

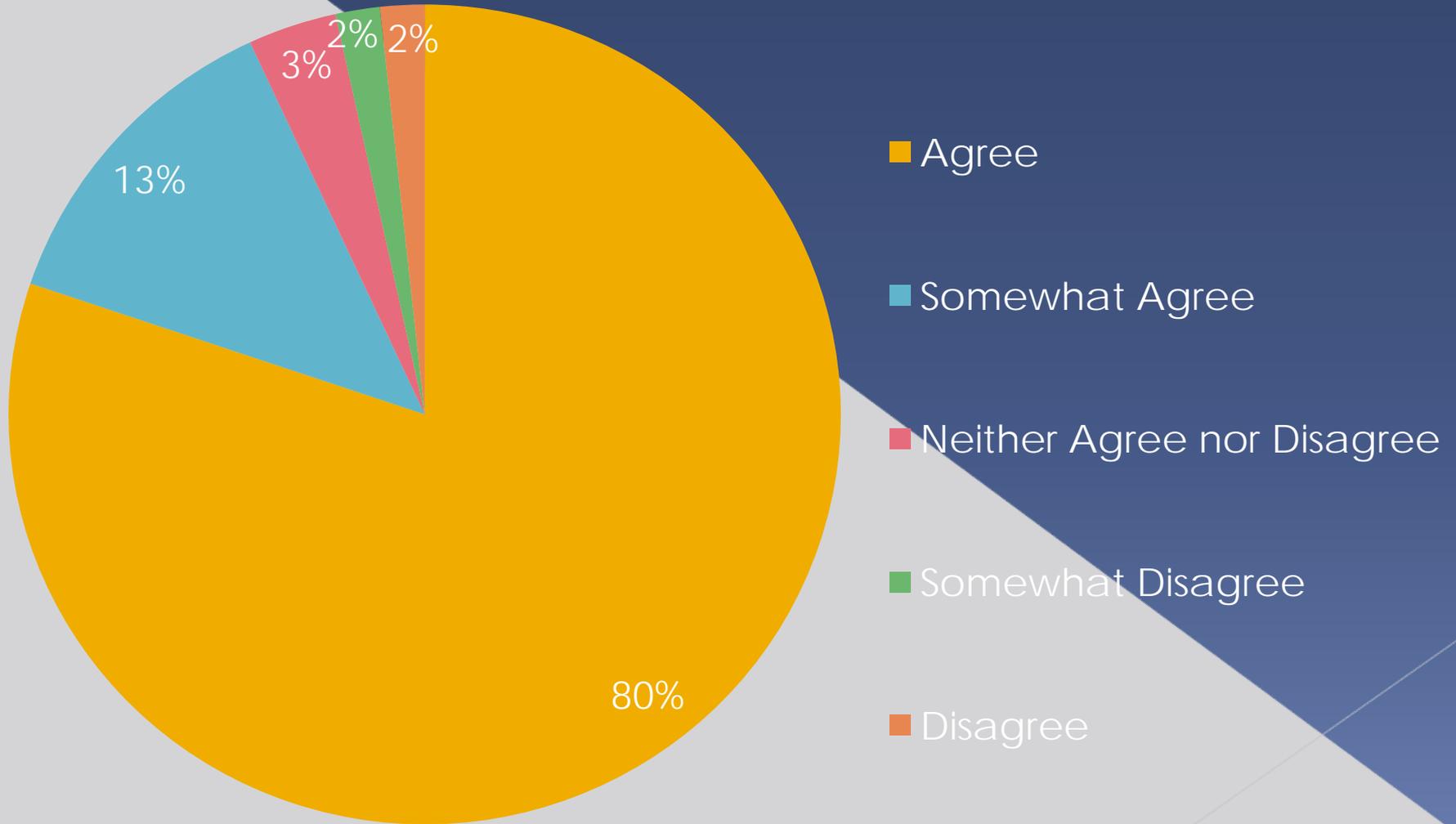
# Transportation Issues for the 82<sup>nd</sup> Texas Legislature: Need for Limited and Strategic Proposals

