BACKGROUND

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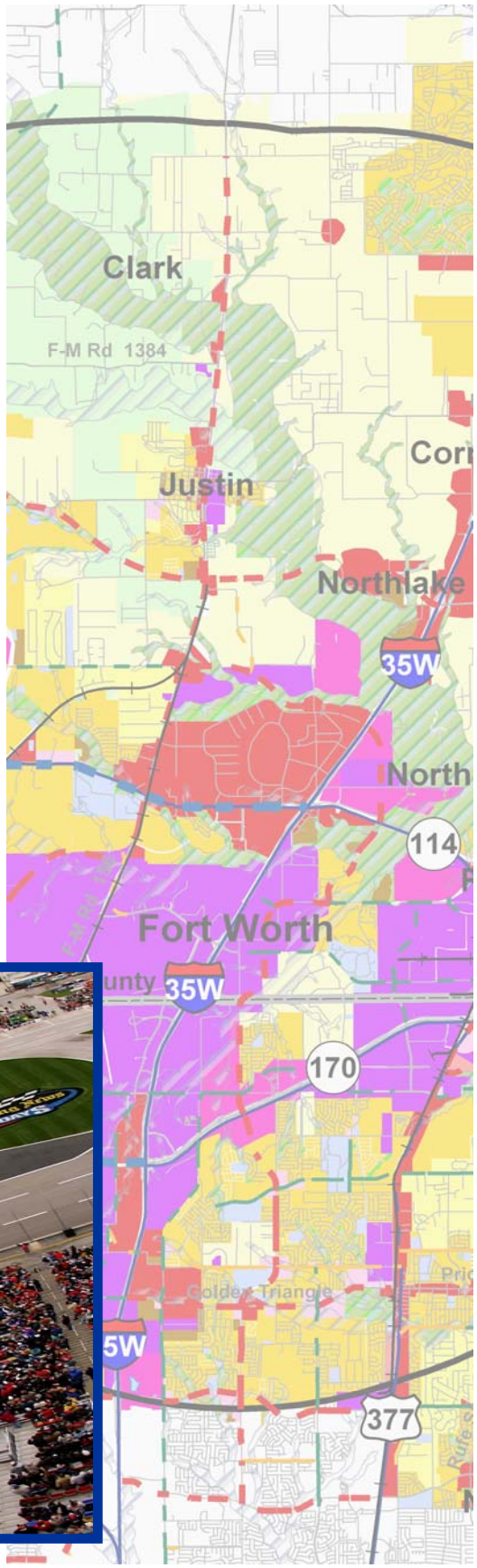
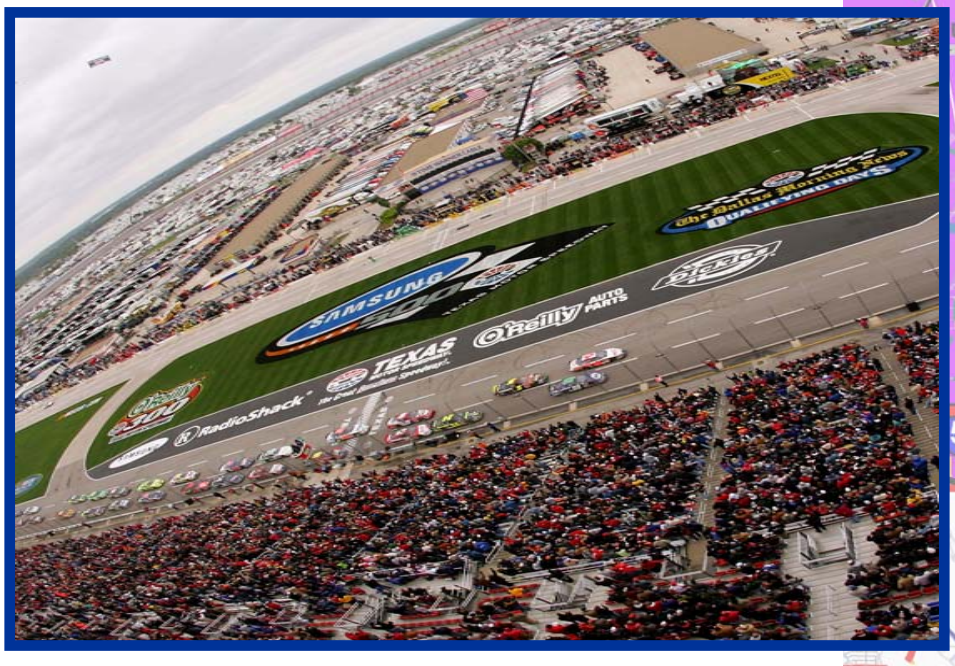




