

Modern Streetcar Study Review of Previous Studies



Presented to the
Modern Streetcar Study Committee

By the
Planning and Development Department

August 11, 2008

Fort Worth Fixed-Rail Trolley Line

Feasibility Study 1998

Purpose	To determine technical and financial feasibility of a fixed-rail guideway system of intermediate capacity between and within the CBD, the Cultural District, and the Stockyards	
Service Type	Urban Circulator	
Vehicle Type	Heritage Streetcar	
Background	Follow up to 1996 Linkages Study	
Suggested Operator	None identified; City of Fort Worth or The T implied	
Total Route Length	9.13 miles	
Est. Annual Ridership	1.2 million	
Capital Costs	\$35 million	
Capital Cost per Mile	\$3.8 million	
Capital Funding Sources	Federal Funds:	\$21.0 million
	Private Sector:	4.1 million
	City of Fort Worth:	7.2 million
	Miscellaneous Sources:	2.7 million
Operating Costs	\$1.6 million	
Operating Funding Sources	Fare Revenue	\$1.20 million
	Charter Revenue	0.12 million
	Advertising	0.06 million
	PID	0.10 million
	Private Sector	0.08 million
Peer Cities Reviewed	Seattle, Memphis, New Orleans, Dallas, Galveston, Oklahoma City	
Next Steps	Form "Fixed Guideway Board" to carry project forward Enlist local trolley enthusiasts to support project Use restored vintage trolleys	



