

Mobility 2040 and Passenger Rail Plans for Southern Dallas County

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North Central Texas Council of Governments

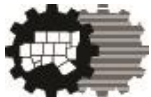


Topics

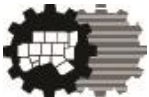
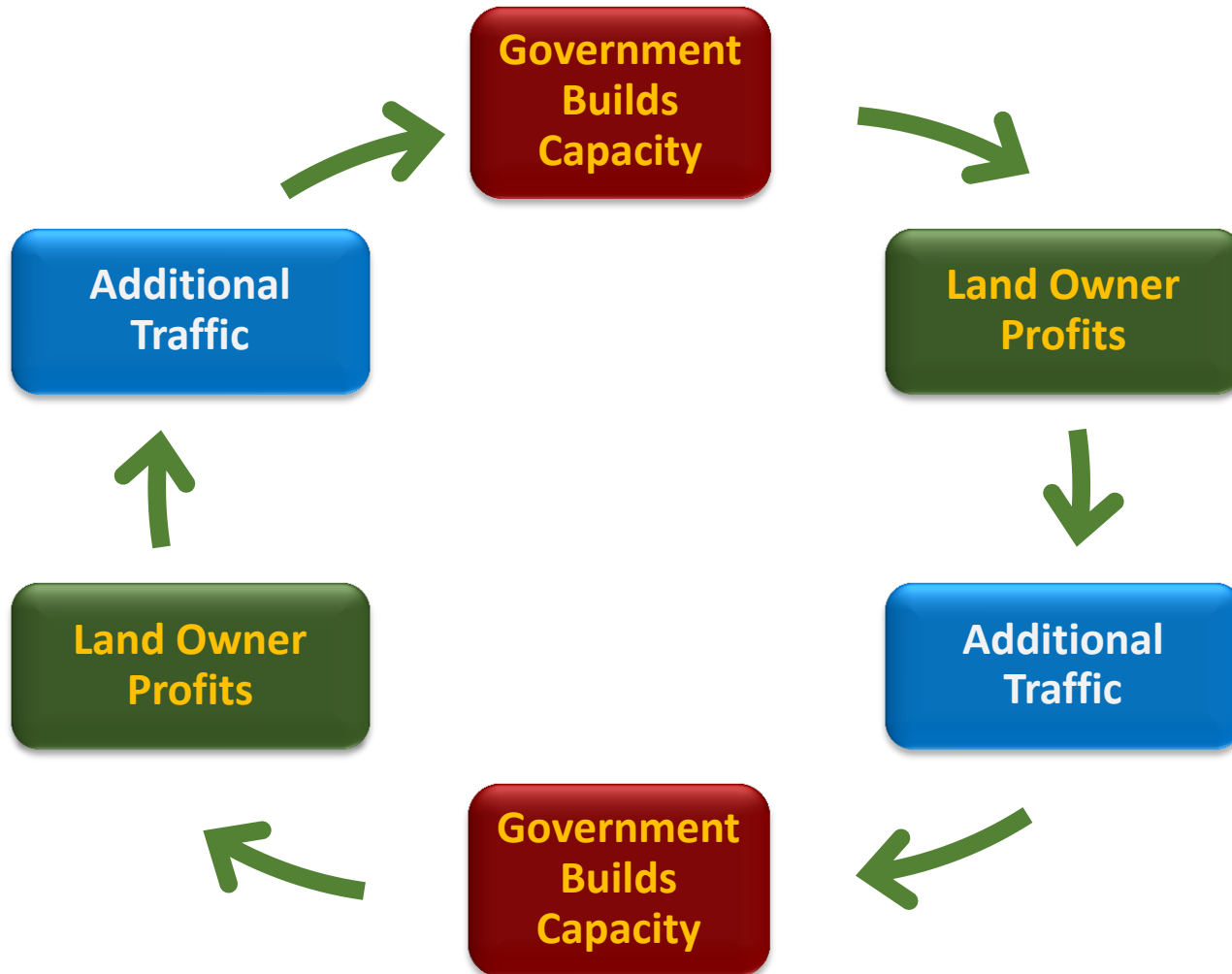
Adopted 2040 Mobility Plan