Growth and Development in the TMS Study Area

Fort Worth is the fastest growing large city in the United States and the 17th largest city overall with over 702,850 residents. The Far North sector of Fort Worth has been the fastest growing sector of the city over the last decade. Growth in this area has not been limited to Fort Worth, as many of the communities in northern Tarrant County and southern Denton County have experienced tremendous growth. The City of Roanoke's recent growth trend illustrates this point. The 1990 U.S. Census population figure for Roanoke was 1,616. The North Central Texas Council of Government's (NCTCOG) 2007 population estimate for Roanoke is 5,700, an increase of 352 percent. Texas Motor Speedway (TMS) is in the center of this rapidly developing area.

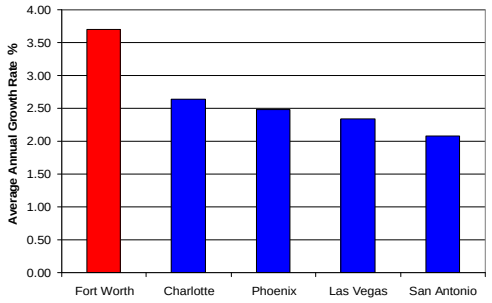


Figure 1.1 Fastest Growing Large Cities in the U.S. 2000-2008

In 1990, there were 36,993 people living within a six-mile radius of TMS. The U.S. Census counted 51,123 residents within the six-mile study radius by the year 2000. The NCTCOG estimated 109,016 residents were living within the six-mile radius by 2005, and projects that 153,139 people will reside within 6 miles of TMS by 2010. Rapid growth around TMS is expected to continue in part due to its central location between three major Metroplex growth centers: the City of Fort Worth to the south, the City of Denton to the north, and Dallas-Fort Worth International Airport to the southeast. The area is served by Interstate 35W, a designated primary interstate corridor, and is home to the Fort Worth Alliance Airport as well as the Burlington Northern Santa Fe Intermodal Facility.

Population Figures for TMS Master Plan Six-Mile Buffer Area				
	1990	2000	2005	2010
Tarrant County	19,230	23,833	57,584	78,154
Denton County	15,374	23,864	42,575	65,609
Wise County	399	1,426	6,852	7,366
Total	36,993	51,123	109,016	153,139

Sources: 1990 & 2000 census, North Central Texas Council of Governments.

Table 1.1 Population Figures for TMS Master Plan Area by County

Development of Texas Motor Speedway
The construction of TMS began in 1995 after the City of Fort Worth was selected by Speedway Motorsports Incorporated (SMI) as the location of a new speedway. The speedway is located on 1,500 acres of land at the northwest quadrant of I-35W and SH 114 in Denton County. The City of Fort Worth and the Town of Northlake executed a land swap for this property, with Fort Worth annexing the land after the exchange. The City of Fort Worth established a tax increment financing district (TIF District #2) to provide a mechanism for the purchase of TMS as a public improvement and to provide for the development of future public improvements within the District. The TIF provides $20 million for the purchase of the Speedway. The TIF district is scheduled to terminate in 2035, or earlier if all funding obligations are met.

Initial construction costs for the speedway totaled $150 million, with an additional $100 million of construction occurring after 1997. The inaugural Interstate Batteries 500 was the first race event at TMS in April 1997. Currently, the annual race schedule at TMS includes an Indy Racing League event, two NASCAR Sprint Cup Series races, two NASCAR Nationwide Series races, and a NASCAR Craftsman Truck Series Race. The races take place during three major race weekends each year.