October 18, 2010

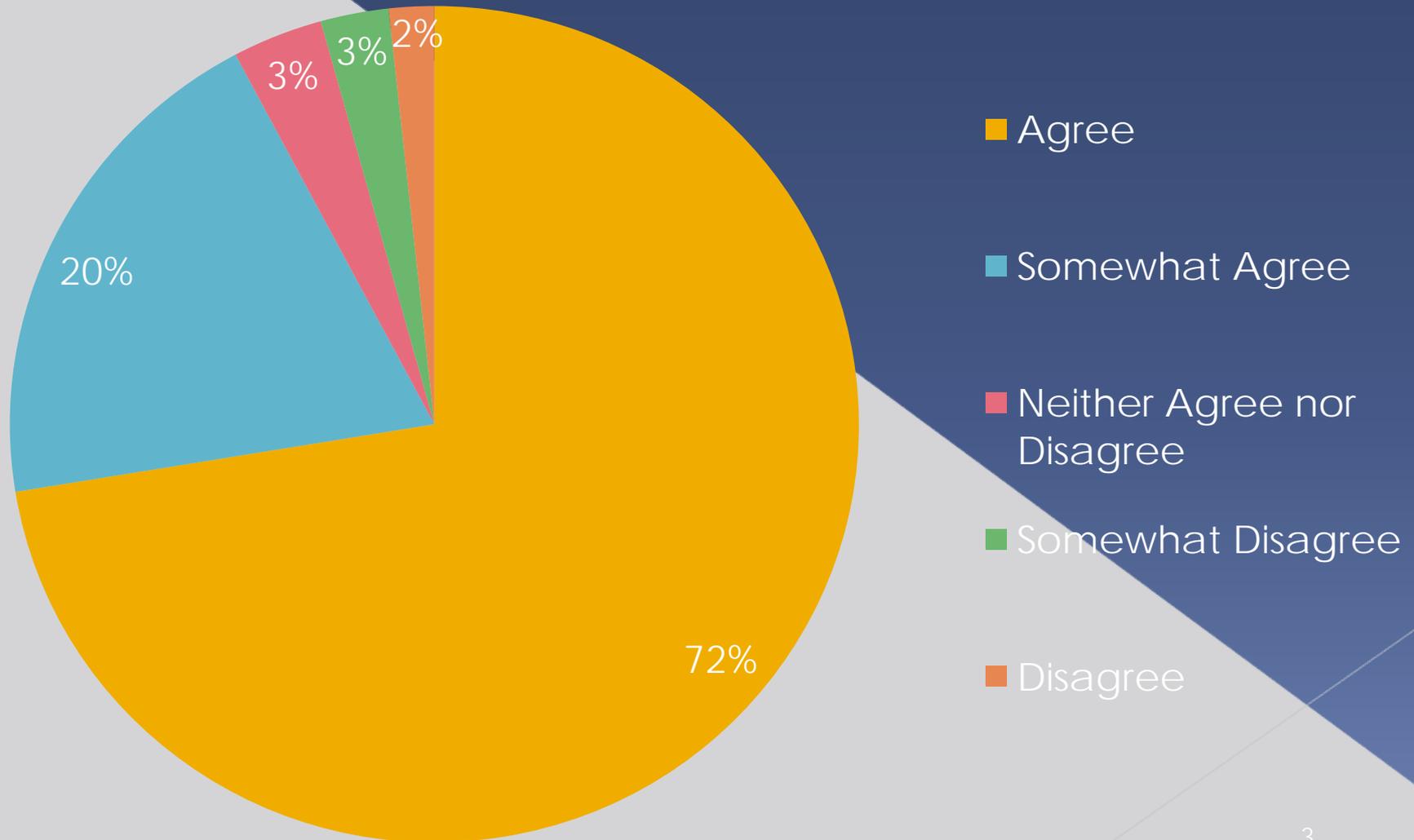
Michael Morris, P.E.  
Director of Transportation  
North Central Texas Council of Governments