Regional Rail Plans

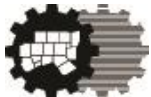


Traditional Transportation Cycle

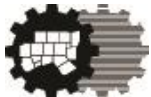
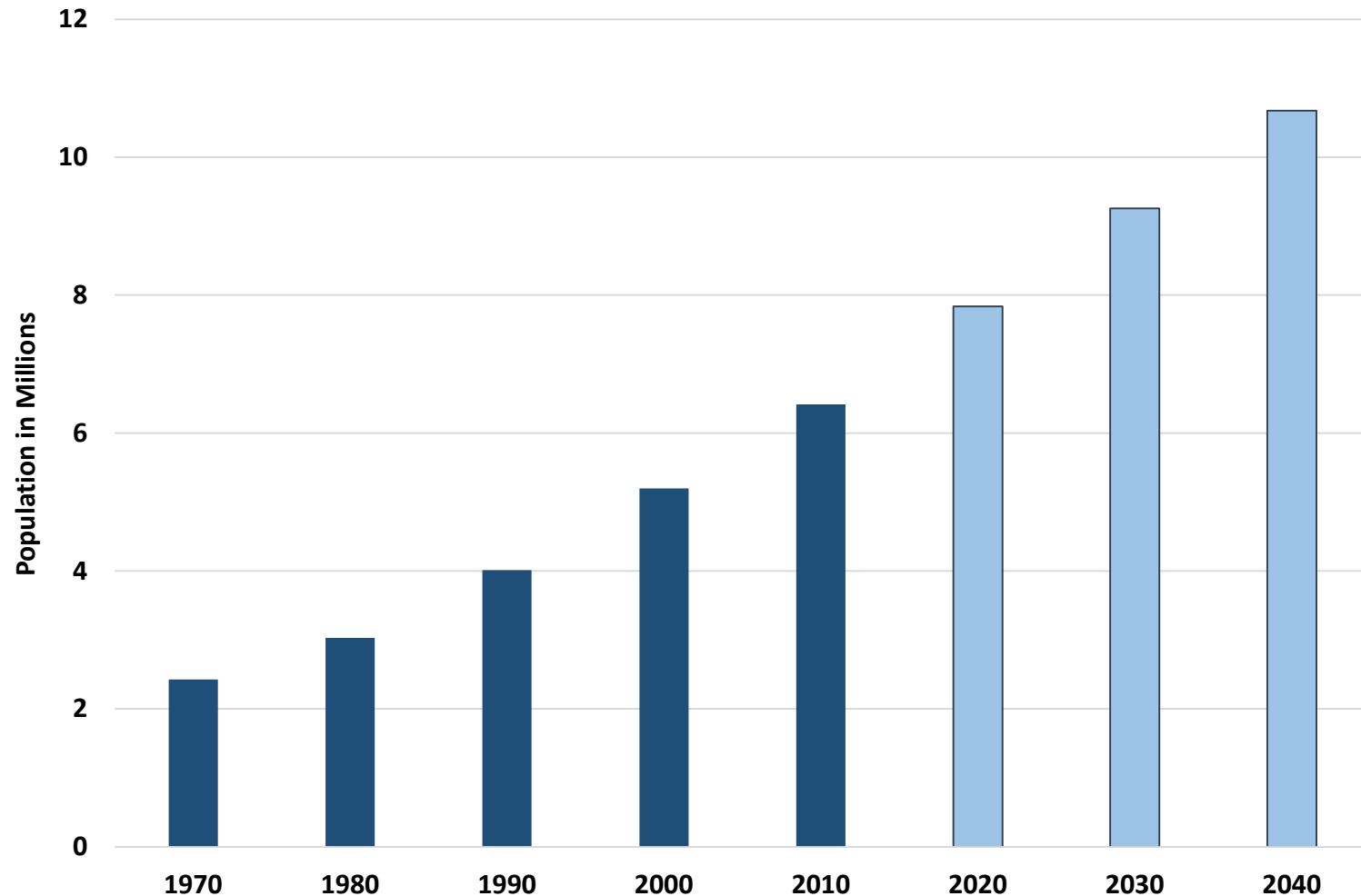




