

Mobility 2030 Metropolitan Transportation Plan

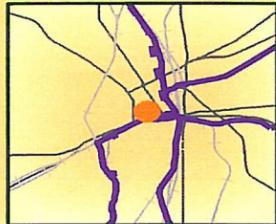


Passenger Rail Recommendations

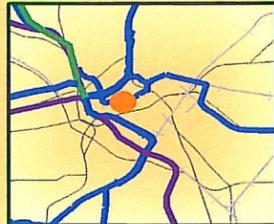
Legend

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

Fort Worth CBD



Dallas CBD



The Dallas and Fort Worth Streetcar systems are included in the plan and final alignments will be determined by each city.

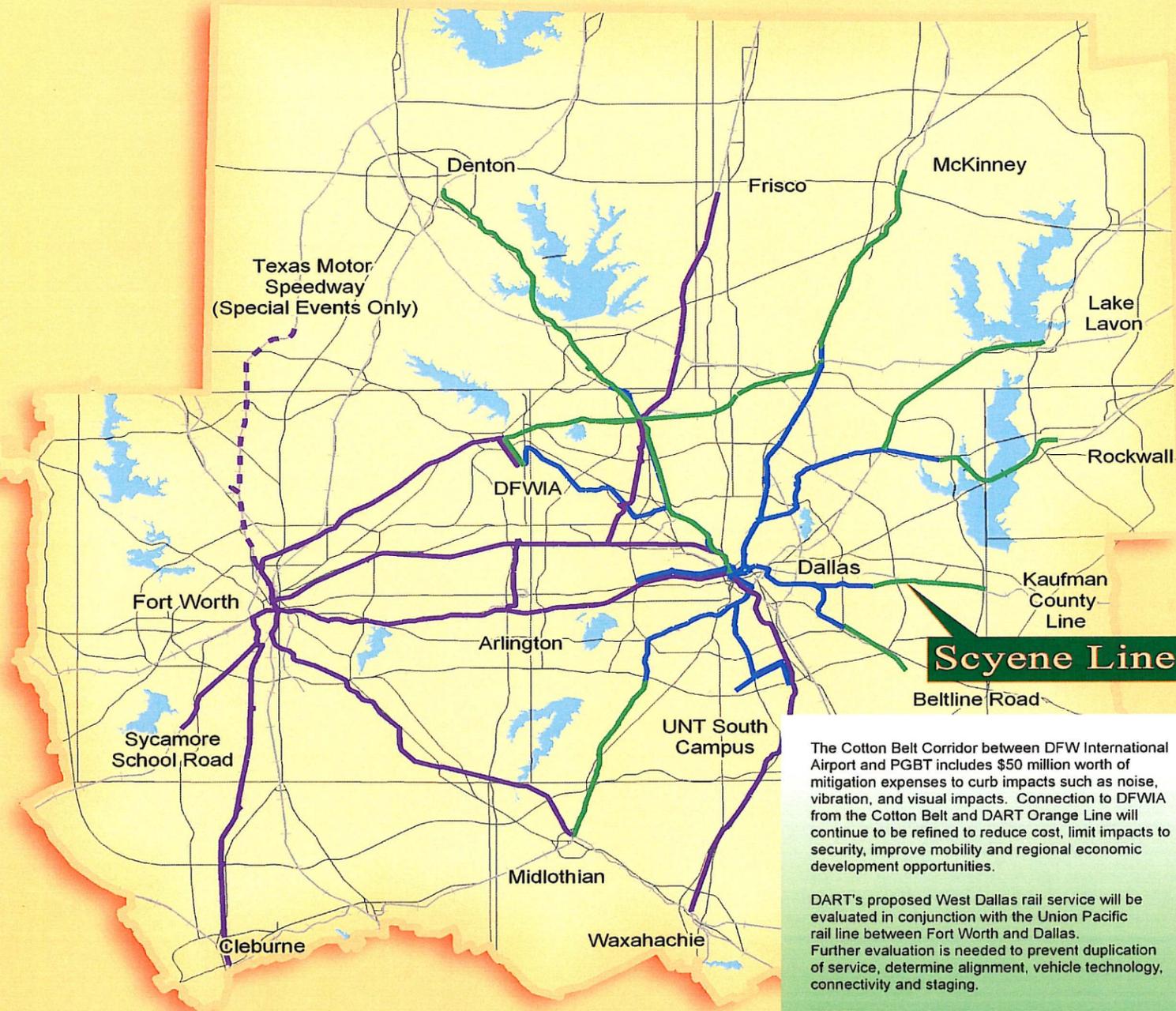
Corridor specific design and operation characteristics for the Intercity Passenger, Regional Passenger and Freight Rail Systems will be determined through capacity evaluation and ongoing project development. Refined rail forecasts are necessary to determine technology and alignment in Future Rail corridors.

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.

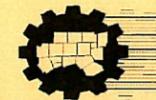
April 09.2009



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. Connection to DFWIA from the Cotton Belt and DART Orange Line will continue to be refined to reduce cost, limit impacts to security, improve mobility and regional economic development opportunities.

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.



North Central Texas Council of Governments Transportation

