

Metropolitan Transportation Update

Hunt County Alliance for Economic Development

January 21, 2009

Dan Kessler



DALLAS/FORT WORTH METROPOLITAN AREA

Fourth Largest Metropolitan Area in the United States

Ranked 3rd in Population Growth Between 1990-2000 Adding Over 1 Million Persons

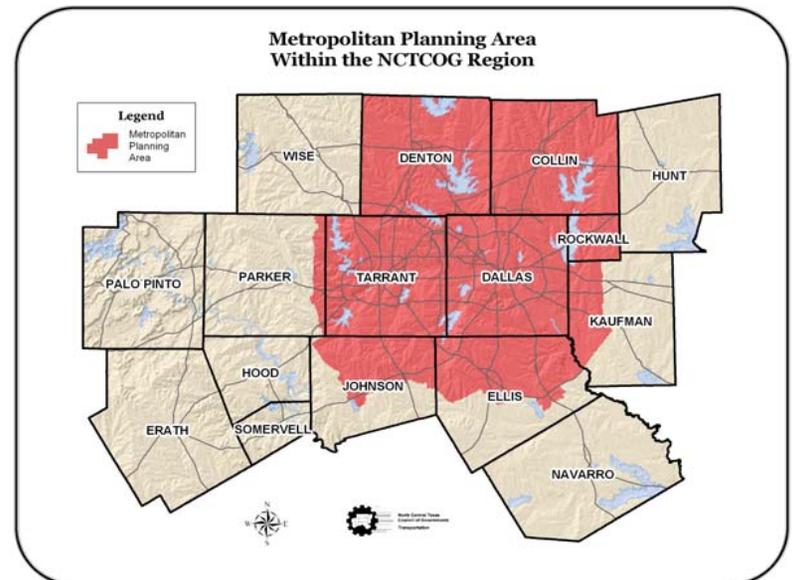
- **Current Growth Trend: Added nearly 850,000 Persons between 2000 and 2007 (Highest growth rate in at least last 50 years)**

Larger than 34 States in Population

Larger than 9 States in Land Area

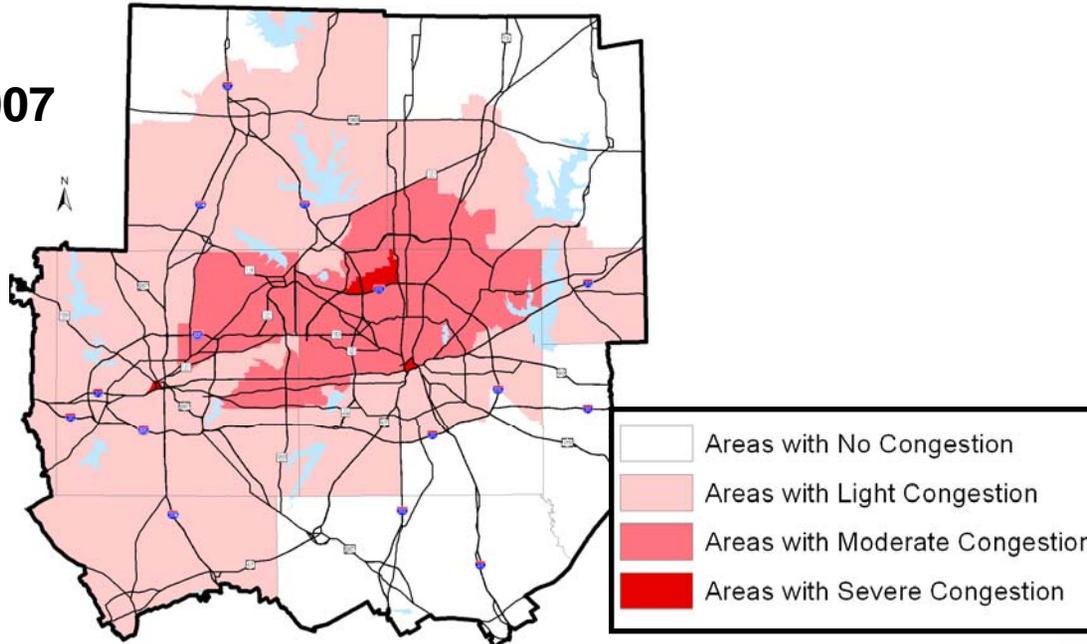
Represent Over 34 Percent of the State's Economy

**6 Million Persons in Year 2006
Growing to Nearly 9 Million
Persons by the Year 2030**



REGIONAL CONGESTION LEVELS

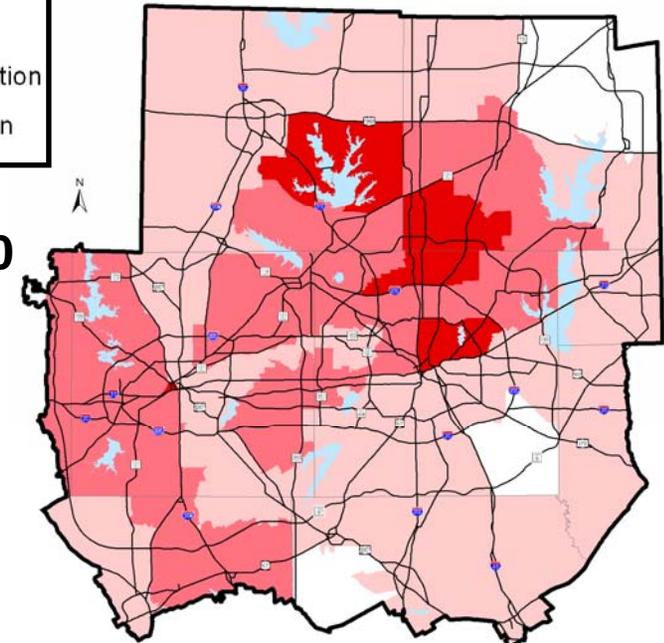
2007



	2007	2030	% Change
Population	5.9 M	8.5 M	44.1%
Employment	3.7 M	5.3 M	43.2%
VMT/Person	25.6	28.4	10.9%

	2007	2030	% Change
Vehicle Miles Traveled	151 M	241 M	59.6%
Roadway Capacity (Lane Miles)	31,000	41,000	32.3%
Daily Total Delay (Vehicle Hours)	1 M	1.7 M	70%
Annual Cost of Congestion	\$4.2 B	\$6.6 B	57.1%

2030



METROPOLITAN PLANNING ORGANIZATION (MPO)

