

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

External Partnership Opportunities

- Stadler
- Tesla Battery
- GE Test Track
- Amazon
- Uber

Local Partnership Opportunities

- American Airlines
- Preston Center
- Midtown/Valley View Redevelopment
- Katy Lofts
- Butler Housing
- Opportunity Zones in Dallas
- General Motors
- Collin Creek Mall

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

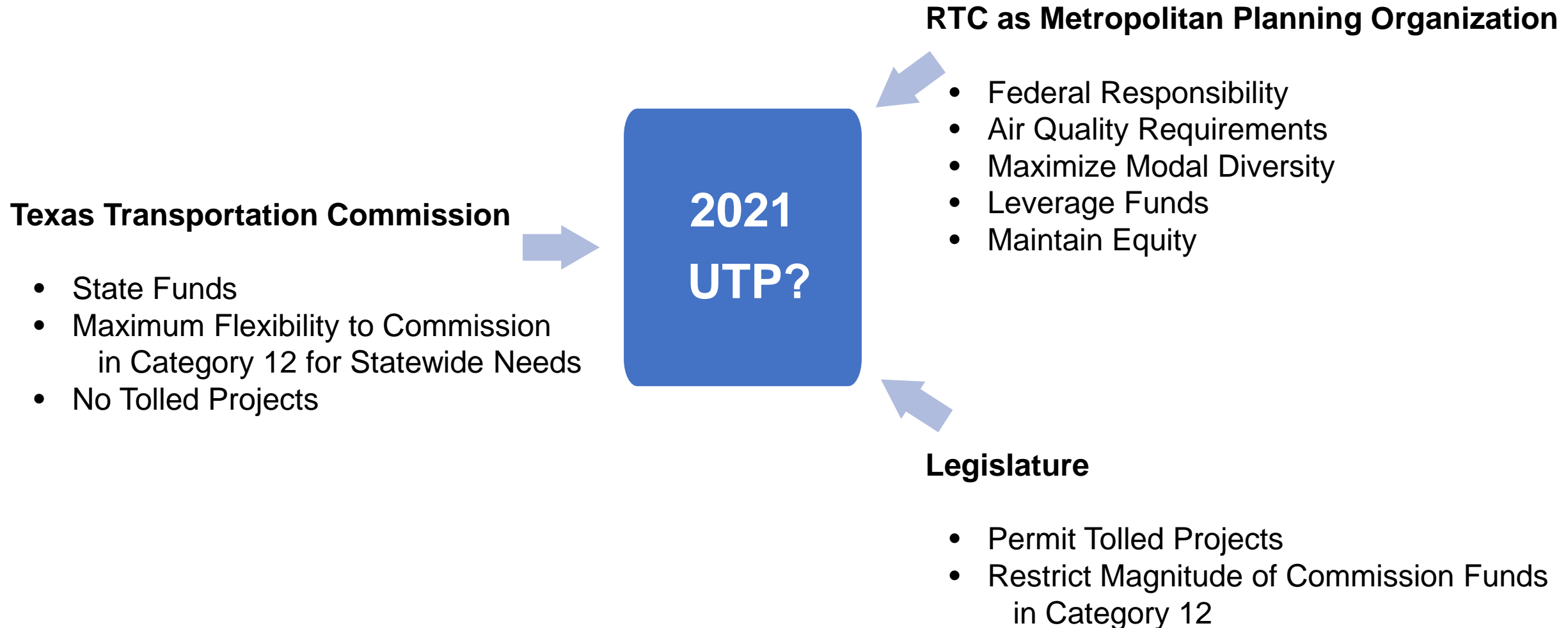
- Requested Action:
 - Approval of parking and transit
 - \$30 million federal with a \$15 million payback for parking garage
 - \$25 million local
 - Approximately 3 transit vehicles for shuttle purposes
 - Anticipated funding source is either federal Congestion Mitigation Air Quality Improvement Program 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



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:

