OVERVIEW OF MOBILITY 2030 TRANSIT ELEMENT

City of Fort Worth
Modern Streetcar Study Committee
August 11, 2008

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North Central Texas Council of Governments

WHAT IS THE METROPOLITAN TRANSPORTATION PLAN (MTP)?

Represents Blueprint for Multimodal Transportation System

Responds to Adopted Goals

- Mobility
- Quality of Life
- Financial/Air Quality

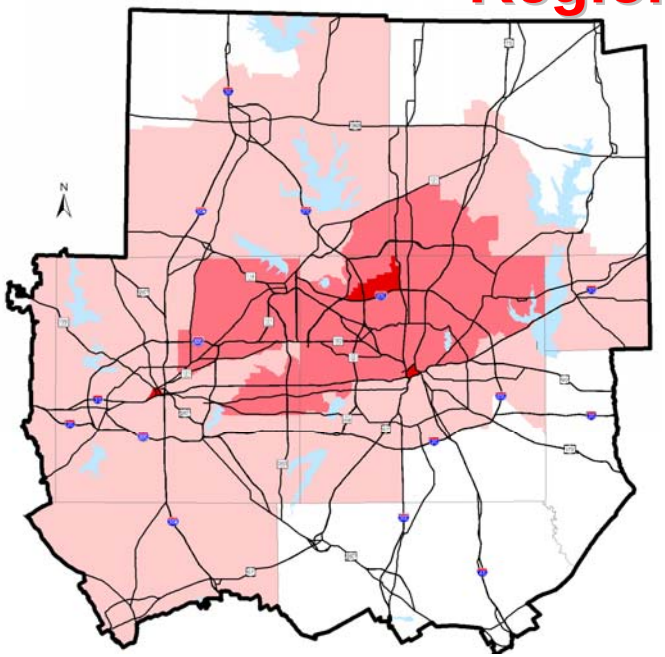
Identifies Policies, Programs, and Projects for Continued Development

Guides Expenditures of Federal and State Funds

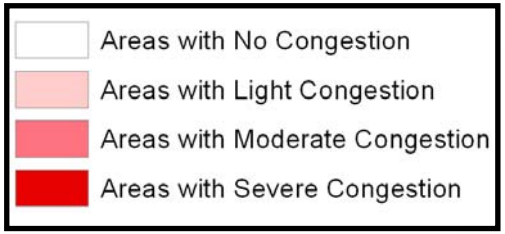
MOBILITY 2030: THE METROPOLITATION TRANSPORTATION PLAN

Regional Congestion Levels

2007

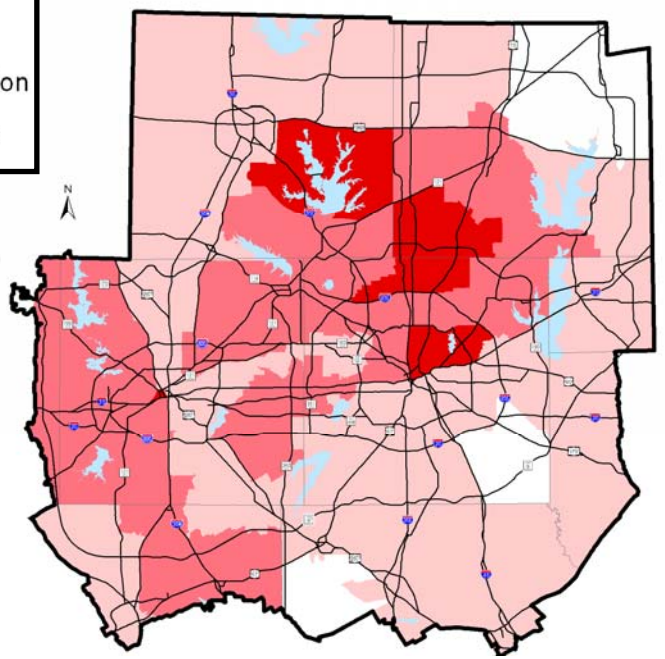


	2007	2030	% Change
Population	5.9 M	8.5 M	44.1%
Employment	3.7 M	5.3 M	43.2%
VMT/Person	25.6	28.4	10.9%