Races and Attendance at TMS			
Race	Series	Average Attendance	Month
O'REILLY 300	NASCAR Nationwide	97,000	April
SAMSUNG 500	NASCAR Sprint Cup	190,000	April
SAM'S TOWN 400K	NASCAR Craftsman	51,000	June
BOMBARDIER LEARJET 550K	IndyCar	83,000	June
SILVERADO 350	NASCAR Craftsman	72,000	November
O'REILLY CHALLENGE	NASCAR Nationwide	94,000	November
DICKIES 500	NASCAR Sprint Cup	183,500	November

Table 1.2 Races and Attendance at TMS. Source: TMS; attendance figures from published sources.

AllianceTexas
Development of the Fort Worth Alliance Airport and the associated 17,000-acre AllianceTexas master planned development by the Hillwood Development Company has brought significant employment growth to northern Tarrant county and southern Denton County. Alliance Airport is a

Figure 1.2 Construction of the Texas Motor Speedway grandstands began in 1995.

Figure 1.3 Hillwood Development Company's AllianceTexas is over 17,000 acres.

Figure 1.4 The first race at TMS was in 1997.

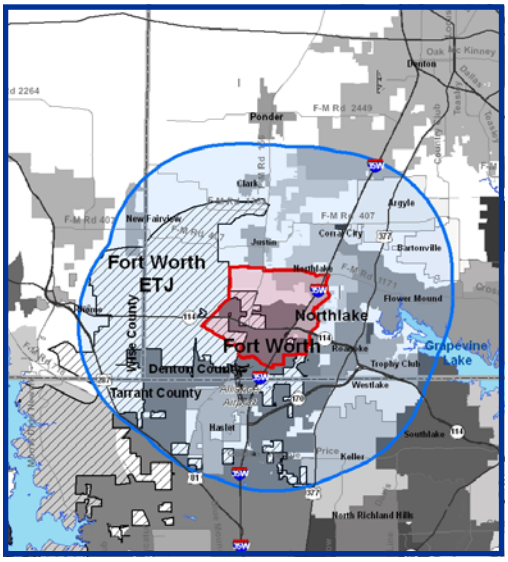


Figure 1.5 The TMS study area has seen tremendous growth since 1990.

cooperative public/private sector development between the City of Fort Worth, the Federal Aviation Administration, and Hillwood that began operations in 1990. Alliance was the world's first industrial-use-only airport.