Federal Law

Governor

Metropolitan Planning Organization

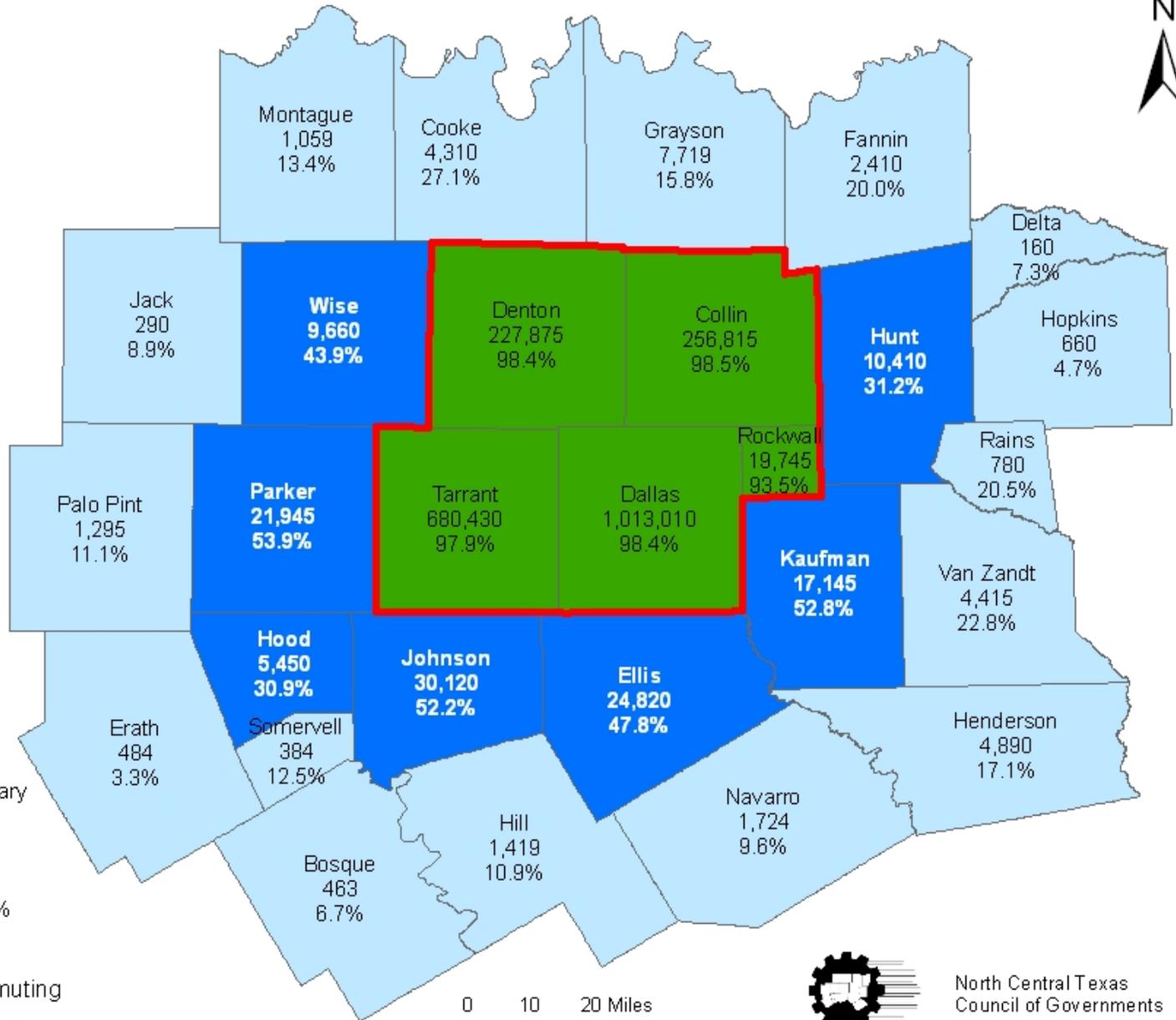
Fiscal Agent

Transportation Policy Board

**NCTCOG
Executive Board**

**Regional
Transportation Council (RTC)**

Year 2000 Workers Commuting to the 5 Core Counties.



Legend

 Core County Boundary

Workers Commuting

 Commuting < 30%

 Commuting 30 - 90%

 Commuting > 90%

695,295 Workers Commuting

97.9% Percentage of Workers Commuting

0 10 20 Miles



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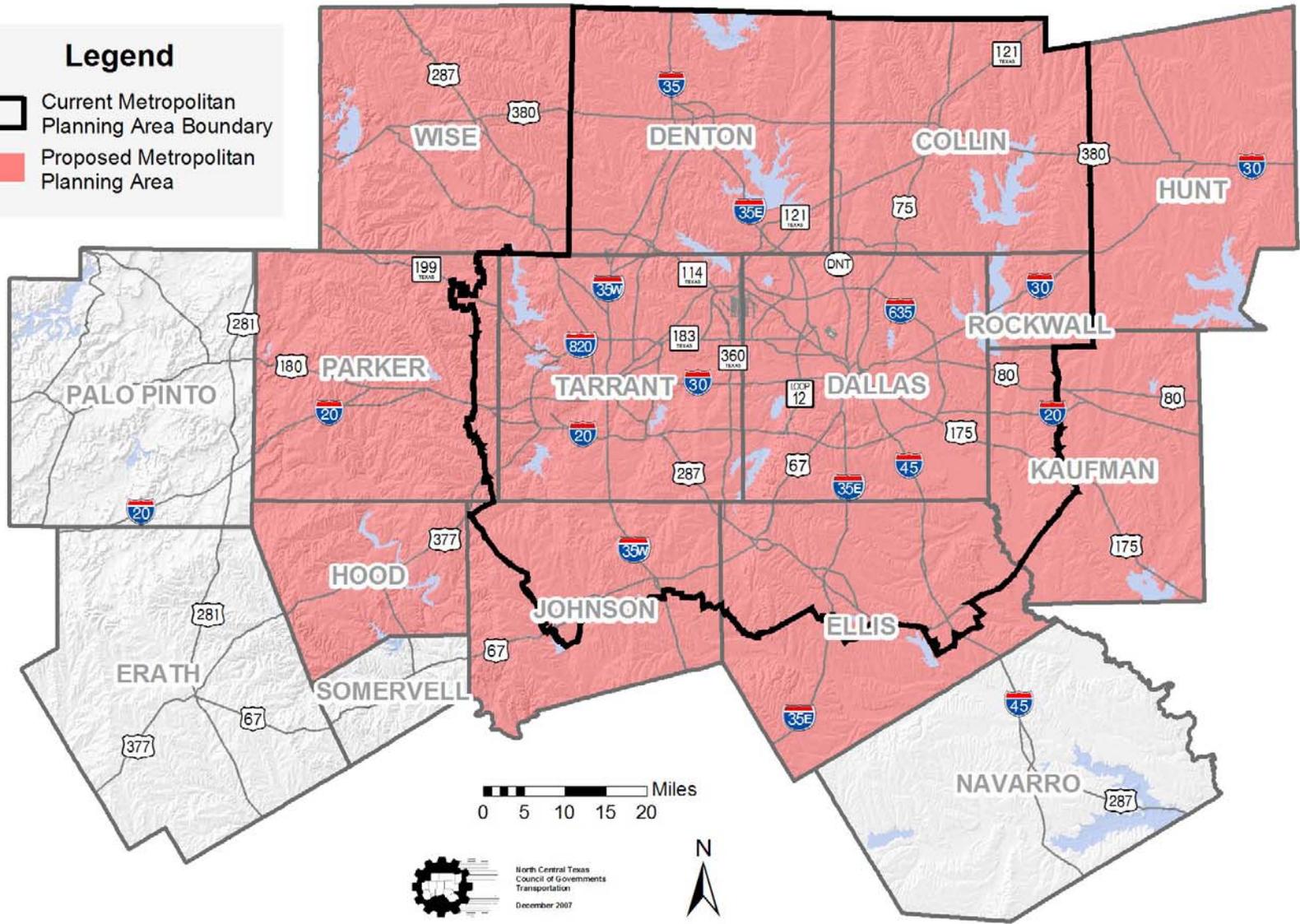
2005-2030 POPULATION GROWTH BY COUNTY

County	Population		Growth 2005-2030	
	2005	2030	Absolute	Percentage
Ellis	139,780	448,588	308,808	221%
Hood	48,516	102,585	54,069	111%
Hunt	88,826	181,478	92,652	104%
Johnson	143,515	444,151	300,636	209%
Kaufman	80,279	277,745	197,466	246%
Parker	95,629	328,418	232,789	243%
Wise	56,177	102,449	46,272	82%

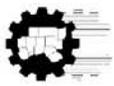
Proposed 12-County Metropolitan Planning Area

Legend

-  Current Metropolitan Planning Area Boundary
-  Proposed Metropolitan Planning Area