[www.nctcog.org/trans/presentations](http://www.nctcog.org/trans/presentations)

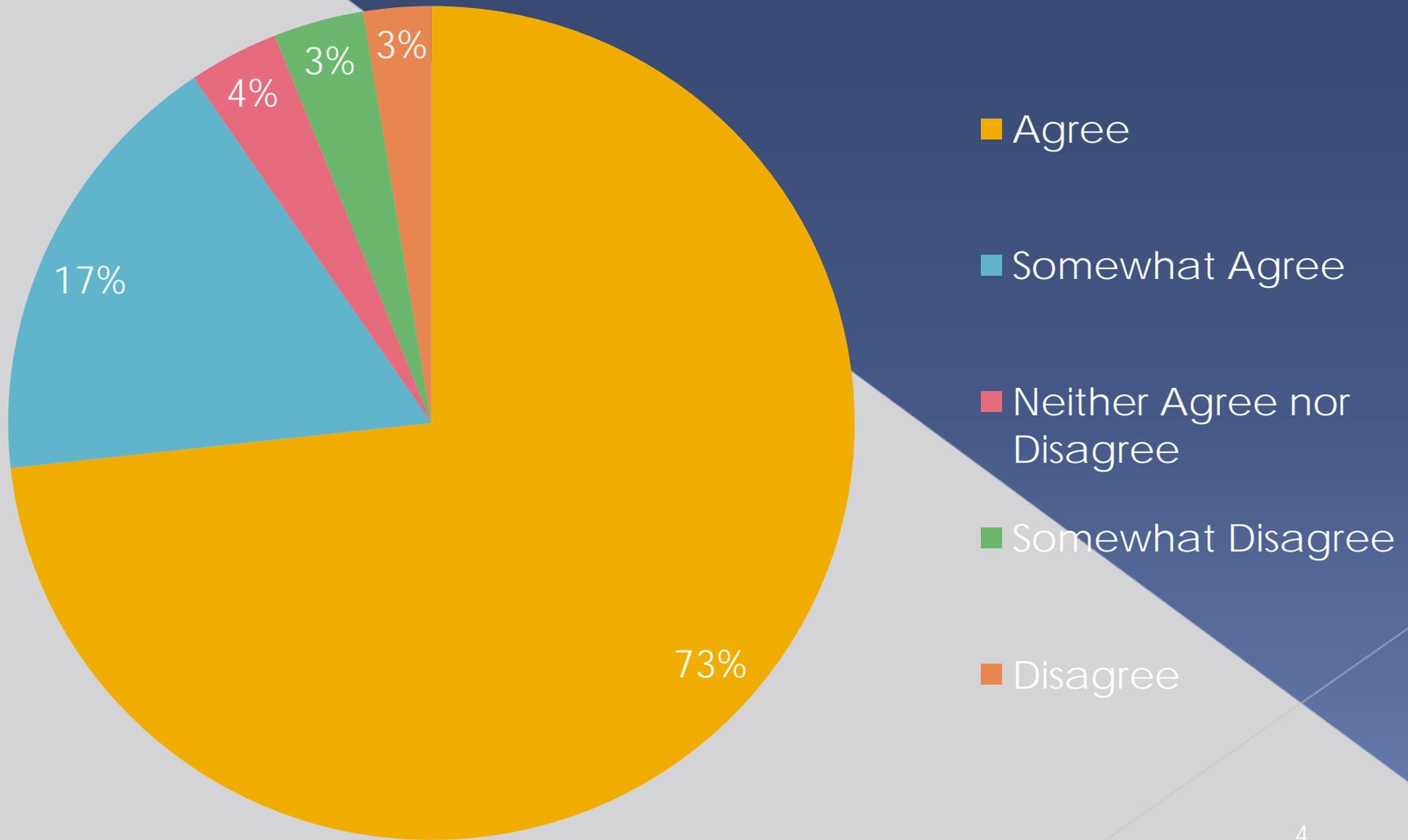
# I would like to have access to different modes of transportation.



