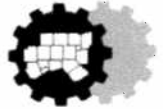


## Regional Transportation Council

The Transportation Policy Body for the North Central Texas Council of Governments  
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)



TO: Members of the RTC Transit Subcommittee  
North Texas Business Representatives

DATE: April 25, 2008

FROM: Michael Morris, P.E.  
Director of Transportation

SUBJECT: Notice of Meeting – May 1, 2008

The Chair, Councilmember Jungus Jordan has requested a meeting of the Regional Transportation Council (RTC) Transit Subcommittee. Staff has reviewed the minutes from the last meeting and identified the five funding options presented by committee members and interested parties. These funding options have been analyzed for revenue potential.


Staff has also developed five new families for committee consideration. Some of these families will be similar to the funding options developed at the last meeting. These families, along with revenue generated, will be presented.

In addition, the Rail North Texas Revenue Funding Options Worksheet has been updated to include features requested by subcommittee members. New features include the ability to select a "revenue collection geography," either by the nine county region, user selected counties, or by corridor. Additionally, the worksheet now provides detailed information regarding county and corridor cost and potential revenue. A "local subsidy option" has been added and provides a method to demonstrate potential revenue sources or additional funds not otherwise accounted for in the worksheet. These sources may include but are not limited to federal funds, emissions taxes, entertainment taxes, gas well revenues, public private partnerships, retirement of 4A/4B, TIF districts, toll road concession payments, parking fees, etc. The worksheet can be downloaded at the following website:

<http://www.nctcog.org/trans/committees/rtc/2008/Jan24/TransitAuthorityPartnershipRTCSubcommittee.asp>

**The meeting is scheduled for 10:00 a.m., Thursday, May 1, 2008, in the Transportation Council Room, 1<sup>st</sup> Floor, of the North Central Texas Council of Governments, 616 Six Flags Drive, Arlington. A meeting agenda is attached.**

We look forward to seeing you at the meeting. If you have any questions or concerns, please call me at (817) 695-9241.

  
Michael Morris, P.E.

AW:lp  
Enclosure

## AGENDA

**Regional Transportation Council  
Transit Subcommittee  
Thursday, May 1, 2008  
10:00 a.m. – 11:30 a.m.  
NCTCOG Transportation Council Room**

1. **Introductions: Summary by Jungus Jordan/Linda Koop**
2. **Evaluation of Five Funding Options**  
 Action       Possible Action     Information  
Item Summary: Staff will provide an analysis of revenue generated under the five funding options discussed at the April 10, 2008, subcommittee meeting. The list of options is included as Reference Item 2.
3. **New Funding Families for Consideration**  
 Action       Possible Action     Information  
Item Summary: Staff will present five new funding families with an analysis of revenue generated under each strategy. The list of new families is included as Reference Item 3.
4. **Open Discussion/Next Steps**  
 Action       Possible Action     Information  
Item Summary: Committee members will have an opportunity to discuss and evaluate the funding options presented and determine how a recommendation will be made to the Regional Transportation Council.
5. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.

**Next Meeting:** To be determined.

## **Funding Strategies** **April 10, 2008**

### **Option 1:**

Raise the sales tax cap (or exempt transit sales tax) by 1 percent.

### **Option 2: Pay for rail with amount equal to roadway funding**

Michael Morris "West Coast" Offense

- ¼ percent sales tax
- 2 percent gas sales tax
- \$50 vehicle registration fee
- 3 cent property tax

### **Option 3:**

Bill Allaway example of using property tax/bonding authority now to fund capital costs only. Construction would be expedited to the earliest date possible. The priority for funding operating costs is to retire 4A/4B debt and use the revenue released – as well as capturing additional revenue over and above current year revenue (see factor #2 below) – as soon as construction begins. Other revenue strategies that directly related to demand for increased mobility may be considered for operating revenue (additional sales tax may not be considered).

### **Option 4:**

Dallas County Example

- 1.85 percent vehicle sales tax
- \$10 vehicle registration fee
- 5 cent local option gas tax

### **Option 5:**

Ron Natinsky example to look at using only vehicle registration fee and new resident impact fee (no rates were given). If that has to be supplemented with property tax, it should be a small amount.

### **Factor #1 For Consideration**

John Tatum example to use alternative demographics to adjust tax revenue out of the suburbs and into the core urban areas. This will reduce the demand for the rail lines to the suburbs.

### **Factor #2 For Consideration**

Robert Franke suggested a value capture on 4A/4B sales tax. Cities could keep the revenue generated today, but any increase in revenue would go towards transit operations.

**New Families For Consideration**

Family 1 – Focus on the Visitor

Family 2 – Focus on a Partnership with Roadway

Family 3 – Focus on Non-legislative Solutions

Family 4 – Focus on a Single Solution

Family 5 – Focus on a County-specific Solution