

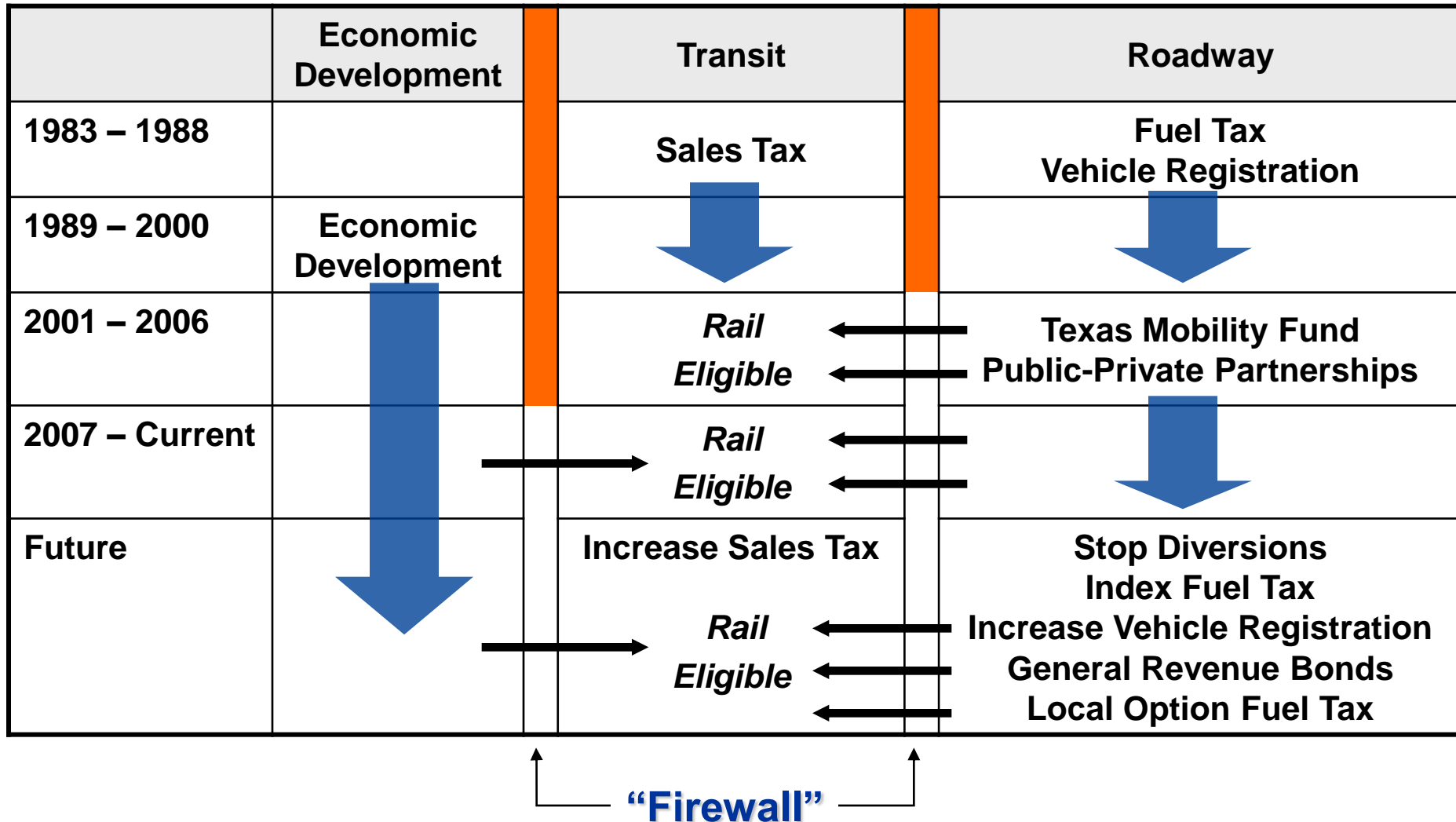
TRANSPORTATION SYSTEM

RELIABLE/ SEAMLESS CUSTOMER EXPERIENCE

VISION FOR MOBILITY

RAIL NORTH TEXAS

Legislative History on Transportation “Firewall”






THE THREE PHASES OF TRUTH

- First it is Ridiculed
- Second it is Fiercely and Violently Opposed
- Third it Becomes Self-Evident
 - Arthur Schopenhauer

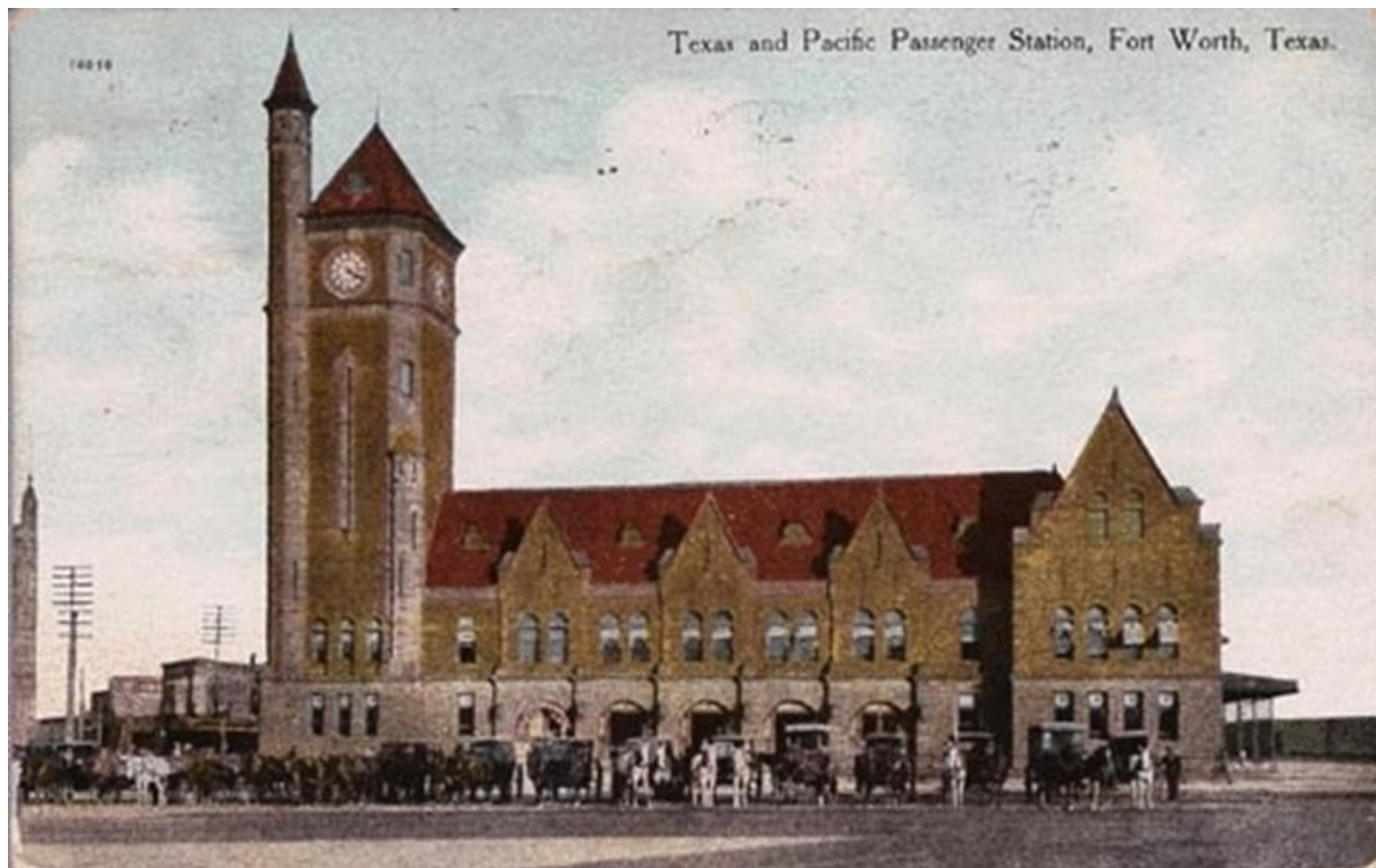
RAIL NORTH TEXAS

Legislative History on Transportation “Firewall”

	Economic Development	Transit	Roadway
1983 – 1988		Sales Tax	Fuel Tax Vehicle Registration
1989 – 2000	Economic Development		
2001 – 2006		<i>Rail Eligible</i> ← ←	Texas Mobility Fund Public-Private Partnerships
2007 – Current		<i>Rail Eligible</i> ← ←	
Future		Increase Sales Tax <i>Rail Eligible</i> ← ← ←	Stop Diversions Index Fuel Tax Increase Vehicle Registration General Revenue Bonds Local Option Fuel Tax

“Firewall”

Texas and Pacific Passenger Station, Fort Worth, Texas.



12—Texas and Pacific Building and Passenger Terminal,
Fort Worth, Texas

1931 Jernigan construction photo of T&P Freight Warehouse



1931 Jernigan construction photo of the "T. & P. RY. FREIGHT & WAREHOUSE" building nearing completion, looking north toward downtown from near Vickery and Jennings. Architect was Wyatt Hedrick, who designed many Fort Worth buildings.





