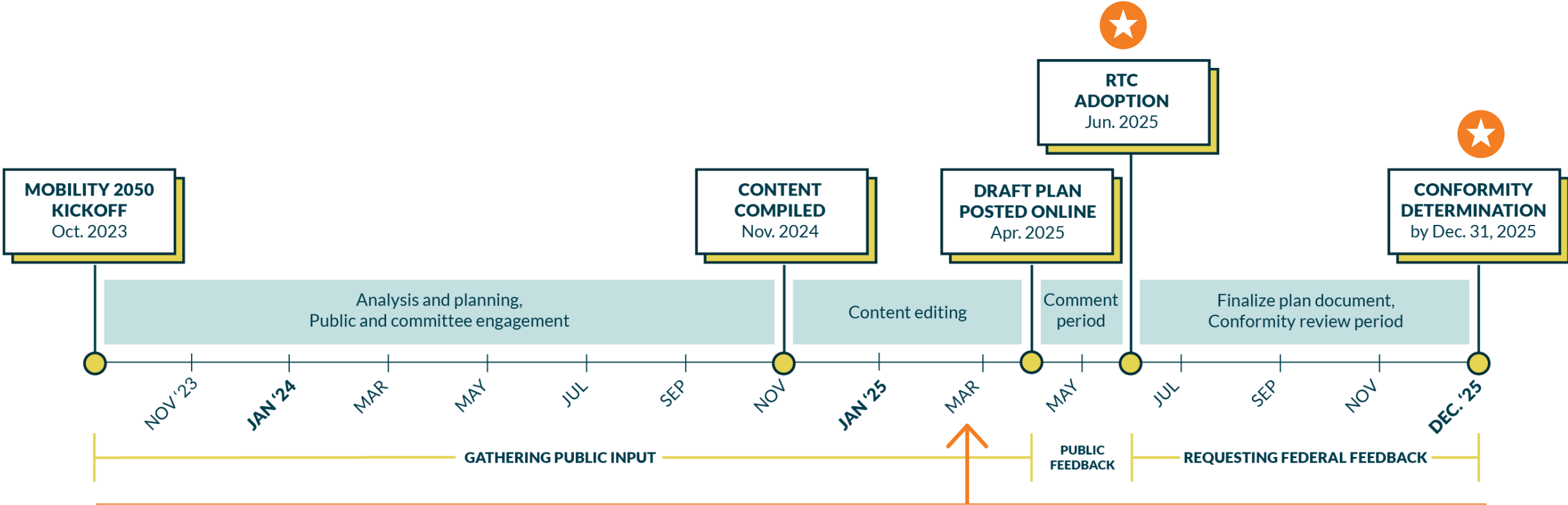




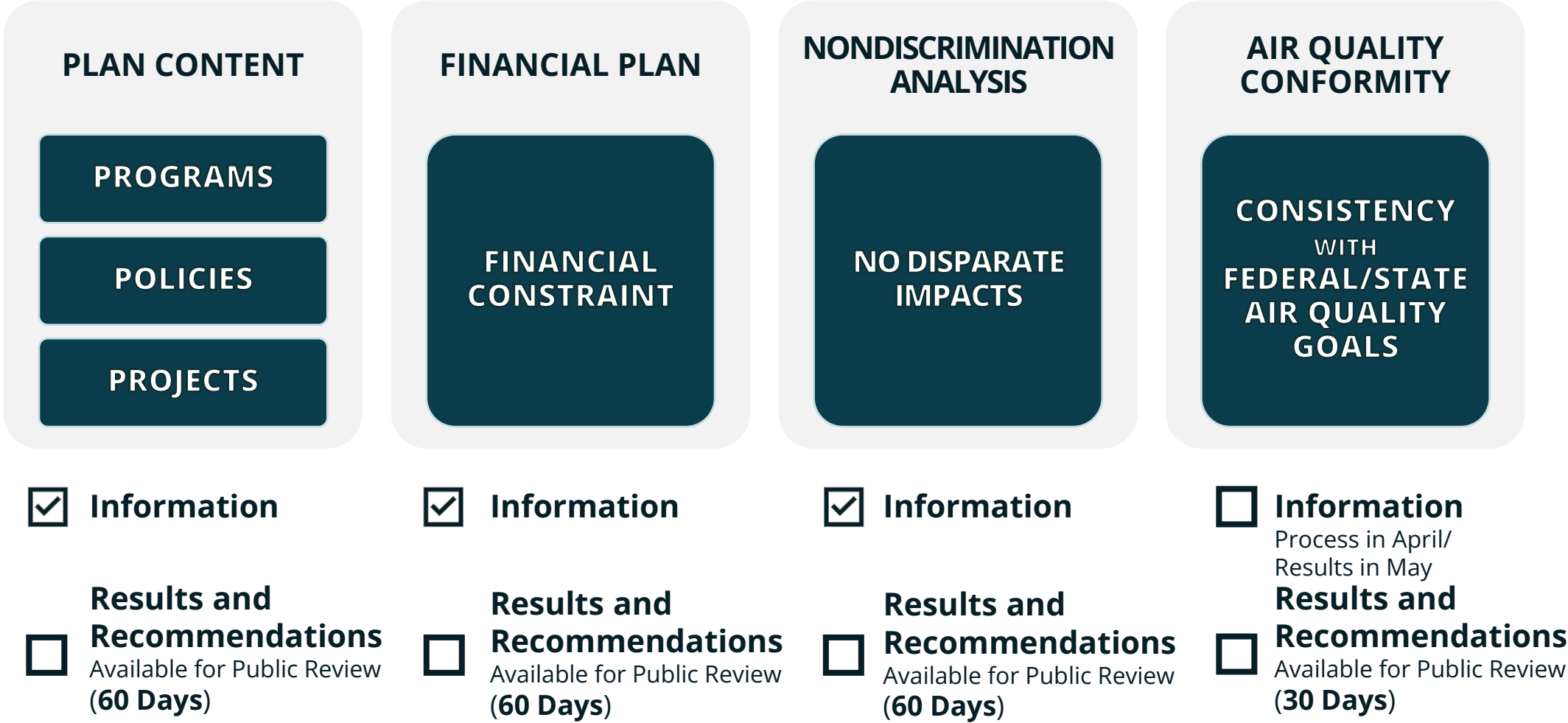
Regional Transportation Council
March 13, 2025

Plan Development Timeline



- Technical analysis complete
- Plan content being reviewed/formatted
- Public involvement analysis is being summarized

Major Mobility Plan Components



Draft Financial Plan

| DRAFT | DRAFT Mobility 2050 | Mobility 2045 Update ³ | Δ Draft - Previous |
|---|---------------------|-----------------------------------|--------------------|
| Infrastructure Maintenance ¹ | \$32.9 | 30.7 | +2.2 |
| Management & Operations | 23.9 | 17.9 | +6.1 |
| Strategic Policy Initiatives ² | 6.4 | 5.3 | +1.1 |
| Rail & Bus | 56.0 | 44.9 | +11.1 |
| Freeways/Tollways, Managed Lanes, and Arterials | 97.3 | 49.5 | +47.7 |
| Total, Actual \$, Billions | \$216.5 B | 148.3 B | +68.2 B |

Values may not sum due to independent rounding

Highlighted Policies

*New**

Air Quality

- Implement measures from the DFW Air Quality Improvement Plan to reduce emissions and meet NAAQS.
- Expand non-regulatory air quality monitors with local government partnerships.

Clean Fuels & Energy

- Support initiatives for energy efficiency and resilience.
- Promote alternative fuel infrastructure and best practices.
- Advance community readiness for zero-emission transportation.

Freight Planning

- Improve and expand truck parking across the region.
- Address key freight movement challenges.

Public Transportation

Support transit development and current and future funding.

Policy Bundle

Incentivize regional adoption and implementation of the policies in the plan to support plan goals for safety, mobility, and quality of life.

Updated

Air Quality

Revise and implement the DFW Air Quality Improvement Plan to meet NAAQS, reduce emissions, and secure funding as needed.

Freight and Goods Movement

- Enhance intermodal freight activity, freight-friendly land use policies, and regional connections.
- Integrate technology, monitor freight traffic, and involve stakeholders in planning through economic analysis.

Highlighted Programs

*New**

Air Quality

- **Air Quality Initiatives Grants:** Provide financial support for clean technology adoption through competitive grants.
- **Performance Measurement Frameworks:** Implement new frameworks for performance-based transportation planning.
- **Regional Air Quality Monitoring:** Secure funding, set technology standards, and maintain a real-time public data platform.
- **Scrap Tire Abatement:** Prevent illegal dumping, promote clean-up, and support proper disposal through partnerships.

Clean Fuels & Energy

- **Fuel Infrastructure Development:** Expand hydrogen and electric refueling infrastructure in collaboration with stakeholders.
- **DFW Clean Cities Coalition:** Promote clean fuel adoption through education, fleet transition support, and best practices.
- **Technology Demonstration & Deployment:** Support testing and adoption of low-emission vehicles and infrastructure.
- **Energy Efficiency & Resilience:** Enhance transportation electrification and renewable energy integration.

Sustainable Development

Parking Management: Develop data-driven parking tools and strategies to improve regional parking efficiency.

Public Transportation

Local Technology Corridors: Use innovative transit technology to enhance high-capacity corridors and transit-oriented development.

Policy Bundle

Utilize mechanisms to support the adoption and implementation of the policies in the plan, aligned with RTC policy direction.

Highlighted Programs

Updated

Air Quality

- **Conventional Vehicle Emissions Reduction:** Support emissions reductions through technical assistance, education, and best practices for stakeholders.
- **Air Quality Technical Planning & Analysis:** Conduct air quality planning, technical analyses, and collaboration on Transportation Conformity and emission inventories.

Clean Fuels & Energy

Low-Emission Technology Initiatives: Promote adoption of clean transportation technologies through policies, training, and workforce development with key partners.

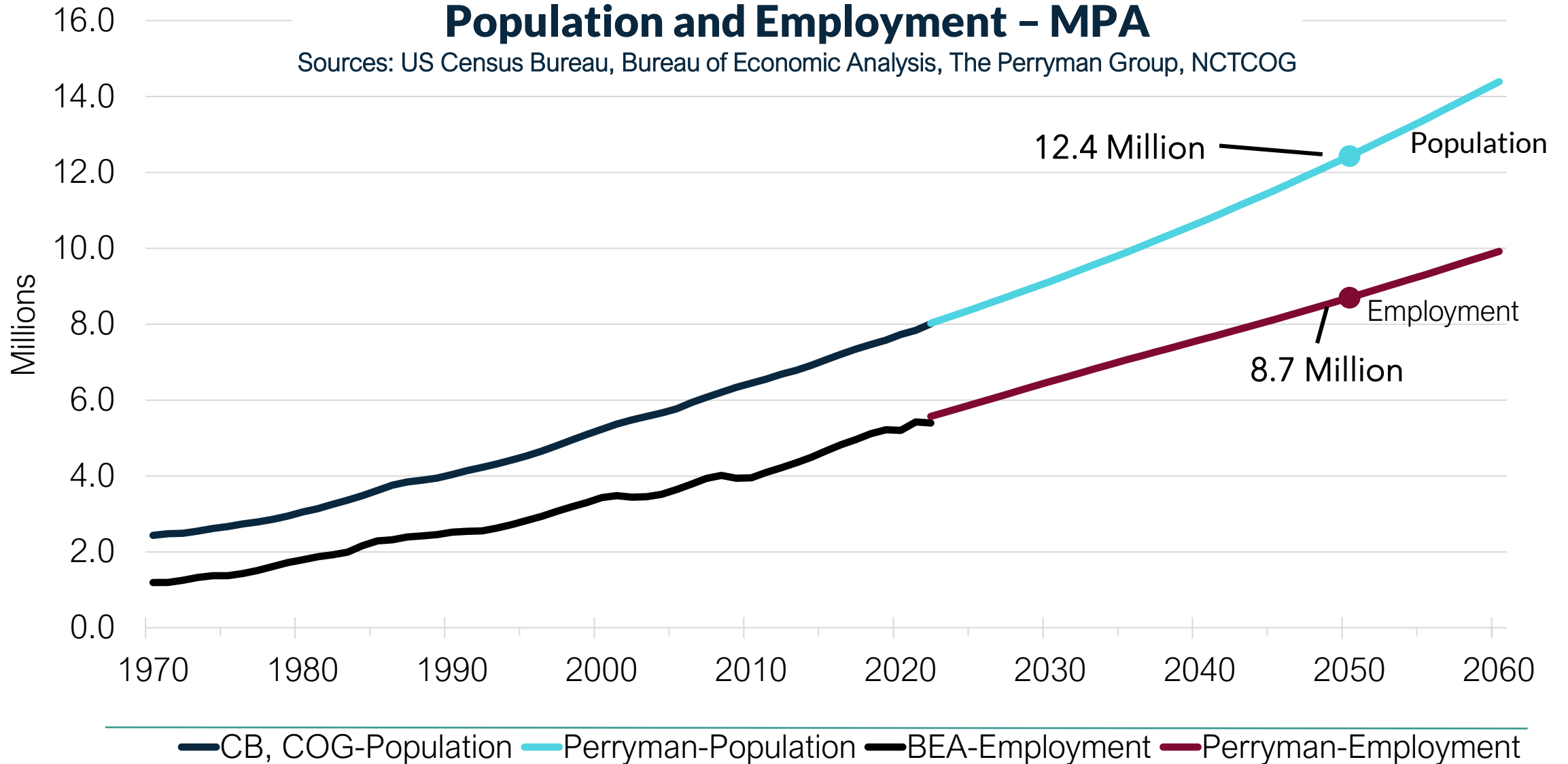
Connected/Automated Vehicles & Technologies

