

AGENDA

STATUS REPORT ON REGIONAL TRANSIT INITIATIVE EFFORT NORTH CENTRAL TEXAS LEGISLATIVE DELEGATION BRIEFING

**September 29, 2004
12:00 – 1:30 p.m.
Transportation Board Room**

1. Welcome/Introductions

2. Executive Summary and Next Steps

3. Continued Discussion of Principles

4. Questions from Delegation

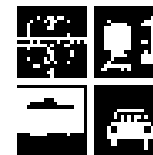
5. Other Business

5. Elements of Presentation to Legislative Delegation

REGIONAL TRANSIT INITIATIVE NORTH CENTRAL TEXAS LEGISLATIVE DELEGATION BRIEFING

Wednesday, September 29, 2004

www.nctcog.org/rrcs



Regional
Transportation
Council

VISION STATEMENT AND PURPOSE

Vision:

To provide a bottom-up process for the exchange of information and ideas among elected representatives, policy officials, and the general public regarding options for the implementation of a seamless transit system for North Central Texas.

Purpose:

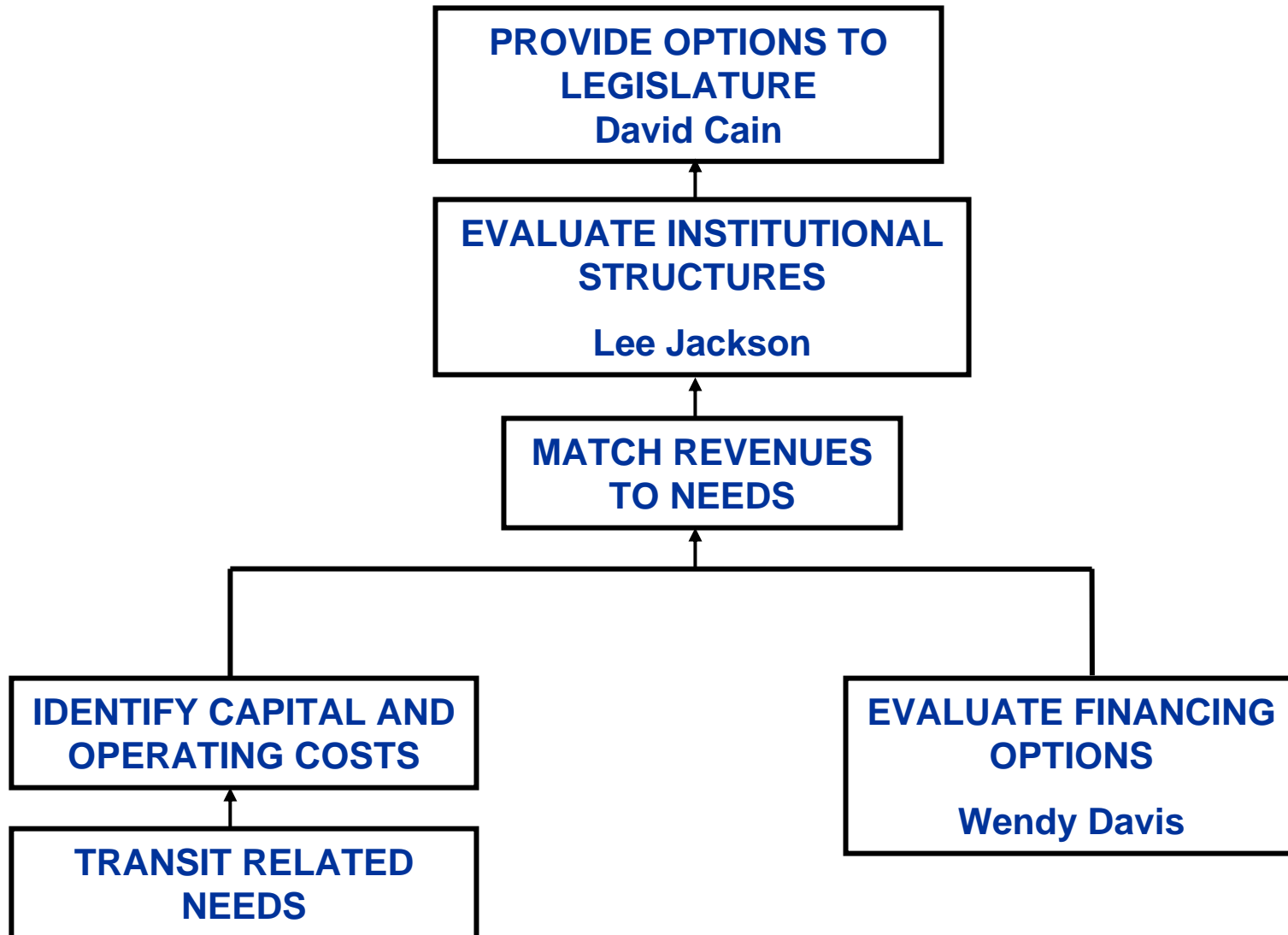
Create a consensus position for implementation of regional rail throughout North Central Texas.