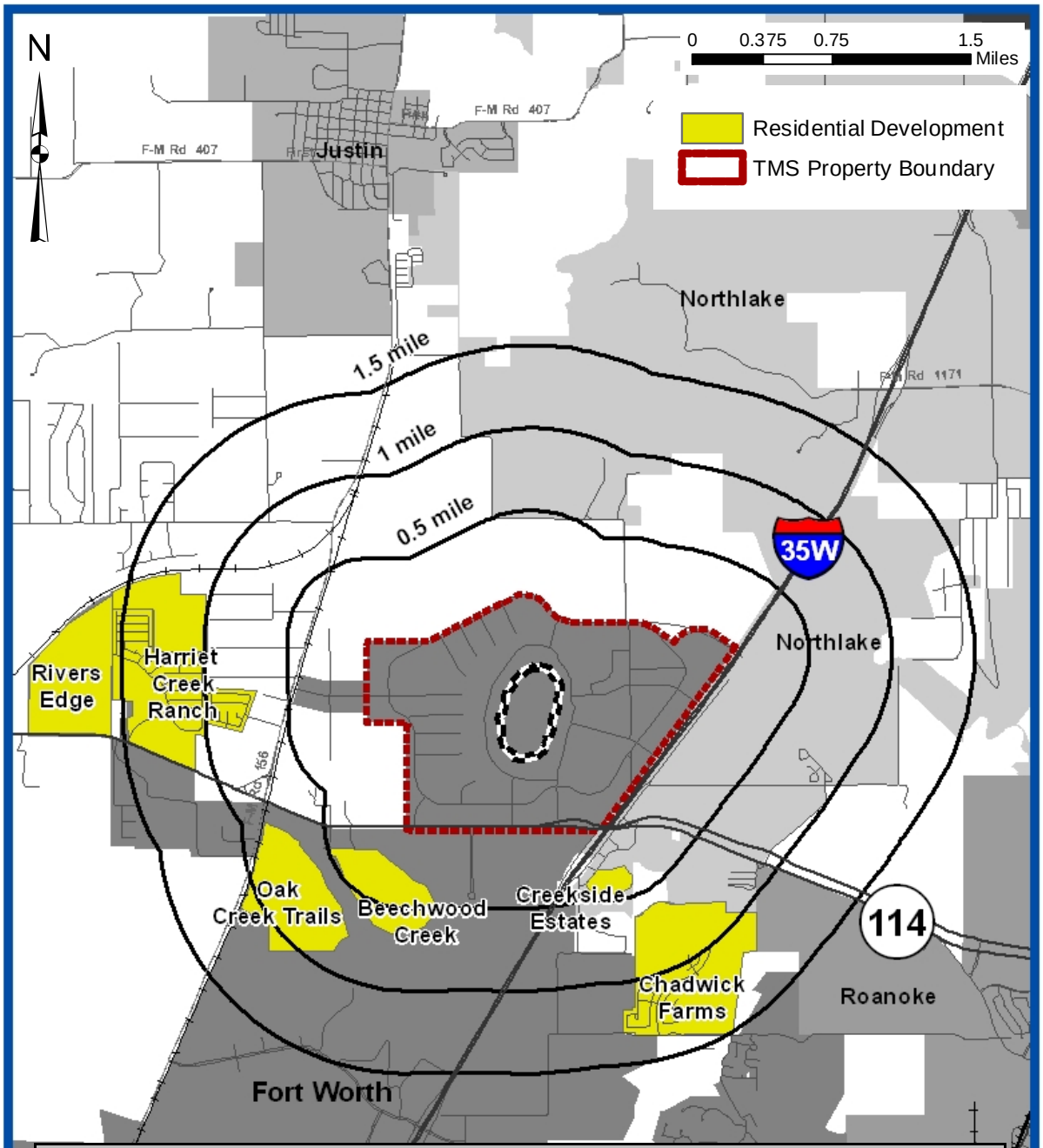
Between 1990 and 2006, the Alliance area generated over $537 million in property taxes for the cities of Fort Worth, Haslet, and Roanoke, the counties of Denton and Tarrant, and the Keller and Northwest Independent School Districts (2008 City of Fort Worth Comprehensive Plan). The total share going to the City of Fort Worth was approximately $102 million in property taxes, with $14.9 million received in 2006. Since 1990, approximately 28 million square feet of space has been developed at Alliance, with most owned and managed by Hillwood. The Alliance area houses more than 150 companies and, as of January 2007, created over 27,000 jobs. Much of the development is industrial space to capitalize on the proximity of Alliance Airport. Alliance is far from completion, with only 5,500 developed out of a total of 17,000 acres. At full build-out, the development is projected to house 88 million square feet of commercial space and employ 92,000 workers. Alliance Texas also has a residential component, with 6,200 single-family homes already built. Phase one of Monterra Village, the first multifamily development in Alliance, is also completed. Alliance Town Center, a major mixed-use project, broke ground in 2007. When completed, the town center is expected to house approximately 7,000 people in several different multifamily housing types.

Residential Development in the TMS area

Four single-family subdivisions have residential lots within one mile of the TMS facility (see Figure 1.6 on next page). These neighborhoods experience the most direct impacts from race events at TMS. As the first residential subdivisions in the area, they are not contiguous with each other and lack connectivity beyond access to SH 114 and FM 156. The four developments have a total of over 3,400 single-family lots with an estimated population at build out of 10,300 residents.

Harriet Creek Ranch

The Harriet Creek Ranch development was initially platted in 1999. Located on 394 acres west of Texas Motor Speedway, Harriet Creek Ranch is the closest subdivision to the speedway. At its closest point the subdivision is less then one-quarter mile from TMS property. Harriet Creek Ranch has collector streets that connect to both FM 156 and SH 114. The development has 1,415 single-family lots.



