

**DRAFT**

# **American Recovery and Reinvestment Act of 2009: Dallas-Fort Worth Partnership**

**Regional Transportation Council  
Economic Recovery Workshop  
March 5, 2009**

<http://www.nctcog.org/trans/>  
Transportation Department  
North Central Texas Council of Governments



# Background

**American Recovery and Reinvestment Act (ARRA)  
Signed into Law on February 17, 2009**

**Purpose:**

- Rebuild U.S. Economy
- To Retain and Create Jobs
- Invest in Infrastructure
- Maintain Accountability and Transparency

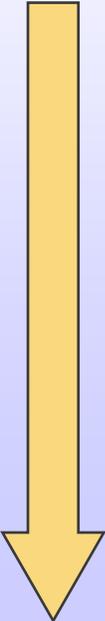
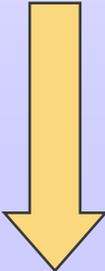
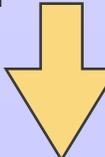
**Funding Source is from General Revenue, not the  
Federal Trust Fund**

**Speed in Selection, Administration, and Delivery  
is Necessary**



# Consensus Building on Economic Recovery Projects: Parallel Process



Communication with TxDOT	Communication with Public	Communication with STTC/RTC
Draft List of Projects 	Feb 9-10 Public Meetings (Initial)  Media Interviews  Mar 4-5 Public Meetings (Follow Up) 	Jan 23 STTC Info  Feb 12 RTC Info  Feb 27 STTC Action  Mar 5 RTC Workshop and Action 

# Economic Recovery Package

## Categories of Regional Transportation Projects

Program	National	Texas
Roadway	\$27.5B +1.5B Disc.	\$2.25B
Transit	\$8.4B	\$0.37B
Aviation	\$1.3B	Pending
Goods Movement	<\$5B	Pending
High Speed Rail Program	\$8B	Pending



# Enhanced Partnership Program

## Ten-Year Program Staging Concepts

### Project Type

- Candidate Roadway Projects
- FY 2002 Partnership Program Projects
- Candidate HOV Projects
- Candidate Roadway & Managed Lane Projects

