	4.80	4.80	5.08
Main Lane Plaza 8	Cash/ZipCash	3.00	3.00	4.00	4.00	6.00	6.00	6.36	6.72	6.72	7.08
	TollTag	2.40	2.40	2.80	2.80	4.00	4.00	4.24	4.48	4.48	4.72
Main Lane Plaza 9	Cash/ZipCash	3.00	3.00	4.00	4.00	4.80	4.80	5.04	5.36	5.36	5.64
	TollTag	2.40	2.40	2.80	2.80	3.20	3.20	3.36	3.56	3.56	3.76
Main Lane Plaza 10	Cash/ZipCash	3.00	3.00	4.00	4.00	2.76	2.96	2.96	3.08	3.08	3.24
	TollTag	2.40	2.40	2.80	2.80	1.84	1.96	1.96	2.04	2.04	2.16
Mountain Creek Lake Bridge:											
Mainlane Plaza	Cash/ZipCash	1.25	1.25	1.25	1.25	3.00	3.00	3.20	3.36	3.36	3.56
	TollTag	1.25	1.25	1.25	1.25	2.00	2.00	2.12	2.24	2.24	2.36
Sam Rayburn Tollway (SRT):											
Main Lane Gantry 1 (2) (5)	ZipCash	-	-	-	2.60	2.88	3.00	3.00	3.20	3.20	3.36
	TollTag	-	-	-	1.80	1.92	2.00	2.00	2.12	2.12	2.24
Main Lane Gantry 2 (2) (5)	ZipCash	-	-	-	6.84	7.44	7.80	7.80	8.28	8.28	8.76
	TollTag	-	-	-	4.72	4.96	5.20	5.20	5.52	5.52	5.84
Main Lane Gantry 3 (3) (5)	ZipCash	-	-	-	-	8.16	10.80	10.80	11.48	11.48	12.12
	TollTag	-	-	-	-	5.44	7.20	7.20	7.64	7.64	8.08
Lewisville Lake Toll Bridge:											
Mainlane Plaza (4)	ZipCash	-	-	-	-	6.00	6.36	6.36	6.72	6.72	7.08
	TollTag	-	-	-	-	4.00	4.24	4.24	4.48	4.48	4.72

(1) Main Lane Plaza 4 opened September 2007

(2) Main Lane Gantry 1 & 2 (ETC) on SRT; NTTA began collecting revenues on SRT on its own behalf on September 1, 2008

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Note: The Authority has converted all the facilities in the system to All Electronic Toll Collection (All ETC).

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Toll rates are 17-06 cents per mile effective July 1, 2015

NORTH TEXAS TOLLWAY SYSTEM
(An Enterprise Fund of the North Texas Tollway Authority)
Toll Rates
Last Ten Fiscal Years
(Unaudited)

Six or more-axle vehicle and vehicle combination		Years									
Roadway		2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Dallas North Tollway:											
Main Lane Plaza 1	Cash/ZipCash	\$2.10	\$2.10	2.10	5.00	9.45	10.00	10.00	10.50	10.50	\$11.10
	TollTag	1.70	1.70	1.70	3.50	6.30	6.30	6.65	7.00	7.00	7.40
<i>(all ETC, effective in Jan., 2007)</i>											
Main Lane Plaza 2	Cash/ZipCash	2.10	2.10	5.00	5.00	6.75	6.75	7.15	7.60	7.60	7.95
	TollTag	1.70	1.70	3.50	3.50	4.50	4.50	4.75	5.05	5.05	5.30
Main Lane Plaza 3	Cash/ZipCash	2.10	2.10	5.00	5.00	6.00	6.00	6.40	6.75	6.75	7.15
	TollTag	1.70	1.70	3.50	3.50	4.00	4.00	4.25	4.50	4.50	4.75
Main Lane Plaza 4 (1)	Cash/ZipCash	-	-	6.50	6.50	10.75	11.20	11.20	11.85	11.85	12.45
	TollTag	-	-	5.25	5.25	7.05	7.05	7.45	7.90	8.20	8.80
Addison Airport Toll Tunnel:											
Mainlane Plaza	Cash/ZipCash	0.50	0.50	0.50	0.50	3.75	3.75	4.00	4.20	4.20	4.45
	TollTag	0.50	0.50	0.50	0.50	2.50	2.50	2.65	2.80	2.80	2.95
President George Bush Turnpike:											
Main Lane Plaza 5 (6)	ZipCash	-	-	-	-	-	-	11.40	12.10	12.10	12.75
	TollTag	-	-	-	-	-	-	7.60	8.05	8.05	8.50
Main Lane Plaza 6	Cash/ZipCash	3.75	3.75	5.00	5.00	7.50	7.50	7.90	8.35	8.35	8.80
	TollTag	3.00	3.00	3.50	3.50	5.00	5.00	5.25	5.55	5.55	5.85
Main Lane Plaza 7	Cash/ZipCash	3.75	3.75	5.00	5.00	8.10	8.10	8.55	9.00	9.00	9.55
	TollTag	3.00	3.00	3.50	3.50	5.40	5.40	5.70	6.00	6.00	6.35
Main Lane Plaza 8	Cash/ZipCash	3.75	3.75	5.00	5.00	7.50	7.50	7.95	8.40	8.40	8.85
	TollTag	3.00	3.00	3.50	3.50	5.00	5.00	5.30	5.60	5.60	5.90
Main Lane Plaza 9	Cash/ZipCash	3.75	3.75	5.00	5.00	6.00	6.00	6.30	6.70	6.70	7.05
	TollTag	3.00	3.00	3.50	3.50	4.00	4.00	4.20	4.45	4.45	4.70
Main Lane Plaza 10	Cash/ZipCash	3.75	3.75	5.00	5.00	3.45	3.70	3.70	3.85	3.85	4.05
	TollTag	3.00	3.00	3.50	3.50	2.30	2.45	2.45	2.55	2.55	2.70
Mountain Creek Lake Bridge:											
Mainlane Plaza	Cash/ZipCash	1.50	1.50	1.50	1.50	3.75	3.75	4.00	4.20	4.20	4.45
	TollTag	1.50	1.50	1.50	1.50	2.50	2.50	2.65	2.80	2.80	2.95
Sam Rayburn Tollway (SRT):											
Main Lane Gantry 1 (2) (5)	ZipCash	-	-	-	3.25	3.60	3.75	3.75	4.00	4.00	4.20
	TollTag	-	-	-	2.25	2.40	2.50	2.50	2.65	2.65	2.80
Main Lane Gantry 2 (2) (5)	ZipCash	-	-	-	8.55	9.30	9.75	9.75	10.35	10.35	10.95
	TollTag	-	-	-	5.90	6.20	6.50	6.50	6.90	6.90	7.30
Main Lane Gantry 3 (3) (5)	ZipCash	-	-	-	-	10.20	13.50	13.50	14.35	14.35	15.15
	TollTag	-	-	-	-	6.80	9.00	9.00	9.55	9.55	10.10
Lewisville Lake Toll Bridge:											
Mainlane Plaza (4)	ZipCash	-	-	-	-	7.50	7.95	7.95	8.40	8.40	8.85
	TollTag	-	-	-	-	5.00	5.30	5.30	5.60	5.60	5.90

(1) Main Lane Plaza 4 opened September 2007

(2) Main Lane Gantry 1 & 2 (ETC) on SRT; NTTA began collecting revenues on SRT on its own behalf on September 1, 2008

(3) Main Lane Plaza 3 on SRT opened September 2009

(4) Lewisville Lake Toll Bridge opened August 2009

(5) SRT mainlanes were extended to US 75 in December 2010

(6) PGBT EE mainlanes from SH 78 to IH 30 opened in December 2011

Note: The Authority has converted all the facilities in the system to All Electronic Toll Collection (All ETC).

Cash will no longer be accepted on NTTA facilities. Vehicles with no transponders will be billed through video tolling.

Toll rates are 17.06 cents per mile effective July 1, 2015

NORTH TEXAS TOLLWAY SYSTEM
 (An Enterprise Fund of the North Texas Tollway Authority)
 Ratio of Outstanding Debt by Type
 Business-Type Activities
 Last Ten Fiscal Years
 (Unaudited)

Year	Revenue Bonds	Bond Anticipation Notes	Commercial Paper Notes Payable	Texas Department of Transportation ISTEALoan	Texas Department of Transportation Loan Payable	Total Debt Amount	Total Revenue Vehicle Toll Transactions(1)	Debt Per Transactions	Debt Per Capita(2)
2006	\$1,390,130,000	-	\$ 25,000,000	\$ 135,000,000	\$ 4,600,000	\$1,554,730,000	370,696,171	\$4.19	\$290
2007	1,368,550,000	\$3,487,245,000	75,000,000	135,000,000	4,600,000	5,070,395,000	383,481,098	13.22	931
2008	6,150,814,166	-	89,700,000	135,000,000	4,600,000	6,380,114,166	412,272,003	15.48	1,140
2009	7,122,390,015	-	5,200,000	146,609,022	4,600,000	7,278,799,037	455,546,197	15.98	1,283
2010	7,543,021,558	-	119,200,000	142,857,298	-	7,805,078,856	481,913,338	16.20	1,392
2011	7,555,401,914	-	56,300,000	140,607,304	-	7,752,309,218	513,454,344	15.10	1,371
2012	7,556,400,009	-	38,300,000	138,262,812	-	7,732,962,821	585,051,845	13.22	1,353
2013	7,588,629,243	-	-	136,069,850	-	7,724,699,093	610,129,737	12.66	1,322
2014	7,648,188,182	-	-	133,784,783	-	7,781,972,965	644,669,523	12.07	1,301
2015	7,708,916,451	-	-	131,403,745	-	7,840,320,196	676,484,779	11.59	1,289

Note----Details on the System's outstanding debt can be found in the notes to the financial statements.

(1) See table of Traffic and Toll Revenue on page 72.

(2) See table of Demographic Data on page 82.

NORTH TEXAS TOLLWAY SYSTEM
 (An Enterprise Fund of the North Texas Tollway Authority)
 Ratio of Revenue-backed Debt Outstanding
 Business-Type Activities
 Last Ten Fiscal Years
 (Unaudited)

Year	Revenue Bonds	Bond Anticipation Notes	Less: amounts Available in			Texas Department of Transportation ISTEA Loan	Total Debt Amount	Annual Toll Revenues(1)	Debt Per	
			Bond Redemption Account	Commercial Paper Notes Payable					Toll Revenue	Debt Per Capita(2)
2006	\$1,390,130,000	-	\$ (22,008,278)	\$ 25,000,000	\$ 135,000,000	\$ 1,528,121,722	\$ 191,434,120	\$8	\$285	
2007	1,368,550,000	\$3,487,245,000	(23,240,000)	75,000,000	135,000,000	5,042,555,000	202,675,564	25	926	
2008	6,150,814,166	-	(34,110,000)	89,700,000	135,000,000	6,341,404,166	240,776,791	26	1,133	
2009	7,122,390,015	-	(32,170,000)	5,200,000	146,609,022	7,242,029,037	290,404,547	25	1,277	
2010	7,543,021,558	-	(29,685,000)	119,200,000	142,857,298	7,775,393,856	366,597,323	21	1,387	
2011	7,555,401,914	-	(27,980,000)	56,300,000	140,607,304	7,724,329,218	402,569,534	19	1,366	
2012	7,556,400,009	-	(16,605,000)	38,300,000	138,262,812	7,716,357,821	485,463,608	16	1,351	
2013	7,588,629,243	-	-	-	136,069,850	7,724,699,093	525,458,723	15	1,322	
2014	7,648,188,182	-	-	-	133,784,783	7,781,972,965	580,045,215	13	1,301	
2015	7,708,916,451	-	-	-	131,403,745	7,840,320,196	617,488,044	13	1,289	

Note----Details on the System's outstanding debt can be found in the Notes to the Financial Statements.

(1) See table of Traffic and Toll Revenue on page 72.

(2) See table of Demographic Data on page 82.