Light Rail: \$60 - \$80 million per mile (double track w/ frequent stations and w/ amenities)



Commuter Rail
DMU: \$20 - \$30 million per mile (single track with passing sidings)

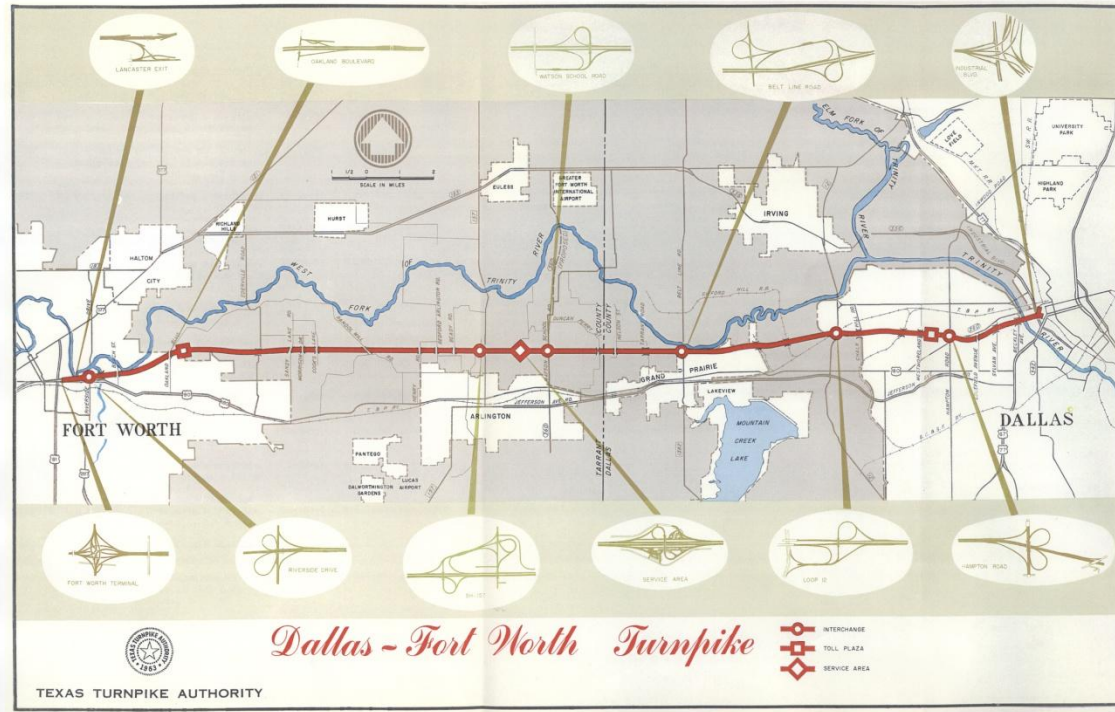


Streetcar: \$25 - \$35 million per mile (single track with loops)



High Speed Rail: \$60 - \$80 million per mile (complete grade separated w/ very few stations)