0 5 10 15 20 Miles

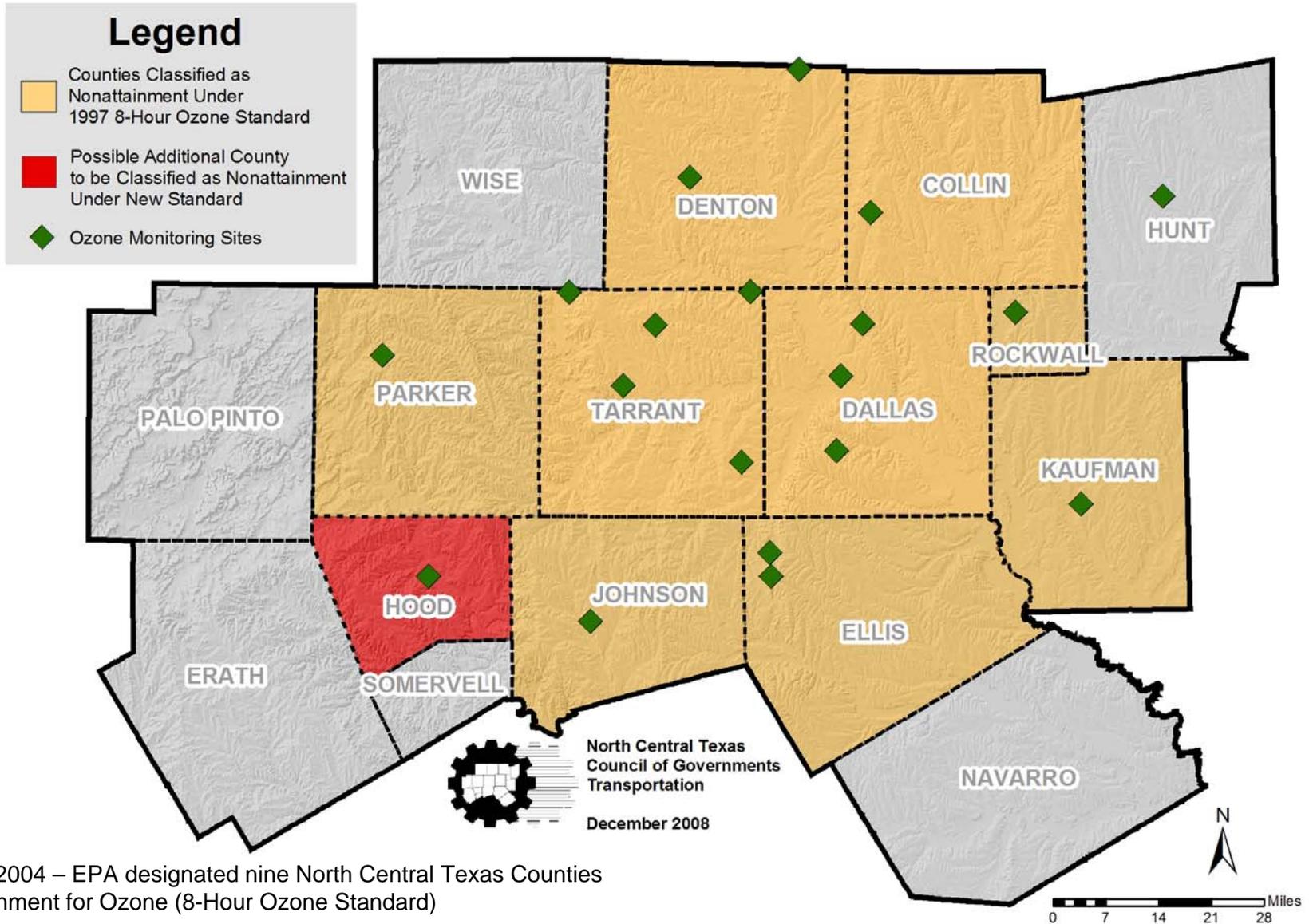


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Transportation
December 2007



AIR QUALITY PLANNING AND OPERATIONS

8-Hour Ozone Nonattainment Area*



* April 15, 2004 – EPA designated nine North Central Texas Counties nonattainment for Ozone (8-Hour Ozone Standard)

RAIL NORTH TEXAS



WHY IS PASSENGER RAIL NEEDED?

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.

WHAT IS THE RAIL PLAN?



Rail Lines Under Consideration

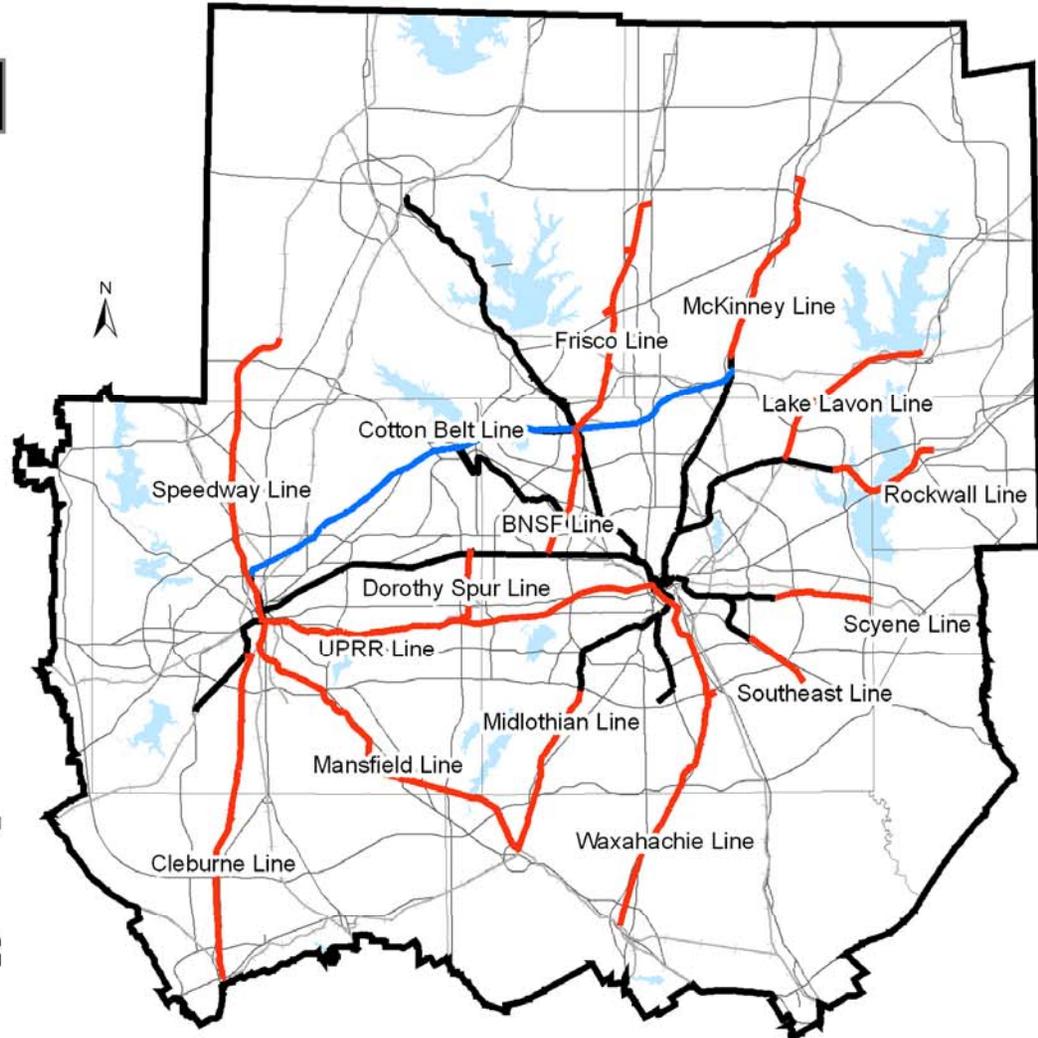
Legend

- 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

WHAT WILL THE PLAN COST?