NORTH TEXAS TOLLWAY SYSTEM
(An Enterprise Fund of the North Texas Tollway Authority)
Schedule of Pro Forma Debt Service Requirements
For the years 2015-2047
(Unaudited)

FYE (12/31) ⁽¹⁾⁽²⁾	Outstanding First Tier Net Debt Service ⁽³⁾⁽⁴⁾⁽⁵⁾⁽⁶⁾	Outstanding Second Tier Net Debt Service ⁽⁷⁾	Outstanding ISTE Loan Debt Service	Outstanding Subordinate Lien Debt Service ⁽⁸⁾	Total Net Debt Service
2015	\$ 294,276,476	\$ 57,399,701	\$ 8,000,000	\$ 24,115,479	\$ 383,791,656
2016	313,230,443	56,564,500	8,000,000	24,115,479	401,910,422
2017	315,386,114	56,565,700	9,000,000	24,115,479	405,067,293
2018	363,421,941	56,563,900	10,500,000	24,115,479	454,601,320
2019	368,928,007	56,566,150	12,250,000	54,540,479	492,284,636
2020	385,140,363	56,564,650	15,322,396	54,538,917	511,566,326
2021	410,019,668	56,563,650	15,322,396	54,543,604	536,449,318
2022	409,879,717	56,567,150	15,322,396	54,521,987	536,291,250
2023	418,715,574	56,563,900	15,322,396	54,412,567	545,014,437
2024	429,046,891	56,563,150	15,322,396	54,299,966	555,232,403
2025	455,480,844	56,563,650	15,322,396	54,177,046	581,543,936
2026	466,007,985	56,564,150	15,322,396	54,046,650	591,941,181
2027	485,361,005	55,148,400	15,322,396	53,911,006	609,742,807
2028	495,164,352	45,490,900	15,322,396	53,771,771	609,749,419
2029	468,822,594	140,925,900	-	-	609,748,494
2030	414,636,323	195,109,588	-	-	609,745,911
2031	411,509,279	198,238,900	-	-	609,748,179
2032	451,615,512	158,133,650	-	-	609,749,162
2033	463,206,027	146,541,650	-	-	609,747,677
2034	521,380,948	88,366,650	-	-	609,747,598
2035	550,077,260	59,669,900	-	-	609,747,160
2036	568,413,311	41,333,200	-	-	609,746,511
2037	608,132,540	1,574,224	-	-	609,706,764
2038	437,995,073	-	-	-	437,995,073
2039	437,995,073	-	-	-	437,995,073
2040	437,997,144	-	-	-	437,997,144
2041	437,997,496	-	-	-	437,997,496
2042	437,996,334	-	-	-	437,996,334
2043	194,996,158	-	-	-	194,996,158
2044	194,592,517	-	-	-	194,592,517
2045	157,590,536	-	-	-	157,590,536
2046	157,723,886	-	-	-	157,723,886
2047	57,488,675	-	-	-	57,488,675
	\$ 13,020,226,066	\$ 1,810,143,213	\$ 185,651,564	\$ 639,225,909	\$ 15,655,246,752

⁽¹⁾Excludes any payments to be made into the Reserve Maintenance Fund ("RMF") under the Trust Agreement. Payments made into the RMF are made after debt service on the First, Second, and Third Tier Bonds but prior to debt service on the ISTE Loan and the Subordinate Lien Bonds. See "SCHEDULE OF ESTIMATED TOLL REVENUES, EXPENSES, OTHER INCOME AND ESTIMATED DEBT SERVICE COVERAGE RATIO" for estimated deposits to the RMF. Additionally, excludes debt that has been or is expected to be incurred under the SPS Trust Agreement payable from revenues of the Special Projects System.

⁽²⁾For all Bonds other than the Subordinate Lien Bonds, Fiscal Year debt service includes debt service on the following January 1 (i.e. Fiscal Year 2015 includes debt service on January 1, 2016). With respect to the Subordinate Lien Bonds, Fiscal Year debt service in each year included the required deposit to the CIF Bond Payment Account on January 1 of the following year for the Subordinate Lien Bonds debt service due on August 1 of that year and February 1 of the next succeeding year (e.g. Fiscal Year 2015 includes debt service on August 1, 2016, and February 1, 2017).

⁽³⁾Net of direct subsidy related to the Series 2009B Bonds issued as Build America Bonds. The federal subsidy for each year through final maturity is assumed to be reduced by 7.3% (the sequestration rate currently in effect) due to automatic federal deficit reduction spending cuts known as "sequestration." Sequestration affects certain federally funded programs, including the federal subsidy payable to NTTA with respect to the Series 2009B Bonds.

⁽⁴⁾ Assumes the Series 2012C Bonds are remarketed to a fixed rate of 5.00% on the January 1, 2019, mandatory tender date. Assumes the 2009D Bonds are associated with existing interest rate exchange agreements and the interest rate thereon is synthetically fixed with two interest rate exchange agreements, one with a notional amount of approximately \$84.06 million with a swap rate of 3.673% and one with a notional amount of approximately \$94.23 million with a swap rate of 3.533%. The interest rate exchange agreements amortize in 2019 to 2025. Any unhedged variable rate Series 2009D Bonds are assumed to bear interest at a rate of 5.00% inclusive of liquidity and remarketing costs. Assumes the Series 2011A Bonds bear interest at a rate of 2.00% and are remarketed to a fixed rate of 5.00% on the January 1, 2019 mandatory tender date. Assumes the Series 2014C Bonds bear interest at 1.83% to the January 1, 2020 mandatory tender date and are remarketed into variable rate mode and bear interest at 3.00% thereafter.

⁽⁵⁾Excludes debt service on the Refunded Bonds.

⁽⁶⁾ Debt Service in years 2047-2051 is net of cash balance in the First Tier Reserve Account that is required by the terms of the Trust Agreement to be used to retire the last maturities of the outstanding First Tier Bonds.

⁽⁷⁾Debt service in Fiscal Year 2030 is net of cash balances in the 2014 Second Tier Reserve Subaccount that is required by the terms of the Trust Agreement to be used to retire the last maturities of the outstanding Series 2014B Bonds. Debt service in Fiscal Year 2037 is net of cash balance in the Series 2015 Second Tier Reserve Subaccount that is permitted by the terms of the Trust Agreement to be used to retire the last maturities of the

⁽⁸⁾Net of direct subsidy related to the Series 2010B Bonds issued as Build America Bonds. The federal subsidy for each year through final maturity is assumed to be reduced by 7.3% (the sequestration rate currently in effect) due to automatic federal deficit reduction spending cuts known as "sequestration." Sequestration affects certain federally funded programs, including the federal subsidy payable to NTTA with respect to the Series 2010B Bonds.

NORTH TEXAS TOLLWAY SYSTEM
 (An Enterprise Fund of the North Texas Tollway Authority)
 Schedule of Estimated Toll Revenues, Expenses, Other Income and Estimated Debt Service Coverage Ratio
 For the years 2015-2051
 (Unaudited)

FYE (12/31) ⁽¹⁾	Estimated Toll Revenues ⁽²⁾	Estimated Other Revenues ⁽³⁾	Estimated Expenses ⁽⁴⁾	Estimated Net Revenue	Estimated Deposit to RMF ⁽⁵⁾	Estimated Debt Service on all Debt ⁽⁶⁾⁽⁷⁾	Estimated Coverage on 1st Tier Debt ⁽⁷⁾⁽⁸⁾	Estimated Coverage on 1st & 2nd Tier Debt ⁽⁷⁾⁽⁹⁾	Estimated Coverage on all Debt and RMF Deposits
2015	\$ 603,110,600	\$ 25,295,163	\$ 131,220,000	\$ 497,185,763	\$ -	\$ 383,791,655	1.69x	1.41x	1.30x
2016	638,622,500	26,769,309	135,156,600	530,235,209	18,833,312	401,910,422	1.69x	1.43x	1.26x
2017	664,693,400	28,253,581	139,211,298	553,735,683	15,913,309	405,067,293	1.76x	1.49x	1.32x
2018	694,292,000	29,667,028	143,387,637	580,571,391	20,511,134	454,601,320	1.6x	1.38x	1.22x
2019	724,398,600	29,754,080	147,689,266	606,463,414	28,116,655	492,284,636	1.64x	1.43x	1.17x
2020	765,067,300	32,890,821	152,119,944	645,838,177	70,067,531	511,566,326	1.68x	1.46x	1.11x
2021	799,159,700	32,957,923	156,683,542	675,434,081	21,167,564	536,449,318	1.65x	1.45x	1.21x
2022	837,507,000	33,042,873	161,384,049	709,165,824	51,753,716	536,291,250	1.73x	1.52x	1.21x
2023	875,823,000	33,159,423	166,225,570	742,756,853	45,205,354	545,014,436	1.77x	1.56x	1.26x
2024	916,465,000	33,268,587	171,212,337	778,521,250	69,587,744	555,232,402	1.81x	1.60x	1.25x
2025	957,927,800	36,079,094	176,348,707	817,658,187	38,200,610	581,543,936	1.80x	1.60x	1.32x
2026	1,003,391,000	36,201,208	181,639,169	857,953,039	49,598,704	591,941,182	1.84x	1.64x	1.34x
2027	1,047,933,300	36,326,522	187,088,344	897,171,478	234,149,195	609,742,808	1.85x	1.66x	1.06x
2028	1,099,276,800	36,458,544	192,700,994	943,034,350	58,175,055	609,749,419	1.90x	1.74x	1.41x
2029	1,146,746,100	36,472,407	198,482,024	984,736,483	105,171,765	609,748,494	2.10x	1.61x	1.38x
2030	1,198,696,900	44,873,983	204,436,484	1,039,134,399	96,103,497	609,745,911	2.51x	1.70x	1.47x
2031	1,250,905,300	45,049,796	210,569,579	1,085,385,517	118,920,994	609,748,179	2.64x	1.78x	1.49x
2032	1,307,802,600	45,229,511	216,886,666	1,136,145,445	156,878,022	609,749,162	2.52x	1.86x	1.48x
2033	1,364,648,600	45,353,420	223,393,266	1,186,608,754	42,170,715	609,747,677	2.56x	1.95x	1.82x
2034	1,426,246,700	45,452,626	230,095,064	1,241,604,262	310,138,431	609,747,598	2.38x	2.04x	1.35x
2035	1,484,566,900	45,376,923	236,997,916	1,292,945,907	65,809,253	609,747,160	2.35x	2.12x	1.91x
2036	1,552,167,900	45,250,320	244,107,854	1,353,310,366	186,727,369	609,746,511	2.38x	2.22x	1.70x
2037	1,618,964,300	45,032,616	251,431,089	1,412,565,827	139,575,006	609,706,764	2.32x	2.32x	1.89x
2038	1,691,627,500	41,742,485	258,974,022	1,474,395,963	65,317,515	437,995,073	3.37x	3.37x	2.93x
2039	1,765,526,100	41,823,244	266,743,243	1,540,606,101	211,894,078	437,995,073	3.52x	3.52x	2.37x
2040	1,845,027,700	54,190,284	274,745,540	1,624,472,444	63,671,811	437,997,144	3.71x	3.71x	3.24x
2041	1,914,596,400	53,776,920	282,987,906	1,685,385,414	383,055,896	437,997,496	3.85x	3.85x	2.05x
2042	1,989,406,700	53,189,926	291,477,543	1,751,119,083	116,666,187	437,996,334	4.00x	4.00x	3.16x
2043	2,065,631,600	52,373,379	300,221,870	1,817,783,109	181,510,583	194,996,158	9.32x	9.32x	4.83x
2044	2,148,457,000	52,512,814	309,228,526	1,891,741,288	174,863,607	194,592,517	9.72x	9.72x	5.12x
2045	2,228,789,300	52,632,442	318,505,381	1,962,916,361	81,239,851	157,590,536	12.46x	12.46x	8.22x
2046	2,314,388,500	52,684,956	328,060,543	2,039,012,913	296,443,463	157,723,886	12.93x	12.93x	4.49x
2047	2,400,090,500	52,635,839	337,902,359	2,114,823,980	104,299,487	57,488,675	36.79x	36.79x	13.07x
2048	2,492,536,700	51,661,532	348,039,430	2,196,158,802	466,293,181	-	-	-	-
2049	2,584,503,200	49,732,932	358,480,613	2,275,755,519	130,975,762	-	-	-	-
2050	2,684,411,800	48,431,033	369,235,031	2,363,607,802	238,975,268	-	-	-	-
2051	2,779,586,600	48,606,095	380,312,082	2,447,880,613	204,947,223	-	-	-	-
	\$ 54,882,992,900	\$ 1,554,209,639	\$ 8,683,381,488	\$ 47,753,821,054	\$ 4,662,928,847	\$ 15,655,246,752			

⁽¹⁾For all Bonds other than the Subordinate Lien Bonds, Fiscal Year debt service includes debt service on the following January 1 (i.e. Fiscal Year 2015 includes debt service on January 1, 2016). With respect to the Subordinate Lien Bonds, Fiscal Year debt service in each year included the required deposit to the CIF Bond Payment Account on January 1 of the following year for the Subordinate Lien Bonds debt service due on August 1 of that year and February 1 of the next succeeding year (e.g. Fiscal Year 2015 includes debt service on August 1, 2016, and February 1, 2017).

⁽²⁾Estimated toll revenues are provided by CDM Smith, the Traffic Engineers for the NTTA System. Estimated revenues are projected at levels to be actually collected in each year (i.e. cash basis). Historical toll revenues and historical debt service coverage are reported by NTTA on accrual based revenues as recognized under Generally Accepted Accounting Principles.

⁽³⁾Estimated "Other Revenues" are provided by NTTA and include interest earnings, video tolling administrative fees and other charges.

⁽⁴⁾Estimated expenses are net of inter-fund transfers and are provided by Atkins North America, the Consulting Engineers for the NTTA System.