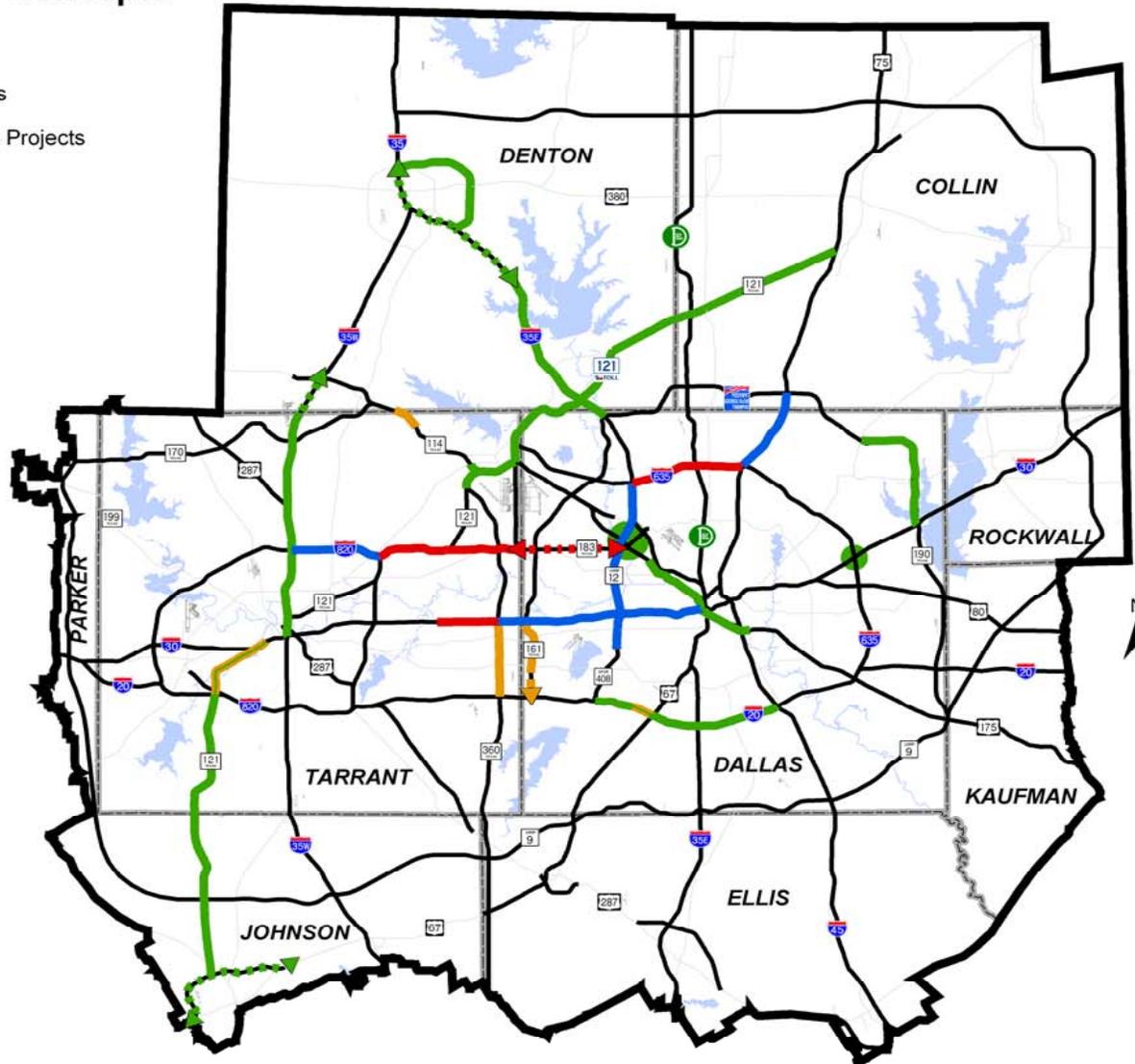
### Legend

- Year 2030 Freeway Network
- Other Highways
- County Boundary
- Metropolitan Planning Area Boundary

### Fort Worth CBD



### Dallas CBD



\* Complete funding for the Interstate Highway 35 NAFTA Corridor Technology Deployment Program.



Revised 9/8/2008

# **Dallas-Fort Worth Partnership Proposal**

**State will Select Projects within each Region Across the State (Metro, Rural, Safety, Maintenance, Enhancements)**

**DFW Created a Partnership with TxDOT to Encourage Consideration of Region's Top Priorities**

**RTC to Select Regional Projects from \$143M Pool**

**Solve Eastern/Western Subregion RTR Spending Issue**



# **Regional Objectives**

## **#1 Can we be this Comprehensive in a Short Time?**

**Create Jobs (1)**

**Indirect Job Additions (2)**

**Mobility Improvements (Productivity Jobs) (3)**

**Partnership Pool Revenue (4)**

**Out-year Financial Leveraging (5)**

**Sustained Job Growth (1+2+3+4+5)**



# **Regional Objectives**

## **#2 Project Selection Criteria?**

- ◆ **Ready To Go**
- ◆ **High Priority**
- ◆ **Mobility**
- ◆ **Pool Revenue**
- ◆ **Leveraged**
- ◆ **Fair Distribution**
- ◆ **Recently Lost Funds**
- ◆ **Previously Staged**



# **Regional Objectives**

## **#3 Process?**

**Keep it simple and use \$143M allocation?**

**OR**

**Partner with the State for discretionary funds (\$143M *plus* \$250M)?**



# Roadway Projects

# DFW Partnership Proposal Details

## TxDOT Share of Funding:

### Commission Selects Project(s) Funded with State Portion of ARRA Dollars

Commission Workshop on February 25, 2009

Commission Action on March 5, 2009

### Anticipate TxDOT Selecting

DFW Connector Project (Configuration 2)<sup>1,2</sup>

Maintenance & Low Volume Bridges (Mostly Rural)

Enhancement Projects (Including Woodall Rodgers Deck)

### Can we create a solution that solves for ability to spend RTR funds in the Western Subregion?

1. DFW Connector Configuration 1 anticipated to be funded as part of ongoing CDA procurement.
2. If project does not proceed on schedule, RTC requests funds remain in the Dallas-Fort Worth region for use on other immediate action projects.





# Traffic Patterns on DFW Connector (2030)

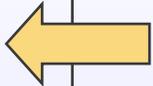
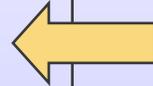
**52% of all Vehicles using the DFW Connector are to/from the Eastern Subregion**

Origination	Main Lanes	Managed Lanes	Frontage Roads	Total	Percent
Collin County	20,759	200	2,251	23,210	6%
Dallas County	84,520	10,026	5,961	100,507	28%
Denton County	50,193	5,456	8,994	64,643	18%
Tarrant County	133,977	6,924	29,957	170,858	48%
<b>Total</b>	<b>289,449</b>	<b>22,606</b>	<b>47,163</b>	<b>359,218</b>	<b>100%</b>

# DFW Partnership Proposal Details

\$ in Millions



	Western	Eastern
MPO Share of Economic Recovery (ARRA) Funds	\$44.61	\$99.29
Western Subregion RTR Funds (Acct 1 & 2) & Accrued Interest Moved to Eastern Subregion	\$158.47	
All ARRA Funds Placed on Southwest Parkway Interchange at IH 20 & US 67 Bypass at Southwest Parkway		\$99.29
Portion of Original Category 2 Funds on Southwest Pkwy	213.43	
Portion of Eastern Category 2 Funds Moved to Western Subregion		\$59.18
Revisit Western Subregion Priorities for RTR-Funded Projects (Delay or Remove RTR Funding?)		