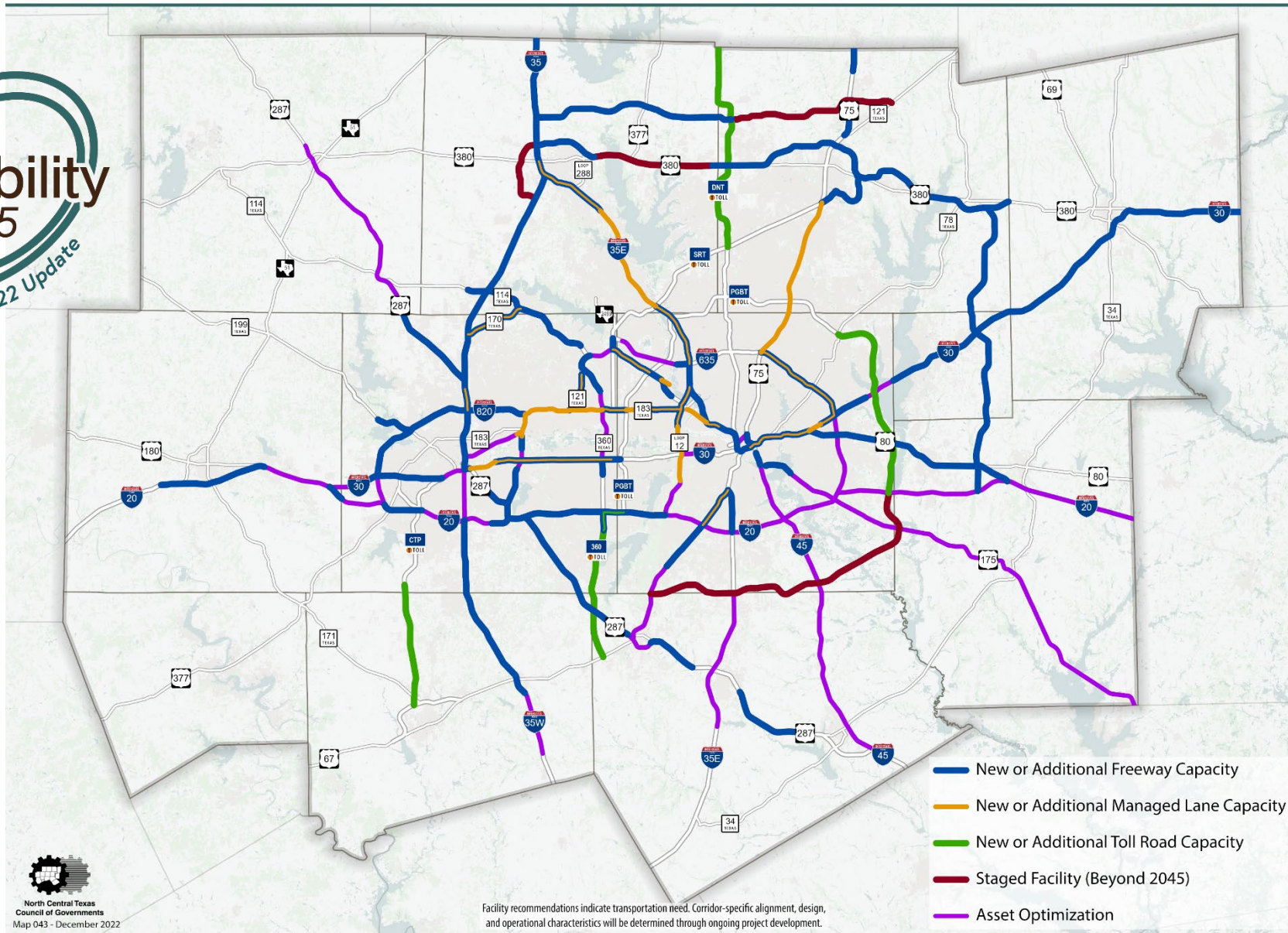
University Partnerships: Leverage DFW research universities to advance emerging mobility technologies on a regional and national scale.

Further details on all Policies and Programs in Mobility 2050 can be found online at www.nctcog.org/planinprogress.

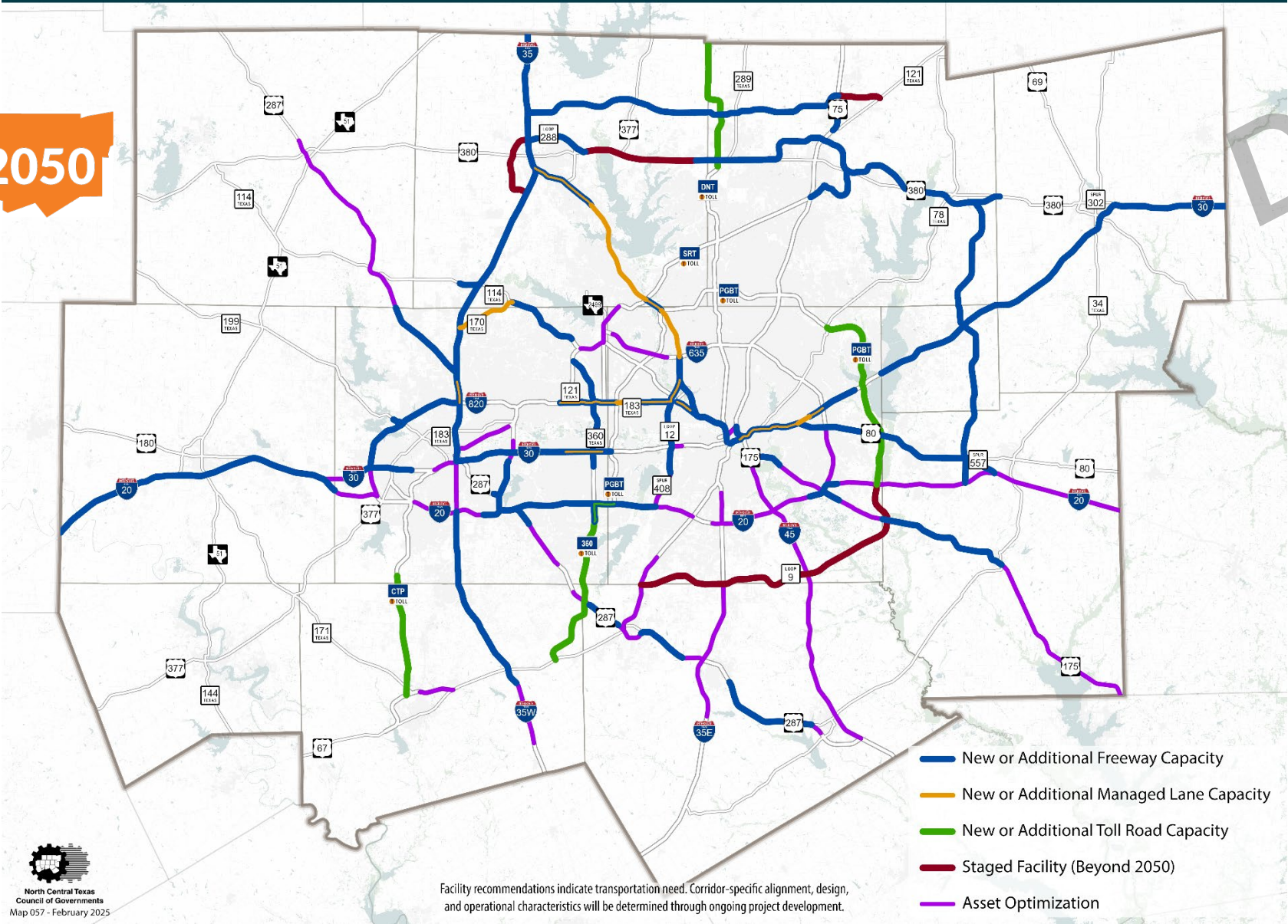
Historical and Projected Total Population and Employment – MPA

Sources: US Census Bureau, Bureau of Economic Analysis, The Perryman Group, NCTCOG





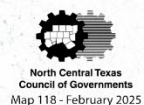
DRAFT



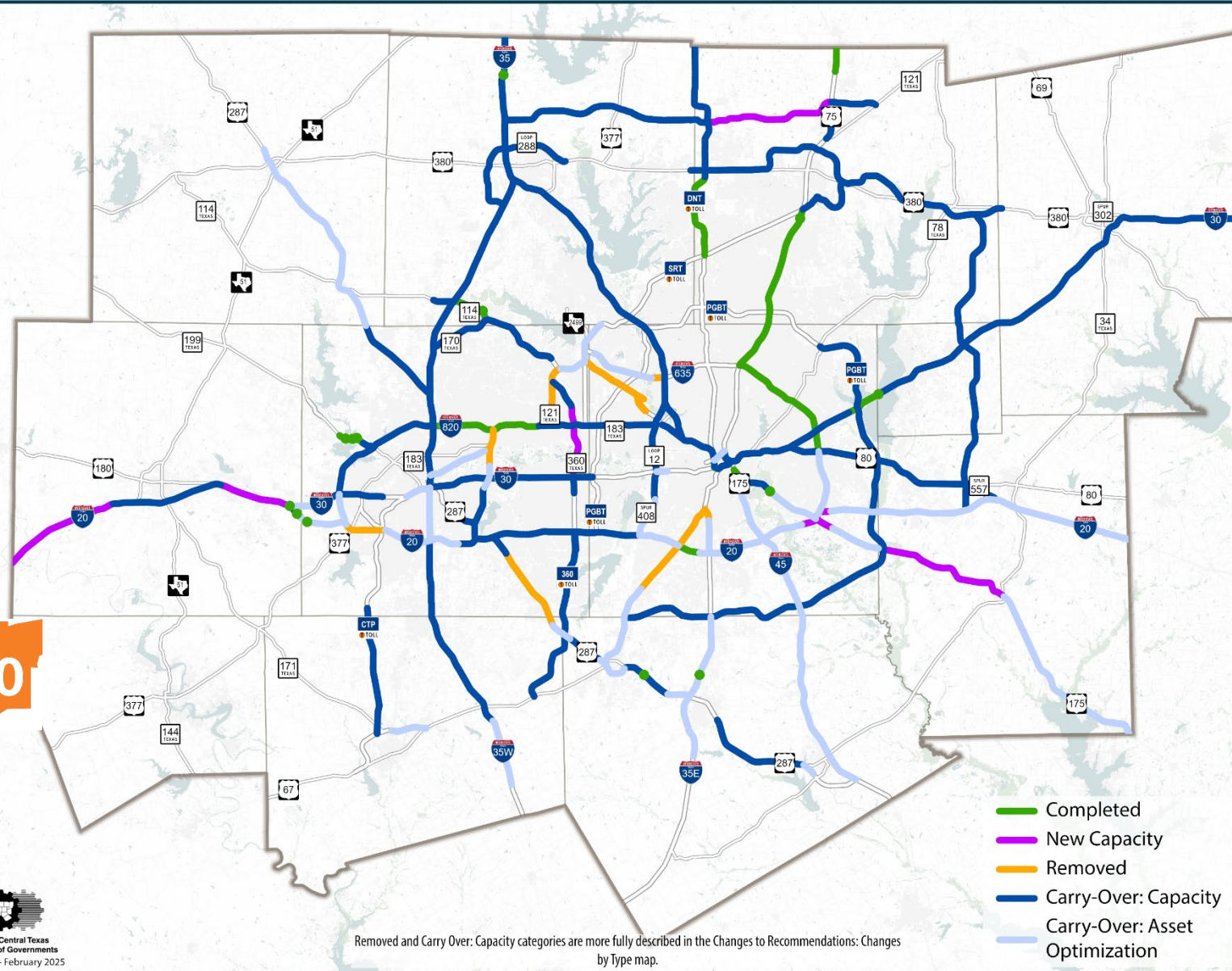
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MOBILITY2050



North Central Texas
Council of Governments
Map 118 - February 2025



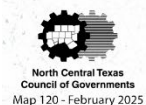
Removed and Carry Over: Capacity categories are more fully described in the Changes to Recommendations: Changes by Type map.

- Completed
- New Capacity
- Removed
- Carry-Over: Capacity
- Carry-Over: Asset
- Optimization

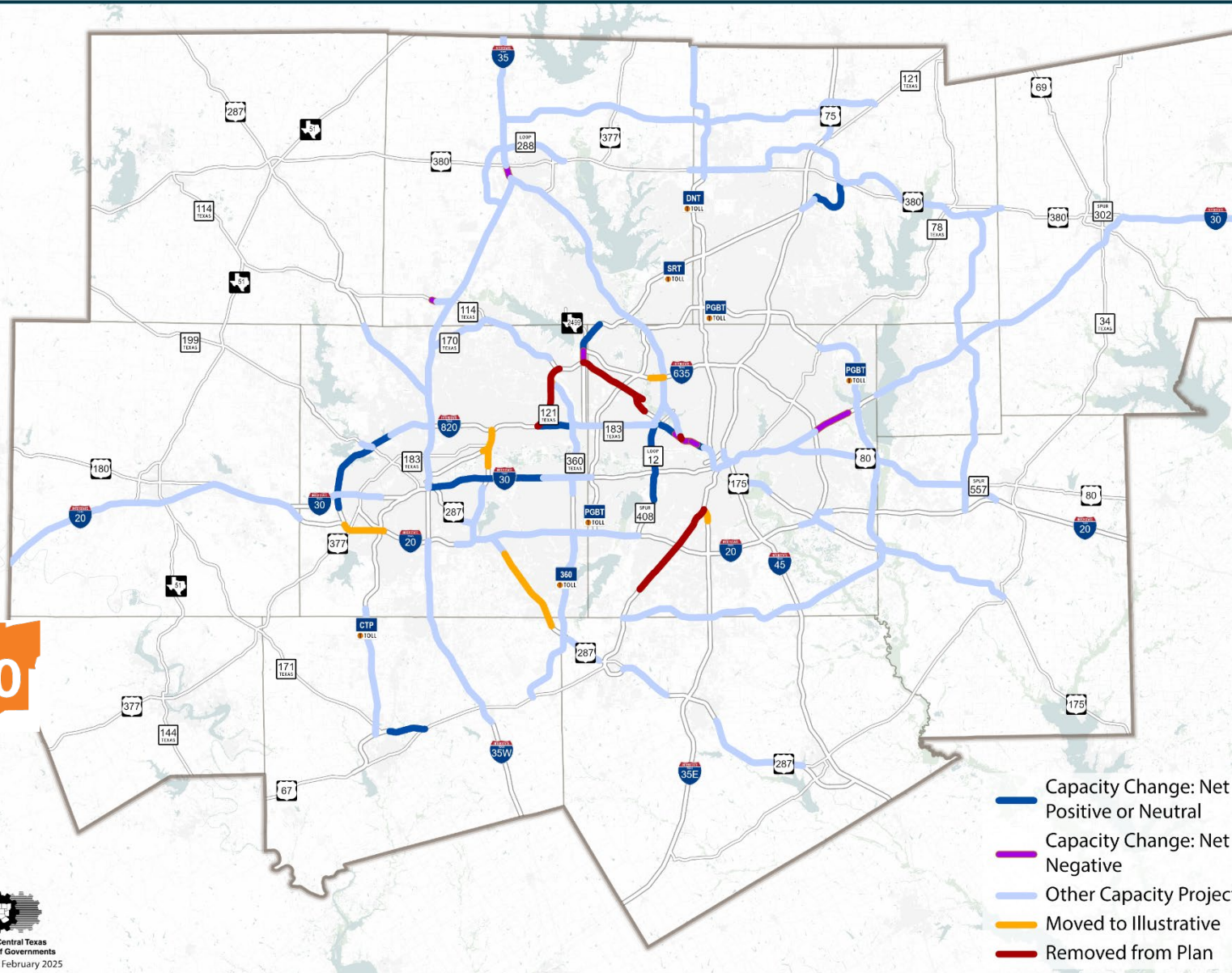
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MOBILITY2050

