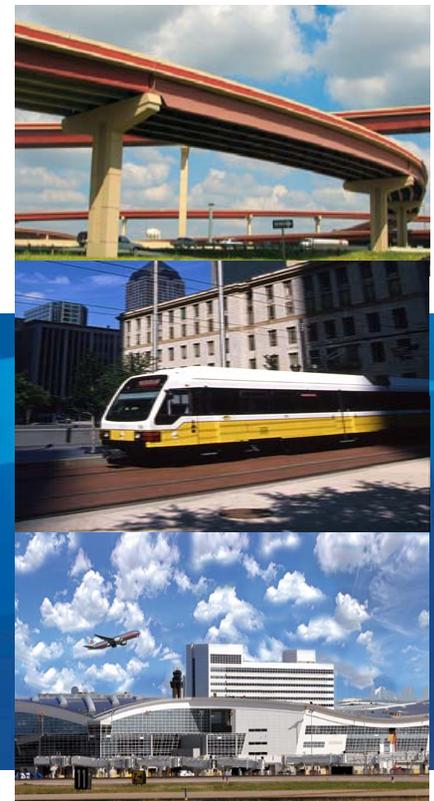


Focused on
Project
Implementation

Partners in Mobility



The 14th Annual Presentation
from the Dallas-Fort Worth Metropolitan Area
to the Texas Transportation Commission

May 29, 2008

Dallas-Fort Worth Area Partners In Mobility

14th Consecutive Year

Partners

Dallas Citizens Council

Dallas Regional Mobility Coalition

Fort Worth Chamber of Commerce

Fort Worth Roundtable

Greater Dallas Chamber

**North Central Texas Council of
Governments/Regional Transportation Council**

North Texas Commission

Tarrant Regional Transportation Coalition

Dallas-Fort Worth Area Partners In Mobility

14th Consecutive Year

Transportation Providers

Dallas Area Rapid Transit

Dallas-Fort Worth International Airport

Denton County Transportation Authority

Fort Worth Transportation Authority (The T)

North Texas Tollway Authority

Texas Department of Transportation

Dallas-Fort Worth Area Partners In Mobility

14th Consecutive Year

Presenters

Mayor Tom Leppert, City of Dallas

**Mayor Oscar Trevino, Regional Transportation
Council Chair**

Commissioner Mike Cantrell, Dallas County

Mike Baggett, Greater Dallas Chamber

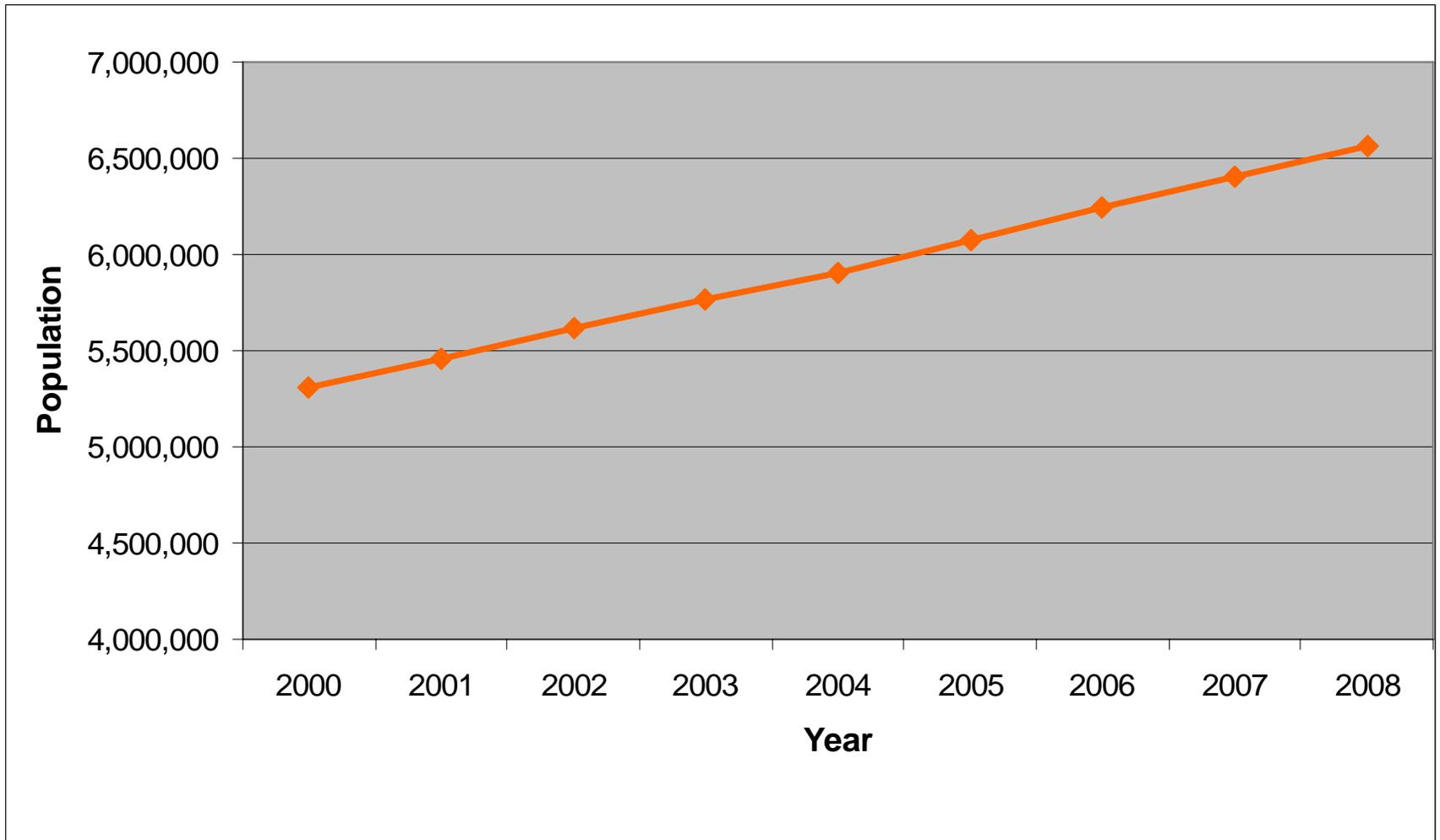
Bill Conley, Fort Worth Chamber of Commerce

