



CENTRAL TEXAS  
Regional Mobility Authority

# 2007 Texas Legislative Session: Transportation

Mike Heiligenstein, Executive Director  
Central Texas Regional Mobility Authority



# Regional Mobility Authority and Transportation Funding Legislation

- Regional Mobility Authority (RMA) concept in Senate Bill 342 (2001)
- Senate Bill 342 incorporated a constitutional amendment authorizing the creation of the Texas Mobility Fund and allowing the state to spend money on toll roads
- The constitutional amendment was placed on the ballot in November 2001 and was approved by 67.7% of voters



# The Evolution of Mobility Authority Legislation

- The powers and responsibilities of mobility authorities were more clearly defined in subsequent legislation, HB 3588 and HB 2702
  - House Bill 3588, passed in 2003, authorizes RMAs to:
    - Issue bonds backed by toll revenue
    - Develop a wide variety of multi-modal transportation projects
    - Authority to acquire right of way



# The Evolution of Mobility Authority Legislation

- House Bill 2702, passed in 2005
  - Clarified concession, conversion process
  - Authorized use of Texas Mobility Funds by RMAs
  - Required surplus revenue and concession payments under a CDA from toll projects to stay within the region



# SB 792 Summary - Toll Financing & Concessions

- SB 792, passed in the 2007 legislative session, included the following provisions
  - Concession CDA moratorium
  - Adds additional oversight of CDAs by Attorney General, Legislative Budget Board and State Auditor
  - Primacy for development of toll projects by local toll entities
  - Market valuation required for toll projects



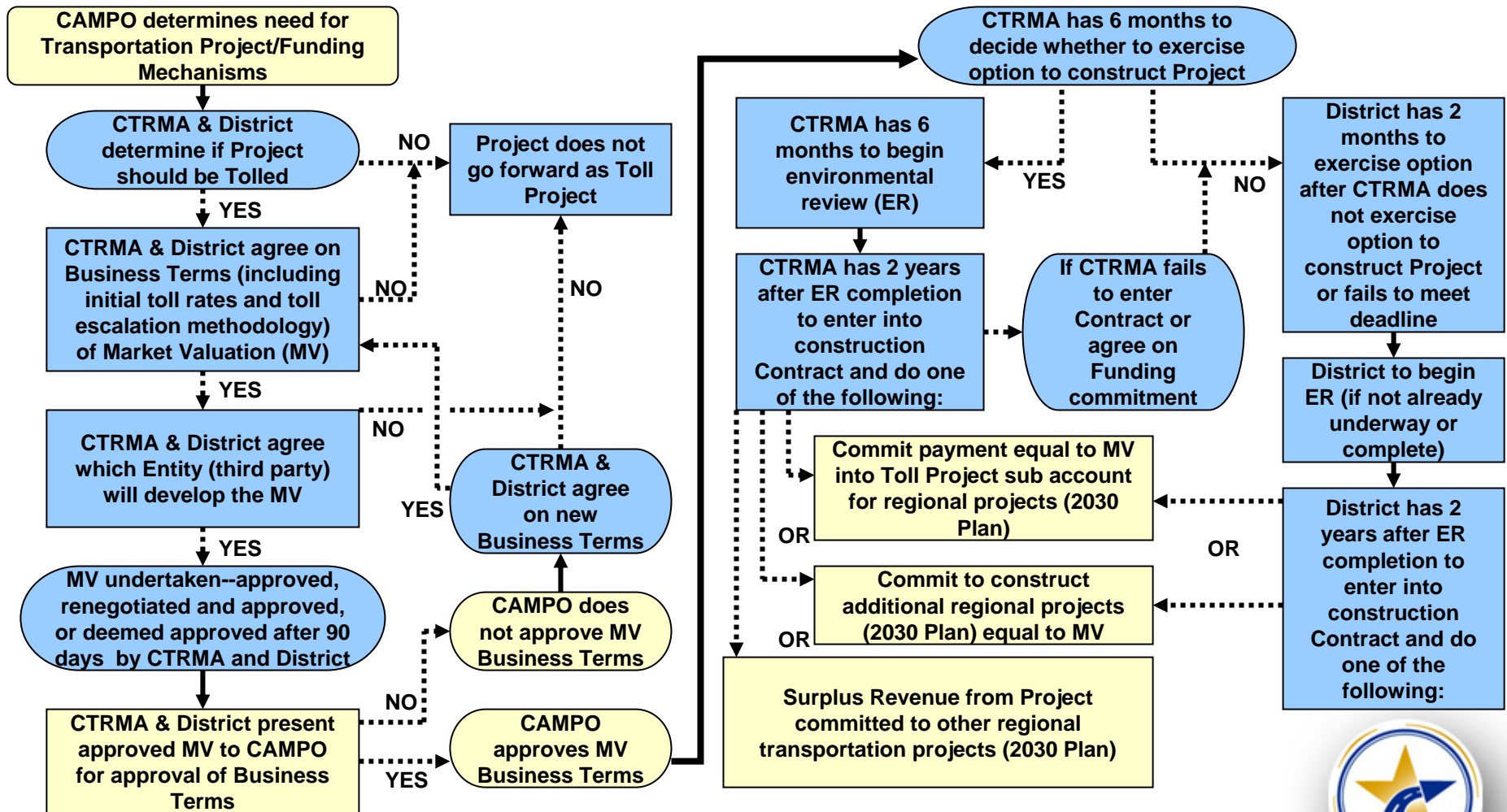
# List of SB 792 Exempted Projects

- Projects associated with Trinity Parkway (Dallas)
- North Tarrant Expressway (Fort Worth)
- Loop 9 project (Dallas)
- DFW Connector (Dallas/Fort Worth)
- State Highway 99 project (Grand Parkway-Houston)
- Certain managed lane projects, including I-635 project in Dallas
- I-69 (South of Refugio County)
- State Highway 161 (Dallas)
- Non-TTC project (Grayson County)
- State Highway 121 (Dallas)
- Project in border county with population greater than 300,000
  - (El Paso [MPO approval prior to 5-1-07], Cameron and Hidalgo Counties)
- Projects for which a concession CDA was signed prior to May 1, 2007

Total Value:  
\$15 billion



# SB 792 Market Valuation Flow Chart



# Market Valuation (MV) Overview

- MPO determines that a project should be built as a toll project
- Local toll entity and TxDOT mutually agree on business terms
- MV analysis performed
- MPO determines whether toll project should be developed using business terms
- Local toll entity must do one of the following to build
  - Make an up front payment equal to MV
  - Commit to construct other projects in the region equal to MV by MPO
  - Commit to using surplus revenues to build additional transportation projects as identified in future by MPO



# SB 1266 Summary - Finance

- SB 1266 included the following provisions
  - Transportation Reinvestment Zones (TRZ)
  - Property value tax increment dedication in a TRZ to TxDOT under pass-through finance agreements
    - Remainder available for use within zone

Or

- Abate increased taxes in a county TRZ and create a road utility district to impose a tax equal to abatement to dedicate to TxDOT



# HB 1857 Summary - Transportation Planning

- HB 1857 included the following provisions
  - County and TxDOT identify future transportation corridors in county
    - County can refuse to record subdivision plat
    - County can require certain notices and disclosures in connection with county platting and subsequent transactions



# Transportation Commission MO# 109800

- MPOs must use Mobility Funds as part of tolled/leveraged project by September-October 2007 or have funds reallocated to other MPOs.





CENTRAL TEXAS  
Regional Mobility Authority

# 2007 Texas Legislative Session: Transportation

Mike Heiligenstein, Executive Director  
Central Texas Regional Mobility Authority