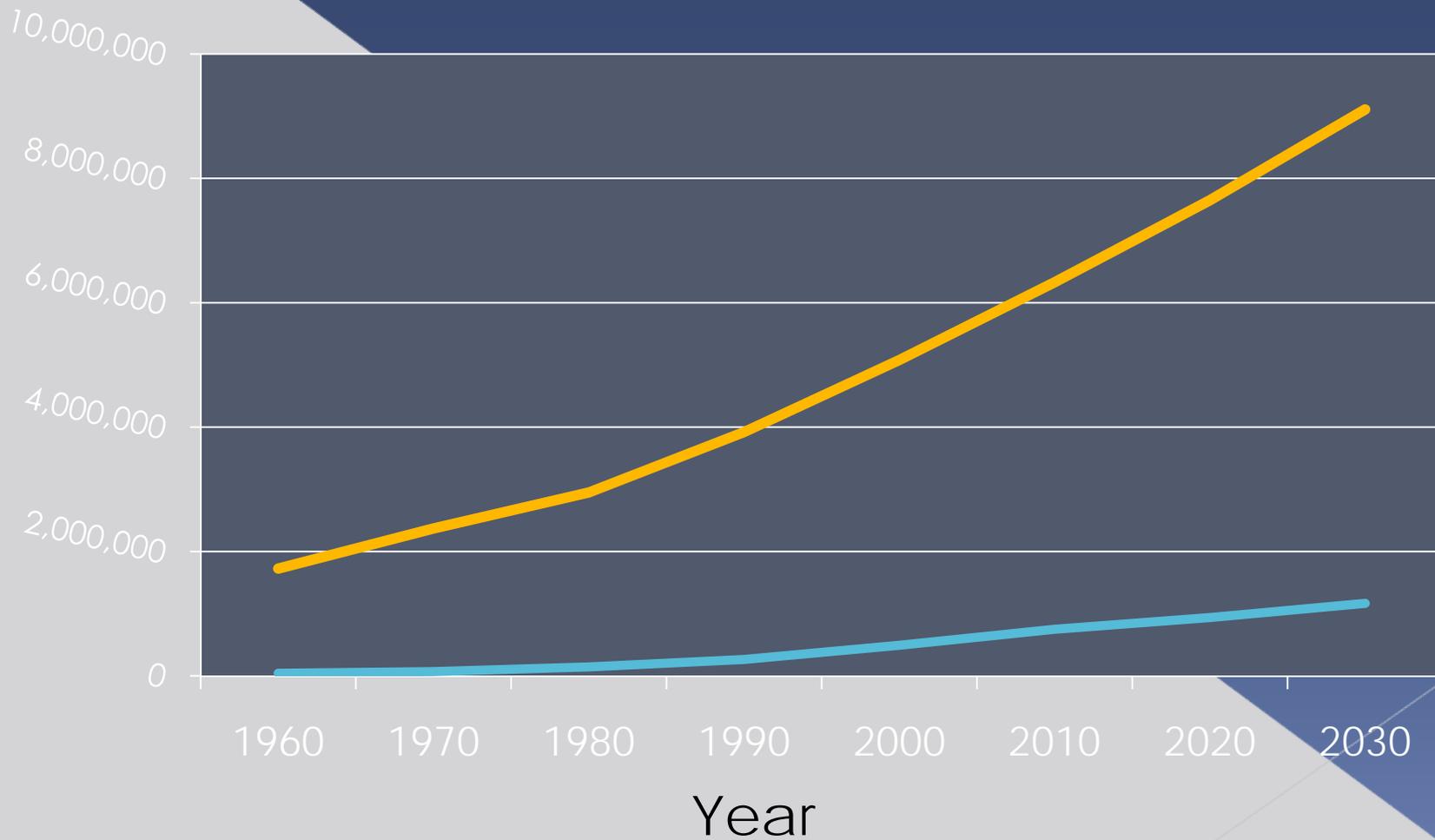
# The level of roadway congestion I experience is a concern to me.