	Capital	Operating & Maintenance	Total
Total Cost (2008 \$)	\$4,700	\$875	\$5,575
Total Cost	\$8,163	\$1,430	\$9,593
Annualized Cost	\$389	\$68	\$457

All figures in millions; costs are subject to change

WHAT MIGHT THE RAIL CARS LOOK LIKE?



Conceptual Drawing

WHAT MIGHT THE STATIONS LOOK LIKE?





WHAT IS THE RTC ASKING FOR?

Local option transportation tax with voter approval

Menu of taxes and fees – capped by Legislature and decided locally

Existing transit authority member cities can select additional transportation projects

No new levels of government

No reduction of existing transportation funding



WHAT ARE THE REVENUE OPTIONS?

Vehicle Registration Fee up to \$150 per vehicle

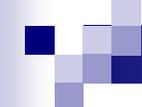
Local Option Gas Tax up to \$0.05 per gallon

Mileage Fee up to \$0.01 per mile driven

Property Tax up to \$0.05 per \$100 in value

Drivers License Fee up to \$50

New Resident Impact Fee up to \$250



HOW WOULD THIS PLAN BE IMPLEMENTED?

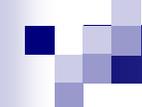
Receive legislative authority

Service plans developed by local governments, transit authorities, the MPO, public input

Detailed funding plans put together in coordination with each county

Public votes on projects and revenue sources

Existing transportation providers construct and operate transportation improvements



WHY IS THIS THE BEST PLAN?

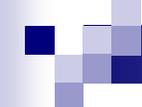
Legislature has rejected sales tax option twice before

Supported by the business community and local governments

Revenue will stay locally – no diversions, fewer restrictions

No new levels of government

No reduction of existing transportation funding



WHO IS SUPPORTING THE PLAN?

Local governments

Transit authorities

Chambers of Commerce

Advocacy Organizations

Large metropolitan regions across the state

...BUT WE STILL NEED YOUR SUPPORT!



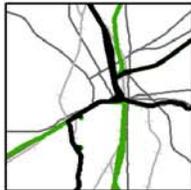
The Metropolitan Transportation Plan

Rail Corridors Identified For Further Evaluation (1)

Legend

- 2030 Rail Recommendations
- Rail Corridors Identified For Further Evaluation
- +++ Existing Rail Corridors
- Highways

Fort Worth CBD



Dallas CBD

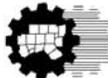


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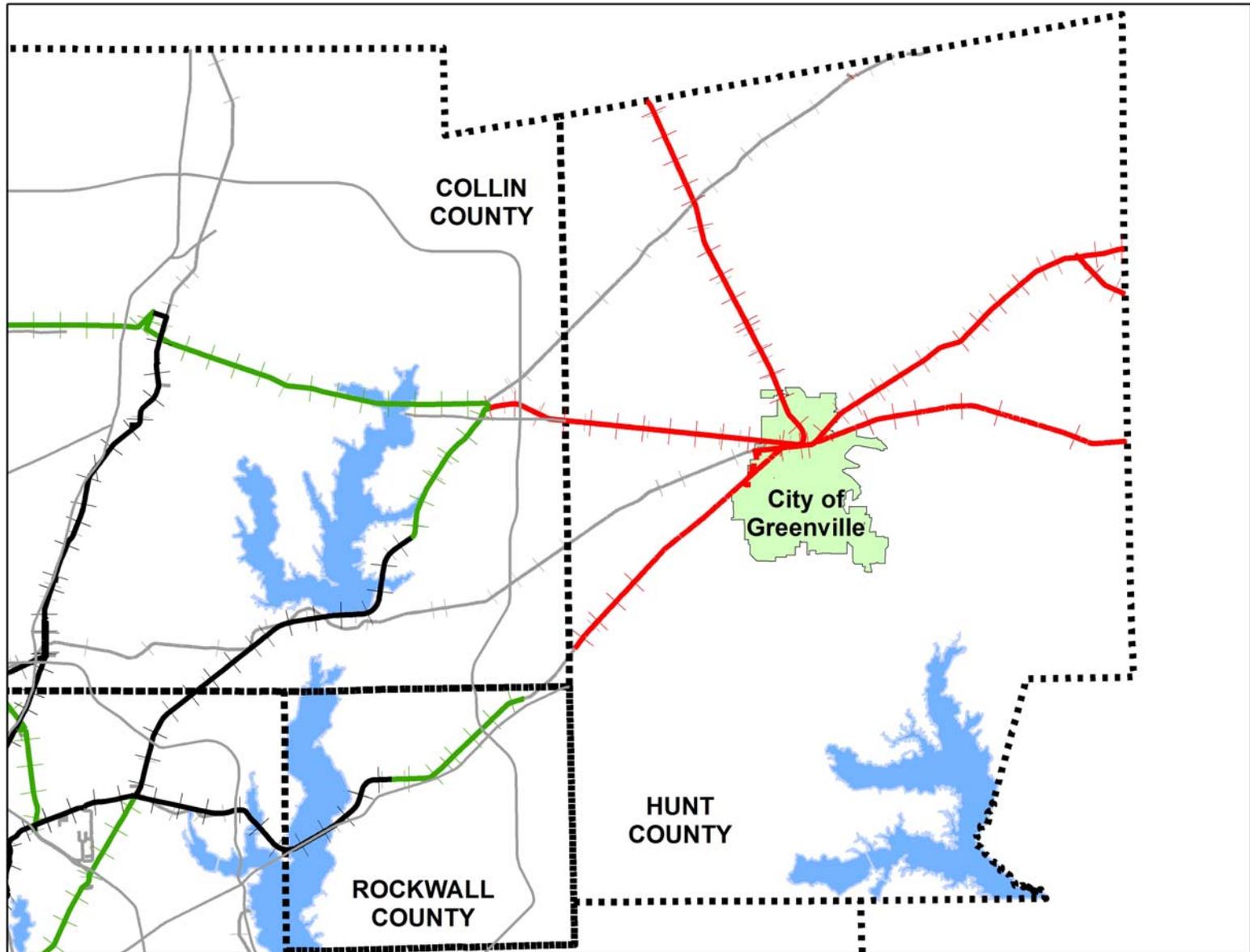
The need for additional rail capacity in the Dallas CBD, Fort Worth CBD, DFW International Airport, and other inter-modal centers will be monitored. A grade separation is needed for the Dallas CBD second alignment.



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(1) Represents additional transportation needs above and beyond those of the financially constrained recommendations.

