

FEDERAL AND STATE LEGISLATIVE UPDATE

Regional Transportation Council

April 9, 2015



Amanda Wilson, AICP
North Central Texas Council of Governments

Federal Legislative Update

GROW AMERICA Act

- **Administration's \$478B, Six-year Surface Transportation Reauthorization Proposal**
- **Funded by Taxing Overseas Earnings of U.S. Companies**

TIGER Grant Funding Announced

- **Required Pre-Applications Due May 4, Final Applications Due June 5**
- **Send Letter of Support Requests to Rebekah Hernandez by May 15**
- **More Information at www.dot.gov/tiger**

Regional Transportation Council State Legislative Program

Legislation to Actively Pursue

- ✓ Identify Additional Transportation Revenue
- ? Retain Limited Authority for TxDOT to Enter into Public-Private Partnerships on Specific Projects
- ✓ Support Full Funding for the AirCheckTexas Program
- X High-Speed Rail

84th Texas Legislature

State Budget

HB 1 Passed House Floor

- **\$209.7B Two-Year Proposal**
- **Transportation Increase of \$1.6B**
- **LIRAP/LIP and TERP - Article VI Baseline Funding Approved, Article IX Contingency and Other Provisions Includes Additional \$81M Each**

Senate Finance Passed Committee Substitute for HB 1

- **\$211.3B Two-Year Proposal**
- **Transportation Increase of \$1.3B**
- **LIRAP/LIP and TERP Increase of \$81M Each**
- **Full Senate to Debate Next Week**

84th Texas Legislature

Bills of Interest

Transportation Revenue - Recent Actions

Sales and Use Tax for Transportation, Tax on Motor Vehicle Parts, Optional County Fee, Ending Diversions – Multiple Bills Pending

Motor Vehicle Sales Tax

- **SB 5, SJR 5 (Nichols)**
- **HB 1370 (Phillips)**

84th Texas Legislature

Bills of Interest

High-Speed Rail (HSR) - Recent Actions

Prohibiting a Rail Company From Exercising the Power of Eminent Domain for a HSR System

- SB 1601 (Kolkhorst)
- Passed Out of Committee 5-4

Prohibiting Issuance of Bonds for HSR Construction

- HB 3918 (Wray)
- Pending in House Investments and Financial Services Committee

84th Texas Legislature

Additional Bills of Interest

HB 1907 (Phillips) Proposes TxDOT Study of Red River Navigability for Commercial Purposes

- **Sent to House Transportation Subcommittee on Long-Term Infrastructure Planning, No Action**
- **Rider in HB 1 Article XI, Contingent on Passage of HB 1907, Would Appropriate \$2.5M**

RTC Workshop Overview

Create Better Balance Between Toll Finance and Pay-as-you-go Finance

Trade In Two Previously-approved CDAs for One New CDA Project

Use New Revenue Provided to RTC to Remove Peak Period Tolls for HOV 2+ Users of TxDOT/RTC Tolloed Managed Lanes in DFW

RTC Outreach to Legislators

**Legislators Need to Hear from Local Officials
About Impacts to the DFW Region**

Legislative Mapping Handout

**Friday Email to RTC Members on Next
Week's Committee Hearings**

Action Requested

**RTC Outreach to Legislators (Fill out
Legislative Mapping Form)**

**Approve Grand DFW Tolled Managed Lane
Compromise**

Contact Information

Amanda Wilson, AICP
Public Involvement Manager
awilson@nctcog.org
(817) 695-9284

Rebekah Hernandez
Communications Coordinator
rhernandez@nctcog.org
(817) 704-2545

www.nctcog.org/trans/legislative



The Metropolitan Transportation Plan for North Central Texas

Regional Transportation Council

Dan Lamers, P.E.

April 9, 2015

What is the Metropolitan Transportation Plan?



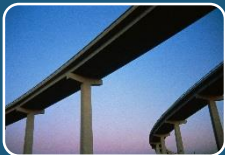
Represents a blueprint for the region's multimodal transportation system



Covers at least a 20-year timeframe



Responds to goals



Identifies policies, programs, and projects for continued development



Guides the expenditure of federal and state transportation funds

What is New for Mobility 2040?