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

\$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

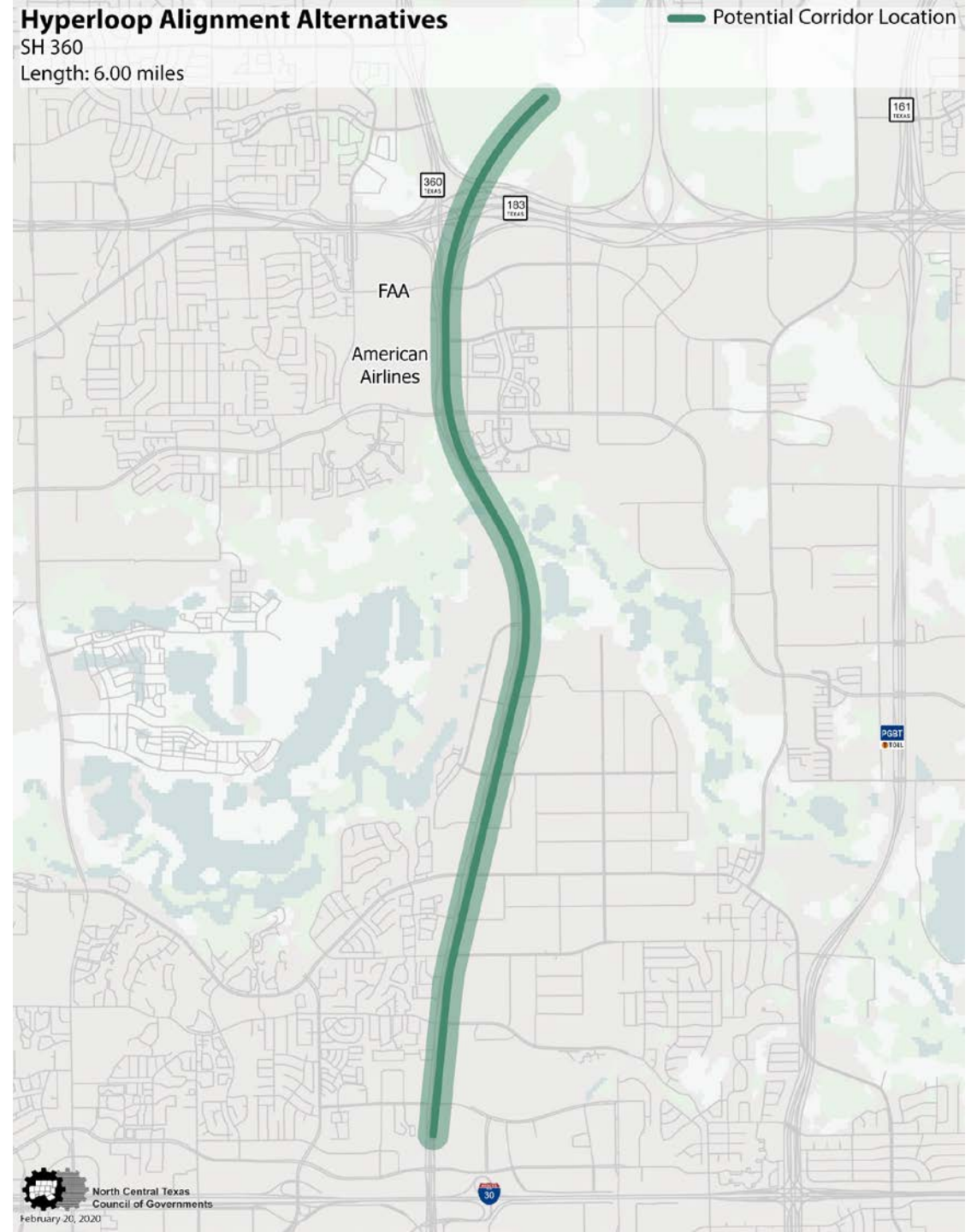
Lost Opportunity Costs

VIRGIN HYPERLOOP ONE CERTIFICATION CENTER REQUEST FOR PROPOSALS RESPONSE

