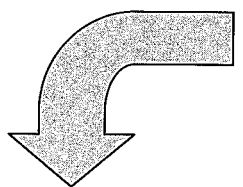


# NEW INNOVATIVE PARTNERSHIP

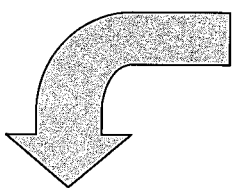
State Highway 121  
Concession Payment



\$80 million loan for rail  
relocation project



Gas tax funding allocated to SH  
114/FM 156 (no throwaway projects)



Alliance Airport runway  
extension able to proceed



FAA to repay investment  
\$10 million per year

# **HOW TO MEET NEEDS: End Ping-Pong Policy Development**

1. State/Federal Revenues Inadequate... Region Promotes Tollroads and Managed Lanes
2. Early Partnership with NTTA for a 50% Gas Tax Commitment With No Revenue Sharing... Region Pleads for More Revenue from State/Federal Sources
3. Dell Computer Creates Jobs Out of State... Region Pleads for More Revenue
4. State Creates Public-Private Partnerships... Region Advances Several Projects Waiting for Revenues for 20 Years
5. Private Sector Presents \$2.8B Proposal, matched by \$3.2B Proposal by NTTA... Region Begins Selection of Non-Tollroad Projects
6. Legislature Questions Role of Public-Private Partnership and Begins Market Valuation Process... Region Promotes a System Approach With No Success

# **HOW TO MEET NEEDS: End Ping-Pong Policy Development**

7. Project-by-Project Market Valuation Proceeds...RTC Advances Construction with S.H. 121 Revenues on an Interim Basis
8. Project Resolutions Slow...Resolutions ad hoc (S.H.121, George Bush Extension, S.H. 161, Southwest Parkway, Trinity, IH 635 Managed, Loop 820 Managed and S.H. 121 Funnel all different) and Gas Tax Revenue Almost Evaporate
9. Staff Will Recommend a Five Part Revenue Strategy to the RTC for Transmittal to the Texas Legislature
10. Public-Private Partnerships Will Be Used To Advance Tollroads, Managed Lanes, Goods Movement and Passenger Rail Systems. We Need To Get Away From “Winners and Losers” and Get Back To Partnerships.

# **Minimum State Revenue Initiatives: Stop The Bleeding**

- 1. Stop Diversions**
- 2. Index Fuel Tax**
- 3. Bond Transportation From General Fund**
- 4. Recommit To Public-Private Partnerships (i.e. Innovative Finance) Within Metropolitan Regions**
- 5. Local Option Revenue Menu**

# RAIL NORTH TEXAS

## Legislative History on Transportation "Firewall"

	Economic Development	Transit	Roadway
1983 – 1988		Sales Tax	Fuel Tax Vehicle Registration
1989 – 2000	Economic Development	↑	↑
2001 – 2006		Rail Eligible	Texas Mobility Fund Public-Private Partnerships
2007 – Current		Rail Eligible	↑
Future	↑	Increase Sales Tax	Stop Diversions Index Fuel Tax Increase Vehicle Registration General Revenue Bonds Local Option Fuel Tax

↑  
"Firewall"