AIRPORT TERMINAL BLDG.,
FORT WORTH, TEXAS—65



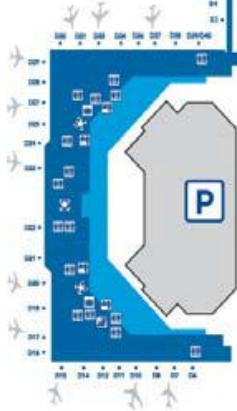
The Great Southwest Airport

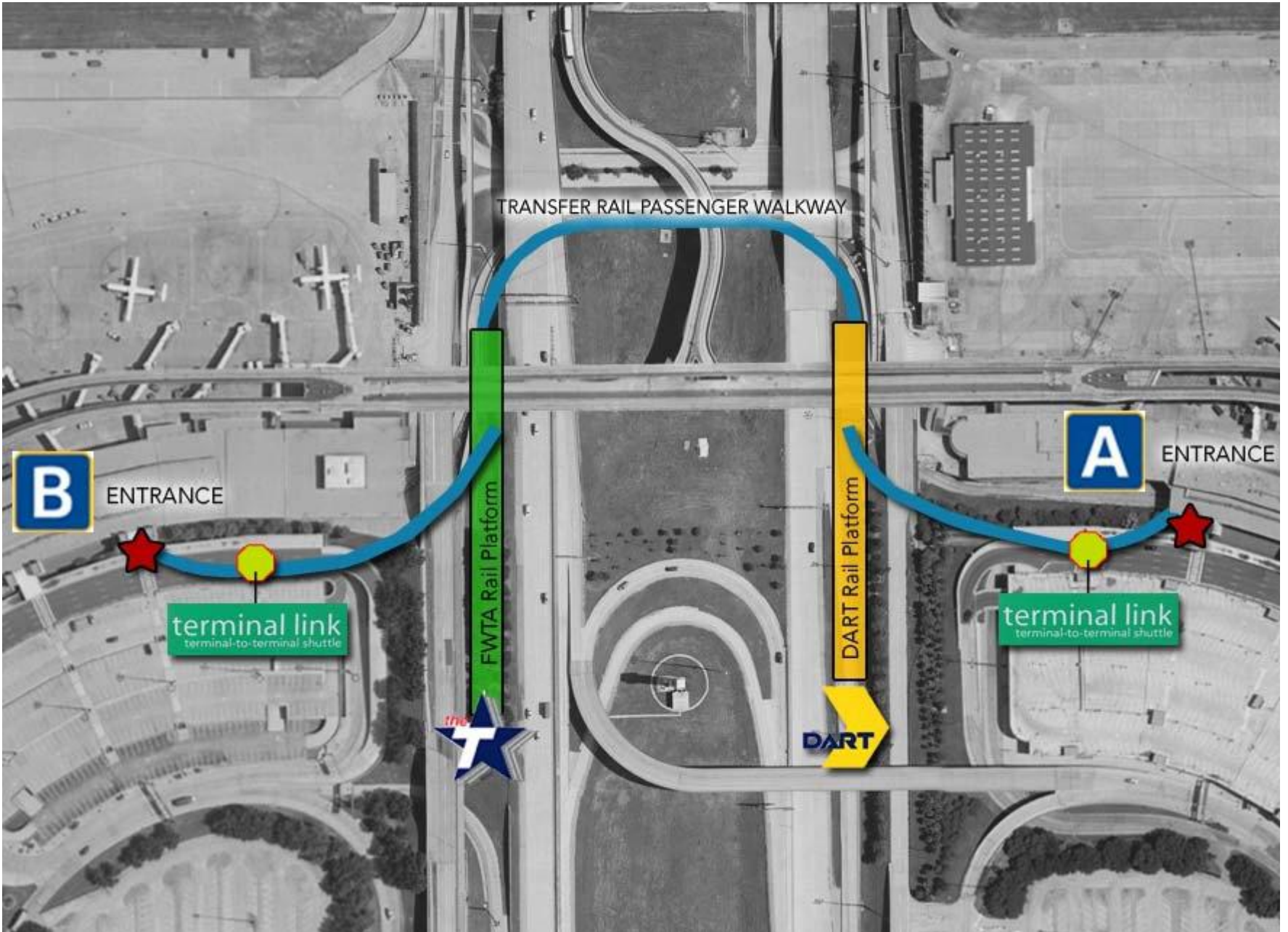


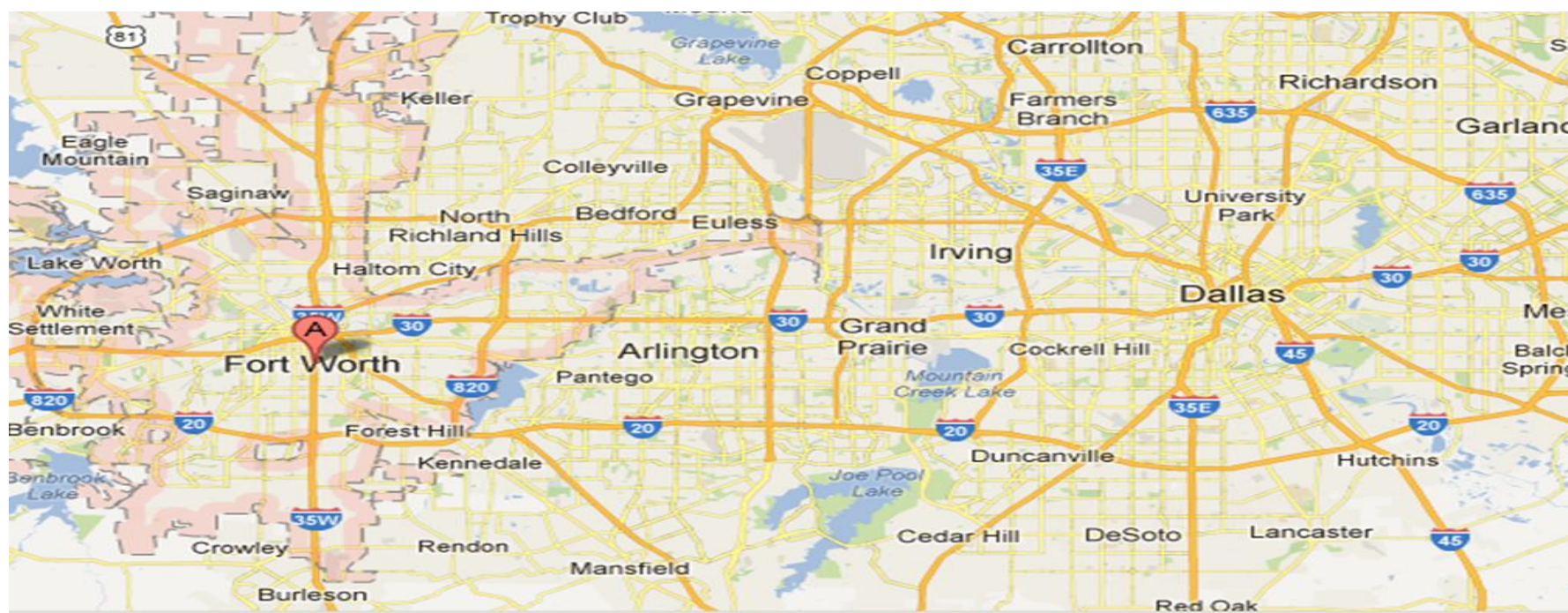
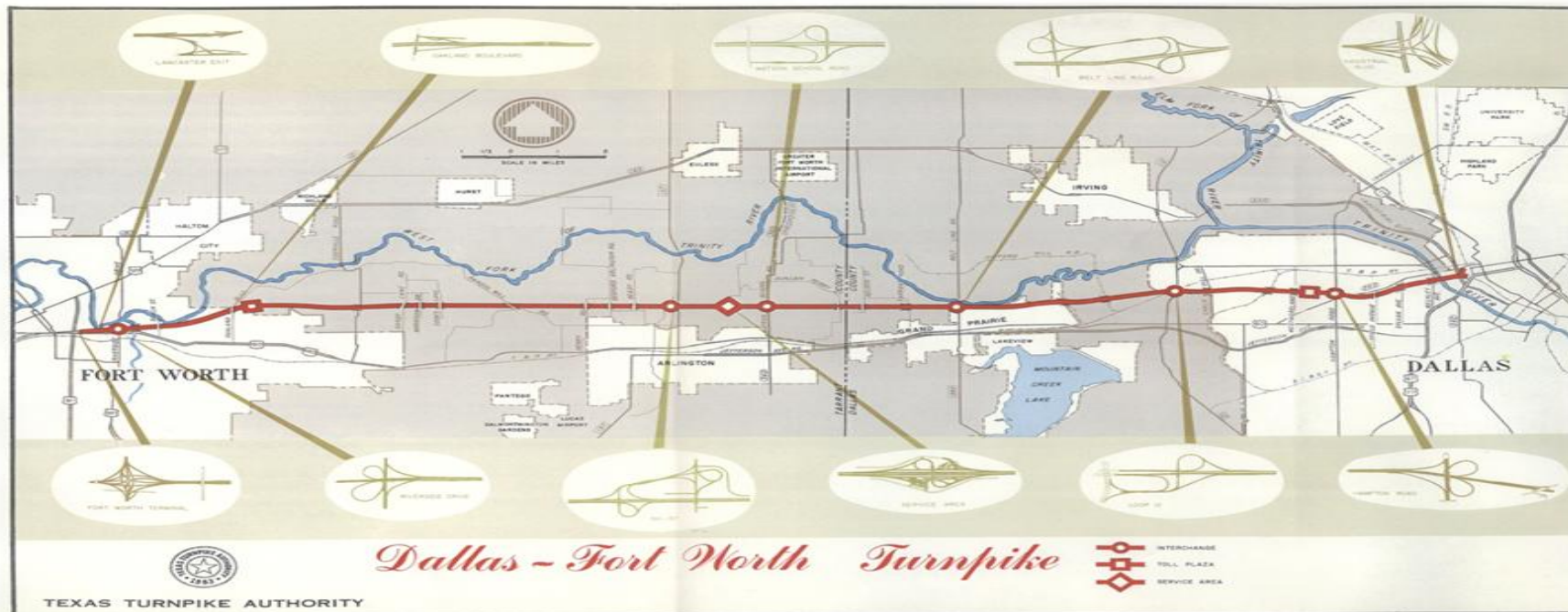






B**A****D****C****E**

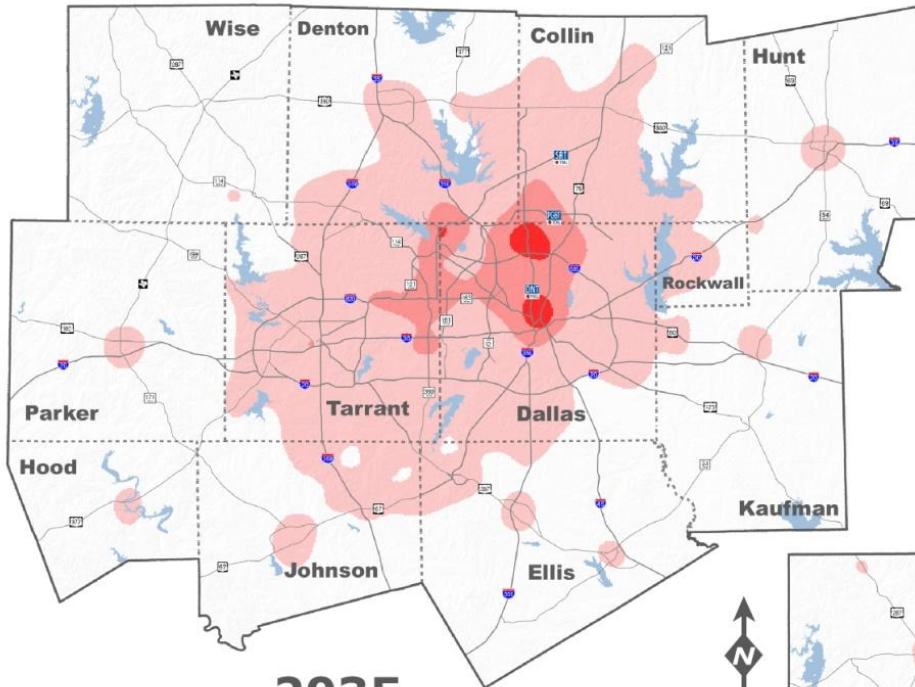




Levels of Congestion

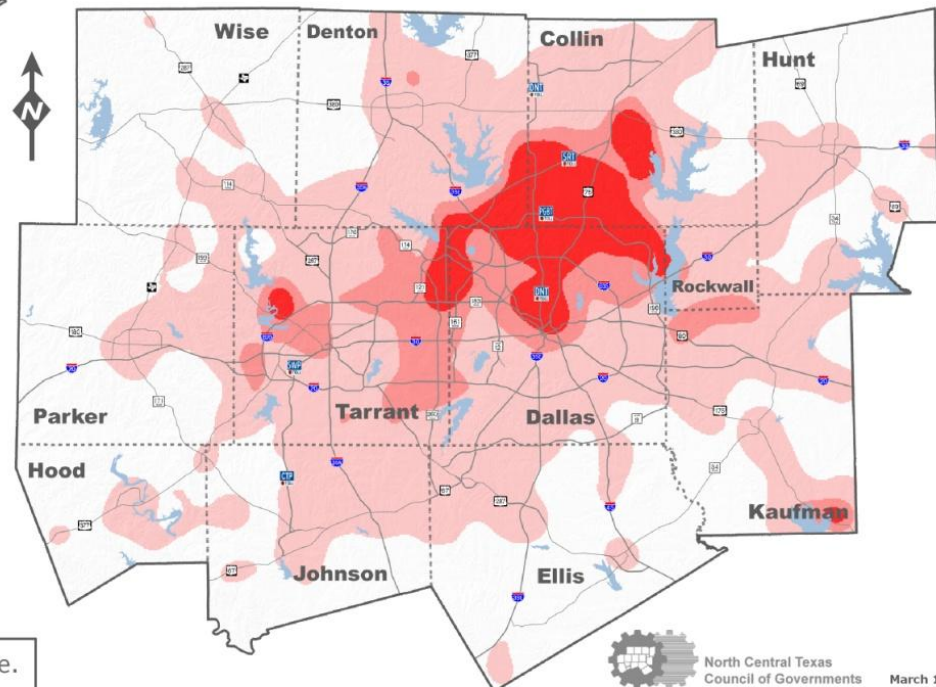
2012 Congestion Levels

Cost of Congestion: \$4.5 billion



2035 Congestion Levels ➤

Cost of Congestion: \$10.1 billion



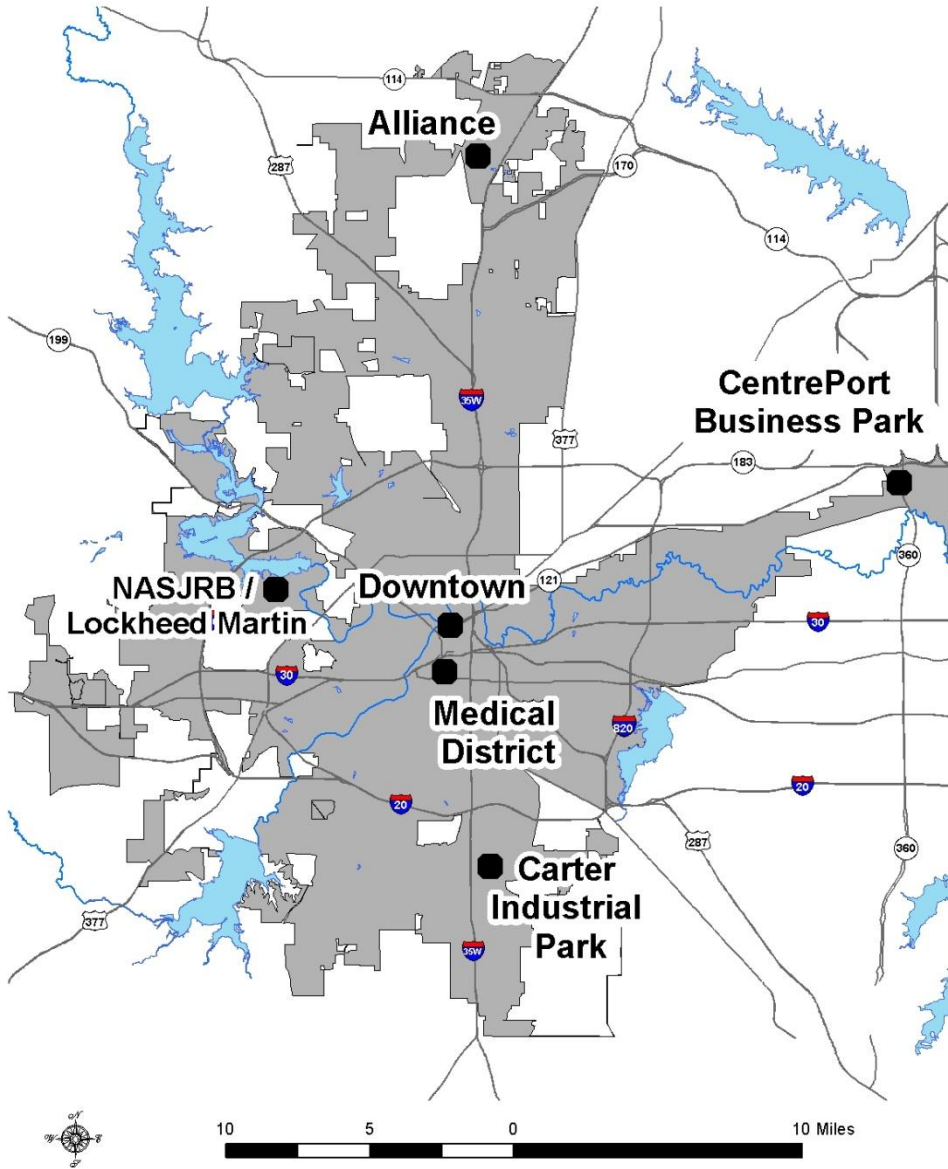
*Congestion Index is based on a percent increase in travel time.



