

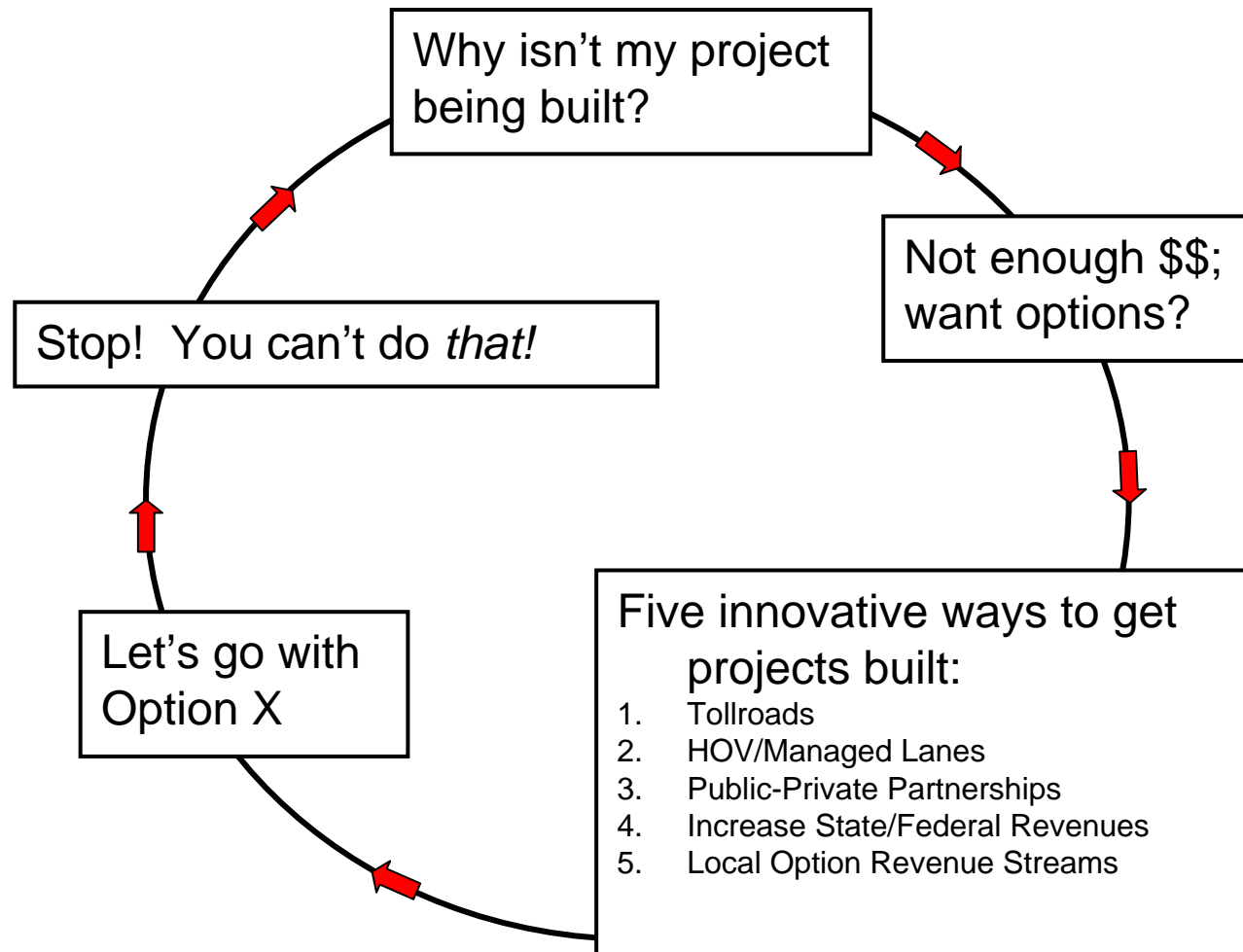
The Texas Local Option Transportation Act

