



## ***TEXAS HIGHWAY FUNDING***

Presented to  
SEAUPG 2006  
Wilmington, N.C.




### **Texas Highway Facts**

- **Shortest Highway**  
Loop 168 in Tenaha (Shelby County). The road is 0.074 miles long or about 390 feet.
- **Longest Highway**  
US 83, It extends from the Oklahoma state line in the panhandle, near Perryton, to the Mexican border in Brownsville. It is 903 miles long.
- **Highest Highway**  
Texas 118 in the Davis Mountains, it is 6,791 ft. above sea level.




### **Interesting TxDOT Facts**

- **Miles** – TxDOT maintains more than 79,600 centerline miles of roadway
- **Traffic Signals** – TxDOT maintains more than 6,100 traffic signals at a cost of \$24.5 million a year
- **Right of Way** – TxDOT maintains 1.1 million acres of right of way.
- **Vehicles** – There are 19.1 million vehicles registered in Texas, almost one per person
- **Bridges** – More than 49,000 in the TxDOT system



### **Texas Transportation System**

- 300,000 centerline miles of roads
- 12,000 miles of rail
- 35 urban transit systems
- 41 rural transit systems
- 16 intercity bus lines
- 27 commercial service airports
- 21 executive and freight only airports



### **Texas Transportation System**

- 250 County airports
- 27 water ports
- 423 miles of inter-coastal waterway
- 31 international motor vehicle or rail border crossings
- **About 70% of all US/Mexico trade passes through Texas and the total volume is growing by 30% a year.**



### **Funding Streams**

- **Conventional Funding**
  - In the last 30 years
    - Texas traffic volumes have increased 200%
    - Texas population has grown by 90%
    - Capacity of the highway system gained only 20%
- **Regional Mobility Authorities**
- **Pass Through Tolls**
- **Comprehensive Development Agreements**

### Conventional Funding

- Raised through regular funding sources such as gas tax (user fee) and vehicle registration
- Gas tax has been 20 cents a gallon since 1991
- Only meets 30% of our needs
- FY '06 TxDOT, a banner year, construction budget was approximately \$5.3 billion

### Conventional Letting and Funding Projections

Conventional Lettings	Expected Federal Funds	
FY	Amount*	Amount
2007	\$4.5 - 5.0 B	\$2.1
2008	\$4.0 - 4.5 B	\$2.2
2009	\$4.0 - 4.5 B	\$2.2**

\*Does not include PTT, CDAs, and concessionaire projects.  
 \*\*Federal and state end of year FY do not align so the value presented is estimated.

### Regional Mobility Authorities (RMA)

- Local government agencies such as a county or a group of counties can form an RMA
- Created to construct, maintain, operate, expand, or extend transportation projects
- Approximately six have been established
- Four billion dollars in needed projects have been identified
- Projects will primarily be funded by bonds and paid for by tolls

### REGIONAL MOBILITY AUTHORITIES (RMAs) IN TEXAS

1. Central Texas RMA	2. AlamoRMA	3. Grayson County RMA
Council: December 2005 Board: 10 Members Chair: Mark Ford Vice Chair: Scott Johnson Web Site: www.centraltxrma.com	Council: December 2005 Board: 10 Members Chair: Tom Jones Vice Chair: Tom Jones Web Site: www.alamotexas.com	Council: April 2005 Board: 10 Members Chair: Bill Grayson Vice Chair: Bill Grayson Web Site: www.graysonrma.com
4. Northeast Texas RMA	5. Cameron County RMA	6. Hidalgo County RMA
Council: May 2005 Board: 10 Members Chair: Bill Grayson Vice Chair: Bill Grayson Web Site: www.northeasttxrma.com	Council: December 2005 Board: 10 Members Chair: Bill Grayson Vice Chair: Bill Grayson Web Site: www.cameronrma.com	Council: December 2005 Board: 10 Members Chair: Bill Grayson Vice Chair: Bill Grayson Web Site: www.hidalgo.com

### Pass Through Tolls

- A public or private entity can identify projects and issue bonds to pay for the project with approval from TxDOT. Cities, counties, etc.
- TxDOT will reimburse the entity based on a vehicle fee or vehicle-mile fee that is determined by the number of vehicles using the facility. Can be through tolls or not.
- 11 projects have already been approved and an additional 12 are being reviewed. Total project estimates \$1.9 billion.
- Two projects have been submitted by private entities.

### Pass Through Tolls

2005-001-01 Montgomery County FM 1488, etc	HOU	\$219,403,000	FY 07
2005-002-01 Grayson County Fwd SH 171, etc	PAR	\$63,000,000	FY 07
2005-003-01 City of Weatherford	FTW	\$53,309,768	FY 07
2005-004-01 City of Port Arthur	BMT	\$26,492,714	FY 07
2005-005-01 Williamson County IH 35, etc	AUS	\$174,724,000	FY 07
2005-006-01 Mission Red	PHR	\$39,721,182	
2005-007-01 City of San Marcos	AUS	\$48,507,791	
2005-008-01 Bexar County	SAT	\$53,000,000	
2005-009-01 Comal County	SAT	\$58,000,000	
2005-010-01 Chambers County	BMT	\$9,423,489	
2005-011-01 City of Forney	DAL	\$47,699,373	
2005-012-01 Galveston County	HOU	\$21,251,939	
2005-013-01 Hays County FM 3407	AUS	\$184,340,000	FY 07
2005-014-01 San Isidro Ranch	LAR	\$14,000,000	
2006-001-01 City of Corpus Christi	CRP	\$16,805,561	
2006-002-01 El Paso/JD Abrams	ELP	\$151,500,000	
2006-003-01 Hidalgo Co. Rd Dist 5	PHR	\$75,675,082	
2006-004-01 Tarrant County	ATL	\$116,500,000	
2006-005-01 Brazoria County	HOU	\$179,400,000	
2006-006-01 Bastrop-Lee Co/ZAI	AUS	\$186,400,000	
2006-007-01 Val Verde County	LAR	\$137,280,000	
2006-008-01 Roanoke	DAL	\$10,547,000	
2006-009-01 Collin County	DAL		