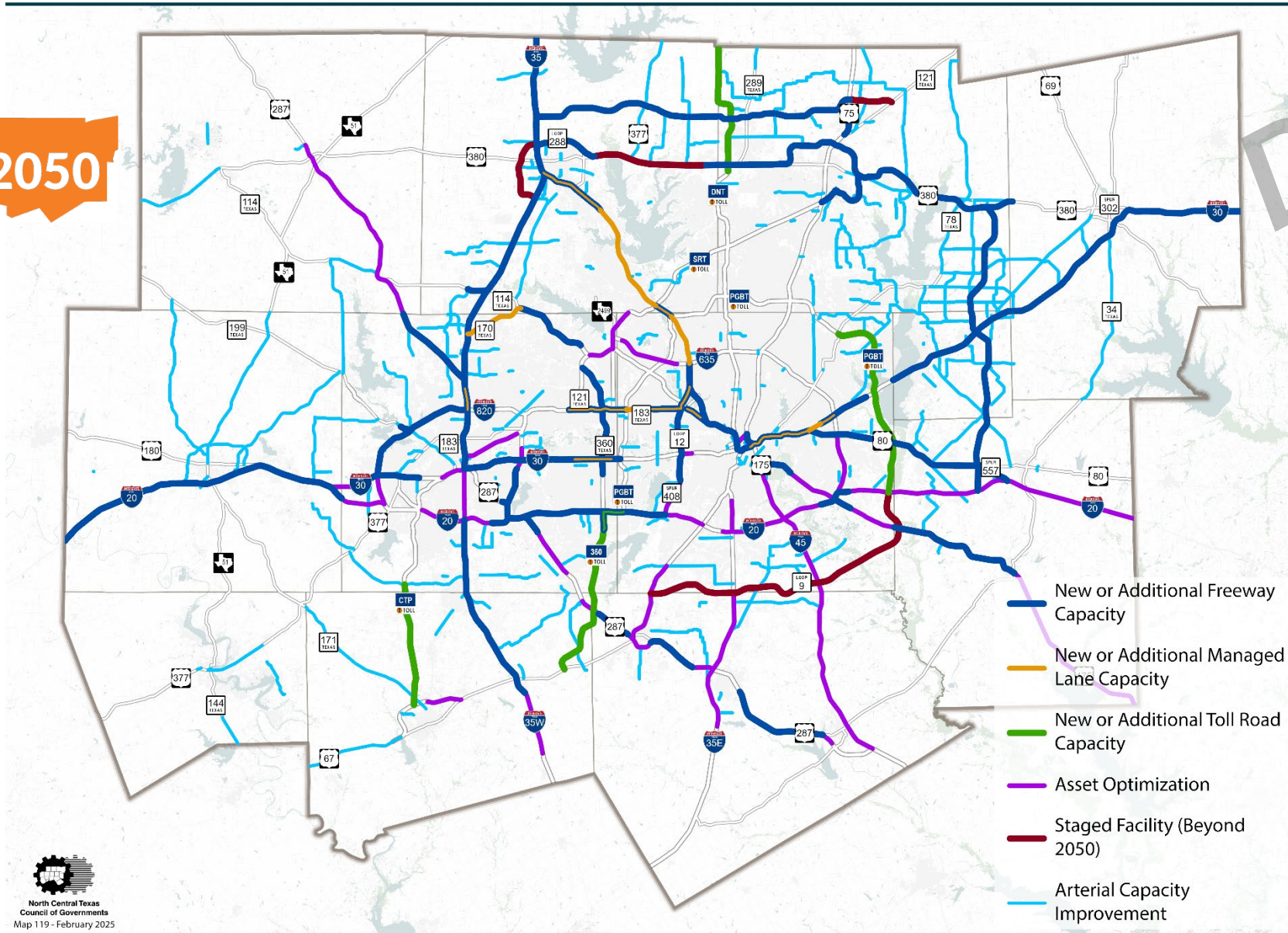


North Central Texas
Council of Governments
Map 120 - February 2025

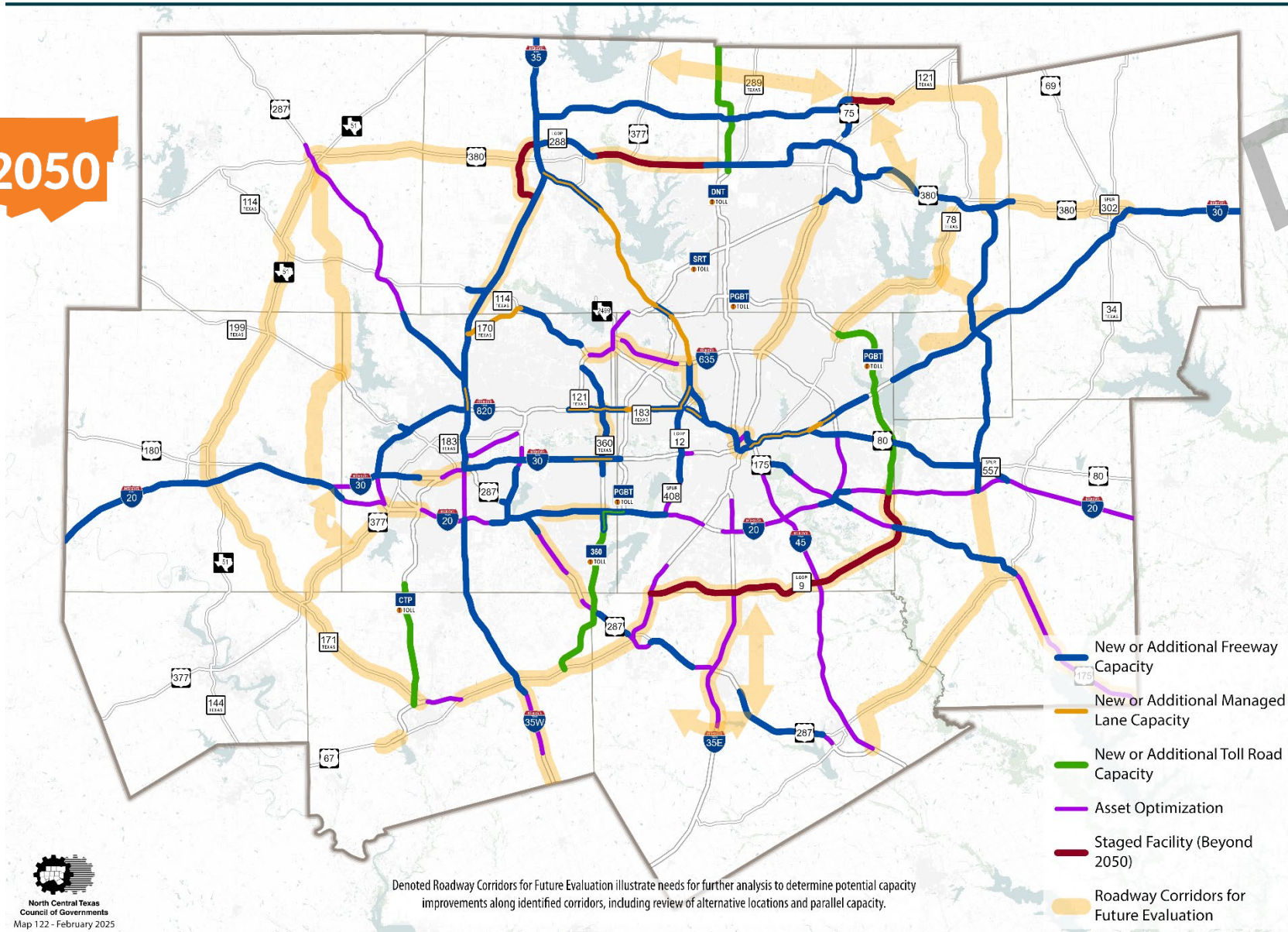


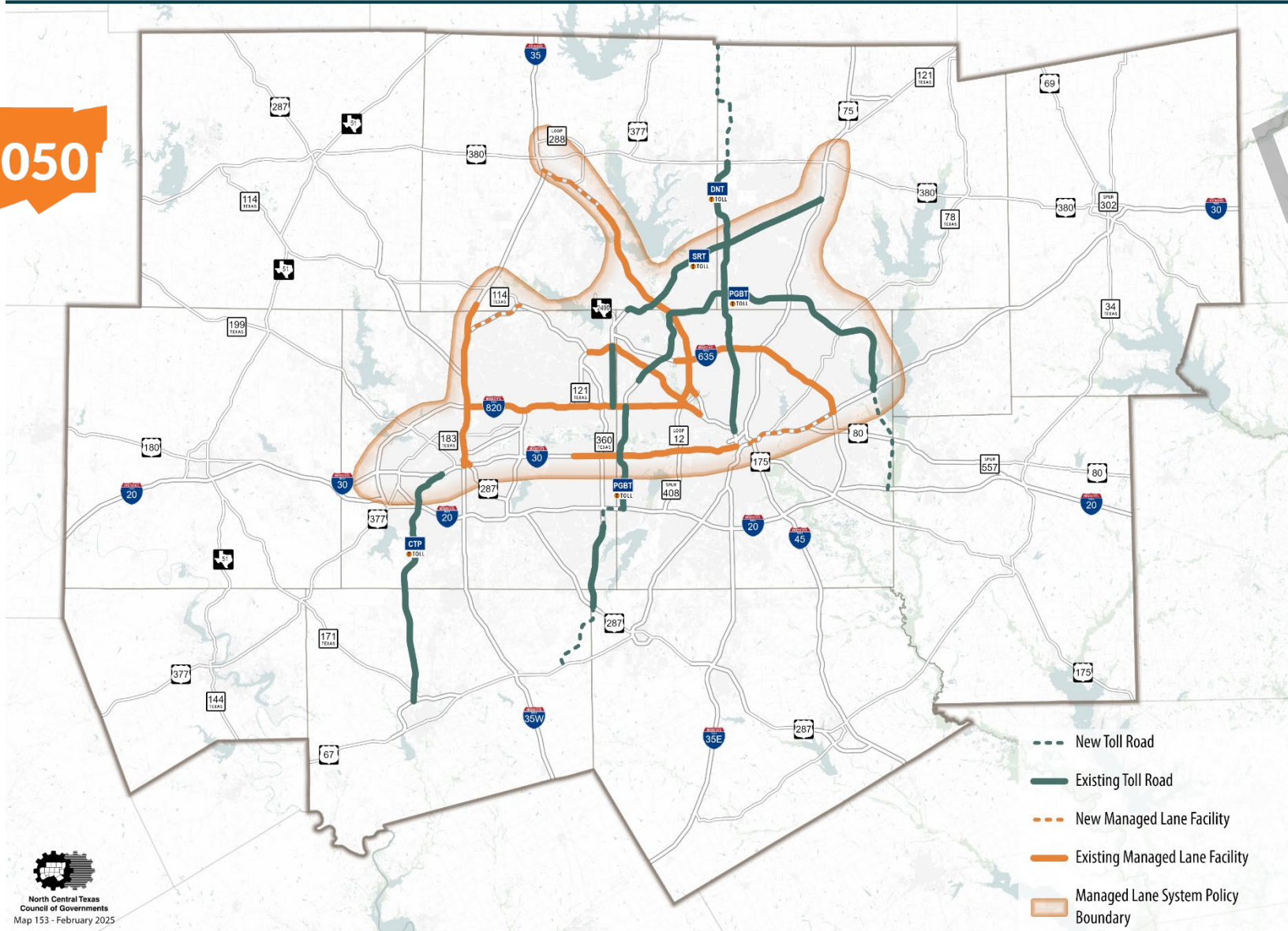
- Capacity Change: Net Positive or Neutral
- Capacity Change: Net Negative
- Other Capacity Projects
- Moved to Illustrative
- Removed from Plan

