

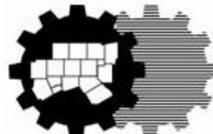
TRANSPORTATION: Latest Information on Projects, Transit Financing and Funding Partnerships

Metroplex Mayors Association

Michael Morris, P.E.

April 8, 2008

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



**North Central Texas
Council of Governments
Transportation Department**

BACKGROUND

4th Largest Metropolitan Region in the Country

Growing at 1 Million People Every 7 Years

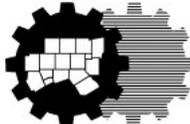
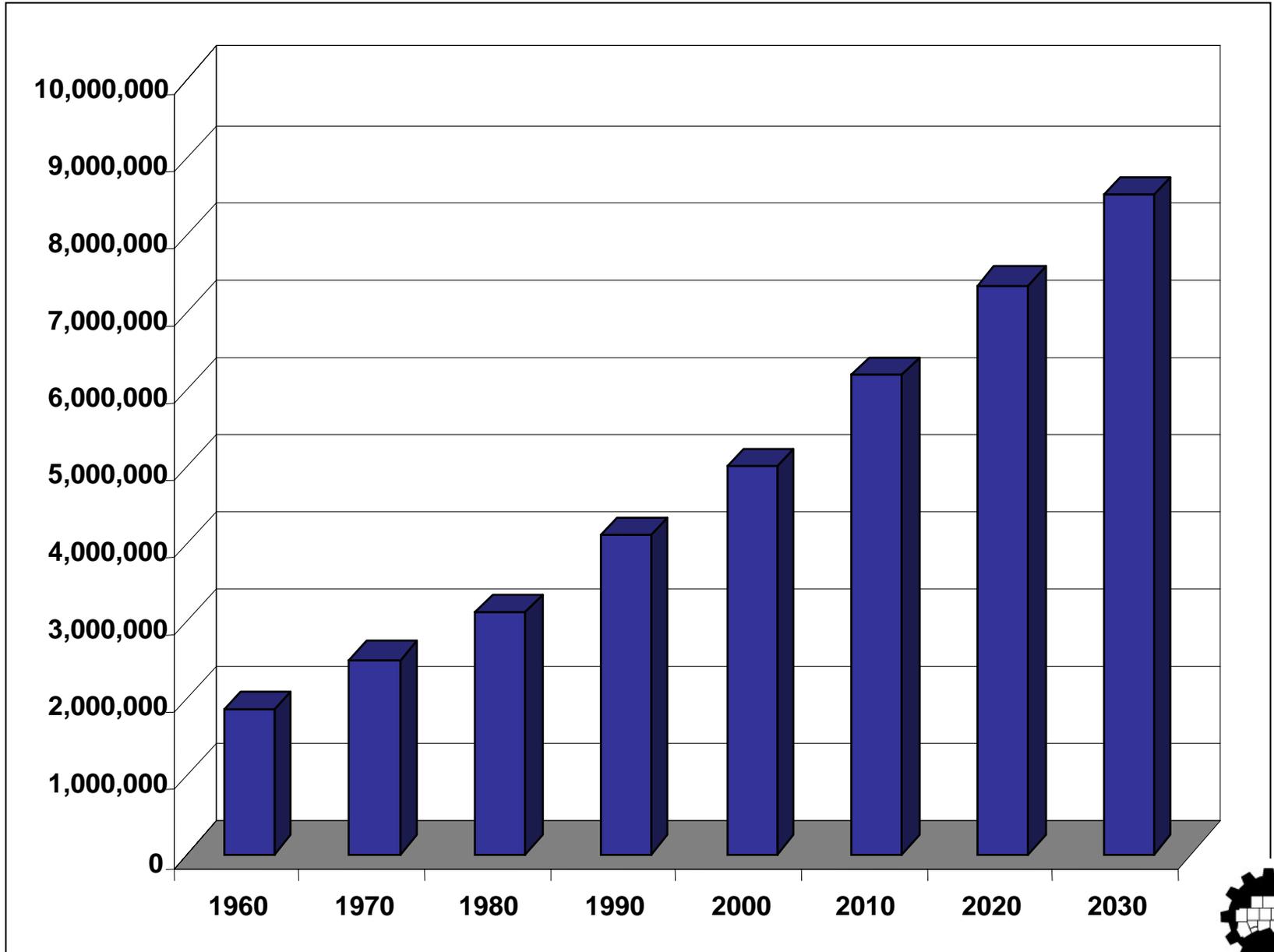
19th Largest Economy in the World