# I expect to pay for my use of the transportation system.



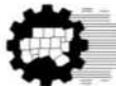
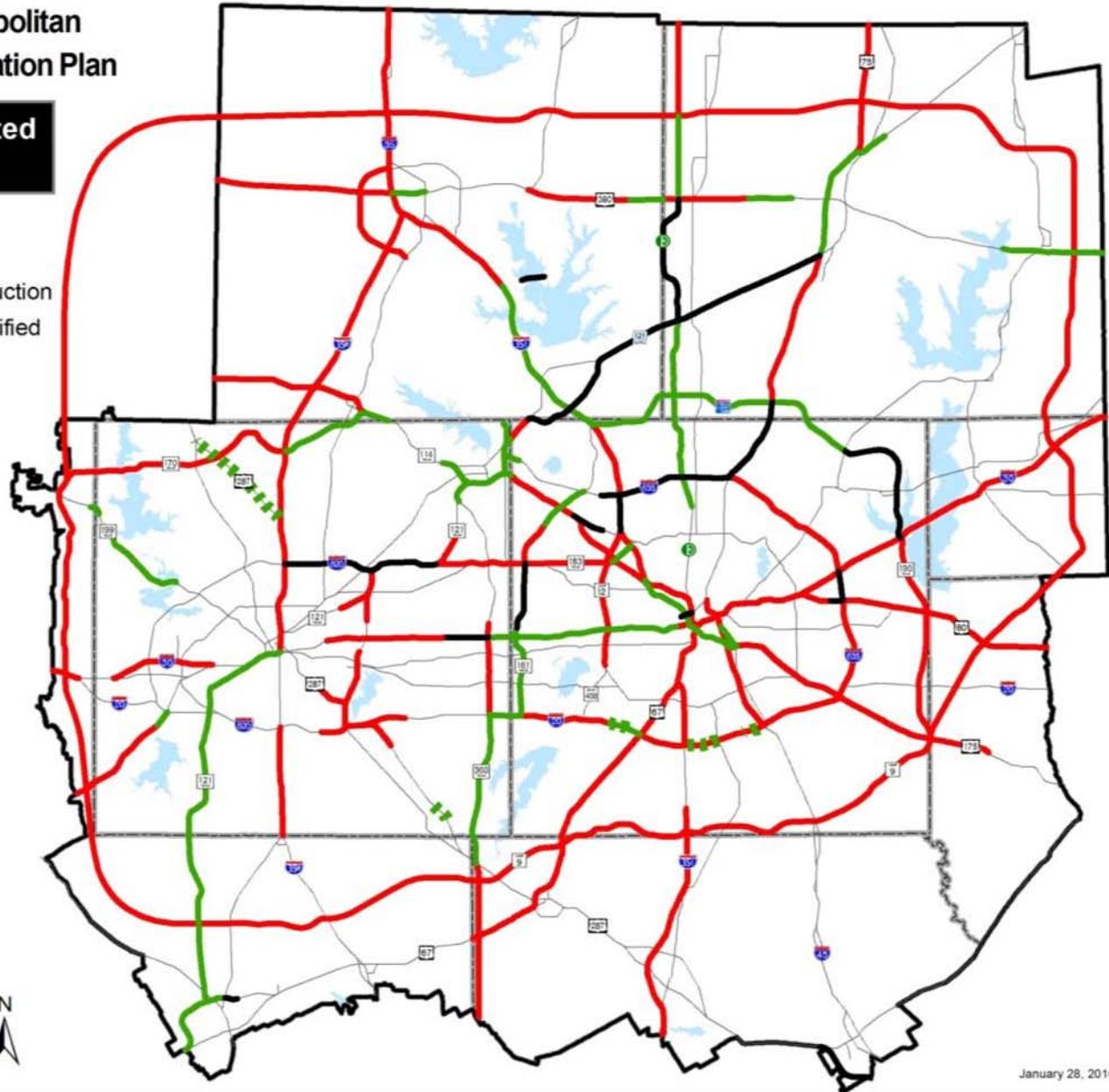
# Dallas-Fort Worth and Collin County Population Growth