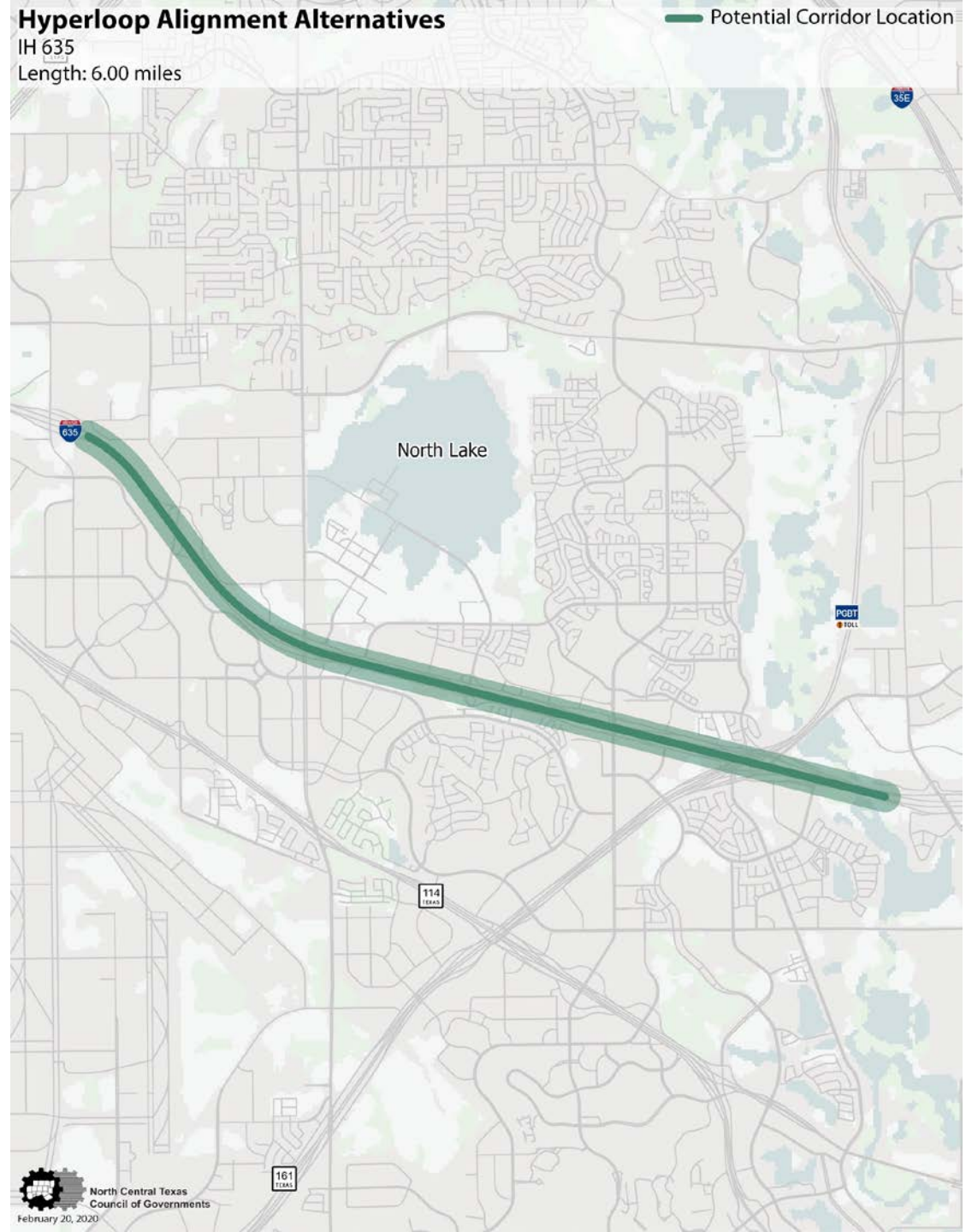
Regional Transportation Council
February 27, 2020

Michael Morris, P.E.
Director of Transportation
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)