⁽⁵⁾Deposits to the RMF are estimated by NTTA based on the current cash balance in the RMF and expenses to be paid out of the RMF are estimated by Atkins North America, the Consulting Engineers for the NTTA System.

⁽⁶⁾ See column F of the table heading under the caption "Schedule of PRO FORMA DEBT SERVICE REQUIREMENTS".

⁽⁷⁾ See "Schedule of PRO FORMA DEBT SERVICE REQUIREMENTS" and related notes for information regarding assumptions included in the estimates.

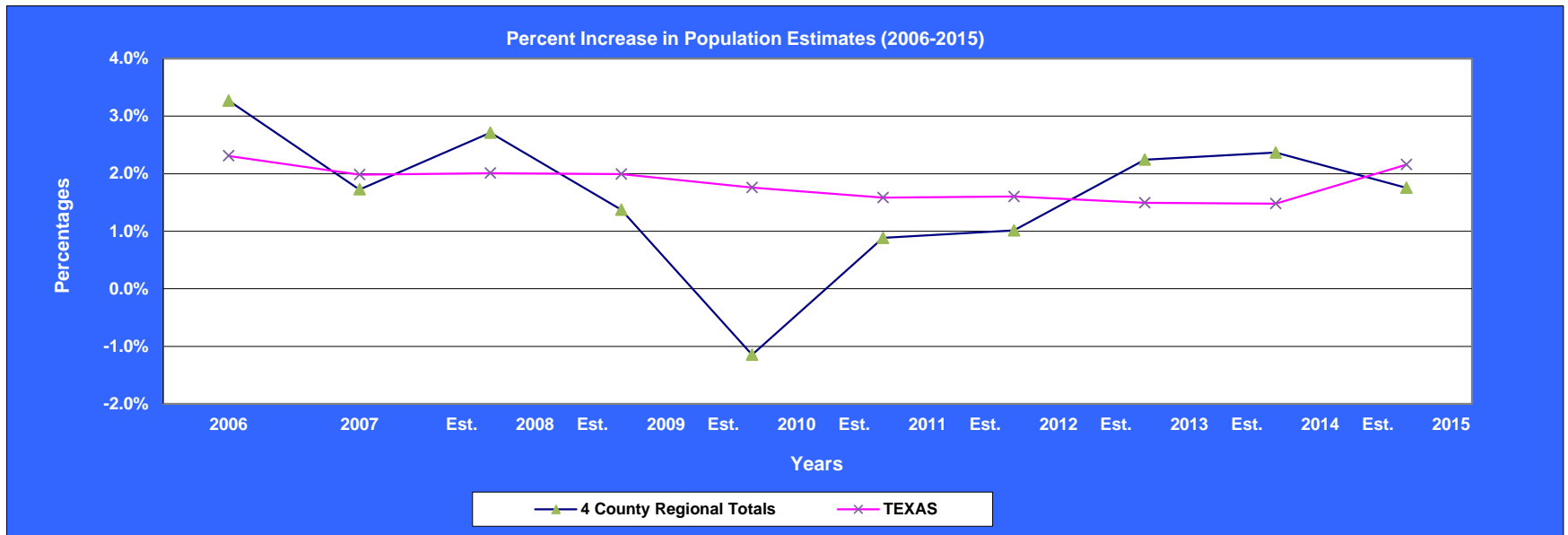
⁽⁸⁾See column A and B of the table under the caption "Schedule of PRO FORMA DEBT SERVICE REQUIREMENTS" for totals of net debt service for all First Tier Debt.

⁽⁹⁾See columns A-C of the table under the caption "Schedule of PRO FORMA DEBT SERVICE REQUIREMENTS" for totals of debt service for all First Tier and Second Tier Debt.

NORTH TEXAS TOLLWAY SYSTEM
 (An Enterprise Fund of the North Texas Tollway Authority)
 Demographic Data-Combined Four County Region and State of Texas Population Estimated Data
 For Years 2006-2015
 (Unaudited)

Year	COLLIN	DALLAS	DENTON	TARRANT	Est. Four County Regional Totals	Estimated Texas Totals	Four County Percentage Change (From Prior Years)	Texas
2006	690,500	2,383,300	578,500	1,702,250	5,354,550	23,426,000	3.27%	2.31%
2007	724,900	2,417,650	559,350	1,745,050	5,446,950	23,891,000	1.73%	1.98%
Est. 2008	748,050	2,451,800	614,650	1,780,150	5,594,650	24,371,000	2.71%	2.01%
Est. 2009	764,500	2,471,000	628,300	1,807,750	5,671,550	24,857,000	1.37%	1.99%
Est. 2010	791,631	2,368,139	637,750	1,809,034	5,606,554	25,294,000	-1.15%	1.76%
Est. 2011	801,740	2,373,870	662,614	1,817,840	5,656,064	25,695,000	0.88%	1.59%
Est. 2012	813,133	2,385,990	683,010	1,831,230	5,713,363	26,107,000	1.01%	1.60%
Est. 2013	834,642	2,453,843	694,050	1,858,921	5,841,456	26,497,000	2.24%	1.49%
Est. 2014	854,778	2,480,331	713,200	1,931,335	5,979,644	26,889,000	2.37%	1.48%
Est. 2015	885,241	2,519,000	734,940	1,945,360	6,084,541	27,469,114	1.75%	2.16%
Increase Total from Year 2006 to Year 2015	194,741	135,700	156,440	243,110	729,991	4,043,114		

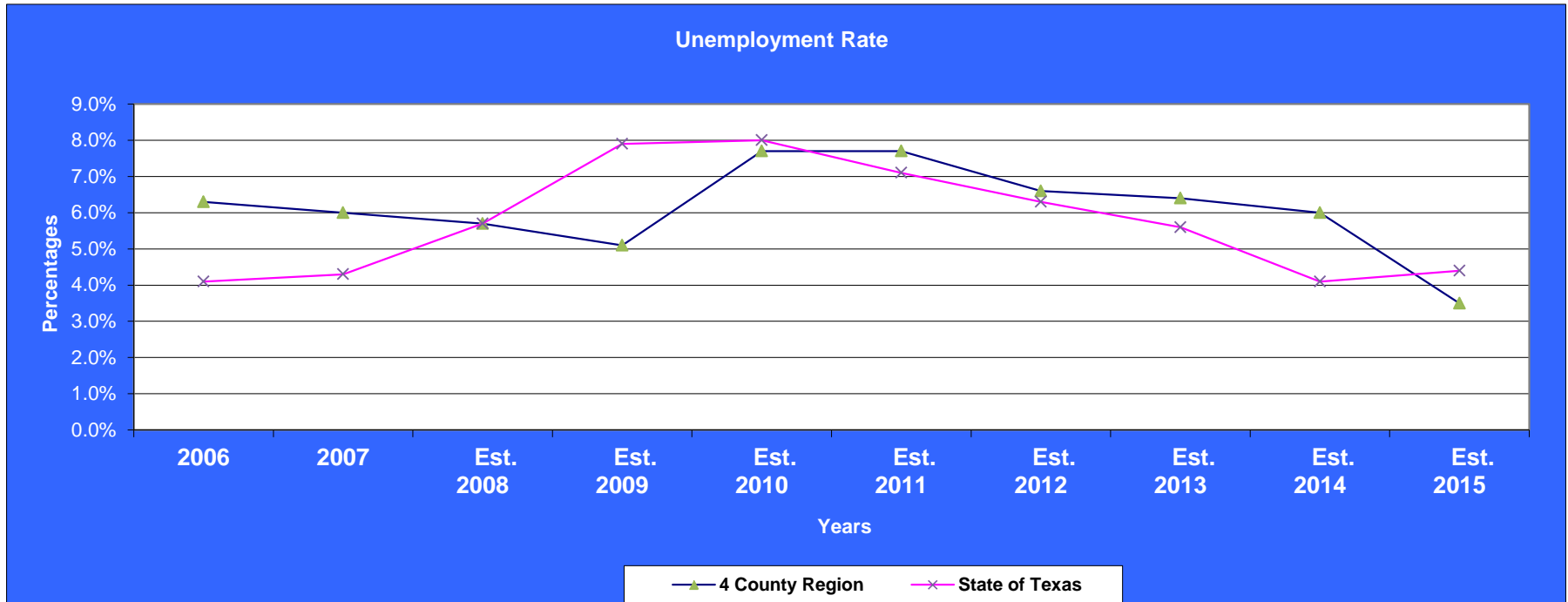
Source: US Census Bureau



NORTH TEXAS TOLLWAY SYSTEM
 (An Enterprise Fund of the North Texas Tollway Authority)
 Demographic Data-Combined Four County Region and State of Texas Employment Status Estimates
 For Years 2006-2015
 (Unaudited)

Year	COLLIN	DALLAS	DENTON	TARRANT	Combined Four County Regional		Unemployment Rate		
					Estimated Totals	Texas	Estimated Totals	Four County	Texas
2006	389,629	1,219,541	337,144	884,101	2,830,415	11,617,834	6.3%	4.1%	
2007	400,678	1,205,730	344,810	904,015	2,855,233	11,647,654	6.0%	4.3%	
Est. 2008	407,840	1,180,870	346,869	877,646	2,813,225	11,466,657	5.7%	5.7%	
Est. 2009	285,900	1,415,000	172,600	743,500	2,617,000	10,204,500	5.1%	7.9%	
Est. 2010	390,106	1,063,304	330,122	833,527	2,617,059	10,204,500	7.7%	8.0%	
Est. 2011	397,033	1,082,185	335,984	845,263	2,660,465	10,204,500	7.7%	7.1%	
Est. 2012	413,783	1,102,322	356,467	883,503	2,756,075	11,742,600	6.6%	6.3%	
Est. 2013	330,300	1,509,000	195,500	812,600	2,847,400	11,091,900	6.4%	5.6%	
Est. 2014	346,400	1,558,500	205,800	825,600	2,936,300	11,433,600	6.0%	4.1%	
Est. 2015	366,900	1,616,800	221,400	844,900	3,050,000	11,681,000	3.5%	4.4%	
Increase Total from Year 2006 to Year 2015		(22,729)	397,259	(115,744)	(39,201)	219,585	63,166		

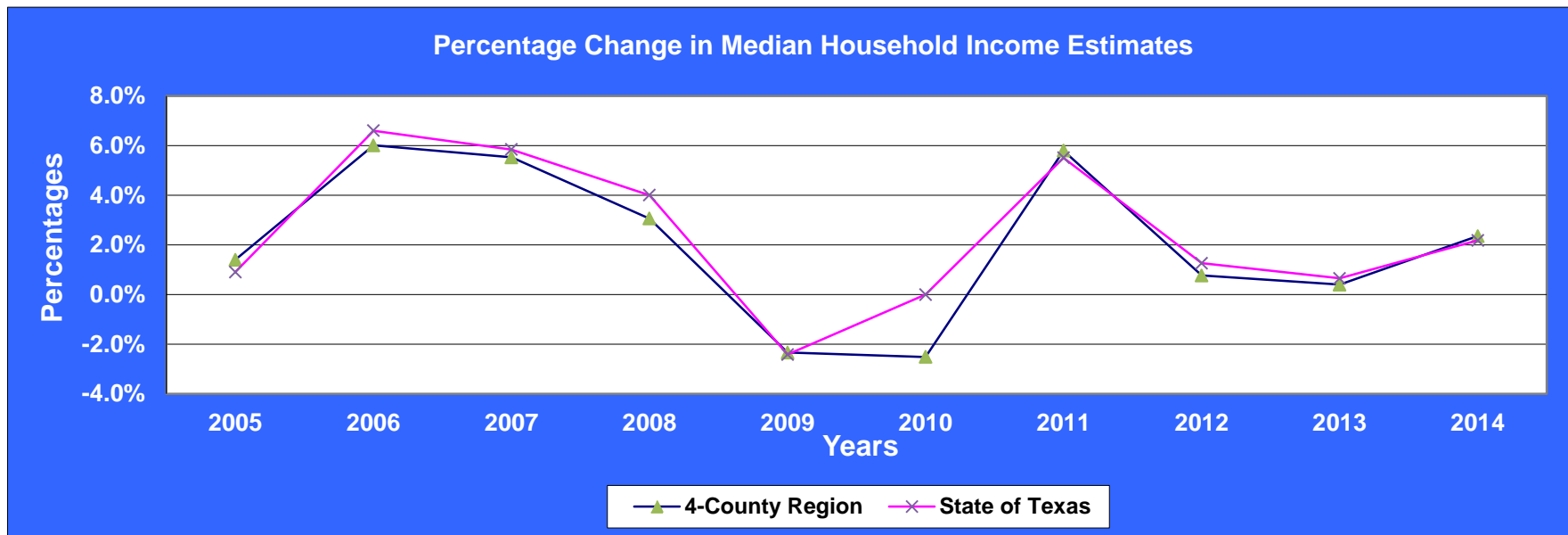
Source: U.S. Bureau of Labor Statistics



NORTH TEXAS TOLLWAY SYSTEM
 (An Enterprise Fund of the North Texas Tollway Authority)
 Demographic Data - Combined Four County Region and State of Texas Median Household Income Estimates
 For Years 2005 - 2014
 (Unaudited)

