

ELEMENTS OF TRANSIT SUMMIT PRESENTATION

Why passenger rail is needed?

Where and when will passenger rail be built?

How much will the rail system cost?

Who has been involved in the planning process?

What are the revenue options?

How will rail be implemented?

RAIL NORTH TEXAS

Initial Policy Foundation

Parking Fees at Station

Higher Airport Fares

Higher Fare Box Recovery

TIF Revenue Share

Public/Private Partnership

Transition 4A/4B Revenue

Federal Funds

WEST COAST OFFENSE

Three-fold Strategy

Utilize revenue options that may increase the chances for legislative support of regional rail through a stand-alone rail initiative.

Aware of the TxDOT financial crisis, reserve revenue sources to assist with the regional roadway needs through a stand-alone roadway initiative.

Merge both needs into a coordinated transportation infrastructure package. This will permit two legislative initiatives: one related to regional rail alone and one integrated approach advocating multimodal investments. Both approaches are aimed at maximizing legislator's interest.

INSTITUTIONAL QUESTIONS

Funding Mechanism

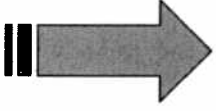
Local Option From Menu

Governance Mechanism

“Metropolitan Mobility Authority”

- Seeking federal authority
- Seeking State authority
- Grow Credit Union Bank
- Voter Approval of Local Option Taxes
- County/Regional Vote

LEGISLATIVE APPROACH



AS OF JULY 30, 2008...

**LOCAL OPTION MENU FOR RAIL AND
OTHER TRANSPORTATION NEEDS FOR
LARGE METROPOLITAN REGIONS**

RAIL NORTH TEXAS

Legislative History on Transportation “Firewall”

	Economic Development	Transit	Roadway
1983 – 1988		Sales Tax	Fuel Tax Vehicle Registration
1989 – 2000	Economic Development		
2001 – 2006		Rail Eligible	Texas Mobility Fund Public-Private Partnerships
2007 – Current		Rail Eligible	
Future		Increase Sales Tax Rail Eligible	Stop Diversions Index Fuel Tax Increase Vehicle Registration General Revenue Bonds Local Option Fuel Tax

← “Firewall”

COMPELLING REASONS FOR A MULTIMODAL INTEGRATED APPROACH

Alliance Runway Example: Eliminate Stovepipes

DCTA Rail Line

Defederalization of Projects

Funding Switch-out with Denton County

RTC Interest is Funding Their Mobility Plan

Federated Approach to Project Implementation
(non-RTC)