RAIL CORRIDORS IN HUNT COUNTY



REGIONAL OUTER LOOP

Preliminary Corridor Alternatives

D R A F T

Legend

Outer Loop Feature

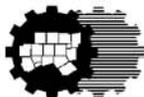
-  Current Auto/Truck Study Area
-  Outer Loop Study Corridor
-  Loop 9 Alternative 1
-  Loop 9 Alternative 2
-  SH360 Study Corridor
-  County-Adopted Corridor

Transportation Facility

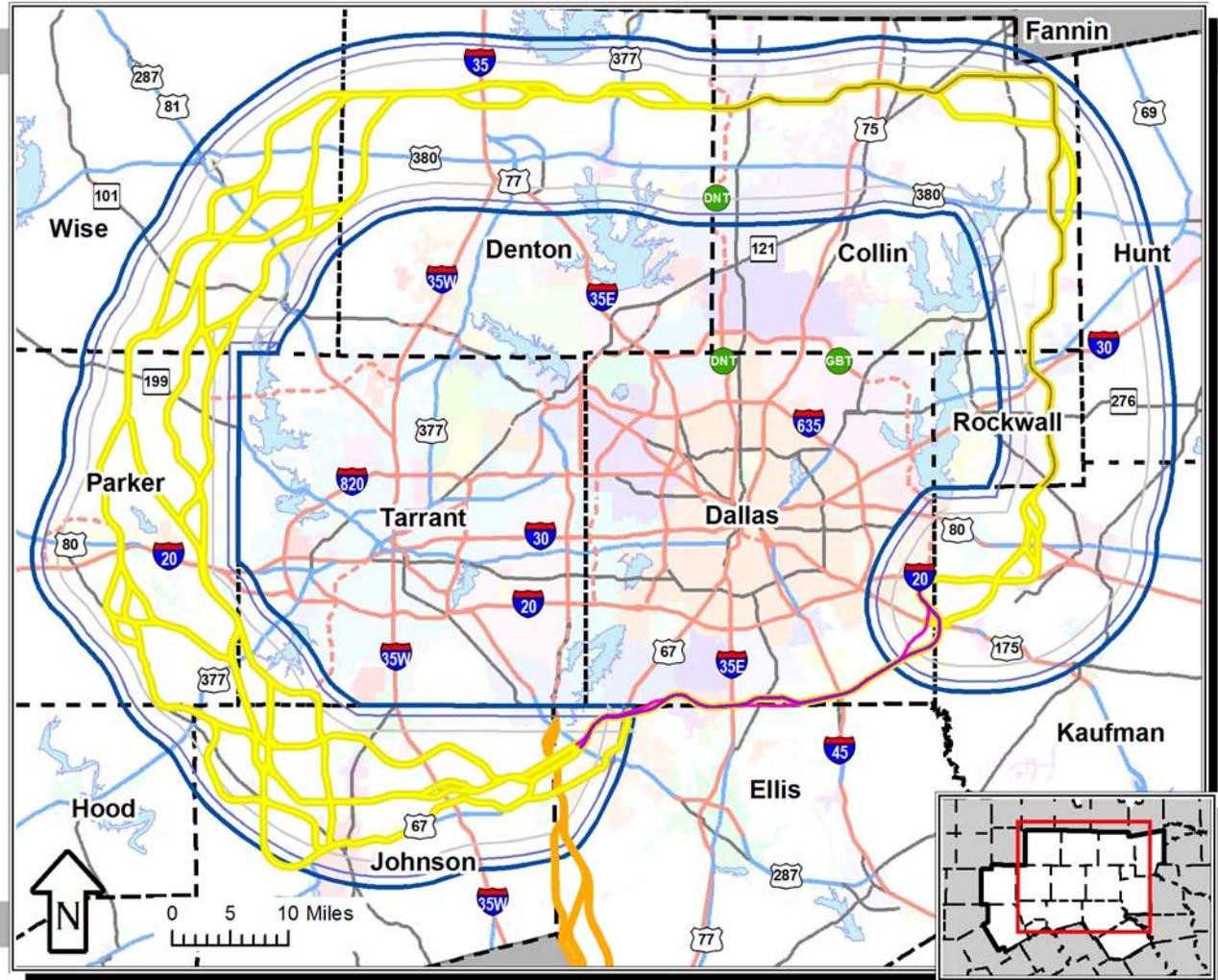
-  Primary Highway
-  Secondary Highway
-  Major Arterial
-  Planned Facility

Other Item

-  County Line
-  Lake



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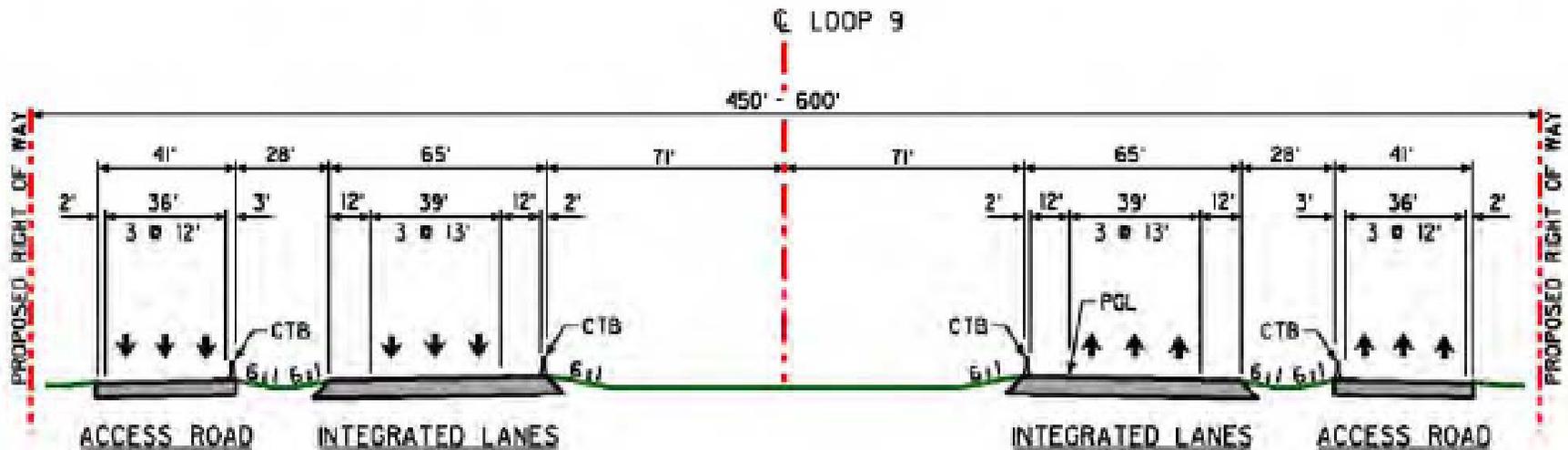
REGIONAL OUTER LOOP

Roadway/Truck Alternative Considerations

- **Environmental and Socio-Economic Constraints**
- **Context-Sensitive Design and Regional Sustainable Development**
- **Right-of-Way Preservation and Staging**
- **Design Speed:**
 - 85 MPH for General Purpose Toll Lanes
 - 65 MPH for Direct Connectors (Freeway/Toll Road Interchanges)
- **Toll Feasibility**
- **Interchange Spacing and Access Management**
- **Frontage Roads**
- **Typical Section Width**

REGIONAL OUTER LOOP

Description of Typical Roadway Section



- **6 Frontage Road Lanes (where applicable)**
- **6 General Purpose Toll Lanes**
- **Wide Median will be preserved for Dedicated Truck Lanes or Future Multimodal Facility (as warranted)**
- **Width may expand due to Major Interchanges or Environmental Conditions that impact Geometric Design**

REGIONAL OUTER LOOP

Corridor Alternatives – Kaufman County

D R A F T

Legend

Outer Loop Feature

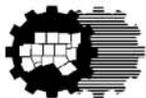
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-  Outer Loop Study Corridor
-  Loop 9 Alternative 1
-  Loop 9 Alternative 2
-  County-Adopted Corridor