Financial Crisis in Roadway Funding

Growing Unreliability of Roadway System: Greater Focus on Passenger and Freight Rail

Unique Region Location: Very Sensitive to Transportation Logistics

REGIONAL POPULATION GROWTH



Funded Roadway Recommendations

Legend

- New Freeway Facilities
- New Tollway Facilities
- Additional Capacity To Existing Freeway/Tollway
- HOV/Managed Lanes
- Improvements to Existing Freeway and HOV/Managed Lanes
- Selected New/Improved Regionally Significant Arterials
- Freeways/Tollways

Fort Worth CBD



Dallas CBD



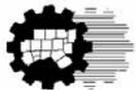
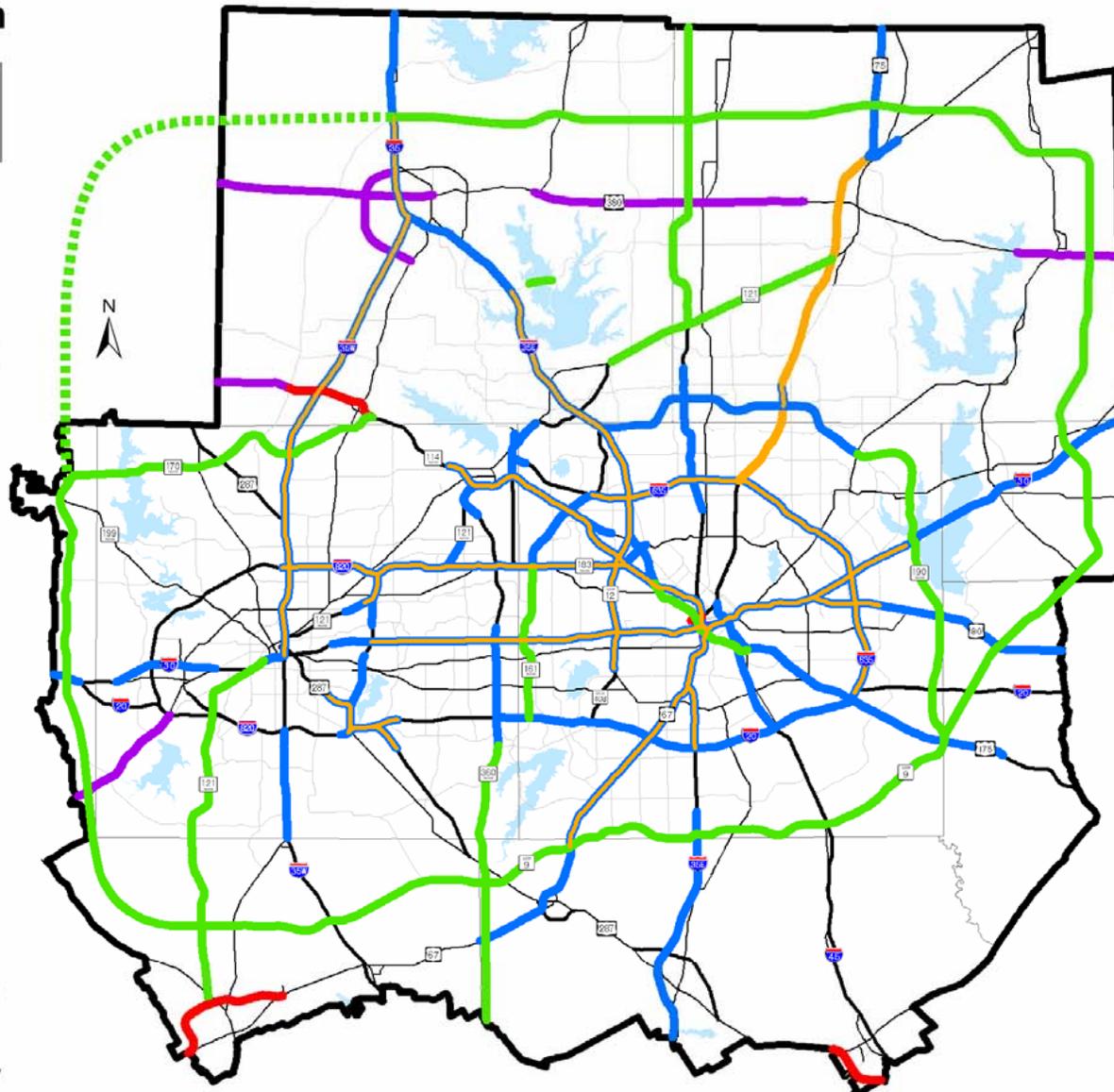
Corridor specific design and operational characteristics for the Freeway/Tollway system will be determined through ongoing project development.

