

Metropolitan Transportation Update

MetroTex Association of Realtors
Forecast 2011

October 15, 2010

Metropolitan Area Perspective

4th Largest Metropolitan Area in the United States

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

Ranked first for Population Growth among U.S. Metropolitan Areas during 2008

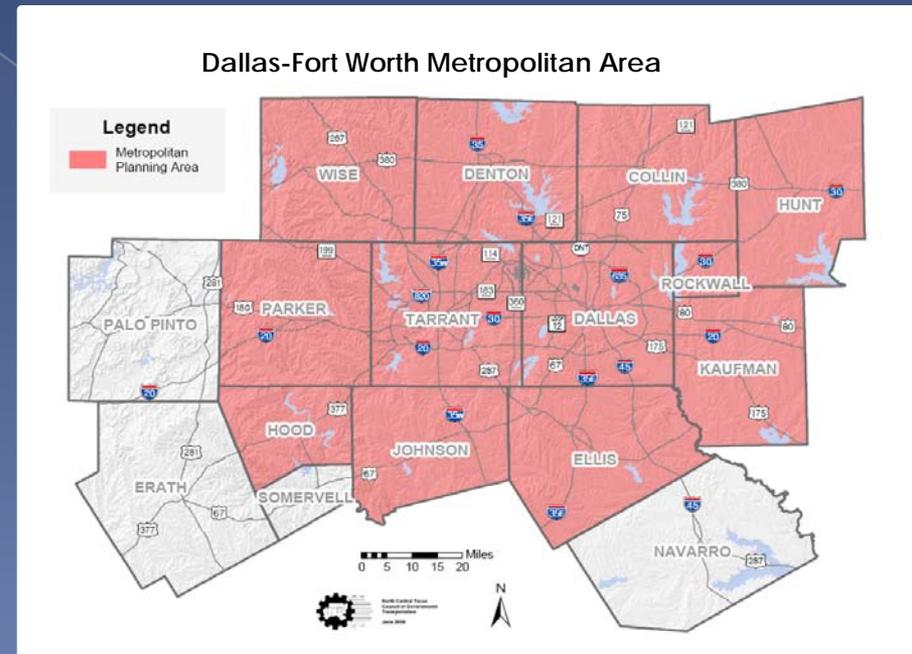
Larger than 35 States in Population

Larger than 5 States in Land Area

Represents Over 34 Percent of the State's Economy

6.6 Million Persons in Year 2010

Growing to 10 Million Persons by the Year 2035



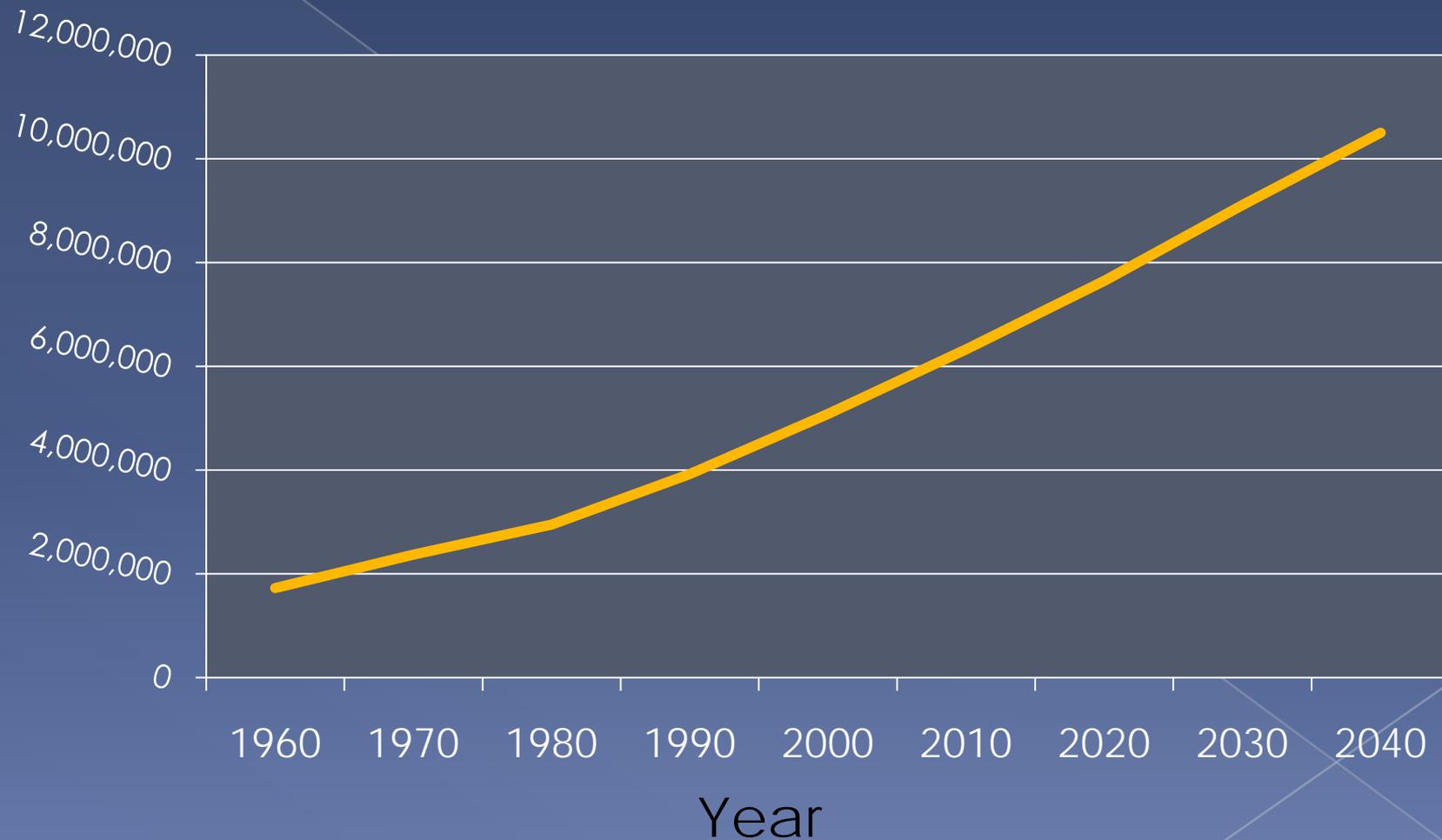
Dallas-Fort Worth Metropolitan Area: A Leading World Economy

Urban Area ¹	Country	2005 GDP	
		Billion US\$ ²	Rank
Tokyo	Japan	\$1,191	1
New York	USA	\$1,133	2
Los Angeles	USA	\$ 639	3
Chicago	USA	\$ 460	4
Paris	France	\$ 460	5
London	UK	\$ 452	6
Osaka/Kobe	Japan	\$ 341	7
Mexico City	Mexico	\$ 315	8
Philadelphia	USA	\$ 312	9
Washington DC	USA	\$ 299	10
Boston	USA	\$ 290	11
Dallas/Fort Worth	USA	\$ 268	12
Buenos Aires	Argentina	\$ 245	13
Hong Kong	China	\$ 244	14
San Francisco	USA	\$ 242	15