Recent Residential Development Near TMS				
Plat Name	**Acres**	**Single-family Homes**	**Estimated Population**	**City Plan Commission Approval Date**
BEECHWOOD CREEKS	119	529	1,587	01/26/2002
CHADWICK FARMS	336	783	2,349	11/21/2003
HARRIET CREEK RANCH	394	1,415	5,660	01/22/2003
OAK CREEK TRAILS	190	715	2,145	08/24/2005
TOTAL	1,039	3,442	10,326	

Figure 1.6 Residential development near TMS

Figure 1.7 The entrance to Beechwood Creek Estates with TMS in the distance.

Figure 1.8 Over 3,000 single family homes are within 2 miles of TMS.

Chadwick Farms
This development is located south of SH 114 and east of I-35W, approximately one-half mile from TMS property. Chadwick Farms is in both Fort Worth and Northlake's jurisdiction. Within Fort Worth, 783 single-family lots are platted on 336 acres. Multifamily and commercial uses are expected in the Northlake portion of the development. The neighborhood accesses SH 114 to the north and Litsey Road to the south.

Beechwood Creek Estates
Beechwood Creek Estates is a golf course community directly south of TMS. Begun in 2002, the 529 single-family lots occupy 119 acres surrounding the Marriott Hotel Golf Club. At its closest point, the subdivision is approximately one-quarter mile from TMS property and just over one mile from the center of the track infield. Beechwood Creek Estates' only ingress/egress is via SH 114.

Oak Creek Trails
The Oak Creek Trails subdivision received a preliminary plat in 2005 for 710 single-family lots. This 190-acre development is located directly west of Beechwood Creek Estates and connects to FM 156. TMS property is just over one-half mile from Oak Creek Trails and the center of the infield is just over 1.5 miles away.

Rivers Edge
The Rivers Edge development began construction in 2007 on 631 single-family homes located to the west of Harriet Creek Ranch. This 213-acre subdivision received its preliminary plat in 2004. At its closest point, Rivers Edge is just over one mile from TMS property and 2.5 miles from the center of the infield. Rivers Edge is accessed by SH 114.

Commercial Development

The study area has seen significant growth in population and employment over the last two decades, and much more is on the horizon. Most retail development has occurred to the east of TMS in the vicinity of the SH 114 intersection with SH 170 and US 377. Existing retail and service uses are also located adjacent to US 377 in the City of Keller. To meet the demand of the growing residential population, increased commercial development activity is anticipated in the TMS area.

Hillwood Retail Development
The Hillwood Development Company has recently started construction of Alliance Town Center, a mixed-use development including 1.3 million square feet of retail space, located at I-35W and Heritage Trace Parkway. Hillwood is also developing Lone Star Crossing, a 1.4 million square-foot destination retail site with Cabela's, located at the junction of I-35W and SH 170, as its anchor. In Westlake, Hillwood has a 1.3 million square foot power center planned for a site north of SH 170 and the 1.4 million square feet Circle T Ranch Mall, to be located east of the junction of SH 114 and SH 170.

Fine Line Diversified Development
Champions Circle is a 279-acre mixed-use development planned with retail, office, entertainment, and town center multi-family residential components. This plan for 2.4 million square feet of retail and office is located directly south of TMS at the junction of I-35W and SH 114.

Trophy Design and Development
The Speedway Town Center at Northlake is a 158-acre mixed-use development at the junction of I-35W and FM 1171. The plan includes 1.3 million square feet of retail, 500,000 square feet of office and 800,000 square feet of mixed-use development.

Master Planned Communities

Several proposed master planned communities near TMS will have a significant impact on the area. These projects are at various stages of the planning and development process, but all have residential and commercial components.

Inspiration Communities
The Aperion Company has two master planned communities near TMS. The Inspiration at Fort Worth development, a 3,100-acre project, is located two miles west of TMS adjacent to SH 114. The Aperion Company established the Tradition Municipal Utility District to provide water and sewer infrastructure to this project. Up to 9,700 residential single-family and multifamily units are planned to be built out over the next 20 years. A mixed-use village center is located near the entrance of the development adjacent to SH 114 and additional retail and office components are located throughout the development. Seven miles north of TMS along the I-35W corridor is the 3,500-acre Inspiration at Hunter's Ranch development in the City of Denton. This development has over 15,000 dwelling units with 481 acres of land zoned for retail, office and mixed-uses.