Additional and improved Freeway/Tollway interchanges and service roads should be considered on all Freeway/Tollway facilities in order to accommodate a balance between mobility and access needs.

All Freeway/Tollway corridors require additional study for capacity, geometric, and safety improvements related to truck operations.

New facility locations indicate transportation needs and do not represent specific alignments

Operational strategies to manage the flow of traffic should be considered in the corridors where additional freeway or tollway lanes are being considered.



\$29.8 Billion Regional Roadway System
Additional Freeway/Tollway lane miles = 3,444
Additional HOV/Managed lane miles = 626

Rail Recommendations Dependent on Regional Transit Initiative Funds

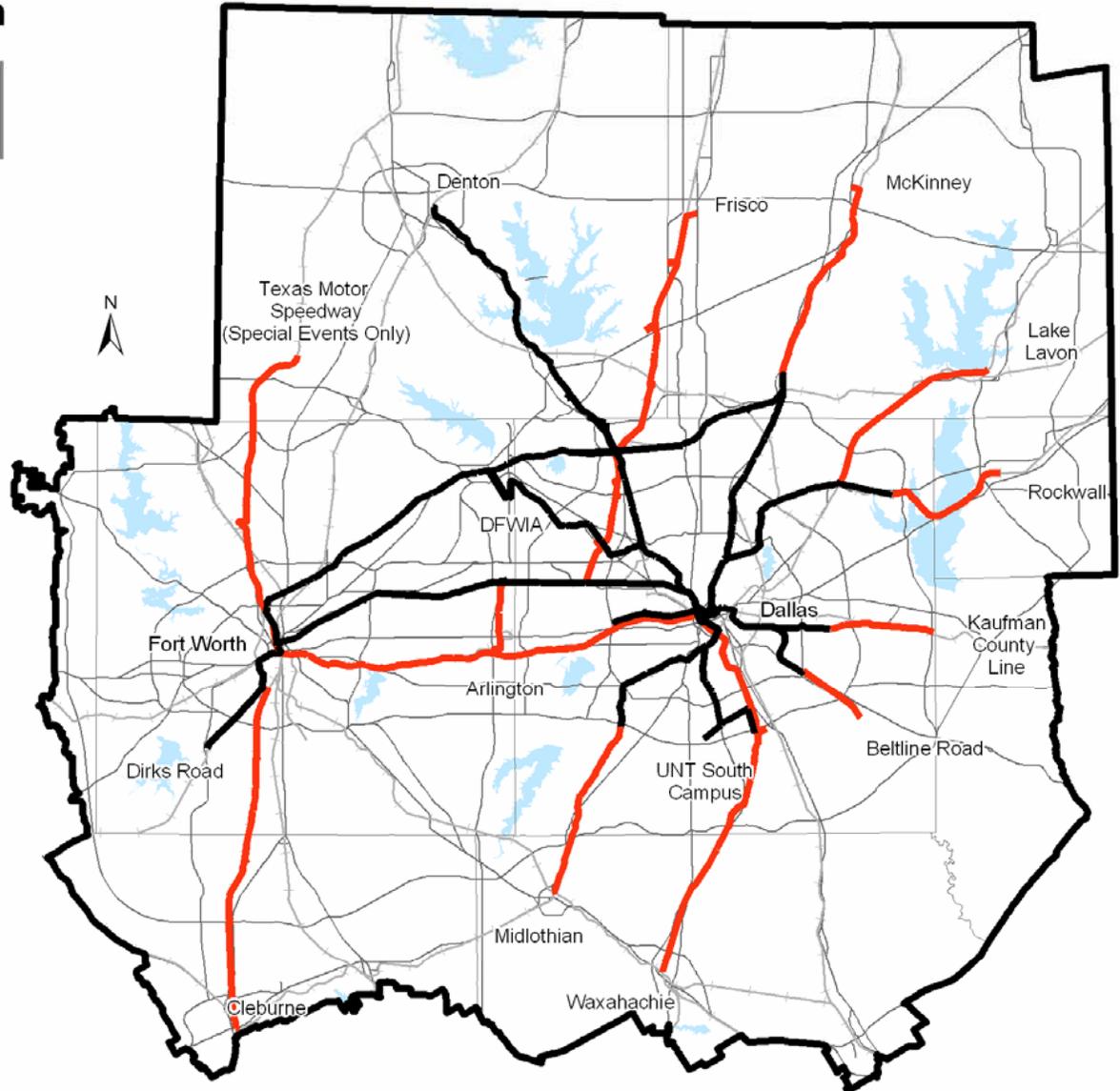
Legend

-  Existing Service, Programmed Projects and Projects Under Development
-  Projects Pending Alternative Funding
-  Existing Rail Corridors
-  Highways

Fort Worth CBD



Dallas CBD



Corridor specific design and operation characteristics for the Intercity Passenger, Regional Passenger and Freight Rail Systems will be determined through capacity evaluation and ongoing project development. Refined rail forecasts are necessary to determine technology and alignment in Future Rail corridors.

All existing railroad rights-of-way should be monitored for potential future transportation corridors. New facility locations represent transportation needs and do not reflect specific alignments.

Institutional structure being reviewed for the region.

The need for additional rail capacity in the Dallas CBD, Fort Worth CBD, DFW International Airport, and other inter-modal centers will be monitored. A grade separation is needed for the Dallas CBD second alignment.