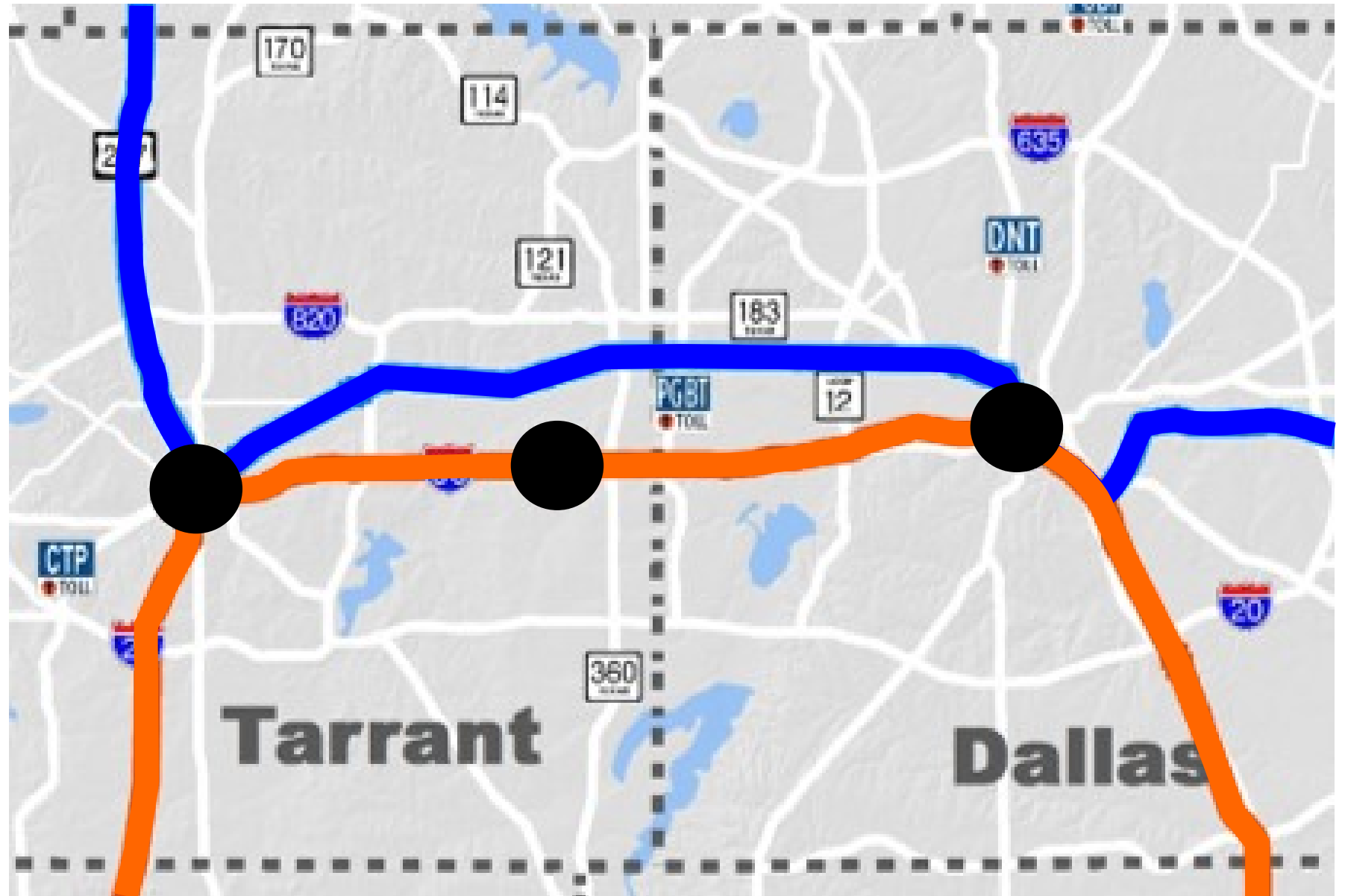
| FUNDING REQUEST | Corridor (6 Miles) |
|---|---|
| State TERP Air Quality Funds | \$50M - \$100M |
| TxDOT Commission/Governor's Office ¹ | ✓ |
| Federal Request (California HSR) | \$50M - \$100M |
| Federal INFRA | \$30M |
| EPA/DOE | ✓ |
| Aircheck (RTC) | \$10M - \$30M |
| City/County (RTC) | ✓ |
| Private Sector (RTC) | ✓ |
| STBG (RTC) | \$40M |
| RTC Local | \$10M (includes \$2.5M for University Partnership) |
| RTC Transportation Development Credits | Yes |
| RTC Carbon Credits | Yes |
| | \$190M - \$310M ✓ |