Figure 1.9 The Champions Circle development is located in the southwest quadrant of the I-35W/SH 114 interchange.

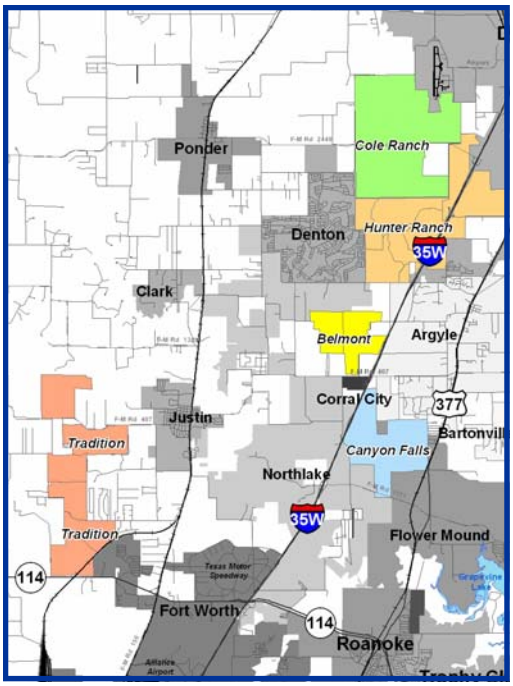


Figure 1.10 Proposed master planned communities near TMS.

Belmont
Hanover Property Company and Realty Capital are working on the Belmont development, which is located just west of I-35W, five miles north of TMS. Plans call for 3,200 single-family homes, 600 multifamily homes and 600,000 square feet of commercial development.

Canyon Falls
This McGinnis Real Estate project is located five miles from TMS. Canyon Falls is a 1,250-acre development located in the jurisdictions of Northlake, Argyle, and Flower Mound. Canyon Falls stretches from I-35W east to US 377, north of FM 1171. The development will have 2,400 single-family and multifamily homes, commercial, office, and mixed-use space.

Cole Ranch
The Stratford Company is developing Cole Ranch, a 3,400-acre project nine miles from of TMS, north of the Inspiration at Hunter's Ranch development. The development will have over 7,500 housing units and 450 acres of land for commercial and office uses. Cole Ranch is within the City of Denton.

Transportation Issues

As the population grows and the intensity of development increases within the study area, greater pressure will be applied to the current transportation network. Roadway improvements are necessary to relieve congestion and increase mobility in the study area. A key component of these improvements will be the North Tarrant Express project. This three billion dollar project, scheduled to begin in 2009, will add managed lanes to portions of I-35W, I-820 and SH 121/SH 183. The managed lanes on I-35W will be constructed from the junction of I-30, near downtown Fort Worth, to the junction of SH 170, near Alliance Airport. Other important TxDOT projects needed to handle growth in the study area include improvements to SH 170, SH 114, FM 156, FM 1171 and FM 407. Improvements to arterial roadways in the study area are also needed to relieve congestion, improve connectivity, and increase safety for motorists, bicyclists, and pedestrians.

Figure 1.11 The 35W Coalition is focused on improving the transportation network in North Fort Worth, particularly on capacity improvements for Interstate 35W.

35W Coalition
The 35W Coalition is a nonprofit membership organization that advocates for transportation improvements along the I-35W North Corridor. The coalition provides a unified voice in support of regional transportation and planning projects, including the North

Tarrant Express project and regional rail service, as well as advocating for design guidelines to foster quality development along I-35W.

Railroad Corridor Congestion

The study area is served by two heavily used, north-to-south rail corridors. The BNSF line runs through western Denton County before crossing SH 114 and entering into the BNSF intermodal facility to the west of Alliance Airport. The intermodal facility is a key component to the logistical capability of the Alliance Industrial Growth Center. The Union Pacific (UP) north-to-south corridor runs parallel to US 377 between the City of Denton and Fort Worth. Both rail corridors are heavily used for freight traffic due to the demand in the NAFTA corridor. Congestion occurs in part due to the delays at the Tower 55 at-grade rail crossing near downtown Fort Worth. Efforts are underway to alleviate delays at Tower 55, which is one of the busiest at-grade railroad crossings in the country.