**Possible Projects Affected  
by Current Funding**

**Freeway / Tollway System**

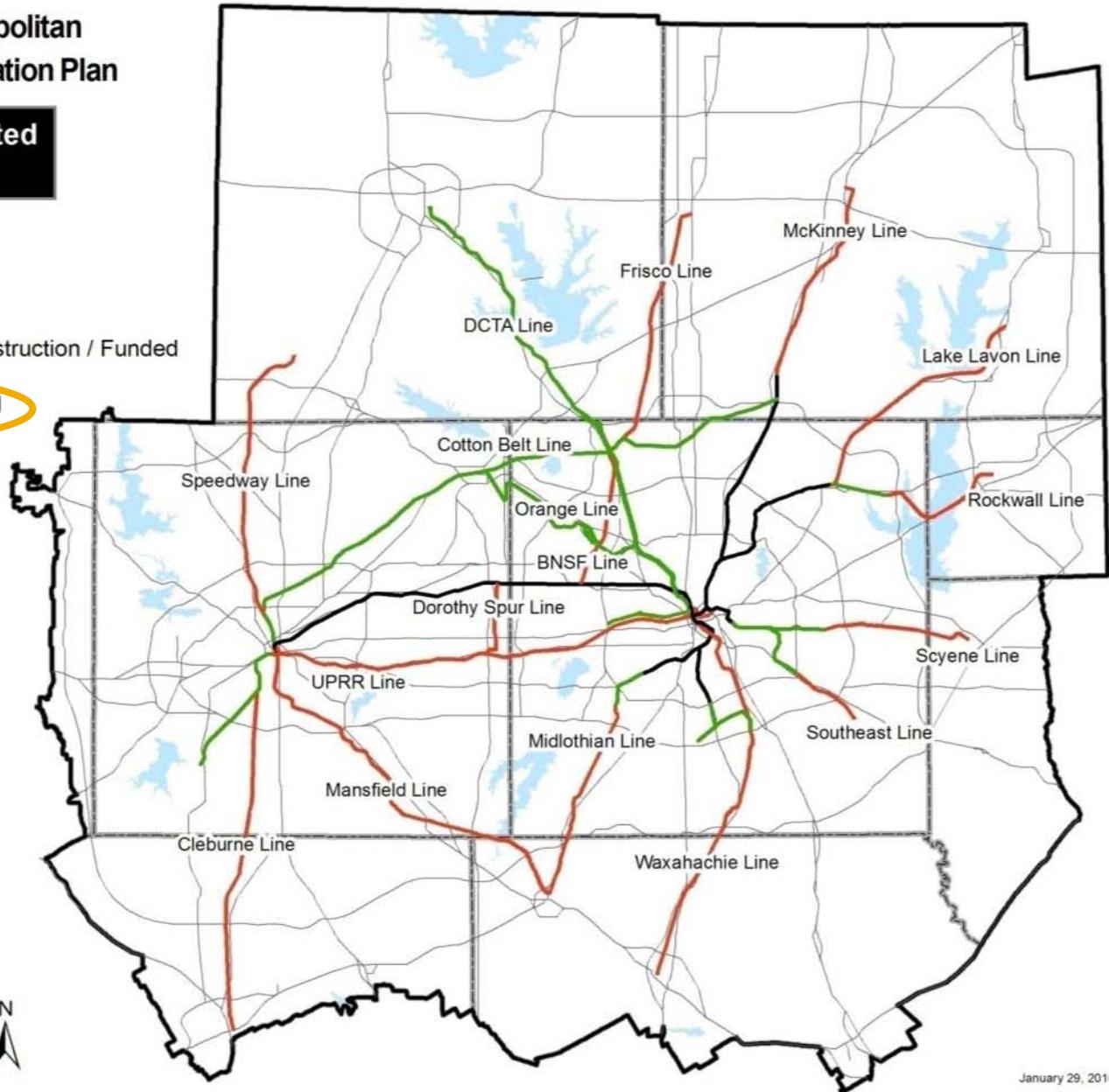
- Complete / Under Construction
- Full / Partial Funding Identified
- Funding Identified (FRONTAGE)
- Not Funded
- Highways