✓ = Round Three




¹ Enterprise Fund Request Pending Being Short Listed ✓

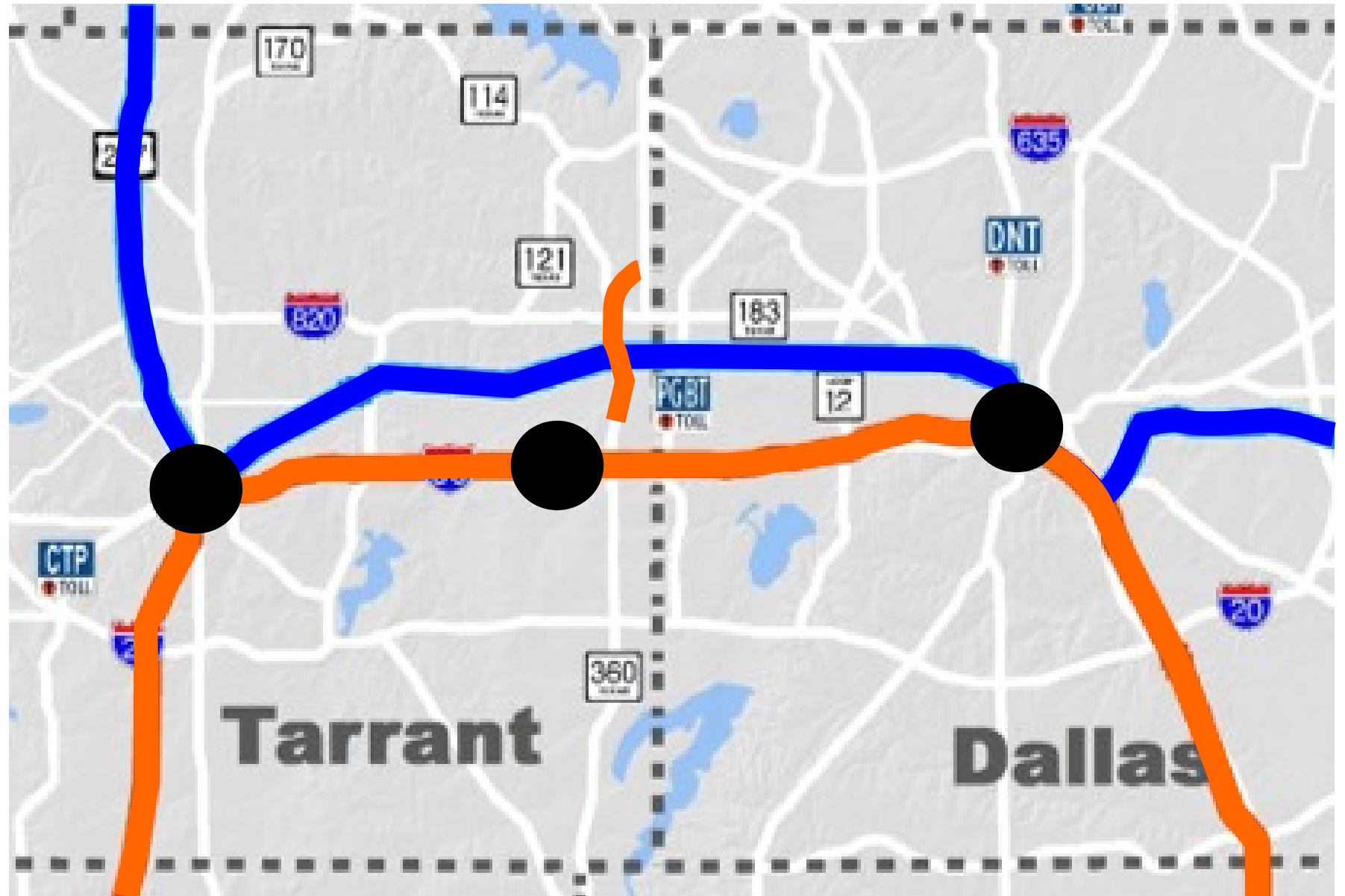
Mobility 2045 High-Speed Recommendations