Mobility 2040



Regional Population Growth



Long Range Transportation Plan



Required by Federal Law



Represents a Blueprint for the Region's Multimodal Transportation System



Covers at Least a 20-year Timeframe



Responds to Goals



Identifies Policies, Programs, and Projects for Continued Development



Guides the Expenditure of Federal and State Funds



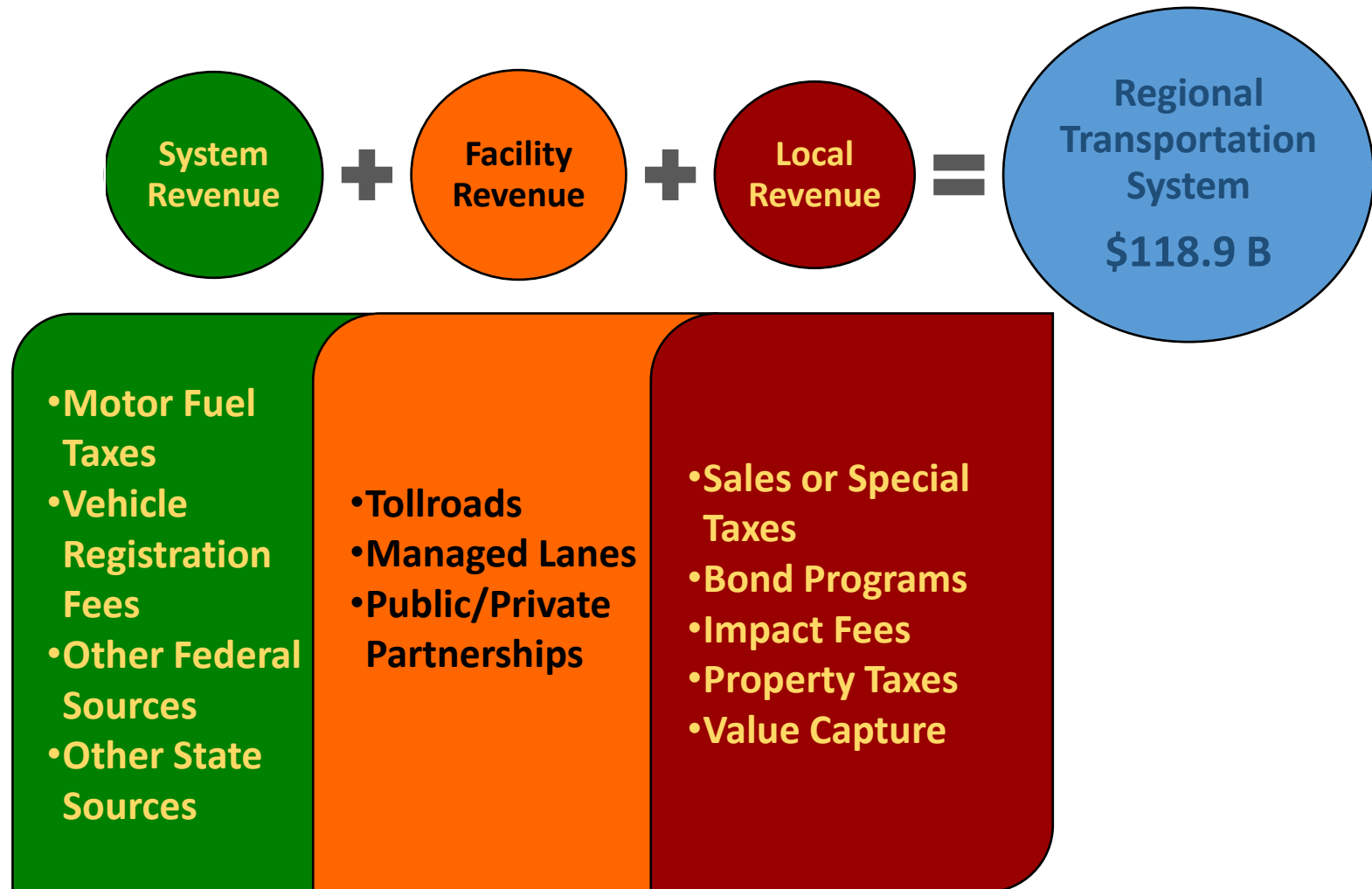
Prioritization and Expenditures

Maximize Existing System	Infrastructure Maintenance <ul style="list-style-type: none"> • Maintain & Operate Existing Facilities • Bridge Replacements 	\$37.4
	Management and Operations <ul style="list-style-type: none"> • Improve Efficiency & Remove Trips from System • Traffic Signals and Bicycle & Pedestrian Improvements 	\$7.2
	Growth, Development, and Land Use Strategies More Efficient Land Use & Transportation Balance	\$3.6
Strategic Infrastructure Investment	Rail and Bus Induce Switch to Transit	\$27.2
	HOV/Managed Lanes Increase Auto Occupancy	\$43.4
	Freeways/Tollways and Arterials Additional Vehicle Capacity	
Mobility 2040 Expenditures		\$118.9*



*Actual dollars, in billions. Values may not sum due to independent rounding.

Funding Basics

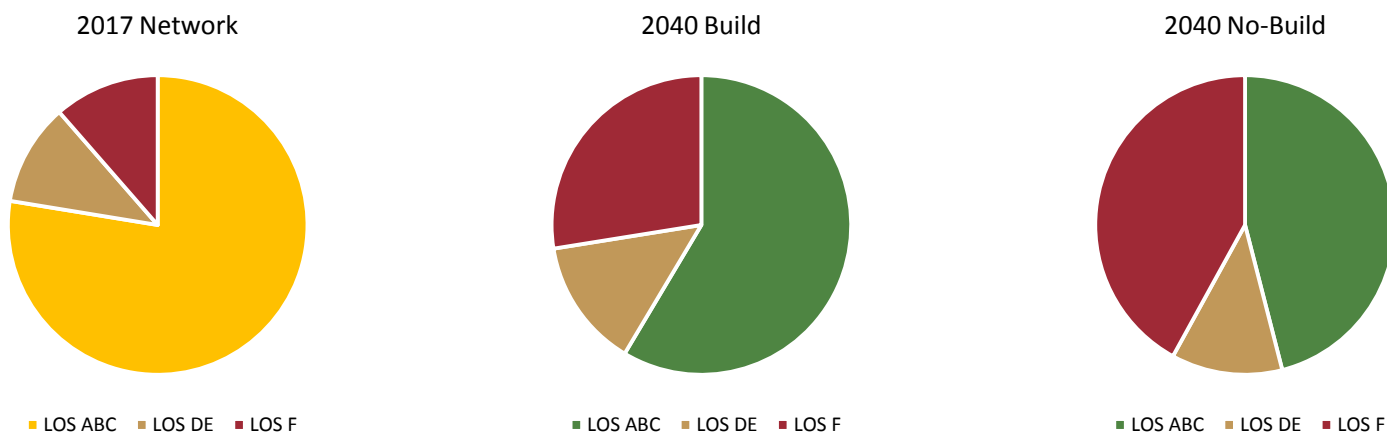


Regional Performance Measures



Regional Performance Measures	2017	2040	No-Build
Population	7,235,508	10,676,844	10,676,844
Employment	4,584,235	6,691,449	6,691,449
Vehicle Miles of Travel (Daily)	206,162,076	319,470,644	320,119,945
Hourly Capacity (Miles)	44,334,264	52,655,877	43,872,454
Vehicle Hours Spent in Delay (Daily)	1,521,068	3,587,038	6,198,230
Increase in Travel Time Due to Congestion	38.2%	58.4%	98.2%
Annual Cost of Congestion (Billions)	\$10.7	\$25.3	\$43.9