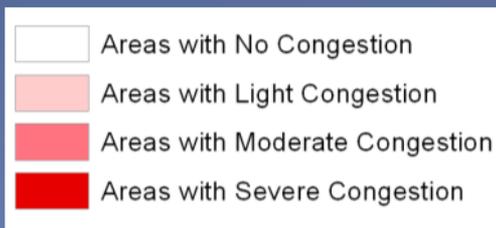
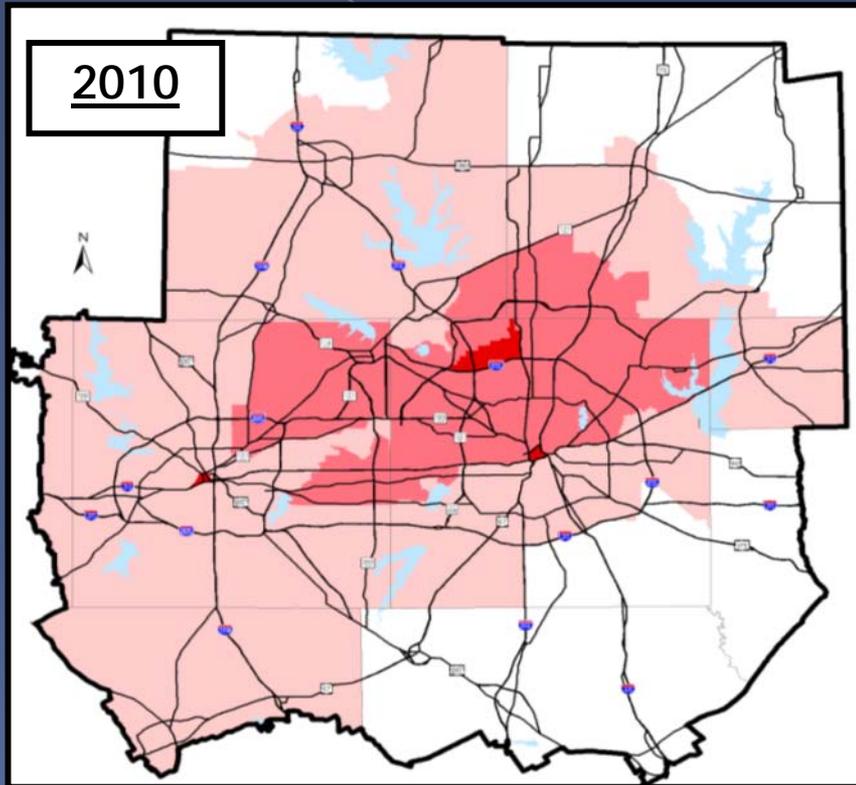
¹Urban agglomerations as defined by the United Nations

²Exchange rates based on "purchasing power parity"

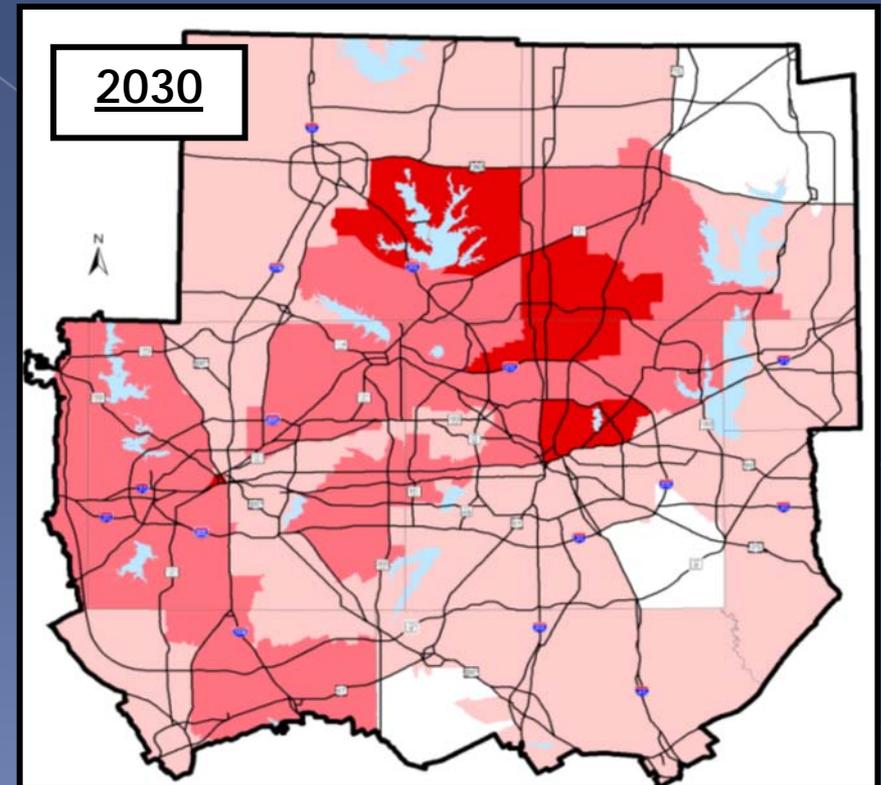
Dallas-Fort Worth Area Regional Population Growth



Dallas-Fort Worth Area Regional Congestion Forecast



	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%



Regional Rail System



Regional Rail System Implementation

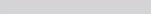
Currently In Service

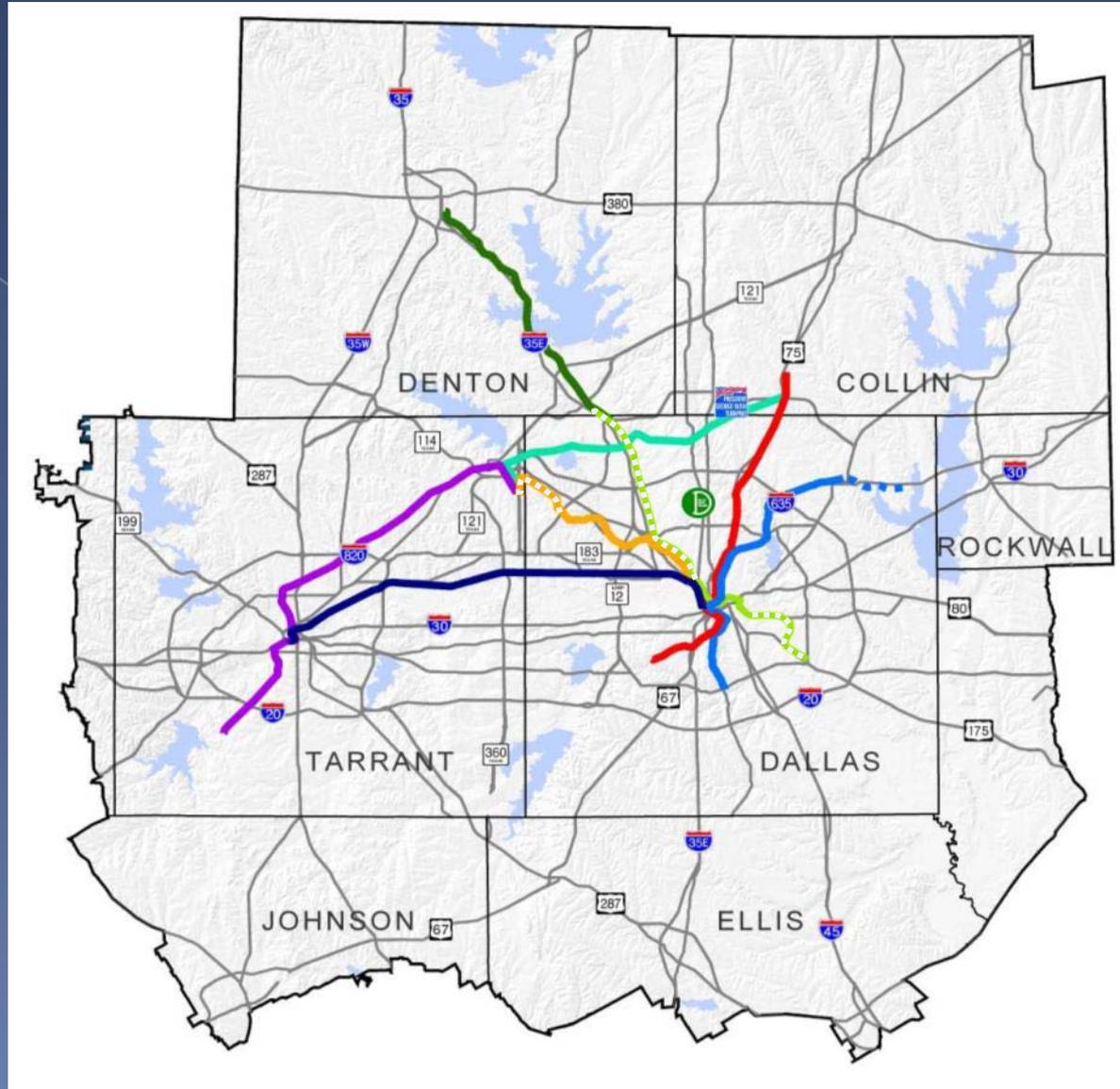
-  DART Red Line
-  DART Blue Line
-  DART Green Line
-  Trinity Railway Express