CHALLENGES AND RESPONSES

Plan for Institutional Capability or Not	Create Regional Rail Authority
Equity of “Economic Development” versus Transportation/Air Quality	Increase Sales Tax Ceiling (i.e., Level Playing Field)
Promote Air Quality Perspective	Rail as Part of More Extensive Initiative
Land Use Efficiency of Three Million New Customers	Transit Oriented Development
Today – 82 Transit Providers	Create Regional Rail Authority
City Opt Outs	Regional/Countywide Vote
Washington – One Voice Regarding “Rail Starts”	Cooperative Partnership (Section 10)
Phased Implementation of Service	Staging of Rail Within the Regional Rail Corridor Study

SUMMARY: SEAMLESS AND BALANCED SYSTEM

CONSENSUS PROCESS: A “Bottom-Up” Approach



REGIONAL RAIL CORRIDOR STUDY AND REGIONAL TRANSIT INITIATIVE Committee Coordination

Regional Rail Corridor Study Policy/Technical Committee Meetings (Committees 1 - 6)

Six Rounds of Meetings (36)

July, September and November 2003; March, May and August 2004

Additional Transit Needs for Mobility 2030 Meeting (Committee 7)

May 2004

Regional Transit Initiative Meetings (Committees 8, 9 and 10)

Eight Rounds of Meetings (8)

January, March, April (2), May, June, July, August 2004

Quarterly Public Meetings

Six Rounds of Meetings (18)

July, August, October and December 2003; March, June 2004

REGIONAL RAIL CORRIDOR STUDY AND REGIONAL TRANSIT INITIATIVE

Committee

Recommendation

Consensus

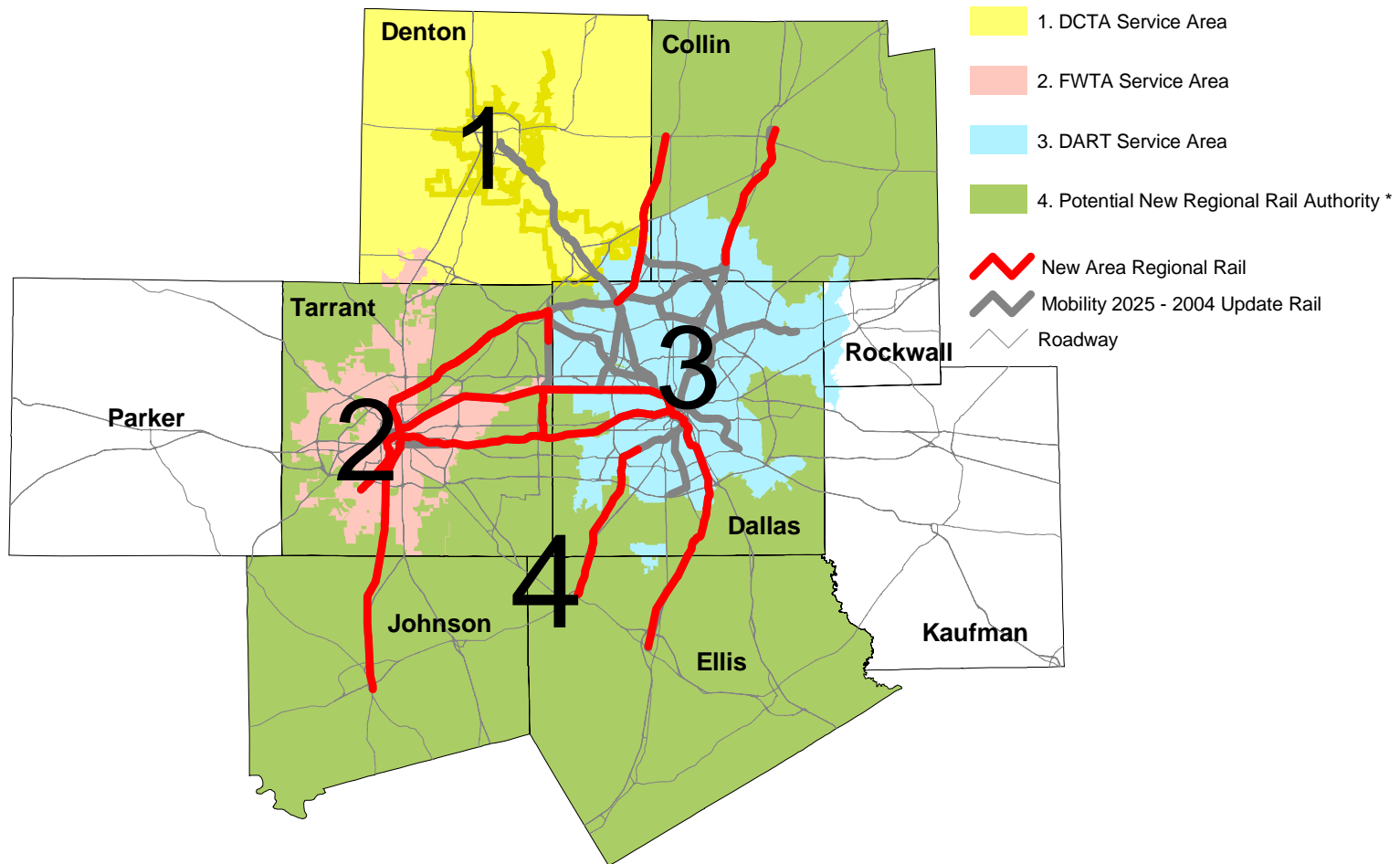
Regional Rail Corridor Study		
1. Carrollton to Frisco Plano to McKinney	Regional Rail Regional Rail/Intermediate Light Rail	August 2
2. Dallas to Waxahachie Dallas to Midlothian	Regional Rail Regional Rail	August 3
3. Fort Worth to Dallas	Regional Rail	August 5
4. Fort Worth to Cleburne	Regional Rail	August 4
5. Southwest Fort Worth to DFWIA	Regional Rail	August 4
6. Carrollton to Denton	Regional Rail	August 2
7. Additional Transit Needs for Mobility 2030	Added Service When Warranted	May 20
Regional Transit Initiative		
8. Financial Options	Statement of Principles	July 29
9. Institutional Structures	Statement of Principles	July 29
10. Legislative Options	Statement of Principles	July 29

INSTITUTIONAL COMMITTEE MISSION

“To investigate fully institutional structure options that implement the unfunded transit elements of the metropolitan transportation plan.”