Year	COLLIN	DALLAS	DENTON	TARRANT	Regional Totals		Percentage Change from Prior Years	
					Estimated Avg Median Income	Estimated Avg Median Income	Four County	Texas
2005	70,784	42,598	61,520	49,104	56,002	42,139	1.40%	0.91%
2006	74,051	44,815	66,792	51,813	59,368	44,922	6.01%	6.60%
2007	79,657	46,372	71,109	53,459	62,649	47,548	5.53%	5.85%
2008	81,395	47,085	73,544	56,251	64,569	49,453	3.06%	4.01%
2009	80,545	47,059	70,002	54,647	63,063	48,259	-2.33%	-2.41%
2010	77,862	46,909	68,671	52,482	61,481	48,259	-2.51%	0.00%
2011	82,758	48,942	72,305	56,178	65,046	50,920	5.80%	5.51%
2012	83,238	49,159	72,939	56,859	65,549	51,563	0.77%	1.26%
2013	82,762	49,481	74,155	56,853	65,813	51,900	0.40%	0.65%
2014	86,634	50,118	74,569	58,127	67,362	53,035	2.35%	2.19%
Averaged Yearly Totals	\$79,969	\$47,254	\$70,561	\$54,577	\$63,090	\$48,800		

Source: U.S. Census Bureau



NORTH TEXAS TOLLWAY SYSTEM
(An Enterprise Fund of the North Texas Tollway Authority)
North Texas Four County Region's Top Ten Employers
(Unaudited)

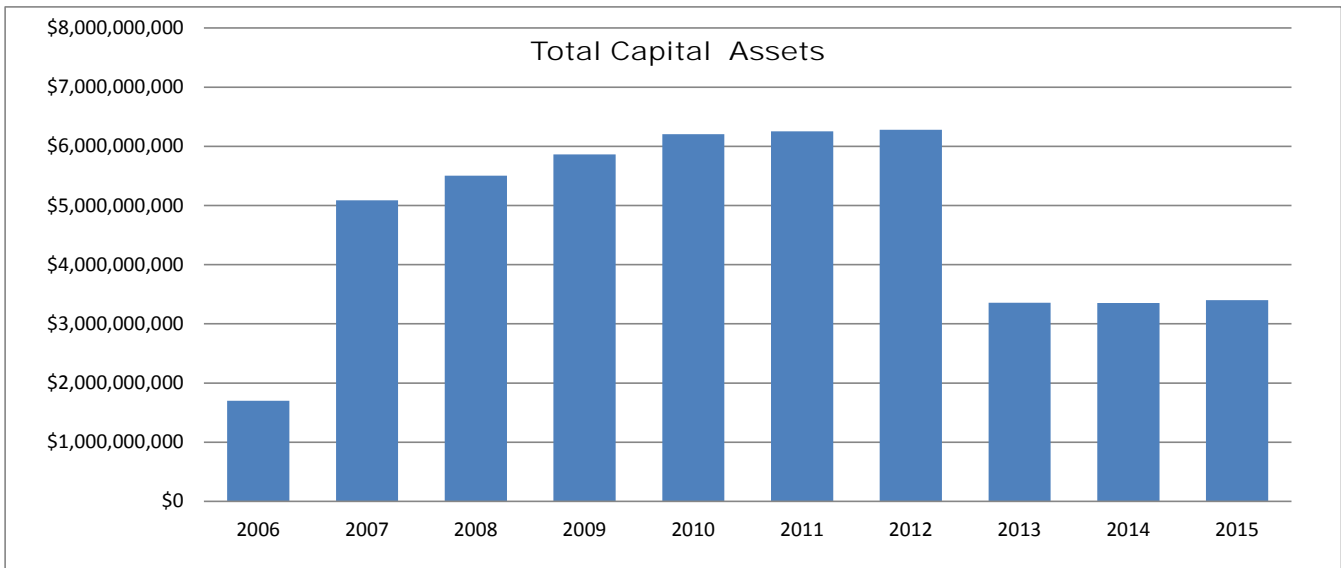
2015				2006			
COLLIN COUNTY TOP TEN EMPLOYERS				COLLIN COUNTY TOP TEN EMPLOYERS			
EMPLOYER	NUMBER OF EMPLOYEES	PERCENTAGE OF TOTAL COUNTY EMPLOYMENT	INDUSTRY	EMPLOYER	NUMBER OF EMPLOYEES	PERCENTAGE OF TOTAL COUNTY EMPLOYMENT	INDUSTRY
HP ENTERPRISE SERVICES Lic	10,000	2.22%	PROF/TECH	PLANO ISD	6,667	1.91%	EDUCATION
BANK OF AMERICA HOME LOANS	4,646	1.03%	FINANCIAL SERVICES	RATHEON	5,750	1.65%	MANUFACTURING
J.C. PENNY (Corporate HQ)	3,800	0.84%	RETAIL	COUNTRYWIDE HOME LOANS	4,402	1.26%	FINANCIAL SERVICES
CAPITAL ONE	3,683	0.82%	FINANCIAL SERVICES	EDS	4,310	1.24%	TECHNOLOGY
UNIVERSITY OF TEXAS AT DALLAS	3,500	0.78%	EDUCATION	JC PENNY CO., INC	4,300	1.24%	RETAIL
BLUE CROSS and BLUE SHIELD OF TEXAS	3,100	0.69%	INSURANCE	UNIVERSITY OF TEXAS AT DALLAS	3,058	0.88%	EDUCATION
MEDICAL CENTER OF PLANO (HCA Inc)	3,000	0.67%	HEALTH CARE PROVIDER	PEROT SYSTEMS CORPORATION	2,732	0.78%	TECHNOLOGY
GE ENERGY	2,300	0.51%	ENERGY	ALCATEL	2,280	0.65%	TELECOMMUNICATIONS
Lineage Power Holdings Inc	2,300	0.51%	ENERGY	AT&T	2,140	0.61%	TELECOMMUNICATIONS
Alcatel-Lucent	2,000	0.44%	MANUFACTURING	CHC ACQUISITION CORP	2,000	0.57%	NON-FRO PROFIT
Total	38,329	8.51%		Total	37,639	10.79%	
DALLAS COUNTY TOP TEN EMPLOYERS				DALLAS COUNTY TOP TEN EMPLOYERS			
EMPLOYER	NUMBER OF EMPLOYEES	PERCENTAGE OF TOTAL COUNTY EMPLOYMENT	INDUSTRY	EMPLOYER	NUMBER OF EMPLOYEES	PERCENTAGE OF TOTAL COUNTY EMPLOYMENT	INDUSTRY
WAL-MART	25,534	1.01%	RETAIL	AMERICAN AIRLINES	22,077	0.93%	AIRLINE
AMERICAN AIRLINES GROUP	25,000	0.99%	AIRLINE	WAL-MART STORES, INC.	21,133	0.89%	RETAIL
DALLAS INDEPENDENT SCHOOL DISTRICT	20,000	0.79%	PUBLIC INDEPENDENT SCHOOL DISTRICT	DALLAS PUBLIC SCHOOLS	20,077	0.84%	PUBLIC INDEPENDENT SCHOOL DISTRICT
BAYLOR SCOTT & WHITE HEALTH	22,000	0.87%	NON-PROFIT HEALTH CARE	TEXAS HEALTH RESOURCE	16,289	0.58%	NON-PROFIT HEALTH CARE
TEXAS HEALTH RESOURCES	19,131	0.76%	HEALTH CARE PROVIDER	LOCKHEED MARTIN AERONAUTICS CO.	15,900	0.67%	MILITARY AIRCRAFT DESIGN & PRODUCTION
BANK OF AMERICA	14,465	0.57%	FINANCIAL SERVICES	BAYLOR HEALTH CARE SYSTEM	15,200	0.64%	HEALTH CARE PROVIDER
LOCKHEED MARTIN AERONAUTICS CO.	13,700	0.54%	MILITARY AIRCRAFT DESIGN & PRODUCTION	SOUTHWESTERN BELL TELEPHONE	13,729	0.58%	FINANCIAL SERVICES
CITY OF DALLAS	13,000	0.52%	MUNICIPALITY	CITY OF DALLAS	13,203	0.50%	MUNICIPALITY
TEXAS INSTRUMENTS	13,000	0.52%	SEMICONDUCTORS	VERIZON	12,500	0.52%	TELECOMMUNICATIONS
JP MORGAN CHASE	12,600	0.50%	FINANCIAL SERVICES	TEXAS INSTRUMENTS, INCORPORATED	10,600	0.44%	ELECTRONICS AND SEMICONDUCTORS
Total	178,430	7.07%		Total	160,708	6.59%	
DENTON COUNTY TOP TEN EMPLOYERS				DENTON COUNTY TOP TEN EMPLOYERS			
EMPLOYER	NUMBER OF EMPLOYEES	PERCENTAGE OF TOTAL COUNTY EMPLOYMENT	INDUSTRY	EMPLOYER	NUMBER OF EMPLOYEES	PERCENTAGE OF TOTAL COUNTY EMPLOYMENT	INDUSTRY
UNIVERSITY OF NORTH TEXAS	9,800	1.33%	EDUCATION	UNIVERSITY OF NORTH TEXAS	5,900	2.03%	EDUCATION
LEWISVILLE ISD	6,325	0.86%	EDUCATION	LEWISVILLE ISD	4,500	1.55%	EDUCATION
WALMART	3,900	0.53%	RETAIL	FRITO LAY	2,436	0.84%	RETAIL
DENTON ISD	3,800	0.52%	EDUCATION	AMERICAN AIRLINES	2,350	0.81%	TRANSPORTATION
CENTEX HOME EQUITY	2,600	0.35%	FINANCIAL SERVICES	DENTON ISD	2,000	0.69%	EDUCATION
FRITO-LAY, INC.	2,500	0.34%	RETAIL	HORIZON HEALTH	1,500	0.52%	HEALTH CARE
AMERICAN AIRLINES	2,154	0.29%	TRANSPORTATION	DENTON COUNTY	1,379	0.47%	MUNICIPAL GOVERNMENT
PETERBILT MOTORS	2,100	0.29%	TRANSPORTATION	DENTON STATE SCHOOL	1,350	0.46%	EDUCATION
NORTHWEST ISD	2,050	0.28%	EDUCATION	PETERBILT MOTORS	1,200	0.41%	TRANSPORTATION
DENTON STATE SCHOOL	1,700	0.23%	EDUCATION	CITY OF DENTON	1,200	0.41%	MUNICIPAL GOVERNMENT
Total	36,929	5.02%		Total	23,815	8.19%	
TARRANT COUNTY TOP TEN EMPLOYERS				TARRANT COUNTY TOP TEN EMPLOYERS			
EMPLOYER	NUMBER OF EMPLOYEES	PERCENTAGE OF TOTAL COUNTY EMPLOYMENT	INDUSTRY	EMPLOYER	NUMBER OF EMPLOYEES	PERCENTAGE OF TOTAL COUNTY EMPLOYMENT	INDUSTRY
AMRCORP./AMERICAN AIRLINES	24,000	2.52%	AIRLINE	AMRCORP./AMERICAN AIRLINES	24,277	2.96%	AIRLINE
LOCKHEED MARTIN AERONAUTICS CO	13,690	1.44%	MANUFACTURING	LOCKHEED MARTIN AERONAUTICS CO	15,085	1.84%	MANUFACTURING
FORT WORTH INDEPENDENT SCHOOL DISTRICT	12,000	1.26%	EDUCATION	FORT WORTH INDEPENDENT SCHOOL DISTRICT	10,172	1.24%	EDUCATION
TEXAS HEALTH RESOURCES	12,000	1.26%	HEALTH CARE PROVIDER	WAL-MART	9,042	1.10%	RETAIL
NASA FORT WORTH JOINT RESERVE BASE	11,000	1.15%	MILITARY	TEXAS HEALTH RESOURCES	8,051	0.98%	TRANSPORTATION
CITY OF FORT WORTH	6,161	0.65%	MUNICIPALITY	ARLINGTON INDEPENDENT SCHOOL DISTRICT	7,981	0.97%	PUBLIC INDEPENDENT SCHOOL DISTRICT
JOHN PETER SMITH HOSPITAL	6,000	0.63%	HEALTH CARE PROVIDER	ALBERTSONS	7,700	0.94%	RETAIL
ALCON LABORATORIES INC.	5,922	0.62%	MANUFACTURING	BELL HELICOPTER-TEXTRON	6,048	0.74%	MILITARY CONTRACTOR
COOK CHILDREN'S HEALTH CARE SYSTEM	5,876	0.62%	HEALTH CARE PROVIDER	CITY OF FORT WORTH	5,809	0.71%	MUNICIPALITY
TARRANT COUNTY COLLEGE	5,625	0.59%	EDUCATION	TARRANT COUNTY GOVERNMENT	4,320	0.53%	COUNTY GOVERNMENT
Total	102,274	10.74%		Total	98,485	12.01%	
Source: Local Counties CAFR's (Collin, Dallas, Denton and Tarrant)				Source: Local Counties CAFR's (Collin, Dallas, Denton and Tarrant)			