Planning Horizon

2040

Demographics

3.7 million more
people
1.9 million more jobs

Financial Assumptions

Dependent on
legislative action and
RTC direction

Planning Requirements

Pending official
guidance on MAP-21 or
other legislative action

Policy Considerations

Numerous
(see next slide)

Recommendations

Dependent on
demographics,
financial assumptions,
planning requirements,
and policy
considerations

Policy Considerations

Capital investment
and maintenance
balance

Re-evaluation of
transit
recommendations

Re-evaluation of
priced facility
recommendations

Increasing role of
technology

“Last mile”
connections

Equity,
environment, and
economics balance

Demographic and
cultural shifts

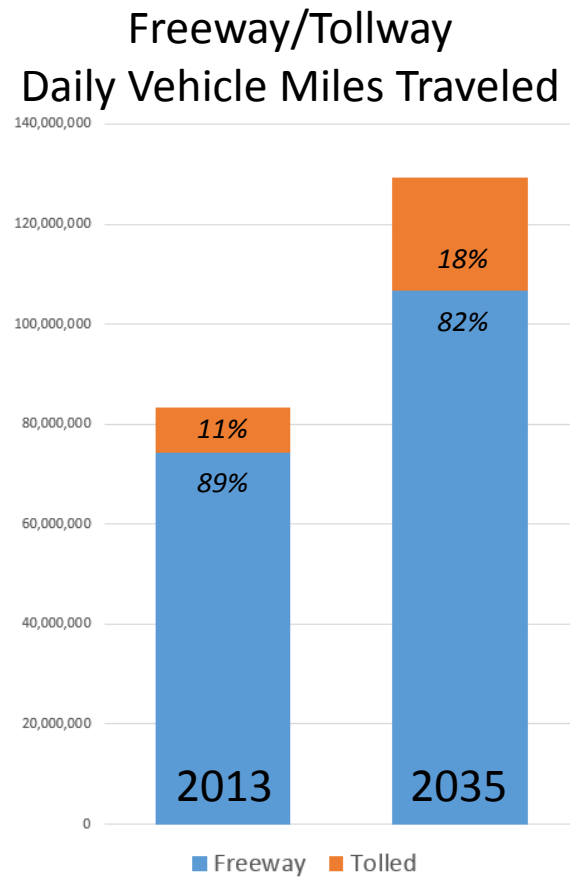
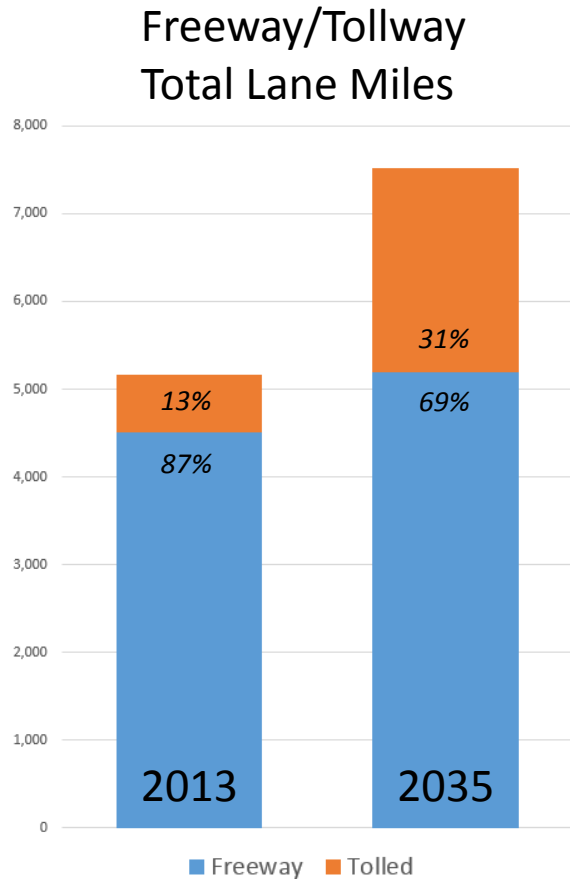
Infrastructure
resiliency

