

TRANSIT OPERATIONAL NEEDS AND FUNDING INITIATIVE

LEGISLATIVE WORKSHOP

REGIONAL TRANSPORTATION COUNCIL

October 8, 2020

Michael Morris, P.E.
Director of Transportation



Multimodal Connectivity and Integration – Transit

Mobility 2045 Plan – Major Rail / Bus Corridor Recommendations



Commuter Rail: Trinity Railway Express (TRE)



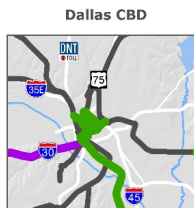
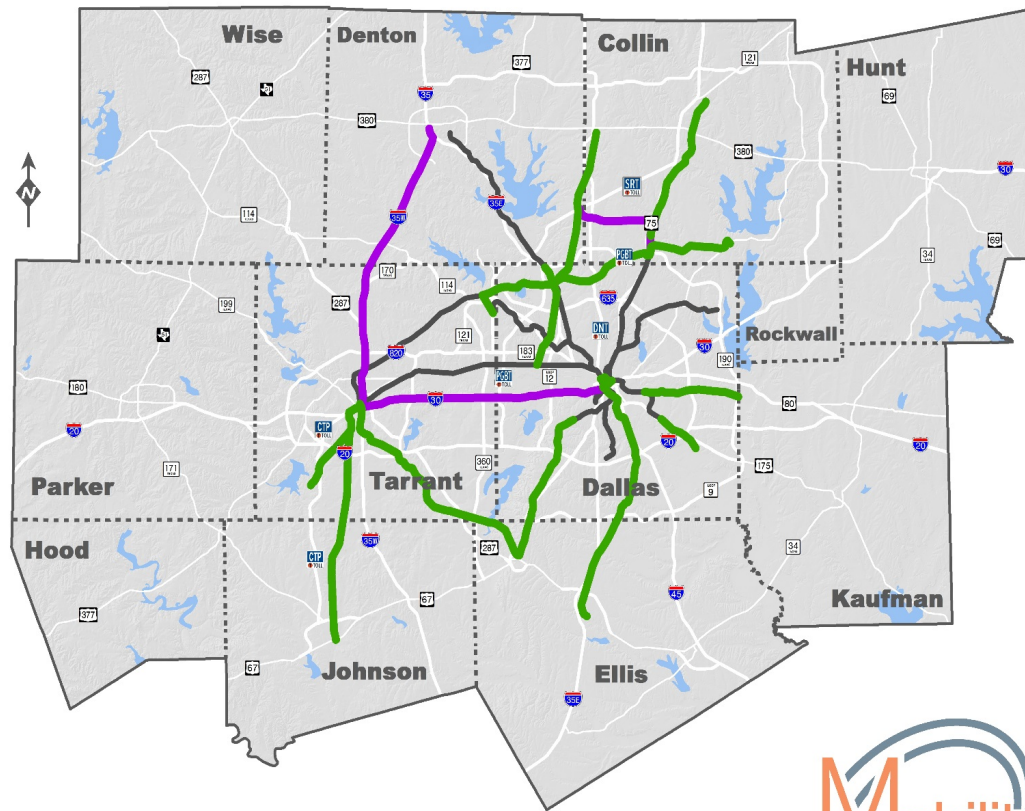
Commuter Rail: Denton County A-Train (DCTA)



Commuter Rail: TEX Rail (Trinity Metro)

Major Transit Corridor Recommendations

- Recommended Rail
- Existing Rail
- Recommended High-Intensity Bus



Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.



Light Rail: Dallas Area Rapid Transit (DART)



Dallas – Oak Cliff Modern Streetcar (DART)



McKinney Avenue Vintage Trolley (MATA)

CORRECT PERSPECTIVE ON POPULATION?

7.6 M Today

VS.

11.2 M by 2045

(1 M Every 7 Years)

HOW DO WE GET THERE?