REGIONAL RAIL SYSTEM

Keep Existing Authorities Whole



* Flexibility including but not limited to the following:

- Creation of Regional Rail Authority Service Area
- Able to Partner with other Authorities
- Expand to Counties as Needed
- Minimal "Feeder" Bus Service
- Additional Funding Includes: Air Quality Projects, Local Match, Bottleneck Improvements, etc.

FINANCIAL COMMITTEE MISSION

Determine How Much Revenue Is Needed to Implement the Entire Metropolitan Plan Transit Element

Investigate the Likely Sources of Revenues to Provide Those Funds

Recommend Likely Candidate Revenue Sources

CANDIDATE FUNDING SOURCE PRINCIPLES

Funding Source	Available Collection Mechanism	Equitable	Adjusts to Inflation	Already Used for Transit	Used by Others	Legal or Political Issues
Sales Tax	√	√	√	√	X	X
Local Option Gas Sales Tax	√	√*	√	X	X	X
Local Option Motor Vehicle Sales Tax	√	√*	√	X	X	X
Local Property Tax	X	X	√	X	X	X
Employment Tax	X	X	X	X	--	X

√ Funding source is consistent with principle

X Funding source is not consistent with principle

*If only collected outside existing transit authorities

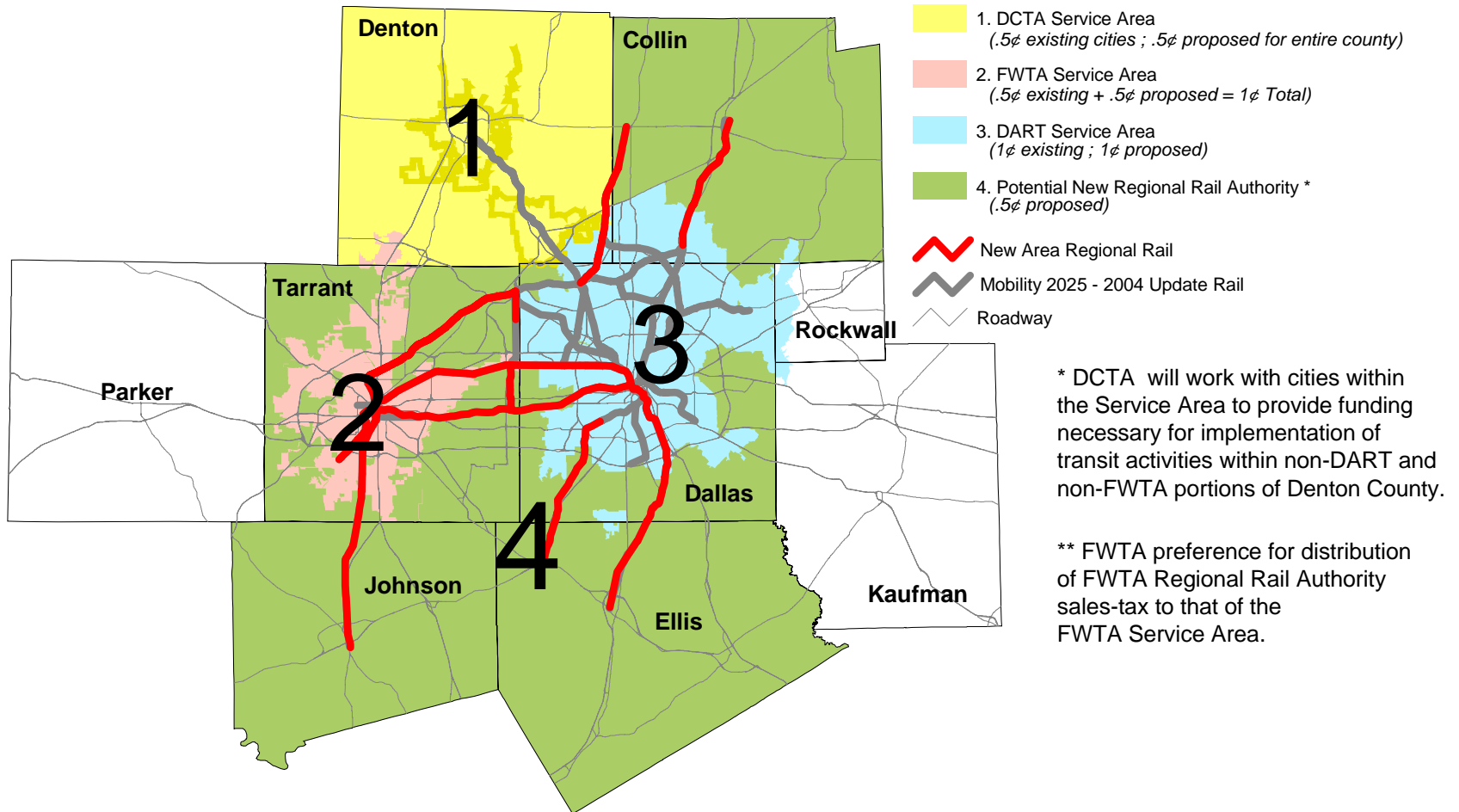
REVENUE SOURCES FOR REGIONAL RAIL AUTHORITY (RRA)