Comprehensive
view of corridor
evaluation

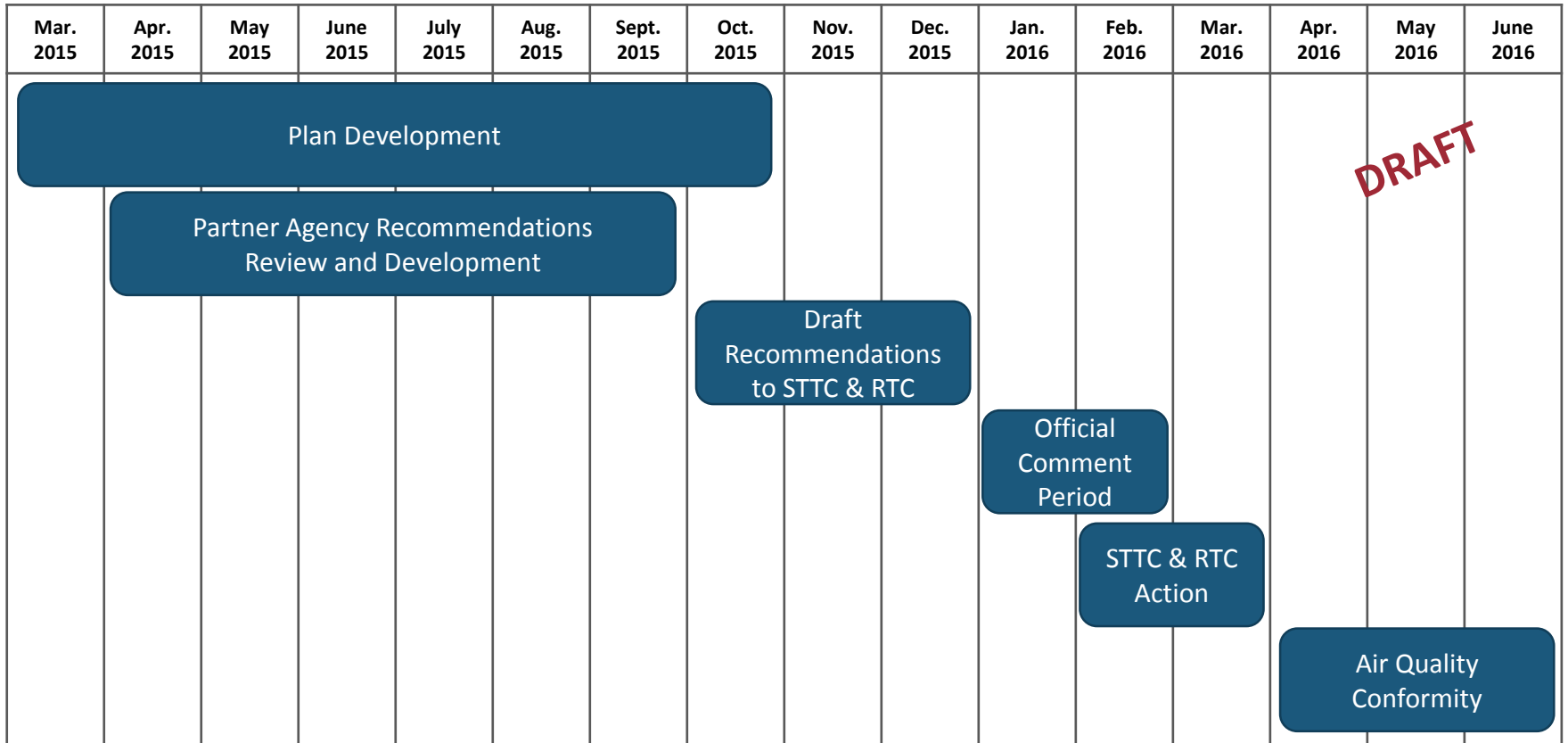
Example of Policy Consideration Impacts

- **Comprehensive Corridor Evaluation**
 - Identify comprehensive preservation options for existing and future corridors
 - Identify potential capacity options in corridors including parallel roadway and transit opportunities
- **Re-Evaluation of Priced Facility Recommendations**
 - Review regional balance between toll roads and free roads
 - Evaluate the need for new toll roads and managed lanes in light of new funding opportunities