**SB 855 and SJR 22 by Senator John Carona
and
HB 9 and HJR 9 by Representative Vicki Truitt**

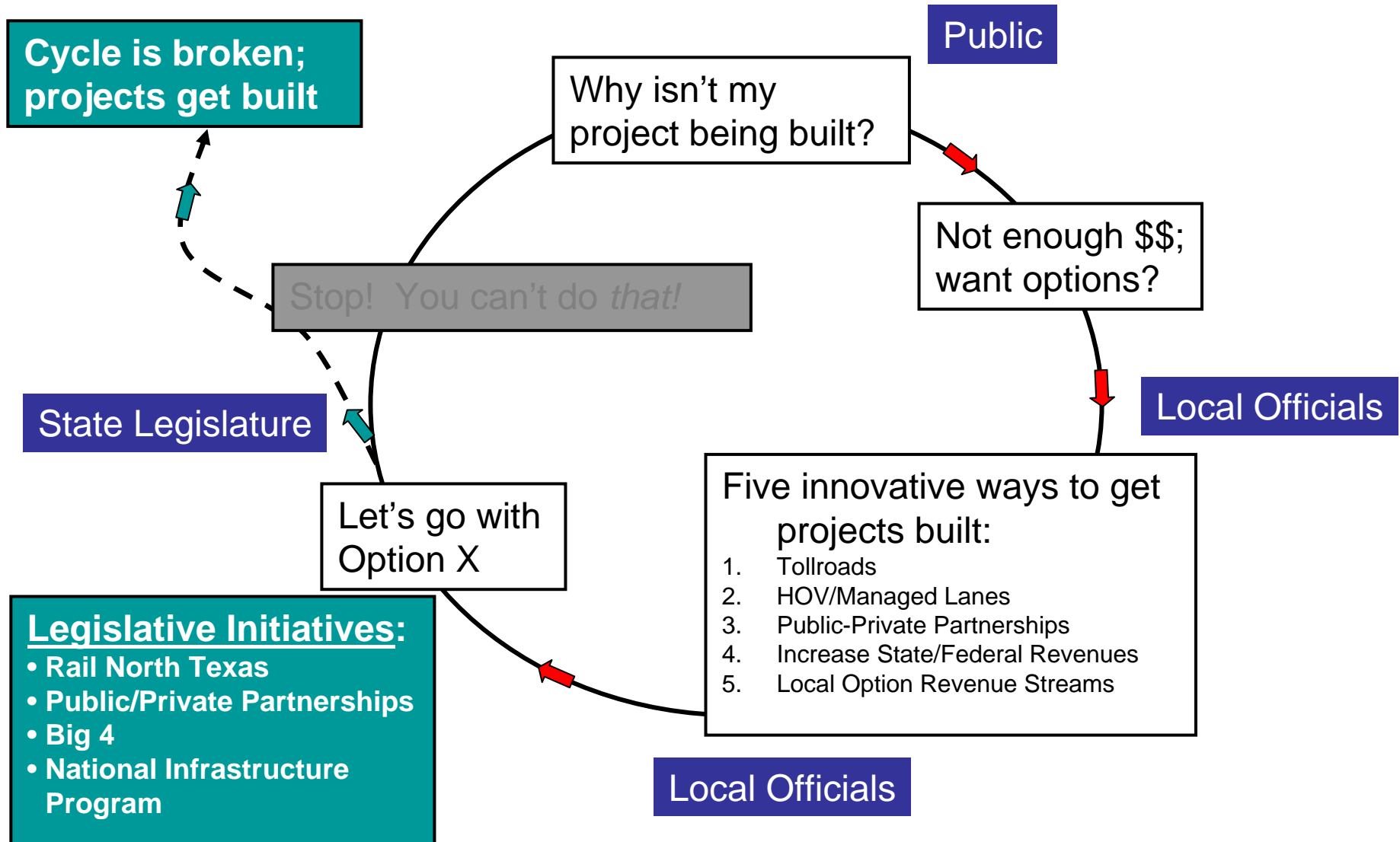
**North Texas Rail Meeting
for Northeast Sector**

www.nctcog.org/rnt

THE TRANSPORTATION FUNDING DISCONNECT



THE TRANSPORTATION FUNDING: New Partnerships



You Thought Your 401K Was a Problem:

Why a Funding Crisis

FEDERAL

Bankrupt Trust Fund
Rescissions
Falling Gas Tax Revenues

STATE

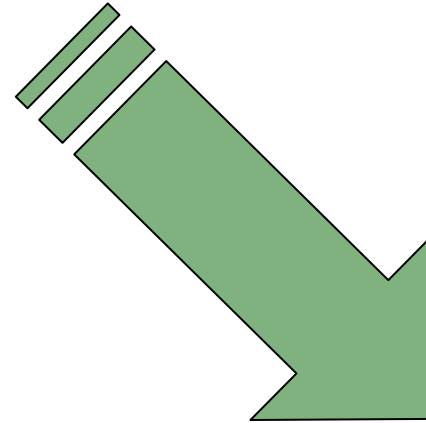
Diversions (35%)
Falling Gas Tax Revenues

LOCAL

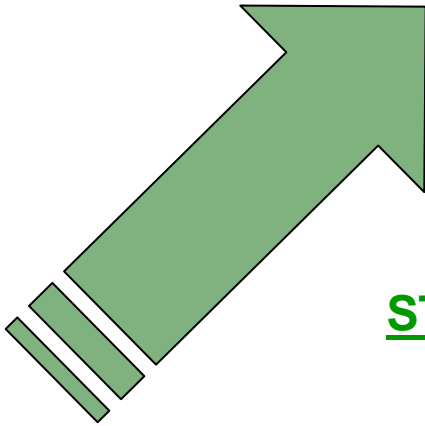
Market Conditions Negatively Impact Bonding Capacity
Falling Sales Tax and Property Tax Revenue

OTHER

Construction Cost Inflation
Aging Infrastructure (46 years old)
Unknown Future of Public/Private Partnerships



LIFE PRESERVER OPTIONS



FEDERAL

New Infrastructure Program
National Energy Policy

STATE

Big 4: Constitutional Amendment, Stop Diversions,
Index Fuel Tax, General Revenue Proposition 12 Bonds
Support Rail North Texas and Local Option Elections
Recommit to Public-Private Partnerships

LOCAL

NTTA Builds Traditional Tollroads
TxDOT Builds Managed Lanes
NTTA/TxDOT Builds Regional Loop

DEMOGRAPHIC SENSITIVITY ANALYSIS

MPA Average Trip Length	- 0.01%
MPA Rail Transit Boardings	+ 8%
MPA Non-Rail Transit Boardings	+ 5%
MPA Vehicle Miles Traveled	- 1.2%
MPA Vehicle Hours Traveled	- 1.7%
Total Vehicle Hours of Delay	- 4%
Lane Mile Needs	- 13.3%
Financial Needs (billions)	- \$2.9
Roadway Pavement Needs	- 0.7 sq. mi.
NOx Emissions (Nitrogen Oxides)	- 1.2%
VOC Emissions (Volatile Organic Compounds)	- 1.5%

LEGISLATIVE PRIORITIES

Secure passage of Rail North Texas through the Texas Local Option Transportation Act

Increase transportation revenue

Capitalize the Rail Relocation Improvement Fund

Partner with NTTA and TxDOT to improve toll road legislation

Protect toll road and concession payment revenue from being sent to other regions

WHY PASSENGER RAIL?

To Provide Transportation Options

Having a rail system provides people the opportunity to choose their travel options. It also allows people without vehicles to be more mobile. This will lead to greater reliability, reduced roadway impacts and a more sustainable future.

Rising Gas Costs

Gas costs more now than ever and is expected to remain high for the foreseeable future. Having access to rail means driving less, which saves money. Fuel availability cannot always be assumed.

