MEGA-DEVELOPMENT PROGRAM: COLLIN CREEK MALL REDEVELOPMENT

Regional Transportation Council
February 27, 2020

Michael Morris, P.E.
Director of Transportation
North Central Texas Council of Governments
BACKGROUND

The region continues to receive infrastructure funding requests for assistance in redeveloping major retail and economic centers/nodes.

Requests come from entities looking to relocate to our region and from local partners seeking new opportunities to revitalize existing areas.

These requests are anticipated to be a part of the future.

Requests create opportunities to use transportation investment to change land use and promote economic vitality of the region for mobility and air quality purposes.
# EXAMPLES OF EXTERNAL AND “IN REGION” REQUESTS

<table>
<thead>
<tr>
<th>External Partnership Opportunities</th>
<th>Local Partnership Opportunities</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Stadler</td>
<td>• American Airlines</td>
</tr>
<tr>
<td>• Tesla Battery</td>
<td>• Preston Center</td>
</tr>
<tr>
<td>• GE Test Track</td>
<td>• Midtown/Valley View Redevelopment</td>
</tr>
<tr>
<td>• Amazon</td>
<td>• Katy Lofts</td>
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<tr>
<td>• Uber</td>
<td>• Butler Housing</td>
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<tr>
<td></td>
<td>• Opportunity Zones in Dallas</td>
</tr>
<tr>
<td></td>
<td>• General Motors</td>
</tr>
<tr>
<td></td>
<td>• Collin Creek Mall</td>
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</tbody>
</table>
COLLIN CREEK MALL MIXED-USE REDEVELOPMENT PARTNERSHIP OPPORTUNITY

• Proposal for RTC consideration:
  • Contribute $30 million in federal funds to garage
  • City to contribution $25 million to garage
  • Half of RTC funding would be a grant and the balance would be a loan
  • Include transit service using next generation electric vehicles to Downtown Plano Light Rail Station
    • Fund with additional FTA or CMAQ funding
    • Coordinate with DART regarding operations
  • Parking garage must include park and ride spaces
  • Development must include electric vehicle charging infrastructure
  • Need assurances that the proposed development will materialize
  • Use standard interest rate (2.4%) on loan
  • RTC funding would only pay for publicly available parking/transit
  • Garage must be owned by the public sector
  • RTC funding for construction only, no land acquisition
COLLIN CREEK MALL MIXED-USE REDEVELOPMENT
PARTNERSHIP OPPORTUNITY

• Requested Action:
  • Approval of parking and transit
    • $30 million federal with a $15 million payback for parking garage
    • $25 million local
    • Approximately 3 transit vehicles for shuttle purposes
  • Anticipated funding source is either federal Congestion Mitigation Air Quality Improvement Program or Surface Transportation Block Grant funding (FTA funding may assist with Transit)
  • Specific agreement terms to be finalized, but would include elements highlighted in this presentation
  • Direct staff to administratively amend the Transportation Improvement Program and other planning/administrative documents to include this project and funding
NEXT STEPS WITH TXDOT AND 2021 UNIFIED TRANSPORTATION PROGRAM

Regional Transportation Council
February 27, 2020
NEED FOR COMMISSION/RTC DISCUSSION

Texas Transportation Commission
- State Funds
- Maximum Flexibility to Commission in Category 12 for Statewide Needs
- No Tolled Projects

Legislature
- Permit Tolled Projects
- Restrict Magnitude of Commission Funds in Category 12

RTC as Metropolitan Planning Organization
- Federal Responsibility
- Air Quality Requirements
- Maximize Modal Diversity
- Leverage Funds
- Maintain Equity

2021 UTP?
RTC COMMUNICATION TO TXDOT: EMERGENCY/GRANDFATHERED/PHASED TOLLED MANAGED LANE SYSTEM

**Tarrant County**
IH 30: IH 35W to FM 157/Collins

**Tarrant/Dallas County**
SH 183: SH 121 to SH 161

**Dallas County**
IH 30 East: IH 45 to US 80 +

**Collin County (Contingency)**
US 75 Technology Lanes
INCOMING PRIVATE SECTOR REVENUE FOR NORTH TARRANT EXPRESS (NTE)/SH 183

Per prior RTC direction, staff continues to work with TxDOT and private sector partners to complete additional phases of the NTE and other public/private partnership projects.

Recent projections indicate that general purpose and managed lane capacity improvements are anticipated to be triggered in mid-2022 with an open to traffic date of June 2024.

The private sector is currently coordinating with TxDOT to advance the first item.

