Corridor specific alignment, design, and operational 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.

*See High Speed Rail map for additional inter-region rail access.
I. Seamless Customer Service Experience

II. Interoperability

III. One Seamless Regional Approach
CANDIDATE TRANSPORTATION AUTHORITY PRINCIPLES

I. Seamless Customer Service Experience
   1) Minimize Passenger Transfers
   2) Maximize Passenger Amenities
   3) Reliable on Time Service
   4) Service to Key Employment/Entertainment Center
   5) Intermodal Transportation Service
   6) Advance Electronic Payment Systems
II. Interoperability
7) Work Closer Together
8) Advance Common Vehicle
9) Pursue “Economies of Scale”
10) Share Technical Expertise
11) Share Staff Resources
CANDIDATE TRANSPORTATION AUTHORITY PRINCIPLES (Cont.)

III. One Seamless Regional Approach

9) Pursue “Economies of Scale”
12) Adopt “New” Comprehensive Tri-Party Agreement
13) Join region on Legislative Solutions
14) Develop Innovative Procurement Methods for Construction and Operations
15) Advance Pilot Studies
16) Seek External Partner
17) Support New Start Applications
Overview of Previous Local Option Initiatives

Amanda Wilson, AICP
December 8, 2011
Regional Transportation Council Workshop
Background: Transit Service

Serviced by 3 Transit Authorities
- Dallas Area Rapid Transit (DART)
- Denton County Transportation Authority (DCTA)
- The Fort Worth Transportation Authority (the T)

Service Area Gaps

<table>
<thead>
<tr>
<th>Population</th>
<th>2012</th>
<th>2035</th>
</tr>
</thead>
<tbody>
<tr>
<td>NOT Serviced by Transit</td>
<td>40%</td>
<td>45%</td>
</tr>
</tbody>
</table>

By 2035 4.4 Million People will NOT be Served By Transit

- Includes largest city in US not serviced by public transportation: Arlington, TX Population 360,000+
Corridor specific alignment, design, and operational 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.

*See High Speed Rail map for additional inter-region rail access.
Background: Transit Initiatives

2003-2005 Effort
- “Regional Rail Corridor Study” (RRCS)
- Survey of transit acceptance with 75 percent of respondents supporting an increase in sales tax for transit purposes

2006-2007 Effort
- “Regional Transit Initiative” (RTI)
- Bills introduced during legislative session that would increase sales tax for transit purposes
  - Bills failed to pass

2008-2009 Effort
- “Rail North Texas” (RNT)
  - Interested parties across the region focused efforts, identified new corridors, revenue sources, and potential implementation strategies
  - The Texas Local Option Transportation Act (TLOTA) was introduced during the legislative session

2010-2011 Effort
- “Transportation Advocates of Texas” (TAoT)
  - Grassroots coalition, statewide group, success on additional tools/Prop. 12
How Do We Pay for It?

Previous efforts only focused on sales tax at 0.5 percent and 1.0 percent.

During 2008-2009 effort, a variety of sources and rates were considered by local elected officials:

- Sales Tax
- Gas Sales Tax
- Vehicle Registration Fee
- Local Option Gas Tax
- VMT Tax
- New Resident Impact Fee
- Motor Vehicle Sales Tax
- Federal Funds
- Property Tax
- Drivers License Fee
- 4a/4b Retirement
- TIF Districts
- Toll Concession Payments
- Gas Well Revenues
- Parking Fees
- Public Private Partnership

ALL SOURCES WERE CONSIDERED!
Evolution of Revenue Tool

First effort provided elected officials with staff developed “test” scenarios of funding options

The NEED
- Policy officials needed order of magnitude for various revenue sources
- A better way to test scenarios and produce results was needed
- Evaluate numerous requests
- Provide ability to replicate tests quickly

The OUTCOME
- A user friendly tool that could quickly evaluate numerous funding options
- A revenue tool that married cost and revenue aspects and also provided an interactive platform to test scenarios
## Revenue Tool