In Service by 2012

-  DCTA A-Train
-  DART Green Line
-  DART Orange Line
-  DART Blue Line Ext.

In Service by 2015

-  DART Orange Line
-  FWTA SW/NE Corridor
-  DART Cotton Belt



Regional Toll Road Implementation

Existing Toll Roads

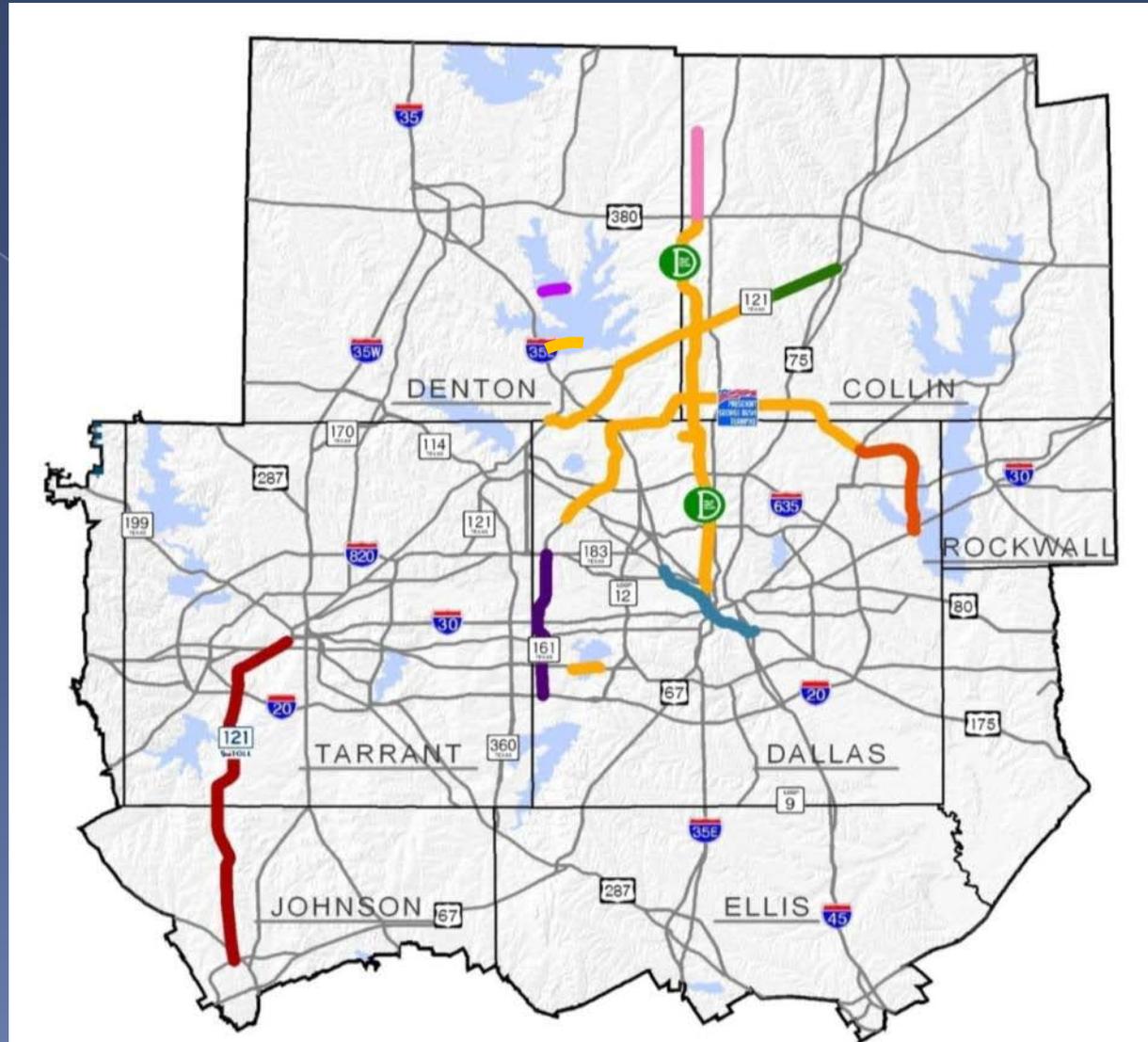
- Dallas North Tollway
- PBGT
- S.H.121
- Bridges and Tunnel

Under Construction

- S.H. 121
- PGBT Eastern Extension
- S.H. 161
- DNT Extension
- Southwest Parkway/
Chisholm Trail

Under Development

- Trinity Parkway



Regional Toll Road Implementation Status

TOLL ROAD PROJECTS	STATUS	EXPECTED CONSTRUCTION DATE	TOTAL PROJECT COSTS (\$MILLIONS)
SH 121 (Denton and Collin Counties)	Funded (NTTA)	Portions Open to Traffic/Under Construction	\$698
PGBT Eastern Extension	Funded (NTTA/TxDOT)	Under Construction	\$1,040
SH 161	Funded – Pending Agreements (NTTA/TxDOT)	Portions Open to Traffic/Under Construction	\$895
Southwest Parkway/Chisholm Trail	Funded – Pending Agreements (NTTA/TxDOT)	Interchanges Under Construction	\$1,300
Trinity Parkway	Concurrent Environmental Review with Levee System - ongoing	2014	\$1,200 - \$2,160

State Highway 121

Allocation of NTTA Upfront Payment

Project Type (\$ in Millions)	New Projects	Cost Overrun Projects	MOU Projects	Loan Projects	Total # Projects	Total Funding
Air Quality ^A	\$173.5	\$241.3	-	-	69	\$414.8
Roadway	\$1,258.1	\$76.9	\$747.4	\$708.1	110	\$2,790
Transit	\$227.6	\$57.6	-	-	16	\$285.2
Reserve Pools	-	\$12.3	-	-	N/A	\$12.3
Local Contribution Credit ^B	\$42.5	-	-	-	N/A	\$42.5
Total	\$1,701.6	\$388.1	\$747.4	\$708.1	195	\$3,544.8

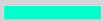
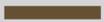
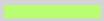
^A Air Quality Projects consist of Bike/Pedestrian, Intersection Improvements, ITS, and Signal Retiming

