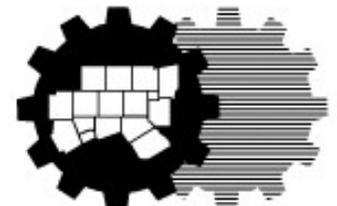


Early Implementation of Coalition Initiatives

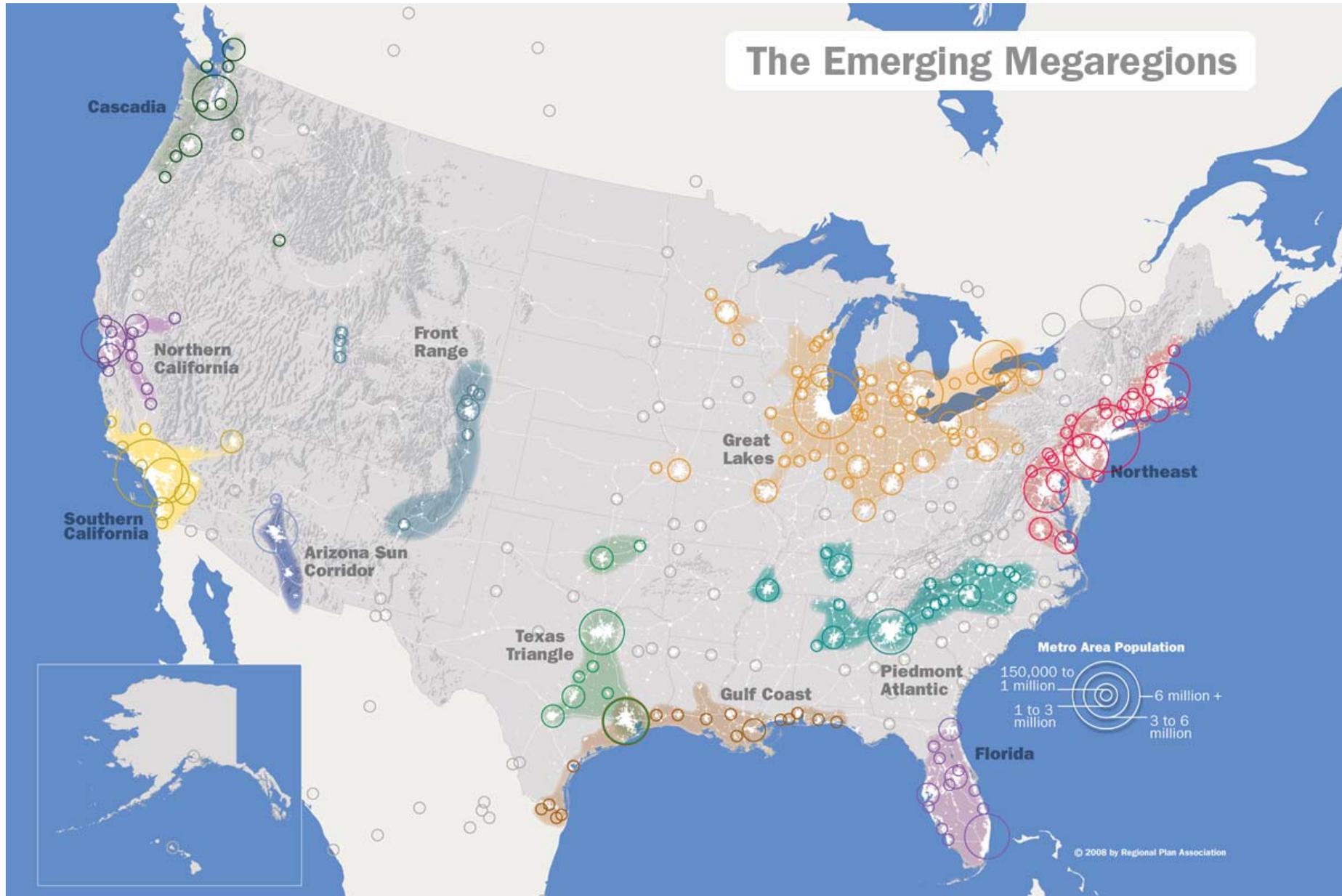
ARK-LA-TEX Rail Summit
May 9, 2009

<http://www.nctcog.org/trans/>
Transportation Department
North Central Texas Council of Governments