### Funding Options Worksheet

**Funding Options Worksheet**

**Click HERE for Help User Guide**

**Click HERE For Worksheet Assumptions**

**Name:**

**North Central Texas Council of Governments**

**Transportation Planning Group**

**April 24, 2014**

### Cost vs Revenue Comparison (Regional, Selected County Approach)

<table>
<thead>
<tr>
<th>Candidate Total (Million)</th>
<th>PRT Total Cost (Capital, O&amp;M, Debt Service)</th>
<th>Total Revenue (All Sources)</th>
<th>Revenue-Cost Imbalance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital</td>
<td>$9,820,756.90</td>
<td>$9,845,966.80</td>
<td>$23,206.80</td>
</tr>
<tr>
<td>O&amp;M</td>
<td>$843,129.40</td>
<td>$847,561.80</td>
<td>$4,432.40</td>
</tr>
<tr>
<td>Total</td>
<td>$9,392,885.30</td>
<td>$9,693,528.60</td>
<td>$28,645,508</td>
</tr>
</tbody>
</table>

Revenue Needed from Transportation Infrastructure Fund: $0
Revenue Available from Transportation Infrastructure Fund: $10,000,000
Revenue Remaining from Transportation Infrastructure Fund: $10,000,000

### Annualized Revenue Summary (Regional, Selected County Approach)

<table>
<thead>
<tr>
<th>Regional Approach</th>
<th>An Annualized Revenue - Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>PRT Total Cost</td>
</tr>
<tr>
<td>Capital</td>
<td>$289,700.00</td>
</tr>
<tr>
<td>O&amp;M</td>
<td>$16,949.00</td>
</tr>
<tr>
<td>Total</td>
<td>$306,649.00</td>
</tr>
</tbody>
</table>

Revenue Needed from Transportation Infrastructure Fund: $0
Revenue Available from Transportation Infrastructure Fund: $476,540,000
Revenue Remaining from Transportation Infrastructure Fund: $476,540,000

### Revenue Tool

**Click HERE for More Information**

**Revenue Tool**

**Click Here For Assumptions**

---

### TOTAL REVENUE SUMMARY BY CORRIDOR (CITIES WITH RMT LINES ONLY)

- Rail North Texas (RNT) Revenue
- Transportation Infrastructure Fund
- Other Revenue

### ANNUALIZED REVENUE SUMMARY (CITIES WITH RMT LINES ONLY)

- Rail North Texas (RNT) Revenue
- Transportation Infrastructure Fund
- Other Revenue
How The Tool Was Used

- Policy board members evaluated revenue options against each other
- Brought to State legislative delegation
- Available to the public
- Extensively used by the media
- Sent to other regions wishing to join the initiative
Key Principles of TLOTA

- **Local** option initiative
  - Projects selected locally
  - Tax/fee revenue linked to projects
  - Voters have the ultimate decision
  - Revenue generated locally stays local
- Potential revenue – menu of taxes and fees
- Metro regions trying to solve their own problems
  - Generate revenue to fund 251 miles of rail
  - Generate revenue for roadway projects
- Preserve equity for transit cities
Regional Transportation Council developed concept

Senate passed bill in April, also tried to include in omnibus bill

Additional metropolitan regions joined the initiative

Lobbying firm hired by local governments and coalitions

House committee approved bill, never finally passed
REVIEW OF NEAR-TERM MOBILITY IMPROVEMENTS IN MOBILITY 2035
Facility recommendations indicate transportation need. Corridor specific alignment, design, and operational characteristics for the freeway/tollway system will be determined through ongoing project development.
Candidate Strategic Unfunded Near Term Roadway Projects

Legend
- IH 35 W
- SH 360 Interchange
- IH 35E Denton/Dallas
- US 75
- US 175 SM Wright
- SH 183
- DFW Connector
- US 67 Cleburne Bypass
- SH 360 S

Dallas CBD

Fort Worth CBD

2035 mobility

North Central Texas Council of Governments
Corridor specific alignment, design, and operational 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.