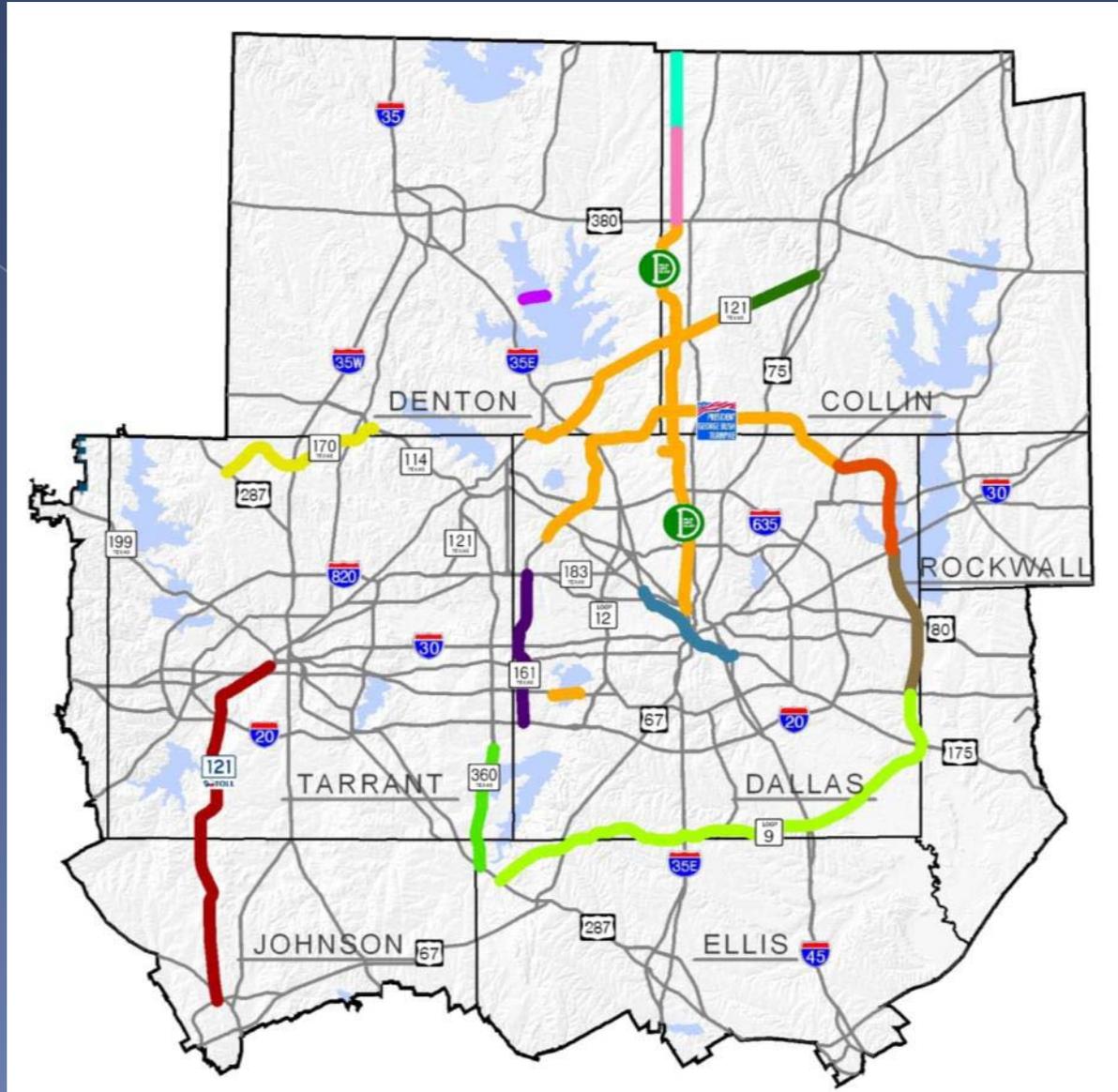
^B Local Contribution Credit – Project credit given to agencies for prior construction on SH 121.
Percentage and amounts determined by local county taskforces.

Off System Projects Funded	24%
On System Projects Funded	74%

Regional Toll Road System Expansion

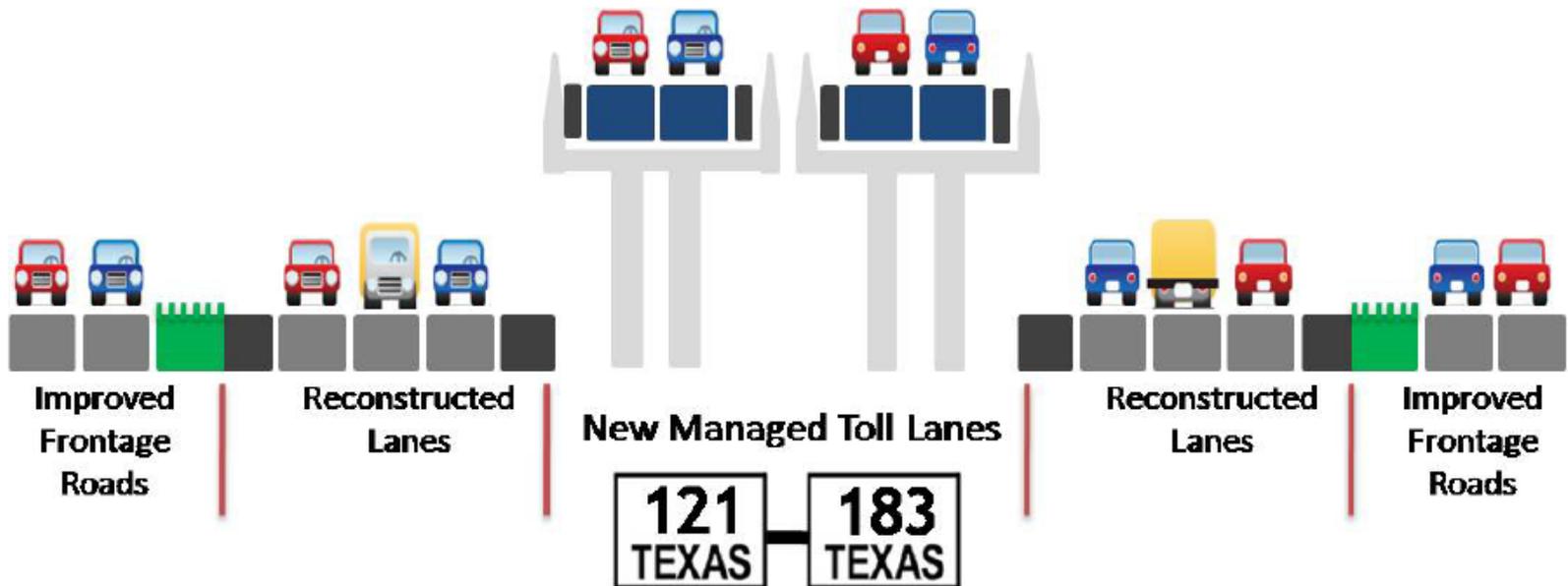
Future Toll Roads

-  DNT Extension
-  PBGT East Branch
-  Loop 9
-  S.H. 360
-  S.H. 170



North Tarrant Express

I.H. 820 and S.H. 121/183 Cross-Sections



LBJ Express

Managed Lanes 3-D Rendering West of Midway Road (Dallas)



 **IH 635**
MANAGED LANES
3D RENDERING AT STA. 205+00

Regional Managed Lanes Implementation Status

HOV / Managed Lanes Projects	Status	CDA Payment	Gas Tax Funding	Total Project Costs (\$Millions)	O&M Provided By CDA	Expected Completion Date
IH 635 (LBJ) Managed Lanes	Pending Final Project Agreements	\$1,555	\$445	\$2,000	\$1,500	2015
North Tarrant Express (IH 35W / IH 820 / SH 183)	Under Contract	\$1,210	\$600	\$1,810	\$450	2015
DFW Connector (SH 121 / SH 114) (Design-Build only)	Under Construction	NA	\$917	\$1,026	NA	2014