	DART	TRINITY METRO	DENTON COUNTY
Modes	4	3	3
Sales Taxes	1¢	0.5¢	0.5¢
Member Cities	13	2	3
Population	2.51M	0.88M	0.26M

- 48% of the Region:
More Coverage
- More Horsepower
- More Equity

NEW APPROACH #1 (PILOT)

Reduce Cost Through Shared Resources

One Staff  3 Boards

Two Staff  3 Boards (0.5¢ Authorities)

NEW APPROACH #2

Create State Interest in Regional Rail

- ▶ Increase Coordination with Class 1 Railroads
- ▶ Capture State Interest in Economic Development
- ▶ Add Revenue From Top Line (like TxDOT Ferry System)
- ▶ Return Revenue to DART Cities
- ▶ Dedicated Revenue Stream for Regional Rail
(State of Maryland Model)

NEW APPROACH #3

ENTICE APPROACH #2

WITH APPROACH #1

OLD APPROACH #4

LEVEL THE PLAYING FIELD

BY

INCREASING SALES TAX

CAP FOR TRANSIT ONLY PURPOSES

WHILE GIVING DART

CITIES 4A / 4B OPTIONS

NEW APPROACH #5

Funding Options for Further Study and Consideration

Sales Tax / Tax Rate Election / Local Option Tax

Value Capture / TIF / PID / Management District

Bonding / Property Tax

Special Fuel / VMT Tax

Local Motor Vehicle Registration Fees

Air Quality Surcharge / Advertising / Other

Obtained from Collin County, Tarrant County, and Southern Dallas County Transit Studies

BACKGROUND ON FORMULA ALLOCATIONS

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FAIR SHARE ALLOCATION BACKGROUND (2003)

State Had Shortage of Transportation Funds

Requested Regions To Do Needs Based Plans

(Different Than Mobility Plans: Financially Constrained)

Minute Order #109370: August 28, 2003

“Texas Metropolitan Mobility Plan: Breaking the Gridlock”

SO WHAT CHANGED?

TxDOT Moved From Scoring Projects Statewide (Not Enough Funds)

Allocate Funds By Formula

If Region Wants More Mobility: Create “Sweat Equity”

DFW Used:

- Toll Roads

- Toll Managed Lanes

- Property Tax Bond Funds

- Sales Tax Revenue

- RTC Funds

“No Going Back” Commitment

Senator Nichols Letter

SENATOR NICHOLS – JULY 22, 2016

LETTER TO TXDOT

“I encourage the Commission to use a fair share methodology using distribution formulas created over a decade ago.”

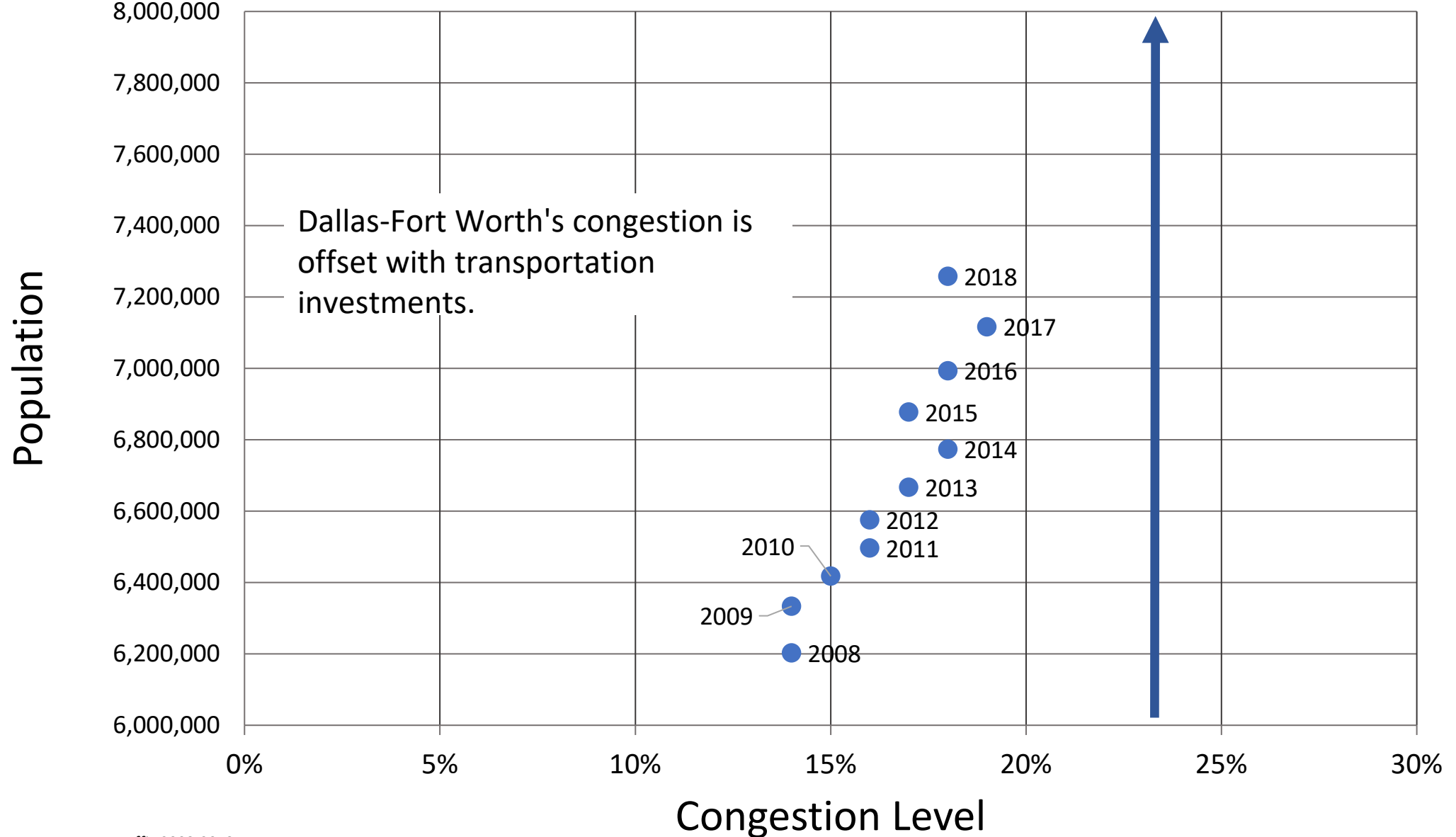
“Some communities have chosen to leverage local transportation dollars by developing toll projects, while other have chose to live with more congestion. It would be perceived as penalizing some and rewarding others if the distribution is not made on a systematic distribution that has been used and accepted in the past.”