North Central Texas
Council of Governments

March 10, 2011

Major Employment Centers



Employment Estimate

Alliance – 30,476

Carter Industrial Park – approx. 8,470

CentrePort Business Park – 29,000

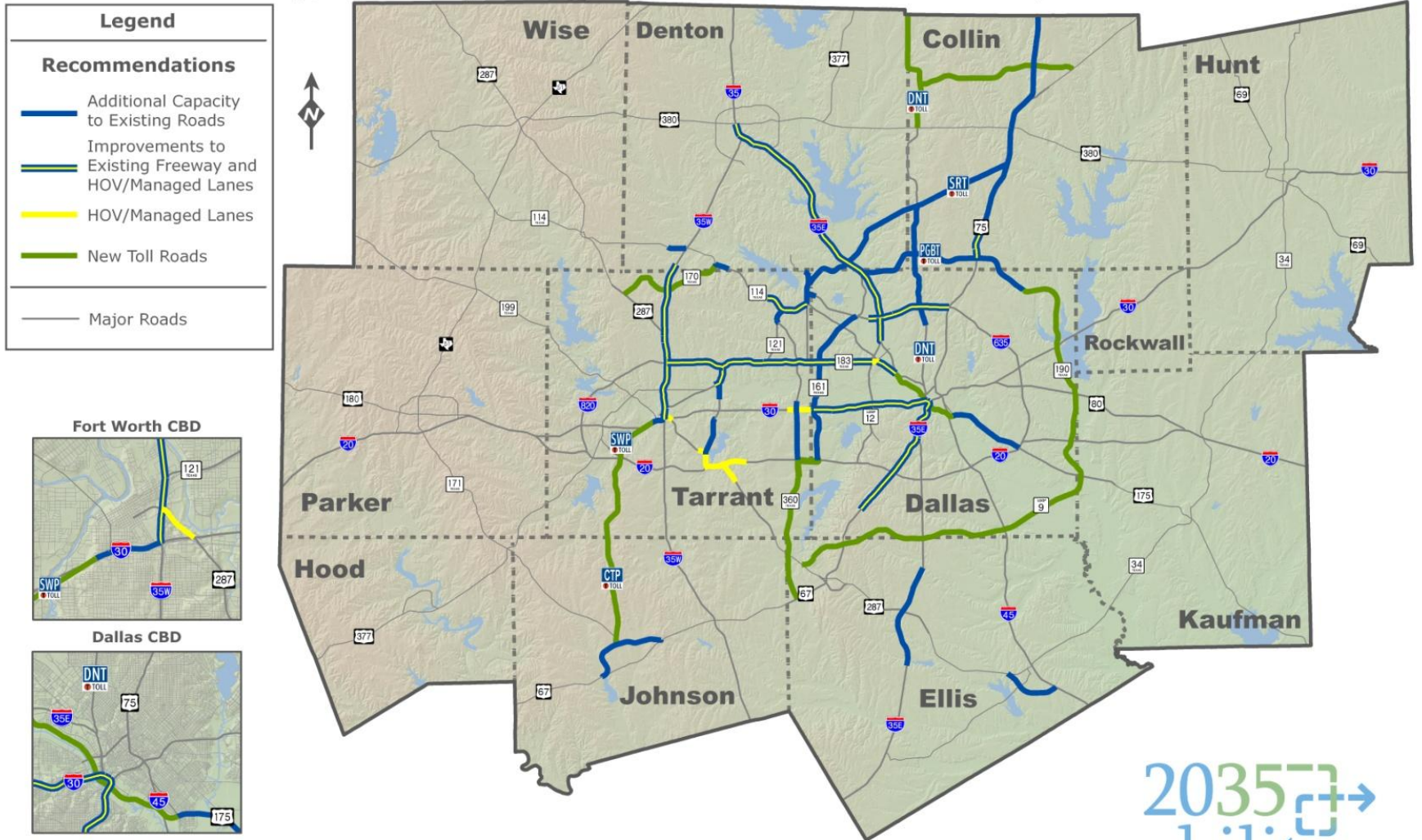
Downtown – 52,648

Medical District – 31,548 (76104)

NAS JRB/Lockheed Martin – 11,350

Funded Recommendations

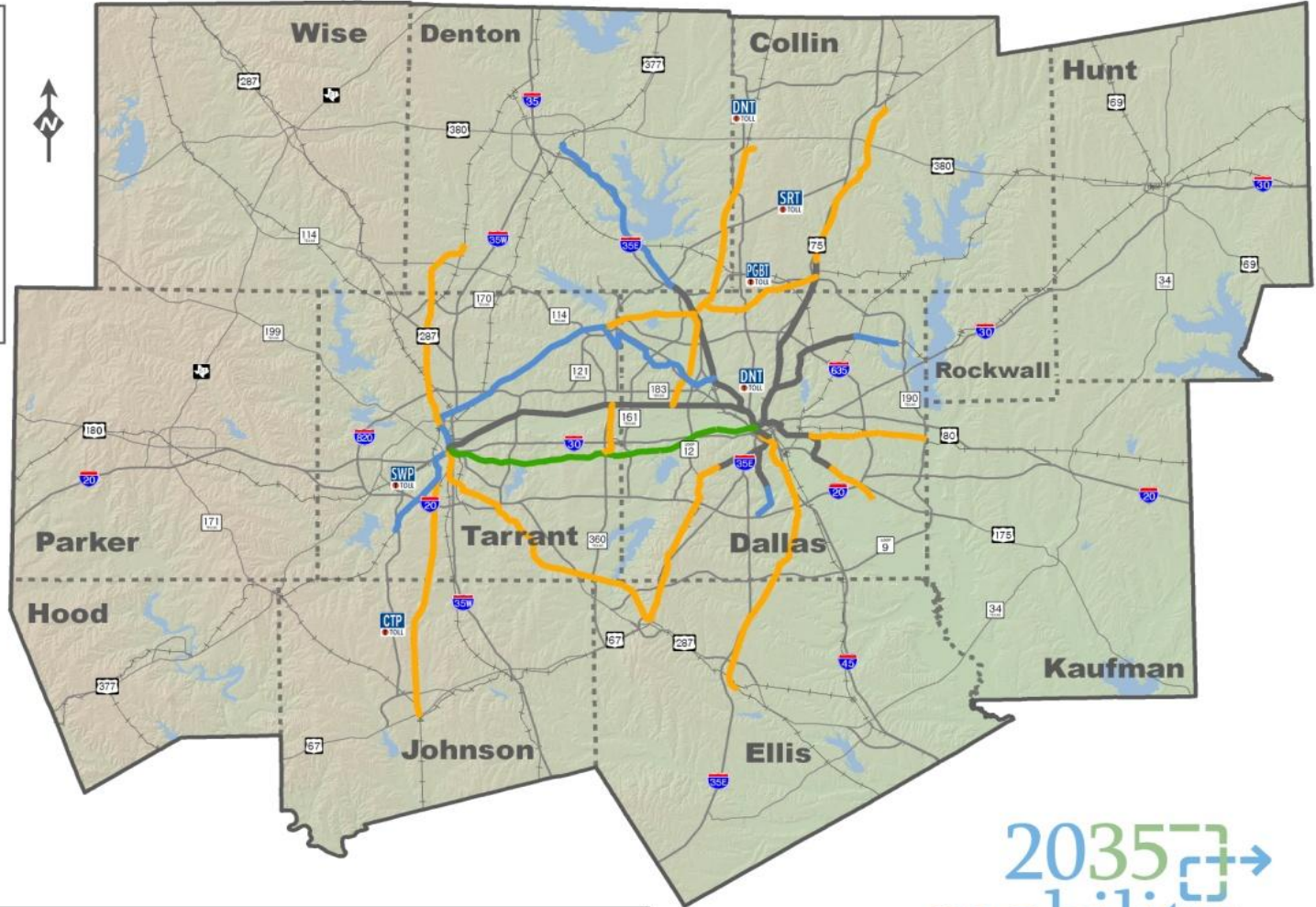
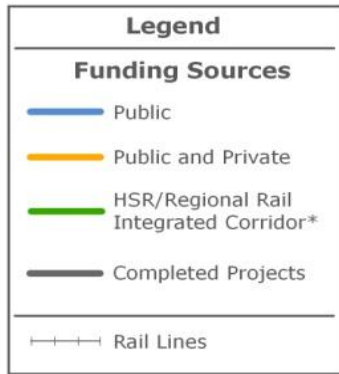
Freeway, Tollway, and HOV/Managed Lane Improvements



Facility recommendations indicate transportation need. Corridor specific alignment, design, and operational characteristics for the freeway/tollway system will be determined through ongoing project development.