-  At-Grade
-  Grade Separated
-  Station Location






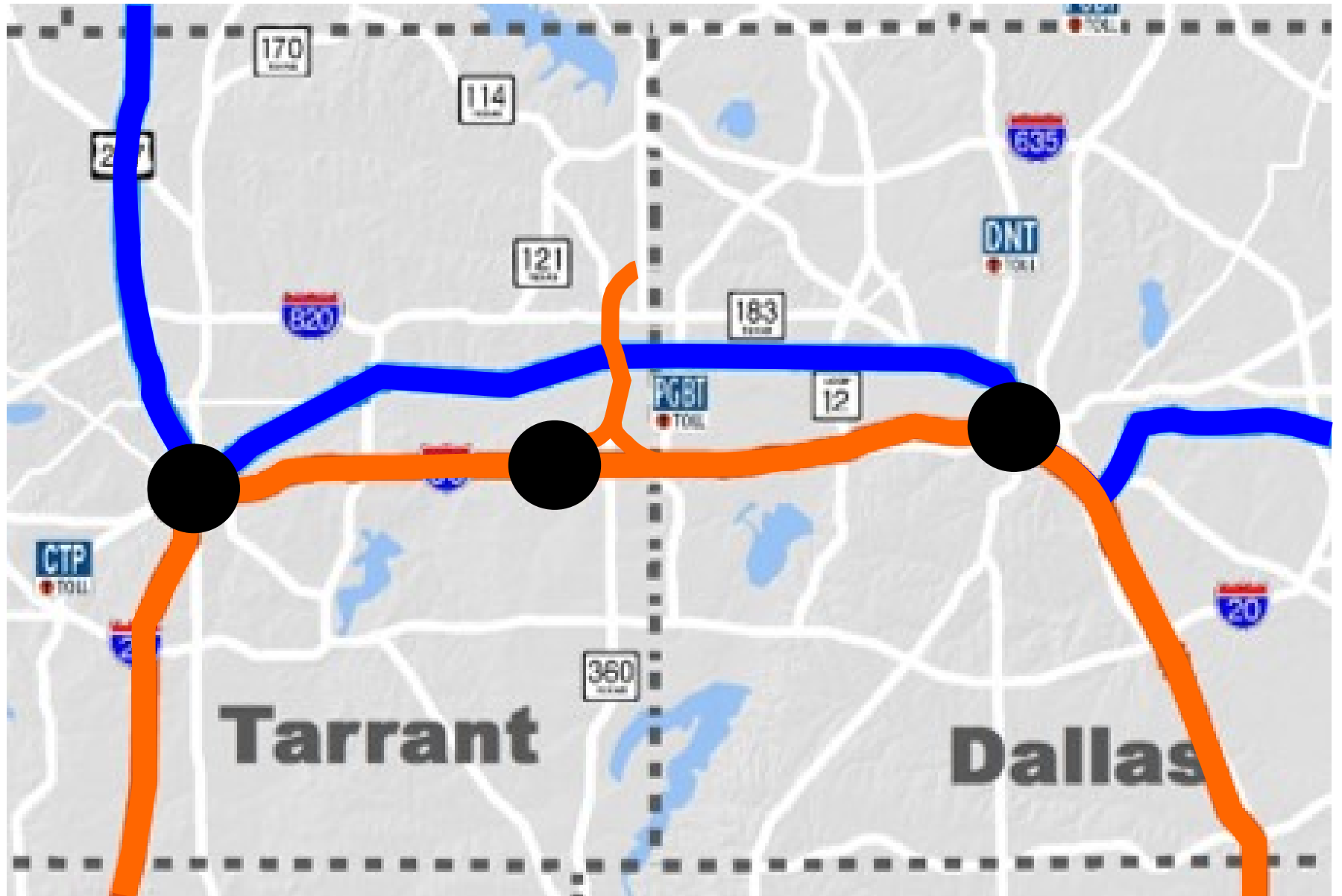
Proposed Certification Center Location

-  At-Grade
-  Grade Separated
-  Station Location



System Connection

-  At-Grade
-  Grade Separated
-  Station Location



Travel Time to DFW Airport

Downtown Fort Worth to DFW Airport

- Regional Rail: 49 minutes
- Auto Peak Period:
31-39 minutes
- Hyperloop: 7 minutes