Estimated RRA Capital and Operating Annualized Costs	Necessary Sales Tax Increase	Necessary Motor Fuels Sales Tax Rate	Necessary Motor Vehicle Sales Tax Rate
\$167.3M	1/2 Percent	6 3/8 Percent per gallon	2 3/8 Percent tax per sale

Includes possibility, at local discretion, of minimal feeder bus, air quality projects, bottleneck improvements, etc.

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NEXT STEPS

Continue Regional Rail Authority Momentum

Regional Transit Initiative Legislative Effort

- **Legislative Committee Leadership**
- **Judges/Mayors North Texas Legislative Conference**
- **Legislative Committee Chairpersons plus Governor, Lieutenant Governor, and Speaker of the House**
- **Create Legislative Partnerships with Education**
- **Legislative Proposal - Fall 2004**

Regional Rail Momentum

The Vision: Safe, Reliable Rail Transportation for North Central Texas

Dallas-Fort Worth Area Consensus for a Seamless Rail System

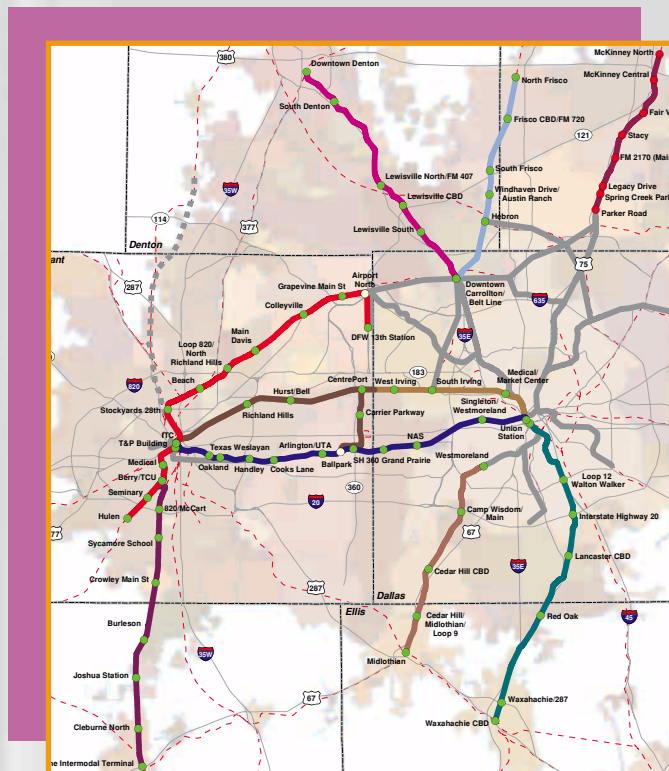
With a population that is expected to exceed 8.5 million by 2030, the need for a reliable transportation system in North Central Texas is particularly important. The proven ability of rail service to improve mobility will play a crucial role in meeting those future transportation needs.

The current regional transportation plan for North Central Texas contains a number of future rail investments where service will be needed, but that fall in areas outside current service boundaries. The successes of Dallas Area Rapid Transit (DART), Denton County Transportation Authority (DCTA), and the Fort Worth Transportation Authority (The T) have moved this region to a point where interest and need is outstripping service delivery areas.

The Regional Transportation Council of the North Central Texas Council of Governments and the transportation authorities are working to develop innovative solutions to these challenges.

After studying needs, financing and organizational options through the Regional Rail Corridor Study and the Regional Transit Initiative, committees established to develop solutions reached consensus to move ahead with a new Regional Rail Authority.

The proposed structure would include the continued growth of DART, DCTA and The T, along with a new Regional Rail Authority. This would provide over 350 miles of rail service, reaching residents in communities outside current transportation authority service boundaries.



The committee chairpersons embraced a Statement of Principles, which calls for a new Regional Rail Authority, funded through additional sales tax capacity and allowing for a region-wide local option election.

The next steps to continuing this momentum include gathering support for necessary legislative change and developing the organizational structure to plan and implement the Regional Rail Authority system.

STATEMENT OF PRINCIPLES FOR THE IMPLEMENTATION OF A REGIONAL RAIL SYSTEM IN NORTH CENTRAL TEXAS

WHEREAS, area leaders serving on committees of the North Central Texas Regional Transit Initiative have met over the past year to address the region's rail transit needs, rail funding requirements, and institutional arrangements to meet the region's rail transit needs as defined in Mobility 2025 – 2004 Update, the metropolitan transportation plan for the Dallas/Fort Worth Metropolitan Area; and

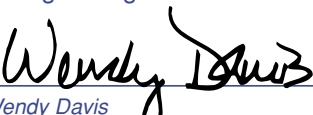
WHEREAS, there is an agreement on a demonstrated need for the provision of regional rail services in Collin, Dallas, Denton, Ellis, Johnson, and Tarrant Counties to address the projected increase in population, employment, and congestion; and

WHEREAS, funding for regional rail services should be shared by all residents of the counties receiving regional rail services; and


WHEREAS, regional rail services should offer the region's citizens a seamless system of rail transit services.

