

# Partnerships in Transit



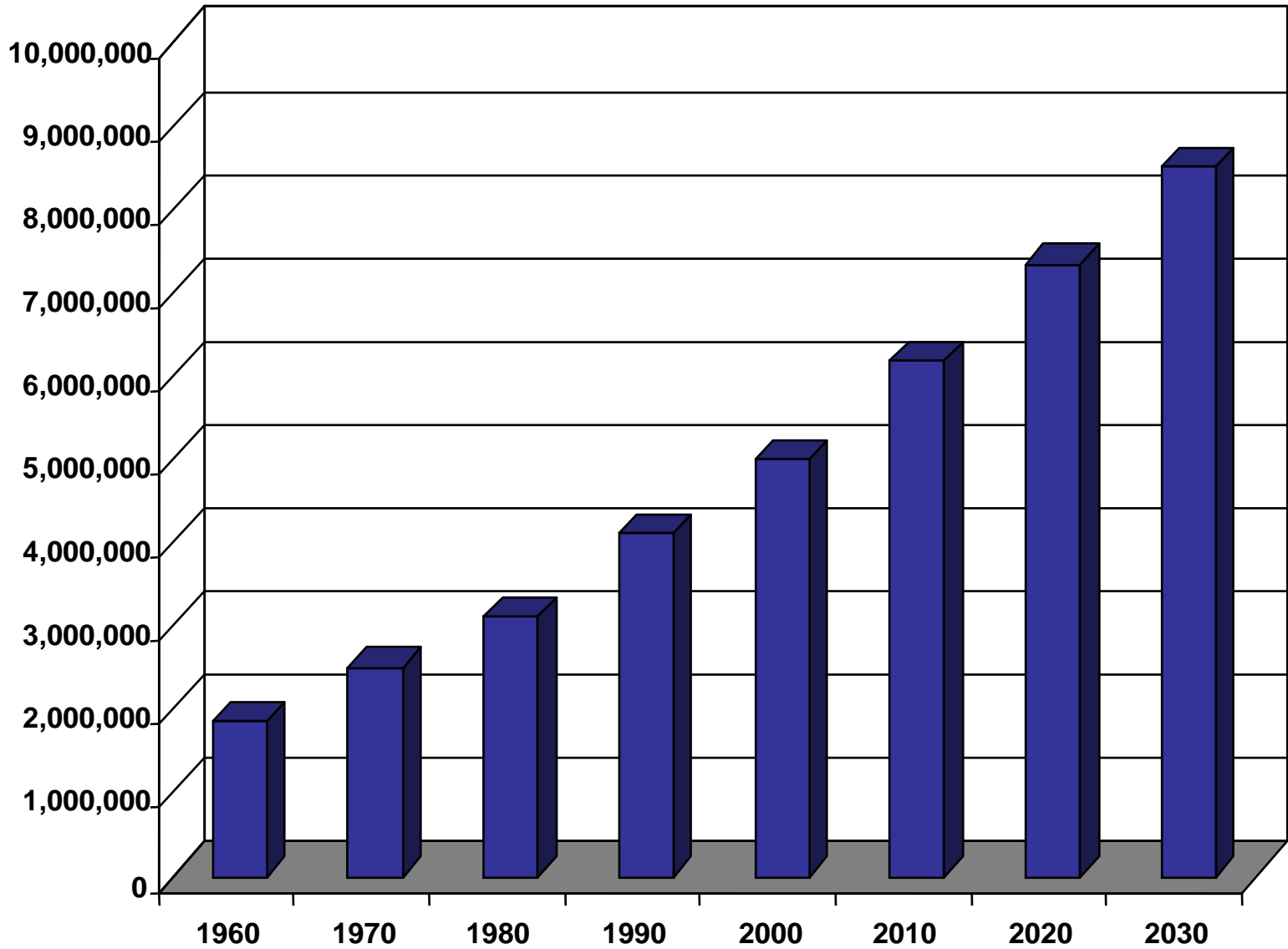
**Tom Leppert**  
Mayor, City of Dallas

October 23, 2008

# BACKGROUND

- 4<sup>th</sup> Largest Metropolitan Region in the Country
- Growing at 1 Million People Every 7 Years
- 19<sup>th</sup> Largest Economy in the World
- 3<sup>rd</sup> Busiest Airport in the Nation
- 2 Major Railways

