

# STATUS REPORT:



## McKinney Transit Forum

September 26, 2008

[www.nctcog.org/trans](http://www.nctcog.org/trans)



Regional Transportation Council

# ELEMENTS OF TRANSIT SUMMIT PRESENTATION

Why is passenger rail needed?

Where and when will passenger rail be built?

How much will the rail system cost?

Who has been involved in the planning process?

What are the revenue options?

How will rail be implemented?

# WHY IS PASSENGER RAIL NEEDED?

## To Provide Transportation Options

Having a rail system provides people the opportunity to choose their travel options. It also allows people without vehicles to be more mobile. This will lead to greater reliability, reduced roadway impacts and a more sustainable future.

## Rising Gas Costs

Gas costs more now than ever and is expected to remain high for the foreseeable future. Having access to rail means driving less, which saves money. Fuel availability cannot always be assumed.

## To Promote Better Air Quality

Most of the pollution in our region comes from motor vehicles. The more people that park their cars and get onto trains, the less pollution and more clean air for all of us.

## To Reduce Congestion

The Dallas-Fort Worth region has grown rapidly and is expected to continue to grow. As more people move to the region, the more congested our roadways will become; resulting in more time wasted sitting in traffic.

## To Create a Seamless Transportation System

Having a rail system allows people to travel throughout the region with ease. Seamless connections within the transit system allow people to move from home to work or play and back again.

# 2030 PROFILE

	<b>Within Transportation Authority</b>	<b>Outside Transportation Authority</b>
<b>Population (millions)</b>	<b>3.75</b>	<b>4.75</b>
<b>Employment (millions)</b>	<b>3.38</b>	<b>1.87</b>
<b>Rail Miles</b>	<b>300</b>	<b>180</b>

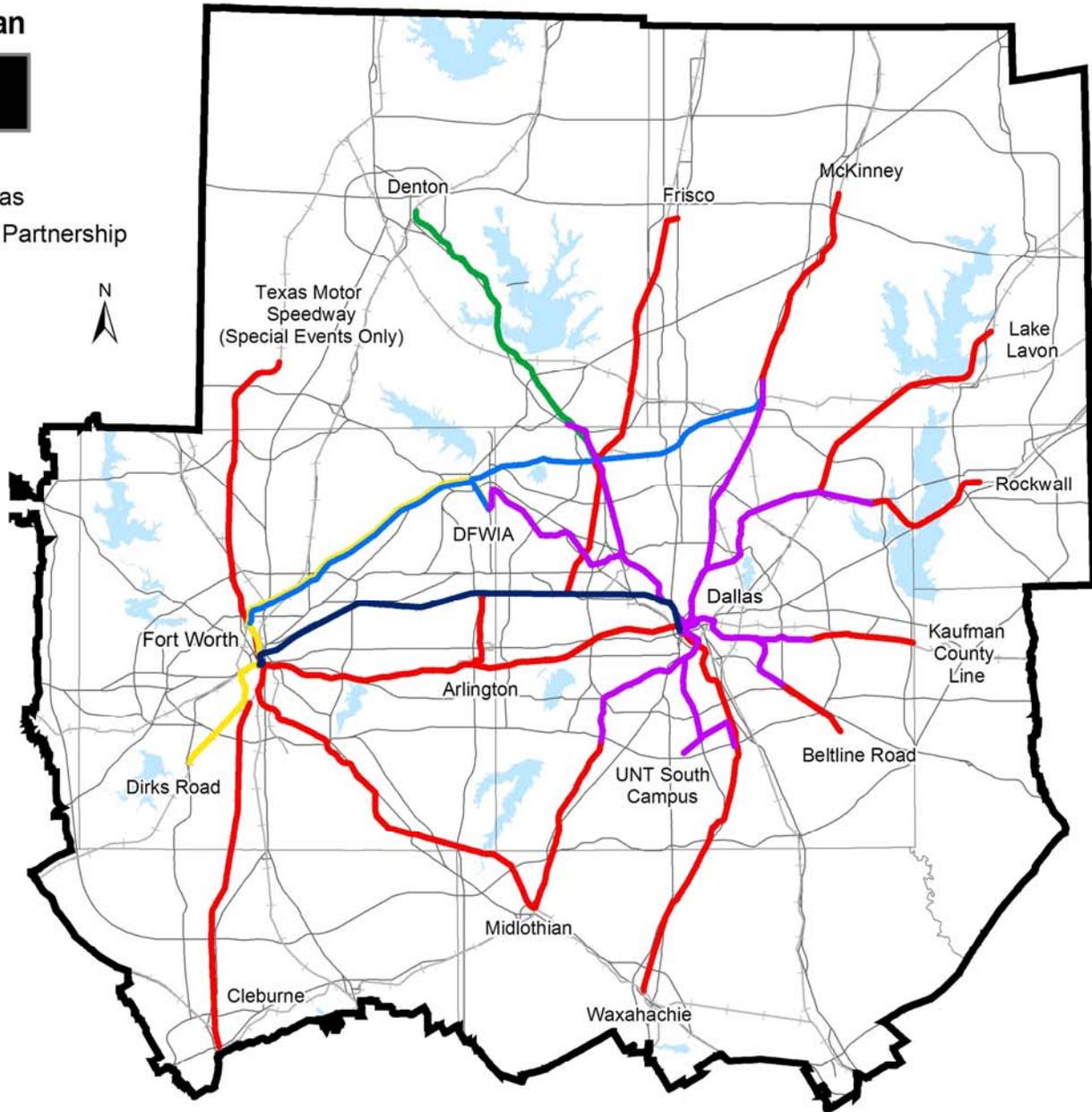
All numbers are estimated  
Source: NCTCOG DFWRTM