NOW, THEREFORE, BE IT RESOLVED:

- Section 1.** A new revenue stream is required that would be dedicated to the development and ongoing operation for regional rail service. There is a strong preference for additional sales tax capacity allowing for a region-wide local option election that could provide such revenues.
- Section 2.** Local governments, transit entities, and the State should have a common base for taxable goods and services, including any goods and services newly taxed by the Legislature.
- Section 3.** The continued growth of the existing transportation authorities, through the addition of new cities, is encouraged.
- Section 4.** A new Regional Rail Authority (RRA) should be created to provide funding and represent the area as shown on Exhibit 1.
- Section 5.** The new RRA would work cooperatively with the existing transportation authorities to provide the public with regional rail services throughout the region.
- Section 6.** A seamless system of rail transit services should be offered throughout the region.
- Section 7.** The three existing transportation authorities will maintain their respective funding, responsibilities, and commitments (Dallas Area Rapid Transit, Denton County Transportation Authority, and the Fort Worth Transportation Authority).
- Section 8.** There should be a provision for representation for the three existing transportation authorities in the governance of the new RRA to encourage continued cooperation and coordination.
- Section 9.** There should be a mechanism (in the permissive legislation) for additional geographic areas (counties) to join the new RRA.
- Section 10.** There should be cooperation throughout the region to maximize the amount of federal funding for regional rail.



Wendy Davis
Chairperson, Financial Committee

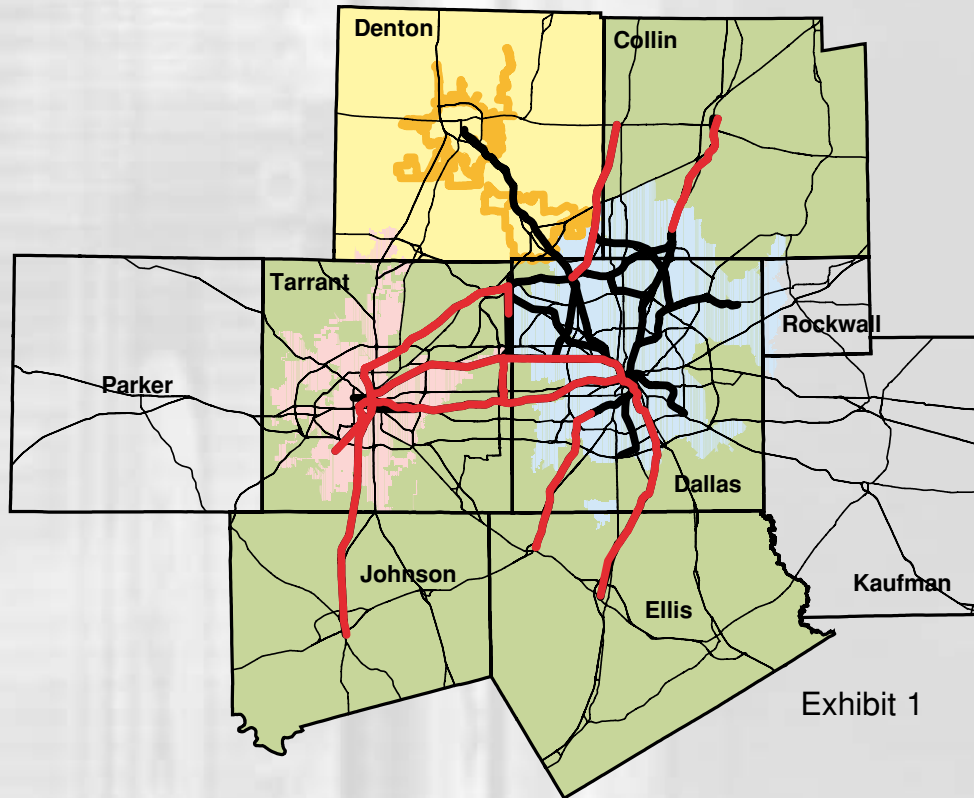


Lee Jackson
Chairperson, Institutional Committee







David Cain
Chairperson, Legislative Committee




Regional Rail Vision



Four Transportation Authorities

-  DCTA Service Area
(.5¢ existing cities; .5¢ proposed for entire county)
-  FWTA Service Area
(.5¢ existing + .5¢ proposed = 1¢ Total)
-  DART Service Area
(1¢ existing; 1¢ proposed)
-  Future Regional Rail Authority *
(.5¢ proposed)

350 Miles of Rail

-  New Area Regional Rail
-  Mobility 2025 - 2004 Update Rail
-  Roadway

Growth of existing transit authorities, through additional new cities is encouraged.

* Flexibility including but not limited to the following:

- Creation of Regional Rail Authority Service Area
- Able to partner with other authorities
- Expand to counties as needed
- Minimal "feeder" bus service
- Additional funding includes: air quality projects, local match, bottleneck improvements, etc.

RRA Quick Facts

\$167 million per year will be required to support rail capital and operations for the future Regional Rail Authority (RRA) system (shown in red), as well as minimal feeder bus service to stations in the RRA area.

A new 1/2 cent sales tax revenue in The T and the RRA areas (pink and green on the map) would support the needs. A greater number of cities paying sales tax in the DCTA (yellow) would be necessary.