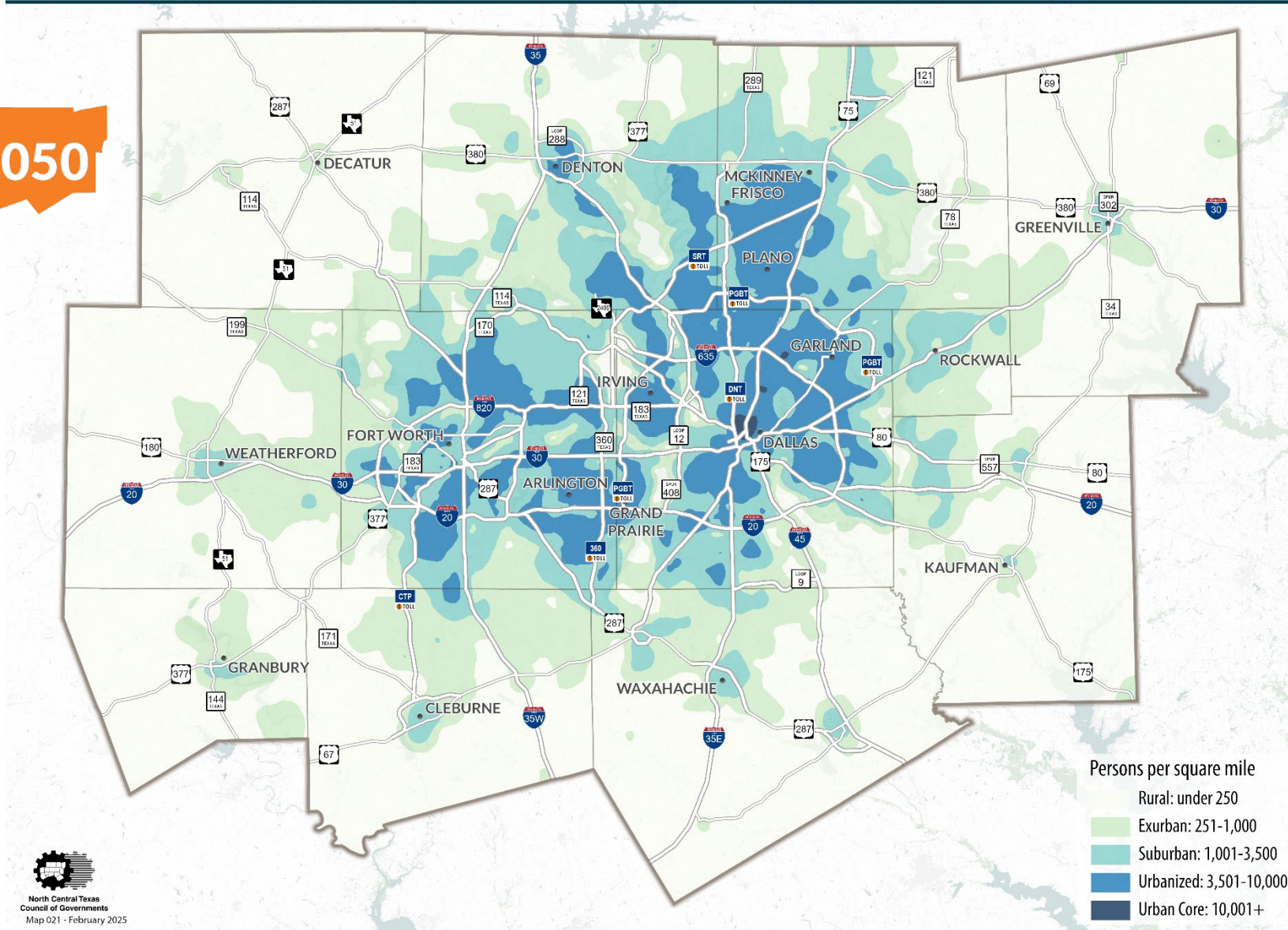
MOBILITY2050

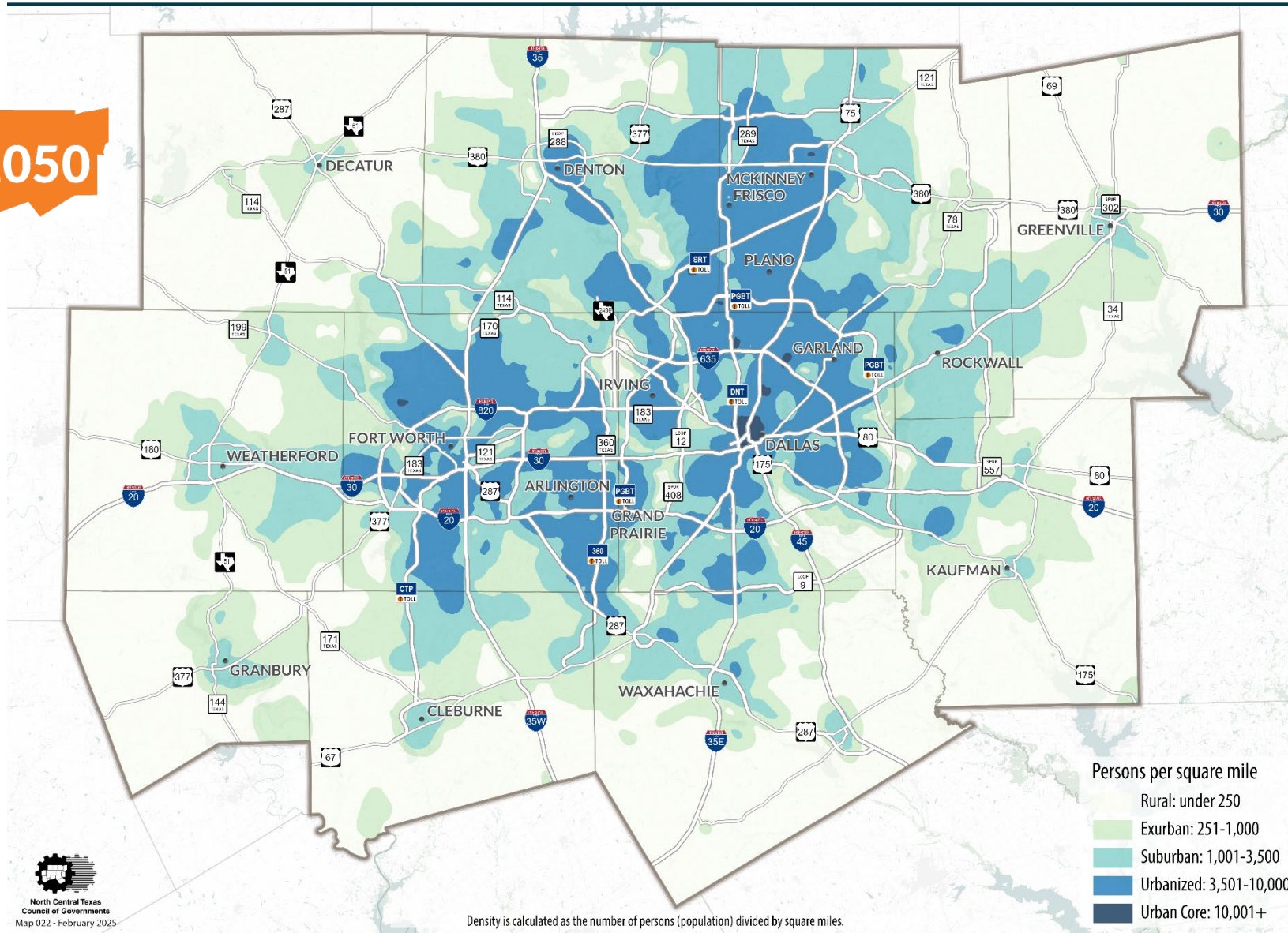


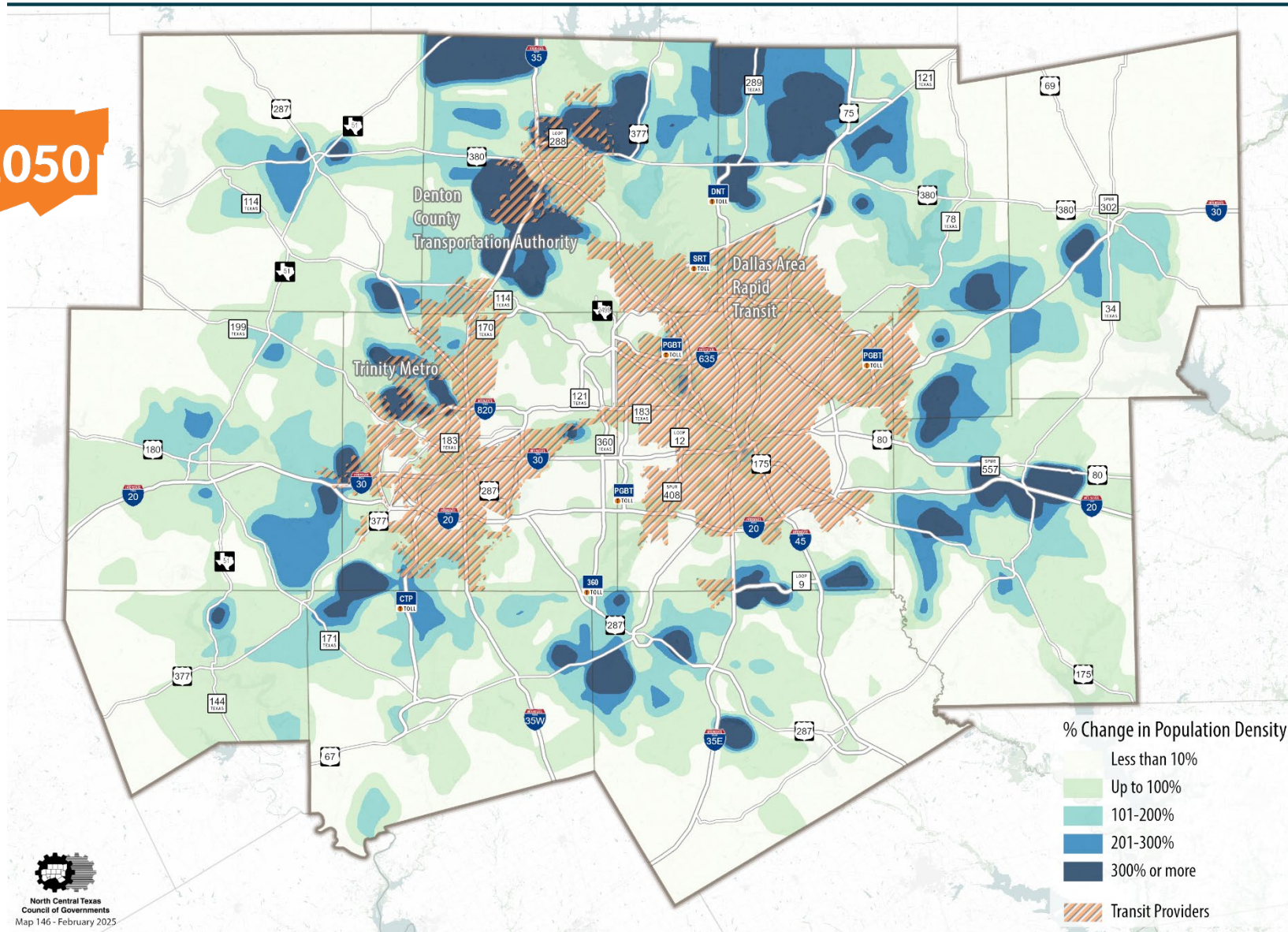
North Central Texas
Council of Governments
Map 119 - February 2025

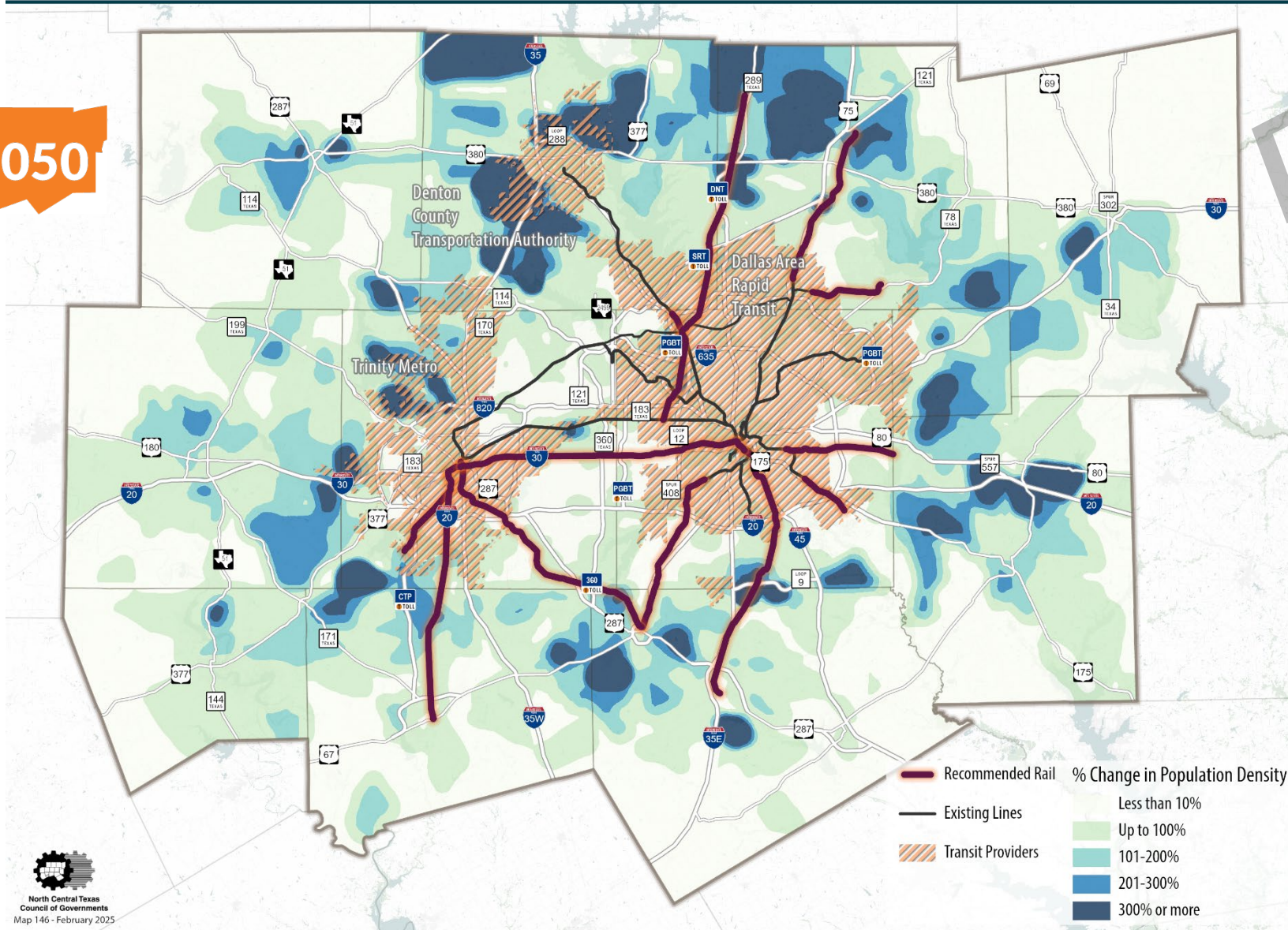




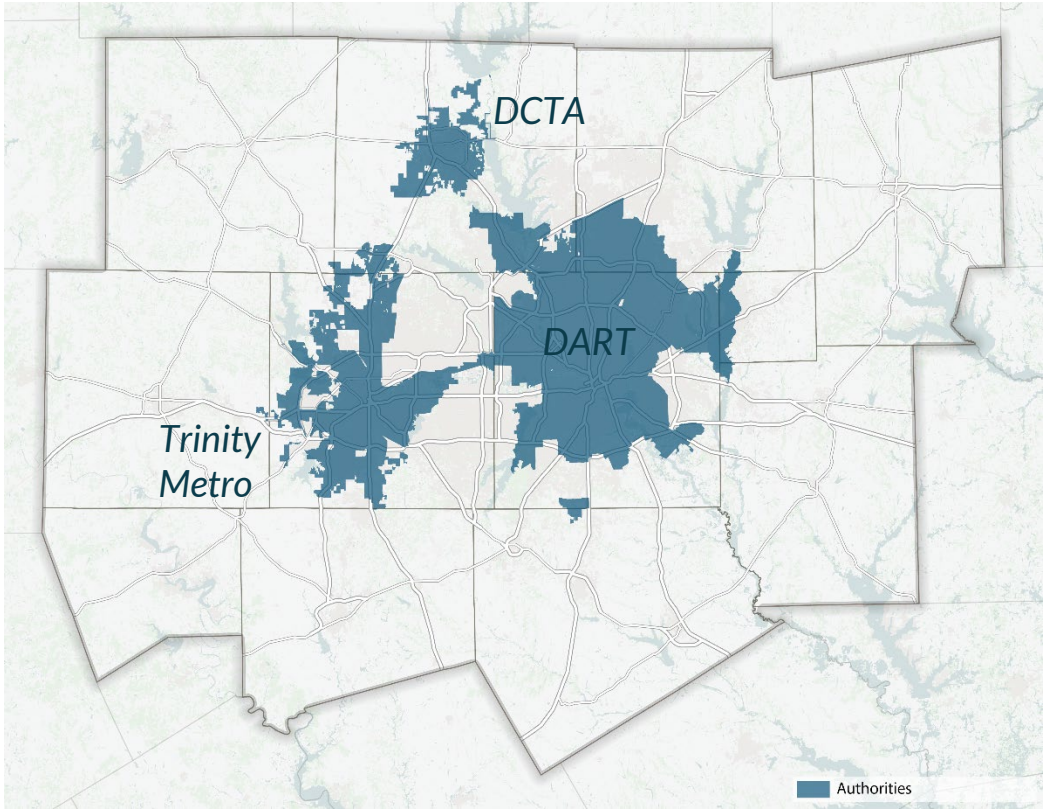
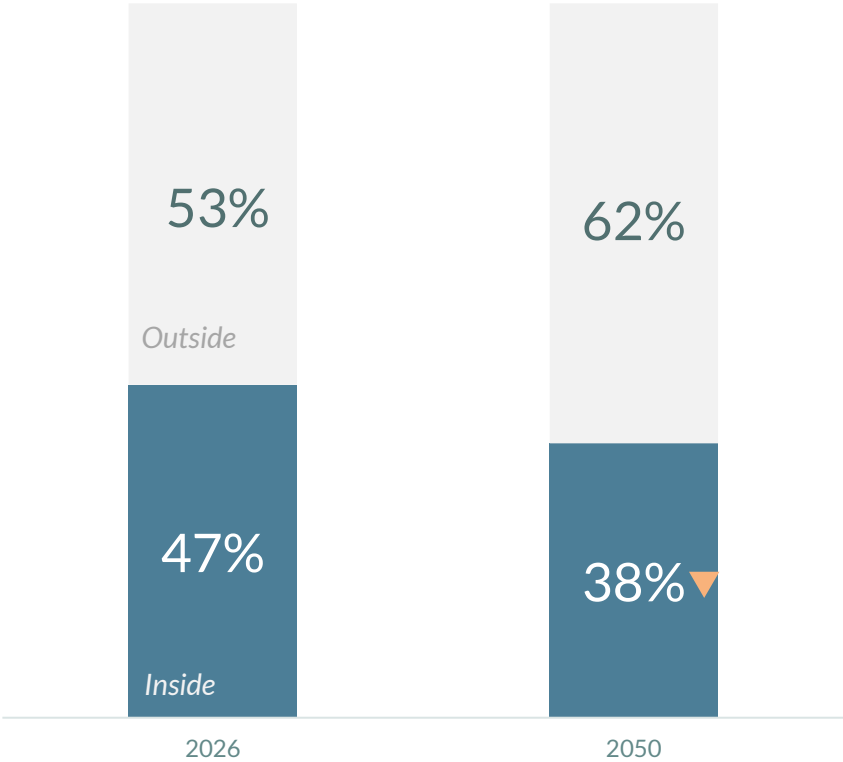