239 Rail Miles in Jeopardy





The Metropolitan Transportation Plan

Regional Outer Loop Staging

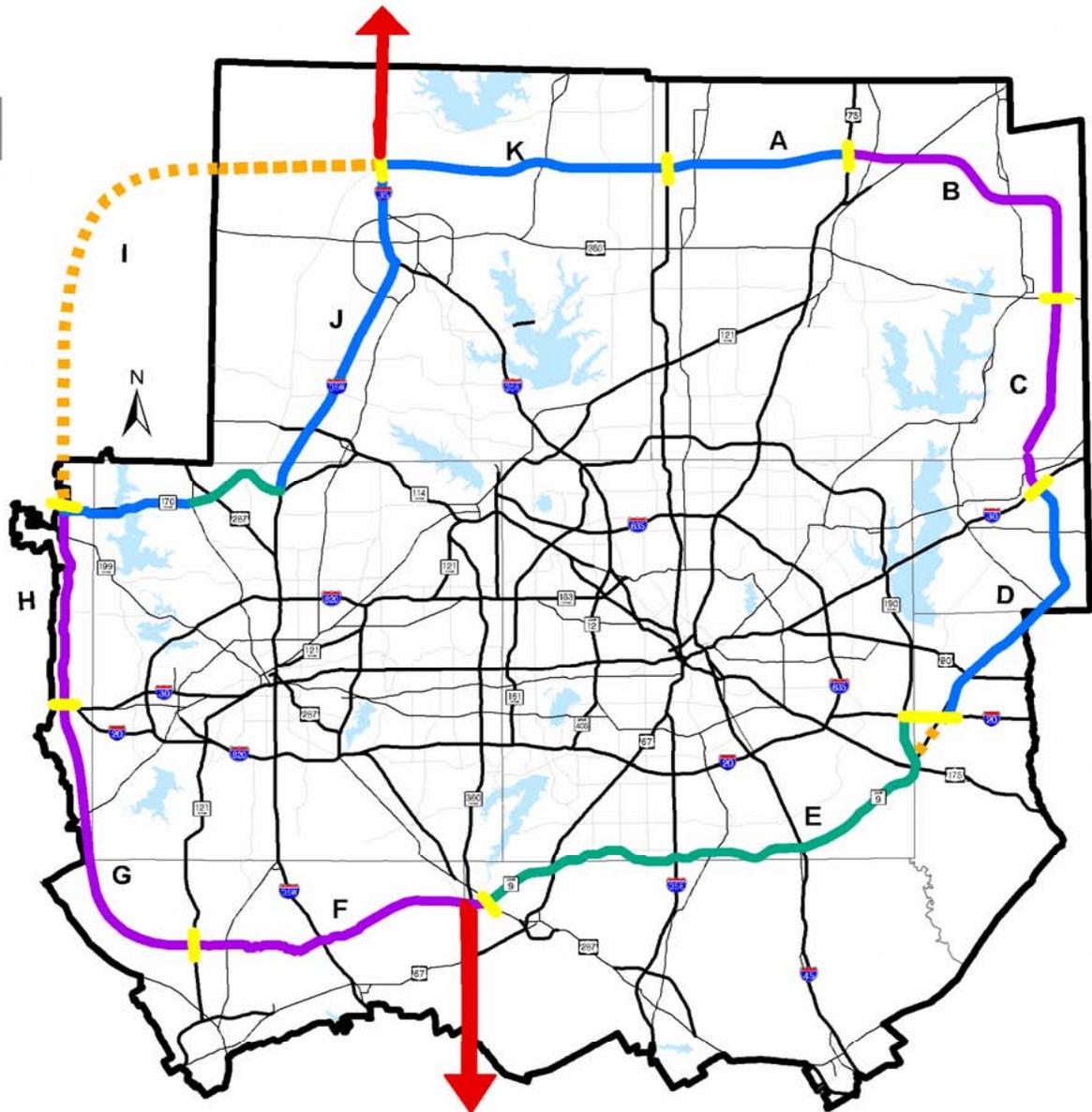
Segment Staging

- Operational By 2015
- Operational By 2025
- Operational By 2030
- - - Further Evaluation Needed
- North/South Interregional Corridors
- Segment Dividers
- Year 2030 Freeway Network

- A - North Collin County Outer Loop
- B - North/East Collin County Outer Loop
- C - East Collin County Outer Loop
- D - Rockwall/Kaufman County Outer Loop
- E - Loop 9 - Dallas/Ellis/Kaufman County
- F - F.M. 917 Corridor
- G - Southwest Corridor Outer Loop
- H - Parker County Outer Loop
- I - Wise County Outer Loop
- J - S.H. 170 / I.H. 35 Corridor*
- K - Northern Denton County Outer Loop