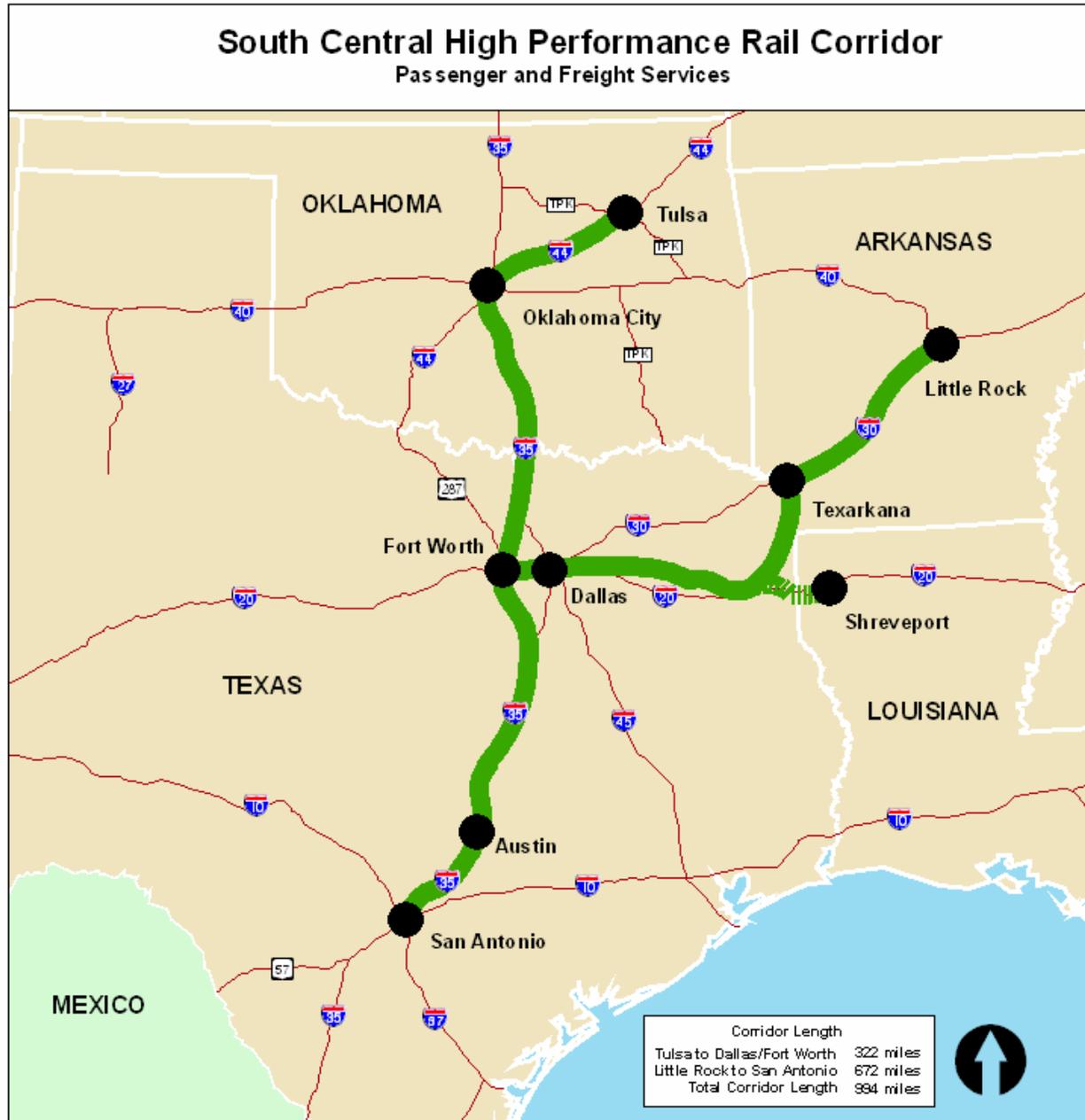


**North Central Texas
Council of Governments**

MEGAREGION - WE ARE ALL CONNECTED



GRASP OPPORTUNITIES



WHY PASSENGER RAIL?

To Provide Transportation Options

Having a rail system provides people the opportunity to choose their travel options. It also allows people without vehicles to be more mobile. This will lead to greater reliability, reduced roadway impacts and a more sustainable future.

Rising Gas Costs

Gas costs more now than ever and is expected to remain high for the foreseeable future. Having access to rail means driving less, which saves money. Fuel availability cannot always be assumed.

