



TEXAS DEPARTMENT OF TRANSPORTATION



PROPOSITION 1 STAKEHOLDER COMMITTEE MEETING

Austin, Texas





TEXAS DEPARTMENT OF TRANSPORTATION

WELCOME AND INTRODUCTIONS

Johnny Johnson



TEXAS DEPARTMENT OF TRANSPORTATION

REVIEW OF AUGUST 26, 2014 MEETING NOTES

Marc Williams

Key Comments from Round 1 of Committee Discussion

- Use of Proposition 1 funding should align with legislative direction.
- Use of Proposition 1 Funds should align with Strategic Plans of the Department and Metropolitan Planning Organizations.
- Distribution and use of Proposition 1 funds should account for changes in demographics and transportation activities.
- Congestion and Connectivity funding should be strategic in focus and directed toward major projects of regional significance.
- Connectivity funding should include the funding of new corridors.
- Consider population as a factor in the distribution of funds between Congestion and Connectivity to ensure public/legislative support, provide regional benefits and balance urban and rural needs.

Key Comments from Round 1 of Committee Discussion (continued)

- Formula(s) applied for energy sector distribution should best account for current energy related activities that most impact the transportation system.
- The Proposition 1 Stakeholder Committee may not be able to adequately determine the suitability of specific distributions to Districts and MPOs.
- Other key comments or issues of note from the first meeting?



TEXAS DEPARTMENT OF TRANSPORTATION

LEGISLATIVE UPDATE

Trent Thomas

House Appointees:

- Rep. Mrya Crownover (R-Denton)
- Patricia Harless (R-Spring)
- Abel Herrero (D-Robstown)
- John Otto (R-Dayton)
- Sylvester Turner (D-Houston)

Senate Appointees:

- Sen. Jane Nelson (R-Flower Mound)
- Sen. Robert Nichols (R-Jacksonville)
- Sen. Kevin Eltife (R-Tyler)
- Sen. Brian Birdwell (R-Granbury)
- Sen. John Whitmire (D-Houston)

- In determining the sufficient balance for that fiscal biennium, the committee shall consider:
 1. the history of fund balances;
 2. the history of transfers to the fund;
 3. estimated fund balances during that fiscal biennium;
 4. estimated transfers to the fund to occur during that fiscal biennium;
 5. information available to the committee regarding state highway congestion and funding demands; and
 6. any other information requested by the committee regarding the state's financial condition.



TEXAS DEPARTMENT OF TRANSPORTATION

REVIEW COMMITTEE MEMBER RESPONSE TO CHARGES FROM MEETING #1

Johnny Johnson

Charges to Committee Members from Meeting 1

- Requested committee member considerations after the first meeting:
 1. What are the most necessary and appropriate uses of funds?
 2. What is an appropriate percent distribution of funds and what, if any, caveats, incentives or requirements would you place on the categories?
 3. What should the extent of the committee's recommendation to the Commission be on the use and prioritization of funds?

Charge #1 – Necessary and Appropriate Use of Funds

- Initial proposal is that funds should be used to address state's four goals:
 - Safety.
 - Maintenance.
 - Congestion.
 - Connectivity.
- Additional recommendations have highlighted other areas of focus:
 - Energy needs.
 - Bridges.
 - Strategic corridors based on plan priorities and project growth.
 - Partnership opportunities.
- Other recommendations or priorities?

Charge #2 – Appropriate Distribution of Funds

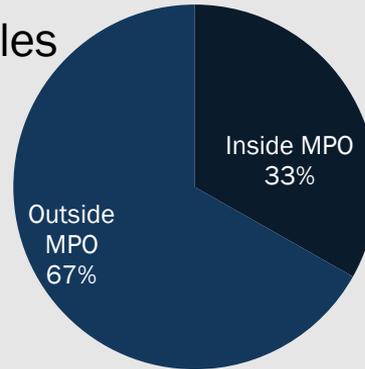
- Original proposal is for funds to be distributed in proportion to the state's \$5 billion additional annual funding needs:
 - \$3 billion for congestion/connectivity (60%).
 - \$1 billion for maintenance (20%).
 - \$1 billion for energy impacts (20%).
- Other options suggested by committee members:
 - Set aside for Commission use to leverage strategic partnerships.
 - Increase percentage of funds for Congestion.
 - Increase percentage of funds for Connectivity.
 - Increase allocation for Maintenance and Energy Sector needs.

Charge #2 – Appropriate Distribution of Funds (continued)

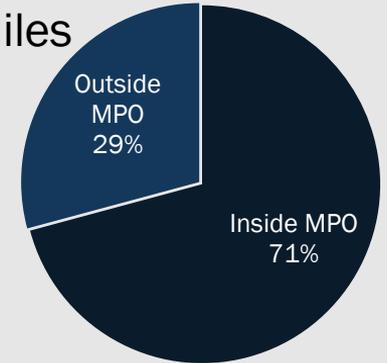
- Factors to guide the proportion of Congestion and Connectivity funding.

