

Planning a Comprehensive MRT Network

Ongoing planning of new routes for the Taipei metropolitan area involves studying feasibility of new routes in areas where MRT service is unavailable and extending MRT routes to far-reaching areas. Plans underway include the Wanda-Zhonghe-Shulin line Phase II, Minsheng-Xizhi line, Sanying line, Ankeng line, north and south sections of the Circular line, North-South line, and Shezi-Shilin-Beitou light rail transit network. Upon completion of these routes, the MRT network will extend to more than 270 km and handle an estimated 3.6 million passenger trips per day.

Wanda-Zhonghe-Shulin Line Phase II

Since this route is located in New Taipei City, in September 2012 New Taipei City Government commissioned studies related to route alignment, land development surrounding the depot and stations, and finance plans. As a competent authority, DORTS assisted with review.

Minsheng-Xizhi Line

Completed reports are scheduled to be submitted to a review committee meeting in 2014, jointly presided over by the mayors of Taipei and New Taipei City. Follow-up reports will be submitted to the MOTC then to the Executive Yuan for approval.

Sanying Line

As the local competent authority of the Sanying line, New Taipei City Government appropriated funds to commission Taipei City Government to conduct planning. Currently, comprehensive planning is being implemented by a team of consultants and New Taipei City Government officials. In order to gather a wider range of opinions, five public hearings were held in November 2013. Following analysis, a comprehensive planning report will be submitted to the MOTC by New Taipei City Government then to the Executive Yuan for approval.

Ankeng Line

The preliminary report of comprehensive planning was completed. In accordance with Paragraph 2, Article 15, of the Mass Rapid Transit Act, two public hearings were held on December 27 and 30, 2013, in order to gather a wider range of opinions. Following analysis, a comprehensive planning report will be submitted to the MOTC by New Taipei City Government then to the Executive Yuan for approval.

North and South Sections of the Circular Line

Following reviews and revisions, the latest feasibility report was submitted to the MOTC on October 9, 2013. Based on recommendations made at a preliminary review meeting held by the Bureau of High Speed Rail on October 29, 2013, DORTS revised the report and resubmitted it to the MOTC on December 23, 2013. The MOTC then held a review meeting on December 31, 2013.

North-South Line

Construction of the new route will be implemented in conjunction with construction of the Circular line north section. Once feasibility reports of the Circular line north and south sections have been approved by the central government, DORTS will conduct related reviews to incorporate benefits generated from tax increment financing (TIF) and transit-oriented development (TOD) into the financial plan. After the feasibility report is finished, it will be submitted to the MOTC then to the Executive Yuan for approval.

Progress has already been made in several areas: the Environmental Protection Administration confirmed environmental impact assessment contents on November 5, 2010. The MOTC granted partial subsidies on December 28, 2012. Research and analysis of the project — including investigation of social economy, carbon reduction benefits, and cultural assets for the second phase of environmental impact assessment — were commissioned to an environmental impact assessment consultancy. The final report was completed on December 31, 2013.

Shezi-Shilin-Beitou Light Rail Transit Network

Planning of the new route must be conducted in conjunction with the Shezi environmental impact assessment review in order to be incorporated into urban planning. Following the “Regulations on Application and Review of MRT Construction and Development of the Land Adjacent to or Contiguous with Taipei Rapid Transit Systems,” enacted by the MOTC on April 11, 2011, DORTS is conducting urban planning for areas adjacent to MRT stations and land development financial plans supported by land development benefits (including tax increment financing or financing from other expected external benefits that can be monetized, fund establishment [or use of an existing fund], or designated budget accounts). After the results of financial and economic benefits and the expenditures shared by the central and Taipei City governments have been analyzed, they will be incorporated into the feasibility report. The report will be submitted to Taipei City Government for approval then to the MOTC for review.

Taipei MRT Network Stage 3: Planned Routes

- ① Zhongshan N. Rd.
- ② Minguan E. Rd.
- ③ Nanjing E. Rd.
- ④ Zhongxiao E. Rd.
- ⑤ Xinyi Rd.
- ⑥ Heping E. Rd.
- ⑦ Sengjiang Rd.
- ⑧ Dunhua N. Rd.
- ⑨ Keelung Rd.
- ⑩ Roosevelt Rd.
- ⑪ Beixin Rd.
- ⑫ Yonghe Rd.
- ⑬ Jingping Rd.
- ⑭ Wenhua Rd.
- ⑮ Minsheng Rd.
- ⑯ Nanya S. Rd.
- ⑰ Sichuan Rd.
- ⑱ Zhongyang Rd.