	2007	2030	% Change
Vehicle Miles Traveled	151 M	241 M	59.6%
Roadway Capacity (Lane Miles)	31,000	41,000	32.3%
Daily Total Delay (Vehicle Hours)	1 M	1.7 M	70%
Annual Cost of Congestion	$4.2 B	$6.6 B	57.1%

2030



TRANSIT ELEMENT DEVELOPMENT

Evaluation of*:

- Corridor Location and Length
- Mode (rail or bus)
- Vehicle Type (commuter rail, light rail, streetcar, etc.)
- Station Locations
- Corridor Cost
- Transit Authority System Plans (the T, DART, DCTA)
- Connectivity
- Future Expansion Opportunities

* Partial list of Evaluation Criteria

Mobility 2030 The Metropolitan Transportation Plan

Passenger Rail Recommendations

Legend

- Light Rail
- Light Rail - New Technology
- Regional Rail
- Regional Rail - Special Events Only
- Existing Rail Corridors
- Highways

Fort Worth CBD

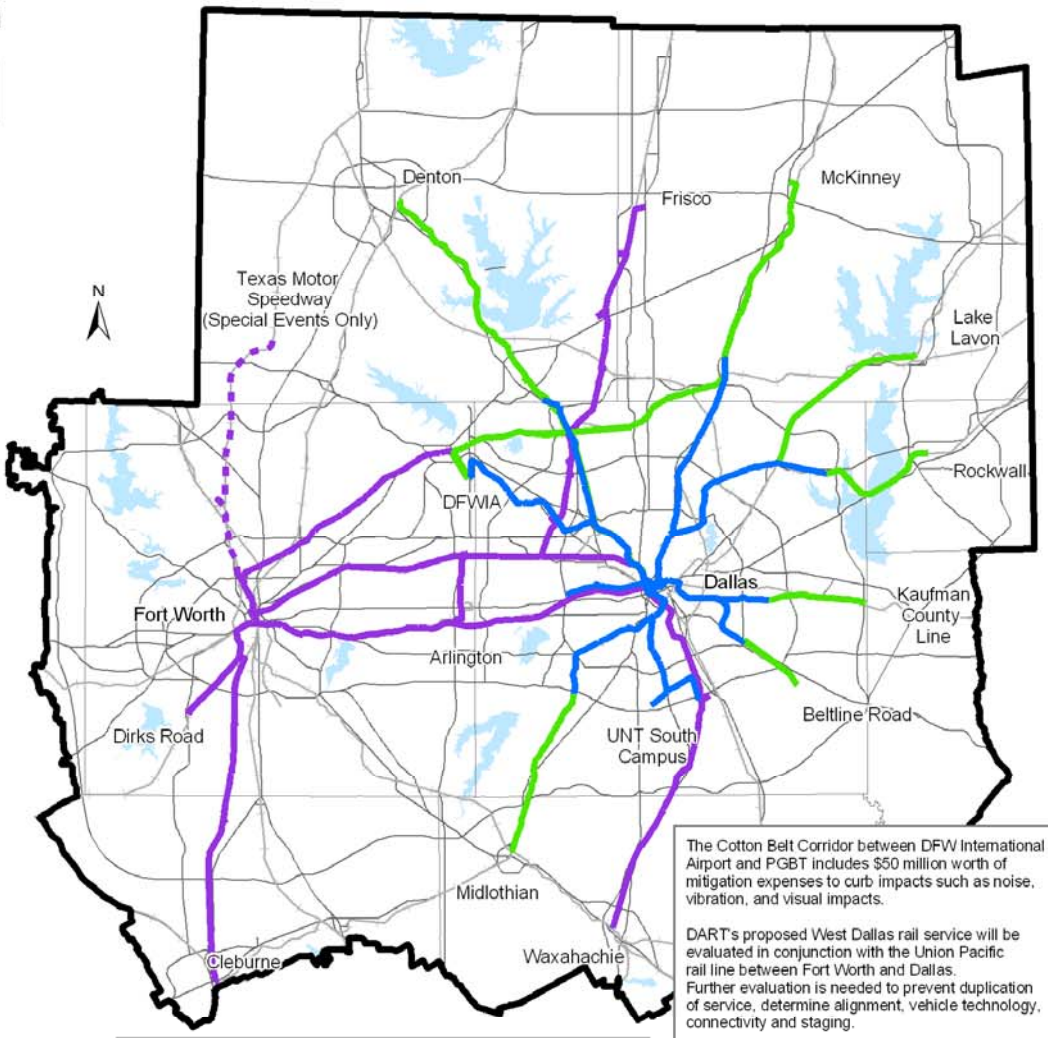
Dallas CBD

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.



397 Additional Rail Miles
$9.6 Billion

The Cotton Belt Corridor between DFW International Airport and PGBT includes $50 million worth of mitigation expenses to curb impacts such as noise, vibration, and visual impacts.

DART's proposed West Dallas rail service will be evaluated in conjunction with the Union Pacific rail line between Fort Worth and Dallas. Further evaluation is needed to prevent duplication of service, determine alignment, vehicle technology, connectivity and staging.

DART's proposed SouthPort rail line extension will be evaluated in conjunction with the Dallas to Waxahachie rail service. Further evaluation is needed to prevent duplication of service, determine alignment, vehicle technology, connectivity and staging.

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Rail Recommendations Dependent on Regional Transit Initiative Funds

Legend

- Existing Service, Programmed Projects and Projects Under Development
- Projects Pending Alternative Funding
- Existing Rail Corridors
- Highways