Sales tax is recommended to fund the annual costs because it adjusts to inflation, has an available collection mechanism and allows for equity across jurisdictional lines.

Raising the sales tax cap by a 1/2 cent would:

- provide room for more cities to vote to join an existing transit authority;
- allow for voting by residents in the RRA area to form and fund the RRA;
- allow for voting in The T area to fund the RRA system in The T area, and;
- allow DART member cities individual city votes for crime districts or economic development.

The new RRA would be able to partner with the existing authorities to provide efficient, seamless service throughout North Central Texas.

Before a funding vote, the RRA would develop a detailed service plan for its entire proposed service area. The Regional Transportation Council will continue to identify warranted rail improvements in the 9-county region.

Regional Transit Initiative Legislative Committee



Chad Adams, Judge, *Ellis County*
Euline Brock, Mayor, *City of Denton*
David Cain, Former Senator (Chair), *Texas Legislature*
Robert Cluck, Mayor, *City of Arlington*
Don Dillard, Chairman, *North Texas Tollway Authority*
Charles Emery, Chairman, *Denton County Transportation Authority*
Sandy Greyson, Councilmember, *City of Dallas*
Huelon Harrison, Chairman, *Dallas Area Rapid Transit*
Ron Harris, Judge, *Collin County*
Mary Horn, Judge, *Denton County*
Margaret Keliher, Judge, *Dallas County*
Laura Miller, Mayor, *City of Dallas*
Mike Moncrief, Mayor, *City of Fort Worth*
Hershel Payne, First Chair, *Fort Worth Transportation Authority*
Gary Slagel, Mayor, *City of Richardson*
Oscar Trevino, Mayor, *City of North Richland Hills*
Tom Vandergriff, Judge, *Tarrant County*
B. Glen Whitley, Commissioner, *Tarrant County*

Staff

Agency Directors

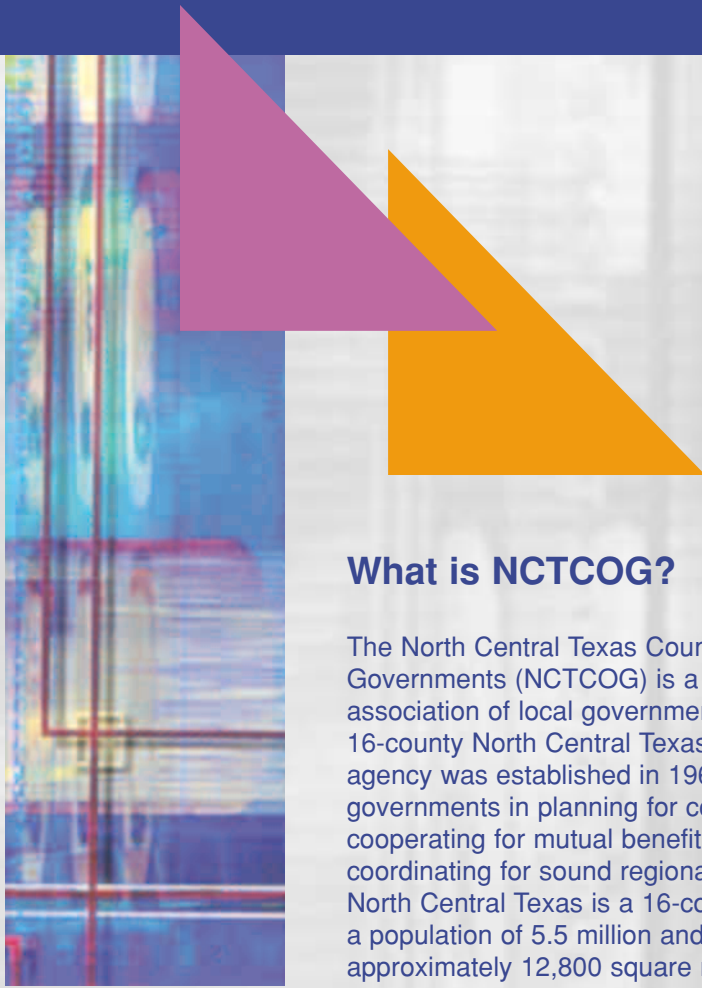
Gary Thomas, President/Executive Director, *Dallas Area Rapid Transit*
John Hedrick, Executive Director, *Denton County Transportation Authority*
Dick Ruddell, President/Executive Director, *Fort Worth Transportation Authority*
Michael Morris, Director of Transportation, *North Central Texas Council of Governments*

Legislative Resources

Amanda Oneacre, VP/Government Relations, *Greater Dallas Chamber*
James McCarley, Executive Director, *Dallas Regional Mobility Coalition*
Tim Keleher, VP/Governmental & Urban Affairs, *Fort Worth Chamber*
Vic Suhm, Senior Consultant, *North Texas Commission*
Brandon Aghamalian, Manager/Governmental Relations, *City of Fort Worth*



Map inside

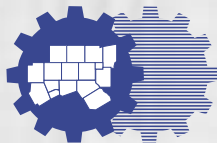


The ***North Central Texas Regional Transit Initiative*** is a collaborative effort between
Dallas Area Rapid Transit
Denton County Transportation Authority
Fort Worth Transportation Authority
and the **Regional Transportation Council**.

What is NCTCOG?