### Public Private Partnerships

- Combine benefits of Government and Private Business
- Long-term strategic partner
- Minimize public funding
- Private sector equity & innovation
- Maximize private investment
- Shared risk



### Comprehensive Development Agreements (CDA)

- Projects that are financed, engineered, built, maintained, and operated by a private entity
- The highest profile project so far is TTC – 35 better known as the Trans Texas Corridor
  - Proposed six to nine billion dollar program
  - Will eventually span from Oklahoma to Mexico parallel to I-35

### CDA's Project Status

#### Completed CDA Procurements:

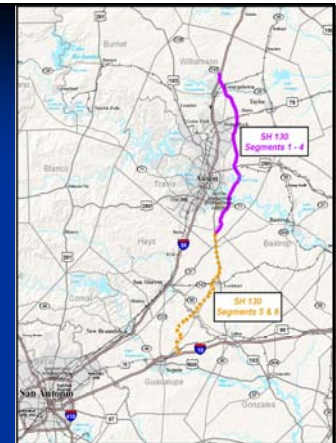
- SH 130 Segments 1-4 (EDA)
- Statewide Toll Integrator CDA
- SH 45 Southeast CDA
- TTC-35 Master Planning CDA

#### Negotiated CDA - Concession Agreement's:

- SH 130 Segs. 5&6 (Southern 40 miles) - Anticipate signing final CDA agreement with the Developer before Dec 31, 2006.
- Approximate Construction Cost \$900 million.

### SH 130 Segments 5 & 6:

#### First Concession Agreement



### CDA Open Procurements

**TTC 69 Pharr, Laredo, Corpus, Houston, Lufkin, Atlanta** - Received two developer proposals in June '06.

- Anticipate releasing RFDP this fall. Anticipate receiving proposals in spring '07.
- Anticipate entering into pre-development agreement in late summer or fall '07.

### TTC/I-69 Study Area

- 48 Public Meetings have been completed to date
- Received over 4,000 comments to date
- Public Hearings Anticipated in Fall/Winter



### CDA Open Procurements

**SH 121 Dallas, Fort Worth - Four short listed proposers.**

- The RFDP was released in August '06.
- Anticipate receiving detailed proposals in Nov/Dec '06.
- Anticipate entering into concession agreement in early '07.
- Approximate Construction Cost \$350 million.

### CDA Open Procurements

**IH 635 Dallas - Four short listed proposers.**

- Anticipate releasing RFDP this fall.
- Anticipate receiving proposals in spring '07.
- Anticipate entering into concession agreement in late summer or fall '07.
- Approximate Construction Cost \$1.5 billion.

### CDA Open Procurements

**US 281/1604 San Antonio - Two short listed proposers.**

- Anticipate releasing RFDP Spring '07.
- Anticipate receiving proposals in summer '07.
- Anticipate entering into concession agreement in late 2007.
- Approximate Construction Cost \$2 billion

### CDA Open Procurements

**IH 820/SH 183/IH 35, Fort Worth**

Anticipate initiating CDA procurement in late 2006 or early 2007.


- Approximate Construction Cost – undetermined.
- Project is being sized and scoped at this time.

### *Trans-Texas Corridor "TTC" Vision Announced in January 2002*

- Multi-modal corridors
- Mobility
- Congestion relief
- Safety
- Efficiency
- Economic development
- Environmental quality



### Near-, Mid-, and Long-Term Facilities



**Near Term (2005 - 2010)**

- SH 120 - Segments 5 and 6
- Dallas Southwest Connector
- Dallas Northwest Connector
- Georgetown to Temple
- Temple to Dallas SE Connector
- San Antonio Southwest Loop
- IAP Railroad Relocation (H&P&C)

**Mid Term (2010 - 2025)**

- W 10 Expansion, Seguin to San Antonio SE Loop
- SH 120 - Segments 1 to 4

**Long Term (2025 - )**

- Dallas to Austin Freight Rail
- Dallas to Austin High Speed Rail
- Austin - San Antonio High Speed Rail
- Fort Worth Southwest & Northwest Connector
- San Antonio to Rio Grande Valley

## What TTC will Mean to the Texas Economy



**Based on an economic impact study commissioned by TxDOT and conducted by the Perryman Group**

- The economic stimulus over the next 25 years is estimated at \$1.4 trillion (in 2005 dollars) and 14.8 million person-years of employment gained
- At project maturity, \$6.9 billion yearly in additional state revenue.

## Reality Check

- Conventional Funding
  - Rising Cost, dollar not going as far as before
  - Careful review of project engineering
    - Materials
    - Products
  - Reduction of some projects
    - District wide overlays
    - Stretching dollars on others
  - Statewide taskforce on cost reduction

## For the Future



- Think Big
- Plan Large
- Execute Huge
  
- Our focus, Comfort, Safety, and Durability for the citizens of Texas