The private sector partner (NTEMP) will be paying for these improvements in the amounts noted below:

<table>
<thead>
<tr>
<th>Capacity Improvements</th>
<th>$ in Millions</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>SH 183/NTE Segment 1 &amp; 2W Widening</td>
<td>$162</td>
<td>Add 1 general purpose lane in NTE Segment 1 and 1 managed lane in NTE Segment 2W</td>
</tr>
<tr>
<td>Build 2+2 managed lanes from Reliance Parkway to SH 161 (former Segment 2E)</td>
<td>$860</td>
<td>This section of 5.3 miles would be built and operated by private sector as an extension of the current facility</td>
</tr>
<tr>
<td>Build 2+2 managed lane from SH 161 to Story Rd</td>
<td>$270</td>
<td>Funding Cintra would pay to TxDOT to lane balance east of SH 161 (2 miles)</td>
</tr>
</tbody>
</table>

$1,292
PROPOSED I.H.35 RECOMMENDATION IN AUSTIN

Measured Outrage:

Plan A: DOA

Plan B: Win-Win
PLAN A

IH 35 Austin

Non-Toll Environment

$3.7B Category 12 Strategic Priority Additional Funds

$7.5B Total Cost
PLAN B (RTC APPROVAL IN MARCH)

Impact of $1B to our Region
Contradicts Current Agreements
Answer is Clear: Exists in Real World
60 Day Blitz: Build All

Communicate to:
- Texas Transportation Commission
- Governor Office
- Lt. Governor Office
- Private Sector
- Legislative Delegation
- Attorney General Office
- Austin MPO

Focus:
- Equity
- Law
- Project
- Lost Opportunity Costs
VIRGIN HYPERLOOP ONE
CERTIFICATION CENTER REQUEST FOR
PROPOSALS RESPONSE

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North Central Texas Council of Governments
Proposed Corridor: SH 360 and DFWIA
Combined Corridors 7 and 8
Alignment Option 6B
Contingency Corridor: IH 635
Corridor 3
# Revenues (Target $200M)

<table>
<thead>
<tr>
<th>FUNDING REQUEST</th>
<th>Corridor (6 Miles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>State TERP Air Quality Funds</td>
<td>$50M - $100M</td>
</tr>
<tr>
<td>TxDOT Commission/Governor’s Office ¹</td>
<td>✓</td>
</tr>
<tr>
<td>Federal Request (California HSR)</td>
<td>$50M - $100M</td>
</tr>
<tr>
<td>Federal INFRA</td>
<td>$30M</td>
</tr>
<tr>
<td>EPA/DOE</td>
<td>✓</td>
</tr>
<tr>
<td>Aircheck <em>(RTC)</em></td>
<td>$10M - $30M</td>
</tr>
<tr>
<td>City/County <em>(RTC)</em></td>
<td>✓</td>
</tr>
<tr>
<td>Private Sector <em>(RTC)</em></td>
<td>✓</td>
</tr>
<tr>
<td>STBG <em>(RTC)</em></td>
<td>$40M</td>
</tr>
<tr>
<td>RTC Local</td>
<td>$10M (includes $2.5M for University Partnership)</td>
</tr>
<tr>
<td>RTC Transportation Development Credits</td>
<td>Yes</td>
</tr>
<tr>
<td>RTC Carbon Credits</td>
<td>Yes</td>
</tr>
</tbody>
</table>

$190M - $310M ✓

✓ = Round Three
¹ Enterprise Fund Request Pending Being Short Listed ✓
Mobility 2045 High-Speed Recommendations

- At-Grade
- Grade Separated
- Station Location
Proposed Certification Center Location

- At-Grade
- Grade Separated
- Station Location
<table>
<thead>
<tr>
<th>Route</th>
<th>Distance</th>
<th>Mode</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Downtown Fort Worth to DFW Airport</td>
<td></td>
<td>Regional Rail</td>
<td>49 minutes</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Auto Peak Period</td>
<td>31-39 minutes</td>
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<tr>
<td></td>
<td></td>
<td>Hyperloop</td>
<td>7 minutes</td>
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<tr>
<td>Downtown Dallas to DFW Airport</td>
<td></td>
<td>Light Rail</td>
<td>50 minutes</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Auto Peak Period</td>
<td>35-40 minutes</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Hyperloop</td>
<td>7 minutes</td>
</tr>
</tbody>
</table>
**Typical Sections**

**Elevated 1**

* Horizontal and vertical clearances allow for the area needed to construct, operate and maintain the guideway and supporting facilities.

** Minimum vertical clearance over roadways is 5 m or 16.5 ft. Vertical clearance of 5.6 m or 18.5 ft would be required over interstate highways and other roadway corridors designated for freight. Vertical clearance over passenger or freight railroads would be 7 m or 23 ft.

** Vertical Clearance**

- 4 m
- 13.1 ft

** Tube**

- 5 m
- 16.4 ft

** Vertical Clearance Over Roadway**

- 5 to 5.6 m
- 16.5 to 18.5 ft

** Horizontal Clearances**

- 4 m
- 13 m
- 42.7 ft

- 5 m
- 16.4 ft
- 13.1 ft
Typical Sections

**Elevated 3**

Horizontal and vertical clearances allow for the area needed to construct, operate and maintain the guideway and supporting facilities.

**Minimum vertical clearance over roadways is 5 m or 16.5 ft. Vertical clearance of 5.6 m or 18 ft would be required over interstate highways and other roadway corridors designated for freight. Vertical clearance over passenger or freight railroads would be 7 m or 23 ft.**
Typical Sections

**Elevated 2**

* Horizontal and vertical clearances allow for the area needed to construct, operate and maintain the guideway and supporting facilities.

** Minimum vertical clearance over roadways is 5 m or 16.5 ft. Vertical clearance of 5.6 m or 18 ft would be required over interstate highways and other roadway corridors designated for freight. Vertical clearance over passenger or freight railroads would be 7 m or 23 ft.