



Transportation Update

March 2009

American Recovery and Reinvestment Act (Stimulus)

■ Big Picture

- \$27.5 Billion - Nationwide for transportation infrastructure projects (highways and bridges)
- \$2.250 Billion - Texas' share

■ Allocating The Texas Share

- MPO Total – Approximately **\$500M**
- Commission – Approximately **\$1.7B**
- Enhancement – Approximately **\$67.5 M**

Stimulus Projects – East Region

County	Project	ES Funds	Constr \$
Harris	SH 99	\$181 m	\$397 m
Orange	IH 10	\$20 m	\$32 m
Harris	BW 8	\$50 m	\$50 m
Harris	IH 10	\$11 m	\$27 m
Burleson	FM 60	\$10.5 m	\$12 m
Brazos	SH 6	\$2.5 m	\$11 m
Harris	IH 610	\$43 m	\$43 m
Total		\$318 m	\$ 572 m



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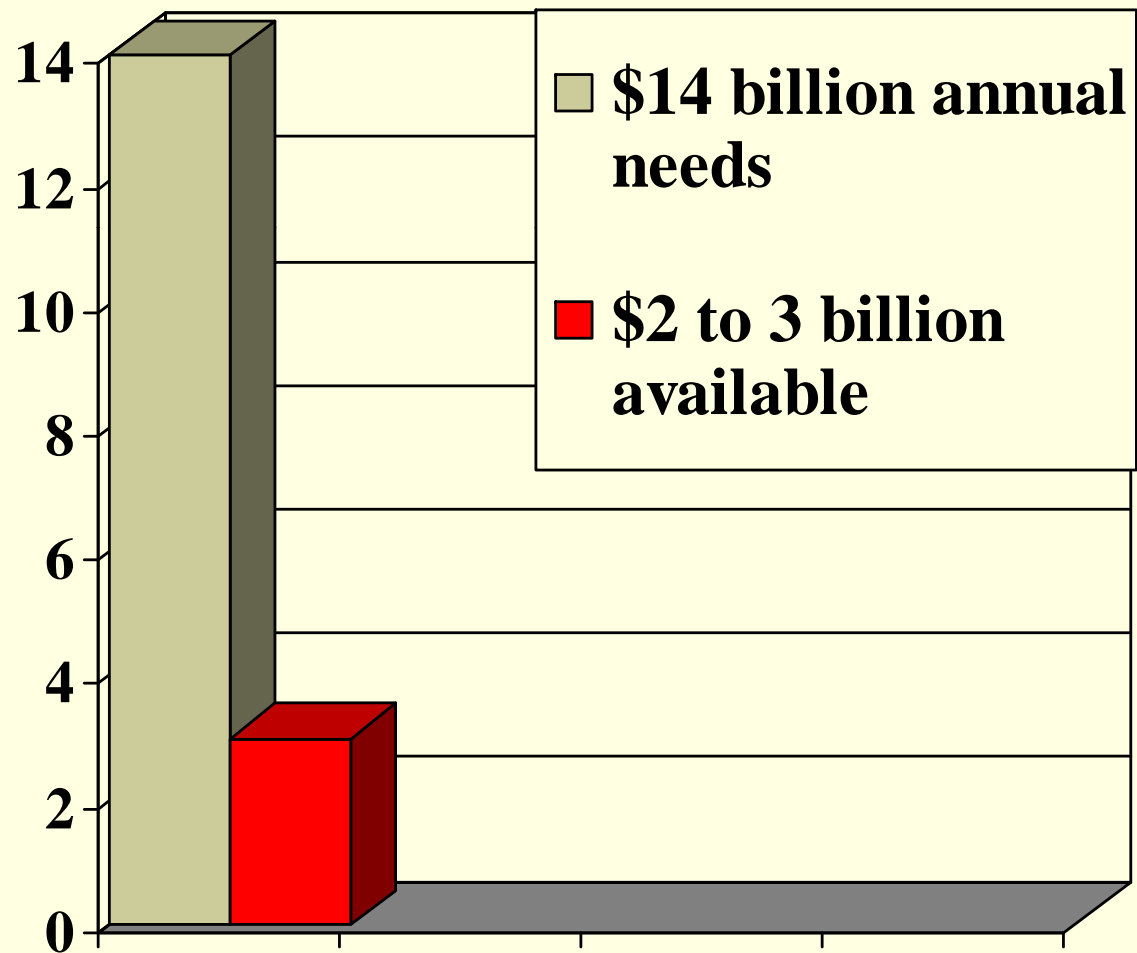
Gary Thomas
Dallas