To Promote Better Air Quality

Most of the pollution in our region comes from motor vehicles. The more people that park their cars and get onto trains, the less pollution and more clean air for all of us.

To Reduce Congestion

The Dallas-Fort Worth region has grown rapidly and is expected to continue to grow. As more people move to the region, the more congested our roadways will become; resulting in more time wasted sitting in traffic.

To Create a Seamless Transportation System

Having a rail system allows people to travel throughout the region with ease. Seamless connections within the transit system allow people to move from home to work or play and back again.

WHAT IS THE RAIL PLAN?



Rail Lines Under Consideration

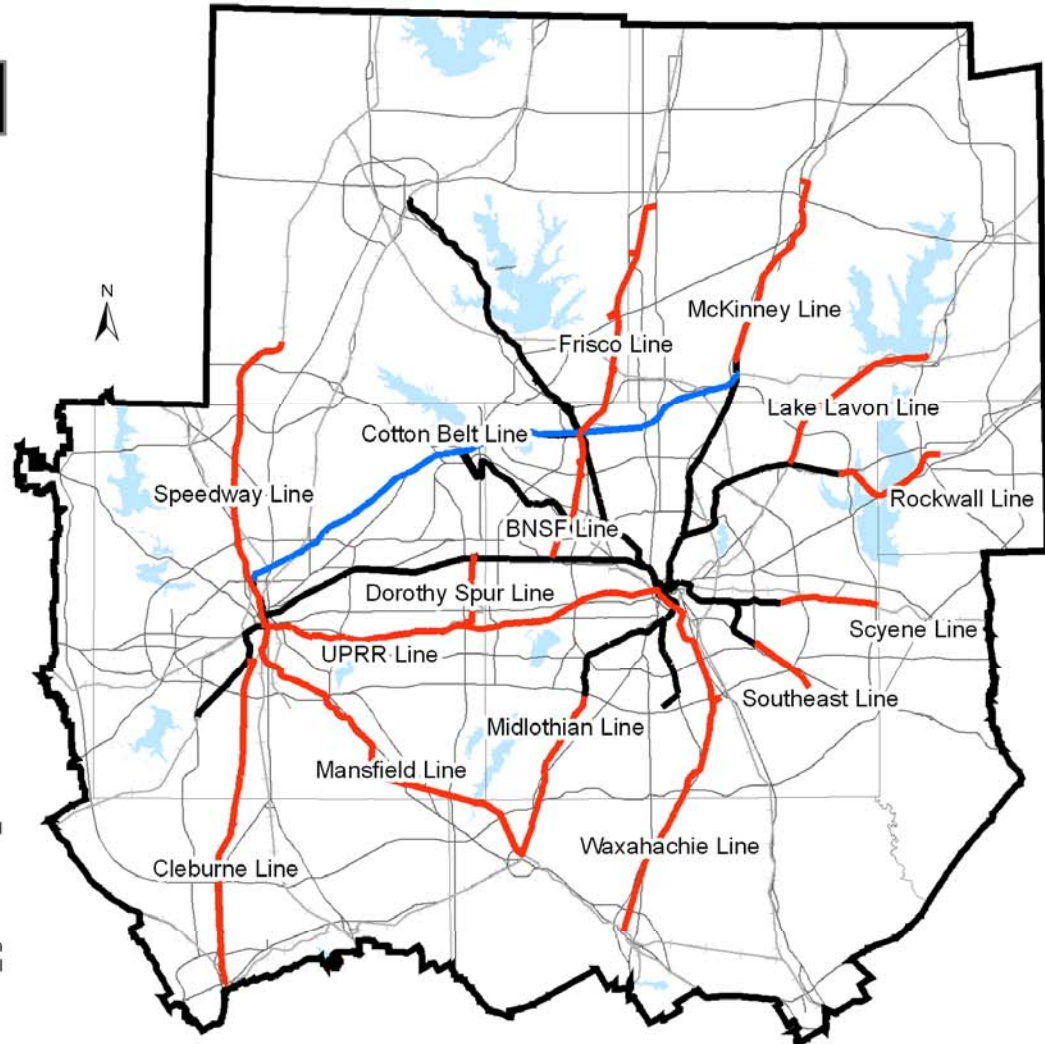
Legend

- Existing Service, Programmed Projects and Projects Under Development
- Projects Pending Alternative Funding
- Cotton Belt- Potential Funding through Public Private Partnership
- ++ Existing Rail Corridors
- Highways