**Responsible Funding Agency**

**Legend**

- Potential Funding through Rail North Texas
- Potential Funding through Public Private Partnership
- DART (Existing & Committed)
- DCTA (Committed)
- The T (Committed)
- The TRE (Existing)
- + + + Existing Rail Corridors
- Highways



Corridor specific design and operation 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.

All existing railroad rights-of-way should be monitored for potential future transportation corridors. New facility locations represent transportation needs and do not reflect specific alignments.

Institutional structure being reviewed for the region.

The need for additional rail capacity in the Dallas CBD, Fort Worth CBD, DFW International Airport, and other inter-modal centers will be monitored. A grade separation is needed for the Dallas CBD second alignment.

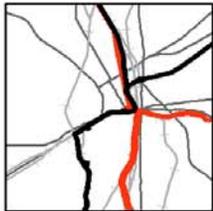
The proposed line from Fort Worth to Midlothian through Mansfield is not currently a Mobility 2030 recommendation.

## Rail Lines Under Consideration

### Legend

- Existing Service, Programmed Projects and Projects Under Development
- Projects Pending Alternative Funding
- Cotton Belt- Potential Funding through Public Private Partnership
- +++ Existing Rail Corridors
- Highways

Fort Worth CBD



Dallas CBD

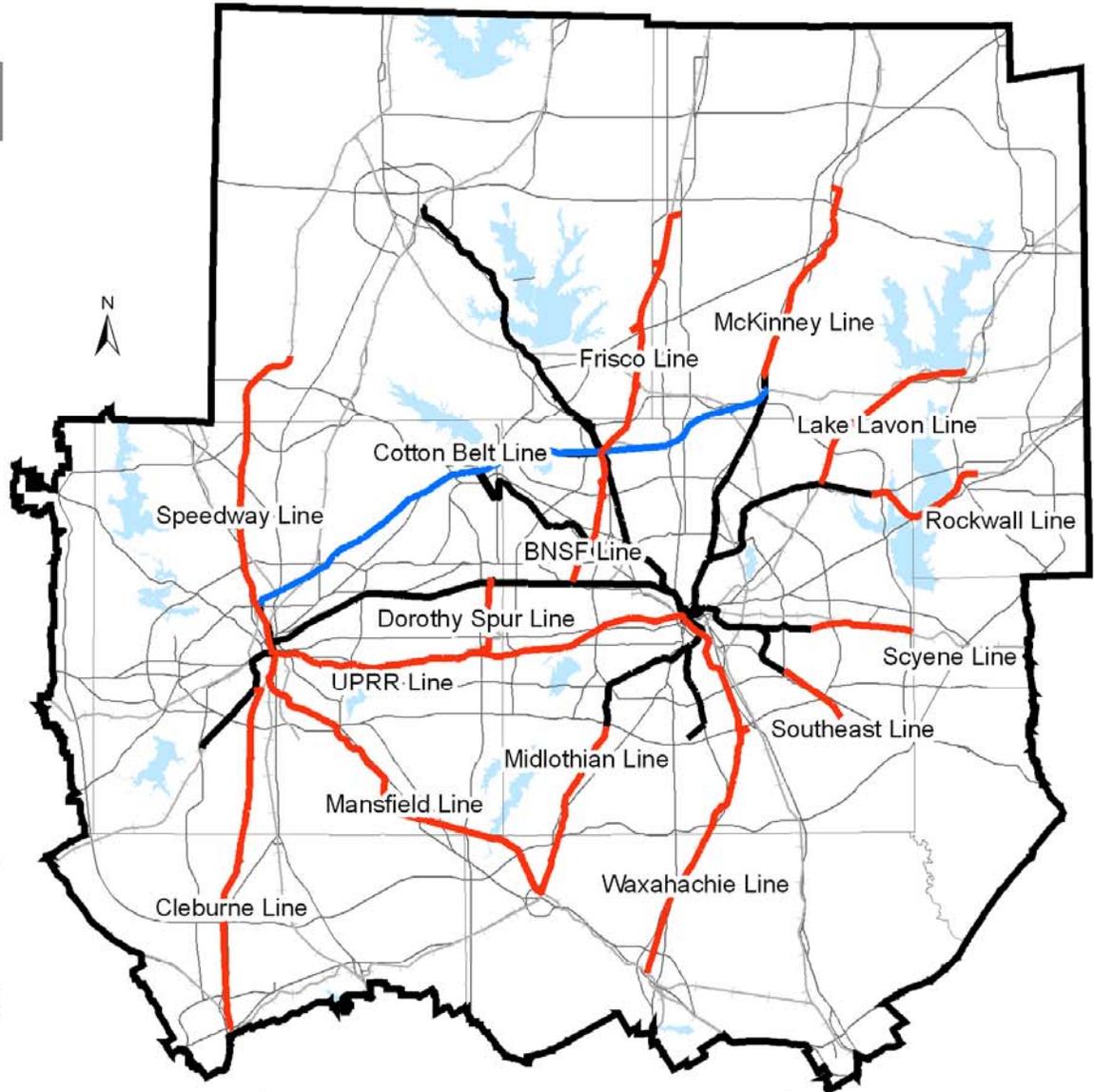


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**251 Rail Miles Pending Funding**

# RAIL NORTH TEXAS

## Costs for Regional Rail

(\$ Millions)

**DRAFT**

	Capital	Operating & Maintenance	Total
Total Cost (2008 \$)	\$4,700	\$875	<b>\$5,575</b>
Total Cost	\$8,163	\$1,430	<b>\$9,593</b>
Annualized Cost	\$389	\$68	<b>\$457</b>

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## Initial Policy Foundation

Parking Fees at Station

Higher Airport Fares

Higher Fare Box Recovery

TIF Revenue Share

Public/Private Partnership

Transition 4A/4B Revenue

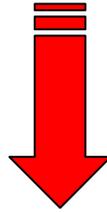
Federal Funds

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## Summary of Funding Options

	Option 1: Sales Tax	Option 2: Non-Legislative Solution	Option 3: Hybrid	Option 4: Legislative Enabler	Option 5: Vehicle User	Option 6:
Sales Tax	3/8 cents		1/4 cent			
Gasoline Sales Tax	1%			1%		
Motor Vehicle Sales Tax					1.75%	
Vehicle Registration Fee		\$105 per vehicle	\$80 per vehicle	\$80 per vehicle	\$65 per vehicle	\$95 per vehicle
Local Option Gas Tax						4 cents
VMT Tax						
New Resident Impact Fee	\$100 per vehicle	\$100 per vehicle	\$100 per vehicle	\$100 per vehicle	\$100 per vehicle	\$100 per vehicle
Transportation Property Tax		2 cents per \$100 value				