1. \$59.18 Million Category 2 Funds + \$99.29M ARRA Funds = \$158.47 Western RTR Funds (Acct 1 & 2) with Accrued Interest

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# Western Subregion Projects

## \$ in Millions

	ARRA \$	Cat 2 \$ Original	Cat 2 \$ Swap	Other \$
Southwest Parkway Interchange at IH 20 & SH 183 (phased construction) <sup>1</sup>	133.90	81.10		10.00
Southwest Pky Railroad Agreement <sup>2</sup>		49.87		
IH 35W / IH 820 Interchange				
US 67 Bypass at Southwest Pkwy <sup>3</sup>	10.00	10.00		25.00
<b>RTR Set Asides:</b>			(Interest)1.01	
Sustainable Dev. Program			12.40	
Parker County			10.00	
Wise County			5.00	
<b>RTR Projects/Uncommitted \$:</b>				
Johnson County <sup>4</sup>			4.30	
Parker County <sup>4</sup>			3.57	
Tarrant County <sup>4</sup>		72.46	22.90	
	<b>143.90</b>	<b>213.43</b>	<b>59.18</b>	<b>35.00</b>

1. Serves as \$250M public sector contribution to NTTA's Southwest Parkway project (\$133.9M ARRA, \$81.1M Cat 2, \$10M Other (STP-MM), and \$25M Other (Earmark) on US 67 project)
2. Covers portions of NTTA and City of Fort Worth's contributions
3. \$25M Congressional Earmark for construction of Southwest Parkway in Johnson County.
4. Includes funding from RTR Account 1 and Account 2



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# Eastern Subregion Projects

## \$ in Millions

	New RTR \$ <sup>1</sup>	Original RTR \$ <sup>2</sup>	Other \$
US 380 from Lake Lavon to W of CR 608	27.50		
US 67 from Cockrell Hill to Wheatland	2.50		
US 67 at Wheatland	2.50		
US 287 from Bus 287 to South of SH 34	24.10	3.70	
US 80 at FM 548 (1 <sup>st</sup> Priority)	7.17	2.83	41.93
SH 161 - Phase 4 (TxDOT/NTTA Agreement)			436.70
IH 30 at John King Blvd (SH 205 Bypass)	18.08		5.00

1. New RTR Funds represent new RTR dollars to Eastern Subregion from ARRA/RTR funding exchange
2. Original RTR Funds represent original county distribution plus accrued interest for Ellis, Kaufman, and Rockwall Counties. Therefore, all RTR project selection in those counties would be complete.





# DRAFT Eastern Subregion Projects, Cont.

## \$ in Millions

	New RTR \$ <sup>1</sup>	Original RTR \$ <sup>2</sup>	Other \$
<b>FM 740 from FM 3097 to FM 1140</b>	<b>5.06</b>	<b>8.80</b>	<b>1.80</b>
<b>SH 183 from East of Story to West of O'Connor</b>	<b>11.00</b>		
<b>Spur 348 at Las Colinas Blvd</b>	<b>10.00</b>		
<b>Industrial Blvd from Cadiz to Continental<sup>3</sup></b>	<b>15.50</b>	<b>13.63</b>	<del><b>15.50</b></del>
<b>Sylvan Ave Bridge/Ramps at Trinity Parkway<sup>3</sup></b>	<b>10.56</b>		<b>15.50</b>
<b>LBJ/IH 635 CDA Project<sup>4</sup></b>			

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3. Federal STP-MM funds removed from Industrial Blvd to be placed on Sylvan Avenue Bridge at Trinity Parkway as RTC's contribution to that project.
4. LBJ/IH 635 does not require \$100M RTR or \$100M Category 2 backstop commitments or \$245M in federal funds, freeing funding for additional Eastern Subregion projects.

