Prop 1 helps region meet transportation needs

Voters in Texas provided the state transportation system with a boost in revenue in November 2014 with the approval of Proposition 1. This constitutional amendment, approved by 80 percent of voters, allows a portion of the oil and gas severance taxes previously directed exclusively to the state’s Rainy Day Fund to be used for non-tolled highway projects. In 2015, the allocation amounted to $1.7 billion statewide and $368 million for the Dallas-Fort Worth area. Future disbursements will be dependent on revenues produced by the oil and gas sector in Texas.

Proposition 1 is injecting needed revenue into roads throughout the state. Interstates and other roads that make up the state highway system are the focus of this funding, with an emphasis placed on systems rather than individual projects. This move is expected to improve connectivity in DFW and throughout the state.

In DFW, innovation has been key to the expansion of roadways built to accommodate the exponential growth experienced over the past few decades. The region has used a combination of traditional financing, tolls and public-private partnerships to add capacity to the region’s roadways. The population is soaring, growing by approximately 1 million people per decade, a pattern expected to continue. By 2040, the region is projected to grow from nearly 7 million to 10.6 million.

The growth experienced by the DFW area has required a multimodal approach, with expanding transit and bicycle-pedestrian options complementing the roadway system. NCTCOG’s comprehensive transportation approach will continue. However, Proposition 1 is about improvements to non-tolled roads.

NCTCOG and the state’s other metropolitan planning organizations will receive 40 percent of the funding for corridor improvements and projects that address safety and congestion. The remaining funds will be distributed by TxDOT to address statewide connectivity, roads in the energy-producing areas and maintenance across the state.
The multimodal approach taken by the Regional Transportation Council and its transportation partners throughout the region has resulted in rail, roadway and bike-pedestrian improvements in the ever-expanding region. Proposition 1 focuses on one of these components, specifically non-tolled roads. For example, the first year allocation helped fund an interchange at Interstate Highway 30 and State Highway 360. The project is expected to cost $254 million, with $200 million provided through the first infusion from Proposition 1 and $54 million through TxDOT and the RTC. On the eastern side of the region, the funds will help expansion of IH 35E in Dallas and Ellis counties. The map below highlights the projects approved by the Texas Transportation Commission in 2015 and projects under consideration through 2018. For a closer look at each project, visit www.nctcog.org/prop1.

Proposed Projects to Receive Proposition 1 Funding (Four Years)*

*2015 projects have been approved; the projects through 2018 are under consideration.