# LEGISLATIVE APPROACH



**AS OF September 25, 2008...**

**LOCAL OPTION MENU FOR RAIL AND  
OTHER TRANSPORTATION NEEDS FOR  
LARGE METROPOLITAN REGIONS**

# WEST COAST OFFENSE

## Three-fold Strategy

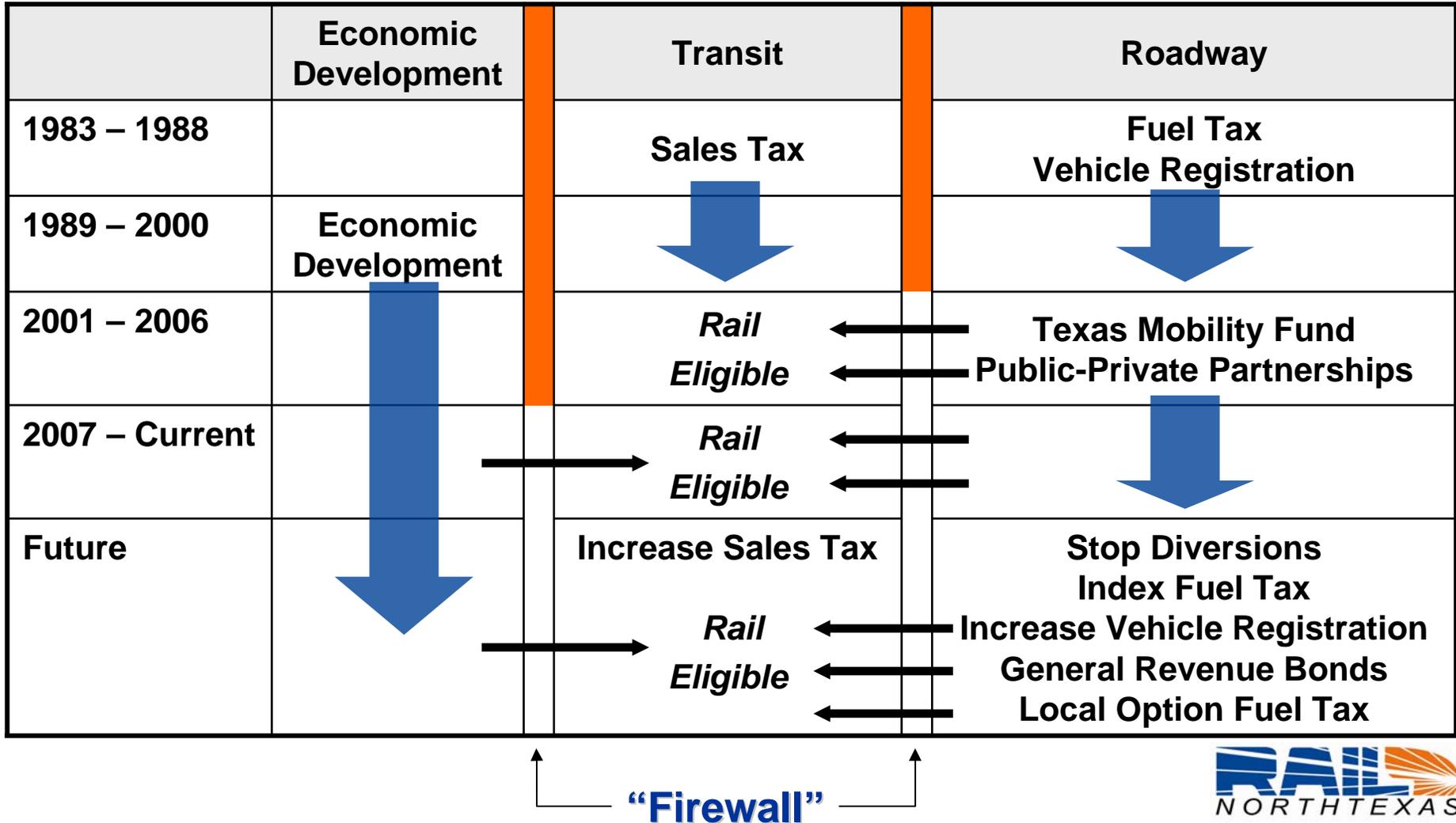
Utilize revenue options that may increase the chances for legislative support of regional rail through a stand-alone rail initiative.

Aware of the TxDOT financial crisis, reserve revenue sources to assist with the regional roadway needs through a stand-alone roadway initiative.

Merge both needs into a coordinated transportation infrastructure package. This will permit two legislative initiatives: one related to regional rail alone and one integrated approach advocating multimodal investments. Both approaches are aimed at maximizing legislator's interest.

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## Legislative History on Transportation “Firewall”



**To download the Revenue Worksheet or to  
get additional information, navigate to:**

**[www.nctcog.org/RNT](http://www.nctcog.org/RNT)**

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