Total Investment Needed (2008 \$)



	2009 - 2030	Per Year
Pavements	\$ 89 Billion	\$ 4.0 Billion
Bridges	\$ 36 Billion	\$ 1.6 Billion
Urban Mobility	\$ 171 Billion	\$ 7.8 Billion
Rural Mobility/Safety	\$ 19 Billion	\$ 0.9 Billion
TOTAL	\$ 315 Billion	\$14.3 Billion

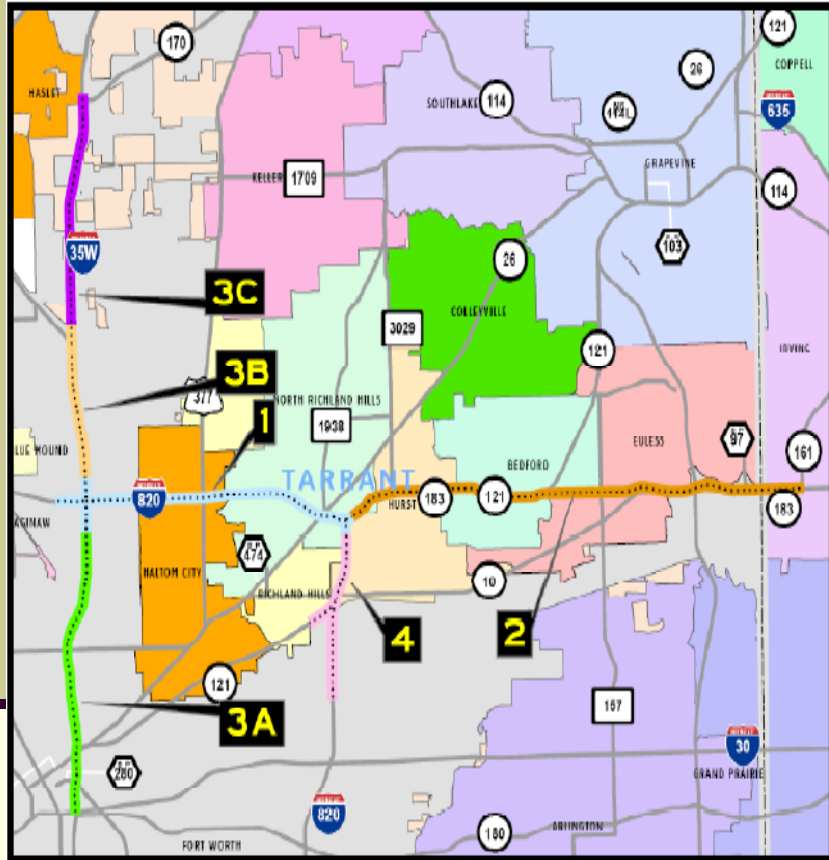
Unfunded Needs - \$11 billion yr



Potentials Solutions - State

- Increased leverage
- Private Investment
- Increase & index motor fuels taxes
- Local option taxes
- Increased vehicle registration fees
- Transportation reinvestment zones
- Fund Proposition 12: revolving fund
- Rail relocation fund

North Tarrant Express Ft Worth District



- Most congested corridor in Tarrant County
- Managed lane project
- \$2.5 b project costs
- \$600 m public funds
- Awarded in Jan 09
- 52 year term

IH 635 Managed Lanes (LBJ) Dallas District



- Top priority in Dallas
- Not enough public funds to complete project
- Design challenges
- Awarded in Feb 09
- Total Project Cost - \$4 b
- Public Funds - \$445 m

The Power of Leverage in DFW

Project	LBJ	NTE	SH 121	7.3 to 1
Tax \$	445 m	600 m	n/a	1.5 b
Up Front Pmt \$			3.2 b	3.2 b
Project Value \$	4 b	2.5 b	2.3 b	8.8 b
Total Benefit \$	3.5 b	1.9 b	5.5 b	\$10.9 b



Federal Reauthorization

- Critical: new federal vision
- Flexibility is key
- Goal driven – improve mobility
- Paying Our Way report
- Transition to VMT fees
- www.trans2group.com

Benefits of Combined Funding Sources - including tolls

- Accelerates more projects
- Few alternatives – no road
- Toll roads offer choices - value of time
- Reducing congestion improves quality of life
- Reliable trip times for goods movement increases economic productivity
- Long term maintenance costs more than construction