**Possible Projects Affected  
by Current Funding**

**Rail System**

- Existing Rail Corridors
- Rail Corridors Under Construction / Funded
- Rail Corridors Not Funded
- Highways



# Economic Impact to the Region and State

Preliminary Population/Employment Forecast



Transportation Investment Levels (3)



Revised Population/Employment Forecast for "Status Quo" Financial Forecasts



Percent Retained In State



Population Lost From State



Economic Impact to State

# The Cost of Doing Nothing

(Report by Texas Transportation Institute – September 2010)

- Estimated job loss of 288,000 by 2035
- Maintenance spending needs to double
- Doing nothing will cost Texas over \$1.1 trillion by 2035
- Businesses will bear a large impact

# Transportation Issues Facing the 82<sup>nd</sup> Legislature

- ◉ TxDOT sunset
- ◉ Need for additional revenue
- ◉ Public-private partnerships
- ◉ Proposition 12
- ◉ Regional Toll Revenues

# TxDOT Sunset

- Served on TxDOT Committee to evaluate new planning and programming rules
- Work based on HB 300 (81<sup>st</sup> Texas Legislature)
- Goal to implement concepts from HB 300 that did not require legislative action
- Final rules adopted July 2010

# Revenue Options

- Simplify vehicle registration collection
- Stop diversions
- Adjust fuel costs based on fuel efficiency
- Authorize voter-approved county transportation revenue elections

# Gas Tax Indexing to Fuel Efficiency: What We Mean

Year	Average Annual Mileage	Gas Price Per Gallon	Average Miles Per Gallon	Average Gallons Consumed	Annual Cost
		\$2.360 gas			\$1,980 gas
2010	15,000	<u>\$0.384 tax</u>	18	833	<u>\$ 320 tax</u>
		\$2.750 total			\$2,300 total
		\$2.360 gas			\$1,015 gas
2030	15,000	<u>\$0.384 tax</u>	35	429	<u>\$ 165 tax</u>
(no indexing)		\$2.750 total			\$1,180 total
		\$2.360 gas			\$1,015 gas
2030	15,000	<u>\$0.745 tax</u>	35	429	<u>\$ 320 tax</u>
(indexing to fuel efficiency)		\$3.110 total			\$1,335 total

# Next Generation Public-Private Partnerships

- Encourage domestic involvement from the private sector
- Strengthen buyback provisions and eliminate noncompete clauses
- In nonattainment areas, require the private sector to integrate air quality elements
- Explore the role of the private sector as a backstop or revolving fund for system-level PPPs
- Retain the ability to transition immediate action HOV lanes to tolled managed lanes

# Practical Implications of Primacy/First Option

Clarify which agency has first option when there are multiple local toll project entities within the same geographic region

Public sector responsibilities will be known and declared at the time of legislative request

# Proposition 12

- Ensure a fair allocation across the State
- Provide flexibility to use funds on non-tolled elements of managed lane projects
- Appropriate remaining authorized revenue
- Pursue the revolving fund
- Ensure the Shapiro formula distribution requirements apply

# Regional Toll Revenues

- Return existing funds to the region
- Ensure future funds come directly to the region
- Solve east-west issue with RTC equity position (potential losses to the east)
- Clarify that revenues are local funds