Transportation Facility

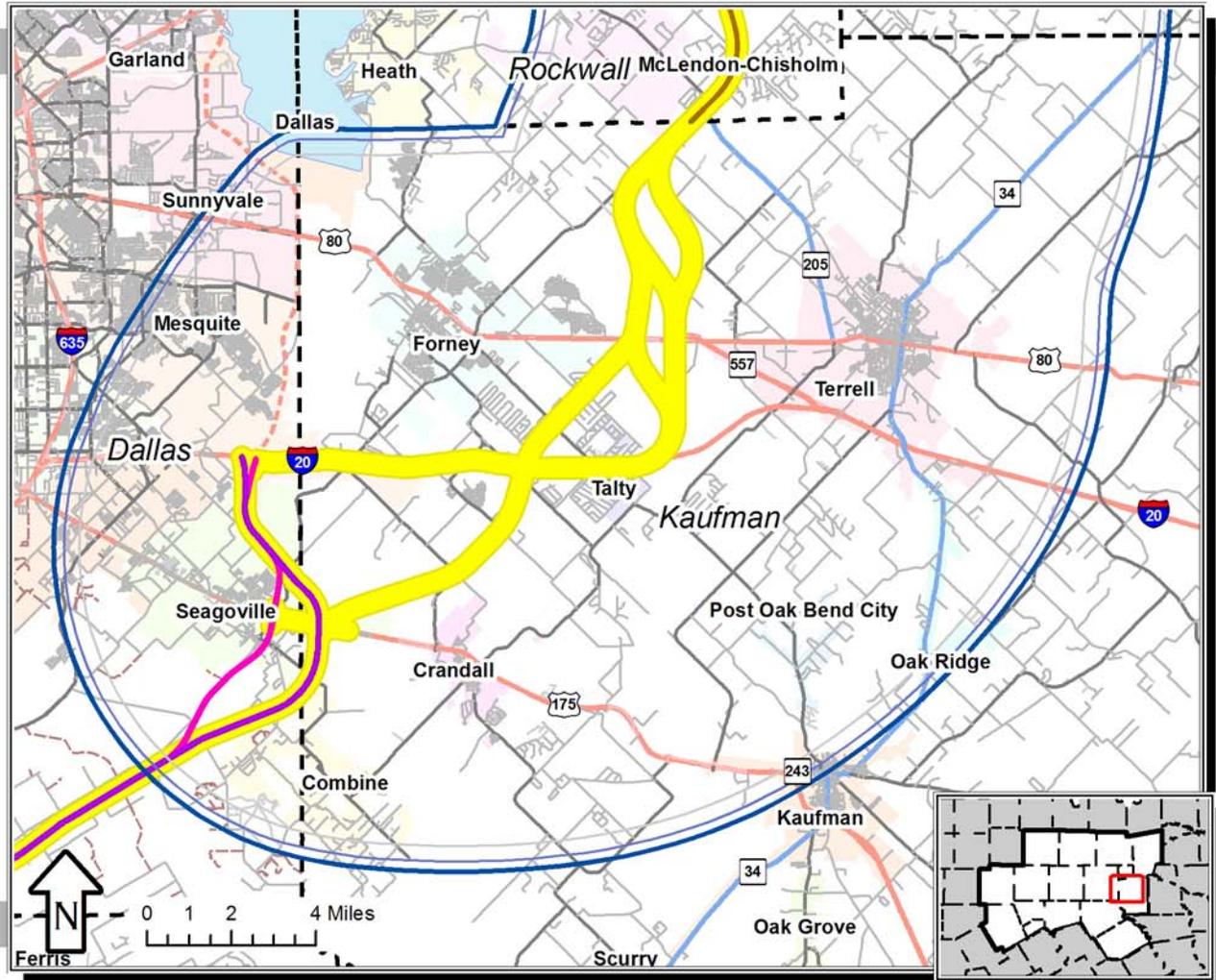
-  Primary Highway
-  Access Ramp
-  Secondary Highway
-  Major Arterial
-  Planned Facility

Other Item

-  County Line
-  Lake



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REGIONAL OUTER LOOP

Corridor Alternatives – Rockwall County

D R A F T

Legend

Outer Loop Feature

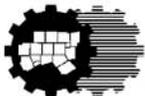
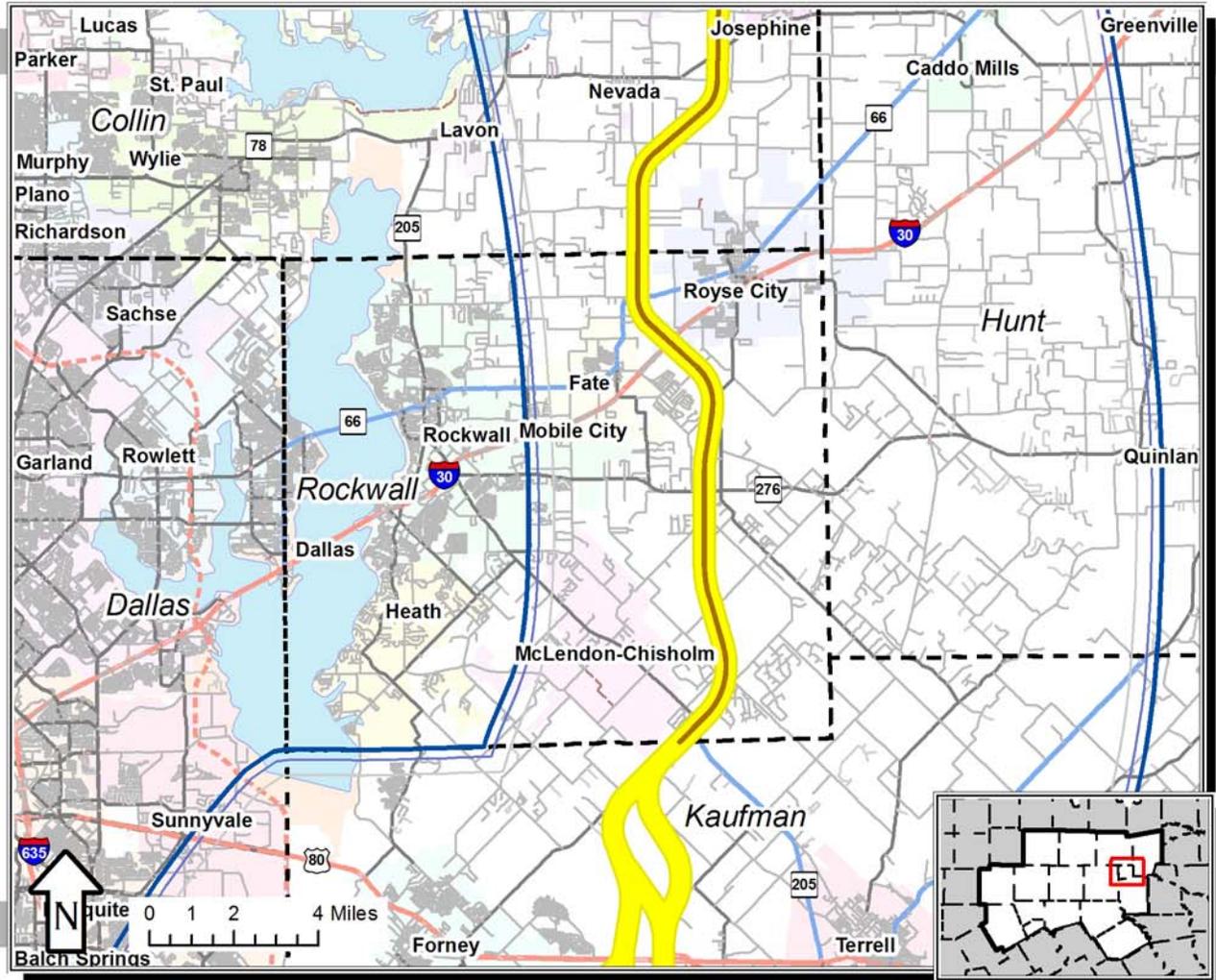
-  Current Auto/Truck Study Area
-  Outer Loop Study Corridor
-  County-Adopted Corridor

Transportation Facility

-  Primary Highway
-  Access Ramp
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Other Item