Fort Worth CBD

Dallas CBD

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239 Rail Miles in Jeopardy

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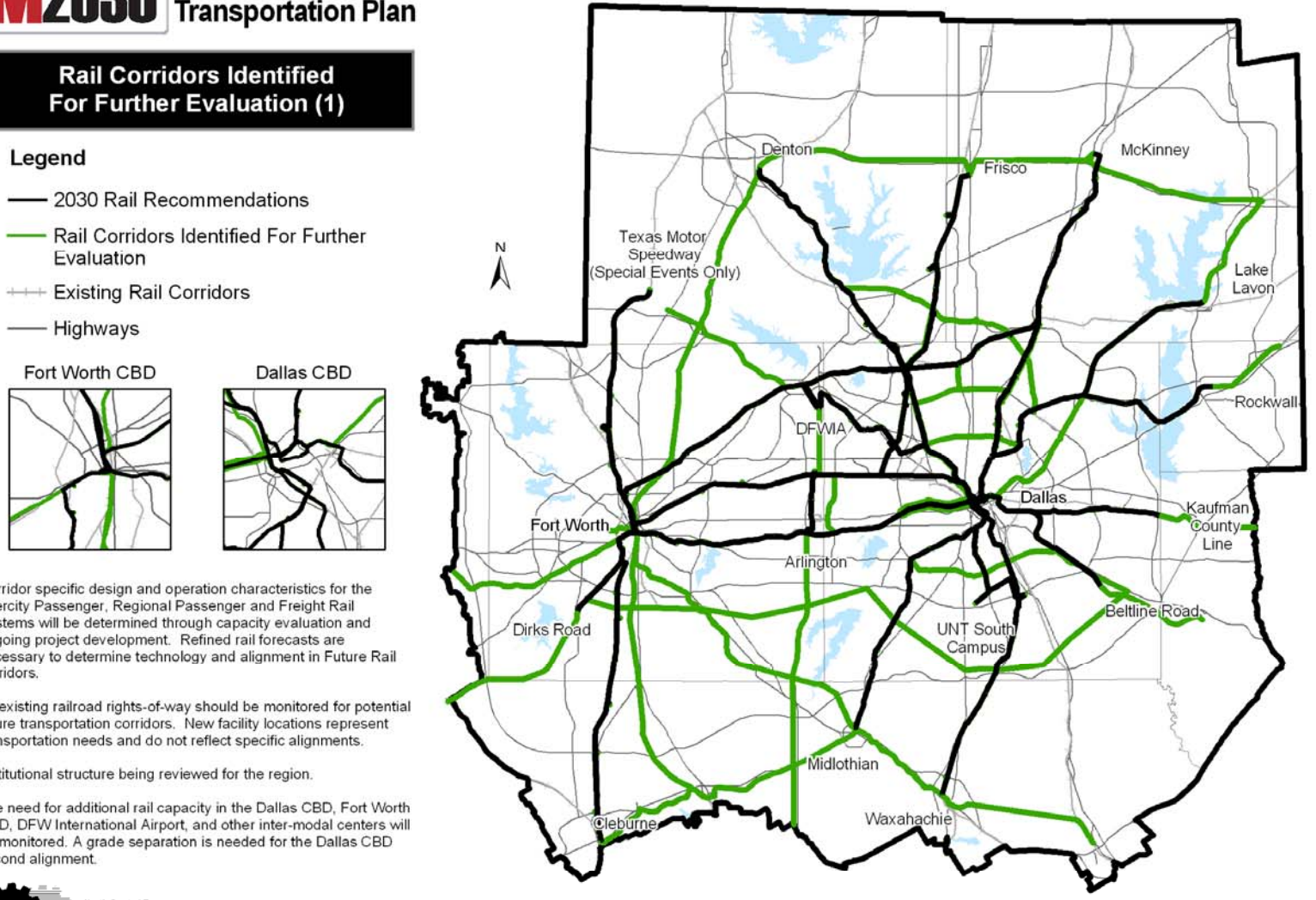
Rail Corridors Identified For Further Evaluation (1)



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(1) Represents additional transportation needs above and beyond those of the financially constrained recommendations.

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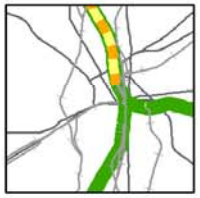
Inter-Regional Passenger Rail Connectivity Recommendations