PARTNERSHIP

Minute Order # 109370: Texas Metropolitan Mobility Plan
(August 28, 2003)

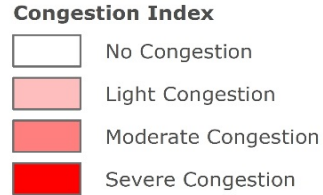
Commissioner Ric Williamson: “The more you choose local sources of funds, whether that’s local taxes or local tolls, the more money will be invested in your community; you will not be penalized for being aggressive with local funding.”

Dallas-Fort Worth Congestion Levels and Population

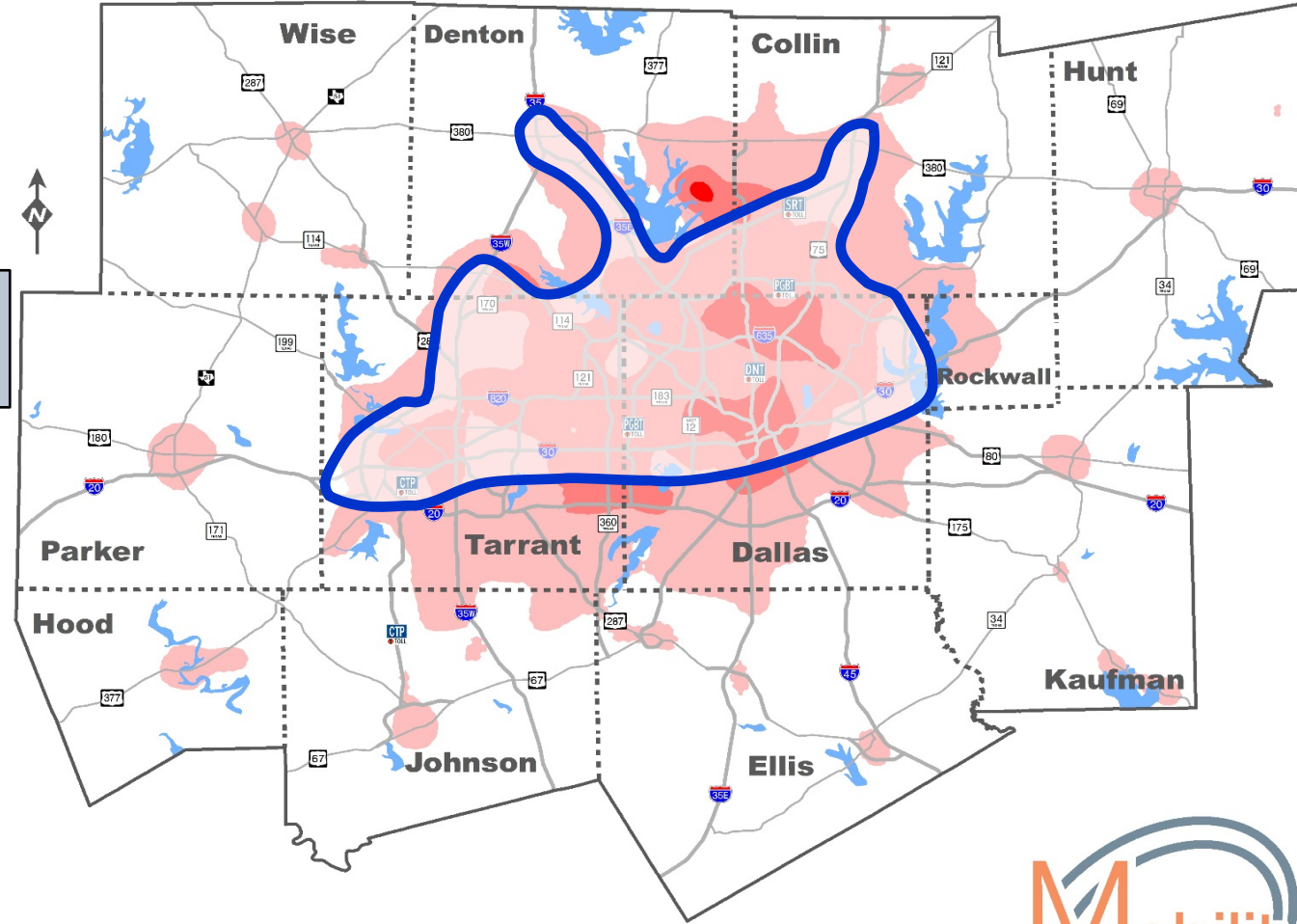
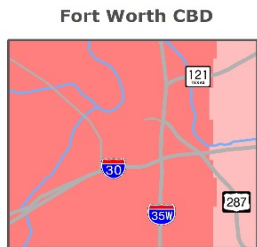
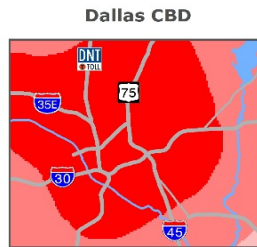


Toll Managed Lane System Policy Boundary

2018 Levels of Congestion/Delay



Within Boundary – Year 2018
13% Land Area
79% Vehicle Hours of Congestion Delay



IMPLEMENTATION OF TRANSPORTATION STATUTES

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Ken Kirkpatrick
Counsel for Transportation



IMPLEMENTATION OF TRANSPORTATION STATUTES

Historical Fair Share Funding Allocation Policy

- 2003 Texas Transportation Commission Policy (Texas Metropolitan Mobility Plan)
 - Shift in funding project by project to a “regional distribution”
 - Innovative regions would not be “penalized”

Policy Reflected in Texas Transportation Code (Sections 228.0055, 228.006)

- 80th Legislative Session (2007), Senate Bill 792 (“Shapiro Amendment”)
 - TxDOT may not:
 - 1) revise a funding formula that results in a decrease in a district’s allocation as a result of CDA or surplus toll revenue payments