*The IH-35/SH-170 corridor can be developed as an interim Trans Texas Corridor/Regional Outer Loop segment until segment "I" is warranted.

New facility locations indicate transportation needs and do not represent specific alignments



Approximately 240 Center Main Line Miles
 Approximately 1440 Main Lane Miles

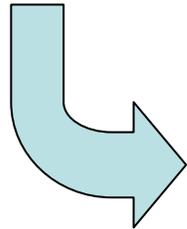
January 11, 2007



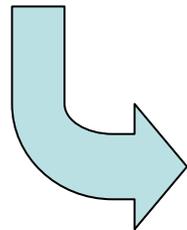
North Central Texas
 Council of Governments
 Transportation

ELIMINATION OF STOVEPIPES

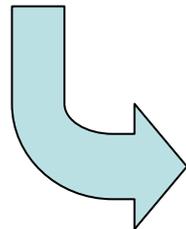
State Highway 121
Concession Payment



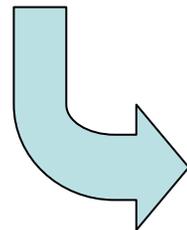
\$80 million loan for rail
relocation project



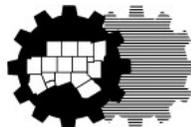
Gas tax funding allocated to SH
114/FM 156 (no throwaway projects)