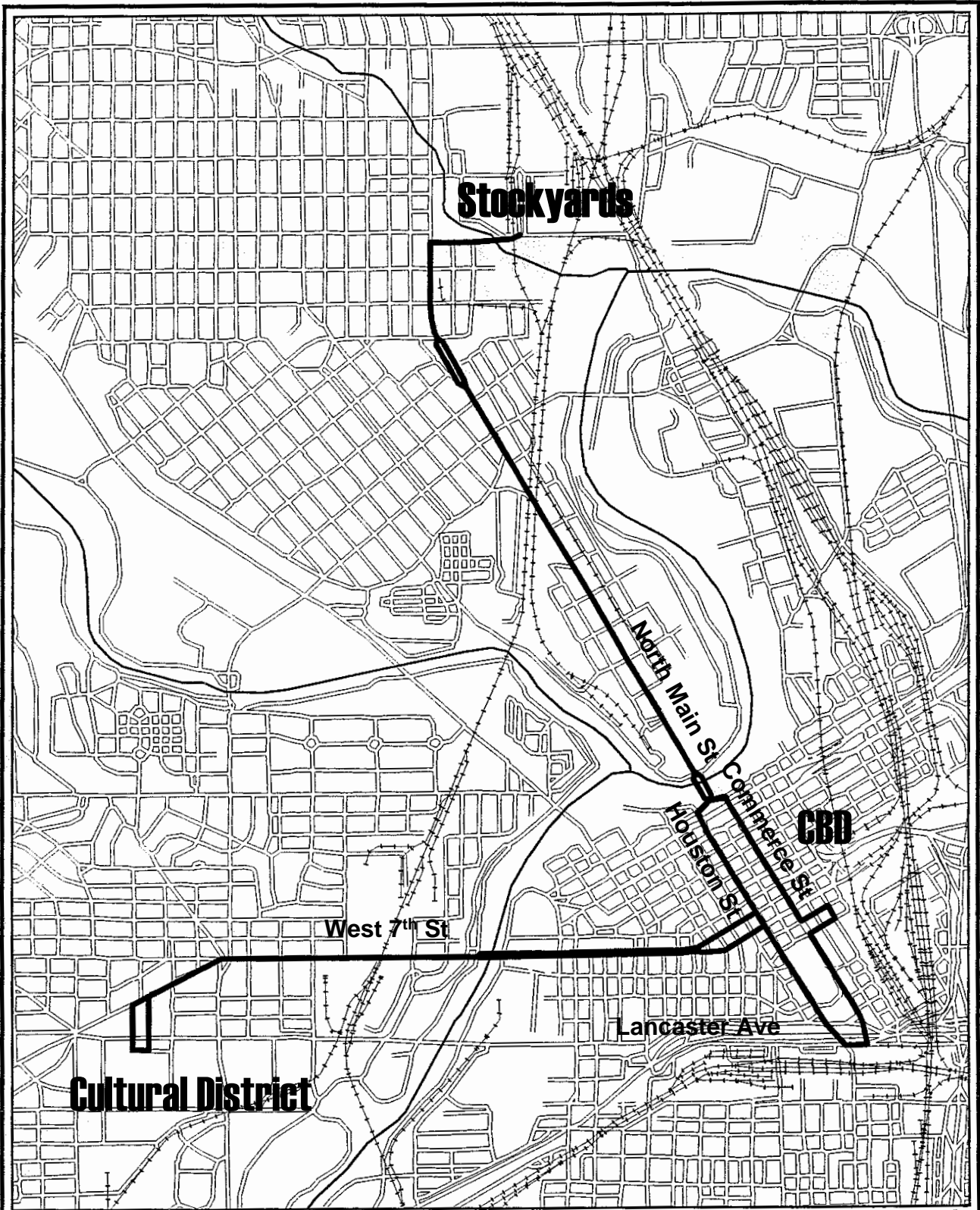


Figure 7
Preferred Alignment

Fort Worth

Transit Alternatives Analysis 2002

Purpose	To define and evaluate fixed-guideway transit alternatives and to select a starter project that serves central city mixed-use growth centers.	
Service Type	Urban Circulator	
Vehicle Type	Modern Streetcar	
Background	Follow up to 1996 Linkages Study and 1998 Fixed Rail Trolley Study	
Evaluation Process	Two-tiered process: 1. Corridor System Study 2. Starter Project	
Suggested Operator	The T	
Total Route Length	7.6 miles (5.2 miles from Weatherford St to TWU, 2.4 miles from ITC to Cultural District)	
Est. Annual Ridership	2.4 million in 2025 (9,200 per weekday)	
Capital Costs	\$165 million (2001 dollars)	
Capital Cost per Mile	\$21.7 million	
Capital Funding Sources	Federal (New Starts)	\$82.5 million
	Flexible Federal Funds (CMAQ, STP-MM, TCSP)	15.0 million
	The T - Light Rail Reserve (from existing ½ cent sales tax)	15.0 million
	City Bond Funds	52.5 million
Operating Costs	\$6 million	
Operating Funding Sources	Fare Revenue	\$1.4 million
	The T Operating Subsidy	4.6 million
Endorsements	<ul style="list-style-type: none">The T Executive BoardFort Worth City CouncilNCTCOG determined proposed project was consistent with Mobility 2025	
Next Steps	<ul style="list-style-type: none">Request approval to enter into Preliminary Engineering for the light rail streetcar starter project. (Application was submitted to the Federal Transit Administration and later withdrawn from consideration.)Use vehicles similar to the Portland Streetcar.	