 - 2) take any other action that would reduce funding allocated to a district as a result of CDA or surplus toll payments

Establishment of Funding Programs and Formula Allocations

- Commission determines the funding allocated to each funding program (subject to any statutory restrictions)
- Formula allocation programs (Established by Rule)
- Non-formula allocation programs (Determined by the Commission)

IMPLEMENTATION OF TRANSPORTATION STATUTES

Category 12 – Strategic Priority (i.e., “Commission Discretionary”) (Texas Transportation Code 201.996(b))

- Projects with specific importance to the State including projects that:
 - Promote economic opportunity
 - Increase efficiency on military routes or that retain military assets
 - Maintain the ability to respond to both man-made and natural emergencies

Category 12 Limitations (Texas Transportation Code 201.9991(d))

- “Commission may make discretionary funding decisions for no more than 10% of the current biennial budget of the department.” (i.e., TxDOT)
 - 2020-2021 Biennial Budget: Approximately \$31.1B (10% = \$3.1B)
 - 2020 UTP Category 12 Allocations for FY20 and FY 21: Approximately \$5.5B

TOPICS FOR 87TH TEXAS LEGISLATURE

Adequately Fund Transportation and Utilize Tools

Improve Air Quality

Pursue Innovation, Technology, and Safety

Expand Transportation Options

Support Transportation Planning and Land Use