NORTH TEXAS TOLLWAY SYSTEM
 (An Enterprise Fund of the North Texas Tollway Authority)
 Contribution to Infrastructure Assets
 Last Ten Fiscal Years
 (Unaudited)

Year	Beginning Balance	Additions	Deletions/Depreciation	Adjustments	Ending Balance
2006	\$ 1,556,607,407	\$ 144,438,387	\$ (2,923,868)	\$ -	\$ 1,698,121,926
2007	1,698,121,926	3,390,485,923 (1)	(983,452)	-	5,087,624,397
2008	5,087,624,397	452,204,613 (2)	(38,340,388)	-	5,501,488,622
2009	5,501,488,622	3,558,138,403 (3)	(3,197,211,448) (3)	-	5,862,415,577
2010	5,862,415,577	344,755,250	(234,076)	-	6,206,936,751
2011	6,206,936,751	108,559,116	(62,875,322)	-	6,252,620,545
2012	6,252,620,545	98,294,093	(69,521,816)	-	6,281,392,822
2013	6,281,392,822	25,112,483	(2,949,815,326) (4)	-	3,356,689,979
2014	3,356,689,979	11,585,674	(6,159,420)	(8,597,539)	3,353,518,694
2015	3,353,518,694 *	53,581,166	(6,889,660)	136,897	3,400,347,097

* does not include intangibles assets and amortization of intangibles

- (1) Includes a \$3.2 billion payment to Texas Department of Transportation for the acquisition of State Highway 121 project.
- (2) Deletions include property and equipment previously recorded as infrastructure.
(See the Notes to Financial Statements - Note (4) Capital Assets)
- (3) Includes reclass from CIP to Roadway due to the completion of Sam Rayburn Tollway
- (4) Includes reclass of Sam Rayburn Tollway to an intangible asset



NORTH TEXAS TOLLWAY SYSTEM
 (An Enterprise Fund of the North Texas Tollway Authority)
 Toll Collection Variance
 Last Five Fiscal Years
 (Unaudited)

TABLE I					
	Calendar Year 2011	Calendar Year 2012	Calendar Year 2013	Calendar Year 2014	Calendar Year 2015
Value of invoiced ZipCash transactions uncollected	\$ 44,675,438	\$ 80,413,340	\$ 81,701,089	\$ 81,508,283	\$ 102,767,093
Value of uninvoiced ZipCash transactions	<u>38,069,555</u>	<u>52,451,196</u>	<u>61,518,201</u>	<u>80,989,673</u>	<u>81,035,240</u>
Total	\$ 82,744,993	\$ 132,864,536	\$ 143,219,290	\$ 162,497,956	\$ 183,802,333
	÷	÷	÷	÷	÷
Value of all AVI and ZipCash transactions adjusted for Vtoll transactions	<u>\$ 493,585,247</u>	<u>\$ 591,226,667</u>	<u>\$ 676,584,037</u>	<u>\$ 795,784,407</u>	<u>\$ 894,514,347</u>
Toll collection variance	16.75%	22.47%	21.17%	20.42%	20.55%

Notes:

- (1) These calculations use aggregate transaction information from the NTTA System and the Special Projects System (and thus do not reflect only the NTTA System) and are unaudited.
- (2) The toll collection variance calculation (the "All-ETC Methodology") is as follows:

$$\frac{\text{value of invoiced ZipCash transactions for the reporting period uncollected as of end of reporting period} + \text{value of uninvoiced ZipCash transactions for the reporting period as of end of reporting period}}{\text{value of all AVI and ZipCash transactions that have occurred during the reporting period as adjusted for Vtoll transactions}}$$

TABLE II					
	Calendar Year 2011	Calendar Year 2012	Calendar Year 2013	Calendar Year 2014	Calendar Year 2015
Percentage of ZipCash transactions (by value) out of all NTTA transactions during period	29.28%	29.43%	28.83%	30.40%	30.42%
Percentage of ZipCash transactions (by value) that were invoiced during period	54.70%	62.94%	61.92%	64.61%	68.26%
Percentage of ZipCash transactions (by value) that were collected as of period end	41.29%	41.29%	48.75%	45.03%	41.40%

Notes:

- (1) These calculations use aggregate transaction information from the NTTA System and the Special Projects System (and thus do not reflect only the NTTA System) and are unaudited.
- (2) Uninvoiced ZipCash transactions that are paid in the reporting period are deemed to be invoiced and are reflected in the percentages in the preceding table. Uninvoiced ZipCash transactions that are invoiced in subsequent reporting periods, and uncollected invoiced ZipCash transactions that are collected in subsequent reporting periods, are not reflected in the percentages in the preceding table. Furthermore, the percentages in the table do not take into account adjustments for VToll transactions and unassigned ZipCash invoices occurring after such reporting period. ZipCash transactions are not invoiced if the transaction (i) does not meet NTTA's business rules regarding invoicing, or (ii) is not pursuable because a readable license plate image was not captured or because the license plate information could not be matched to the vehicle owner information.
- (3) The All-ETC Methodology does not include ZipCash transactions collected after the end of the calendar (or other reporting period) in which the transaction occurred, therefore NTTA also reports total ZipCash collections, including invoiced and uninvoiced payments, for the calendar year (or other reporting period). This amount includes all ZipCash transactions collected regardless of the date the transactions occurred. Total ZipCash collections were approximately \$41.3 million for 2011, \$67.4 million for 2012, \$68.3 million for 2013, \$76.6 million for 2014 and \$81.4 million for 2015.

NORTH TEXAS TOLLWAY SYSTEM
 (An Enterprise Fund of the North Texas Tollway Authority)
 Total Lane Miles Operating and Number of Employees by Department
 Last Ten Fiscal Years
 (Unaudited)

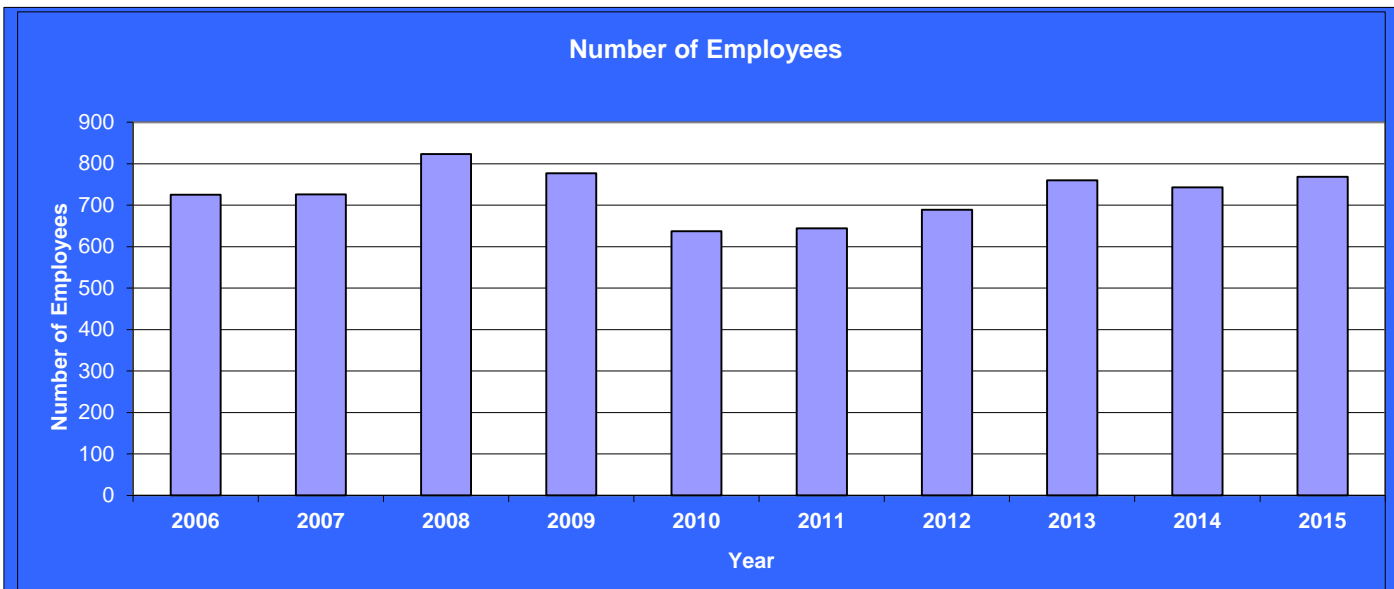
Lane Miles										
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Total Lane Miles	319	365	618	669	685	744	744	744	744	744

Note----Lane miles are recorded during the year proportionate to the number of months they were operational.

Full-time Equivalent Employees										
Function	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Administration	9	9	9	6	4	6	7	3	2	2
Board	0	0	0	1	1	1	2	1	1	1
Operations	0	0	0	2	3	3	1	3	5	5
Strategic & Innovative Solutions	0	0	0	0	0	0	0	9	6	3
Finance	5	6	6	10	22	24	23	25	19	23
Business Diversity	1	1	3	5	5	5	5	5	5	5
Communications	8	9	12	15	15	15	14	15	14	15
Internal Audit	0	0	2	5	6	5	8	8	7	7
Human Resources	12	12	13	14	12	12	11	13	12	11
Legal Services	3	3	3	3	5	6	5	5	5	5
System & Incident Management	26	25	51	57	73	79	84	91	94	98
Accounting	7	5	8	7	0	0	0	0	0	0
Information Technology	19	20	32	47	61	64	71	77	76	78
Vault	30	28	23	19	2	0	0	0	0	0
Audit - Revenue Reconciliation	5	7	6	5	0	0	0	0	0	0
Procurement Services	6	6	10	12	11	11	11	11	9	10
Government Affairs	1	1	3	3	3	2	3	3	3	1
Toll Collection	416	386	321	162	4	0	0	0	0	0
Maintenance	68	81	178	162	163	160	181	195	167	160
Customer Service Center	98	115	133	228	232	236	248	279	298	325
Project Delivery	11	9	6	9	10	10	11	13	16	16
Project Evaluation	0	3	4	0	0	0	0	0	0	0
Cash and Debt Management	0	0	0	5	5	5	4	4	4	3
Total	725	726	823	777	637	644	689	760	743	768

Note 1----Project Evaluation is now Cash and Debt Management.

Note 2----During 2010, Accounting and Audit Revenue merged with Finance.



CONTINUING FINANCIAL DISCLOSURE SCHEDULES

(Unaudited)

The Continuing Financial Disclosure Schedules present various financial data in support of the Management's Discussion and Analysis and Financial Statements in the Financial Section of the Comprehensive Annual Financial Report for the fiscal year ended December 31, 2015.

NORTH TEXAS TOLLWAY SYSTEM
(An Enterprise Fund of the North Texas Tollway Authority)
 Consolidating Schedule for Capital Improvement Fund
 December 31, 2015
(Unaudited)

Schedule 2

Assets	<u>Consolidated Capital Improvement Fund</u>	<u>Capital Improvement Fund</u>	<u>Feasibility Study Fund</u>
Current assets:			
Cash and cash equivalents (note 3)	\$ (632,077)	\$ (454,460)	\$ (177,617)
Investments (note 3)	233,038,762	233,038,762	-
Accrued interest receivable	492,436	492,436	-
Interfund receivable	373,394,771	355,191,386	18,203,385
Interproject/agency receivables (Note 4)	<u>71,367</u>	<u>71,367</u>	<u>-</u>
Total current unrestricted assets	<u>606,365,259</u>	<u>588,339,491</u>	<u>18,025,768</u>
Current restricted assets:			
Restricted assets:			
Restricted for debt service:			
Investments (notes 3 and 5)	<u>18,972,622</u>	<u>18,972,622</u>	<u>-</u>
Total current restricted assets	<u>18,972,622</u>	<u>18,972,622</u>	<u>-</u>
Total current assets	<u>625,337,881</u>	<u>607,312,113</u>	<u>18,025,768</u>
Noncurrent assets:			
Investments restricted for debt service (note 3)	42,925,218	42,925,218	-
Unavailable feasibility study costs	63,585,906	-	63,585,906
Depreciable assets (net) (note 4)	<u>(1,710,599)</u>	<u>(1,710,599)</u>	<u>-</u>
Total noncurrent assets	<u>104,800,525</u>	<u>41,214,619</u>	<u>63,585,906</u>
Total assets	<u>730,138,406</u>	<u>648,526,732</u>	<u>81,611,674</u>
Liabilities			
Current liabilities:			
Accounts and retainage payable	2,664,441	1,818,109	846,332
Accrued liabilities	12,206,174	11,870,968	335,206
Interfund payable	289,266,137	(5,926,805)	295,192,942
Interagency payable	<u>160,534</u>	<u>160,534</u>	<u>-</u>
Total current unrestricted liabilities	<u>304,297,286</u>	<u>7,922,806</u>	<u>296,374,480</u>
Payable from restricted assets:			
Debt service-related payables:			
Accrued interest payable	<u>13,748,333</u>	<u>13,748,333</u>	<u>-</u>
Total current liabilities payable from restricted assets	<u>13,748,333</u>	<u>13,748,333</u>	<u>-</u>
Total current liabilities	<u>318,045,619</u>	<u>21,671,139</u>	<u>296,374,480</u>
Noncurrent liabilities:			
Dallas North Tollway System revenue bonds payable, net of unamortized net deferred amount on refundings of \$0 and bond discount (premium) costs of \$282,835 (note 5)	<u>400,000,000</u>	<u>400,000,000</u>	<u>-</u>
Total noncurrent liabilities	<u>400,000,000</u>	<u>400,000,000</u>	<u>-</u>
Total liabilities	<u>718,045,619</u>	<u>421,671,139</u>	<u>296,374,480</u>
Net Position			
Net investment in capital assets	(214,762,806)	-	(214,762,806)
Restricted for:			
Debt service	7,750,000	7,750,000	-
Unrestricted	219,105,593	219,105,593	-
Total net position	<u>\$ 12,092,787</u>	<u>\$ 226,855,593</u>	<u>\$ (214,762,806)</u>

See accompanying independent auditors' report.