Modern Streetcars for Fort Worth

2008

Fort Worth Central City Redevelopment Committee

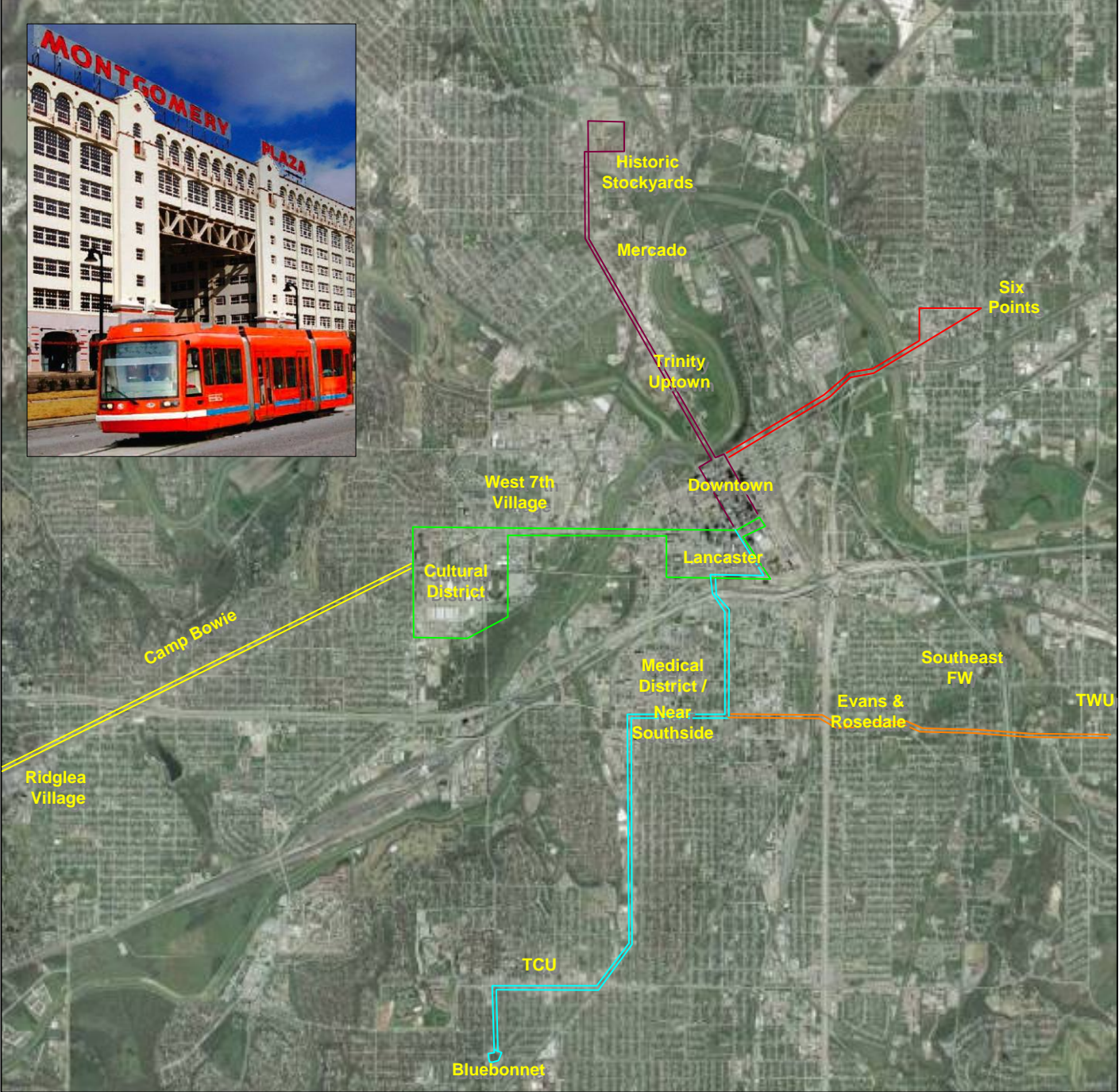
Purpose	Answer whether Fort Worth is ready to move forward with a central city rail transit system and to suggest an implementation strategy.
Service Type	Urban Circulator
Vehicle Type	Modern Streetcar
Background	Written by the Transit Sub-Committee of the City's Central City Redevelopment Committee to renew interest in a modern streetcar system similar to the proposed light rail streetcar starter project from the 2002 Fort Worth Transit Alternatives Analysis.
Suggested Operator	The T
Routes:	Conceptual routes from Downtown to the Cultural District, Stockyards, Near Southside and Texas Wesleyan. Later extensions to TCU and Meacham Airport.
Capital Costs	Estimated \$250 million
Suggested Capital Funding Sources	NCTCOG Regional Programs* Federal Funds: CMAQ*, TCSP Tax Increment Finance District (TIF)* Legacy funding from Barnett Shale royalty proceeds State sales tax cap increase* Private sector Local government corporation bonds Municipal parking revenues <i>*current or future funding sources for The T commuter rail</i>
Next Steps	Appoint a committee to address central city rail transit options Explore funding options Consult central city business leaders Meet with state, federal and county elected officials Meet with neighborhood organizations Hold public meetings and workshops throughout the process



Photo Simulation Only



Photo Simulation Only



Modern Streetcars for Fort Worth Possible Routes

Initial light rail lines to:

West 7th Village and the Cultural District (Green);
The Medical District, Near Southside and TCU (Blue); and
Evans & Rosedale, Southeast Fort Worth and Texas Wesleyan (Orange)