Funded Recommendations

Passenger Rail Improvements



Corridor specific alignment, design, and operational 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.

*See High Speed Rail map for additional inter-region rail access.

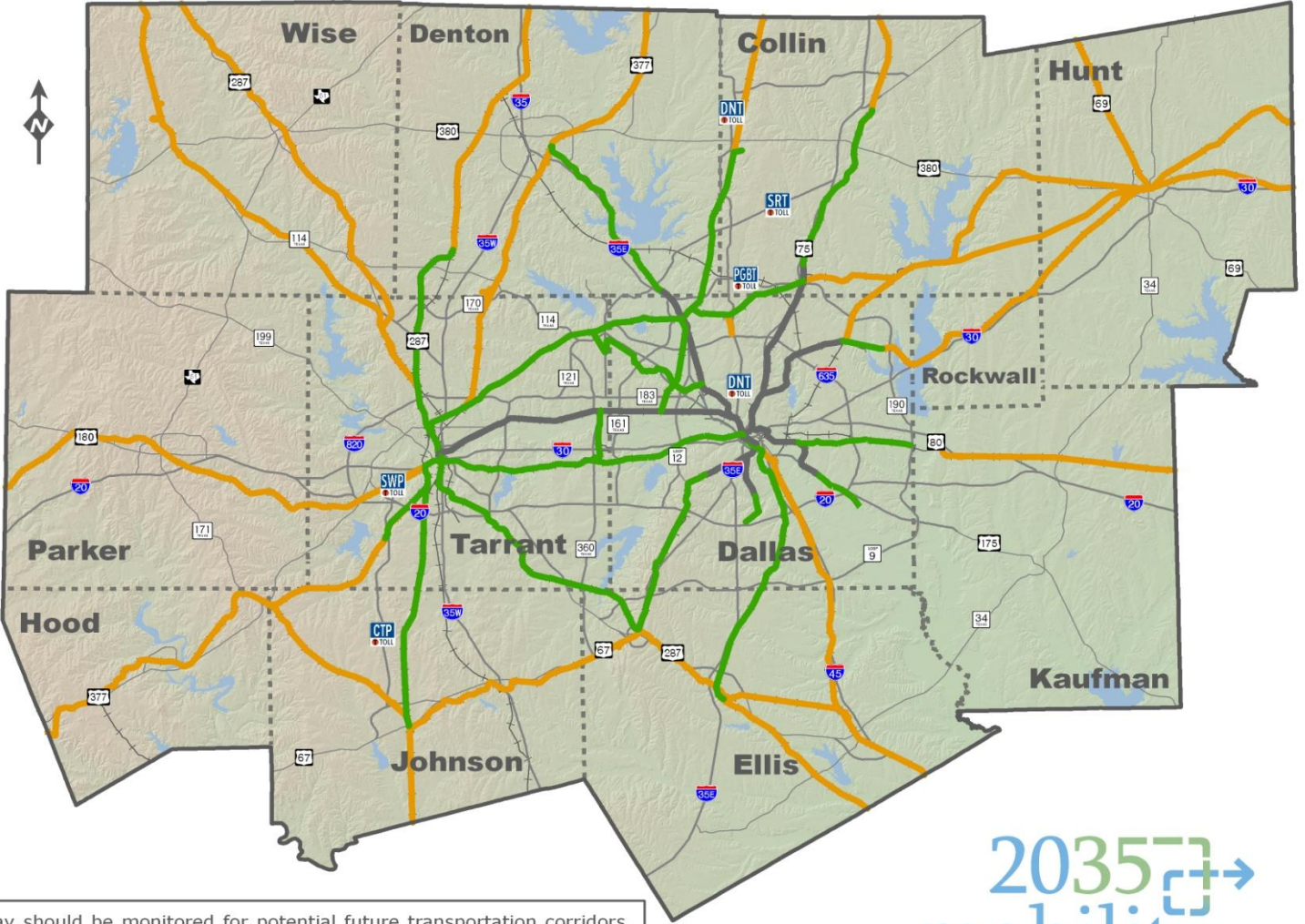
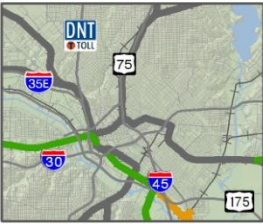
2035
mobility



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Rail Vision Considerations



All existing railroad rights-of-way should be monitored for potential future transportation corridors. Facility recommendations indicate transportation need. Corridor specific alignment, design and operational characteristics for the rail system will be determined through ongoing project development.

*Projects represent additional transportation needs above and beyond those of the financially constrained recommendations of Mobility 2035.



2035
mobility

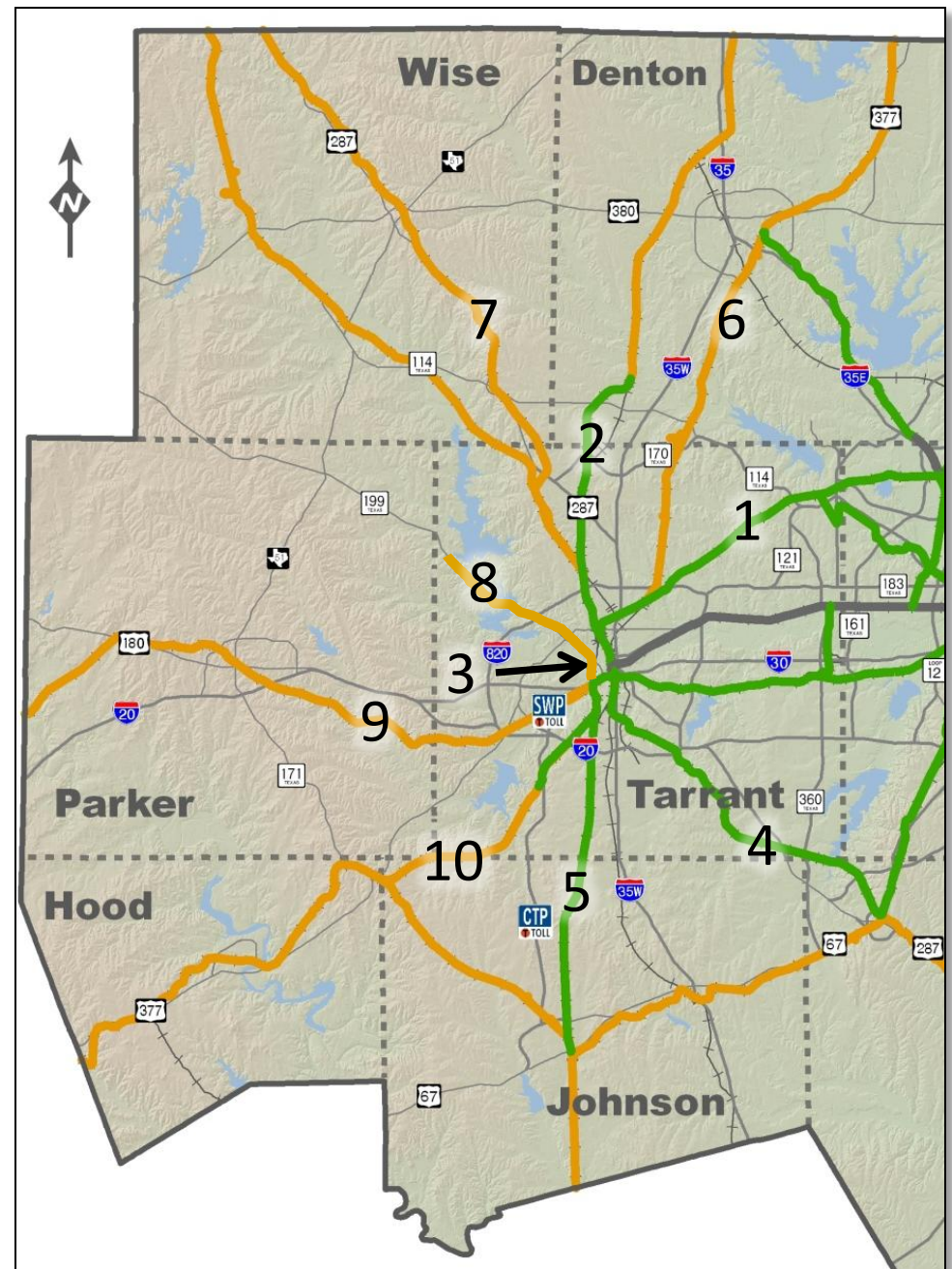


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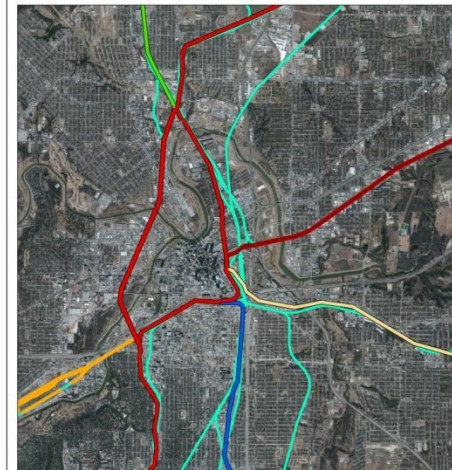
Rail Corridors Impacting Tarrant County

1. TEX Rail
 - Includes Cotton Belt
2. Speedway Line
 - ITC to Sanger
3. 7th Street Expansion
4. Mansfield Line
 - ITC to Midlothian
5. Cleburne Line
 - ITC to Cleburne
6. Denton US 377
 - ITC to Pilot Point
7. Decatur
 - T&P to Decatur
8. SH 199
 - ITC to Azle
9. Weatherford
 - ITC to Weatherford
10. Granbury
 - Sycamore School Road to Granbury