To Promote Better Air Quality

Most of the pollution in our region comes from motor vehicles. The more people that park their cars and get onto trains, the less pollution and more clean air for all of us.

To Reduce Congestion

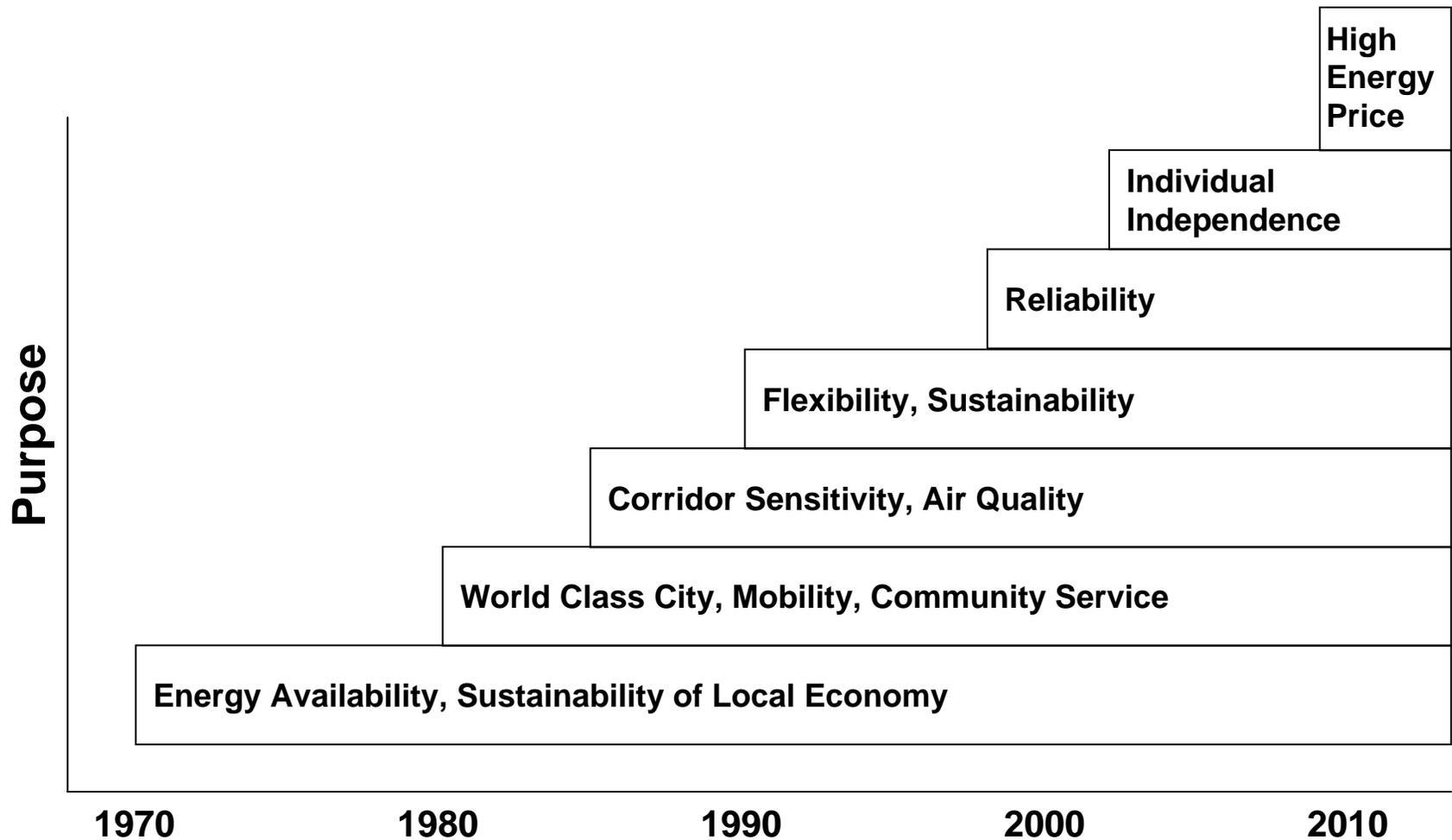
The Dallas-Fort Worth region has grown rapidly and is expected to continue to grow. As more people move to the region, the more congested our roadways will become; resulting in more time wasted sitting in traffic.