Alliance Airport runway
extension able to proceed

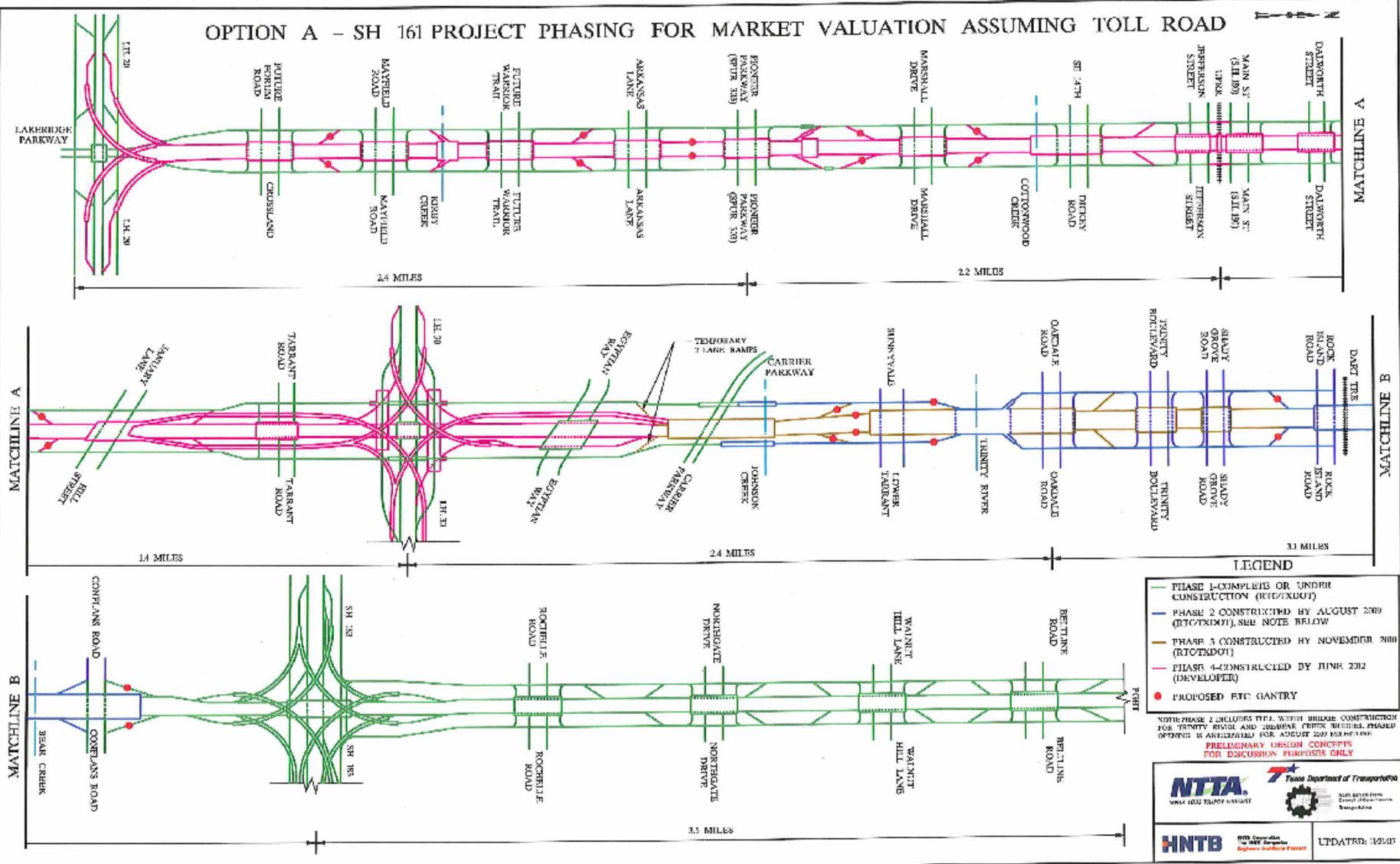


FAA to repay investment
\$10 million per year



STATE HIGHWAY 161

OPTION A - SH 161 PROJECT PHASING FOR MARKET VALUATION ASSUMING TOLL ROAD



LEGEND

- PHASE 1—COMPLETE OR UNDER CONSTRUCTION (RTCTXDDU)
- PHASE 2 CONSTRUCTED BY AUGUST 2007 (RTCTXDDU), SEE NOTE BELOW
- PHASE 3 CONSTRUCTED BY NOVEMBER 2008 (RTCTXDDU)
- PHASE 4—CONSTRUCTED BY JUNE 2012 (DEVELOPER)
- PROPOSED ETC GANTRY

NOTE: PHASE 2 INCLUDES TRL WITH BRIDGE CONSTRUCTION FOR TRINITY RIVER AND JOHNSON CREEK BRIDGES. BRIDGE OPENING IS ANTICIPATED FOR AUGUST 2007. SEE NOTE 10.