Fort Worth CBD



Dallas CBD



Corridor specific design and operation characteristics for the Intercity Passenger, Regional Passenger and Freight Rail Systems will be determined through capacity evaluation and ongoing project development. Refined rail forecasts are necessary to determine technology and alignment in Future Rail corridors.

All existing railroad rights-of-way should be monitored for potential future transportation corridors. New facility locations represent transportation needs and do not reflect specific alignments.

Institutional structure being reviewed for the region.

The need for additional rail capacity in the Dallas CBD, Fort Worth CBD, DFW International Airport, and other inter-modal centers will be monitored. A grade separation is needed for the Dallas CBD second alignment.

251 Rail Miles Pending Funding

WHAT MIGHT THE RAIL CARS LOOK LIKE?



Conceptual Drawing

WHAT MIGHT THE STATIONS LOOK LIKE?



WHAT IS IN THE PLAN BESIDES RAIL?



The Metropolitan Transportation Plan

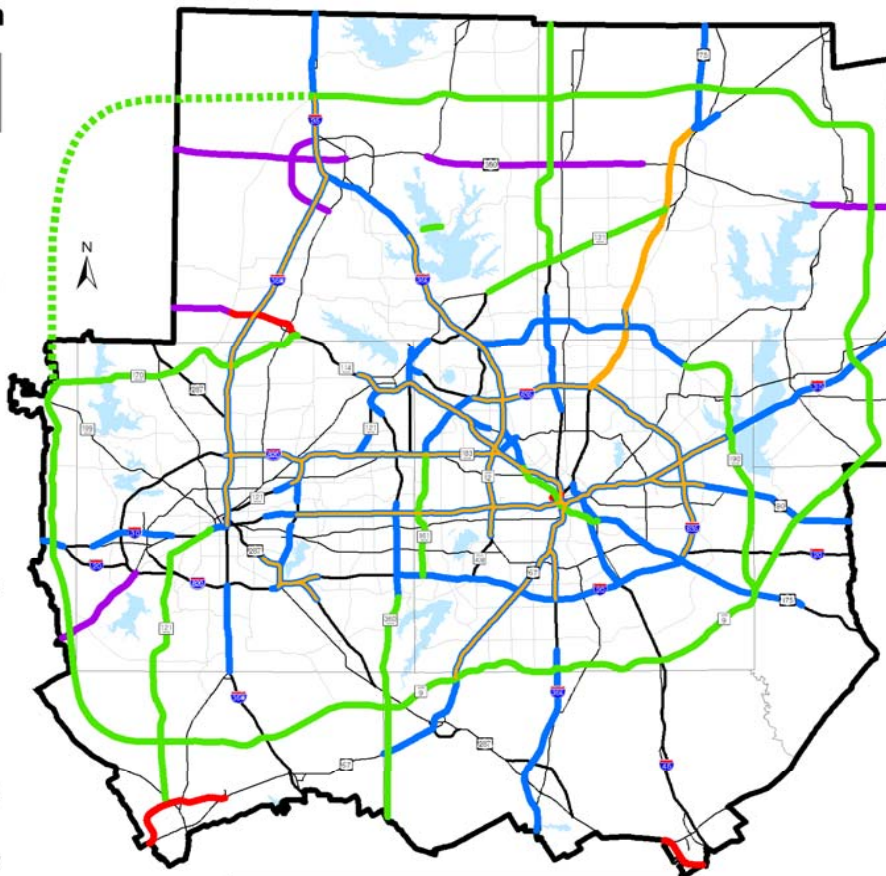
Funded Roadway Recommendations

Legend

- New Freeway Facilities
- New Tollway Facilities
- Additional Capacity To Existing Freeway/Tollway
- HOV/Managed Lanes
- Improvements to Existing Freeway and HOV/Managed Lanes
- Selected New/Improved Regionally Significant Arterials
- Freeways/Tollways