Regional Sustainable Development Policy

Utilize Existing System Capacity

Single use area type, non-transit, connected to existing infrastructure

Infill rail

Commuter rail/light rail in single use areas

Improve Rail Mobility

Infill mixed use with rail access

Infill mixed use

Mixed use with rail

Promote Mixed Use

Stand alone mixed use

Improve Access Management

Shared drives/parking, spacing of turns/signals

Regional Sustainable Development Initiatives

Sustainable Development Initiatives

Sustainable Development Funding Program

Alternative Futures Scenarios

Bicycle & Pedestrian Program

Transit Oriented Development

EPA Brownfields Cleanup Funds

Context Sensitive Design

– Mixed-Use Developments

Center Of Development Excellence

CLIDE Awards – Celebrating Leadership in Development Excellence

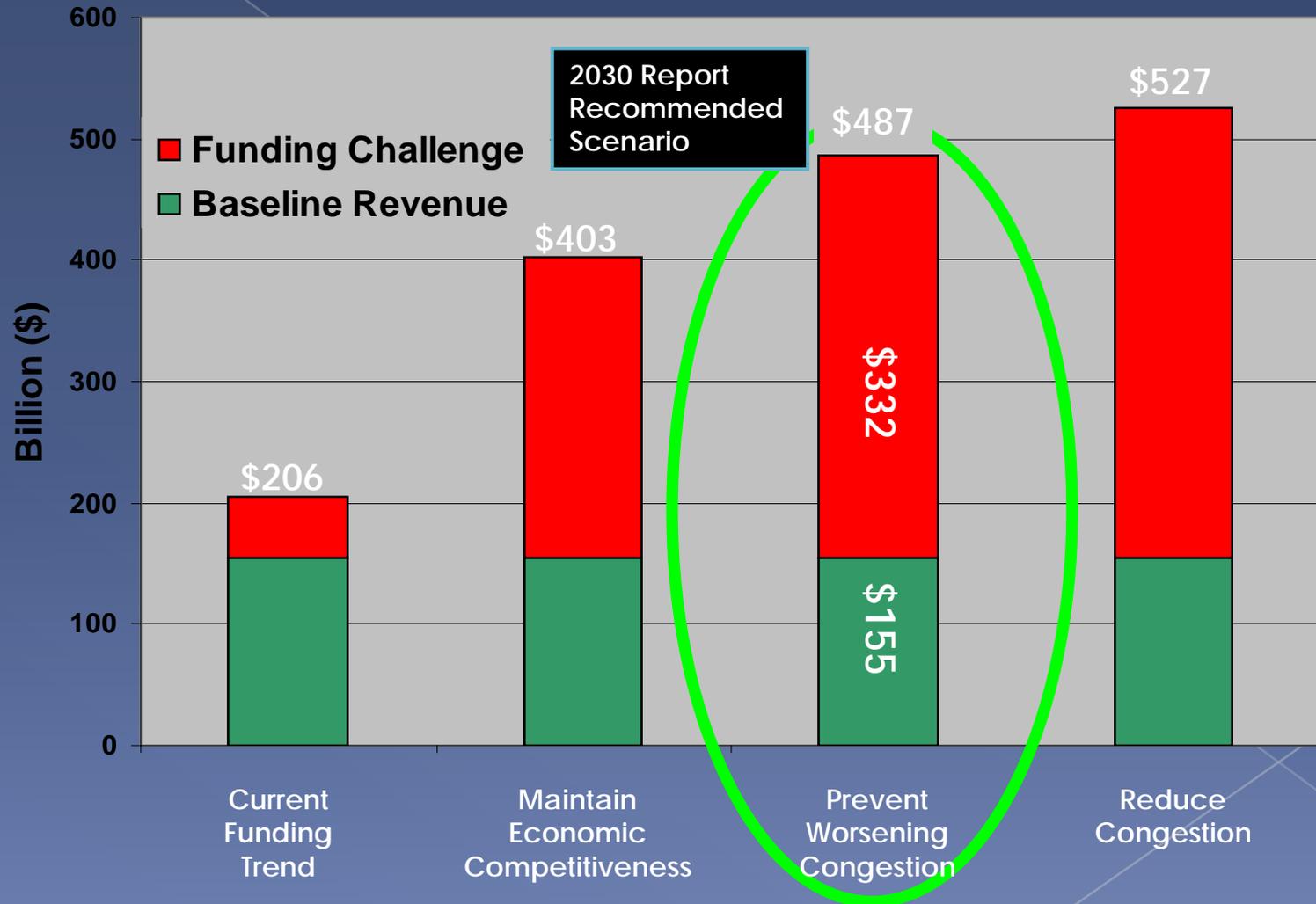
10 Principles of Development Excellence



FUNDING THE FUTURE

Needed Revenue Challenge

2030 Committee Investment Scenarios



**Funded Roadway
Recommendations**

Legend

- New Freeway Facilities
- New Tollway Facilities
- Additional Capacity To Existing Freeway/Tollway
- HOV/Managed Lanes
- Improvements to Existing Freeway and HOV/Managed Lanes
- Selected New/Improved Regionally Significant Arterials
- Freeways/Tollways

Fort Worth CBD



Dallas CBD



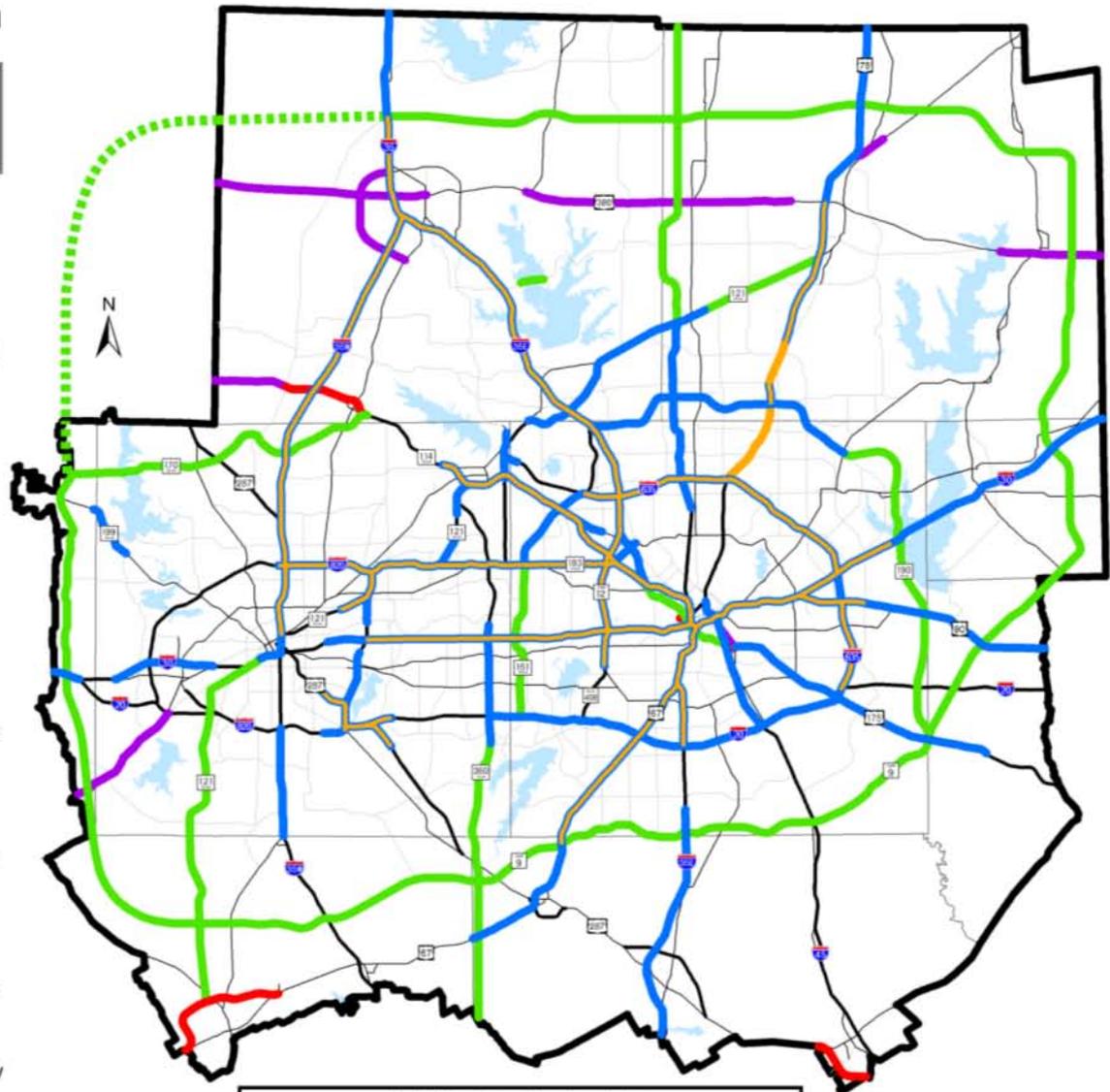
Corridor specific design and operational characteristics for the Freeway/Tollway system will be determined through ongoing project development.