PRELIMINARY DESIGN CONCEPTS FOR DISCUSSION PURPOSES ONLY

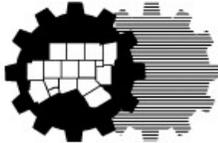
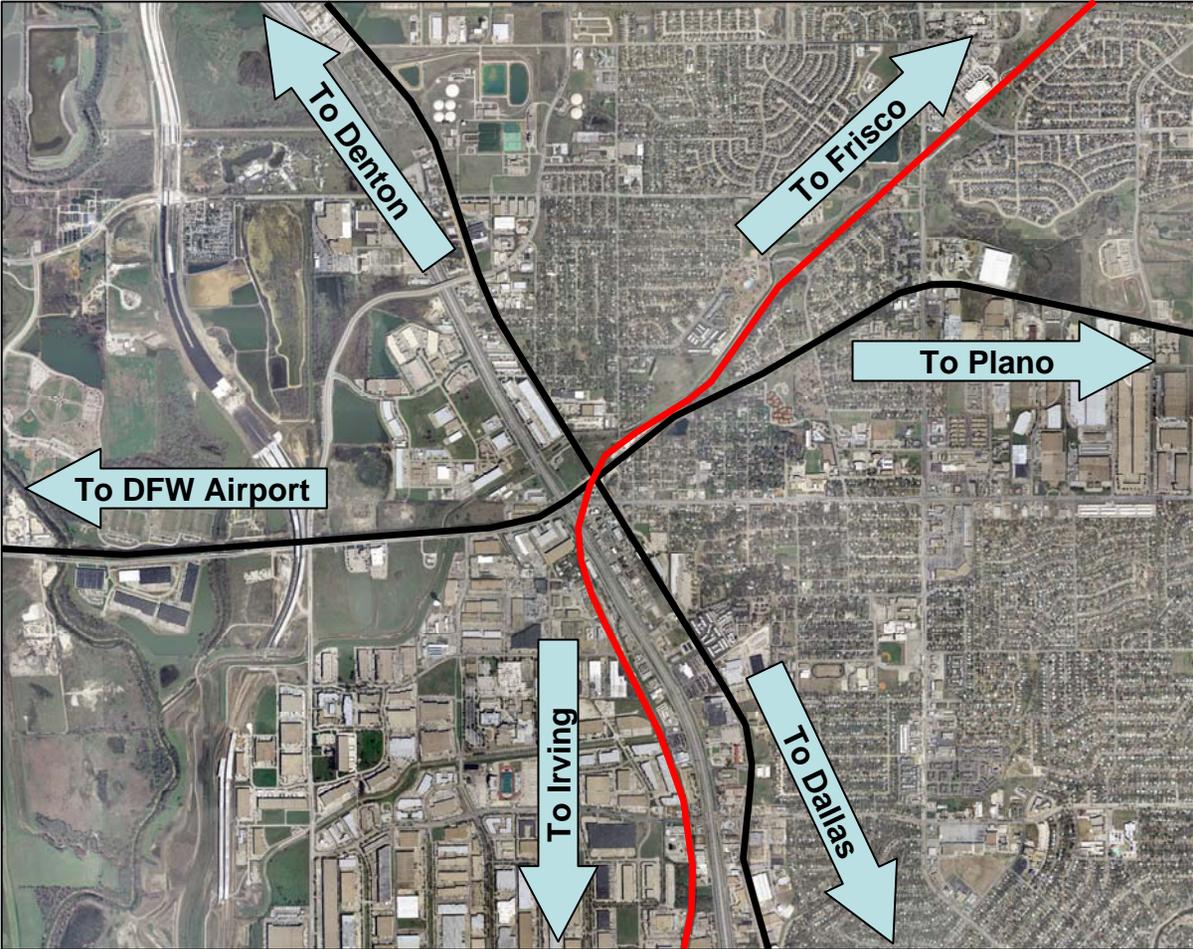
NTTA Texas Department of Transportation
NOV 1002 TRACT 00000001

HNTB With Capabilities in Many Disciplines
Engineers, Architects, Planners

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 04/20/07

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THE IMPORTANCE OF DOWNTOWN CARROLLTON



INGREDIENTS OF FINANCIAL CRISIS?