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FREIGHT RAIL BYPASS

Bypass Corridor Considerations

- **Separate Freight Rail Bypass Environmental Impact Statement (EIS) frees auto/truck elements from being predetermined by rail design, location, and other operational or environmental constraints**
- **Single Freight Rail Bypass EIS enables a more efficient study under Surface Transportation Board regulations**
- **Speed, efficiency, safety, and other operational characteristics will greatly influence bypass location**
- **Two preliminary alternative “family” concepts have been developed:**
 - **One bypass route inside the 12-County NCTCOG Metropolitan Planning Area (MPA) Boundary**
 - **Multiple bypasses covering a larger North Texas region**

FREIGHT RAIL BYPASS

NCTCOG Area Rail Bypass Alternative

D R A F T

Rail Bypass

-  Study Area
-  Potential New Rail Line
-  Burlington Northern Santa Fe
-  Abandoned

Existing Rail Line

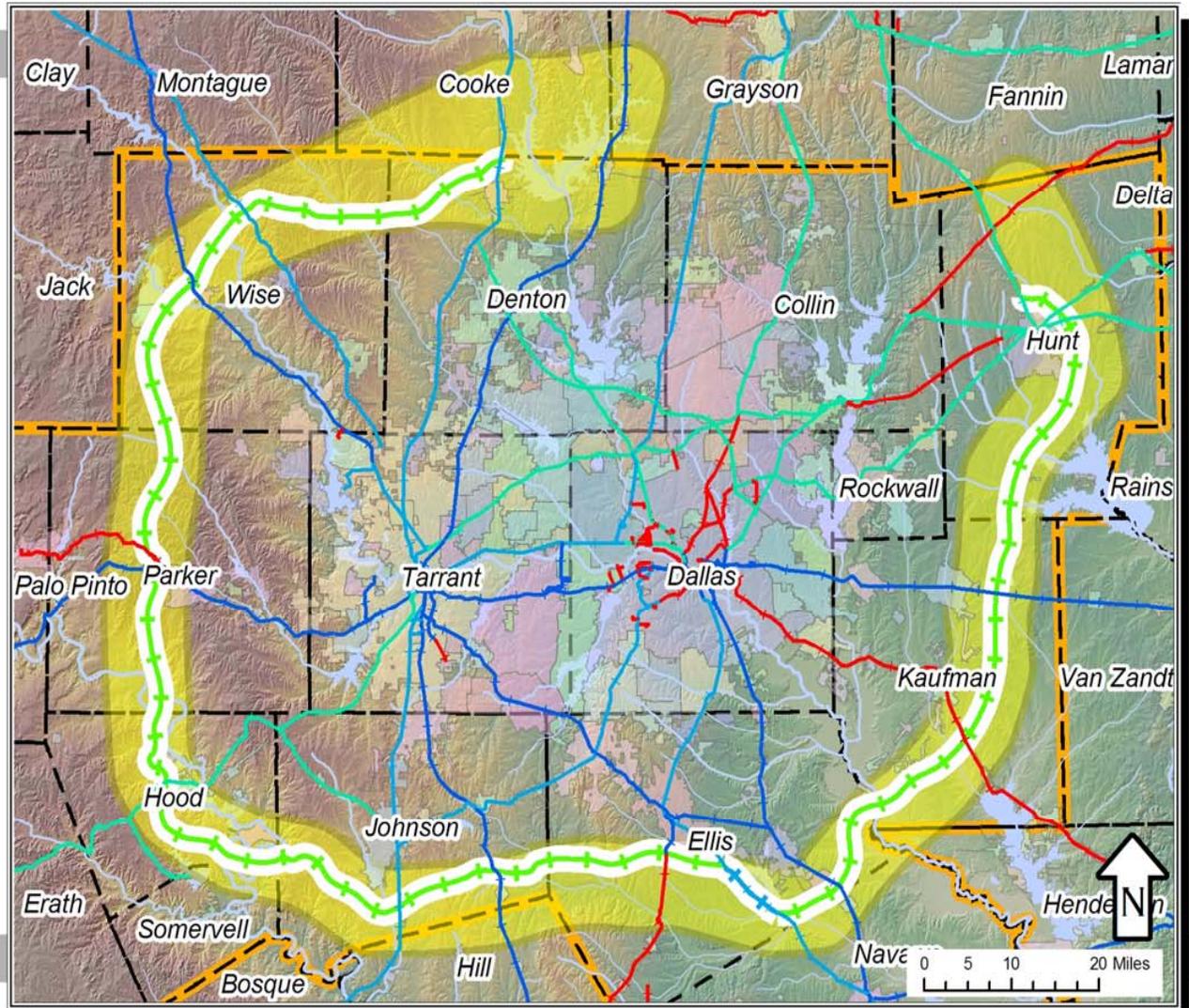
-  Union Pacific
-  Burlington Northern Santa Fe
-  Other
-  Abandoned

Other Items

-  NCTCOG Boundary
-  Texas Counties
-  Major Lakes

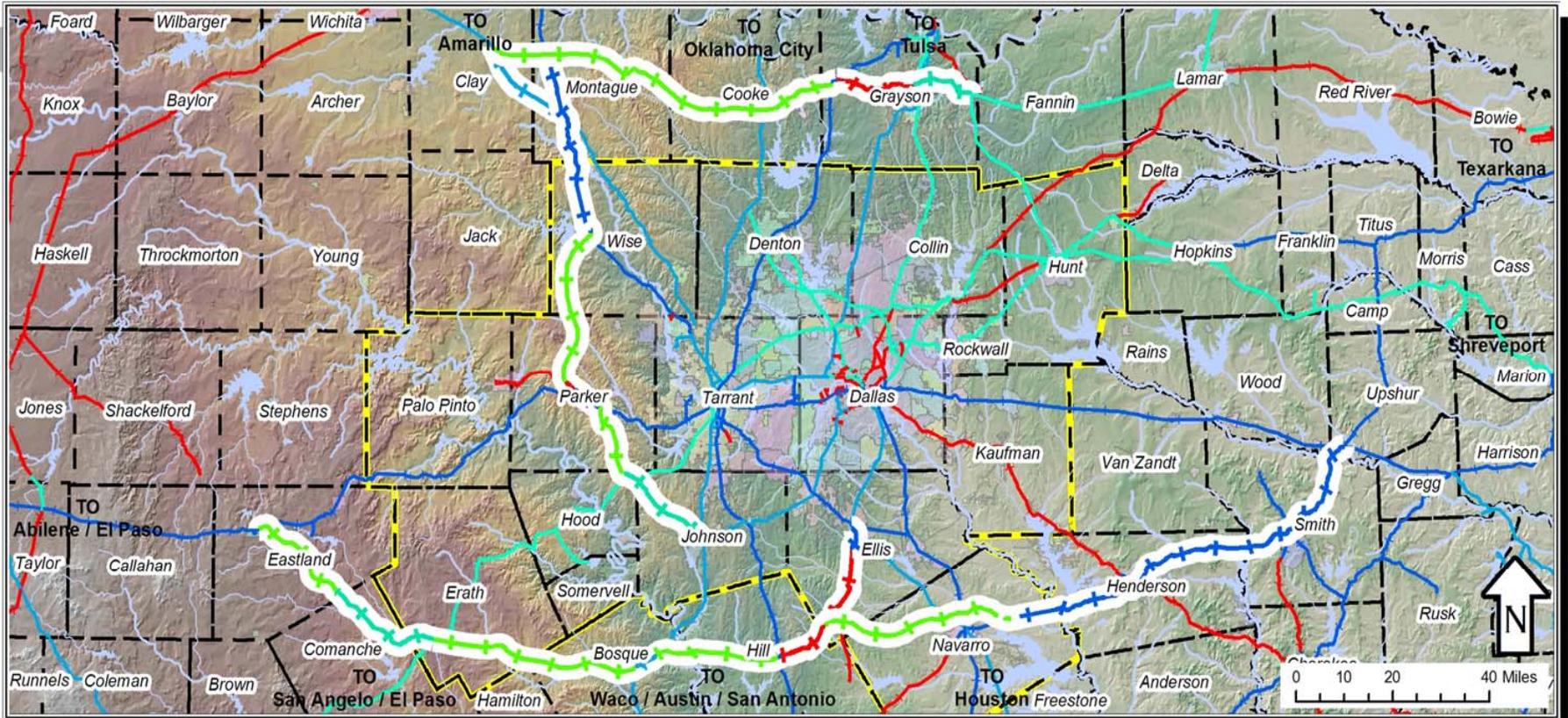


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FREIGHT RAIL BYPASS

North Texas Rail Bypass Alternative




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D R A F T

North Texas Rail Bypass

-  Union Pacific
-  Burlington Northern Santa Fe
-  Other
-  Abandoned
-  Potential New Rail Line