The North Central Texas Council of Governments (NCTCOG) is a voluntary association of local governments within the 16-county North Central Texas region. The agency was established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. North Central Texas is a 16-county region with a population of 5.5 million and an area of approximately 12,800 square miles. NCTCOG has 229 member governments, including all 16 counties, 162 cities, 23 independent school districts, and 28 special districts.

Since 1974, NCTCOG has served as the Metropolitan Planning Organization (MPO) for transportation in the Dallas-Fort Worth Metropolitan Area. The Regional Transportation Council is the policy body for the Metropolitan Planning Organization. The Regional Transportation Council consists of 39 members, predominantly local elected officials, overseeing the regional transportation planning process. NCTCOG's Department of Transportation is responsible for support and staff assistance to the Regional Transportation Council and its technical committees, which comprise the MPO policy-making structure.



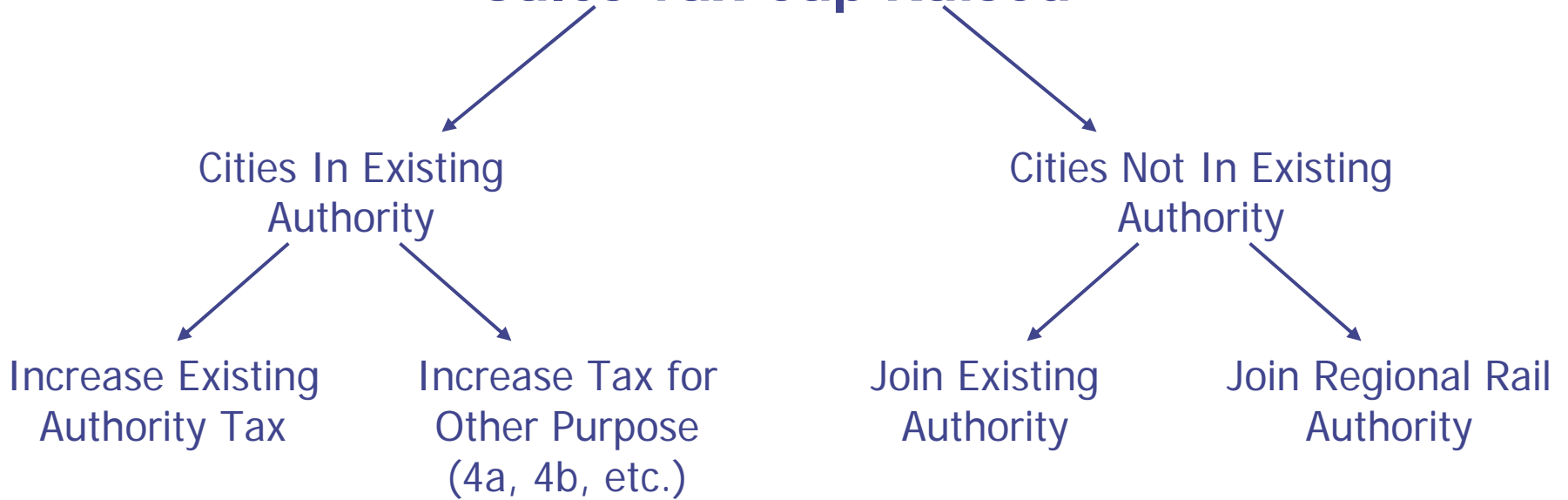
Transportation Department
North Central Texas Council of Governments
616 Six Flags Drive, Suite 200, Centerpoint Two
P. O. Box 5888, Arlington, Texas 76005-5888
Fax: 817.640.3028

If you have questions or comments regarding regional rail in North Central Texas or would like additional information, please contact the North Central Texas Council of Governments Transportation Department at (817) 695-9240 or by email transinfo@nctcog.org.

Regional Transit Initiative

Sales Tax Use Options

Sales Tax Cap Raised



(At Least .05 Percent Must be Dedicated to Transit.)

REGIONAL TRANSIT INITIATIVE STATEMENT OF PRINCIPALS SELECTED OPTIONS

Sections 1, 4, and 8: Elections

State Legislature will be asked to raise sales tax cap from 8.25 percent to 8.75 percent.

If city wants to go above 8.25 percent, at least 0.5 percent should be dedicated to transit, or 0.5 percent of tax used for transit should be exempt from sales tax cap. (Fort Worth Transportation Authority at 1.0 percent.)

Transit portion can either be used to join existing authority or new Regional Rail Authority (similar to creation of Denton County Transportation Authority).

Those already in existing transit authority would vote independently to:

- Raise their existing authority tax, i.e., from 0.5 percent to 1.0 percent (as authority), or
- Use the additional 0.5 percent for non-transit purposes, i.e., 4a or 4b (city by city)

Regional Rail Authority election scenarios:

- Regionwide (new area only) – all communities' votes tabulated together (Denton gets their cities)
- Countywide – votes for each county separated, may vote in or out independently
- Sub-county – portion of county included/excluded (e.g., northern 2/3 of Ellis County)
- City-by-city – each city votes independently (swiss cheese problem)
 - Level playing field
 - Own time frame
 - Own progress
- Tax and vote at same geography

Section 5

Regional Rail Authority could implement service through:

- Independent/autonomous service
- Agreement with existing authority
- As part of TRE

Board governance options:

- Each participating city/county gets direct representation (one person, one vote), existing authorities as ex-officio
- Existing authorities as voting members
- Existing authorities represented as an advisory committee