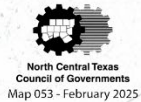




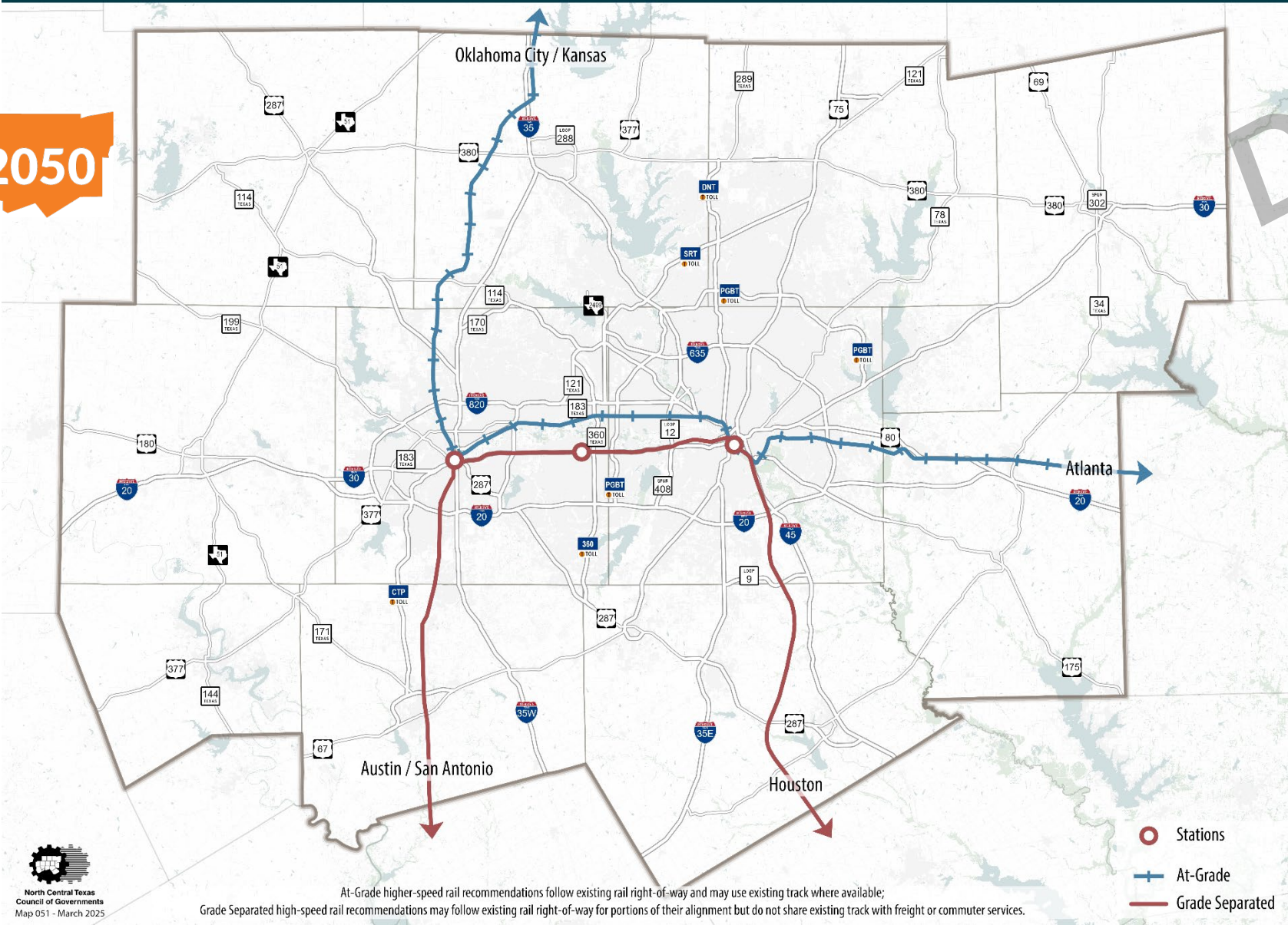


The population living inside a transit authority service area is expected to fall from 47% in 2026 to 38% by 2050



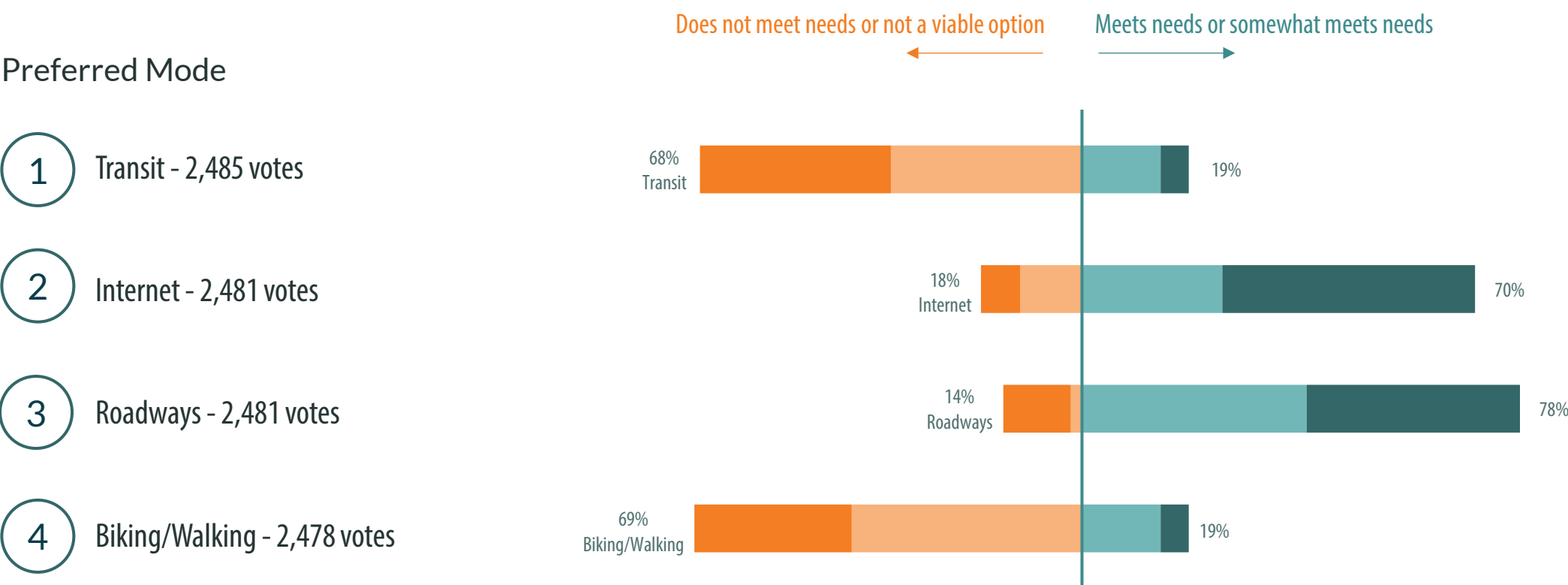


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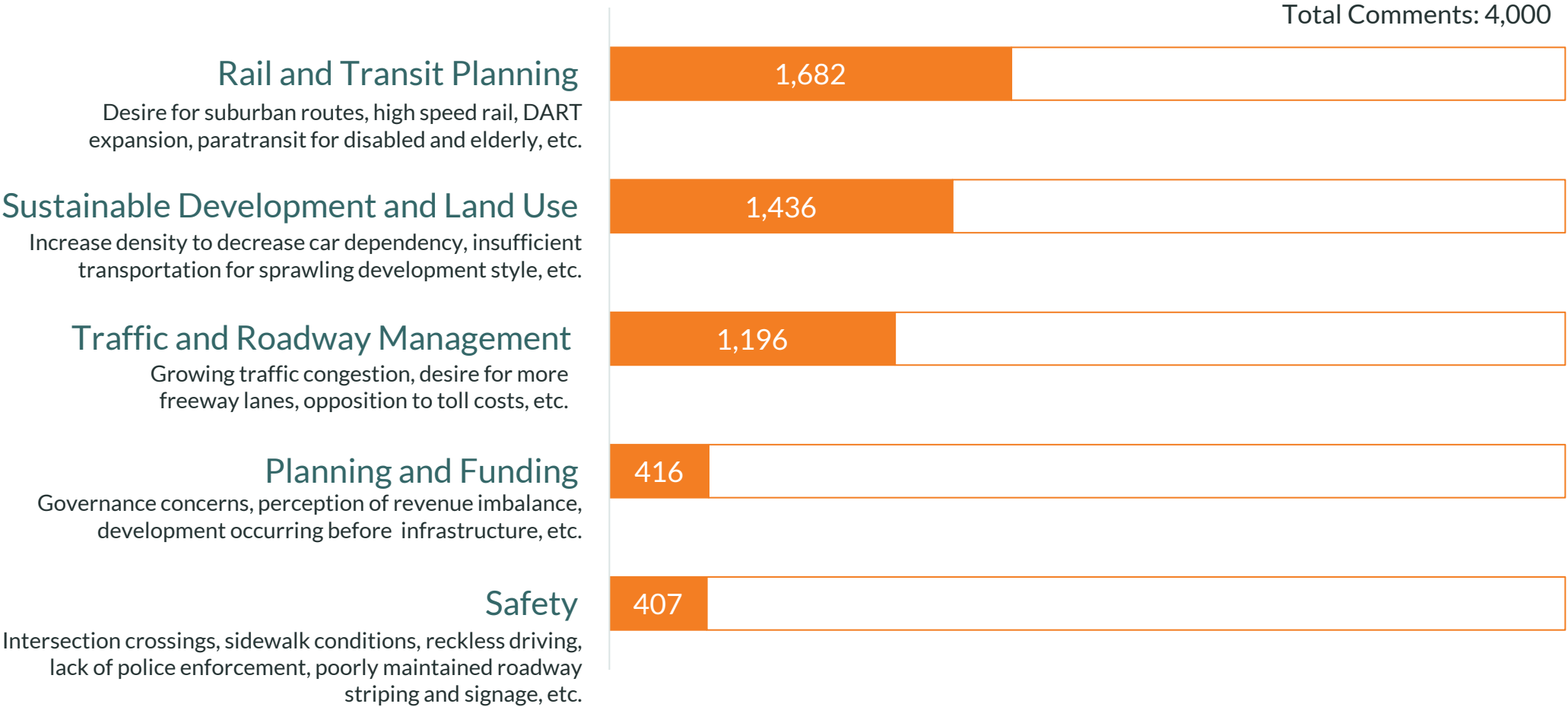


Work Commutes by Transit: Expectations vs. Reality

Preferred Mode



Rail and Transit Planning is the most prevalent theme in public comments

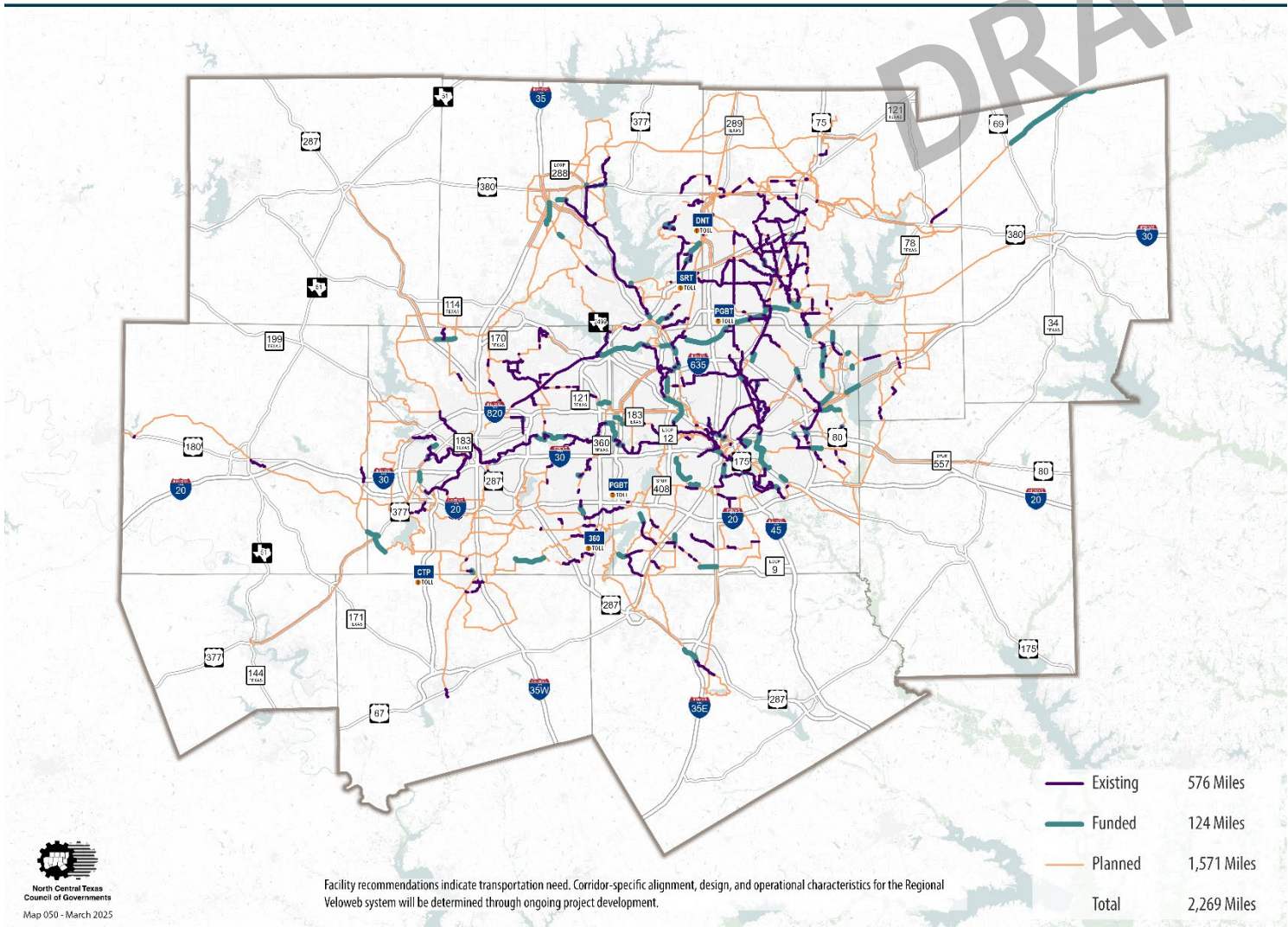


Active Transportation Recommendations

Regional Veloweb

MOBILITY 2050

MOBILITY 2050



The Nondiscrimination Analysis of Mobility 2050 projects found no disparate impacts.