Tarrant County Mobility 2035 Plan

- TEX Rail/Alternative
- Cleburne Line
- East/West
- Mansfield Line
- Speedway Line
- TRE
- Corridors for Future Evaluation
- Rail Lines
- County Boundary



0 1.25 2.5 5 Miles



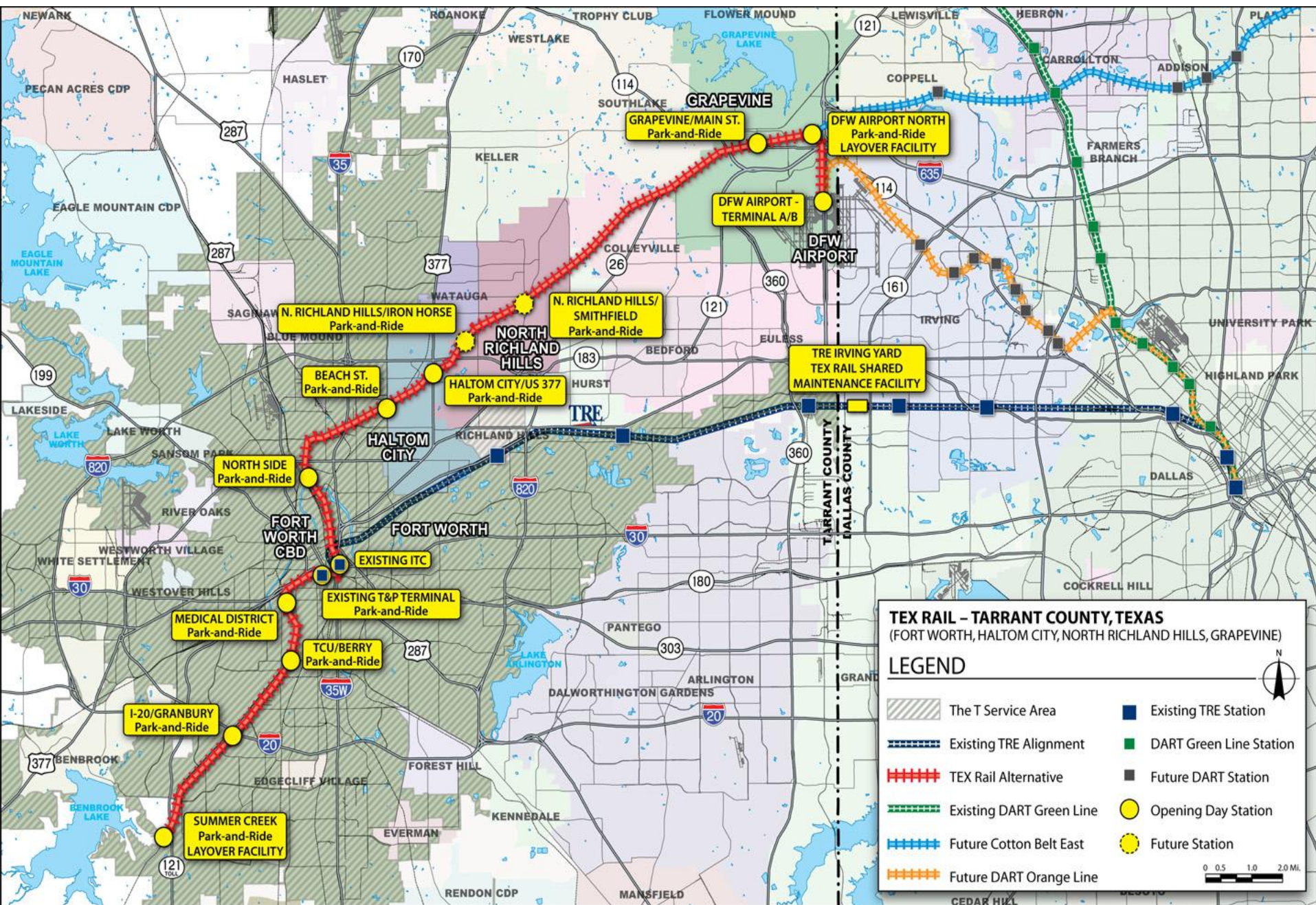
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North Texas Passenger Rail Network
Existing and Proposed Passenger Rail Lines

Private Sector Interest

- Business Approach Summary Letter – August 2012
- Full 62-Mile Corridor
- Focused on Economic Development
- Proposes Special District
- Procurement Process Under SB 1048
- Unsolicited Proposal Will Confirm:
 - Technology, Alignment, Urban Planning, Costs
 - ROW Needs, Ancillary Development
 - Available Public Funds – If Any
 - Value Capture Amount



TEX Rail

- TEX Rail Moving Forward
 - New Starts Application for Full Funding Grant Agreement
 - Design Build Effort
 - Securing Track Rights
- Unsolicited Proposal Will Not Affect
 - Will Compliment

The logo for TEX Rail, featuring the word "TEX" in a bold, dark blue sans-serif font, followed by a red "X" that is part of the "TEX" wordmark. To the right of the "TEX" is the word "Rail" in a lighter blue, sans-serif font.

Key Points

- Integrated Procurement Process
 - Chapter 452: Uses The T and DART Experience
 - SB 1048: Allows All Partners to Participate
- Seeking Support for Special District Creation
- No Local Government Commitment At This Point
 - Many Future Decision Points

Higher/High Speed Passenger Rail Recommendations

Legend

Funding Sources



High Speed Rail Access

Passenger Rail Recommendations

Integrated Corridor

Higher Speed Rail
(79-110 mph) or
High Speed Rail
(110-150+ mph)

High Speed Rail

Major Roads

Completed Projects

Fort Worth CBD



Dallas CBD



Corridor specific alignment, design and operational 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.



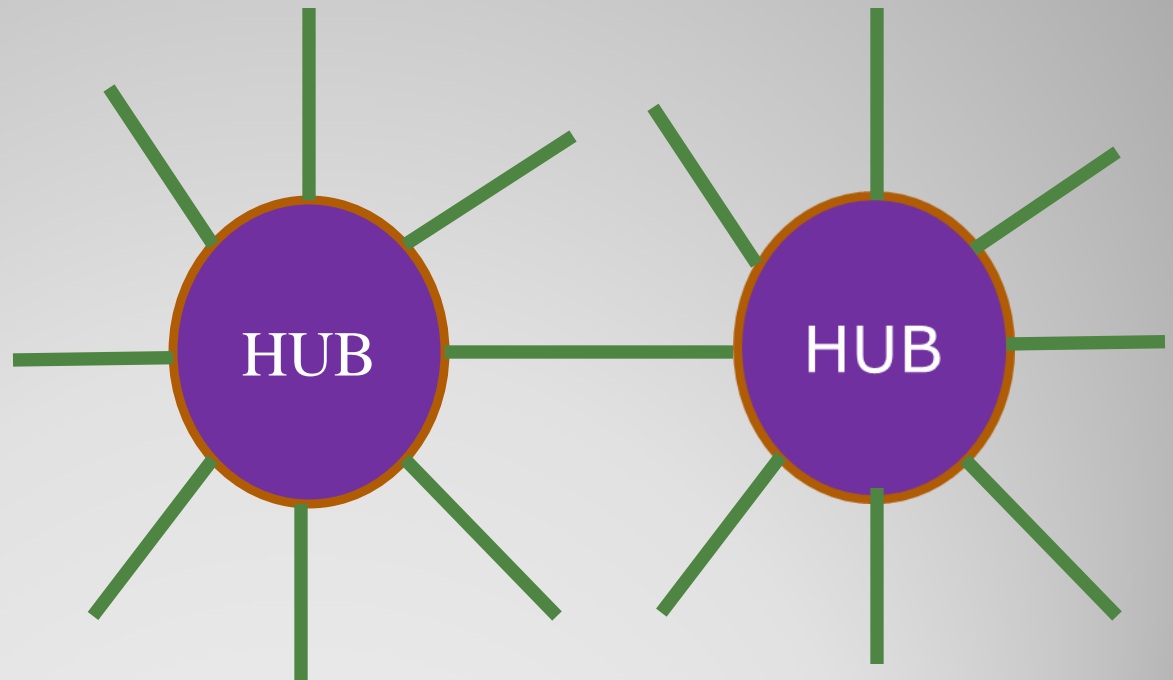
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**TEXRAIL MUST BE
SUCCESSFUL
FROM
DAY 1**