To Create a Seamless Transportation System

Having a rail system allows people to travel throughout the region with ease. Seamless connections within the transit system allow people to move from home to work or play and back again.

TRANSIT: THE MATURING REALITY

BUILDING BLOCKS TOWARD ACCEPTANCE

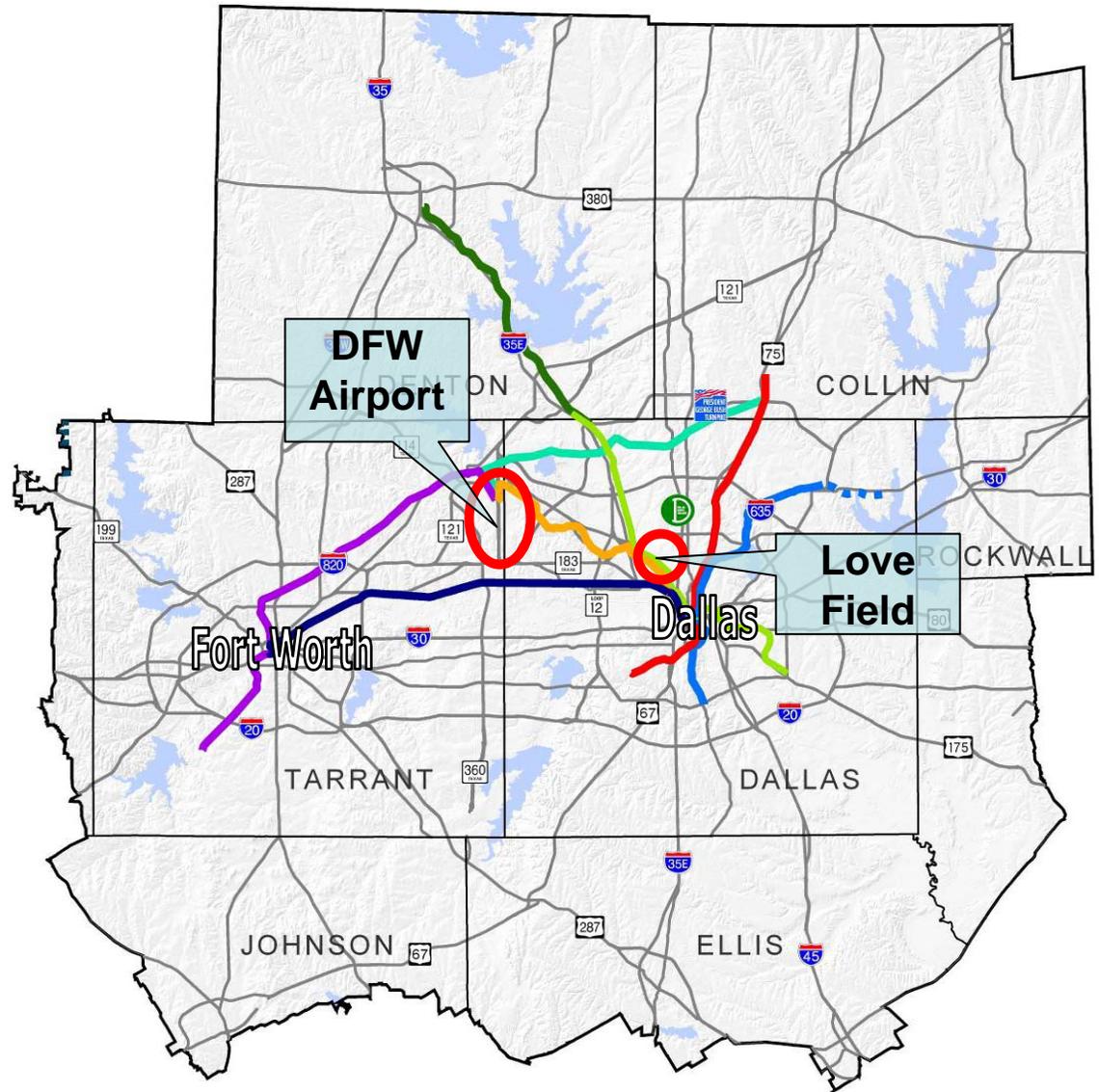


Current Rail System Implementation

Currently In Service



In Service by 2013



Dallas – Fort Worth Passenger Rail Network



Rail Lines Under Consideration