Existing Rail Line

-  Union Pacific
-  Burlington Northern Santa Fe
-  Other
-  Abandoned

Other Items

-  NCTCOG Boundary
-  Texas Counties
-  Major Lakes

FREIGHT RAIL BYPASS

Freight-Oriented Development Opportunities

A Major Intermodal Hub means:

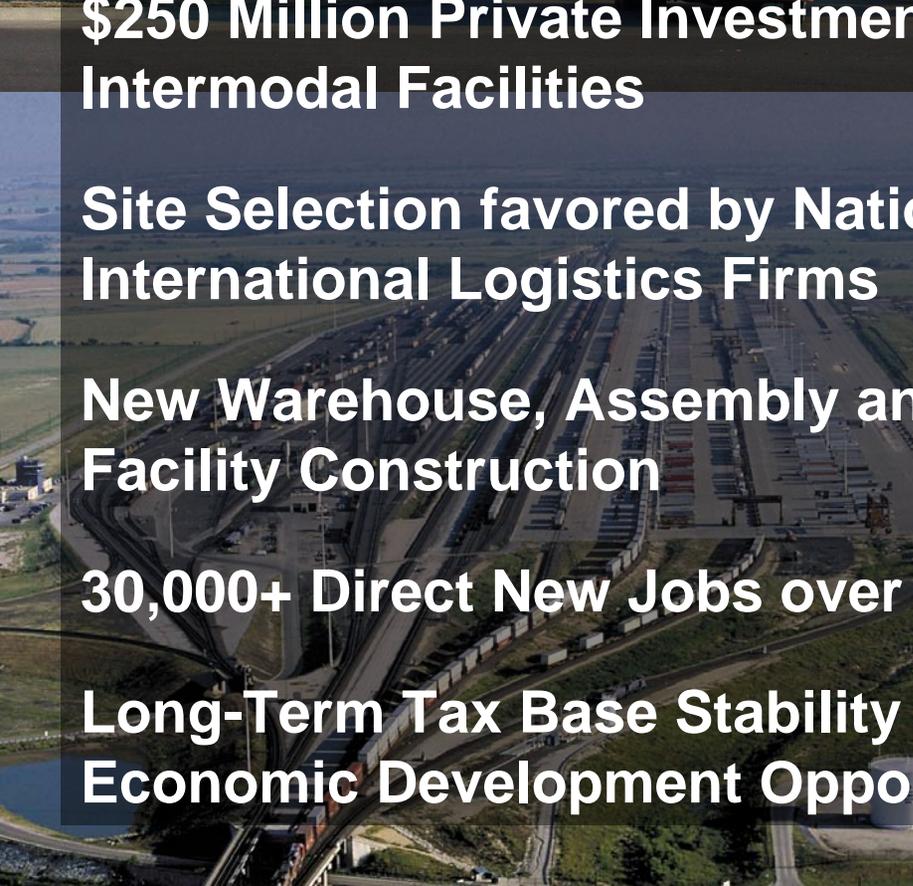
\$250 Million Private Investment in Rail Intermodal Facilities

Site Selection favored by National and International Logistics Firms

New Warehouse, Assembly and Distribution Facility Construction

30,000+ Direct New Jobs over 10 Years

Long-Term Tax Base Stability and Economic Development Opportunity



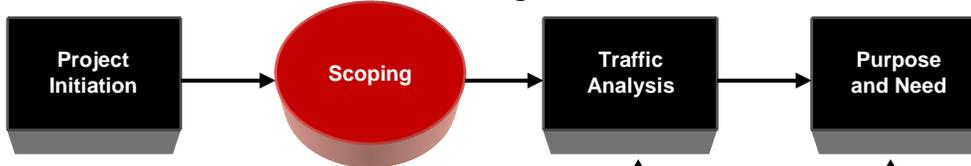
STUDY APPROACH

Study Process Flowchart

Phase 1 – Scoping/Purpose and Need

Lead: NCTCOG

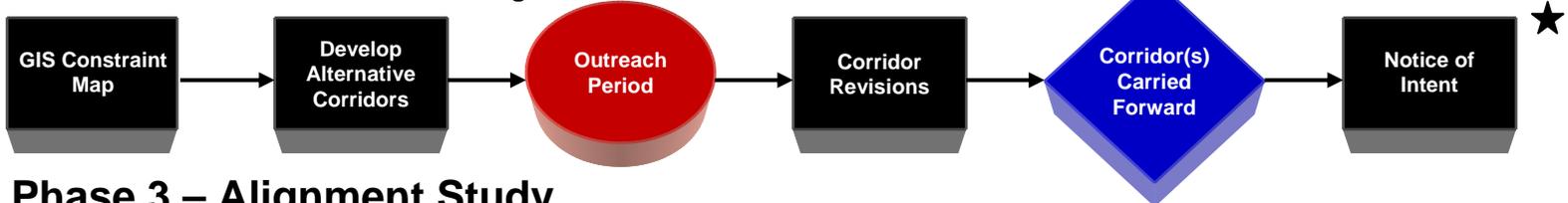
Resource: TxDOT / FHWA / Resource Agencies



Phase 2 – Corridor Study

Lead: NCTCOG

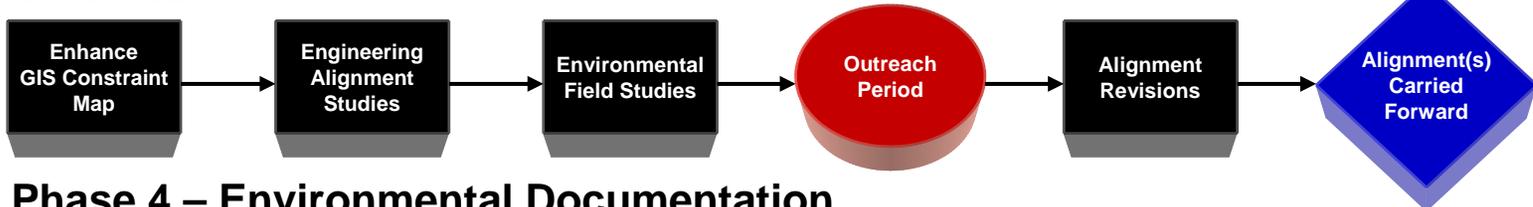
Resource: TxDOT / FHWA / Resource Agencies



Phase 3 – Alignment Study

Lead: TBD (Segment-specific)

Resource: All



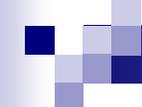
Phase 4 – Environmental Documentation

Lead: TBD (Segment-specific)

Resource: All



★ Notice of Intent for some segments may be moved to Phase 1.



For more information, please
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