**DRAFT Eastern Subregion Projects, Cont.**  
**\$ in Millions**

	<b>New RTR \$<sup>1</sup></b>	<b>Original RTR \$<sup>2</sup></b>	<b>Other \$</b>
<b>SH 78 from PGBT to Dallas/Collin County Line</b>	<b>7.00</b>		
<b>IH 635 from E. of Centerville to Northwest Highway</b>	<b>10.00</b>		
<b>IH 20 at Beltline Rd; Intersection Improvements</b>	<b>3.50</b>		<b>.83</b>
<b>IH 20 at Spur 408 and Clark Road Ramp</b>	<b>2.00</b>		<b>4.40</b>
<b>McKinney Trolley/Olive Street Roadway</b>	<b>2.00</b>		<b>8.00</b>

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# Eastern Subregion Funding Allocation By County \$ in Millions

County	Proposed Funding	Notes
Collin	\$27.50	
Dallas	76.56	+ SH 161 + LBJ + Industrial (local)
Ellis	24.10	Use \$3.7 RTR
Kaufman	7.17	Use \$2.83 RTR
Rockwall	23.14	Use \$8.8 RTR
Denton	0.00	Helped by DFW Connector; Reviewing Configuration 3

**\$158.47**

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# Transit Projects

# **DRAFT Western Subregion Projects**

## **DFWA Urbanized Area**

**(\$ in Millions)**

<b>Agency</b>	<b>Project Scope</b>	<b>ARRA \$</b>
<b>The T</b>	<b>Vehicle Acquisition, Preventive Maintenance, Transit Enhancements and Other Capital Items</b>	<b>20.15</b>
<b>Arlington</b>	<b>Preventive Maintenance, Capital Cost of Contracting, Vehicle and Technology Acquisition</b>	<b>.60</b>
<b>NCTCOG</b>	<b>Project Administration and Vehicle Acquisition - Western Subregion</b>	<b>1.1</b>
<b>CleTrans</b>	<b>Technology Acquisition</b>	<b>.38</b>
<b>PTS</b>	<b>Vehicle, Technology and Security Acquisition</b>	<b>1.26</b>



# **DRAFT Eastern Subregion Projects**

## **DFWA Urbanized Area**

### **\$ in Millions**

<b>Agency</b>	<b>Scope</b>	<b>ARRA \$</b>
<b>DART</b>	<b>Irving Light Rail – Section 1 &amp; 2</b>	<b>37.00</b>
<b>DART</b>	<b>Orange Line Light Rail Vehicles (Phase 2B) &amp; Transit Enhancements</b>	<b>24.24</b>
<b>DART</b>	<b>Fixed Guideway Modernization</b>	<b>.30</b>
<b>KART</b>	<b>Vehicles, Technology and Facility Improvements</b>	<b>.89</b>
<b>SPAN</b>	<b>Vehicle, Technology and Security Acquisition</b>	<b>.64</b>
<b>Grand Prairie</b>	<b>Technology Acquisition</b>	<b>.19</b>
<b>Mesquite</b>	<b>Vehicle Acquisition and Preventive Maintenance</b>	<b>.32</b>
<b>NCTCOG</b>	<b>Project Administration and Vehicle Acquisition - Eastern Subregion</b>	<b>1.10</b>



# **DRAFT Eastern Subregion Projects**

## **Denton-Lewisville Urbanized Area**

### **\$ in Millions**

<b>Agency</b>	<b>Scope</b>	<b>ARRA \$</b>
<b>DCTA</b>	<b>Vehicles, Technology, Passenger Amenities, Transit Enhancements</b>	<b>2.39</b>
<b>DCTA</b>	<b>Facility Construction and Improvements</b>	<b>1.75</b>





**DRAFT** Eastern Subregion Projects  
McKinney Urbanized Area  
\$ in Millions

Agency	Scope	ARRA \$
CCART	Vehicle Acquisition and Technology	.99

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## **Partnership & Leverage (\$4 Billion)**

- ✓ **LBJ**
- ✓ **DFW Connector (Configuration 1 & 2)**
- ✓ **Southwest Parkway/Chisholm Trail begins with \$250M commitment**
- ✓ **SH 161 for commitment from Southwest Parkway**
- ✓ **Eastern Subregion Projects \$158M**
- ✓ **Resolution of East-West Partnership Program**



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## **Action Steps**

- 1. Endorse Texas Transportation Commission Projects**
- 2. Approve Western Subregion Projects**
- 3. Review Western Subregion RTR Projects and Bring Back to the RTC**
- 4. Approve Eastern Subregion Projects**
- 5. Approve East-West Partnership Program**
- 6. Approve Transit Projects**
- 7. Place All Projects in Appropriate Documents**
- 8. Reaffirm Importance of Getting These Projects to Construction**



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