# REGIONAL POPULATION GROWTH



# REGIONAL TRANSPORTATION ISSUES

**Increased Travel Time  
and Costs**

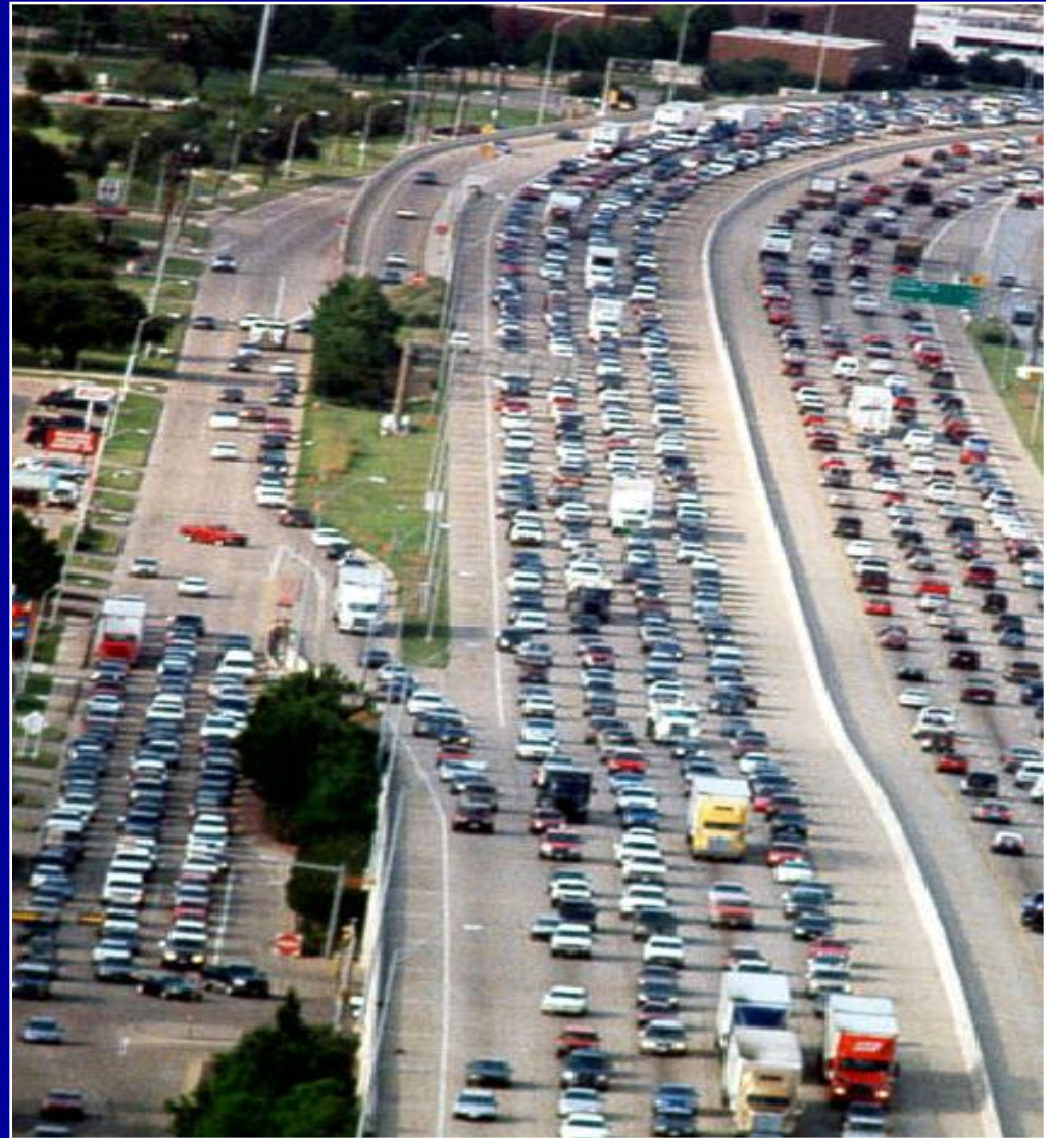
**Ground Level Ozone**

**Inadequate Transit**

**Land Use/Transportation  
Mismatch**

**Decreased Freight  
Access**

**Need for Increased Safety  
and Security**



*The growth rate in freight truck traffic is twice  
the growth rate of automobile trips.*