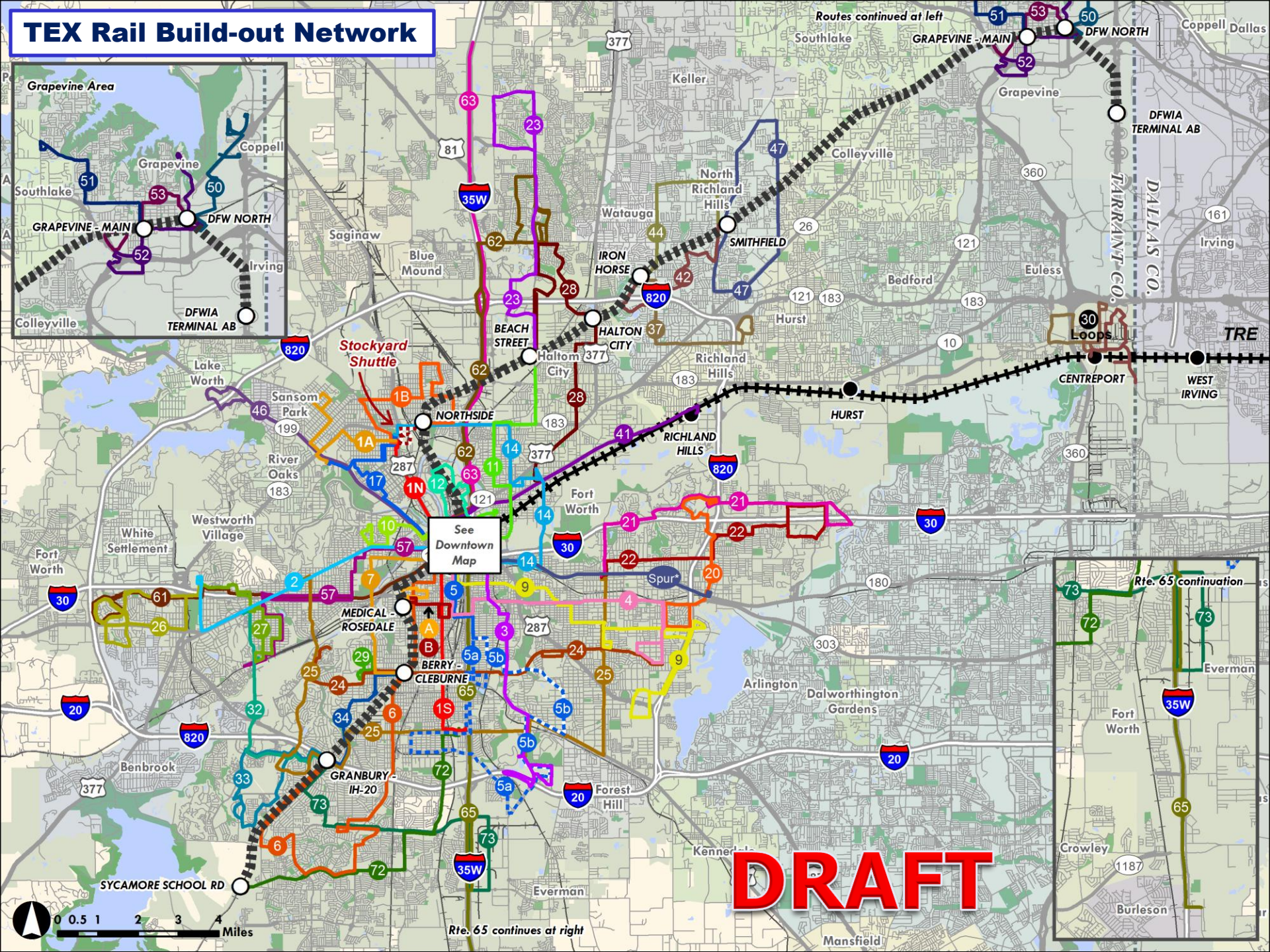
INTERMODAL TRANSPORTATION PEOPLE/GOODS/SERVICES

- Air
- Rail
- Bus
- Interstate/
Roads
- Toll/Managed
- Street Car
- High Speed
Rail



Seamless

TEX Rail Build-out Network



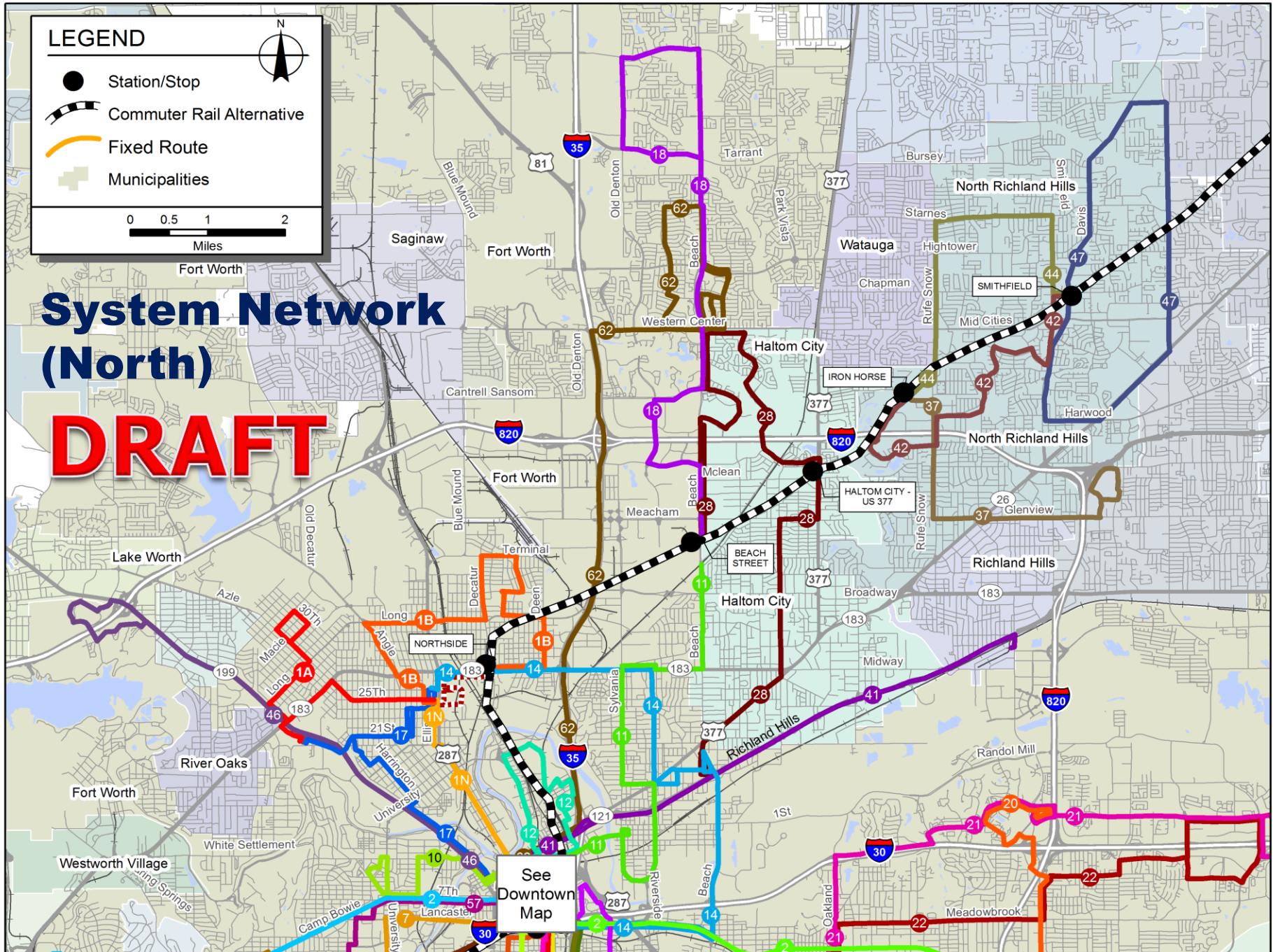
LEGEND

- Station/Stop
- ▬ Commuter Rail Alternative
- ▬ Fixed Route
- ⊕ Municipalities

0 0.5 1 2
Miles

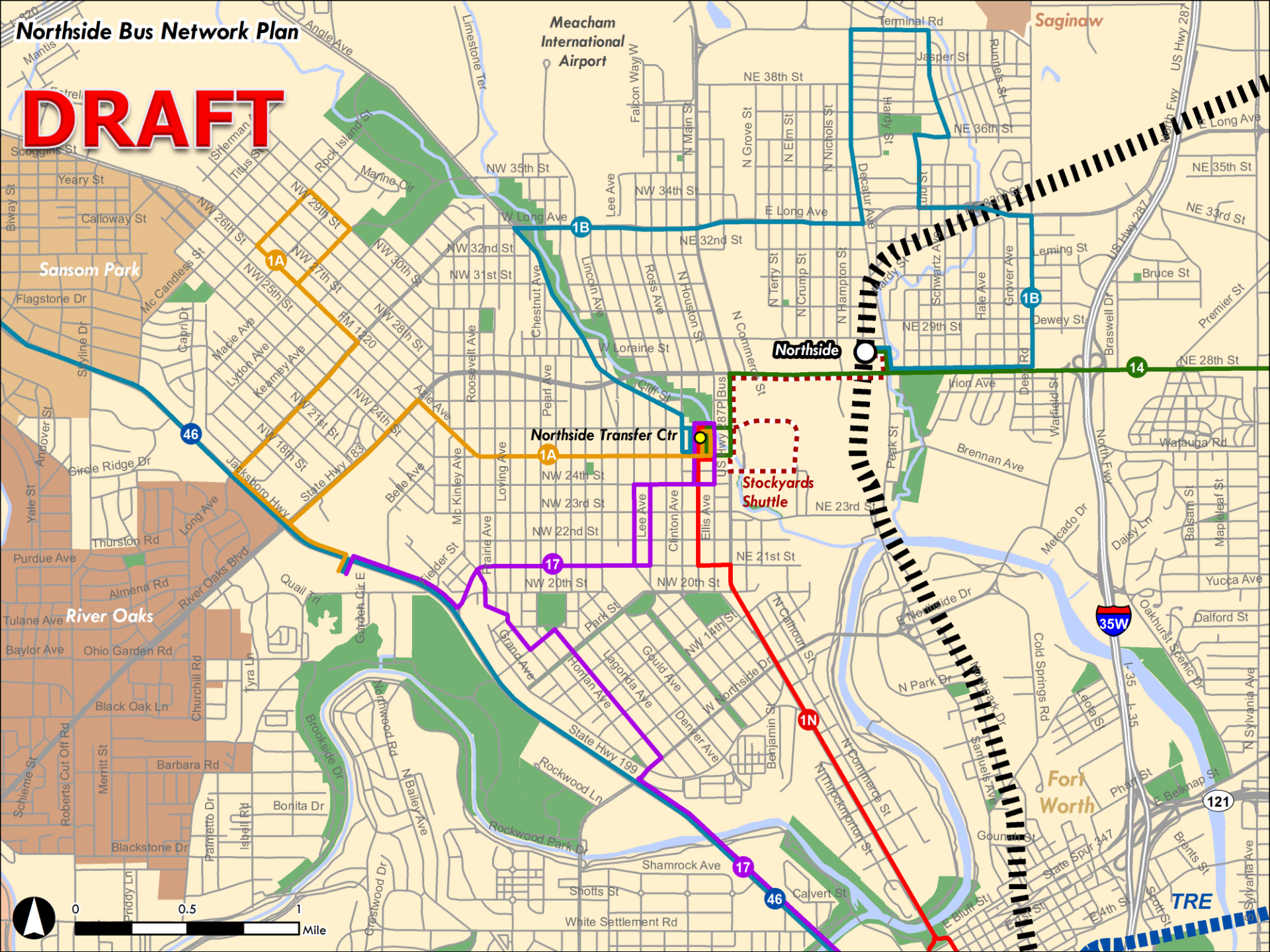
System Network (North)