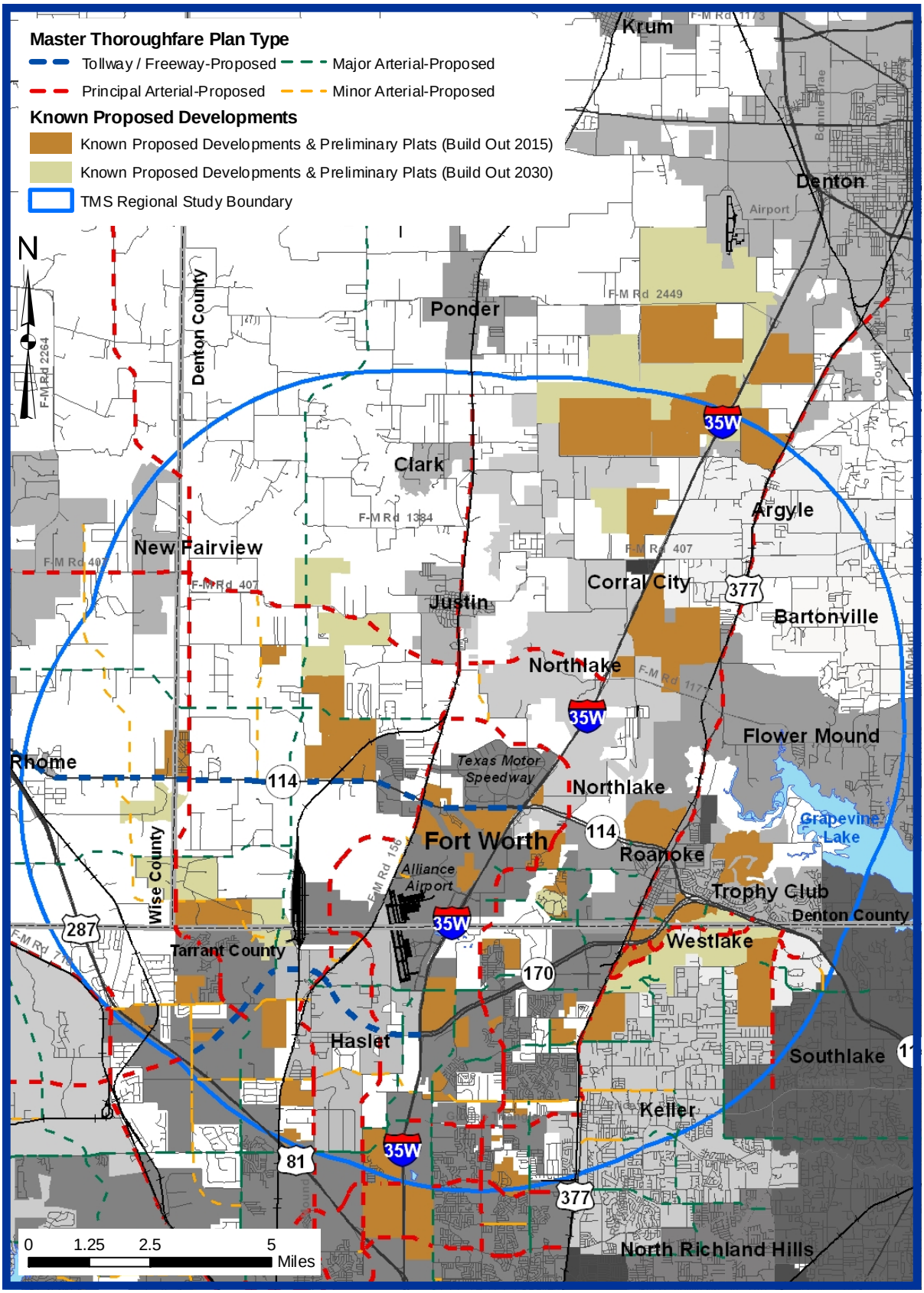


Figure 1.12 TMS study area Master Thoroughfare Plan and known proposed developments