NORTH TEXAS TOLLWAY SYSTEM

Schedule 3

(An Enterprise Fund of the North Texas Tollway Authority)

Schedule of Budget and Actual Revenues and Expenses on Trust Agreement Basis

Year ended December 31, 2015

(Unaudited)

	<u>Budget</u>	<u>Actual</u>	<u>Variance Over (Under)</u>
Revenues:			
Toll revenues	\$ 588,534,400	\$ 617,488,044	\$ 28,953,644
Interest income	6,534,497	7,606,661	1,072,164
Other revenue	<u>13,299,133</u>	<u>25,413,022</u>	<u>12,113,889</u>
Gross revenues	<u>608,368,030</u>	<u>650,507,727</u>	<u>42,139,697</u>
Operating expenses:			
Administration:			
Administration	524,230	376,749	(147,481)
Board	126,061	114,371	(11,690)
Finance	12,023,587	12,689,515	(3,334,072)
Human resources	1,504,881	1,283,348	(221,533)
Internal audit	880,813	659,105	(221,708)
Legal	2,397,762	1,978,240	(419,522)
Public Affairs	3,200,967	3,146,518	(54,449)
Strategy and innovation	<u>889,961</u>	<u>611,476</u>	<u>(278,485)</u>
Total administration	<u>25,548,262</u>	<u>20,859,322</u>	<u>(4,688,940)</u>
Operations:			
Customer service center	59,151,335	57,443,276	(1,708,059)
Information technologies	16,367,132	15,556,089	(811,043)
Maintenance	25,075,562	23,019,925	(2,055,637)
Operations	562,462	586,125	23,663
Project delivery	310,774	798,993	488,219
System & incident management	<u>10,497,993</u>	<u>9,843,625</u>	<u>(654,368)</u>
Total operations	<u>111,965,258</u>	<u>107,248,033</u>	<u>(4,717,225)</u>
Total operating expenses	<u>137,513,520</u>	<u>128,107,355</u>	<u>(9,406,165)</u>
Net revenues available for debt service	\$ <u>470,854,510</u>	\$ <u>522,400,372</u>	\$ <u>51,545,862</u>

See accompanying independent auditors' report.

NORTH TEXAS TOLLWAY SYSTEM
(An Enterprise Fund of the North Texas Tollway Authority)

Schedule of Changes in Net Position by Trust Account

December 31, 2015

(Unaudited)

	Total	Non-Major Enterprise Fund	North Texas Tollway System	Construction and property account	Revenue account
Net positions, beginning of year restated	\$ (666,155,009)	\$ 21,693,555	\$ (687,848,564)	\$ (1,287,946,192)	\$ (156,951,036)
Gross revenues	667,815,084	17,307,357	650,507,727	-	642,888,929
Payments from other governments	5,074,087	-	5,074,087	450,550	-
Net increase (decrease) in the fair value of investments	(1,019,388)	-	(1,019,388)	(70,042)	(29,805)
Interest earned on investments	421,910	-	421,910	421,910	-
Gain (loss) on sale of investments	51,843	-	51,843	(5,860)	1,441
Administration and operations expenses	(141,783,025)	(13,675,670)	(128,107,355)	-	-
Depreciation on property and equipment	(6,889,660)	-	(6,889,660)	(6,889,660)	-
Bond interest expense	(417,678,947)	-	(417,678,947)	-	-
BAB's Subsidy	26,935,120	-	26,935,120	-	-
Other nonoperating costs	(581,342)	-	(581,342)	(148,417)	-
Bond discount/premium amortization	14,914,793	-	14,914,793	14,631,958	-
Bond issuance cost amortization	(12,125,235)	-	(12,125,235)	(12,125,235)	-
Loss on disposal of assets	(13,309,293)	-	(13,309,293)	(13,309,293)	-
Interest on loan	(5,618,961)	-	(5,618,961)	(5,618,961)	-
Amortization of deferred amount on refunding (note 5)	(12,471,595)	-	(12,471,595)	(12,471,595)	-
Unallocated infrastructure depreciation	(65,385,114)	-	(65,385,114)	(65,385,114)	-
Construction improvement account expenses	(1,809,619)	-	(1,809,619)	(1,809,619)	-
Reserve maintenance account expenses	(12,041,778)	-	(12,041,778)	-	-
Consolidated capital improvement fund expenses	(31,318,168)	-	(31,318,168)	52,412,920	-
Net revenues	(6,819,288)	3,631,687	(10,450,976)	(49,916,458)	642,860,565
Interfund transactions:					
Distribution from revenue fund	-	-	-	-	(278,033,299)
Operating transfers (other funds)	-	-	-	(4,721,782)	(359,650,571)
Net changes during the year	(6,819,288)	3,631,687	(10,450,975)	(54,638,240)	5,176,695
Net positions, end of year	\$ (672,974,297)	\$ 25,325,242	\$ (698,299,539)	\$ (1,342,584,432)	\$ (151,774,341)

See accompanying independent auditors' report.

Operation and maintenance account	Reserve maintenance account	Consolidated Capital Improvement Fund	Debt service accounts		
			Bond interest account	Reserve account	Redemption account
\$ 22,835,658	\$ 29,262,040	\$ (38,647,995)	\$ 355,309,389	\$ 422,930,261	\$ (34,640,689)
694,390	134,928	908,795	3,645	5,877,040	-
-	-	4,623,537	-	-	-
-	(110,434)	173,105	-	(982,212)	-
-	-	-	-	-	-
-	(11,340)	-	-	67,602	-
(128,107,355)	-	-	-	-	-
-	-	-	-	-	-
-	-	(32,996,000)	(384,682,947)	-	-
-	-	-	26,935,120	-	-
-	-	(432,925)	-	-	-
-	-	282,835	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	(12,041,778)	-	-	-	-
-	-	(83,731,088)	-	-	-
(127,412,965)	(12,028,624)	(111,171,741)	(357,744,182)	4,962,430	-
113,033,299	-	165,000,000	-	-	-
27,447,305	(2,452,706)	(3,087,477)	343,959,003	(8,852,097)	7,358,325
13,067,639	(14,481,330)	50,740,782	(13,785,179)	(3,889,667)	7,358,325
\$ 35,903,297	\$ 14,780,710	\$ 12,092,787	\$ 341,524,210	\$ 419,040,594	\$ (27,282,364)

NORTH TEXAS TOLLWAY SYSTEM
(An Enterprise Fund of the North Texas Tollway Authority)
Schedule of Cash Receipts and Disbursements by Trust Account
Year ended December 31, 2015
(Unaudited)

	Total (memorandum only)	Non-Major Enterprise Fund	North Texas Tollway System	Construction and property account	Revenue account
Balance of cash, December 31, 2014	\$ 18,506,735	\$ 174,124	\$ 18,332,611	\$ (20,295)	\$ 4,613,851
Receipts:					
Toll revenues	67,784,702	-	67,784,702	-	67,784,702
Enterprise IOP Revenue	39,208,031	11,820,785	27,387,246	-	27,387,246
2010 BAB's rebate	8,991,077	-	8,991,077	-	-
Investments	207,651,848	561,857	207,089,990	364,781	45,118
Earnings received from investments	2,536,833	14,534	2,522,299	160,563	475,467
Gain/loss from sale of investments	1,682,090	-	1,682,090	2,885	-
Prepaid customers' accounts	816,562,317	-	816,562,317	-	816,562,317
Miscellaneous revenue	9,173,157	-	9,173,157	603,183	1,133,749
	<u>1,153,590,052</u>	<u>12,397,176</u>	<u>1,141,192,877</u>	<u>1,131,412</u>	<u>913,388,599</u>
Disbursements:					
SWAP Payment	(3,114,145)	-	(3,114,145)	-	-
Interest on bonded debt	(334,770,106)	-	(334,770,106)	-	(148,795,160)
Investments	(237,170,420)	-	(237,170,420)	-	-
Operating expenses	(440,425,980)	(28,068,020)	(412,357,960)	-	(306,244,252)
Reserve maintenance fund expenses	(14,656,302)	-	(14,656,302)	-	-
Capital improvement fund expenses	(85,088,636)	-	(85,088,636)	-	-
Deferred study cost	(1,398,983)	-	(1,398,983)	-	-
Capitalized costs	(3,903,831)	-	(3,903,831)	(3,903,831)	-
	<u>(1,120,528,402)</u>	<u>(28,068,020)</u>	<u>(1,092,460,382)</u>	<u>(3,903,831)</u>	<u>(455,039,412)</u>
Interfund and interproject transactions:					
Distribution from revenue fund	-	-	-	-	(278,032,696)
Other interfund transactions – net	(23,375,432)	18,236,509	(41,611,941)	2,792,714	(181,124,990)
	<u>(23,375,432)</u>	<u>18,236,509</u>	<u>(41,611,941)</u>	<u>2,792,714</u>	<u>(459,157,686)</u>
Receipts over (under) disbursements and interfund and interproject transactions for the year ended December 31, 2015	9,686,218	2,565,665	7,120,553	20,295	(808,499)
Balance of cash, December 31, 2015	\$ 28,192,953	\$ 2,739,789	\$ 25,453,164	\$ -	\$ 3,805,352

See accompanying independent auditors' report.

Operation and maintenance account	Reserve maintenance account	Consolidated Capital Improvement account	Debt service accounts		
			Bond interest account	Reserve account	Redemption account
\$ 14,293,975	\$ (166,251)	\$ (388,669)	\$ -	\$ -	\$ -
-	-	-	-	-	-
-	-	-	8,991,077	-	-
-	-	206,680,091	-	-	-
-	-	-	2,898	1,883,371	-
-	-	-	-	1,679,205	-
-	-	-	-	-	-
1,380,564	-	6,055,660	-	-	-
<u>1,380,564</u>	<u>-</u>	<u>212,735,751</u>	<u>8,993,975</u>	<u>3,562,576</u>	<u>-</u>
-	-	-	(3,114,145)	-	-
-	-	-	(185,974,946)	-	-
-	(18,142)	(231,491,788)	-	(5,660,490)	-
(106,113,708)	-	-	-	-	-
-	(14,656,302)	-	-	-	-
-	-	(85,088,636)	-	-	-
-	-	(1,398,983)	-	-	-
-	-	-	-	-	-
<u>(106,113,708)</u>	<u>(14,674,444)</u>	<u>(317,979,407)</u>	<u>(189,089,091)</u>	<u>(5,660,490)</u>	<u>-</u>
113,032,696	-	165,000,000	-	-	-
-	14,527,057	(59,999,752)	180,095,116	2,097,914	-
<u>113,032,696</u>	<u>14,527,057</u>	<u>105,000,248</u>	<u>180,095,116</u>	<u>2,097,914</u>	<u>-</u>
8,299,552	(147,387)	(243,408)	-	-	-
<u>\$ 22,593,527</u>	<u>\$ (313,638)</u>	<u>\$ (632,077)</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

NORTH TEXAS TOLLWAY SYSTEM
(An Enterprise Fund of the North Texas Tollway Authority)
Schedule of Toll Revenue and Traffic Analysis
Year Ended December 31, 2015
(Unaudited)

Schedule 6

Toll revenue (*):	
AVI	\$ 534,088,985
ZipCash	150,168,553
Less bad debt expense	(66,769,494)
Total	<u>\$ 617,488,044</u>
Vehicle transactions (*):	
Two-axle vehicle transactions	659,703,031
Multi-axle vehicle transactions	16,781,748
Nonrevenue vehicle transactions	2,635,596
Total	<u>679,120,375</u>
Toll revenue – average per day (*):	
AVI	\$ 1,463,257
Zipcash	228,491
Average	<u>\$ 1,691,748</u>
Vehicle transactions – average per day (*):	
Two-axle vehicle transactions	1,807,406
Multi-axle vehicle transactions	45,977
Nonrevenue vehicle transactions	7,221
Average	<u>1,860,604</u>

(*) System only, excludes Non-Trust Agreement Enterprise Fund

See accompanying independent auditors' report.