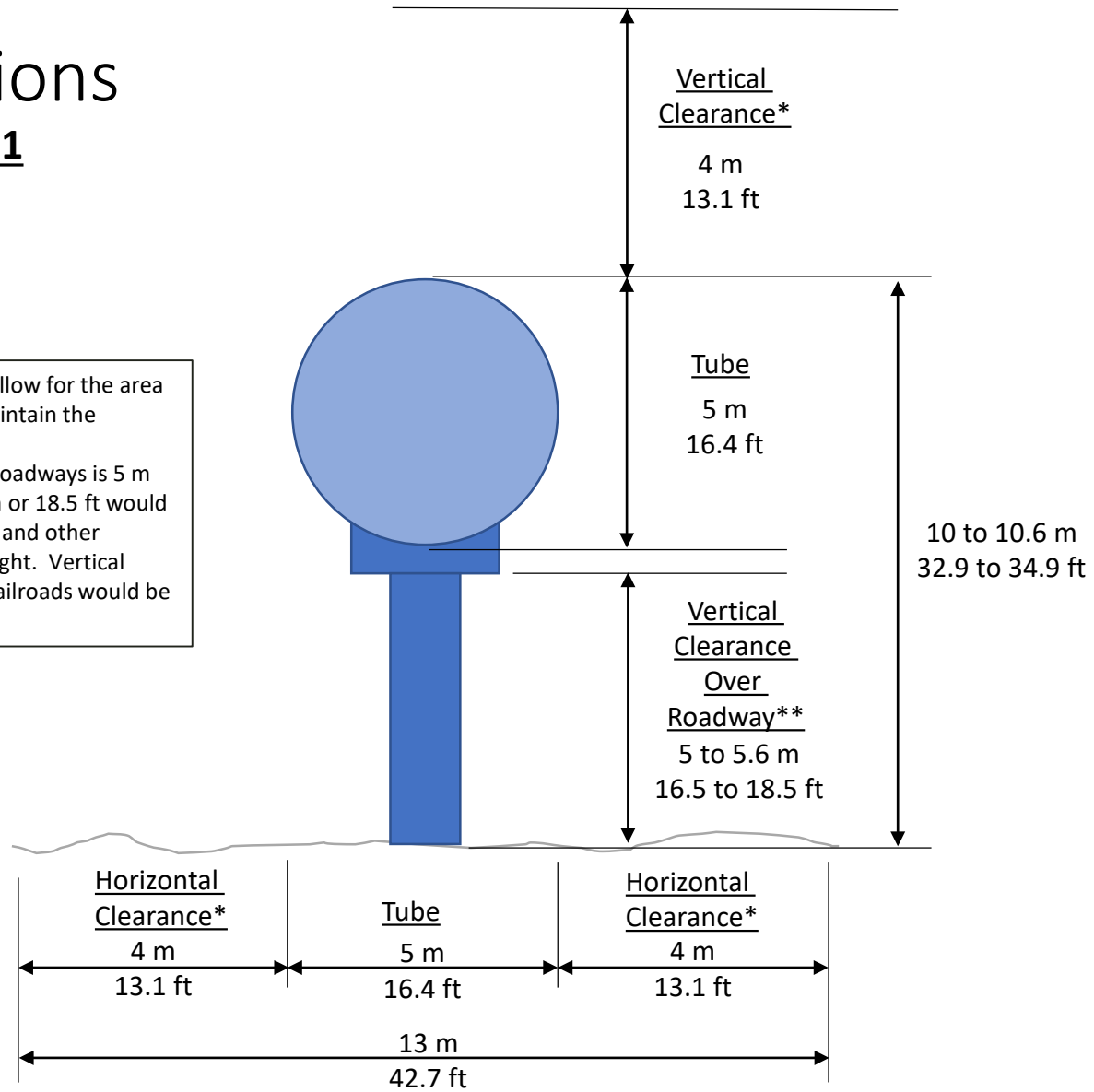
Downtown Dallas to DFW Airport

- Light Rail: 50 minutes
- Auto Peak Period:
35-40 minutes
- Hyperloop: 7 minutes