# The Metropolitan Transportation Plan

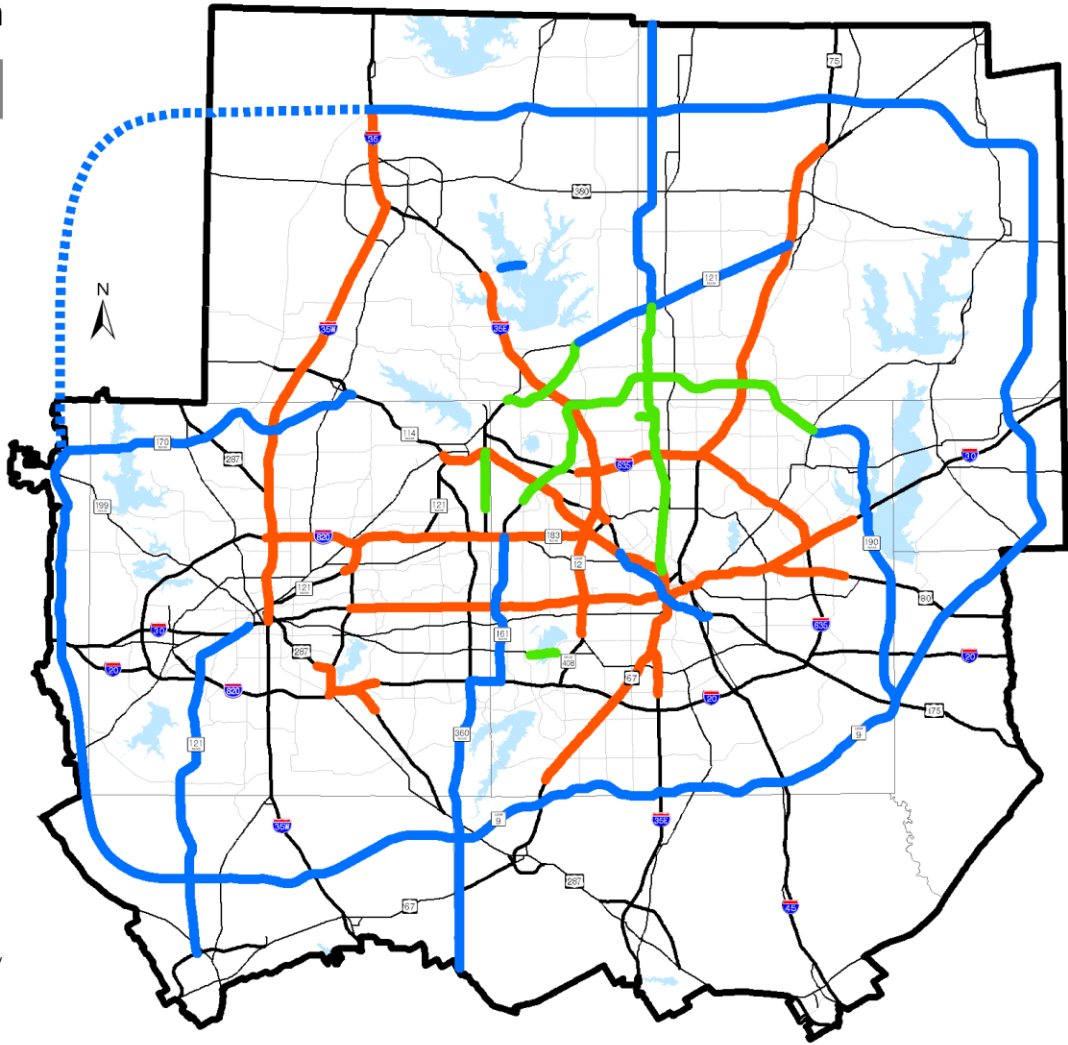
## Priced Facilities

### Legend

- Existing Toll Facilities
- Proposed Toll Facilities
- Proposed HOV/Managed Facilities\*
- Freeways/Tollways

Fort Worth CBD

Dallas CBD



Corridor specific design and operational characteristics for the Freeway/Tollway system will be determined through ongoing project development.

Additional and improved Freeway/Tollway interchanges and service roads should be considered on all Freeway/Tollway facilities in order to accommodate a balance between mobility and access needs.

All Freeway/Tollway corridors require additional study for capacity, geometric, and safety improvements related to truck operations.

New facility locations indicate transportation needs and do not represent specific alignments

Operational strategies to manage the flow of traffic should be considered in the corridors where additional freeway or tollway lanes are being considered.

\* Existing lanes in corridor remain free. Toll charged on new capacity only and will include HOV incentives.



