

Regional Transportation Council  
Transit Authority Partnership  
Sub-Committee

February 28, 2008

# IDENTIFIED 2030 FUNDING NEEDS

## DALLAS-FORT WORTH REGION

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 <sup>1</sup>	
HOV and Managed Facilities	\$3.3	
Freeway and Toll Road System	\$26.4	<b>\$12.7<sup>2</sup></b>
Regional Arterial and Local Thoroughfare System	\$5.7	\$6.0
Additional Cost to Purchase Right-of-Way		\$1.1
Rehabilitation Costs	\$ 2.6	<b>\$32.1</b>
Goods Movement/Rail Freight Costs (Trans Tx Corridor)		\$6.7
<b>TOTAL</b>	<b>\$70.9 (55 %)</b>	<b>\$58.6 (45 %)</b>
	<b>\$129.5 Billion</b>	

<sup>1</sup> \$3.4 billion obtained through Regional Transit Initiative

<sup>2</sup> Includes Freeway-to-Freeway Interchanges

# **RAIL NORTH TEXAS**

## **OPTIONAL IMPLEMENTATION PHILOSOPHIES**

Integrated Delivery – roadway and rail

Traditional regional delivery

**DRAFT**

# Rail North Texas Mileage Summary

<b>Mileage Summary*</b>	
<b>Mobility 2030 Lines Pending Funding</b>	<b>Rail North Texas</b>
239	260

\*Does not include programmed rail lines like The T's Southwest-to-Northeast, DCTS's Denton to Carrollton Line, or DART Light Rail Lines (Orange and Green)

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# RAIL NORTH TEXAS

## Rail Lines Under Consideration

### Legend

- Existing Service, Programmed Projects and Projects Under Development
- Projects Pending Alternative Funding
- 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.



**260 Rail Miles Pending Funding**