Lane Miles at Level of Service ABC, DE, and F



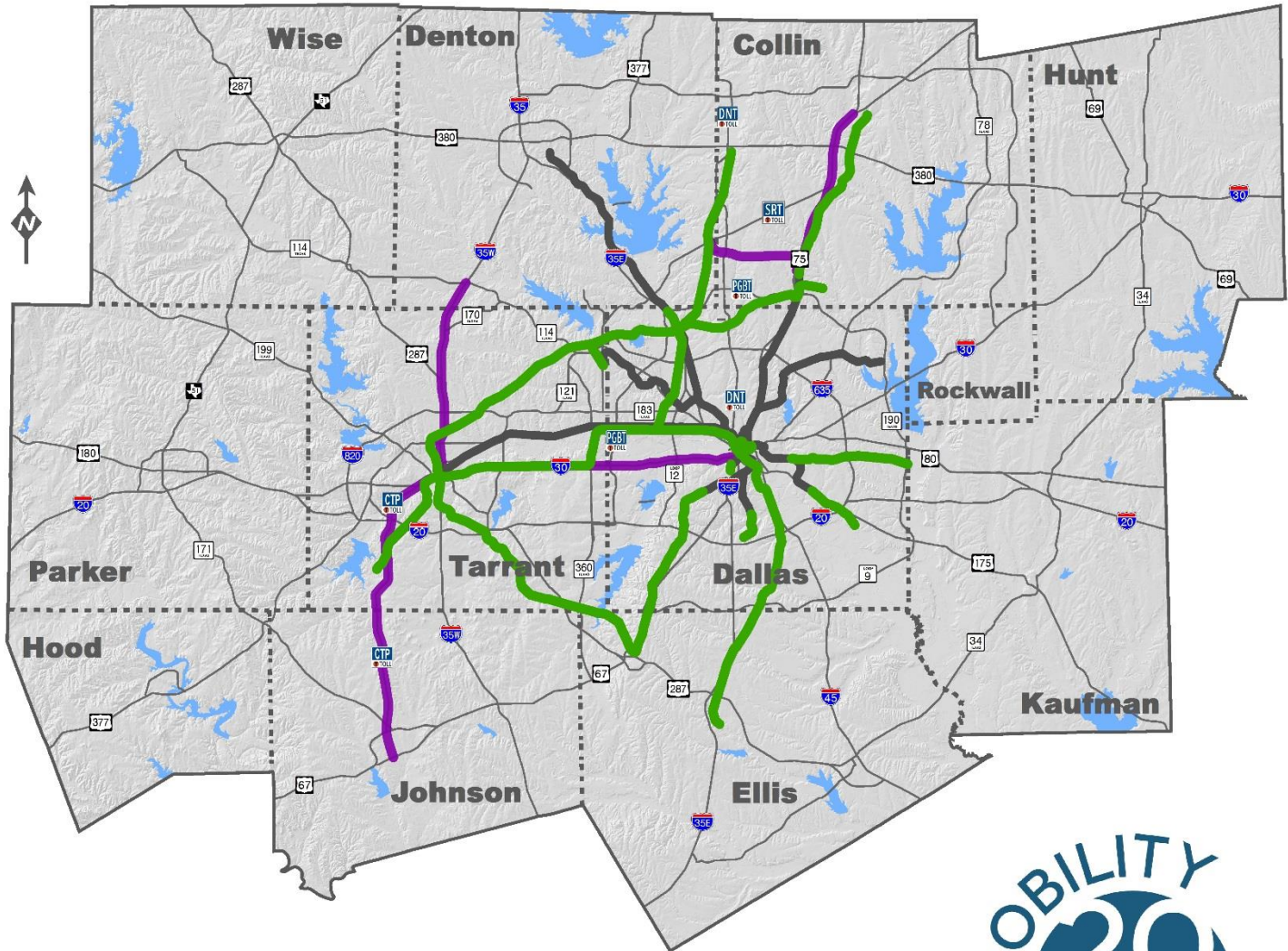


Regional Rail



Major Transit Corridor Recommendations

- Recommended Rail
- Existing Rail
- Recommended High-Intensity Bus
- Major Roadways



Dallas CBD



Fort Worth CBD



Transit Modes

High Intensity Bus

- Express Service
- Enhanced Amenities
- Destination Focused
- Defined Stations
- Signal Priority

Regional Rail

- Long Distance Connections
- Shares Track with Freight
- Diesel Engines with Electric Motors



Regional Rail

- New Technology for Region
- Similar to Light Rail
- On-board Power, No Overhead Wires
 - A-Train
 - TEX Rail



DCTA Stadler GTW



TEX Rail Stadler FLIRT



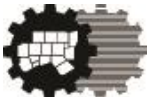
Potential Revenue Sources

- **Special District Tax Ability**
- **Property Tax**
 - **City**
 - **County**
- **Vehicle Registration Fee**
- **Value Capture**
- **Federal Transit Administration**
- **RTC Funds**
- **RTC Loans**
- **Sales Tax Extension**



Potential Revenue Sources

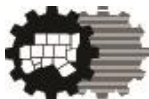
- TIFIA (or similar mechanism)
- Parking
- Advertising
 - In-vehicle
 - Station
- Fiber Optic Lease
- Naming Rights



Potential Fare Structure

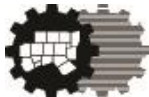
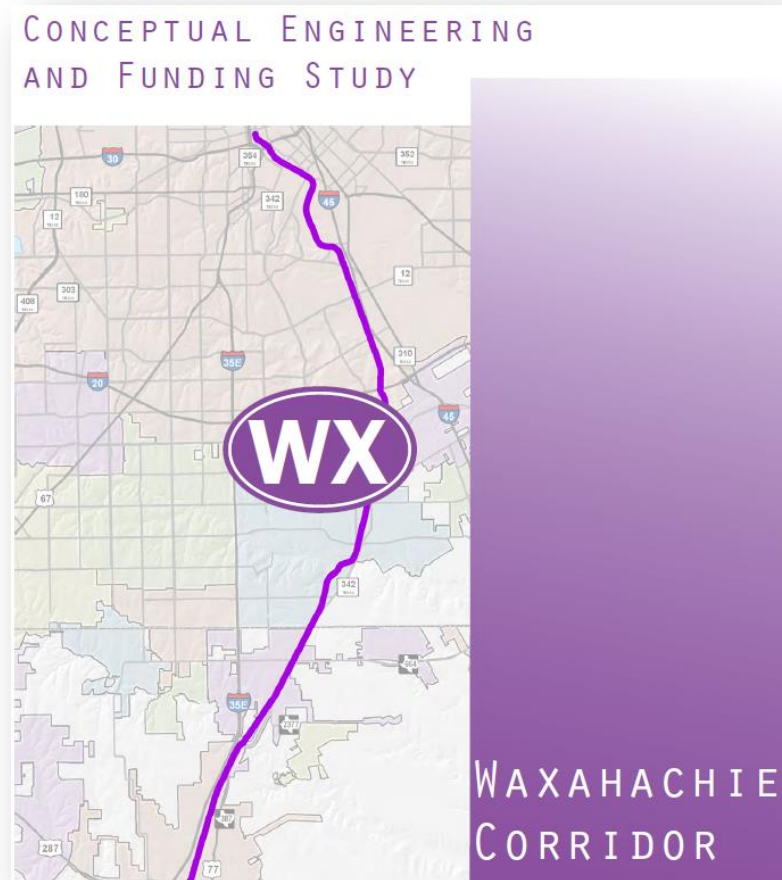
- Fair Fare Structure
- Smart Card Technology Required

Partnership Payment	Lower Fare	Average Fare	Higher Fare	Partnership Payments
Student	Low Income		Peak User	Non-Member City User
Elderly	Frequent User		Special Destination	Special Functions
Unemployed	Off-Peak		Parking Space Use	Ozone Alert Response
Medical			Longer Distance	