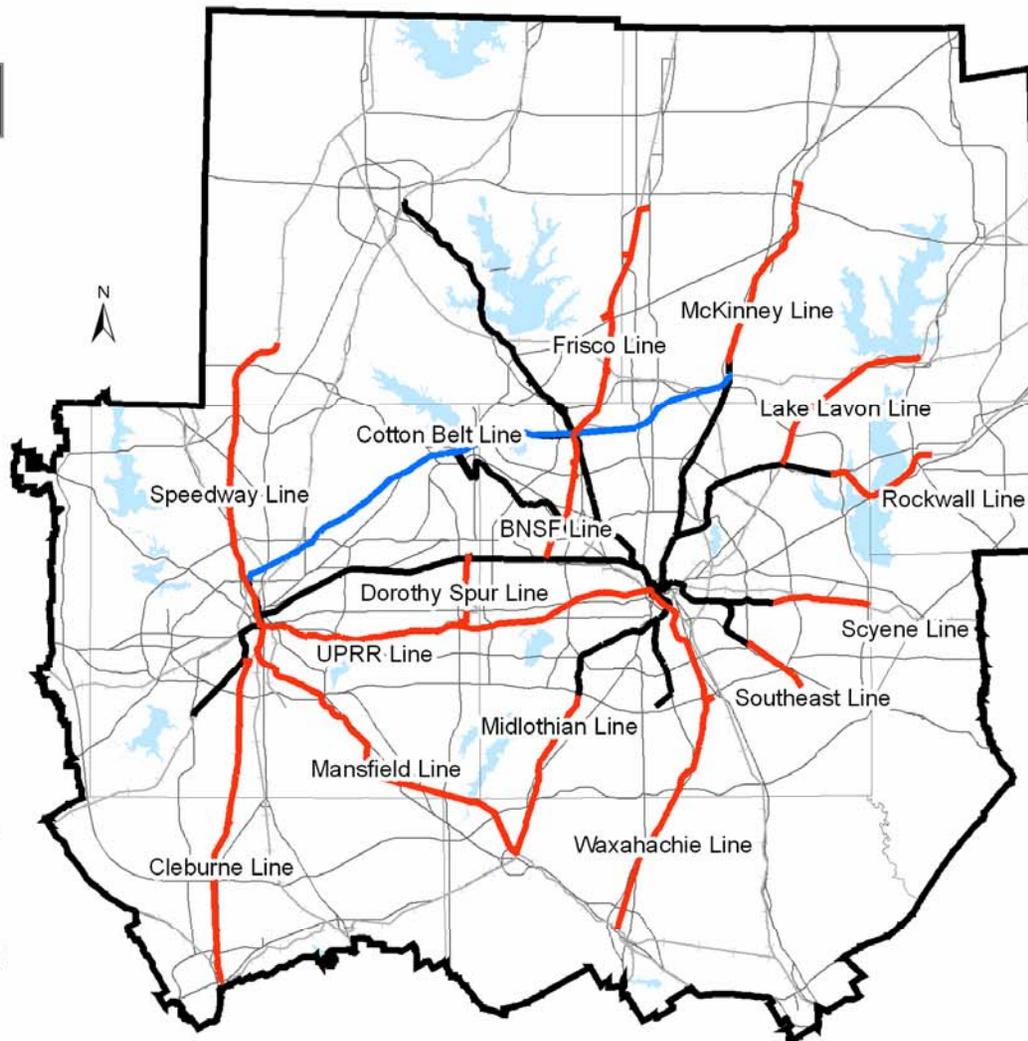
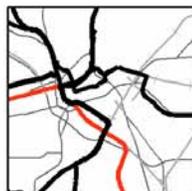
Legend

- Existing Service, Programmed Projects and Projects Under Development
- Projects Pending Alternative Funding
- Cotton Belt- Potential Funding through Public Private Partnership
- ++ 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.

251 Rail Miles Pending Funding



North Central Texas
Council of Governments
Transportation

WHAT MIGHT THE RAIL CARS LOOK LIKE?



Conceptual Drawing

WHAT MIGHT THE STATIONS LOOK LIKE?