*See High Speed Rail map for additional inter-region rail access.
## Mobility 2035 Financial Scenarios (Actual $)

<table>
<thead>
<tr>
<th>Funding Strategies</th>
<th>Existing</th>
<th>Enhanced + Local Option</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Fuel Tax (per gallon)</td>
<td>$0.20 (existing)</td>
<td>+$0.05 in 2020 &amp; +$0.05 in 2030</td>
</tr>
<tr>
<td>State Fuel Tax Indexing</td>
<td>-</td>
<td>To Fuel Efficiency by 2015</td>
</tr>
<tr>
<td>Federal Fuel Tax (per gallon)</td>
<td>$0.184 (existing)</td>
<td>+$0.05 in 2020 &amp; +$0.05 in 2030</td>
</tr>
<tr>
<td>Mobility Improvement Fee (Vehicle Registration)</td>
<td>$60 (existing)</td>
<td>+$10 in 2015 &amp; +$10 in 2025</td>
</tr>
<tr>
<td>Toll Roads, Managed Lanes, CDA, and PPP</td>
<td>Currently Funded Facilities</td>
<td>Additional Facilities</td>
</tr>
<tr>
<td>Other Assumptions</td>
<td>Regional Partners Continue to Implement Projects</td>
<td>Same as Existing plus: End 80% of Diversions Incrementally by 2025</td>
</tr>
<tr>
<td></td>
<td>Reliance on Local Entities to Fund Projects Locally</td>
<td>Maintenance: TxDOT Addresses Pavement Conditions; MPO Funds Bridge Replacements</td>
</tr>
<tr>
<td>Total Revenue ($B)</td>
<td>$74.9</td>
<td>$101.1</td>
</tr>
<tr>
<td>Additional Revenue from Status Quo ($B)</td>
<td></td>
<td>+$26.2</td>
</tr>
</tbody>
</table>
Initial look at which mode additional funding may be directed. It may be possible to divide the additional funding between modes.
Innovative Finance Initiative (iFi)
Cotton Belt Corridor

[Map of the Cotton Belt Corridor showing rail lines and areas.]
iFi Purpose

• Enhance east-west mobility with a more sustainable economic development pattern
• Expedite implementation through innovative funding methods
• Dallas Area Rapid Transit (DART) and Fort Worth Transportation Authority (The T) request North Central Texas Council of Governments (NCTCOG) to:
  • Identify viable funding sources
  • Devise funding and revenue plan
iFi Status

• Final Report released in December
  • [www.nctcog.org/ifi](http://www.nctcog.org/ifi)
• Regional Transportation Council (RTC) acceptance
• Preparation for Phase II
On-Going Associated Efforts

• Resolution of seamless regional vehicle
• DART proceeding with Preliminary Engineering/Environmental Impact Statement (PE/EIS) Efforts
• DART proceeding with Smart Card Solicitation
• The T completed Federal Transit Administration (FTA) New Starts application
# Potential Revenue (2010$)

<table>
<thead>
<tr>
<th>Source</th>
<th>Amount ($M)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cash/Current Commitments</td>
<td>$342.00</td>
</tr>
<tr>
<td>New Starts Funding (The T)</td>
<td>$415.00</td>
</tr>
<tr>
<td>Sales Tax (Grapevine, 4B share &amp; DART)</td>
<td>$617.52</td>
</tr>
<tr>
<td>Farebox Revenue (@ 14 cents per mile)</td>
<td>$280.40</td>
</tr>
<tr>
<td>Non-Geographic (Advertising, etc.)</td>
<td>$148.88</td>
</tr>
<tr>
<td>Tax Base Value Capture</td>
<td>$645.60</td>
</tr>
<tr>
<td>Land Value Capture</td>
<td>$262.31</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$2,711.71</strong></td>
</tr>
</tbody>
</table>

Assumptions:
- 2.39 percent inflation rate
- 40 year analysis
- Five percent discount rate
- 35 percent facility share of incremental value
Next Steps

• Begin Phase II
• Phase II process scenarios
  • Public sector
  • Private sector
• Primary / Back-up funding sources
Contact

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tshelton@nctcog.org
(817) 704-5633

Kevin Feldt, AICP
Program Manager
kfeldt@nctcog.org
(817) 704-2529

www.nctcog.org/ifi
GEORGIA TRANSPORTATION INVESTMENT ACT OF 2010
Overview

- June 2010 – Georgia Transportation Investment Act signed into law
- Residents will vote on whether to authorize a one percent, 10 year regional sales tax to fund transportation projects
- Could raise $27 billion over 10 years for the state
- July 2012 – Regions throughout Georgia will vote
Key Players

- **GDOT Director of Planning (DP)**
  - Appointed by the Governor, Senate & House Transportation Committees