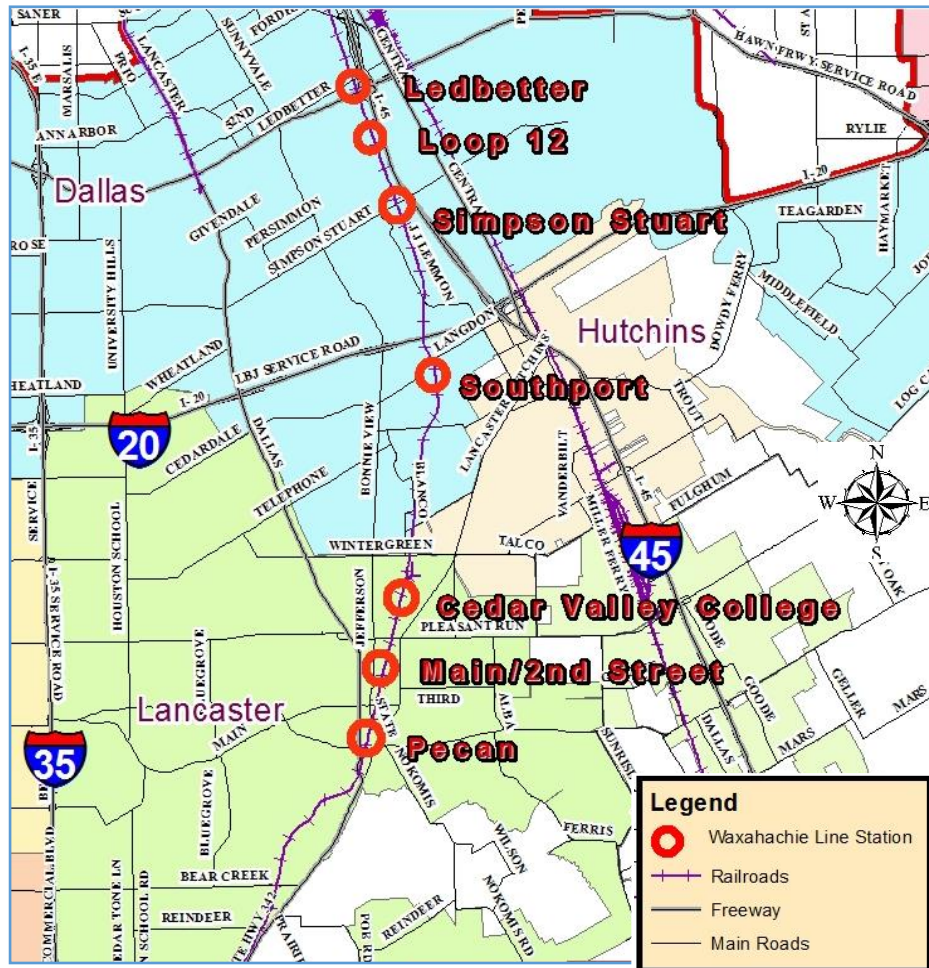
Waxahachie Corridor

- **Conceptual Engineering and Funding Study
November 2010**
- **Stakeholder Outreach**

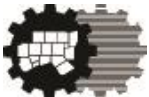
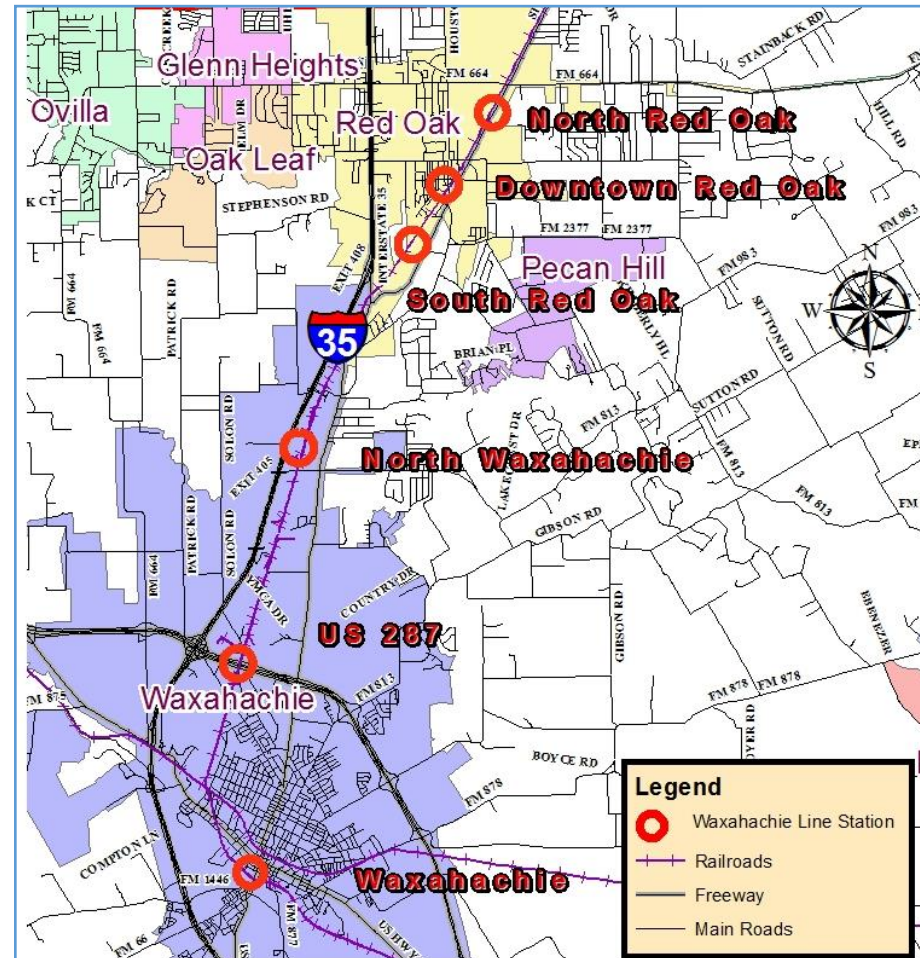


