

RAIL NORTH TEXAS: A REGIONAL SOLUTION



Transportation Crossroads Conference

November 21, 2008

www.nctcog.org/trans



Regional Transportation Council

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

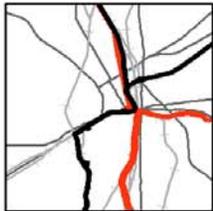
Having a rail system allows people to travel throughout the region with ease. Seamless connections within the transit system allow people to move from home to work or play and back again.

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

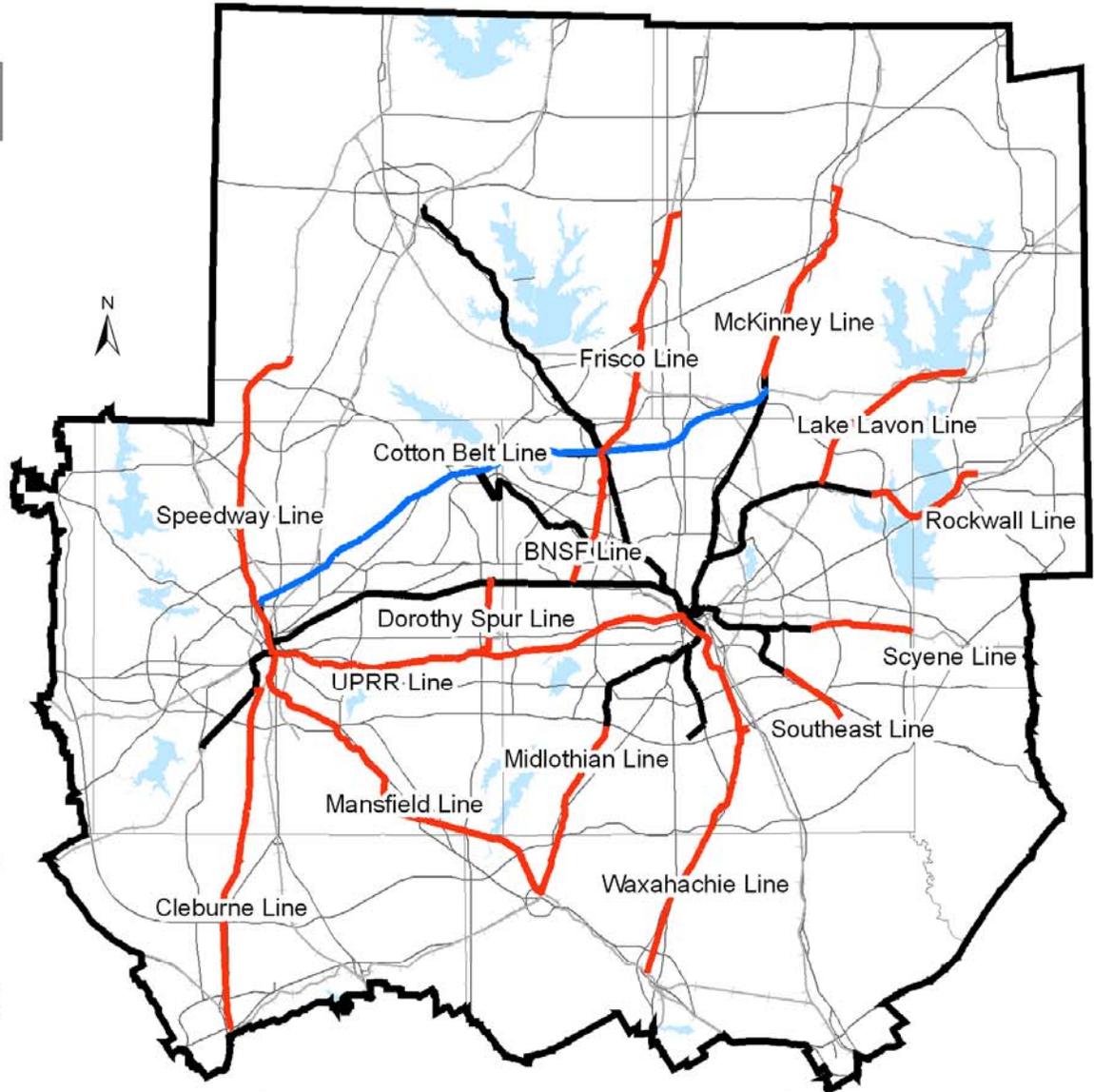


Corridor specific design and operation characteristics for the Intercity Passenger, Regional Passenger and Freight Rail Systems will be determined through capacity evaluation and ongoing project development. Refined rail forecasts are necessary to determine technology and alignment in Future Rail corridors.

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.



251 Rail Miles Pending Funding

RAIL NORTH TEXAS

Costs for Regional Rail*

(\$ Millions)

DRAFT

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

***Cost estimate expected to change due to reducing duplicative service or postponing unwarranted service**

RAIL NORTH TEXAS

Revenue Options

Vehicle Registration Fee – up to \$150 per vehicle

Motor Fuels Tax – up to \$0.10 per gallon

Mileage Fee – up to \$0.01 per mile

Property Tax – up to \$0.05 per \$100 value

Driver's License Fee – up to \$50

New Resident Fee – up to \$250

RAIL NORTH TEXAS PROJECT SELECTION, FUNDING, AND IMPLEMENTATION PROCESS

RTC initiates “call for projects.” Project applications are received and technically evaluated. (Same process as currently being used.)

Subarea Roundtable (county geographic area) that includes citizens, transportation authorities/entities/departments, and local elected officials select priority for submitted projects.

RTC Regional system review; financing and revenue options are developed.

Projects and revenue options sent to Subarea Roundtables for review, refinement, and approval.

RTC requests voter approval for a funding package to proceed with construction of specific projects for subareas within a specified time frame.

Subarea funding accounts are developed and monitored.

Existing transportation authorities/entities/departments implement the specific projects authorized by the election.

Iteration of projects based on revenue needs.

POLICY SUMMARY

- Primary rail with supplemental roadway
- Built by existing transportation authorities and transportation providers
- Limited transportation funding area
 - Largely passenger rail
 - Funding only, non-construction
 - No fourth authority
 - No bonding authority needed
 - Coordination of regional projects
- County elections determined by local elected officials and citizen vote
- Legislators: no sales tax, create menu

POLICY SUMMARY

- Equity: creates revenue districts for service areas, money stays in county generated
- Accountability rests with transportation funding area and counties, includes public hearing requirements
- Probably: one uniform rate for 12 counties and supplemental county revenues
- Some revenues expire
- Decisions on projects and taxes/fees made by local elected officials
- Counties can opt out
- Transportation providers issue bonds
- Projects fixed with voter approval – no reallocation