- **MPOs & Local Governments**

- **Regional Transportation Roundtables (RTR)**
  - County commissioner, one mayor from each county (decided by mayors)

- **Executive Committee**
  - 5 members from RTR + 3 nonvoting members of the Legislature

- **The Public**
  - Two public meetings
  - Final vote July 2012
Stage One – Criteria List

- 12 special districts are created
- RTR representatives are chosen for each district
- GDOT DP provides draft criteria list
- Local governments and MPOs provide comments
- First RTR meeting - the DP’s project criteria is approved and Executive Committee members are chosen
Stage Two – Project Selection

- Local governments and MPOs in each district submit project requests to the DP
- DP assembles a list of example projects
- Executive Committee consults with DP, creates a draft project list
- Comments are taken, public meetings are held
- Comments are provided to RTRs
Second and final RTR meeting - the final draft list is presented, voted on

If approved, an election is held

If rejected, there is no election

As a consequence, every local government must provide 50 percent local match

Cannot try again for two years if unsuccessful
Stage Three - The Election July 2012

<table>
<thead>
<tr>
<th>If not approved</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Local governments in the district must match 30% of their Local Maintenance</td>
</tr>
<tr>
<td>and Improvement Grants</td>
</tr>
<tr>
<td>- Cannot revisit for 24 months</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>If approved</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Local governments must only match 10% of their Local Maintenance Grants for</td>
</tr>
<tr>
<td>the next ten years</td>
</tr>
<tr>
<td>- No counties or municipalities are exempt from the tax</td>
</tr>
<tr>
<td>- Collection begins at least 80 days from election</td>
</tr>
<tr>
<td>- Repeated in 10 years with voter approval</td>
</tr>
</tbody>
</table>
### Where Does the Money Go?

<table>
<thead>
<tr>
<th><strong>Regional Money</strong></th>
<th><strong>Local Money</strong></th>
</tr>
</thead>
</table>
| - 75% (or 85%*) of the Region’s proceeds will be used to fund all projects on the final project list | - 25% (or 15%*) of the Region’s proceeds divided among all local governments within the district based on the Local Assistance Road Program (LARP) formula  
  - 1/5th Population  
  - 4/5th Centerline Lane Miles  
  - Discretionary transportation money to be used for projects like resurfacing |

*The local portion will be 15 percent in the Metro Atlanta Region and 25 percent in all other districts.*
## Supporters v. Opponents

<table>
<thead>
<tr>
<th>Supporters say</th>
<th>Opponents say</th>
</tr>
</thead>
<tbody>
<tr>
<td>It is the only hope for fixing roads with fading gas-tax revenues and uncertain federal money</td>
<td>It strains financially struggling families</td>
</tr>
<tr>
<td>All funds raised in a region stay in a region</td>
<td>Some counties will get shortchanged</td>
</tr>
<tr>
<td>Diverse project list</td>
<td>Neighboring counties will get more money</td>
</tr>
<tr>
<td>It is all in the hands of the voters</td>
<td>It forces officials and voters to vote for the tax or else</td>
</tr>
<tr>
<td></td>
<td>LARP formula is Urban v. Rural</td>
</tr>
</tbody>
</table>
## Example of Three-Pronged Approach

<table>
<thead>
<tr>
<th>Increase Revenue Statewide</th>
<th>Local Option Initiative</th>
<th>Strategic Top 10</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Potential Sources:</strong></td>
<td><strong>Potential Sources:</strong></td>
<td><strong>Potential Initiatives</strong></td>
</tr>
<tr>
<td>Vehicle Registration Fee</td>
<td>TBD</td>
<td>AirCheckTexas Funds to Counties Directly</td>
</tr>
<tr>
<td>Index Motor Fuels Tax to</td>
<td></td>
<td>Redirect Portion of Motor Vehicle Sales Tax Diversions – Look at School Funding</td>
</tr>
<tr>
<td>Fuel Efficiency</td>
<td></td>
<td>VMT Tax Pilot Program (Electric Vehicles)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>4A/4B Reform</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Formula Allocate Maintenance Funds (All Facilities)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>School/City Transportation Partnership</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Others...</td>
</tr>
</tbody>
</table>

Others...