What is it?

The analysis evaluates whether transportation investments in Mobility 2050 disproportionately impact protected populations (minority and low-income communities) under Title VI of the Civil Rights Act.

Why do we do it?

Federal law requires MTPs to assess whether projects result in disparate benefits or burdens to different population groups, ensuring fair access to transportation improvements.



What did we find?

The analysis of job access and congestion levels found **no disparate impacts**. Mobility improvements benefit both protected and non-protected populations, with similar changes in congestion.

Schedule to Adoption

| Time Frame | Milestone |
|----------------------|---|
| February 2025 | Financial Plan and Roadway Recommendations (Information) |
| March 2025 | Demographic Review and Transit Recommendations + Programs (Action) |
| April-May 2025 | Required 60-day Public Comment Period RTC Information (Plan and Air Quality) |
| June 2025 | RTC Action to Adopt Mobility 2050 |
| July – December 2025 | Federal Transportation Conformity Review Period |

Requested Action

Direct staff to take draft Mobility 2050 policy, program, and project recommendations, including associated air quality conformity and nondiscrimination analyses, to public meetings for review and comment.

Staff will provide update to RTC in May and June on public feedback.

Further detail on all recommendations in Mobility 2050, including maps and project listings, can be found online at www.nctcog.org/planinprogress.

Mobility Plan Contacts



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NCTCOG PRESENTATION

2025 STRATEGIC TRANSPORTATION FUNDING PROGRAM

Regional Transportation Council

March 13, 2025

BACKGROUND

- Over the past year, numerous funding requests have been received from local governments and transportation agencies.
- These requests have been evaluated for funding consideration.
- The proposed projects meet one or more of the Regional Transportation Council's (RTC) policies or improvements outlined in the Metropolitan Transportation Plan (MTP), aids in meeting safety goals, implement outcomes of planning activities, and/or assist in reaching the region's federal performance targets.
- The following slides highlight several of the major projects and partnerships that are being proposed.



STATE LOOP 12 SAFETY IMPROVEMENTS

- State Loop 12 in southeast Dallas has a significant number of crashes and fatalities.
- Project will construct traffic signals and pedestrian improvements to improve safety along the corridor by slowing vehicular traffic and providing safer crossings for pedestrians.
- Proposed Funding:
 - \$7,500,000 of Surface Transportation Block Grant (STBG)*
 - \$7,500,000 of Category 11 Safety funding from TxDOT Dallas District

*Proposing STBG for CMAQ-eligible improvements to expedite project delivery



MAINTENANCE PILOT PROGRAM FOR SAFETY

- Multiple funding requests for maintenance/rehabilitation projects have been received from small, rural communities in the region.
- Instead of funding these specific projects, staff proposes to create a pilot program in Denton County and Johnson County to address these issues.
- Program would address safety needs with maintenance/rehabilitation improvements (e.g., pavement edge drop-offs, potholes, severe cracking/rutting).
- Counties would select the locations and improvements
 - Should be off-system
 - Intent is to address areas that are unincorporated and/or small cities that do not have adequate funding to perform maintenance that is creating safety issues
 - Locations should have documented safety concerns
- Proposed Funding:
 - \$3,000,000 of RTC Local funds (\$1,500,000 for Denton Co. & \$1,500,000 for Johnson Co.)
 - No match required



JOHNSON COUNTY BOND PROGRAM PARTNERSHIP

- Johnson County voters recently approved the first ever bond program (\$60 million) in their county, and the County is seeking to partner with the RTC to leverage funding.
- First segment of FM 917 is proposed
- Proposed Funding:
 - \$16,000,000 of STBG and \$4,000,000 of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds
 - TxDOT State match
 - County has committed design funds to this facility



FUNDING FOR FIFA WORLD CUP TRANSPORTATION NEEDS

- Additional transportation needs have been identified through coordination with stakeholders to prepare for our region to host FIFA World Cup.
- Proposed improvements:
 - Improvements to Trinity Railway Express (TRE) vehicles
 - “Bus bridge” from rail stations to the Arlington Entertainment District (east-west movement)
 - Transit passes
 - Operate buses from the TRE Centreport Station to Parking Lot H
 - “Kick Your Commute” Marketing Campaign
 - New sidewalks and improvements to Parking Lot H (location for transit/rideshare drop-off)
- Proposed Funding:
 - \$7,200,000 STBG for the TRE improvements, which may come from existing \$30M for TRE vehicles
 - \$1,000,000 of City of Arlington funds for sidewalk improvements (a like amount of federal funds will be added to the Randol Mill widening project in Arlington to complete an exchange with Arlington)
 - \$15,750,000 of RTC Local funding for the remaining improvements with repayment expected on some expenses



SUMMARY OF PROPOSED FUNDING (\$ IN MILLIONS)

| Funding Category | Proposed Funding | Funding Distribution (West) | Funding Distribution (East) |
|----------------------|------------------|--------------------------------|--------------------------------|
| CMAQ | \$18.67 | 36% ✓ | 64% ✓ |
| STBG ¹ | \$222.75 | 38% ↓ | 62% ↑ |
| RTR | \$9.54 | 17% ✓ | 83% ✓ |
| RTC Local | \$18.75 | 47% ✓ | 53% ✓ |
| Non-RTC ² | \$124.14 | - | - |
| TDCs ³ | 12.75 | - | - |
| Total | \$393.85 | 38% ✓ | 62% ✓ |

1: West/East distribution balances when considering cost overruns and projects approved since 2024 Strategic Transportation Funding Program (STFP)

2: Includes State, local, and private funding

3: Transportation Development Credits are not cash and do not count in total funding



SUMMARY OF WEST/EAST FUNDING DISTRIBUTION (\$ IN MILLIONS)

- Since the approval of the 2024 STFP, funding has been awarded through TIP actions or other initiatives.
- Many RTC-approved projects have cost overruns being considered for additional funding as well.
- Additional funding partnerships will be brought back later that will propose additional CMAQ, STBG, and CRP funding to balance out West/East splits.

| Funding Initiative | CMAQ & CRP | | STBG | |
|---|----------------|----------------|-----------------|-----------------|
| | West | East | West | East |
| Approved Funding Since 2024 STFP | \$23.51 | \$7.53 | \$35.27 | \$109.39 |
| Pending Cost Overrun Requests | \$6.50 | \$5.50 | \$0.0 | \$35.45 |
| 2025 STFP (Proposal) | \$6.72 | \$11.95 | \$85.16 | \$137.59 |
| Total Funding | \$36.73 | \$24.98 | \$120.43 | \$282.43 |
| Funding Distribution By Category | 59.5% ↓ | 40.5% ↑ | 29.9% ✓ | 70.1% ✓ |
| Funding Distribution | West – 33.8% ✓ | | East – 66.2% ✓ | |



TIMELINE

| Meeting/Task | Date |
|----------------------------|-----------------------------|
| Project requests collected | March 2024-November 2024 |
| Evaluate projects | December 2024-February 2025 |
| Public Involvement | February 2025 |
| STTC Action | February 28, 2025 |
| RTC Action | March 13, 2025 |



REQUESTED ACTION – 2025 STRATEGIC TRANSPORTATION FUNDING PROGRAM

- RTC approval of:
 - Proposed 2025 Strategic Transportation Funding Program project listings.
 - Amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the project funding.

RTC Action Item – March 13, 2025



CONTACT US



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North Central Texas Council
of Governments

Regional Transit Partnerships and Federal Discretionary Grant Funding

Mike Johnson, Principal Transportation Planner

Regional Transportation Council

March 13, 2025

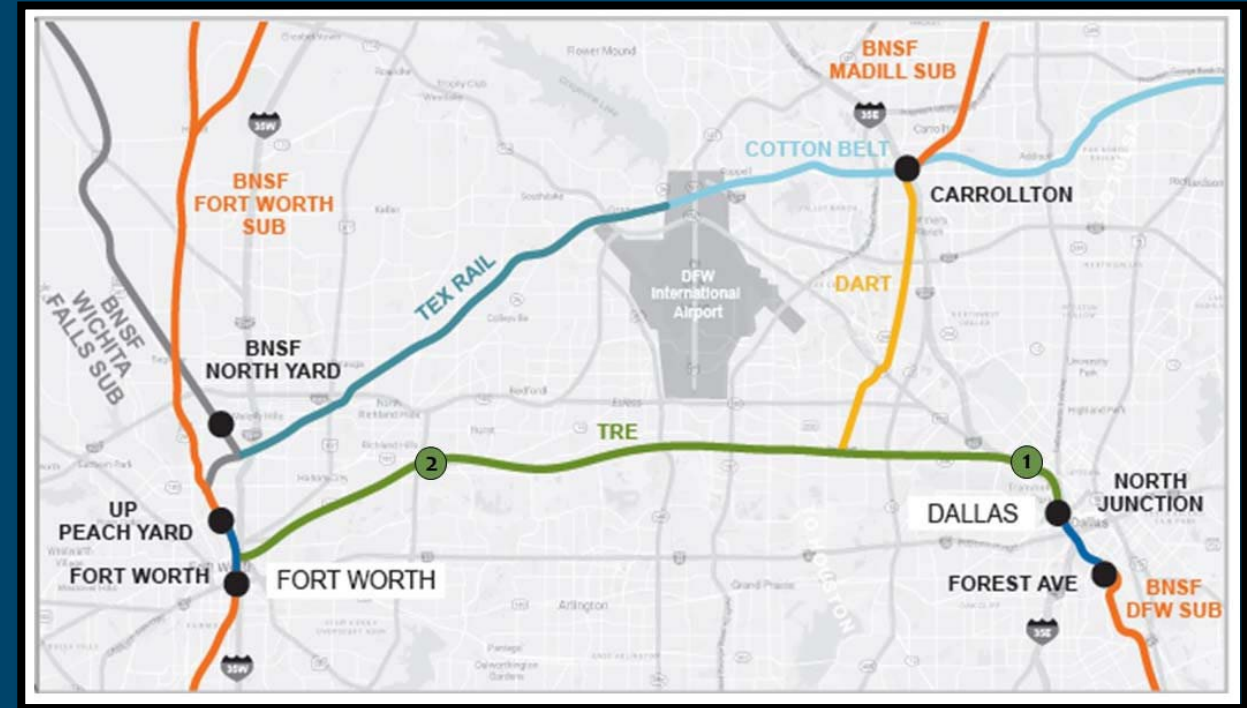
NT MOVES – FY2020 BUILD Grant Projects

Project Overview:

- Collaborative effort between NCTCOG, DART, Trinity Metro, and TRE to increase regional freight and passenger mobility.
- Partially funded by a BUILD grant.
- Projects are anticipated to begin construction in summer 2025.

Projects:

- Component 1 - Double Track Medical Market Center to Stemmons Freeway
- Component 2 - Double Track Handley Ederville Road to Precinct Line Road
- Component 3 - Clear Path Technology



Courtesy of NCTCOG



Component 1 - Dallas Area Rapid Transit

Project Overview:

Double Track Medical Market Center to Stemmons Freeway

Project Details:

- Bridge repair projects on Noble Branch, Knights Branch, and Inwood Road
- Double track design is at 90%
- Project scope has not changed and will continue as stated in the original Paper Grant Agreement (PGA)



Courtesy of NCTCOG



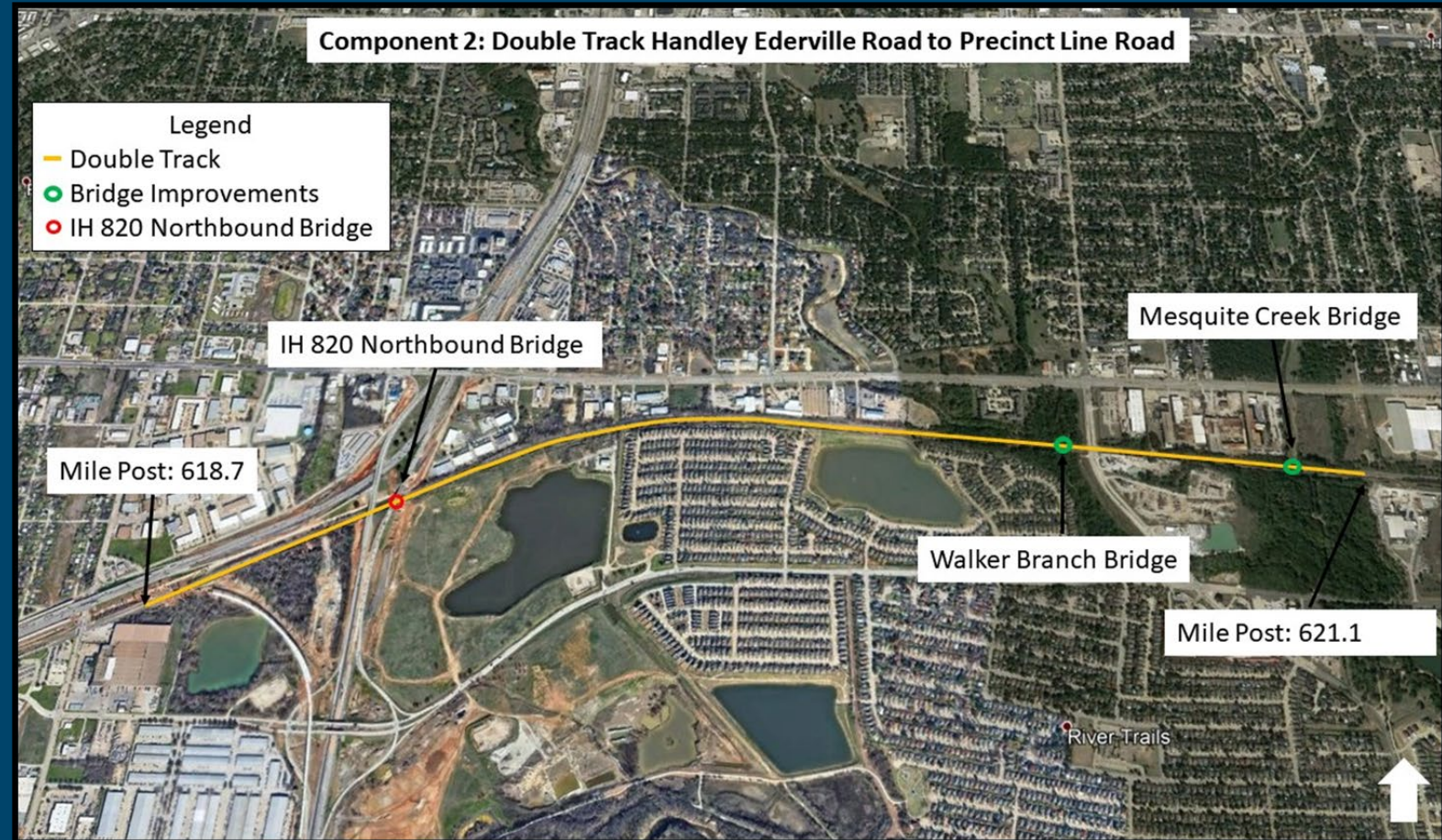
Component 2 - Trinity Metro

Project Overview:

Double Track Handley Ederville Road to Precinct Line Road

Project Details:

- Bridge repair projects on Walkers Branch bridge and Mesquite Creek bridge
- Working with TxDOT on IH 820 bridge replacement
- Double track design is at 90%
- Project scope has not changed and will continue as stated in the original PGA



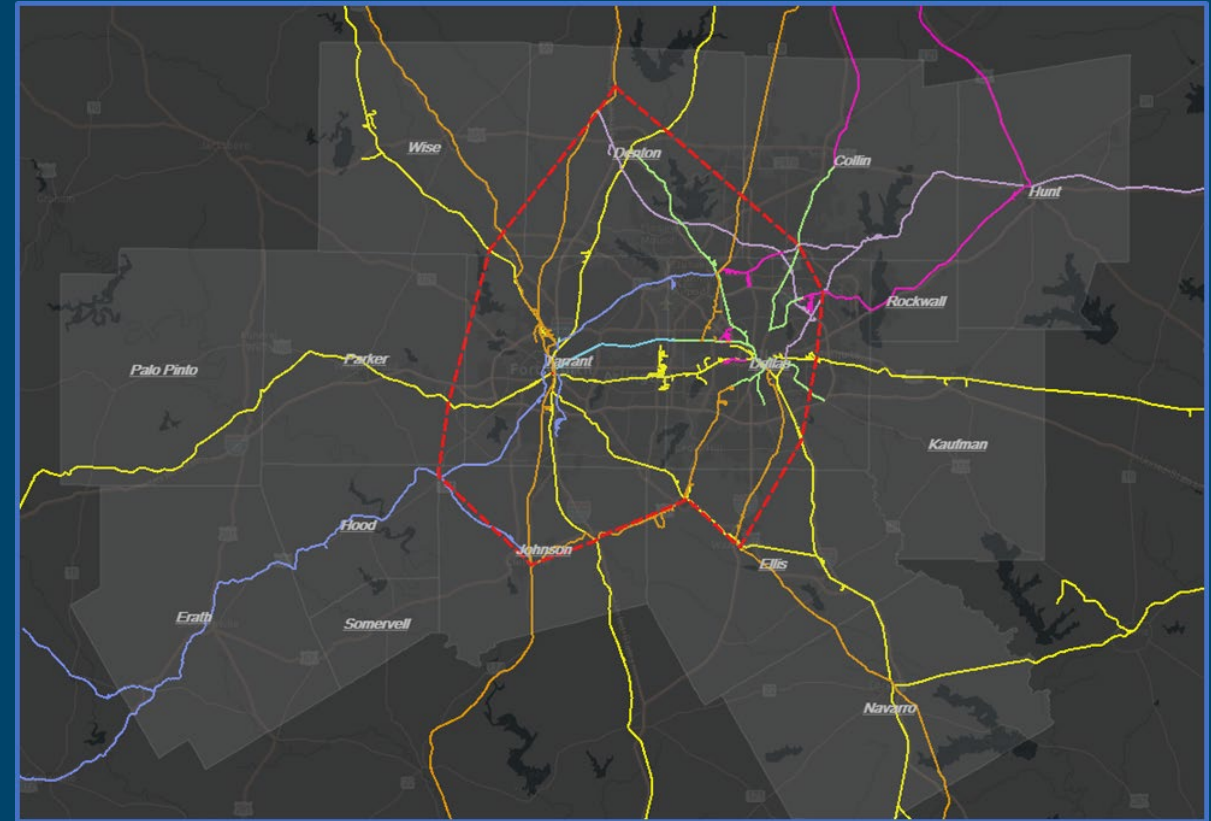
Courtesy of NCTCOG



Component 3 - Clear Path Technology

Project Overview

- Technology-based innovative response to maximizing efficiency on shared-use freight and passenger rail networks
- Will enable all rail agencies to exchange timely, accurate, and actionable information on train movements in the region
- In use in the Greater Chicago area
- Working with Railinc, freight and transit partners to develop this technology
- NCTCOG and Railinc are currently working on a data sharing agreement with transit agencies



Courtesy of Railinc



BUILD Grant Budget Update

- Cost overruns have been identified due to inflation and future proofing the corridor (accommodating future reconstruction of IH 35E/Stemmons)
- Current funding gaps:
 - Component 1: \$42,300,000
 - Component 2: \$8,700,000
 - Component 3: Remains fully funded
- TRE bridge over IH 35E must be raised to meet the TxDOT clearance requirements (\$17 million of increased cost is attributed to this item)
- NCTCOG and partner agencies have coordinated to ensure the federal/non-federal funding split within the Paper Grant Agreement does not change
- NCTCOG is coordinating with FTA/USDOT to amend the Paper Grant Agreement
- Proposed funding:
 - DART: \$22.7 million in local funding
 - Trinity Metro: \$6.6 million in local funding
 - RTC (for costs associated with raising bridge over IH 35E): \$17 million in Carbon Reduction Program funding
 - RTC (for overruns on the BUILD grant project): \$21.7 million in Surface Transportation Block Grant funding



BUILD Grant Funding Sources

Paper Grant Agreement and Current Cost

| Funding Source | PGA Funding | PGA Funding Share | Current Cost | Planned Funding Share |
|--------------------------|--------------------------|-------------------|---------------------------|-----------------------|
| BUILD Grant Funds | \$25,000,000 | 35% | \$25,000,000 | 20% |
| Other Federal Funds | \$9,100,000 ¹ | 12% | \$30,797,828 ² | 25% |
| Local Funds | \$33,400,000 | 46% | \$62,702,172 ³ | 51% |
| Other Funds ⁴ | \$5,000,000 | 7% | \$5,000,000 | 4% |
| Project Total | \$72,500,000 | 100% | \$123,500,000 | 100% |

¹ \$2 million in Congestion Mitigation Air Quality Improvement Program and \$7.1 million in Surface Transportation Block Grant (STBG) funds

² \$21.7 million in additional STBG funds proposed to cover gap

³ \$17 million in Carbon Reduction funds proposed to credit DART for local funds applied to regional cost

⁴ Anticipated Private Funding Contribution (railroads)



Regional Transit Partnerships - TRE Track and Signal Improvements

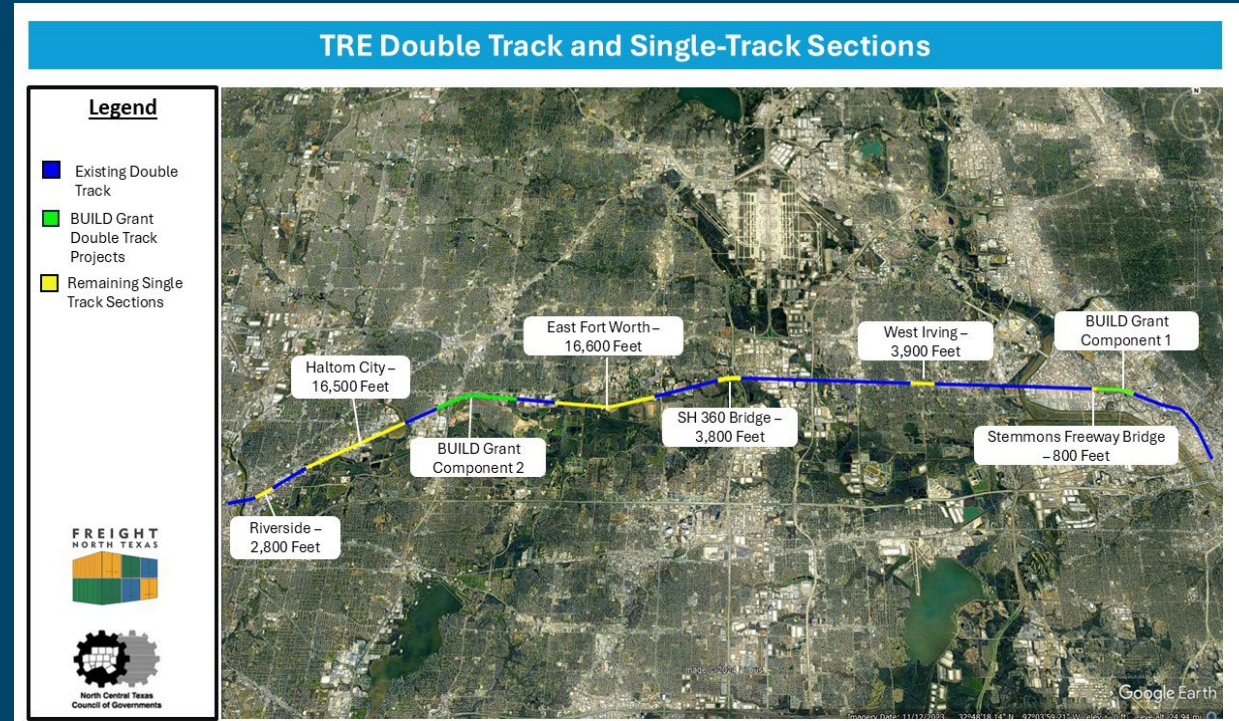
Project Overview:

Modifications to TRE track and signal systems to accommodate new double tracked sections

Project Details:

Request for \$2.5 million in Carbon Reduction Program funds for track and signal systems improvements:

- Handley-Ederville Road
- East Richland Hills
- East Lakes
- Precinct Line Road
- Single Crossover at West Hurst
- South Norwood Road
- New CP Hurst



Regional Transit Partnerships - Victory Station

Project Overview:

- Collaborative effort between NCTCOG, DART, BNSF, and TxDOT.
- Victory Station is busy and trains are often held in the station waiting to be dispatched.
- This causes safety concerns as pedestrians move through the platforms to cross the station.

Project Details:

- Proposed project involves improving existing infrastructure at Victory Station to increase pedestrian safety and mobility.
- Requested funding (not to exceed \$6.8 million in STBG funds) is for both pedestrian safety and rail operational improvements to accommodate pedestrian improvements.



Courtesy of NCTCOG



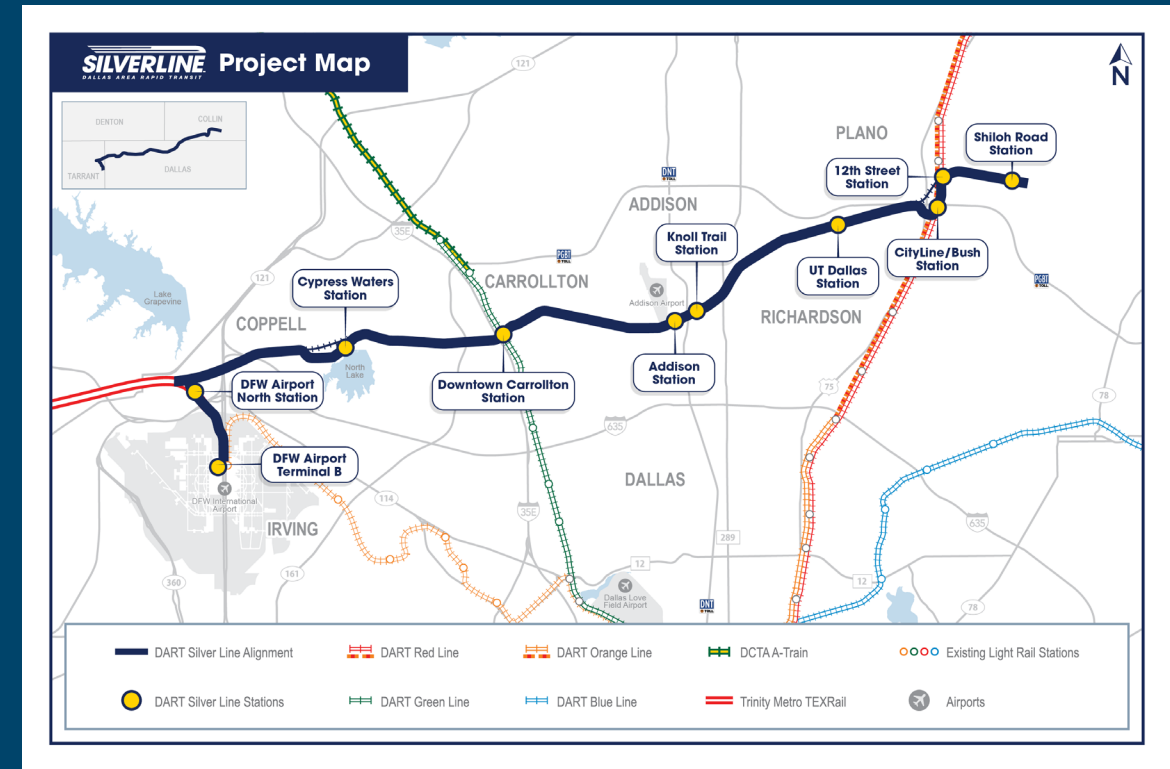
Regional Transit Partnerships - Silver Line

Project Overview:

- 26 miles of regional rail service that will connect Grapevine, Coppell, Dallas, Carrollton, Addison, Richardson, and Plano.
- Goal of improving mobility and accessibility within the northern portion of DART service area.

Project Details:

- Silver Line improvements associated with FIFA World Cup.
- Requested funding is \$5.6 million in STBG funds for rail, bridge, and other necessary improvements.