AMTRAK Move to Trinity Railway Express

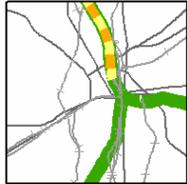


Inter-Regional Passenger Rail Connectivity Recommendations

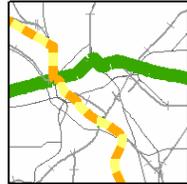
Legend

- Intercity Rail e.g. Amtrak
- Potential High Speed Rail
- Existing Rail Corridors
- Highways

Fort Worth CBD



Dallas CBD

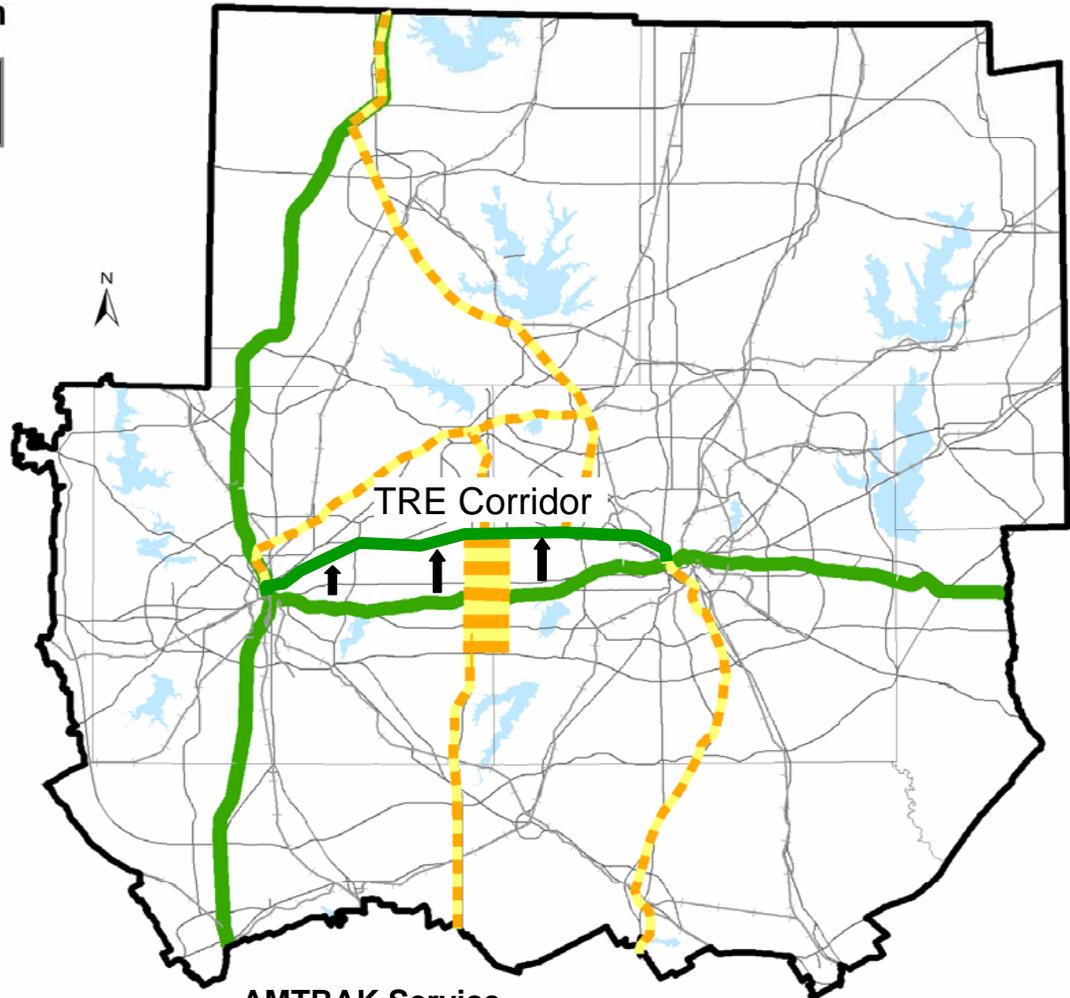


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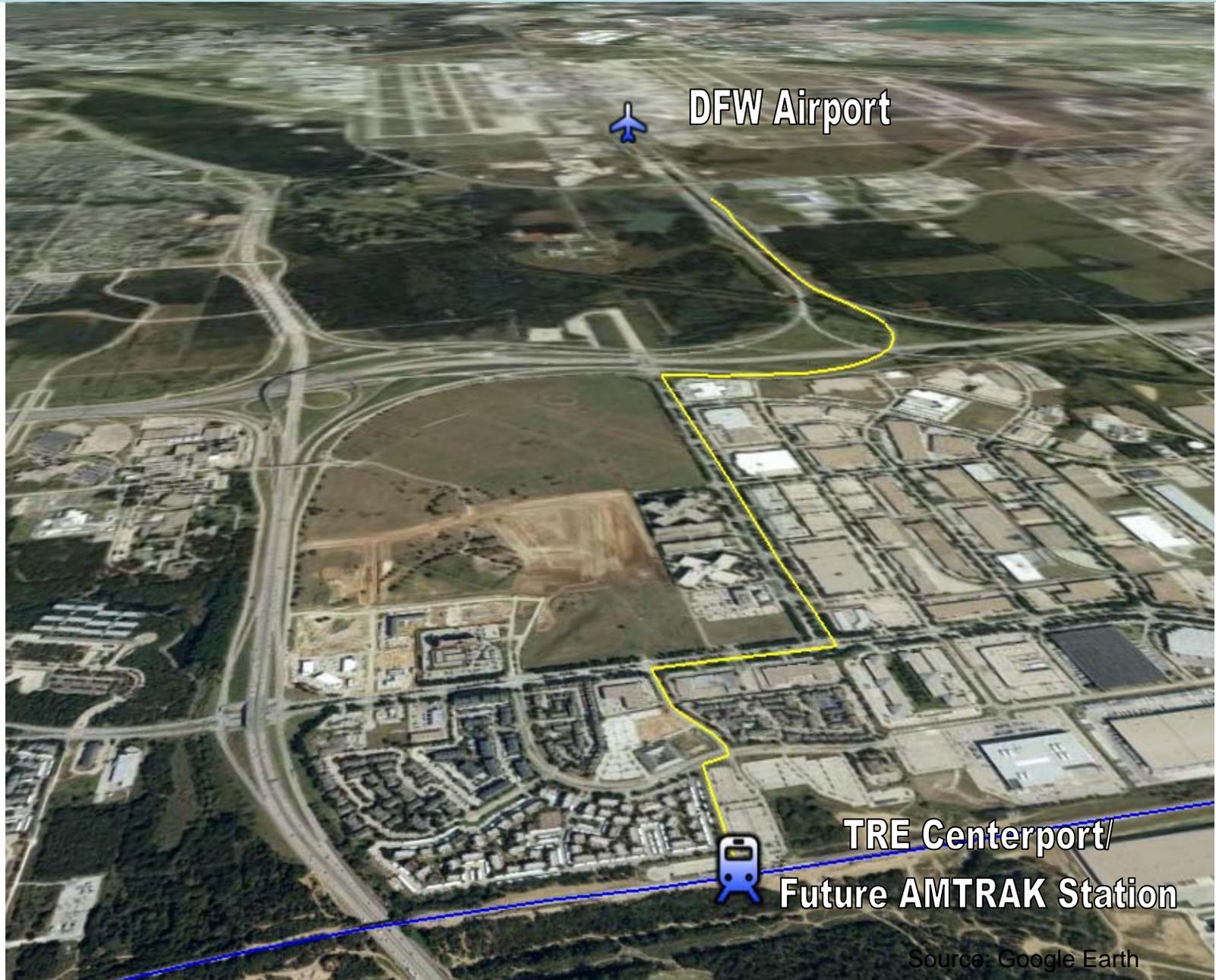
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AMTRAK Service
Westbound September 2009
Eastbound November 2010



AMTRAK Centreport Station at D/FW Airport



DFW Airport

TRE Centerport/
Future AMTRAK Station

Source: Google Earth

WHAT IS TLOTA (SB855, HB9)?

Local option transportation tax with voter approval at the county level

Cities or voters can petition for an election

Ballot will be extremely clear about projects and revenue sources

Selection committee of county, city, and transit officials select projects and revenue source

County to keep online checkbook showing revenues and expenses

American Recovery and Reinvestment Act

**American Recovery and Reinvestment Act (ARRA)
Signed into Law on February 17, 2009**

Purpose:

- Rebuild U.S. Economy**
- To Retain and Create Jobs**
- Invest in Infrastructure**
- Maintain Accountability and Transparency**

**Funding Source is from General Revenue, not the
Federal Trust Fund**

**Speed in Selection, Administration, and Delivery
is Necessary**

Expand ARRA for Multi-State Objectives

Partnership and Leverage

Double Track Full South Central High Speed Rail Corridor

- Planning**
- Design**
- Construction Funding**
- Early Implementation**