Inflation - 100% increase in ten years

Federal Rescissions

Fund 6 Diversions

Poor Pavement Management Scores (capacity money converted to maintenance)

Lack of Accurate Financial Information

Flat Gas Tax Receipts

IDENTIFIED FUNDING NEEDS DALLAS-FORT WORTH REGION

(Updated Based on Mobility 2030 Funding Levels)

Metropolitan Transportation System Components	Funded Needs (Billions/2006 \$)	Unfunded Needs (Billions/2006 \$)
Operation & Maintenance	\$18.7	
Congestion Mitigation Strategies	\$2.1	
Bicycle & Pedestrian Facilities and Transportation Enhancements	\$1.1	
Rail and Bus Transit System	\$11.0 ¹	
HOV and Managed Facilities	\$3.3	
Freeway and Toll Road System	\$26.4	\$12.7²
Regional Arterial and Local Thoroughfare System	\$5.7	\$6.0
Additional Cost to Purchase Right-of-Way		\$1.1
Rehabilitation Costs	\$ 2.6	\$32.1
Goods Movement/Rail Freight Costs (Trans-Tx Corridor)		\$6.7
TOTAL	\$70.9 (55 %)	\$58.6 (45 %)
	\$129.5 Billion	

¹ \$3.4 billion obtained through Regional Transit Initiative

² Includes Freeway-to-Freeway Interchanges

VALUE OF S.H. 121 TOLL PROJECT

(\$ in Billions)¹

	<u>NTTA</u>
Upfront Concession Fee (TxDOT/RTC)	\$2.500
Excess Revenue Over Time (Net Present Value) (TxDOT/RTC)	0.833
Construction of S.H. 121 in Collin County	0.598 ^{2,4}
Construction of S.H. 121 in Denton County	0.041 ^{3,4}
Operations, Maintenance, Rehabilitation, and Capacity Enhancement Costs of S.H. 121 (Net Present Value)	1.300
Profit to NTTA	1.366
Revenue Sharing/Banded Amounts ⁵	-----
	<hr/>
	\$6.638

¹Amounts are approximate and are subject to contract execution and financial closing.

²Includes construction and administrative costs for final construction of S.H. 121 in Collin County.

³Includes construction and administrative costs for final construction of S.H. 121 in Denton County.

⁴Private sector construction cost estimate is \$565 million.

⁵Significant funding may be available if future toll road volumes are higher than anticipated.

LOCAL/REGIONAL FUNDING LEADERSHIP

Right-of-way Donations

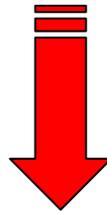
Property Tax for Design and Capacity
Improvements: On-System

Toll Payments By Users

Sales Tax For Transit

Tax Increment Finance District Funding

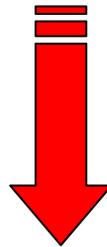
Up-front Tollroad Payments



70%+ LOCAL/REGIONAL FUNDS

NEED TO DEVELOP NEW FINANCIAL ARRANGEMENT WITH TOLLROAD REVENUES

Fund 6 Toll Revenues At Risk



**“Public Sector Credit Union Bank” –
Texas Transportation Commission
Oversight of On-System Projects**

CANDIDATE ROADWAY AND RAIL REVENUE SOURCES

Sales Tax

Local Option Gasoline Sales Tax (Note 1:
result in transportation infrastructure bank
within transit service areas)

Local Option Vehicle Registration Fee (See
Note 1)

Private-Public Partnerships (borrowing)

Establish Parking Fees/Increase Rail Fares

Property Tax

PUBLIC SECTOR CREDIT UNION BANK