Courtesy of DART



Requested Action Schedule

February 28, 2025

STTC Action Item

March 10, 2025

March Public Meeting

March 13, 2025

RTC Action Item

March 27, 2025

Executive Board Endorsement (Approval)



Requested Action for North Texas MOVES BUILD Grant and Regional Transit Partnerships

Request for RTC approval of:

The allocation of federal funds for:

- *\$21.7 Million (STBG) - BUILD grant cost overruns on the east and west segments*
- *\$17 Million (CRP) – Accommodating future reconstruction of IH 35E/Stemmons at TRE¹*
- *\$6.8 Million (STBG) - Victory Station Pedestrian Crossing upgrades²*
- *\$5.6 Million (STBG) - Silver Line improvements*
- *\$2.5 Million (CRP) - TRE track and signal improvements*

Administratively amending the Transportation Improvement Program and Statewide TIP, as well as other planning and administrative documents, for the FY2020 North Texas MOVES BUILD Grant double tracking projects and Regional Transit Partnership projects.

¹ \$17 million is funded by DART up front to meet grant agreement and federal is credited back to DART on another project (because it is RTC/regional cost)

² Not to exceed \$6.8 million



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NCTCOG

MICHAEL MORRIS

Director of transportation, NCTCOG



Michael Morris, the North Central Texas Council of Governments' transportation guru, is involved with several massive projects. He's part of the team aiming to bring a \$6 billion high-speed rail route to the Metroplex. The roughly 30-mile train would have three stops in Dallas, Fort Worth and Arlington and could even connect DFW to the Houston area via a 90-minute ride. But city officials and business leaders raised concerns that a proposed elevated station running through the southwest portion of downtown Dallas could disrupt developments. Following the controversy, regional transportation leaders brought forth an alternative route that would run west of downtown Dallas and received additional funding to bring the proposed alignment to the same engineering and planning level as the elevated station. Morris is also tackling mobility efforts tied to the 2026 FIFA World Cup, as well as wider transportation solutions as the region heads toward a projected 2050 population of about 15 million.



FEDERAL AND STATE LEGISLATIVE UPDATE

REBEKAH GONGORA

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Regional Transportation Council

March 13, 2025

FEDERAL UPDATE

FY25 Appropriations

Government shutdown deadline approaching – March 14

House approved Tuesday (3/11) a full-year Continuing Resolution (CR) through September 30

Senate must vote by midnight Friday

- CR continues FY24 funding levels with a \$10.5 billion increase; removes FY25 earmarks
- Increases defense spending by \$6 billion
- \$753 million increase for FAA operations to sustain air traffic services and safety oversight



FEDERAL UPDATE

Budget Resolution and Reconciliation

On February 25th, House Speaker Mike Johnson and Republicans narrowly passed a budget resolution 217-215

- For transportation, the House T&I Committee is tasked with cutting at least \$10 billion over ten years
- Senate Majority Leader John Thune (R-SD) confirmed that a vote will not occur before the mid-March recess

What's next: The Senate must amend the resolution, adding its own reconciliation instructions, and then send it back to the House for another vote before actual tax and spending legislation can move forward.



November 12, 2024

Bill Filing for the 88th
Texas Legislature
Began

March 14, 2025

Bill Filing Deadline
(Excluding Local Bills)

June 22, 2025

Last Day Governor
Can Sign or Veto Bills

January 14, 2025

89th Session of the
Texas Legislature
Convenes

June 2, 2025

Final Day of the 89th
Regular Session

89th TEXAS LEGISLATURE - DATES OF INTEREST

As of March 12:
4577 House bills filed
2382 Senate bills filed



TEXAS LEGISLATURE

HOUSE TRANSPORTATION COMMITTEE

Met on Thursday, March 6 at 8 am

Heard testimony from TxDOT, TxDMV

- TxDOT gave a short update, FY26-27 funding outlook
- TxDMV gave updates on metal license plate implementation as a result of HB 718 (88R)

HOUSE SUBCOMMITTEE ON TRANSPORTATION FUNDING

Met on Monday, March 10 at 10 am

Heard testimony from TxDOT, Harris County Toll Road Authority, Cameron County Regional Mobility Authority

- Future transportation funding
- Projects in DFW area
- Project delays
- Role of MPOs



TEXAS LEGISLATURE

SENATE TRANSPORTATION COMMITTEE

Met on Wednesday, March 12 at 8 am

SB 1555 (Nichols): Establishes a grant program for railroad grade separation projects (Passed)

- TxDOT would award grants for rail intersections at off-system roadways
- Awarded to political subdivisions of the state
- Ten percent local match

SB 35 (Nichols): Would reduce the number of design-build contracts TxDOT could enter into from six to two per biennium (Passed)



TEXAS LEGISLATURE

TRANSIT BILLS FILED - Specific to Chapter 452, Subchapter O

HB 3187 (Shaheen)/SB 1557 (Paxton): Relating to powers of regional transportation authorities

- DART member cities could use up to 25% of sales and use tax for a general mobility program (for streets, sidewalks, drainage), modify election withdrawal from every 6 years to 3 years, and set conditions for tax rate changes and debt obligations. (Will be debated in Item 10).

SB 2118 (Parker): Relating to the composition and authority of certain subregional boards of regional transportation authorities

- Would restructure the composition and authority of subregional boards – one representative per city, presiding officer rotates with two-year terms, and member staggered two-year terms.



TEXAS LEGISLATURE

TRANSPORTATION FUNDING

HB 1288 (Landgraf): Relating to discretionary funding decisions of the Texas Transportation Commission

- Repeals Section 201.9991 (d) of Transportation Code
- Would remove the current cap on the amount of funding the Transportation Commission can put in Category 12 – Discretionary funds; currently the cap is 10% of TxDOT's biennial budget
- Referred to Subcommittee on Transportation Funding



RTC ACTION REQUESTED

Reaffirm the RTC's current position, "Ensure fair-share allocation of funds for roadway capacity improvements to metropolitan regions."

Approve RTC members and staff members to participate in the House Transportation Subcommittee on Transportation Funding confirming the need for the Dallas Fort Worth region to retain future funding for transportation improvements.



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NCTCOG Legislative Updates: www.nctcog.org/legislative



Progress On Transit 2.0 Next Steps For DART and Regional Transportation Council

MICHAEL MORRIS, P.E.

North Central Texas Council of Governments

March 13, 2025

TRANSIT 2.0 TASK 5:

DEVELOP STRATEGIES FOR TRANSIT AUTHORITY BOARD PARTNERSHIPS & TEAMWORK

Top 5 Focus Areas

Micro Transit to
Inform Route
Planning

Next Generation
Transit Signals

Private Sector
Service Delivery

Invest in
Catalytic
Economic
Development

Safety / Fare
Enforcement



DRAFT REGIONAL TRANSPORTATION COUNCIL (RTC) POLICY – FEBRUARY 2025: TRANSIT 2.0/RTC POLICY WATERFALL

Draft Transit Authority Policy Waterfall

Step 1: Transit 1.0: Right Size Fixed Routes (Reduce Incentive for Empty Buses), Add Microtransit, Add Shuttle Service, +

Step 2: Transit 2.0 Pillars: Economic Development, Competitive Transit, Crime/Safety, Private Sector Pilot Services, Expand Local Government Corporation

Step 3: Draft Policy for Current Members: Update Infill Station Policy, Update Transit Related Improvement Program (TRIP), and Establish Revenue Sharing Policy

Step 4: On a Limited Application Share Revenue Based on Equity Principles and at Discounted Rates (Pending Transit 2.0 Revenue/Cost Model)

Step 5: RTC Maintains Support for Current Transportation Authority Tax Rates (Expired End of February 2025)



Possible Risk From New DART Legislation to the Regional Transportation Council

- 1.) Delay in 2050 Mobility Plan/Conformity (Including Reduction in Regional Transit Connections)
- 2.) Potential Roadway Sanctions (Clean Air Act)
- 3.) FIFA 2026 Delivery
- 4.) Loss of Federal Discretionary Grants
- 5.) Reduction of Federal Formula Transit Funds
- 6.) Unclear Role of Transit 2.0
- 7.) Negative Impacts to Federal Performance Measures



Oppose DART Legislation That Reduces Funding For DART

Proposed Near Term Solutions: Regional Transportation Council Mediation and Implementation of Transit 2.0

Candidate Long Term Solution: 4 County Transportation Authority with Sub-Regional Boards and Possible Break Out of Regional Rail (Leveling Sales Tax By City)



DRAFT Partnership “Mediation” Position: Two Steps (Much Better Than Current Legislation)

- 1.) DART Supports Transit 2.0, “Mediation” and Revenue Sharing
- 2.) Transit 2.0 Contains Legislative Path



Sample Size Problem Claiming Equity

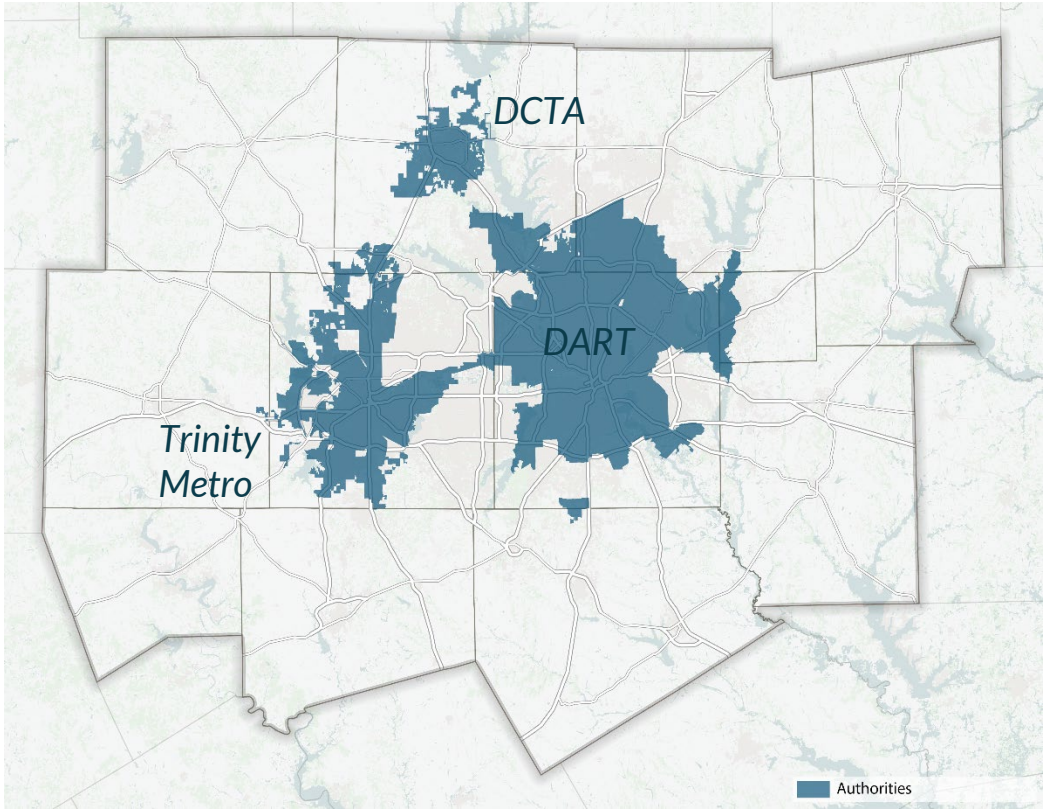
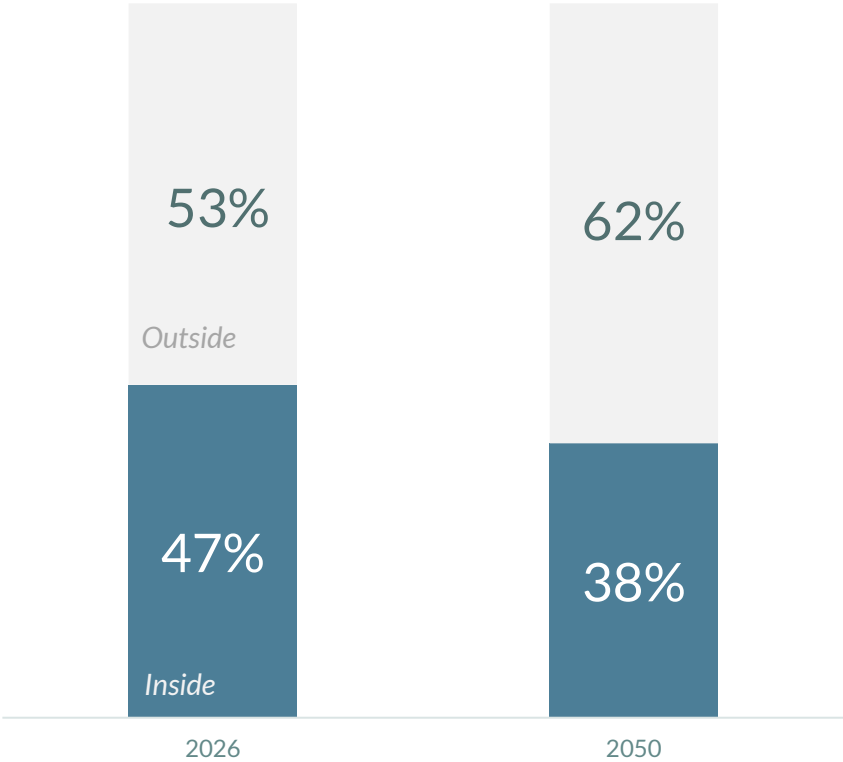
Are all transit sales taxes collected in a city paid by residents of that city (especially with other high-income cities nearby)?

Is a single year of cost data adequate to establish equity especially when a major rail improvement opens the next year in that city?

Is the premise of 25% equity problem supported above?



The population living inside a transit authority service area is expected to fall from 47% in 2026 to 38% by 2050



12-County Sales Tax Impact Region/State Comparison

| Item | 2013 | 2024 |
|------------------------|------------------|------------------|
| Region Population | 6,796,661 | 8,342,425 |
| Texas Population | 26,448,193 | 31,290,831 |
| % Region Population | 25.7% | 26.7% |
| | | |
| Region Total Sales Tax | \$7,188,461,931 | \$13,719,801,309 |
| State Total Sales Tax | \$25,944,000,000 | \$47,160,000,000 |
| % Region Sales Tax | 27.7% | 29.1% |
| | | |
| Ratio | 1.078 | 1.091 |

State Donor Impact
 $(1.091 - 1.078) * 47,160,000,000 =$
\$612 million/year

Sources: Texas Comptroller of Public Accounts; US Census Bureau; NCTCOG

Dallas-Fort Worth Sales Tax: Allocation Comparison Summary Reports (<https://comptroller.texas.gov/transparency/local/allocations/sales-tax/>)

State Sales Tax: Annual Tax Collections (https://comptroller.texas.gov/about/media-center/infographics/2025/bre26-27/collections.php?utm_source=chatgpt.com)

This analysis was conducted with the assistance of AI tools to support data location. All data was verified with the original source.



Consolidate Legislation Path Using Transit 2.0 (Need Different Attention From State)

Precedent: State Supported Texas Water Ferries

Need to Reduce TxDOT Rural Funding Needs

RTC Legislative Program:

- Innovative Funding For Transit

- Texas Mobility Fund Allocated to Regions

- Legislative Rider

Transit 2.0 Has Better Options:

- Bigger Boundary, Greater Economic Development at Rail Stations



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