Additional and improved Freeway/Tollway interchanges and service roads should be considered on all Freeway/Tollway facilities in order to accommodate a balance between mobility and access needs.

All Freeway/Tollway corridors require additional study for capacity, geometric, and safety improvements related to truck operations.

New facility locations indicate transportation needs and do not represent specific alignments

Operational strategies to manage the flow of traffic should be considered in the corridors where additional freeway or tollway lanes are being considered.

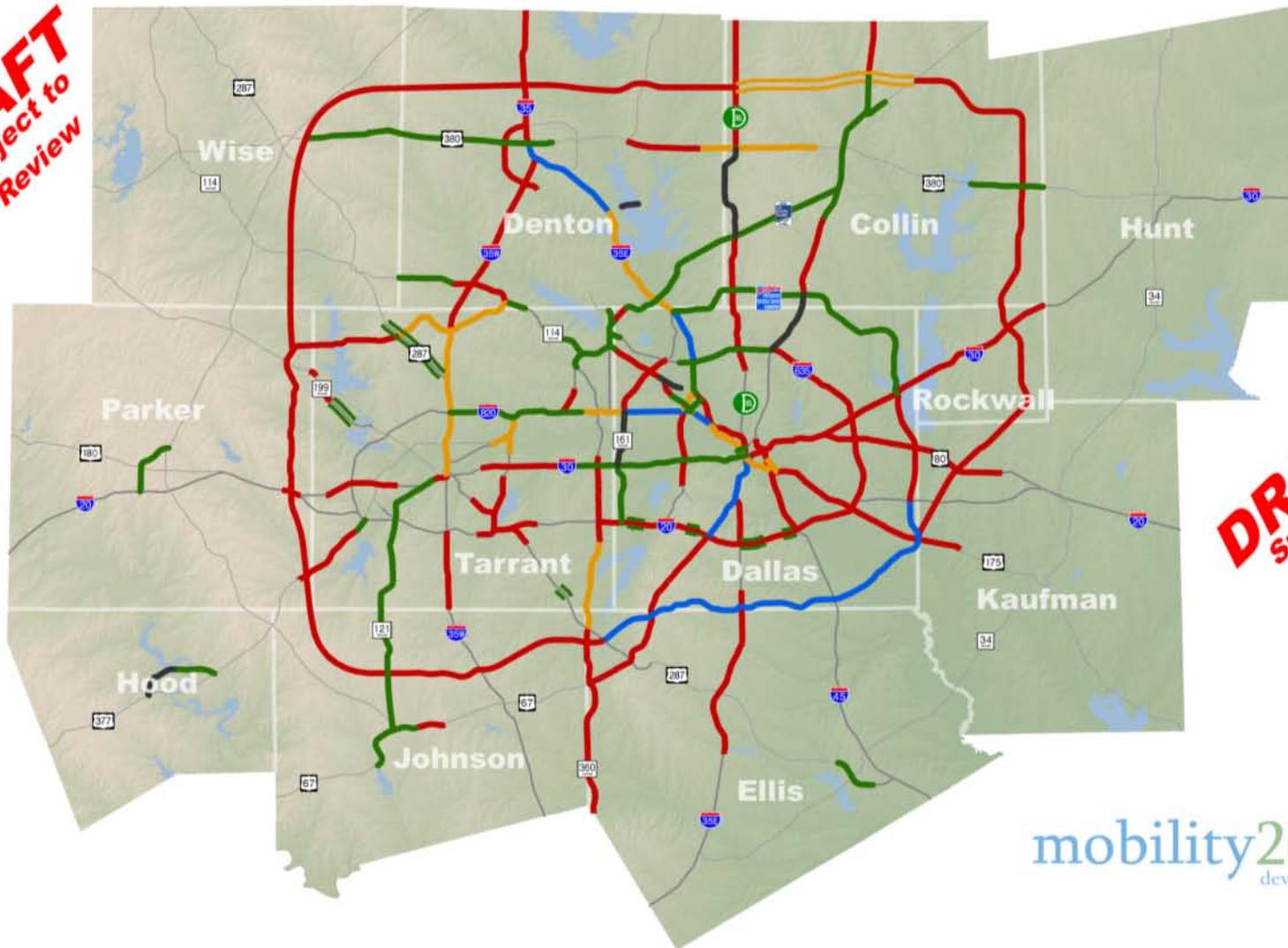


\$66.9 Billion Regional Roadway System

Additional Freeway/Tollway lane miles = 3,500
Additional HOV/Managed lane miles = 730



DRAFT
Subject to
Review



DRAFT
Subject to
Review

mobility2035
development

Status Quo Financial Scenario* - Roadway

Possible Projects Affected by Current Funding Constraints

- Complete
- Under Construction / Funded
- Partially Funded / Potential Funding Available
- Local / Private Participation
- Unfunded
- Major Roads



*Roadway projects identified as funded or partially funded in TxDOT Unified Transportation Plan or through pricing options.



North Central Texas
Council of Governments



Rail Lines Under Consideration

Legend

- Existing Service, Programmed Projects and Projects Under Development
- Projects Pending Alternative Funding
- Existing Rail Corridors
- Highways