DRAFT



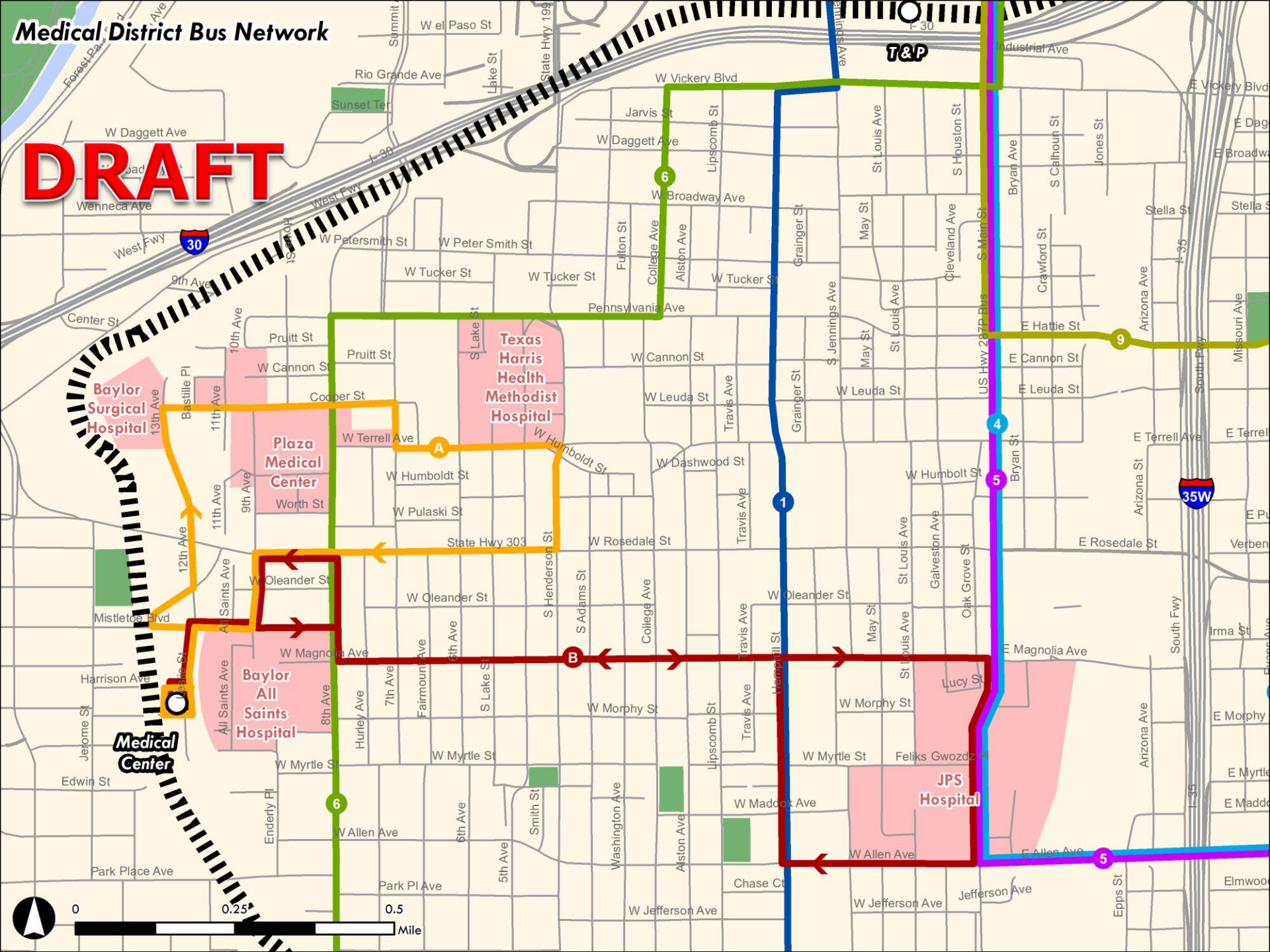
Northside Bus Network Plan

DRAFT



Medical District Bus Network

DRAFT





TRANSPORTATION PRIORITIES

WEST

- ✓ Chisholm Trail Parkway/ SH 161
- ✓ DFW Connector
- ✓ Tower 55
- ✓ North Tarrant Express (NTE)
- ✓ I 35 TIFA
- Regional Rail System
- SH 360
- I-30
- High Speed Rail



TRANSPORTATION SYSTEM

RELIABLE/ SEAMLESS CUSTOMER EXPERIENCE

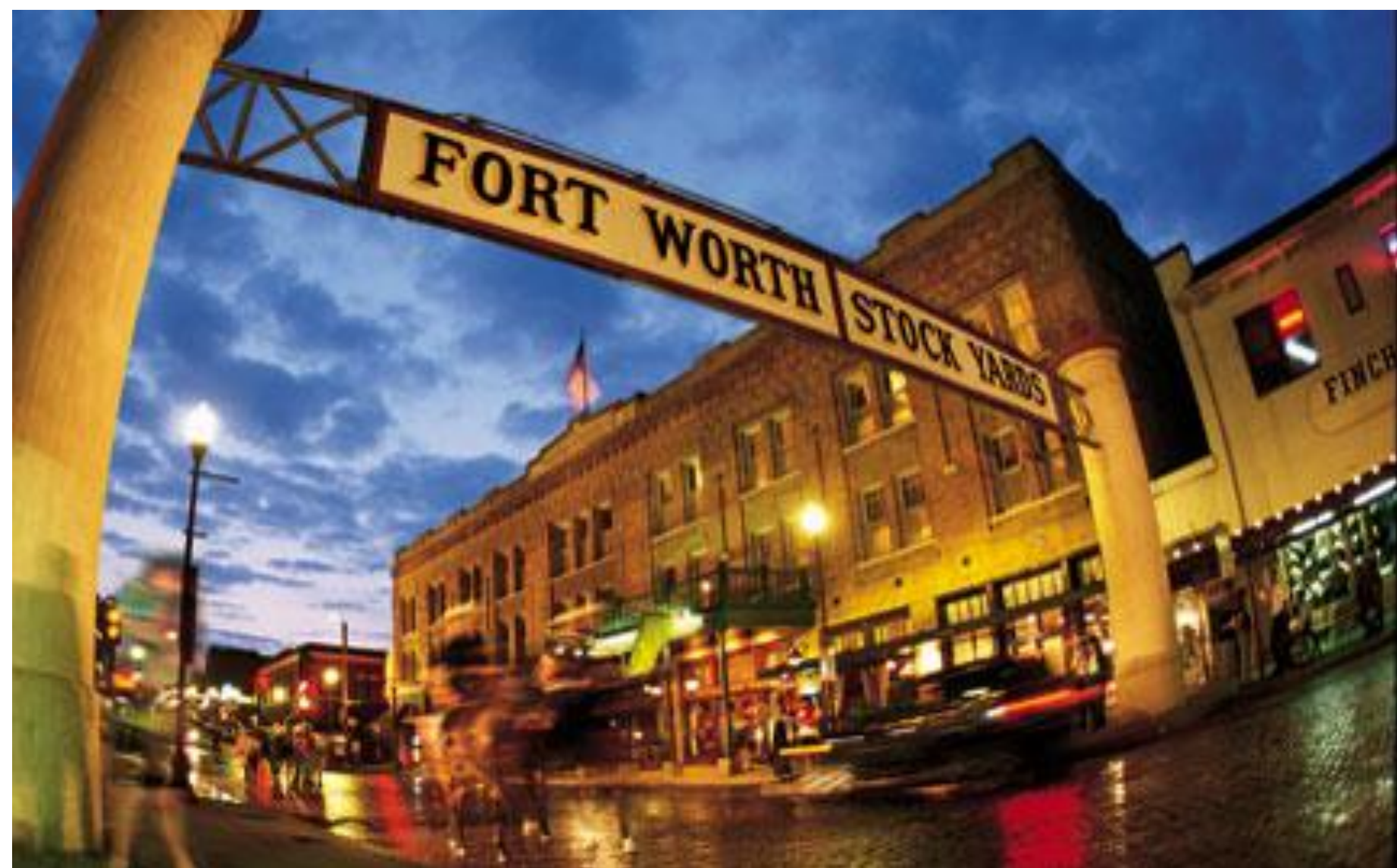
VISION FOR MOBILITY

TENACITY

Jungus Jordan
Councilmember, District 6
City of Fort Worth
President-Elect of TML

district6@fortworthtexas.gov
www.fortworthtexas.gov





TxDOT and RTC Partnership Projects

Legend

- Year 2035 Freeway Network
- Other Highways / Roadways
- County Boundary
- Metropolitan Planning Area Boundary

Fort Worth CBD



Dallas CBD

