

TEX Rail

Fort Worth, TX

(December 2017)

The Fort Worth Transportation Authority (FWTA) is building the TEX Rail project, a 26.8 mile commuter rail line that will operate between downtown Fort Worth and northeast Tarrant County (the county where Fort Worth is located) to the Dallas-Fort Worth International Airport (DFW Airport). The project will serve nine at-grade stations, including two existing Trinity Railway Express stations in downtown Fort Worth. Seven stations will be newly constructed, six of which will contain park-and-ride facilities. The project also includes construction of a maintenance and storage facility and the purchase of eight diesel multiple unit (DMU) rail vehicles. The rail line will use the existing Cotton Belt right-of-way in Fort Worth and northeast Tarrant County and short portions of the Fort Worth and Western, Burlington Northern Santa Fe, and Union Pacific Railroad rights-of way. The project will be constructed using a single-track alignment, with passing sidings, where necessary, to accommodate operations of 30-minute peak headways and 90-minute off-peak headways on opening day. The estimated ridership is 8,300 daily linked trips, rising to 13,700 by 2035.

The project improves connectivity to other transportation in the region. Besides connecting to the airport terminal complex, the project will connect to the Dallas Area Rapid Transit Orange light rail line for transfers to Irving, Dallas and the rest of the metropolitan area. At Fort Worth's Intermodal Transit Center, the project will connect to Amtrak, Trinity Railway Express and much of the FWTA bus system, as well as intercity bus connections. Residential and employment growth in the project corridor has resulted in increased travel demand and congestion on roads in the area. In addition, population and employment in the corridor are forecast to continue to increase through 2035. The total employment within the TEX Rail study area (i.e. employment within a one-quarter mile buffer around the alignment and one-half mile buffer around the stations) is projected to increase by approximately 46,000 jobs, or 49 percent, between 2005 and 2035.

The total project cost under the Full Funding Grant Agreement (FFGA) is \$1,034.41 million. The Section 5309 New Starts funding share is \$ 499.39 million.

Status

In 2006, the Southwest-to-Northeast Transportation Corridor Study was issued which provided a broad range of modal and alignment alternatives to connect southwest Fort Worth, downtown Fort Worth and DFW Airport. Commuter rail was selected as the preliminary Locally Preferred Alternative in this corridor. In April 2011 the official name of the Southwest-to-Northeast Project was changed to TEX Rail. In March 2012 the FTA granted the TEX Rail project entry into Preliminary Engineering and on August 12, 2013, the FWTA Board of Directors formally adopted a Minimum Operable Segment (MOS) as the preferred alternative. On September 29, 2014 FTA issued the Environmental Record of Decision (ROD) for the TEX Rail Project. An amended ROD was issued on April 17, 2015 to include two (2) new stations and a dedicated Equipment Maintenance Facility (EMF). FTA approved the project into Engineering on June 2, 2015. FWTA and FTA entered into an FFGA in December 15, 2016 and revenue service is scheduled for

January 23, 2020. Construction contracts have been awarded, materials are being procured and construction is ongoing.

Section 3005 of the Fixing America’s Surface Transportation (“FAST”) Act (Pub. L. 114-94; Dec. 4, 2015) authorized FTA to award Federal major capital investment funds for final design and construction of the TEX Rail project. Through FY 2017, Congress has appropriated a total of \$254 million for the project.

Reported in Year of Expenditure Dollars		
Source of Funds	Total Funds (\$million)	Appropriations to Date
Federal: Section 5309 New Starts	\$499.39	\$254 million in total appropriations through FY 2017
Congestion Mitigation and Air Quality Funds (CMAQ)	\$37.50	
State: TxDOT	\$46.31	
Local: Tarrant County Bond Proceeds	\$20.00	
City of Grapevine Sales Tax	\$111.32	
Regional Toll Revenue	\$25.00	
In-Kind contribution from DFW Airport	\$40.00	
FWTA funds	\$254.89	
Total:	\$1,034.41	

NOTES: The Source of Funds and Total Funding numbers are as established at the signing of the FFGA. The sum of the figures may differ from the total as listed due to rounding.

TEX Rail Project, Fort Worth, Texas

