
Future of Transportation in DFW: Build When Prices are Low, Not High

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Michael Morris, P.E.
Director of Transportation



<http://www.nctcog.org/trans/presentations/index.asp>

Overview

Streamlined Project Delivery Team

The Finance Picture: Innovative Solutions

Creation of Locally Funded Revenue
Centers

Legislative Summary



Funding Opportunity: While Costs Are Lower

Streamlined Project Delivery Team

Regional projects have become increasingly more difficult to implement, due to:

More complicated projects

More stringent environmental policies

New public/private partnerships

RTC has authorized creation of “Streamlined Project Delivery Team” within NCTCOG Transportation Dept.

Purpose is to partner with transportation agencies to advance critical regional projects & move to construction as soon as possible.

Minimize total project cost due to inflation

Streamlined Project Delivery Team

Benefits of Streamlined Project Delivery Team include:

- The reduction of cost escalation due to inflation
- Faster alleviation of congestion
- Assistance in meeting air quality goals

Initial projects:

- Tower 55

- Regional Outer Loop – Manage Expectations

- Rail North Texas – Conceptual Engineering & Funding Studies

- Locally Funded Projects (S.H. 121 Funds)

Need For Innovative Funding in Transportation Worsening Conditions

FEDERAL

Bankrupt Trust Fund
Rescissions
Falling Gas Tax Revenues
New Fuel Efficiency Standards

STATE

Diversions (35%)
Falling Gas Tax Revenues

LOCAL

Market Conditions Negatively Impact Bonding Capacity
Falling Sales Tax and Property Tax Revenue

OTHER

Construction Cost Inflation
Aging Infrastructure (46 years old)
Unknown Future of Public/Private Partnerships



Life Preserver Options



FEDERAL

New Infrastructure Program
National Energy Policy

STATE

Big 4: Constitutional Amendment, Stop Diversions,
Index Fuel Tax, General Revenue Proposition 12 Bonds
Support Rail North Texas and Local Option Elections
Recommit to Public-Private Partnerships

LOCAL

NTTA Builds Traditional Tollroads
TxDOT Builds Managed Lanes
Partnership Builds Regional Loop

Innovative Funding At All Levels

Local

RTC/Local Funds

Regional Toll Revenue

Credit Union Bank Concept

State

Local Option Gas Tax Elections

National Highway System Project Funding Selection

National

Innovative Uses of Traditional Federal Funding

(Proposed) Metropolitan Mobility Authorities

Regional Programs with Set-Asides

Removing Stovepipes Creates Innovation

Proposed Metropolitan Mobility Authorities

Proposal: MPO-Selected Federal Funding
Transferred Directly to MPO's

National Discussion Ongoing (NextTEA)

Precedent Set by:

- Decentralization within States

- Creation of Systems to Manage Regional Funding (RTR
Information System)

- Dissatisfaction with Lack of Transparency/Accountability

Will Involve Increased Responsibility and
Transparency for MPO's

How to Eliminate Stovepipes

A Dallas-Fort Worth Example

State Highway 121
Concession Payment



\$80 million loan for rail
relocation project



Gas tax funding allocated to SH
114/FM 156 (no throwaway projects)



Alliance Airport runway
extension able to proceed



FAA to repay investment
\$10 million per year

What Didn't Pass?

TxDOT reauthorization

Extension of CDA authority

Ability to provide funds for expedited environmental review

Road user fee pilot program

Prohibition on up-front concession payments

Creation of TxDOT Rail Division

New primacy determination process

Proposition 12 general obligation bond authority

Creation of transportation revolving fund

Advancing Projects Through Locally-Created Revenue

Project Type

- Addition of Lanes
- Bicycle/Pedestrian
- Bottleneck Removal
- Grade Separation
- Intelligent Transportation System
- Interchange
- Intersection Improvement
- New Roadway
- Other
- Regional/Innovative
- Transit
- ARRA/RTR Funded Projects