- Original factors:

Lane Miles

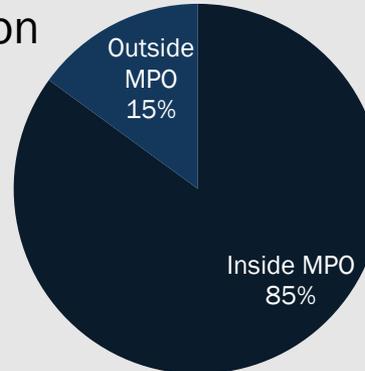


Vehicle-Miles of Travel

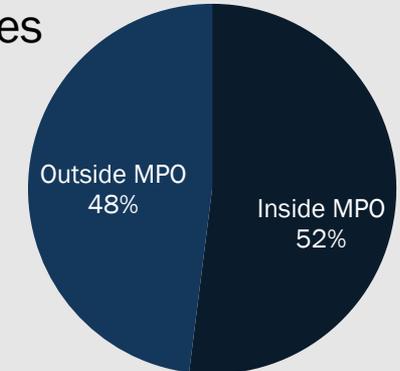


- Additional factors:

Population



Truck-Miles of Travel



Sources : Y2013 Rhino v14 On-System Statistics for Lane-Miles and Vehicle/Truck Miles of Travel, Census 2010 data for Population

Charge #2 – Appropriate Distribution of Funds (continued)

- Administration of fund allocations through Category 4 – Statewide Connectivity Corridor Projects of TxDOT’s *Unified Transportation Plan*.
- Category 4 outlines project-specific selection principles based on engineering analysis of projects on three corridor types:
 - Mobility corridors – based on congestion.
 - Connectivity corridors – 2-lane roadways requiring upgrade to 4-lane divided.
 - Strategic corridors – strategic corridor additions to the state highway network.
- Funding for Connectivity, Congestion or other formula allocations could be administered through Category 4 of the UTP.

Charge #2 – Appropriate Distribution of Funds (continued)

- Application of formulas for distribution of Energy Sector funds.

HB 1025

New Maintenance Contracts, may be used for maintenance and safety, including repairs to roadways and bridges within the state highway system for damage caused by oversize vehicles or overweight loads used in the development and production of energy or by above normal usage of roadways and bridges within the state highway system by vehicles used in the development and production of energy based on factors outlined in legislation.

Factors:

- safety issues
- traffic volumes
- pavement widths
- pavement conditions.

SB 1747

The department shall develop policies and procedures to administer a grant program under this subchapter to make grants to counties for transportation infrastructure projects located in areas of the state affected by increased oil and gas production.

Factors:

- 20 percent according to weight tolerance permits
- 20 percent according to oil and gas production taxes
- 50 percent according to well completions
- 10 percent according to the volume of oil and gas waste injected

Charge #2 – Appropriate Distribution of Funds (continued)

- Comparison of optional energy sector distributions

% Allocation Under HB1025	
Abilene	4.9
Amarillo	6.4
Atlanta	1.8
Austin	3.4
Beaumont	1.5
Brownwood	2.2
Bryan	2.7
Childress	2.6
Corpus Christi	8.2
Dallas	4.3
El Paso	1.5
Fort Worth	5.2
Houston	3.6
Laredo	5.4
Lubbock	4.3
Lufkin	2.4
Odessa	5.8
Paris	1.9
Pharr	1.5
San Angelo	6.1
San Antonio	6.7
Tyler	3.0
Waco	3.4
Wichita Falls	4.4
Yoakum	6.8
Total:	100.0

% Allocation Under SB 1747	
Abilene	5.3
Amarillo	3.8
Atlanta	2.0
Austin	1.2
Beaumont	2.0
Brownwood	1.3
Bryan	3.0
Childress	2.3
Corpus Christi	6.4
Dallas	1.1
El Paso	0.5
Fort Worth	4.5
Houston	1.8
Laredo	8.8
Lubbock	6.1
Lufkin	1.5
Odessa	21.2
Paris	0.8
Pharr	1.7
San Angelo	7.3
San Antonio	5.1
Tyler	2.0
Waco	0.8
Wichita Falls	3.4
Yoakum	6.0
Total:	100.0

Charge #3: Extent of the Committee's Recommendation to the Commission

- Committee Charge: *Provide recommendations to the Texas Department of Transportation on the distribution of potential funding provided by the Transportation Funding Ballot Proposition using existing formulas adopted by the Texas Transportation Commission.*
- Potential areas of recommendation:
 - Policies for the most necessary and appropriate use of funds.
 - Percentage allocations of overall Proposition 1 funding.
 - Appropriate formulas to distribute funds.
 - Continuation of outreach and coordination.
 - Future program updates.

Questions & Next Steps