Example of Policy Consideration Impacts



Schedule



Public involvement activities, STTC, and RTC briefings/workshops will be held throughout the plan development process.

Mobility 2040 Survey

MY COMMUNITY NEEDS BETTER...

- A. Places to walk or bike
- B. Train service
- C. Bus service
- D. Roads
- E. Options for living near work

TELL US at nctcog.org/survey2040.

TAKE our 6-question survey for a chance to win prizes!

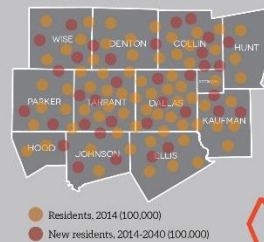
The North Central Texas Council of Governments coordinates with cities, counties, and partner agencies to plan transportation improvements for the 12-county Dallas-Fort Worth area. NCTCOG is seeking public input for the new long-term transportation plan for North Texas.



TRANSPORTATION CHOICES FOR OUR FUTURE

A GROWING Region

Regional Growth, 2014 - 2040



North Texas adds about 1 million people every decade. By 2040, 10.6 million people will call the region home.

More people means more jobs. North Texas will create an additional 1.9 million jobs by 2040.



All projections are preliminary and subject to further review and analysis.

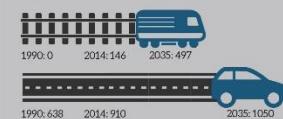
MEETING THE Challenge

As new people have moved here, we've built more roads and passenger rail.

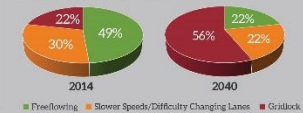
But, more people keep coming. We haven't been able to keep up.

Assuming 2035 plans are completed, trips on North Texas roads will take, on average, 70 percent longer in 2040.

Regional Rail & Highway Miles, 1990 - 2035



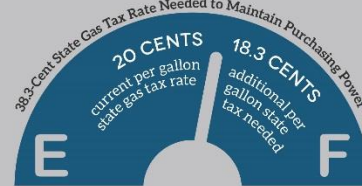
Roadway Congestion Levels



FUNDING ROAD Improvements

The gas tax is the biggest source of transportation funding. It's stayed the same since the 1990s, even though inflation and the price of gas have increased.

Tolls can help fund new roads. Without the tolls, many roads could not have been built. But, toll roads alone can't keep up with growth.



FINDING A WAY Forward

There's no way around traffic in the future, but we have choices. Our transportation system works to serve different travel needs.

How would these solutions affect your family's daily life?

- Maintain & improve existing roads
- Carpools & vanpools
- Work at home
- Car sharing
- Better connected neighborhoods
- Leaving for work before or after rush hour
- Ride buses
- Ride trains
- Bike & walk
- Improve traffic operations



To take the survey, visit: www.nctcog.org/survey2040

Contacts

To find out more about the Mobility 2040, visit us at:

www.nctcog.org/mobility2040

email questions or comments to: mobilityplan@nctcog.org

Dan Lamers, P.E.