Typical Sections

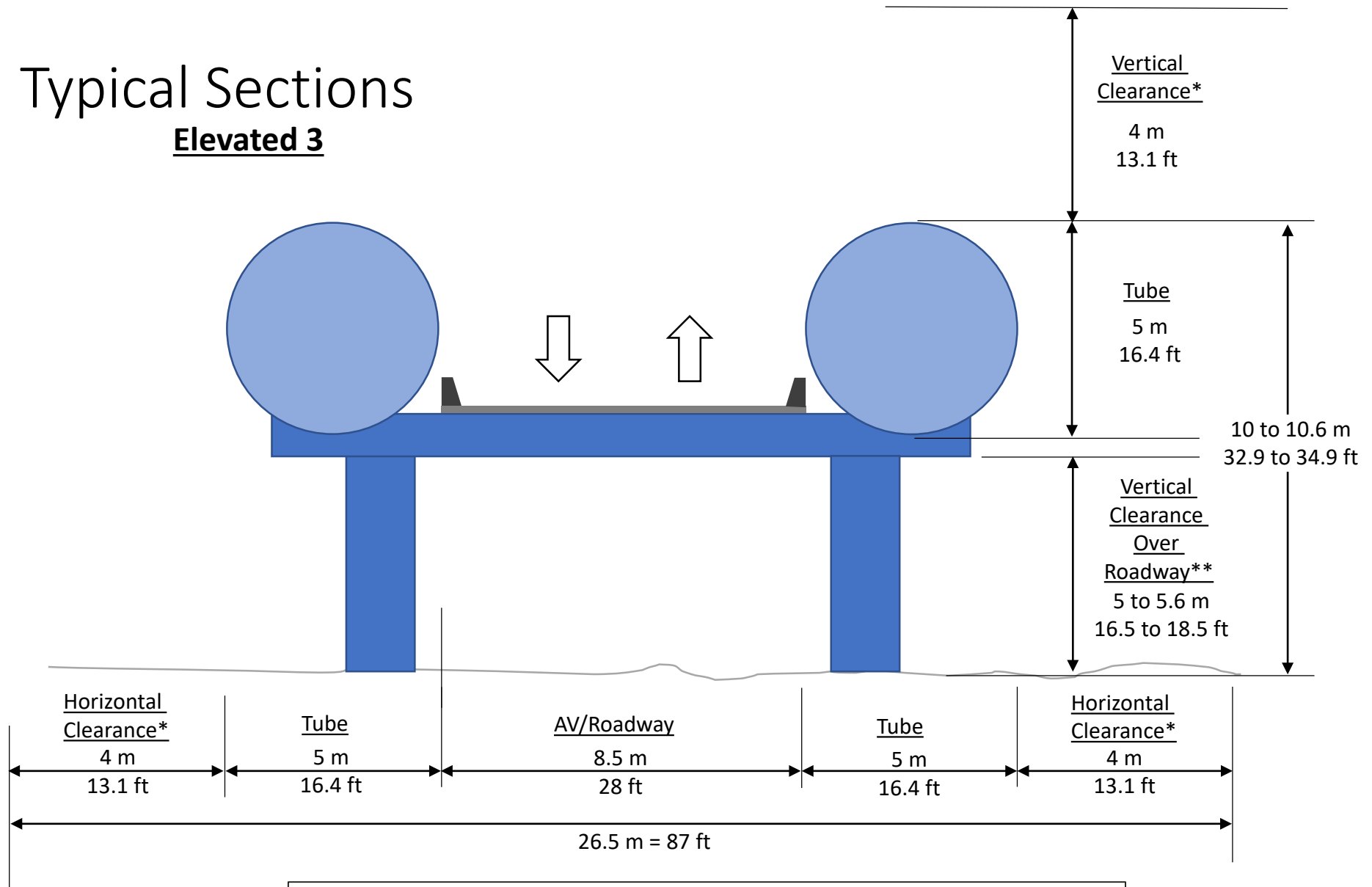
Elevated 1

* 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.



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.

