

DRAFT

**RESOLUTION SUPPORTING INITIAL REVENUE STRATEGIES
FOR RAIL NORTH TEXAS
(R08-04)**

WHEREAS, the North Central Texas Council of Governments (NCTCOG) is designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

WHEREAS, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments and has been and continues to be the regional forum for cooperative decisions on transportation; and,

WHEREAS, the importance of expanding regional rail is critical and has been a topic of much discussion for several years. In 2007, the RTC Transit Authority Partnership Subcommittee was formed to reexamine cost and revenue estimates, evaluate alternative funding sources, and work with partners in the business and legislative communities to implement seamless regional rail throughout the Dallas-Fort Worth region; and,

WHEREAS, the responsibility of the Transit Authority Partnership Subcommittee is to work with transportation authority board members to implement the transit vision, including regional rail development identified in the Metropolitan Transportation Plan; and,

WHEREAS, the RTC Transit Authority Partnership Subcommittee invited other public and private sector interested parties to explore hundreds of revenue strategies through combinations of various alternative funding sources over the course of many months.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

- Section 1.** The RTC remains committed to rail needs and regional partners, and reaffirms previous legislative position to exempt transit sales tax from the local cap.
- Section 2.** The RTC has developed an advanced revenue database and financial tools to explore all revenue options to address previous concerns of the State Legislature.
- Section 3.** The RTC applauds the efforts of invited public and private sector representatives and continues efforts to develop an integrated position on regional rail.
- Section 4.** RTC members will meet with legislators so they can explore revenue strategies themselves. The goal is to obtain feedback before final RTC action is taken in the August timeframe.

Section 5. The RTC will develop a three-fold strategy:

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

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

Third, 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.

Section 6. The RTC will develop a second transit funding strategy, beyond the previous legislative approach, which will focus on a combination of revenue sources including one or more of the following:

- Local Option Sales Tax
- Motor Vehicle Sales Tax
- Contribution from 4A/4B
- Gasoline Sales Tax
- Vehicle Registration Fee
- New Resident Impact Fee
- Transportation Property Tax
- Other potential local sources such as parking fees, increased fares to and from the airport, public-private partnerships, capturing increased land value near rail stations, federal funds, etc.

Attachment 1 contains five scenarios that meet the regional rail needs.

Section 7. The RTC will still need to develop a financial plan from selected revenue options. This will occur after comments from the North Texas legislative delegation.

Section 8. This resolution will be transmitted to the North Texas legislative delegation and other interested parties working with the RTC.

Section 9. This resolution shall be in effect immediately upon its adoption.

T. Oscar Trevino, Jr., P.E., Chair
Regional Transportation Council
Mayor, City of North Richland Hills

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on June 12, 2008.

B. Glen Whitley, Secretary
Regional Transportation Council
County Judge, Tarrant County



Regional Funding Options

Option 1:

Sales Tax – 3/8 percent
Gasoline Sales Tax – 1 percent
New Resident Impact Fee - \$100 per vehicle

Option 2:

Transportation Property Tax – 2 cents per \$100 value
Vehicle Registration Fee - \$105 per vehicle
New Resident Impact Fee - \$100 per vehicle

Option 3:

Sales Tax – 1/4 percent
Vehicle Registration Fee - \$80 per vehicle
New Resident Impact Fee - \$100 per vehicle

Option 4:

Gasoline Sales Tax – 1 percent
Vehicle Registration Fee - \$80 per vehicle
New Resident Impact Fee - \$100 per vehicle

Option 5:

Motor Vehicle Sales Tax – 1.75 percent
Vehicle Registration Fee - \$65 per vehicle
New Resident Impact Fee - \$100 per vehicle

County Funding Option

Dallas County example

New Resident Impact Fee - \$250 per vehicle
Vehicle Registration Fee - \$30 - \$120 per vehicle based on vehicle size from motorcycle to heavy-duty vehicle.

Note:

These options are for discussion purposes only.
Option specifics will be discussed when building the financial model.
Vehicle registration fee should be collected based on financial value in order to qualify for federal tax credits and address equity of higher tax rates.

6/2/2008