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
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 Appropriately $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 Tolled 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

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www.nctcog.org/trans/legislative
The Metropolitan Transportation Plan for North Central Texas

Regional Transportation Council

Dan Lamers, P.E.

April 9, 2015
<table>
<thead>
<tr>
<th>Feature</th>
<th>Description</th>
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<tbody>
<tr>
<td>Represents a blueprint for the region’s multimodal transportation system</td>
<td></td>
</tr>
<tr>
<td>Covers at least a 20-year timeframe</td>
<td></td>
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<tr>
<td>Responds to goals</td>
<td></td>
</tr>
<tr>
<td>Identifies policies, programs, and projects for continued development</td>
<td></td>
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<tr>
<td>Guides the expenditure of federal and state transportation funds</td>
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### What is New for Mobility 2040?

<table>
<thead>
<tr>
<th>Planning Horizon</th>
<th>Demographics</th>
<th>Financial Assumptions</th>
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</thead>
<tbody>
<tr>
<td>2040</td>
<td>3.7 million more people 1.9 million more jobs</td>
<td>Dependent on legislative action and RTC direction</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Planning Requirements</th>
<th>Policy Considerations</th>
<th>Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pending official guidance on MAP-21 or other legislative action</td>
<td>Numerous (see next slide)</td>
<td>Dependent on demographics, financial assumptions, planning requirements, and policy considerations</td>
</tr>
</tbody>
</table>
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

Freeway/Tollway Total Lane Miles

<table>
<thead>
<tr>
<th>Year</th>
<th>Freeway</th>
<th>Tollled</th>
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</thead>
<tbody>
<tr>
<td>2013</td>
<td>13%</td>
<td>87%</td>
</tr>
<tr>
<td>2035</td>
<td>31%</td>
<td>69%</td>
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</table>

Freeway/Tollway Daily Vehicle Miles Traveled

<table>
<thead>
<tr>
<th>Year</th>
<th>Freeway</th>
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</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>11%</td>
<td>89%</td>
</tr>
<tr>
<td>2035</td>
<td>18%</td>
<td>82%</td>
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</tbody>
</table>
Public involvement activities, STTC, and RTC briefings/workshops will be held throughout the plan development process.
Mobility 2040 Survey

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

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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 $\approx 2$ 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)
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 (≈$1.711B)
- NCTCOG Estimate (≈$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

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