Fort Worth CBD

Dallas CBD



\$29.8 Billion Regional Roadway System
 Additional Freeway/Tollway lane miles = 3,444
 Additional HOV/Managed lane miles = 626

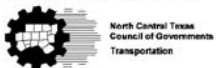
Corridor specific design and operational characteristics for the Freeway/Tollway system will be determined through ongoing project development.

Additional and improved Freeway/Tollway interchanges and service roads should be considered on all Freeway/Tollway facilities in order to accommodate a balance between mobility and access needs.

All Freeway/Tollway corridors require additional study for capacity, geometric, and safety improvements related to truck operations.

New facility locations indicate transportation needs and do not represent specific alignments

Operational strategies to manage the flow of traffic should be considered in the corridors where additional freeway or tollway lanes are being considered.



January 11, 2007

Other Elements:

ITS

System management

Demand management

Bicycle/ pedestrian

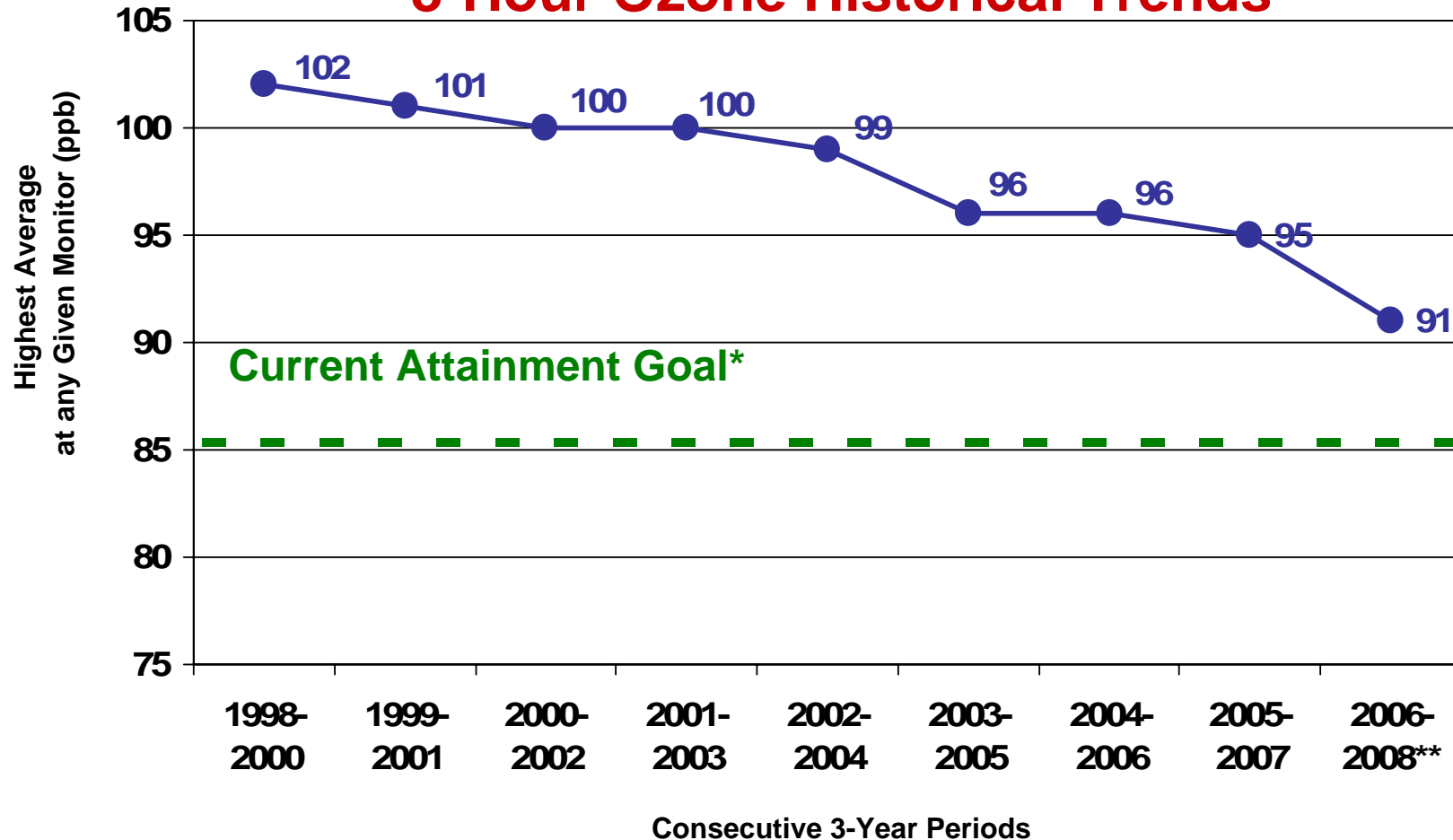
Goods movement

Safety/Security

Aviation

HOW IS AIR QUALITY INVOLVED?

2008 OZONE SEASON UPDATE 8-Hour Ozone Historical Trends



* Current Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the three-year average of the annual fourth-highest daily maximum 8-hour average ozone concentration is less than 85 parts per billion (ppb).

** Data current as of October 2008

Source: NCTCOG TR Dept – October 2008

WHAT IS TLOTA?

Texas Local Option Transportation Act

Local option transportation tax with voter approval at the county level

Cities or voters can petition for an election

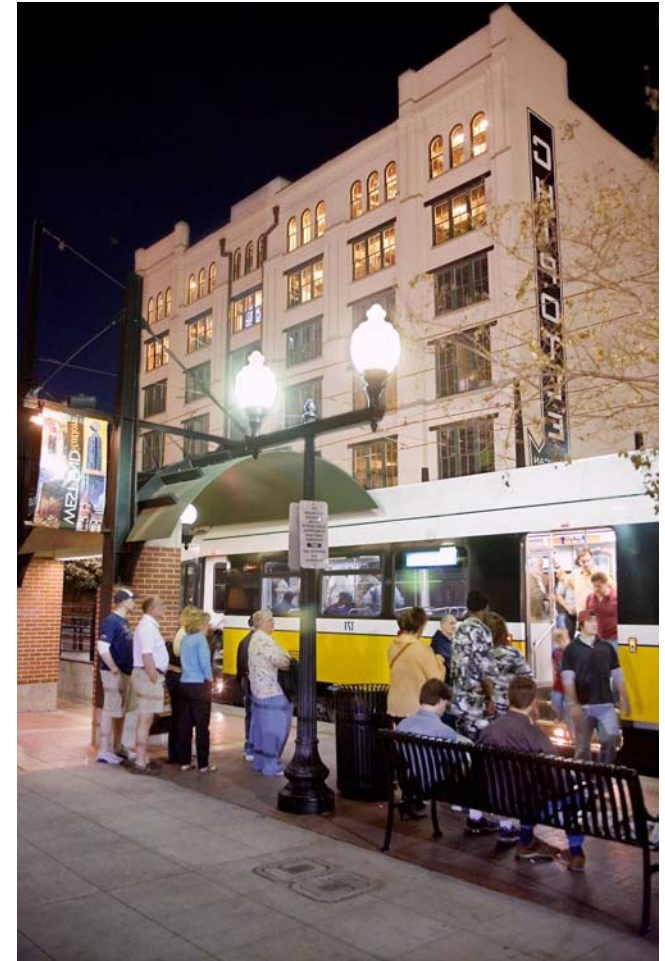
Ballot will be extremely clear about projects and revenue sources

Counties, cities, and the MPO work together to select projects

WHAT IS TLOTA?