NORTH TEXAS TOLLWAY SYSTEM
 (An Enterprise Fund of the North Texas Tollway Authority)
 Schedule of Toll Rates
 As of December 31, 2015
 (Unaudited)

	Two-Axle Passenger Cars and Trucks		Three-Axle Vehicles and Vehicle Combinations		Four-Axle Vehicles and Vehicle Combinations		Five-Axle Vehicles and Vehicle Combinations		Six or More Axle Vehicles and Special Permits	
	TollTag	ZipCash	TollTag	ZipCash	TollTag	ZipCash	TollTag	ZipCash	TollTag	ZipCash
Dallas North Tollway										
Wycliff Main Lane Gantry (MLP1)	\$1.48	\$2.22	\$2.96	\$4.44	\$4.44	\$6.66	\$5.92	\$8.88	\$7.40	\$11.10
Mockingbird Lane (MOCLN)	\$1.08	\$1.62	\$2.16	\$3.24	\$3.24	\$4.86	\$4.32	\$6.48	\$5.40	\$8.10
Northwest Highway (NORHY)	\$0.73	\$1.10	\$1.46	\$2.20	\$2.20	\$3.30	\$2.92	\$4.40	\$3.65	\$5.50
Royal Lane (ROYLN)	\$0.39	\$0.63	\$0.78	\$1.26	\$1.26	\$1.89	\$1.56	\$2.52	\$1.95	\$3.15
Spring Valley Road (SPVRD)	\$0.26	\$0.50	\$0.52	\$1.00	\$1.00	\$1.50	\$1.04	\$2.00	\$1.30	\$2.50
Belt Line Road (BELRD)	\$0.34	\$0.58	\$0.68	\$1.16	\$1.16	\$1.74	\$1.36	\$2.32	\$1.70	\$2.90
Keller Springs Road (KESRD)	\$0.51	\$0.77	\$1.02	\$1.54	\$1.54	\$2.31	\$2.04	\$3.08	\$2.55	\$3.85
Trinity Mills Main Lane Gantry (MLP2)	\$1.06	\$1.59	\$2.12	\$3.18	\$3.18	\$4.77	\$4.24	\$6.36	\$5.30	\$7.95
Frankford Road (FRARD)	\$0.26	\$0.50	\$0.52	\$1.00	\$1.00	\$1.50	\$1.04	\$2.00	\$1.30	\$2.50
Park Boulevard (PARBD)	\$0.26	\$0.50	\$0.52	\$1.00	\$1.00	\$1.50	\$1.04	\$2.00	\$1.30	\$2.50
Parker Main Lane Gantry (MLP3)	\$0.95	\$1.43	\$1.90	\$2.86	\$2.86	\$4.29	\$3.80	\$5.72	\$4.75	\$7.15
Parker Road (PARRD)	\$0.56	\$0.84	\$1.12	\$1.68	\$1.68	\$2.52	\$2.24	\$3.36	\$2.80	\$4.20
Spring Creek Parkway (SPCPY)	\$0.31	\$0.55	\$0.62	\$1.10	\$1.10	\$1.65	\$1.24	\$2.20	\$1.55	\$2.75
Legacy Drive (LEGDR)	\$0.26	\$0.50	\$0.52	\$1.00	\$1.00	\$1.50	\$1.04	\$2.00	\$1.30	\$2.50
Headquarters Drive (HEADR)	\$0.26	\$0.50	\$0.52	\$1.00	\$1.00	\$1.50	\$1.04	\$2.00	\$1.30	\$2.50
Gaylor Parkway (GAYPY)	\$0.26	\$0.50	\$0.52	\$1.00	\$1.00	\$1.50	\$1.04	\$2.00	\$1.30	\$2.50
Lebanon Road (LEBRD)	\$0.38	\$0.62	\$0.76	\$1.24	\$1.24	\$1.86	\$1.52	\$2.48	\$1.90	\$3.10
Stone Brook Parkway (STOPY)	\$0.49	\$0.74	\$0.98	\$1.48	\$1.48	\$2.22	\$1.96	\$2.96	\$2.45	\$3.70
Main Street (MAIST)	\$0.80	\$1.20	\$1.60	\$2.40	\$2.40	\$3.60	\$3.20	\$4.80	\$4.00	\$6.00
Eldorado Main Lane Gantry (MLP4)	\$1.66	\$2.49	\$3.32	\$4.98	\$4.98	\$7.47	\$6.64	\$9.96	\$8.30	\$12.45
Eldorado Parkway (ELDPY)	\$0.60	\$0.90	\$1.20	\$1.80	\$1.80	\$2.70	\$2.40	\$3.60	\$3.00	\$4.50
President George Bush Turnpike Eastern Extension (PGBT-EE)										
Miller Road (MLRRD)	\$0.43	\$0.67	\$0.86	\$1.34	\$1.29	\$2.01	\$1.72	\$2.68	\$2.15	\$3.35
Main Street (MAIST)	\$0.56	\$0.84	\$1.12	\$1.68	\$1.68	\$2.52	\$2.24	\$3.36	\$2.80	\$4.20
Merritt Road (MERRD)	\$0.90	\$1.35	\$1.80	\$2.70	\$2.70	\$4.05	\$3.60	\$5.40	\$4.50	\$6.75
Merritt Main Lane Gantry (MLG5)	\$1.70	\$2.55	\$3.40	\$5.10	\$5.10	\$7.65	\$6.80	\$10.20	\$8.50	\$12.75
Miles Road (MILRD)	\$0.36	\$0.60	\$0.72	\$1.20	\$1.08	\$1.80	\$1.44	\$2.40	\$1.80	\$3.00
Firewheel Parkway (FIRPY)	\$0.26	\$0.50	\$0.52	\$1.00	\$0.78	\$1.50	\$1.04	\$2.00	\$1.30	\$2.50
Crist Road (CRIRD)	\$0.26	\$0.50	\$0.52	\$1.00	\$0.78	\$1.50	\$1.04	\$2.00	\$1.30	\$2.50
President George Bush Turnpike										
North Garland Avenue (GARRD)	\$0.30	\$0.54	\$0.60	\$1.08	\$0.90	\$1.62	\$1.20	\$2.16	\$1.50	\$2.70
Campbell Road (CAMRD)	\$0.48	\$0.72	\$0.96	\$1.44	\$1.44	\$2.16	\$1.92	\$2.88	\$2.40	\$3.60
East Renner Road (ERERD)	\$0.78	\$1.17	\$1.56	\$2.34	\$2.34	\$3.51	\$3.12	\$4.68	\$3.90	\$5.85
Shiloh Main Lane Gantry (MLP6)	\$1.17	\$1.76	\$2.34	\$3.52	\$3.51	\$5.28	\$4.68	\$7.04	\$5.85	\$8.80
Shiloh Road (SHIRD)	\$0.60	\$0.90	\$1.20	\$1.80	\$1.80	\$2.70	\$2.40	\$3.60	\$3.00	\$4.50
West Renner Road (WREERD)	\$0.40	\$0.64	\$0.80	\$1.28	\$1.20	\$1.92	\$1.60	\$2.56	\$2.00	\$3.20
Independence Parkway (INDPY)	\$0.40	\$0.64	\$0.80	\$1.28	\$1.20	\$1.92	\$1.60	\$2.56	\$2.00	\$3.20
Coit Road (COIRD)	\$0.61	\$0.92	\$1.22	\$1.84	\$1.83	\$2.76	\$2.44	\$3.68	\$3.05	\$4.60
Coit Main Lane Gantry (MLP7)	\$1.27	\$1.91	\$2.54	\$3.82	\$3.81	\$5.73	\$5.08	\$7.64	\$6.35	\$9.55
Preston Road (PRERD)	\$0.34	\$0.58	\$0.68	\$1.16	\$1.02	\$1.74	\$1.36	\$2.32	\$1.70	\$2.90
Midway Road (MIDRD)	\$0.26	\$0.50	\$0.52	\$1.00	\$0.78	\$1.50	\$1.04	\$2.00	\$1.30	\$2.50
Marsh Lane (MARLN)	\$0.34	\$0.58	\$0.68	\$1.16	\$1.02	\$1.74	\$1.36	\$2.32	\$1.70	\$2.90
Frankford Main Lane Gantry (MLP8)	\$1.18	\$1.77	\$2.36	\$3.54	\$3.54	\$5.31	\$4.72	\$7.08	\$5.90	\$8.85
Kelly Boulevard (KELBD)	\$0.62	\$0.93	\$1.24	\$1.86	\$1.86	\$2.79	\$2.48	\$3.72	\$3.10	\$4.65
Josey Lane (JOSLN)	\$0.41	\$0.65	\$0.82	\$1.30	\$1.23	\$1.95	\$1.64	\$2.60	\$2.05	\$3.25
Sandy Lake Main Lane Gantry (MLP9)	\$0.94	\$1.41	\$1.88	\$2.82	\$2.82	\$4.23	\$3.76	\$5.64	\$4.70	\$7.05
Belt Line - Luna Road (NBERD)	\$0.56	\$0.84	\$1.12	\$1.68	\$1.68	\$2.52	\$2.24	\$3.36	\$2.80	\$4.20
Royal Lane (ROYLN)	\$0.28	\$0.52	\$0.56	\$1.04	\$0.84	\$1.56	\$1.12	\$2.08	\$1.40	\$2.60
Belt Line Road (SBERD)	\$0.54	\$0.81	\$1.08	\$1.62	\$1.62	\$2.43	\$2.16	\$3.24	\$2.70	\$4.05
Belt Line Main Lane Gantry (MLP10)	\$0.54	\$0.81	\$1.08	\$1.62	\$1.62	\$2.43	\$2.16	\$3.24	\$2.70	\$4.05
Sam Rayburn Tollway										
Denton Tap Main Lane Gantry (MLG1)	\$0.56	\$0.84	\$1.12	\$1.68	\$1.68	\$2.52	\$2.24	\$3.36	\$2.80	\$4.20
MacArthur Blvd (MACBD)	\$0.26	\$0.50	\$0.52	\$1.00	\$0.78	\$1.50	\$1.04	\$2.00	\$1.30	\$2.50
Carrollton Parkway (CARPY)	\$0.26	\$0.50	\$0.52	\$1.00	\$0.78	\$1.50	\$1.04	\$2.00	\$1.30	\$2.50
Parker Road (PARRD)	\$0.37	\$0.61	\$0.74	\$1.22	\$1.11	\$1.83	\$1.48	\$2.44	\$1.85	\$3.05
Old Denton Road (OLDRD)	\$0.42	\$0.66	\$0.84	\$1.32	\$1.26	\$1.98	\$1.68	\$2.64	\$2.10	\$3.30
Standridge Drive - South (SSTDR)	\$0.64	\$0.96	\$1.28	\$1.92	\$1.92	\$2.88	\$2.56	\$3.84	\$3.20	\$4.80
Josey Lane - South (SJOLN)	\$0.78	\$1.17	\$1.56	\$2.34	\$2.34	\$3.51	\$3.12	\$4.68	\$3.90	\$5.85
Josey Main Lane Gantry (MLG2)	\$1.46	\$2.19	\$2.92	\$4.38	\$4.38	\$6.57	\$5.84	\$8.76	\$7.30	\$10.95
Standridge Drive - North (NSTDR)	\$0.82	\$1.23	\$1.64	\$2.46	\$2.46	\$3.69	\$3.28	\$4.92	\$4.10	\$6.15
Josey Lane - North (NJOLN)	\$0.68	\$1.02	\$1.36	\$2.04	\$2.04	\$3.06	\$2.72	\$4.08	\$3.40	\$5.10
Plano Parkway (PLAPY)	\$0.54	\$0.81	\$1.08	\$1.62	\$1.62	\$2.43	\$2.16	\$3.24	\$2.70	\$4.05
Spring Creek Parkway (SPCPY)	\$0.27	\$0.51	\$0.54	\$1.02	\$0.81	\$1.53	\$1.08	\$2.04	\$1.35	\$2.55
Preston Road (PRERD)	\$0.26	\$0.50	\$0.52	\$1.00	\$0.78	\$1.50	\$1.04	\$2.00	\$1.30	\$2.50
Hillcrest Road (HILRD)	\$0.27	\$0.51	\$0.54	\$1.02	\$0.81	\$1.53	\$1.08	\$2.04	\$1.35	\$2.55
Coit Road (COIRD)	\$0.59	\$0.89	\$1.18	\$1.78	\$1.77	\$2.67	\$2.36	\$3.56	\$2.95	\$4.45
Independence Parkway (INDPY)	\$0.78	\$1.17	\$1.56	\$2.34	\$2.34	\$3.51	\$3.12	\$4.68	\$3.90	\$5.85
Custer Road - South (CUSRD)	\$0.97	\$1.46	\$1.94	\$2.92	\$2.91	\$4.38	\$3.88	\$5.84	\$4.85	\$7.30
Custer Main Lane Gantry (MLG3)	\$2.02	\$3.03	\$4.04	\$6.06	\$6.06	\$9.09	\$8.08	\$12.12	\$10.10	\$15.15
Exchange Parkway (SALDR)	\$1.05	\$1.58	\$2.10	\$3.16	\$3.15	\$4.74	\$4.20	\$6.32	\$5.25	\$7.90
Alma Drive (NALDR)	\$0.77	\$1.16	\$1.54	\$2.32	\$2.31	\$3.48	\$3.08	\$4.64	\$3.85	\$5.80
Stacy Road (STARD)	\$0.60	\$0.90	\$1.20	\$1.80	\$1.80	\$2.70	\$2.40	\$3.60	\$3.00	\$4.50
Lake Forest Drive (LAFDR)	\$0.47	\$0.71	\$0.94	\$1.42	\$1.41	\$2.13	\$1.88	\$2.84	\$2.35	\$3.55
Hardin Boulevard (HARBD)	\$0.30	\$0.54	\$0.60	\$1.08	\$0.90	\$1.62	\$1.20	\$2.16	\$1.50	\$2.70
Addison Airport Toll Tunnel (AATT)										
Addison Airport Toll Tunnel (AATT)	\$0.59	\$0.89	\$1.18	\$1.78	\$1.77	\$2.67	\$2.36	\$3.56	\$2.95	\$4.45
Mountain Creek Lake Toll Bridge (MCLB)										
Mountain Creek Lake Toll Bridge (MCLB)	\$0.59	\$0.89	\$1.18	\$1.78	\$1.77	\$2.67	\$2.36	\$3.56	\$2.95	\$4.45
Lewisville Lake Toll Bridge (LLTB)										
Lewisville Lake Toll Bridge (LLTB)	\$1.18	\$1.77	\$2.36	\$3.54	\$3.54	\$5.31	\$4.72	\$7.08	\$5.90	\$8.85