Senior Program Manager

dlamers@nctcog.org

817-695-9263

Chad McKeown, AICP

Program Manager

cmckeown@nctcog.org

817-695-9134

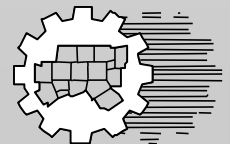
INNOVATIVE REVENUES/FINANCIAL BACKSTOP ANALYSIS: EXISTING PROJECTS AND COMMITMENTS

STATUS REPORT

Regional Transportation Council

April 9, 2015

Ken Kirkpatrick
Counsel for Transportation



CATEGORIES

Managed Lane/Revenue Share Projects

- No Risk

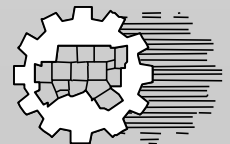
Loan/Funding Swap Initiatives

- Small-to-Moderate Risk

Financial Backstop Projects

- Low Risk

Total Sum ≈\$2 Billion



MANAGED LANE/REVENUE SHARE PROJECTS

Public Sector Owns Revenue

DFW Connector (≈\$350M over 40 Years)

IH 30 (≈\$240M over 20 Years)

IH 35E (TIFIA Loan, Corridor)

SH 183/SH 114/Loop 12 (TIFIA Loan)

Public Sector Shares Revenue

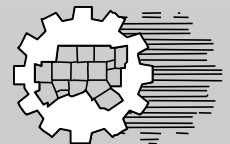
LBJ (Negligible, Y Connection)

NTE (Negligible)

PGBT Eastern Extension

20% Gross Revenue (≈\$365M through 2035)

1st \$124.7M Pays Back Dallas County



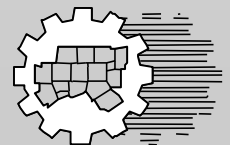
LOAN/FUNDING SWAP INITIATIVES

NTTA/TxDOT SIB Loan Buyout

- \$138.9M (Principal, Goes Back to Original Projects)
- ≈\$65M (Interest, Allocated to Contributing Entities)
- Timeframe: 2013-2029

Fort Worth/BNSF RTR Loan

- \$51.3M
- Timeframe: 2017-2021 (FAA Allocations)



LOAN/FUNDING SWAP INITIATIVES

(continued)

IH 35W \$30M Loan

- Original Source: SH 183 (\$20M)/Loop 9 (\$10M)
- Proposed Resolution Needs RTC Confirmation (May 2015)

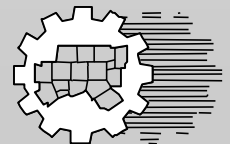
IH 30/FM 1171 "Pass-Through" Repayment

- Timeframe: 2014, 2017, 2020
- \$79.75M Committed, \$25.25M Not Committed

Trinity Parkway Engineering

- \$85M "Loan" (\$55M Unspent)
- Repaid by Project

LBJ Right-of-Way Loan (\$57M-Denton County) Repaid



FINANCIAL BACKSTOP PROJECTS

SH 360 (Green Oaks to US 287)

Financial Backstop

- Operations and Maintenance (\$466M)
- Project Loan (\$687M)
- Total: \$1.153B

Anticipated Project Revenues (2017-2052)

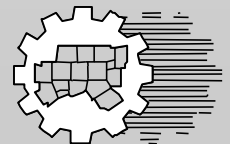
- TxDOT Estimate (\approx \$1.711B)
- NCTCOG Estimate (\approx \$1.364B)

Revenue Sharing (After 35 Years, or Loan Repaid)

- RTC/TxDOT 50%
- NTTA 50%

Risk: Low

- Operations and Maintenance Review
- Toll Rate Review



FINANCIAL BACKSTOP PROJECTS

(continued)

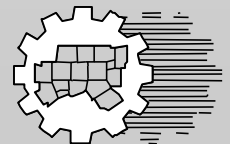
LBJ Repayment/Backstop: Complete

LBJ Repayment (\$89.44M)

- Timeframe: 2013-2014
- Committed to SH 183 Project and Already Completed

LBJ Backstop (\$100M)

- \$40M Allocated to IH 35E/IH 635 Interchange
- \$60M Available to Dallas County Projects



Near Term Managed Lane System Openings

Current Express/HOV + New Managed Lanes

-  Current Express/HOV Lanes
-  New TEXpress Managed Lanes
-  Transitional High - Occupancy Vehicle Lane
-  Major Roadways

Fort Worth CBD



Dallas CBD