Potential Waxahachie Line Stations

Dallas County

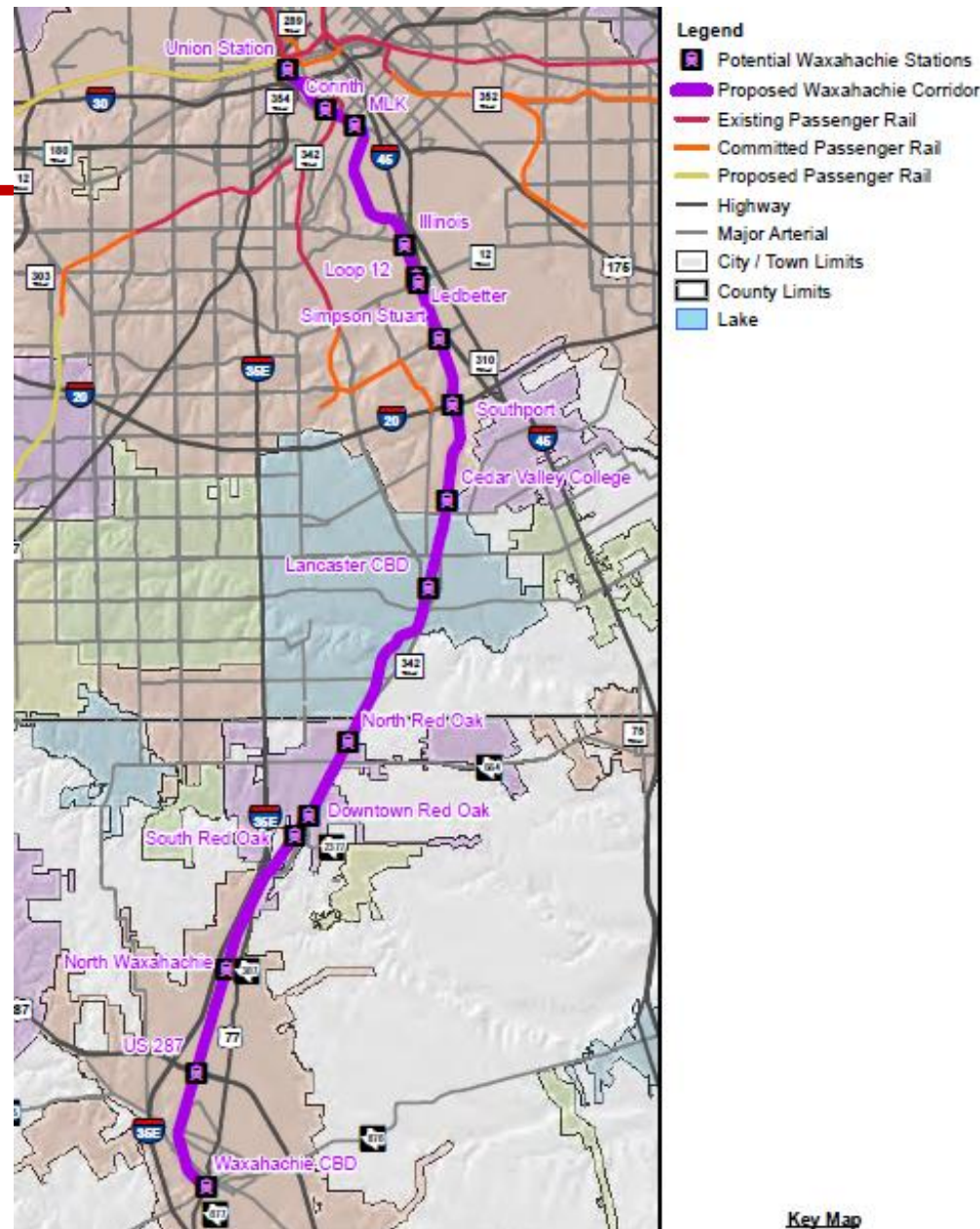


Ellis County

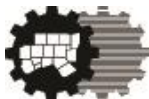


Alternative 2

- Waxahachie to Union Station
- Transfer at Union Station Required
- All Stations Included