Fort Worth CBD



Dallas CBD

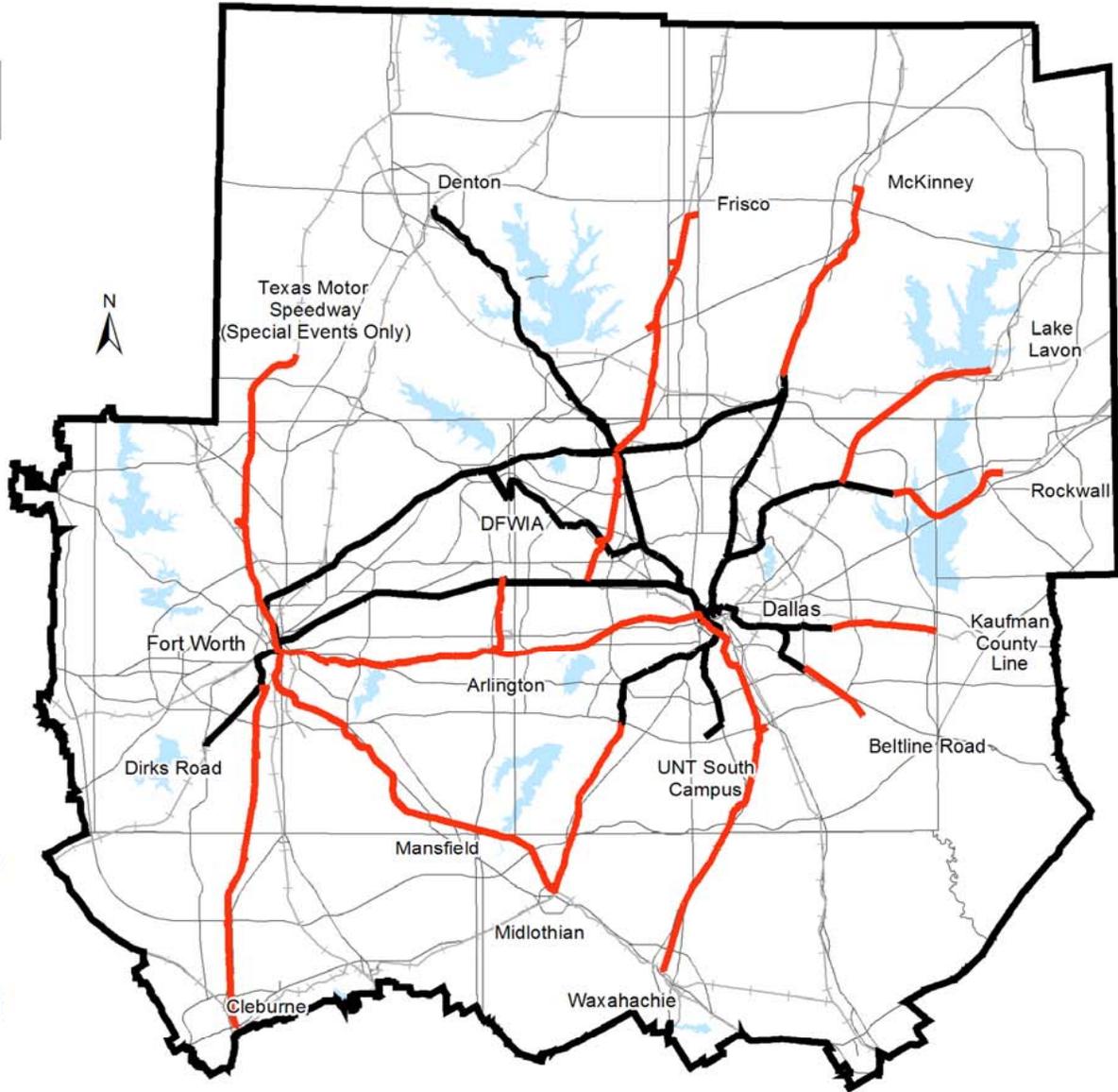


Corridor specific design and operation characteristics for the Intercity Passenger, Regional Passenger and Freight Rail Systems will be determined through capacity evaluation and ongoing project development. Refined rail forecasts are necessary to determine technology and alignment in Future Rail corridors.

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.

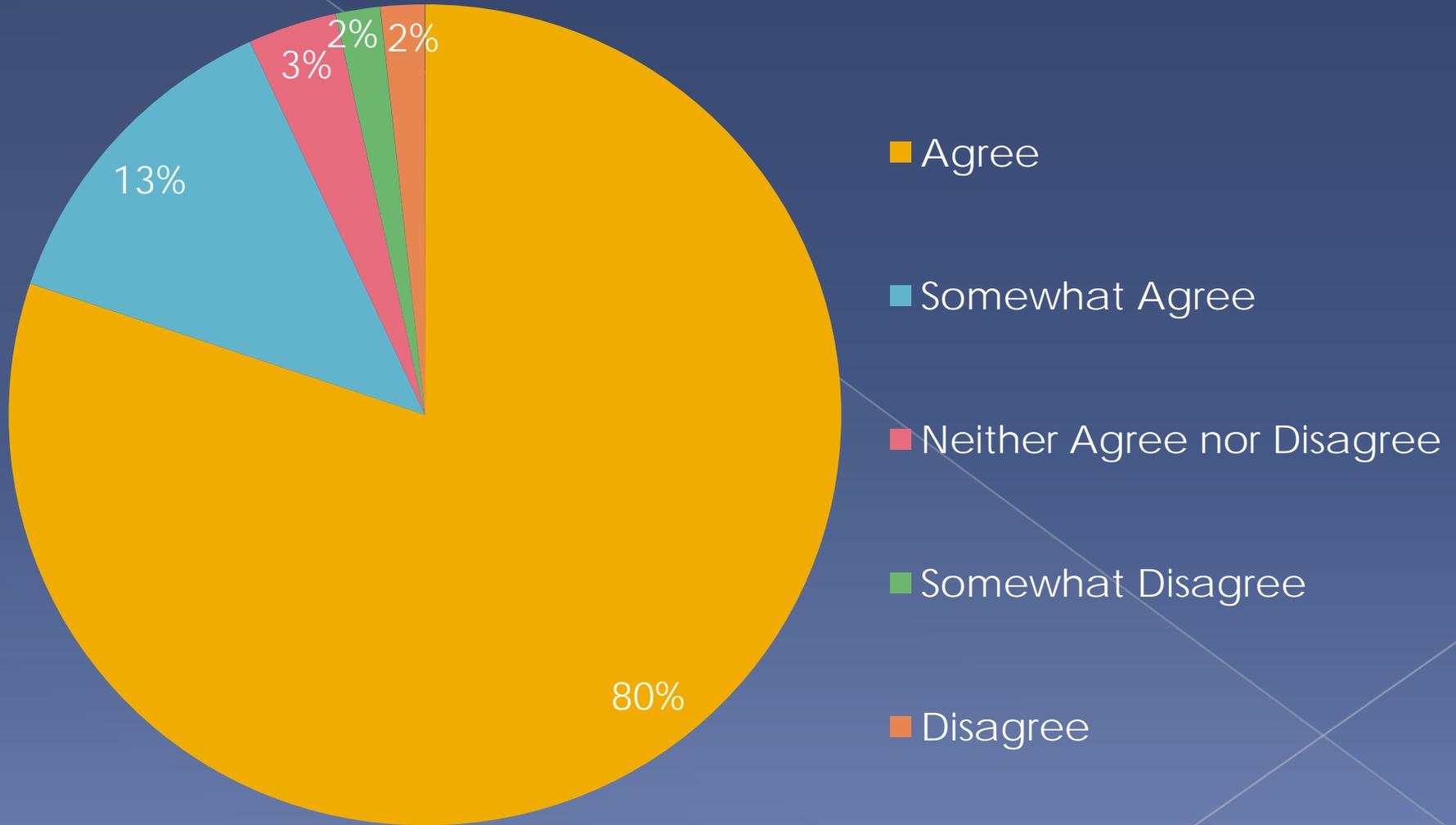
The need for additional rail capacity in the Dallas CBD, Fort Worth CBD, DFW International Airport, and other inter-modal centers will be monitored. A grade separation is needed for the Dallas CBD second alignment.