Regional Transit Initiative Legislative Committee for North Central Texas

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Chair

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Judge
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Hershel Payne
First Chair
Fort Worth Transportation Authority

Gary Slagel
Mayor
City of Richardson

Oscar Trevino
Mayor
City of North Richland Hills

Tom Vandergriff
Judge
Tarrant County

B. Glen Whitley
Commissioner
Tarrant County

April 30, 2004

The Honorable Terri Hodge
Texas House of Representatives
P.O. Box 2910
Austin, Texas 78768

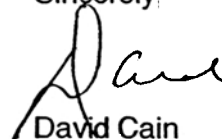
Dear Representative Hodge:

As you may be aware, in August of 2003, an historic meeting of transportation officials from around the Dallas-Fort Worth (DFW) metroplex convened at the Irving Transit Summit. At this meeting, officials pledged to work cooperatively to find a method of providing a seamless transit system throughout the area. Since that time, regional leaders have worked to select appropriate types of rail, in each corridor under study, and to identify new corridors, and financing and institutional structure options for a regional transit system. Our Committee is studying legislative options to make this vision a reality and I am sending this correspondence on behalf of this committee.

As you meet in the coming weeks for the Special Session on public school finance reform, the Regional Transit Initiative Legislative Committee would like you to consider its guiding principle. Our guiding principle states that local governments, transit entities, and the State should have a common base for taxable goods and services, including any goods and services newly taxed following the Special Session. As you review an expanded sales tax base for education, please keep this principle in your consideration.

The Dallas-Fort Worth region appreciates the leadership that you have shown on transportation issues and looks forward to working with you in the future to expand mobility options for Dallas-Fort Worth residents. Should you have any questions, please contact me at (214) 871-4900.

Sincerely,



David Cain
Chair, Regional Transit Initiative
Legislative Committee

AC:lk

cc: RTi Legislative Committee Members
Key Legislative Contacts

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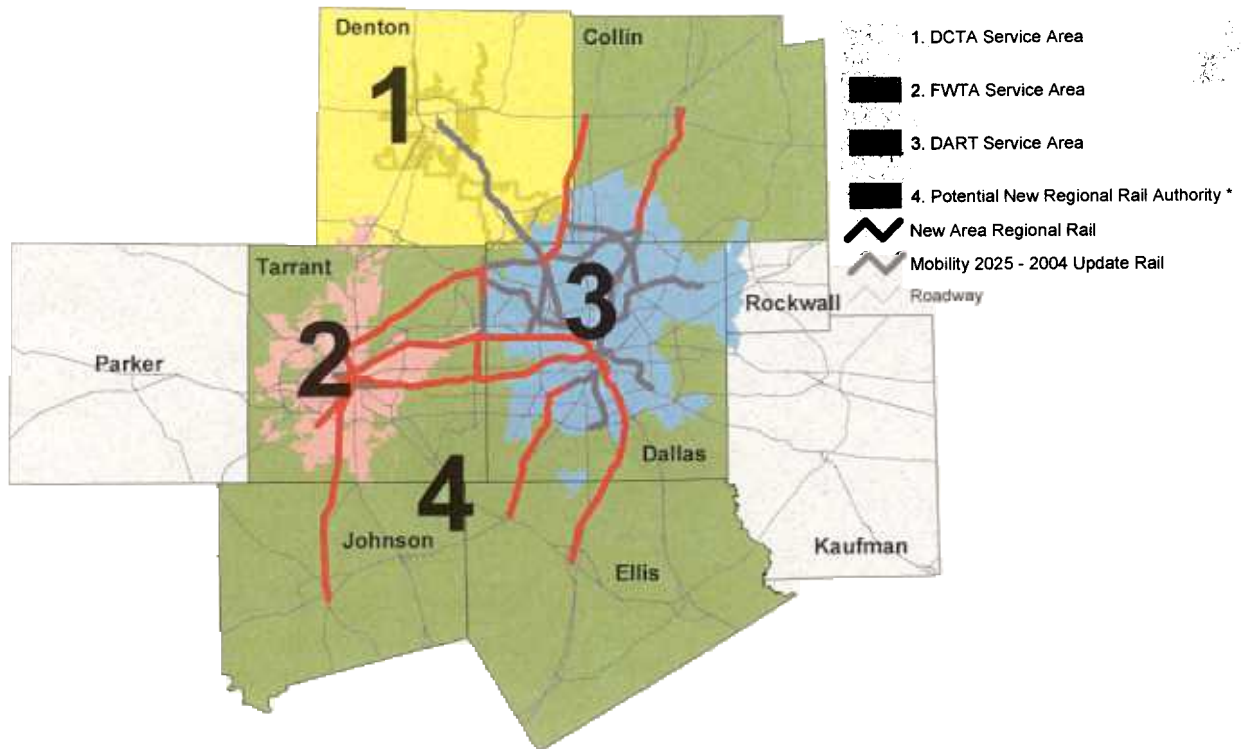
Wendy Davis
Chairperson, Financial Committee
North Central Texas Regional Transit Initiative

Lee Jackson
Chairperson, Institutional Committee
North Central Texas Regional Transit Initiative

David Cain
Chairperson, Legislative Committee
North Central Texas Regional Transit Initiative

EXHIBIT 1

REGIONAL RAIL SYSTEM
Keep Existing Authorities



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