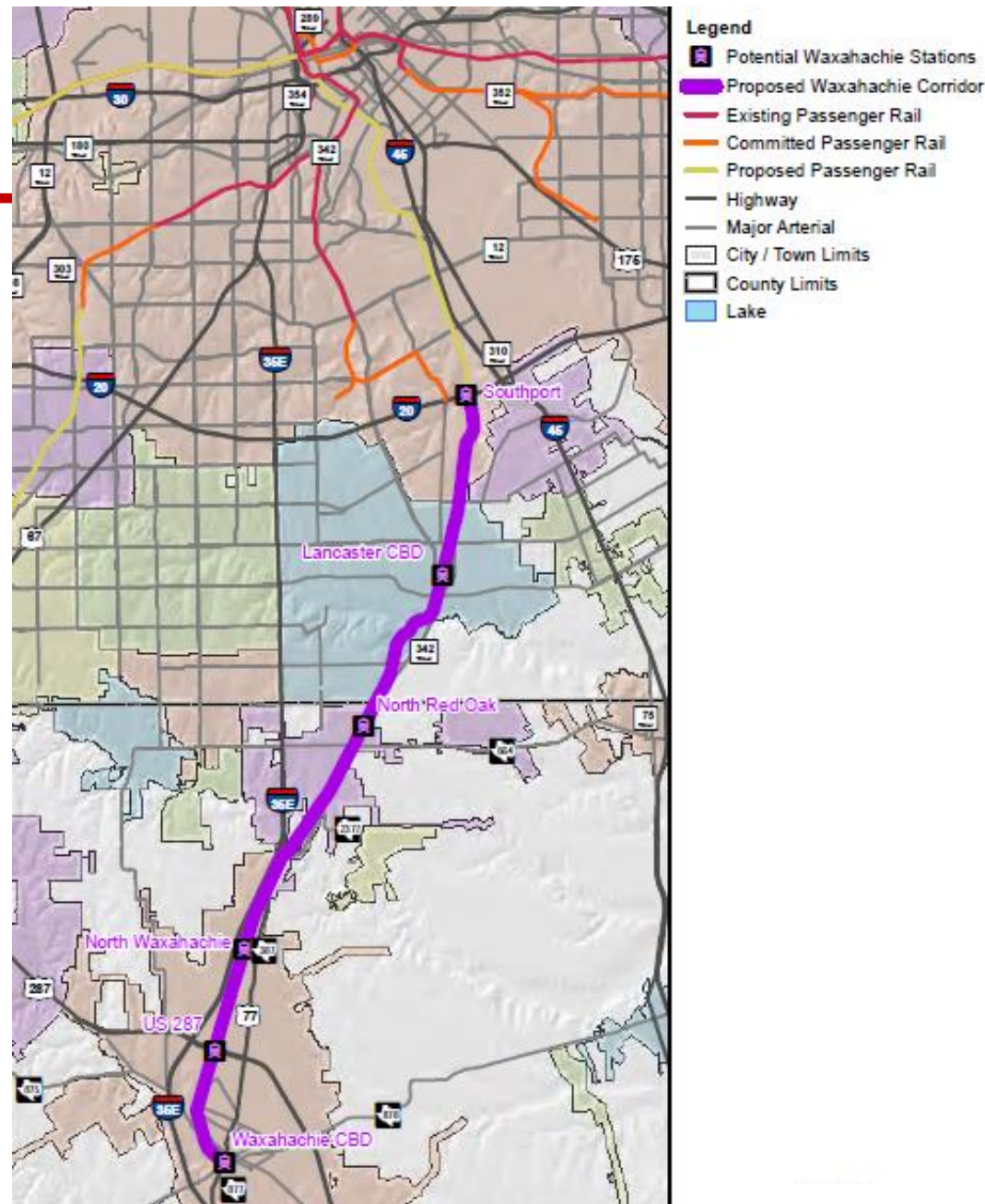


Key Map



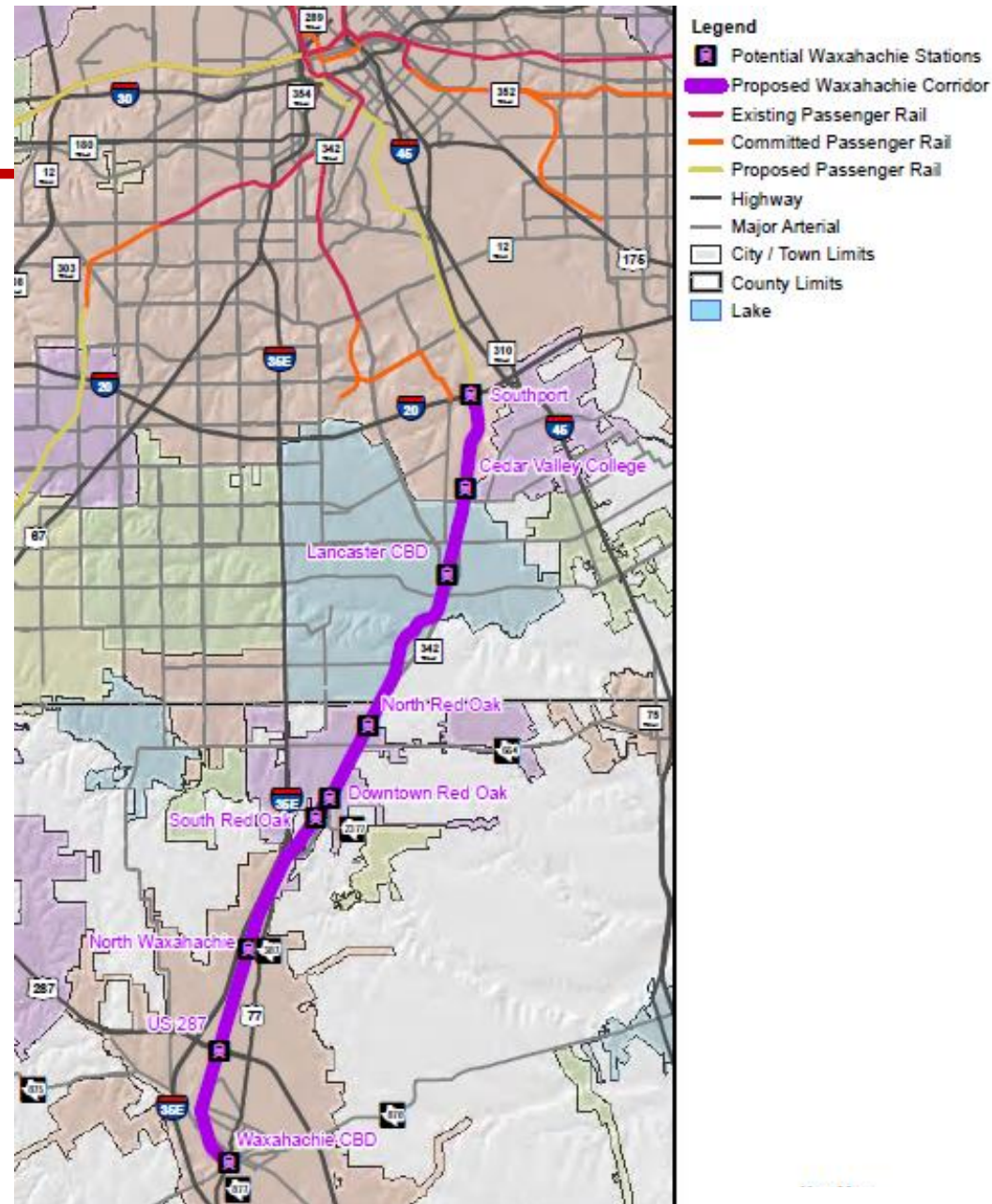
Alternative 3

- Waxahachie to Southport (Blue Line LRT)
- Transfer at Southport Required
- No Stations at:
 - Cedar Valley College
 - Downtown Red Oak
 - South Red Oak