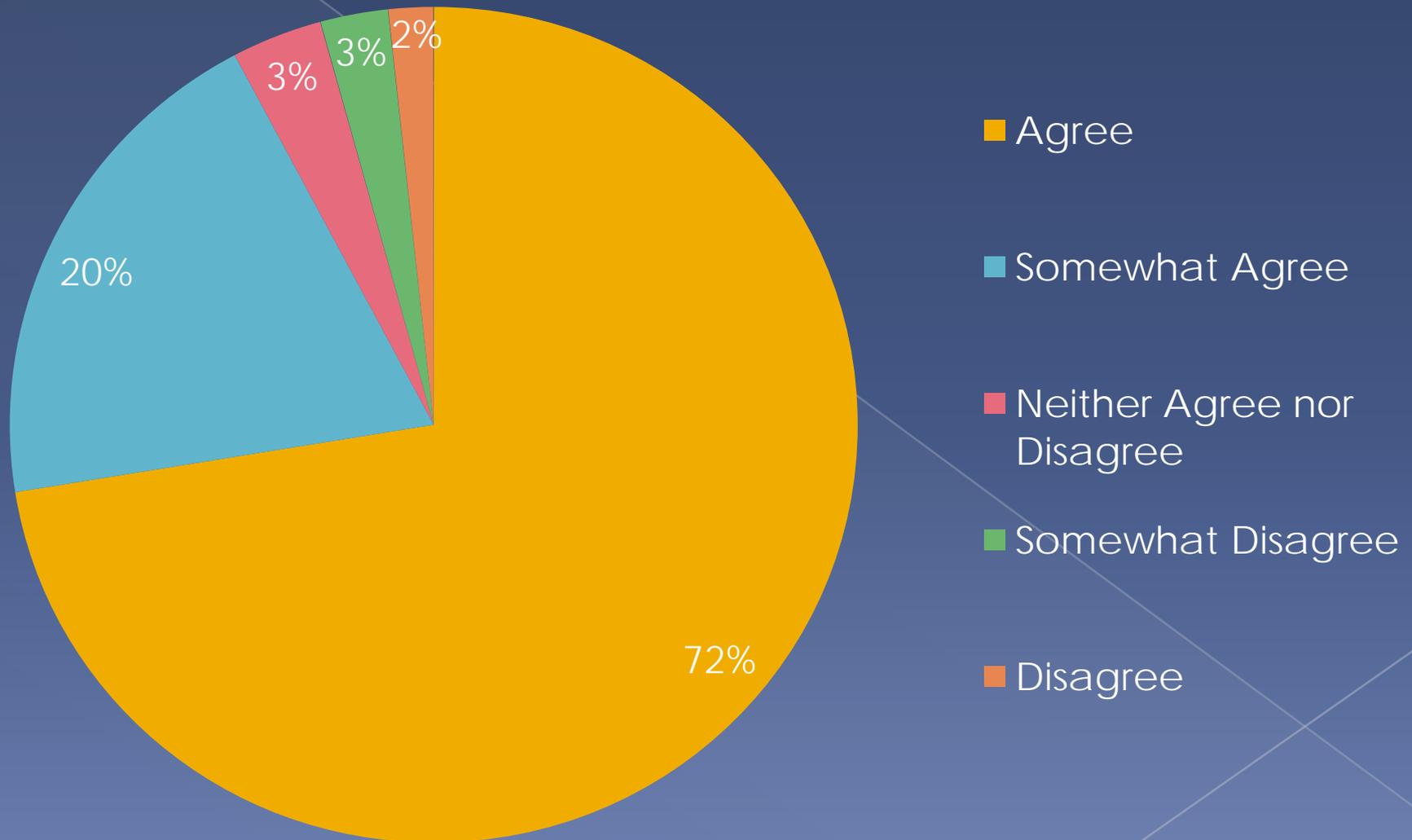
251 Rail Miles Pending Funding



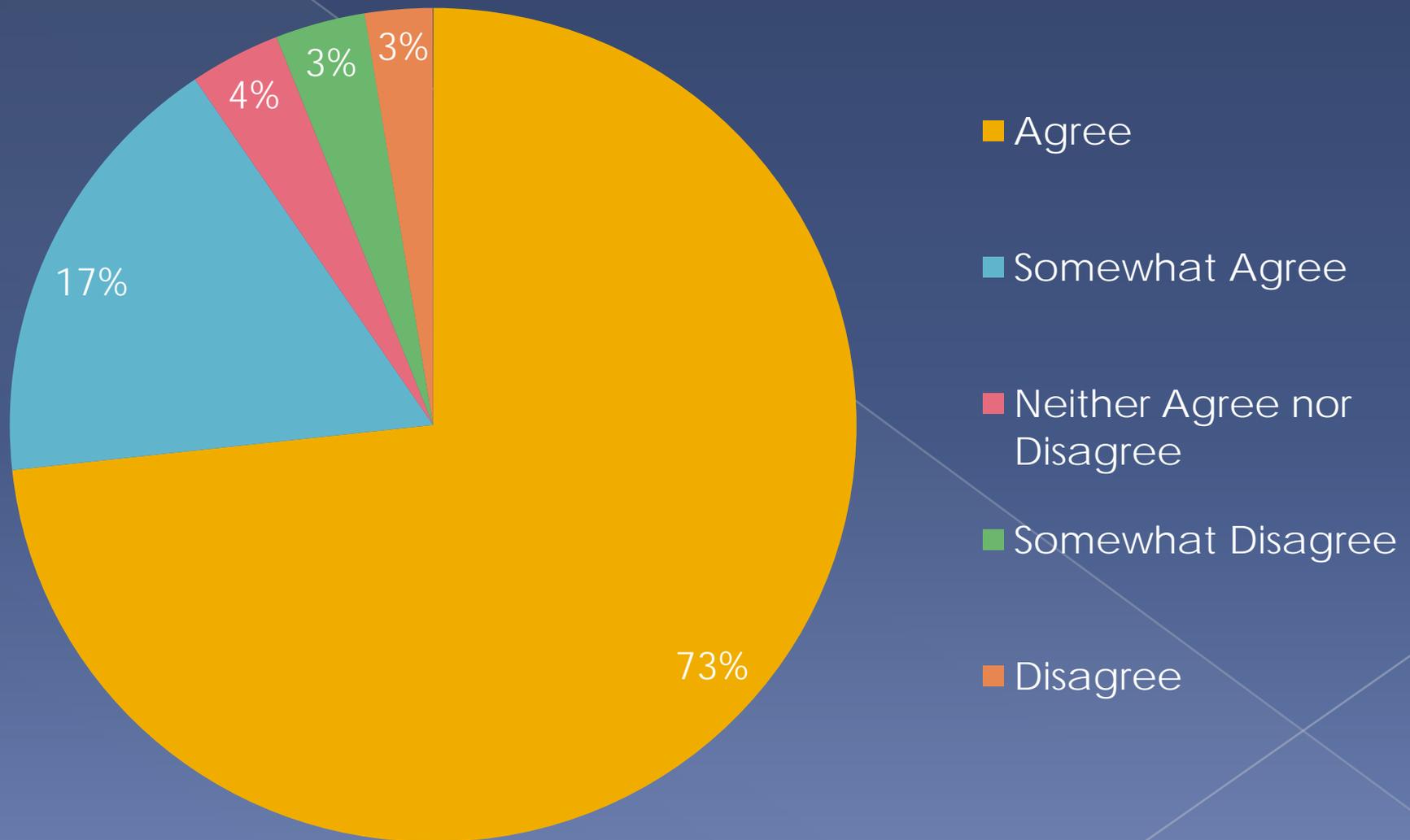
I would like to have access to different modes of transportation



The level of roadway congestion I experience is a concern to me.



I expect to pay for my use of the transportation system.



Need for Additional Revenue

Ensure adequate funding to maintain current system

New federal transportation bill

Upcoming State Legislature session:

- Stop Diversions

- Acquire PPP funding tools for limited use

- Simplify vehicle registration collection

- Adjust fuel tax based on fuel efficiency

- Reform Proposition 12 use and allocation

- Protect Regional Toll Revenue

- Enable Local Option elections

Continue local funding and partnerships

Metropolitan Transportation Update

Question or Comments?

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