Footnote: The Authority has converted all the facilities in the system to All Electronic Toll Collection (All ETC).
 Cash is no longer accepted on NTTA Facilities. Vehicles with no transponders will be billed through video tolling.
 Toll rates are 17.06 cents per mile effective July 1, 2015.

See accompanying independent auditors' report.

NORTH TEXAS TOLLWAY SYSTEM
(An Enterprise Fund of the North Texas Tollway Authority)
Schedule of Historical Traffic, Toll Revenues and Net Revenues
Year Ended December 31, 2015
(Unaudited)

Schedule 8

Historical Traffic and Toll Revenue

The table below sets forth the annual revenue vehicle transactions and gross toll revenue with respect to the Dallas North Tollway System for the ten calendar years 2006 through 2015:

<u>Year</u>	<u>Annual revenue vehicle transactions (unaudited)</u>	<u>Annual toll revenue</u>
2006	370,696,171	\$ 191,434,120
2007 (1)	383,481,098	202,675,564
2008 (2)	412,272,003	240,776,791
2009 (3)	455,546,197	290,404,547
2010 (4)	481,913,338	366,597,323
2011 (5)	513,454,344	402,569,534
2012	585,051,845	485,463,608
2013	610,129,737	525,458,723
2014	644,669,523	580,045,215
2015	676,484,779	617,488,044

- (1) Reflects the opening of DNT Phase 3 and toll rate increase in late September 2007.
- (2) Reflects the opening of Sam Rayburn Tollway (121 Tollway) in September 2008.
- (3) Reflects the opening of Lake Lewisville August 2009.
- (4) Four major direct connectors at SRT/US75 interchange were opened during 2010
- (5) PGBT EE mainlanes from SH 78 to IH 30 opened in December 2011

Historical Net Revenues

The table set forth below shows the Net Revenues for debt service (as defined by Trust Agreement) of the Dallas North Tollway System for the ten calendar years 2006 through 2015:

<u>Year</u>	<u>Toll revenue</u>	<u>Current expenses</u>	<u>Investment and other earnings</u>	<u>Net revenues</u>	<u>Coverage</u>
2006	\$ 191,434,120	\$ 61,421,158	\$ 18,259,576	\$ 148,272,538	1.98
2007	202,675,564	76,593,495	21,307,811	147,389,880	1.96
2008	240,776,791	80,668,732	20,958,496	181,066,555	1.60
2009	290,404,547	90,934,772	31,253,174	230,722,949	1.56
2010	366,597,323	95,709,839	30,086,350	300,973,835	1.61
2011	402,569,534	99,324,590	41,161,515	344,406,459	1.77
2012	485,463,608	151,466,804	28,832,506	362,829,310	1.47
2013	525,458,723	109,240,378	21,721,506	437,939,851	1.26
2014	580,045,215	115,465,976	28,170,791	492,750,030	1.41
2015	617,488,044	128,107,355	33,019,683	522,400,372	1.48

See accompanying independent auditors' report.

NORTH TEXAS TOLLWAY AUTHORITY
(An Enterprise Fund of the North Texas Tollway Authority)

Schedule 9

Schedule of Capitalized Costs by Project
As of December 31, 2015
(Unaudited)

	Cumulative Total Through December 31, 2015
Dallas North Tollway - 3711	
Preliminary costs	\$ 17,379,877
Right-of-way	49,485,647
Engineering	21,439,097
Administration	2,953,499
Buildings	5,580,003
Land	1,714,934
Roadways	150,043,598
Equipment	771,382
Accumulated Depreciation	<u>(1,467,542)</u>
Subtotal	247,900,495
Financing costs	<u>53,721,626</u>
Total capitalized costs – Dallas North Tollway	<u>301,622,121</u>
Dallas North Tollway Extension - 3712	
Preliminary costs	6,619,071
Right-of-way	8,557,830
Engineering	25,116,391
Administration	1,413,506
Roadways	211,325,099
Equipment	<u>35,684</u>
Subtotal	253,067,581
Financing costs	<u>(3,330,254)</u>
Total capitalized costs – Dallas North Tollway Extension	<u>249,737,327</u>
Addison Airport Toll Tunnel - 3741	
Preliminary costs	1,244,082
Right-of-way	617,278
Engineering	4,895,697
Administration	295,203
Roadways	<u>18,204,644</u>
Subtotal	25,256,904
Financing costs	<u>(1,351,007)</u>
Total capitalized cost – Addison Airport Toll Tunnel	<u>23,905,897</u>
President George Bush Turnpike - Segments I - IV - 3721	
Preliminary costs	18,040,104
Construction	44,445,235
Right-of-way	76,906,305
Engineering	114,239,012
Administration	25,252,891
Buildings	24,016,957
Land	5,578,821
Roadways	602,608,024
Equipment	62,178,874
Accumulated Depreciation on Buildings	(7,326,421)
Accumulated Depreciation on Equipment	<u>(40,309,650)</u>
Subtotal	925,630,152
Financing costs	<u>57,737,608</u>
Total capitalized cost – President George Bush Turnpike - Segments I - IV	<u>983,367,760</u>
President George Bush Turnpike - Segment V - 3723	
Preliminary costs	1,596,208
Right-of-way	16,459
Engineering	8,981,476
Administration	235,829
Roadways	<u>68,433,928</u>
Subtotal	79,263,900
Financing costs	<u>6,757,054</u>
Total capitalized cost – President George Bush Turnpike - Segment V	<u>86,020,954</u>
Dallas North Tollway Phase 3 - 3713	
Preliminary costs	5,118,815
Right-of-way	569,830
Engineering	33,282,998
Administration	2,690,662
Roadways	<u>221,237,505</u>
Subtotal	262,899,810
Financing costs	<u>(20,316,333)</u>
Total capitalized cost – Dallas North Tollway Phase 3	<u>242,583,477</u>
Lewisville Lake Toll Bridge - 3761	
Preliminary costs	9,876
Right-of-way	13,177
Engineering	14,360,183
Administration	249,620
Roadways	<u>99,165,049</u>
Subtotal	113,797,905
Financing costs	<u>310,255</u>
Total capitalized cost – Lewisville Lake Toll Bridge	<u>114,108,160</u>

(continued)

NORTH TEXAS TOLLWAY SYSTEM
(An Enterprise Fund of the North Texas Tollway Authority)
Schedule of Capitalized Costs by Project
As of December 31, 2015
(Unaudited)

Schedule 9

	Cumulative Total Through December 31, 2015
Sam Rayburn Tollway (121 Tollway) - 3751	
Preliminary costs	\$ 1,142,464
Right-of-way	15,103,568
Engineering	88,971,286
Administration	21,194,398
Roadways	505,167,793
Subtotal	631,579,509
Financing costs	131,919,146
Total capitalized cost – Sam Rayburn Tollway (121 Tollway)	763,498,655
President George Bush Turnpike - Eastern Extension - 3722	
Infrastructure (Other)	30,192
Right-of-way	104,963,086
Engineering	72,701,803
Administration	4,861,209
Roadways	385,033,260
Accumulated Depreciation Equipment	(1,088)
Subtotal	567,588,462
Financing costs	60,917,072
Total capitalized cost – President George Bush Turnpike - Eastern Extension	628,505,534
MCLB 1977 Construction Fund - 3731	
Preliminary Cost	483,970
Right-of-way	50,777
Engineering	616,968
Administration	379,132
Roadways	5,955,649
Subtotal	7,486,496
Financing costs	1,414,782
Total capitalized cost – MCLB 1977 Construction Fund	8,901,278
MCLB 1977 Construction Fund - 3731	
Preliminary Cost	483,970
Right-of-way	50,777
Engineering	616,968
Administration	379,132
Roadways	5,955,649
Subtotal	7,486,496
Financing costs	1,414,782
Total capitalized cost – MCLB 1977 Construction Fund	8,901,278
2009 A Revenue Bonds Fund - 3601	
Administration	14,601
Subtotal	14,601
Financing costs	2,550
Total capitalized cost - 2009 A Revenue Bonds	17,152
Dallas North Tollway PH 4B/5A Fund 3714	
Engineering	258,935
Total capitalized cost - Dallas North Tollway Ph 4B/5A	258,935
SH 161 Construction Fund 3771	
Engineering	(5,534)
Total capitalized cost - SH 161 Construction Fund	(5,534)
Totals by Category	
Infrastructure (Other)	30,192
Preliminary costs	51,634,468
Construction	44,445,235
Right-of-way	256,283,957
Engineering	384,858,309
Administration	59,540,551
Buildings	29,596,959
Land	7,293,755
Roadways	2,267,174,550
Equipment	62,985,938
Accumulated depreciation Equipment	(41,778,280)
Accumulated depreciation on Buildings	(7,326,421)
Subtotal	3,114,739,213
Financing costs	287,782,499
Total Capitalized Cost as of December 31, 2015	\$ 3,402,521,712

(concluded)

(1) Total capitalized cost includes bond discount/premiums, which have been capitalized in accordance with the Trust Agreement. These costs are netted against revenue bonds within the statement of net position.

See accompanying independent auditors' report.

NORTH TEXAS TOLLWAY SYSTEM
(An Enterprise Fund of the North Texas Tollway Authority)
Schedule of Deferred Study Costs - Feasibility Study Fund
Year ended December 31, 2015
(Unaudited)

Schedule 10

The table below sets forth the accumulated unavailable feasibility study costs, by project, through December 31, 2015 that have not been transferred out of the Feasibility Study Fund into a construction project.

Projects	Accumulated December 31, 2015
Trinity Tollway	\$ 374,328
SH 161 FSF (FREE)	133,015
Dallas North Tollway:	
380 Interchange	285,767
Extension Phase 4	3,738,152
Extension Phase 4B/5A	3,652,801
Phase 3	4,692
President George Bush Turnpike - East Branch	121,176
State Highway 360	6,619,280
Trinity Parkway	40,702,893
North Central Texas Council of Governments	848,892
State Highway 170 - Alliance Gateway	5,222,712
Capital Planning Model	364,329
Collin/Grayson Corridor	175,712
Future Bond Issue Planning	336,519
State Highway 183 Managed Lanes	901,486
Collin County Outer Loop	3,152
Denton County Corridor	7,857
Loop 9	32,649
IH35 E Managed Lanes	60,494
	\$ 63,585,906

See accompanying independent auditor's report





North Texas Tollway Authority • 5900 West Plano Parkway, Plano, Texas 75093 • www.NTTA.org