

2018 Transportation Bond Program

Collin County has been developing and updating Mobility Plans for well over 30 years. In addition to the US 75 freeway and the PGBT, DNT and SRT tollways, the County, in 2000, began planning for an Outer Loop to provide adequate mobility in the northern and eastern parts of the County. The latest Mobility Plan updates in 2014 and 2015 projected traffic for the growth in Collin County in the years 2020, 2035 and when the County is fully developed (over 30 years in the future). Based on these projections and based on comparisons to the freeway network and populations in Dallas and Tarrant Counties, the Collin County Commissioners Court in 2016 determined that the Mobility Plan was not adequate and that additional freeways will be needed. The court determined that, in addition to the Outer Loop, freeways will be needed in the US 380 corridor all the way across Collin County and in the SH 78 corridor in the southeast part of the County. It was initially thought that a freeway was needed to relieve US 75; however, subsequent studies have shown that only improvements directly to US 75 will improve the congestion on US 75.

Studies are in progress to determine the specific alignments for freeways in these corridors. The process for development of new freeways is a very lengthy effort. This process involves the Texas Department of Transportation, the Federal Highway Administration, the North Texas Metropolitan Planning Organization, Collin County and affected cities. Although funding should eventually be available to TxDOT for these projects, the Commissioners Court wants to expedite the development to these freeways through this process as much as possible. It is anticipated that the alignments should be determined about the time that proceeds from a bond election would become available in early 2019. Therefore, the bond proposal includes funding for the initial steps of the development of these freeways so that the projects do not have to wait for TxDOT funding and their process to begin. In addition the bond proposal would put the County in a position to begin acquisition of ROW several years before TxDOT. This funding would comprise 80 percent of the transportation funding in the bond program.

In addition to freeways, the 2014 Mobility Plan Update identified arterials that need to have their capacity increased in the next several years to prevent gridlock congestion. These arterials are controlled by Collin County and TxDOT. The bond proposal includes all of the funding needed for the County arterials and the "gap" funding needed to supplement TxDOT funding of their arterials in order to prevent the improvements from being delayed due to a lack of State funding. There are other arterials in cities that are of County-wide significance that would also receive some funding from this bond proposal. The specific projects and amounts would be determined on an annual or biennial basis during the five years of the bond program. The funding for arterials would comprise 20 percent of the transportation funding in the bond program.