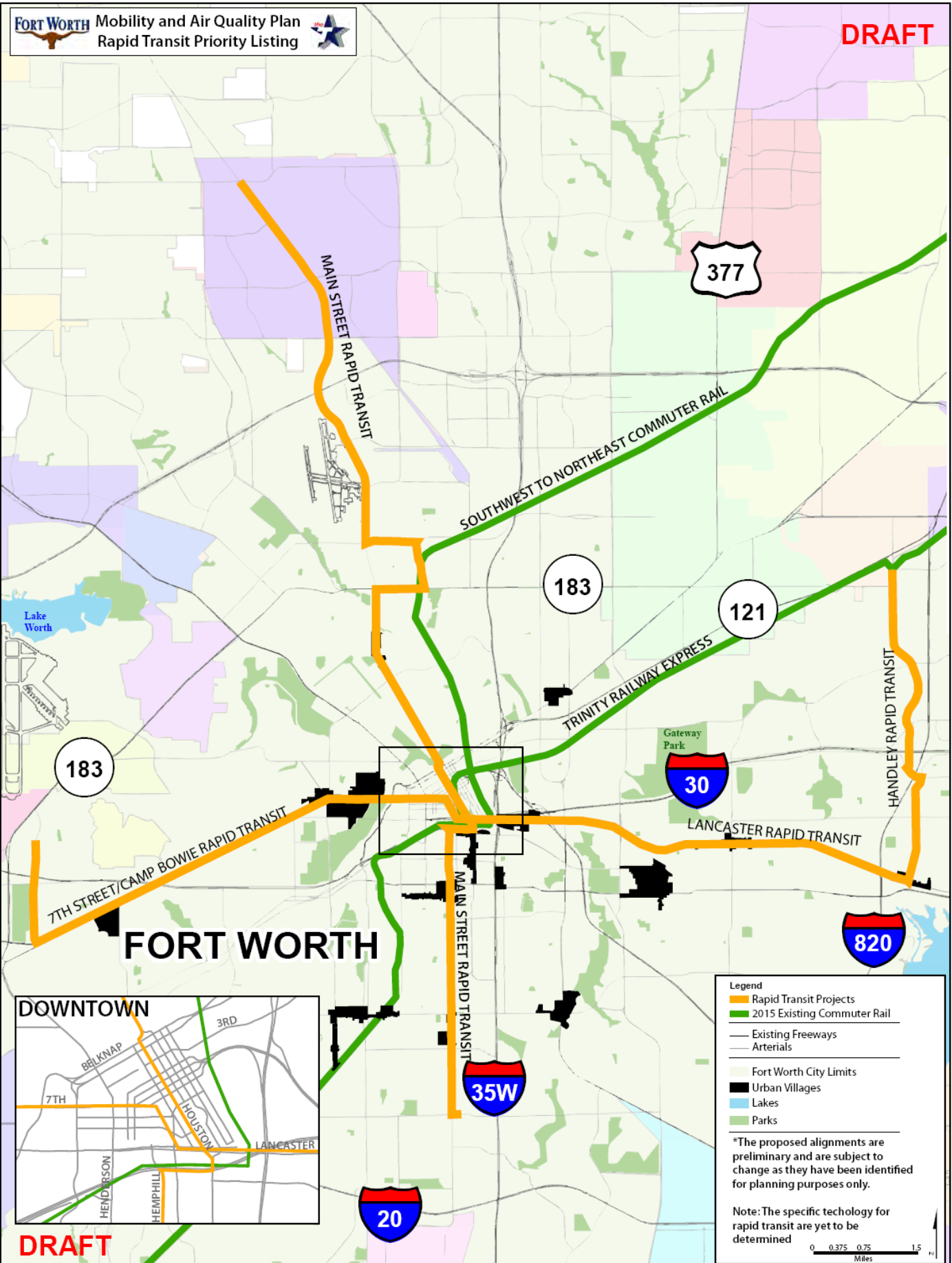
Additional lines could also connect to:

Trinity Uptown, Mercado Village and the Historic Stockyards (Plum);
Six Points Village (Red);
Camp Bowie and Como/Ridglea Village (Yellow);
 and other destinations.

Mobility and Air Quality Plan

2030

Purpose	Blueprint for our future transportation growth needs
Plan Goal	Develop a balanced, strategically sound, financially feasible, and environmentally responsible approach to providing a high degree of mobility to the citizens of Fort Worth and the DFW region
Guiding Principles	<p>Quality of Life</p> <ul style="list-style-type: none">• Improve mobility by reducing congestion and time spent in travel• Minimize impact to environment by improving air quality• Promote a healthy community and environment <p>Transportation</p> <ul style="list-style-type: none">• Improve efficiency and utilization of existing transportation corridors• Provide multimodal options <p>Economics and Finance</p> <ul style="list-style-type: none">• Promote sustainable development• Improve funding options
Next Steps noted in document	<p>MAQ Plan should be implemented and integrated into the planning and development processes of the City of Fort Worth, The T, North Central Texas Council of Governments, and surrounding municipalities.</p> <p>MAQ Plan should be considered when making transportation and land use decisions.</p>
Next Steps to complete the study	Council adoption and the T Executive Board endorsement is planned over the next month or two.
Routes	
Handley Rapid Transit (Richland Hills TRE Station to IH820/UPRR): Ridership: 3,600 daily (Year 2030) Cost: \$24.4M Distance: 4.9 miles	7th Street/ Camp Bowie RT (Ridgmar Mall to Main Street): Ridership: 5,100 daily (Year 2030) Cost: \$34.6M Distance: 6.9 miles
Main Street Rapid Transit (Bailey-Boswell to La Gran Plaza): Ridership: 11,800 daily (Year 2030) Cost: \$82.3M Distance: 16.5 miles	Lancaster Rapid Transit (Main Street to IH820/UPRR): Ridership: 5,600 daily (Year 2030) Cost: \$15.3M Distance: 7.6 miles



Legend

- Rapid Transit Projects
- 2015 Existing Commuter Rail
- Existing Freeways
- Arterials
- Fort Worth City Limits
- Urban Villages
- Lakes
- Parks

*The proposed alignments are preliminary and are subject to change as they have been identified for planning purposes only.

Note: The specific technology for rapid transit are yet to be determined

0 0.375 0.75 1.5 Miles



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