**\$16.8 Billion of Innovative Funding Strategies**

# TRINITY PARKWAY

Safety Benefits

Mobility Benefits

Air Quality Benefits

Sustainability & Flood  
Control Benefits

Expected Completion: 2014



**Passenger Rail Recommendations**

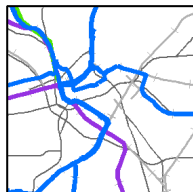
**Legend**

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

Fort Worth CBD



Dallas CBD

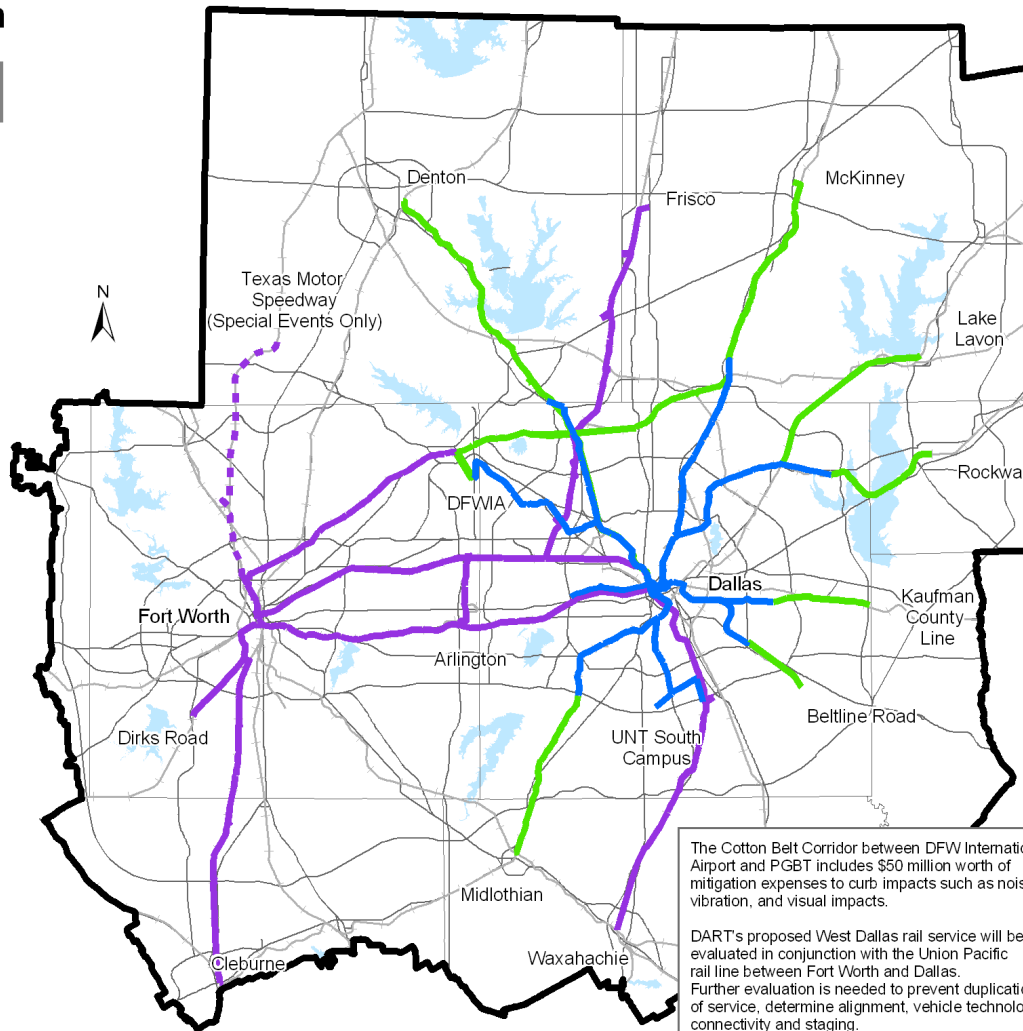


Corridor specific design and operation characteristics for the Intercity Passenger, Regional Passenger and Freight Rail Systems will be determined through capacity evaluation and ongoing project development. Refined rail forecasts are necessary to determine technology and alignment in Future Rail corridors.

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.



# SUMMARY OF FUNDING OPTIONS

	Option 1: Sales Tax	Option 2: Non-Legislative Solution	Option 3: Hybrid	Option 4: Legislative Enabler	Option 5: Vehicle User	Option 6:
Sales Tax	3/8 cents		1/4 cent			
Gasoline Sales Tax	1%			1%		
Motor Vehicle Sales Tax					1.75%	
Vehicle Registration Fee		\$105 per vehicle	\$80 per vehicle	\$80 per vehicle	\$65 per vehicle	\$95 per vehicle
Local Option Gas Tax						4 cents
VMT Tax						
New Resident Impact Fee	\$100 per vehicle	\$100 per vehicle	\$100 per vehicle	\$100 per vehicle	\$100 per vehicle	\$100 per vehicle
Transportation Property Tax		2 cents per \$100 value				



