



North Central Texas Council of Governments
Regional Transportation Council

Regional Transportation Council Legislative Program 86th Texas Legislature

Actively Seek and Support Legislation to Meet Transportation and Air Quality Needs

- Allow for the ability to utilize tolling, managed lanes, debt financing and public-private partnerships in large metropolitan regions through a local decision-making process of the MPO, County Commissioners Courts and City Councils; ensure fair-share allocation of funds to metropolitan regions.
- Define toll road in statute to clarify the difference between toll roads and tolled managed lanes and allow Proposition 1 and 7 revenue on non-tolled portions of projects with managed lanes.
- Clarify definition of Comprehensive Development Agreement as a public-private partnership, separate from public sector partnerships through Design-Build contracting.
- Authorize the use of a Comprehensive Development Agreement for specific needed projects.
- Identify additional revenue for transportation. Options could include, but are not limited to:
 - o Allow counties in the Dallas-Fort Worth region the ability to adopt the \$10 optional registration fee allowed in various other counties across the state.
 - o Implement a temporary local transportation revenue source to be voter approved.
 - o Study the increase in alternative fuels vehicles and the effects on the gas tax.
 - o Implement a vehicle miles traveled fee collection pilot program.
 - o Support the Texas Legacy Fund concept as a use for the Economic Stabilization Fund and allow investments in an infrastructure bank.
 - o Index the motor fuels tax to fuel efficiency.
 - o Examine regional or corridor transportation reinvestment zones.
 - o Reinstate making repayments of general obligation bonds issued for transportation from the General Revenue Fund, rather than TxDOT revenues.
- Reinstate the appropriation of dedicated revenues to the Low Income Repair and Replacement Assistance Program (LIRAP) and Local Initiative Projects (LIP) through a restructured and modernized program focused on transportation and air quality improvements.






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- Appropriate LIRAP's residual balance of previously collected funds; modernize and increase flexibility in LIP.
- Reinstate and protect TERP revenue; ensure funds are utilized for projects that meet the intent of the program and provide equity among fuel types.
- Give transportation agencies and local governments the authority to make property available and receive compensation for use in building out next generation communications networks that will support transportation systems and provide broadband coverage as well as the authority to make airspace over transportation corridors available for land development to help generate revenue for the transportation facility.
- Examine the effectiveness of the statewide ban on use of wireless communications devices while driving and, if deemed ineffective, improve roadway safety and reduce distracted driving through measures such as technology to disable use of a driver's cell phones for purposes other than emergency or navigation uses while a driver is operating a vehicle in motion.

Support Progress Made Toward Improving Transportation and Air Quality During Recent Legislative Sessions

- Support full appropriation of Proposition 1 and Proposition 7 revenues to fund transportation.
 - Oppose any attempt to backslide from the ending of diversions. Consider a constitutional amendment to protect revenues for transportation uses.
 - Retain eminent domain authority to allow planning and development of new and/or expanded transportation corridors including high speed rail, commuter rail, freight rail, roadways and trails.
 - Support efforts to utilize performance-based planning to select high-quality transportation projects and continue to recognize that different areas of the State have different needs and solutions to improving transportation and maintaining critical assets.
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Provide Support for Other Transportation Topics to be Addressed in Legislation

- Plan, fund and support the implementation of all modes of transportation, including transit
- Improve air quality
- Increase safety, including but not limited to texting while driving, speed limits, driving under the influence, bicycle and pedestrian safety
- Relieve congestion
- Maintain local and regional decision-making
- Support legislation to create countermeasures to residential displacement due to gentrification through initiatives such as preservation districts, housing trust funds, zoning assistance and property tax strategies
- Utilize innovative technology in transit, high-speed rail, and autonomous vehicles
- Support the collaboration between local governments, the military, the State and FAA to advance regulations for the safe operations of unmanned aircraft vehicles
- Support land use and transportation connections
- Maintain active operations and management of the system; ensure continuing state of good repair for the transportation system; increase resiliency due to extreme weather
- Enable transportation data sharing and accessibility with appropriate privacy protection
- Plan for shared mobility solutions
- Encourage compatible development around military installations and training areas



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2019 Regional Transportation Council

Principles for the Federal Surface Transportation Authorization

Adequately Fund the Transportation System

- Pass a long-term bill (6 years) to provide stability for transportation planning
- Increase traditional revenue – Identify additional revenue to maintain and improve the system and address the solvency of the Highway Trust Fund
- Allow flexibility in traditional funding and collect revenue smarter – update outdated allocation formulas, resolve the donor state issue
- Provide adequate funding for air quality, congestion mitigation programs and all modes of transportation
- Allow for the use of innovative funding, such as toll roads, TIFIA and infrastructure banks, and seek opportunities to leverage funds
- Implement a vehicle miles traveled fee pilot program

Define a National Transportation Vision

- Continue to implement regional, state and national goods movement policies and programs along with a multimodal freight network with highways, freight rail, seaports, inland ports and airports
- Expand the MPO role in the freight decision making process
- Preserve and renew transportation assets

Increase Efficiency

- Continue to support environmental and project delivery streamlining
- Give greater funding and responsibilities to large MPOs
- Encourage partnerships between federal agencies to break silos and solve multiple problems simultaneously
- Streamline and simplify the air quality regulatory process
- Continue support for performance-based planning

Expand Options

- Maximize transit-oriented developments and promote transit ridership
- Connect land use and transportation decisions and promote the availability of transit and bicycle-pedestrian options
- Support public and private shared mobility solutions
- Improve air quality; ensure eligibility clean vehicle and technology programs and congestion relief projects and programs eligible for federal highway funding



Pursue Innovation, Technology and Safety

- Support innovation and technology to improve the transportation system; increase safety and relieve congestion
 - Support the development and deployment of advanced-technology and alternative-fuel vehicles
 - Encourage high-speed rail development and expansion in Texas
 - Support a safe, consistent implementation of technological advances, such as autonomous vehicles, data sharing and unmanned aircraft systems, through dialogue and collaboration of Federal, State and local governments
 - Examine the effectiveness of statewide or local bans on use of wireless communications devices while driving and, if deemed ineffective, improve roadway safety and reduce distracted driving through measures such as technology to disable use of a driver's cell phones for purposes other than emergency or navigation uses while a driver is operating a vehicle in motion.
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