



COLLIN COUNTY

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To: Commissioners Court

From: Clarence Daugherty, P.E., Director of Engineering

Subject: **Update on Development of a Transportation Bond Program**

Since being assigned the task of developing recommendations for a fall bond program, the Planning Board met at its regular meeting on January 5. After an extensive discussion, the Board formed a committee of six members to meet weekly about the bond program. That committee met on January 12 and at the writing of this memo is scheduled to meet again on January 19.

The challenge is to determine when funding is needed from the County and how much funding is needed. The Engineering staff provided planning level estimates of funding needs for two options: (1) a typical local funding option that assumed the County has to provide 10% of the ROW costs; and (2) an option that assumes the County covers all the engineering and all the ROW costs. If the County were to have to provide funds to cover the engineering costs, then funding would be needed in the next year or two. However, if the County only has to provide money for ROW, it will be several years before funding is needed. These charts are attached but are really detailed. The total at the end is really the important part. If you review the details, the projected year that funding is needed is shown in the far right column. Those tasks that are needed in the next five years are highlighted in blue.

The Committee identified the tasks that they need to accomplish and developed a draft schedule in order to meet the tight timeframe for a November ballot. The Committee understands that the modeling of the first north-south corridors will be completed by the staff of the North Central Texas Council of Governments by the end of January and that TxDOT should have a consultant under contract by early February. Parallel to these tasks, the Committee will create a "message" to communicate the need to the public. The Committee will review and refine a draft message at its next few meetings.

The Committee directed Clarence Daugherty to make sure TxDOT understands the criticality of the timing of the initial feasibility analysis. They also directed Clarence to find out what TxDOT's plans are for funding engineering and ROW for the LARs projects, so that the Committee can determine the "gap" that needs to be covered by the County as well as the timing.

Subsequent to the Committee meeting, it has been determined that TxDOT should be able to provide the funding for engineering. However, obtaining funding for right-of-way acquisition may come slower than the ROW could actually be acquired. So the projects will most likely move faster if the County were to fund the acquisition of ROW or at least provide funding that TxDOT could reimburse at a later date. A third chart was prepared for the assumption that Collin County would not pay for engineering but pay for 100% of the ROW (100% of all the tasks for the Outer Loop). With this new information it appears

that funding from the County for the State limited access roadways will not be needed for several years, perhaps 2020 or 2021.

Aside from the State limited access roadways (possibly US 380 and SH 78), the schematics for the Outer Loop from Preston to US 75 should be complete at the end of 2017. So funds will be needed for acquisition of ROW beginning in 2018.

Although it is clear that the first priority of the Commissioners Court currently is the development of the limited access roadways, there are some Principal Arterials that connect to the LARs and are under design, that will need funding sooner than the LARs. The most urgent need is \$18 million in construction funding for the southbound service road of the Dallas North Tollway, as well as \$9 million for the eastbound service road of the Outer Loop from DNT to Preston Road, which should go to construction in FY '18. Therefore, if the funding for the DNT and Outer Loop must come from bonds, an election would have to be held in 2017 in order to have the funds when plans are complete and ROW has been acquired. However, the Court still has an allocation of \$44 million left over from the US 75 reserve two years ago. If those funds were used for the DNT and Outer Loop, then bonds would not be needed for them. The next most urgent arterial roadway need is an additional \$30 million in FY '20 for construction of Park Blvd. Obviously, funding for Park Blvd could come from an election in 2018 or 2019.