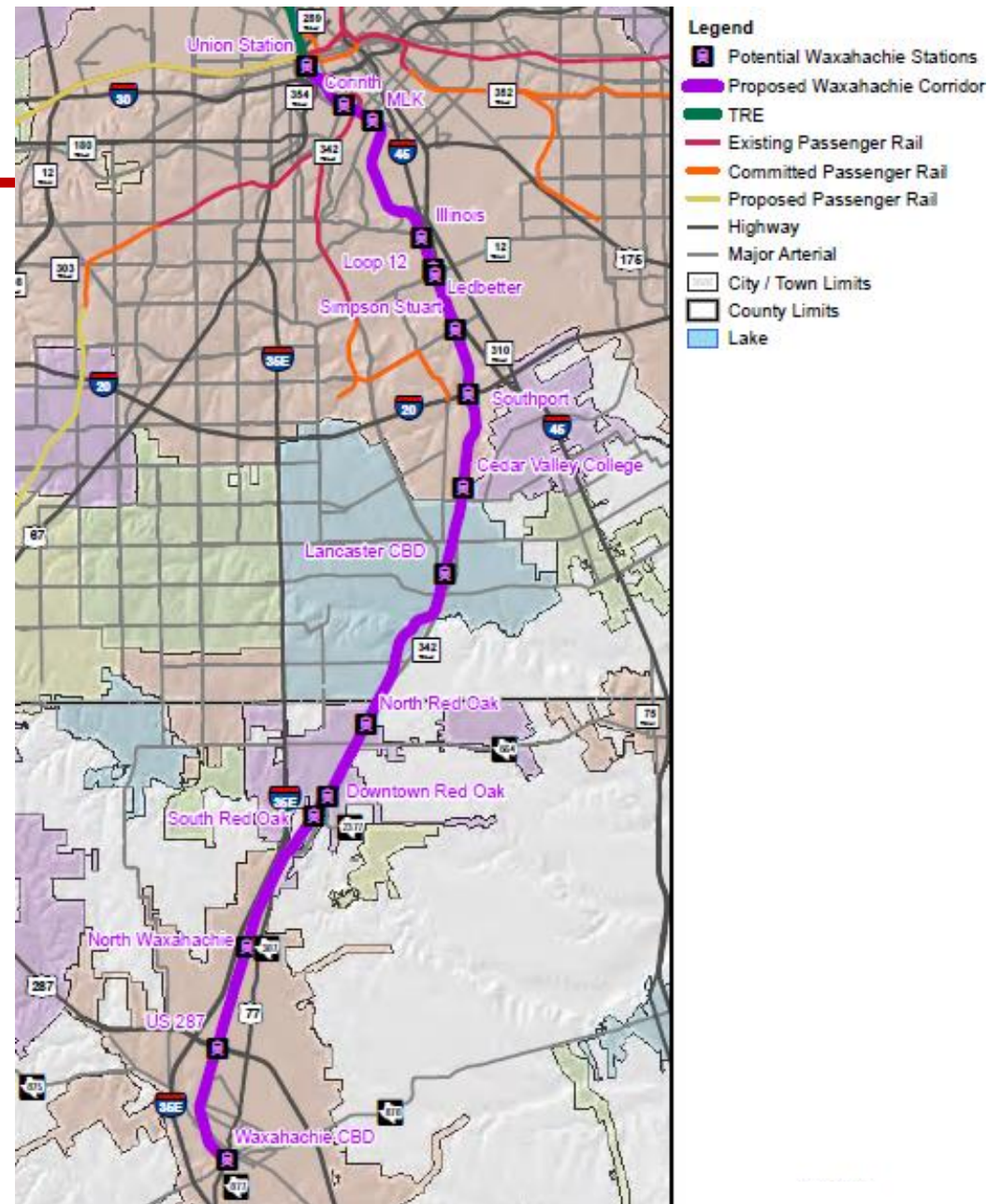
Alternative 4

- Waxahachie to Southport (Blue Line LRT)
- Transfer at Southport Required
- All Stations Included



Alternative 5

- Waxahachie to Union Station
- Continues as TRE Service
- All Stations Included



Stakeholder Comments

- Resolve Conflicts with Freight
- Vehicle Technology Not Critical
- Service Implementation Is Critical
- Service to Employment Centers
- Funding Initiatives
- Glenn Heights Park-n-ride Usage
- Possibly Form Corridor Advocacy Group
- Transit Oriented Development (TOD)



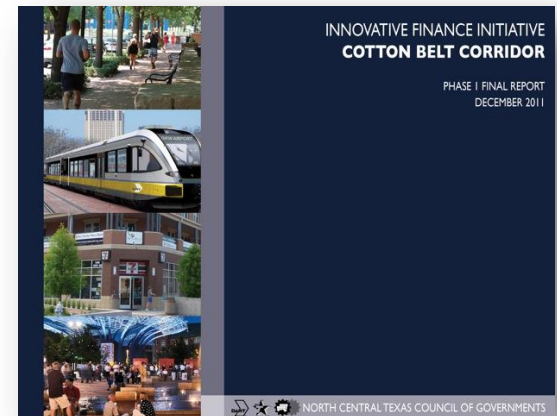
Passenger Rail Corridor Analysis

Criteria	Frisco Alternative 1		McKinney Alternative 3		Waxahachie Alternative 1	
	Value	Rank	Value	Rank	Value	Rank
Stations	10	2	8	3	12	1
Length	29.3	2	17.7	3	30.9	1
Major Employers	17	2	6	3	22	1
Activity Centers	32	3	49	2	117	1
Development	Low	3	Medium	2	High	1
Connectivity	High	1	Medium	2	Low	3
Daily Ridership	5,700	1	4,300	2	4,300	2
Capital Cost	\$474	2	\$400	1	\$533	3
Total Ranking		16		18		13



Possible Next Steps

- **Innovative Finance Initiative (iFi)**
- **Cotton Belt Study Completed in 2011**
- **iFi Purposes**
 - Expedite implementation through innovation
 - Attract private sector investment
 - Focus on innovative funding and financing options
 - Enhance east-west mobility with a sustainable economic development pattern



Waxahachie Corridor

Local Assistance Needed

- **Advocacy Group**
- **Schedule Meeting with NCTCOG Staff**
- **Seeking Commitment of Effort**
 - **Funding Commitment Later**
- **FYI: RTC Polling Results**
 - **More Transit**
 - **Local Funding**
- **iFi?**



Points to Ponder

- **Access Creates Value**
- **Break the Transportation Cycle**
 - Those Who Benefit Should Contribute
- **Spread the Wealth**
- **Stakeholder Support**
- **Be Innovative**
- **Be Bold**



Questions

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