Menu of local option fees

- **New Resident Impact Fee**
- **Mobility Improvement Fee**
- **Drivers License Fee**
- **Local Option Gas Tax**
- **Parking Fee**
- **Emissions Fee**



Provision for low or moderate income relief

WHAT IS TLOTA?

Each county must retain money in a separate account

Funds raised in a county will stay in that county

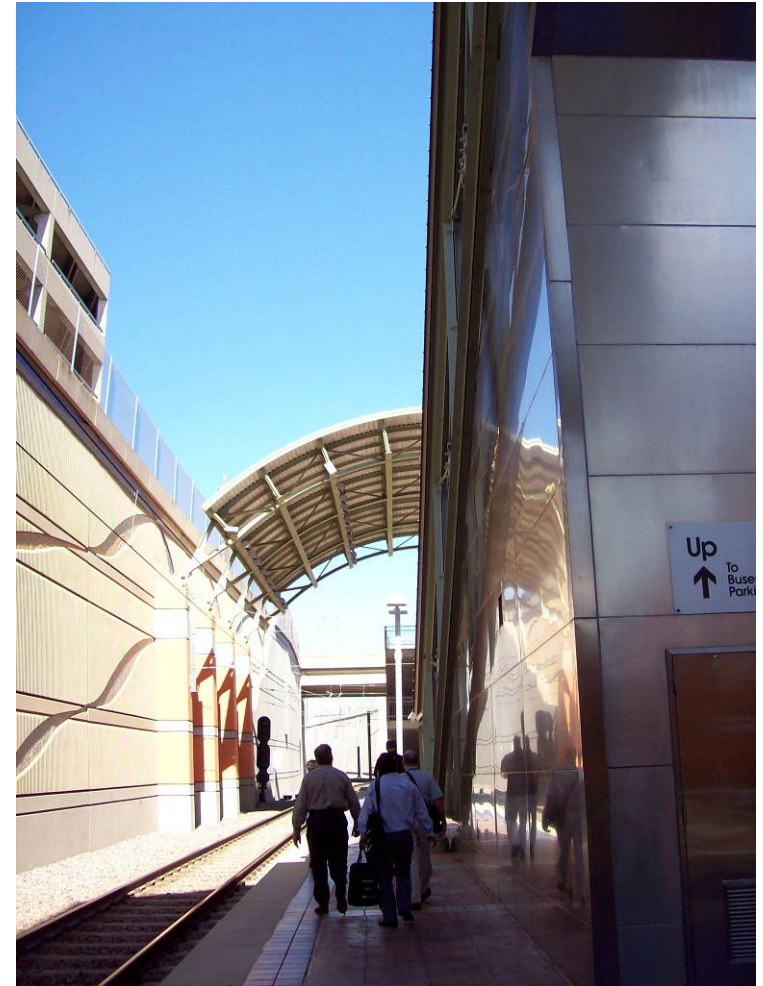
Includes municipal equity provision to benefit cities within a county proportionally

No new levels of government

No reduction in traditional transportation funding

HOW WOULD THIS PLAN BE IMPLEMENTED?

- STEP 1: Receive legislative authority**
- STEP 2: Service plans developed by local governments, transit authorities, the MPO, public input**
- STEP 3: Detailed funding plans put together in coordination with each county**
- STEP 4: Public votes on projects and revenue sources**
- STEP 5: Existing transportation providers construct and operate transportation improvements**



WHY IS THIS THE BEST PLAN?

Legislature has rejected sales tax option twice before

Supported by the business community and local governments

Revenue will stay locally – no diversions, fewer restrictions

No new levels of government

No reduction of existing transportation funding

WHO IS SUPPORTING THE PLAN?

Legislators

Local governments

Transit authorities

Chambers of Commerce

Advocacy Organizations

Large metropolitan regions across the state



...BUT WE STILL NEED YOUR SUPPORT!