

## North Texas 2050 Action Package

<b>Issue</b>	<b>Transportation</b>	
Action Tool Title	Passenger Rail	
<b>Description of the tool:</b>	Implementation of an expanded regional passenger rail system	
How Well Does It Work?		
<b>How valuable is this tool? How important is its contribution to achieving North Texas' vision for the future?</b>		
<p>Passenger rail offers an alternative that adds capacity by reducing the number of vehicles on the roadways. NCTCOG will continue to study and examine the implementation of an expanded passenger rail system to help alleviate traffic congestion by enabling seamless service throughout the region without the need for a personal automobile. The Rail System Recommendations in the Mobility Plan 2030-2009 Amendment identified approximately 500 miles of rail lines. Of that, 83 miles are existing service, 128 miles are programmed projects and projects currently under development, an additional 38 miles consist of projects identified in transit authority planning studies, and the remaining 251 miles are projects utilizing funding identified through the Rail North Texas efforts.</p>		
<b>How does it actually work?</b>		
<p>The rail recommendations can be divided into two distinct sets. The first set of recommendations includes rail lines that have identified funding, are currently under study, or are in a long-range plan developed by one of the three local transit agencies. The second set of recommendations adds to the first set by including rail lines that were identified by the Regional Rail Corridor Study (RRCS), Rail North Texas (RNT), and through an alternatives analysis, and are included in this transportation plan. Also, a mature bus system is assumed throughout the transit agency's service areas. The simulation of such a system includes feeder and/or express buses designed to utilize the high-occupancy vehicle (HOV)/managed lanes and rail stations, park-and-ride locations, and transfer centers which are ultimately included in transit recommendations. The rail recommendations were developed to maximize rail corridor interactions and to capitalize on the combinations of routes that produce the most effective ridership results.</p>		
<b>What are the costs and who will they affect?</b>	<b>What are the benefits and who will they help?</b>	
Federal and State Funds	Local Governments in travel demand management	
	Increased transit ridership	
	Improve air quality of the North Texas Region	

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<b>What are the biggest stumbling blocks?</b>	<b>How can they be addressed?</b>		
Ongoing Funding Local Government Partnership	Seek Federal and State Funds Innovative Partnerships		
Who Would be Responsible?			
<b>Primary (lead) responsibility</b>	NCTCOG		
<b>Secondary responsibility</b>	Local Governments		
<b>Need for coordination</b>	Employers		
How Should it be Funded?			
<b>Primary (lead) responsibility</b>	Regional Transportation Council (RTC)		
<b>Secondary responsibility</b>	Local Governments and Transit Agencies		
How Does It Connect?			
<b>What other VNT issues are helped by this tool?</b>	Connected Centers, Diverse, Distinct Communities and Green Region through better transit facilities, reduction in VMT, and improved air quality.		
<b>What other VNT issues could be hurt by this tool?</b>			
How Should It Be Implemented?			
<b>What will be done?</b>	<b>When will it happen?</b>		
<ul style="list-style-type: none"> <li>• First step for action</li> <li>• Following steps for action</li> </ul> add additional steps as appropriate	Under Implementation		
What Examples Can We Follow?			
North Texas Case Studies	<a href="http://www.nctcog.org/trans/transit/planning/rnt/index.asp">http://www.nctcog.org/trans/transit/planning/rnt/index.asp</a>		
Other Texas Case Studies			
Other U.S. Case Studies			
Supporting Research			
Related Information			
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