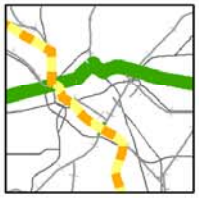
Legend

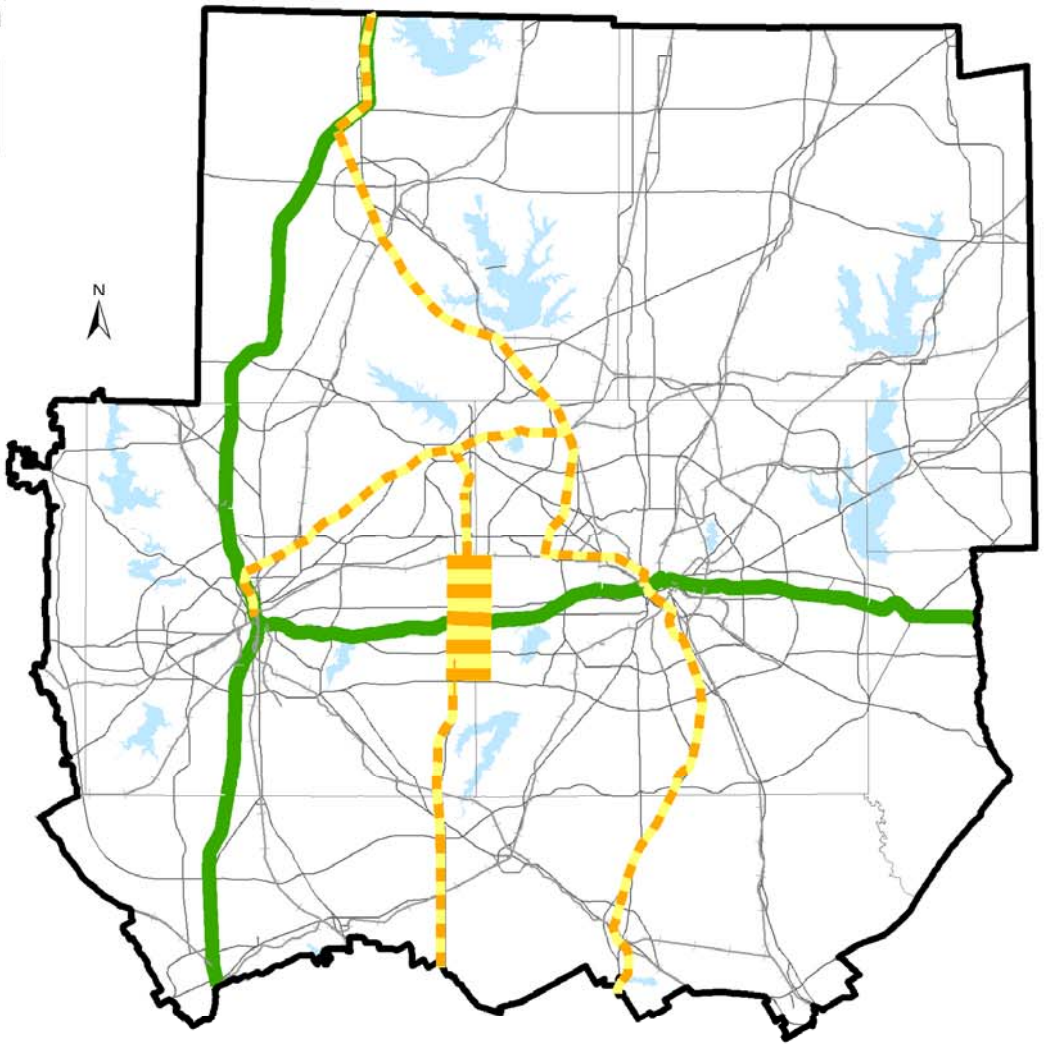
- Intercity Rail e.g. Amtrak
- Potential TTC High Speed Rail
- Existing Rail Corridors
- Highways

Fort Worth CBD



Dallas CBD





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IDENTIFIED FUNDING NEEDS
DALLAS-FORT WORTH REGION
(Updated Based on Mobility 2030 Funding Levels)

Metropolitan Transportation System Components	Funded Needs (Billions/2006 $)	Unfunded Needs (Billions/2006 $)
Operation & Maintenance	$18.7	
Congestion Mitigation Strategies	$2.1	
Bicycle & Pedestrian Facilities and Transportation Enhancements	$1.1	
Rail and Bus Transit System	$11.0[1]	
HOV and Managed Facilities	$3.3	
Freeway and Toll Road System	$26.4	**$12.7[2]**
Regional Arterial and Local Thoroughfare System	$5.7	$6.0
Additional Cost to Purchase Right-of-Way		$1.1
Rehabilitation Costs	$ 2.6	**$32.1**
Goods Movement/Rail Freight Costs (Trans-TX Corridor)		$6.7
TOTAL	**$70.9 (55 %)**	**$58.6 (45 %)**
	$129.5 Billion	

[1] $3.4 billion obtained through Regional Transit Initiative
[2] Includes Freeway-to-Freeway Interchanges

Revised: February 28, 2007

For More Information

Mobility 2030: The Metropolitan Transportation Plan for the Dallas-Fort Worth Area

www.nctcog.org/trans/mtp

Rail North Texas

www.nctcog.org/rnt

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