Judge Glen Whitley, Tarrant County

Mayor Mike Moncrief, City of Fort Worth

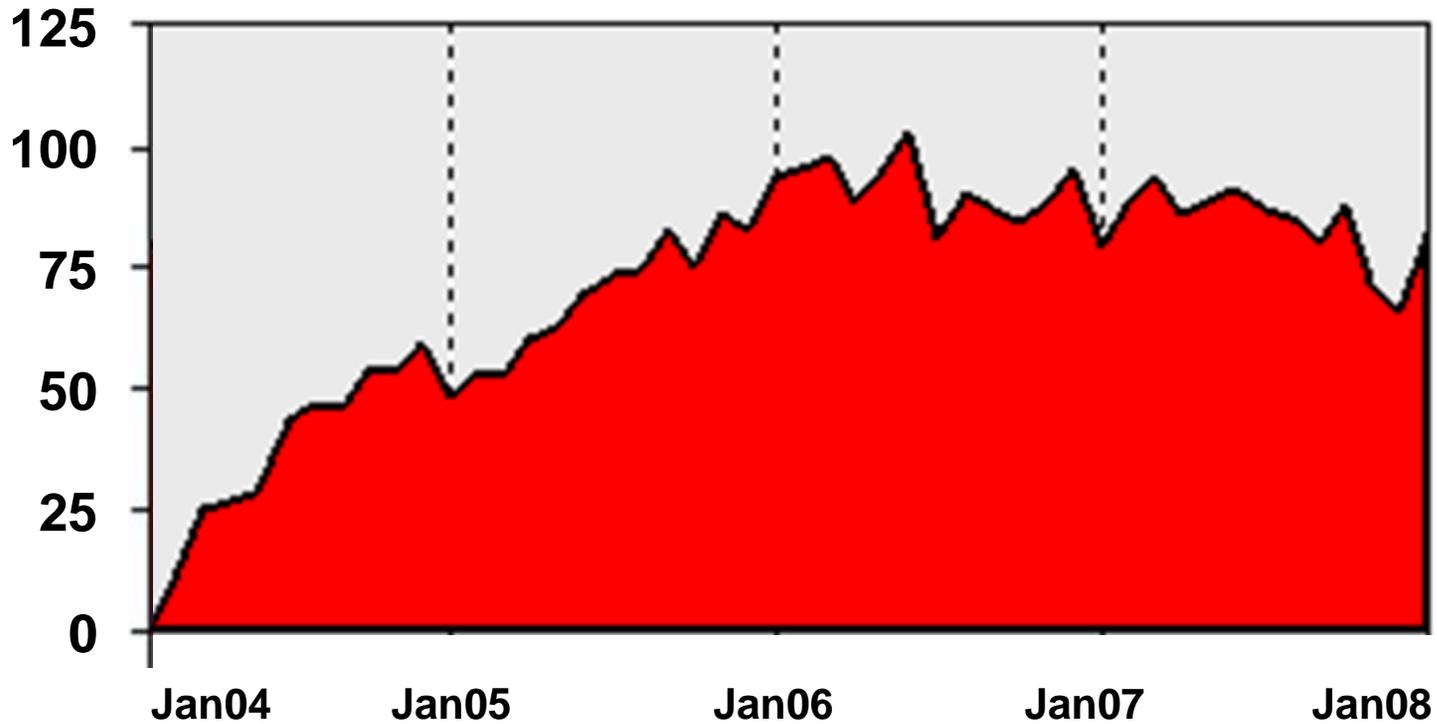
Regional Population

Record Growth from 2000 to 2008



Dallas-Fort Worth Job Growth

One of the Highest in the Nation



Among the 12 largest metropolitan areas in the country, Dallas-Fort Worth-Arlington added the second largest number of jobs during the past year and had the second fastest rate of job growth.

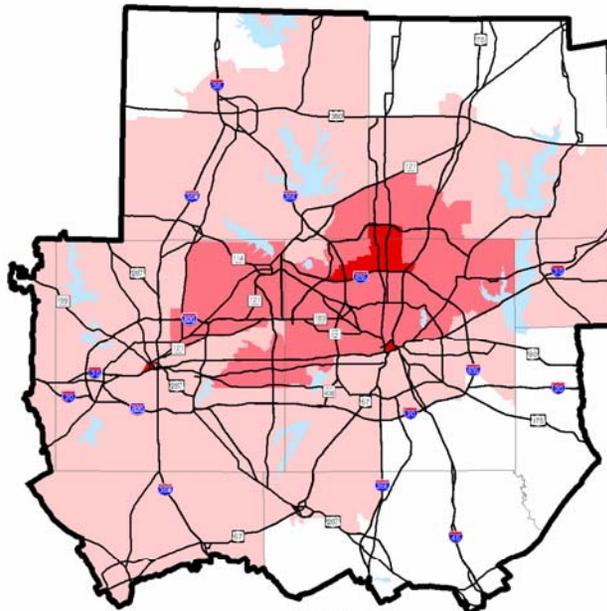
Increasing Roadway Congestion

Mandates Partnership Solutions

Mobility M2030 The Metropolitan Transportation Plan

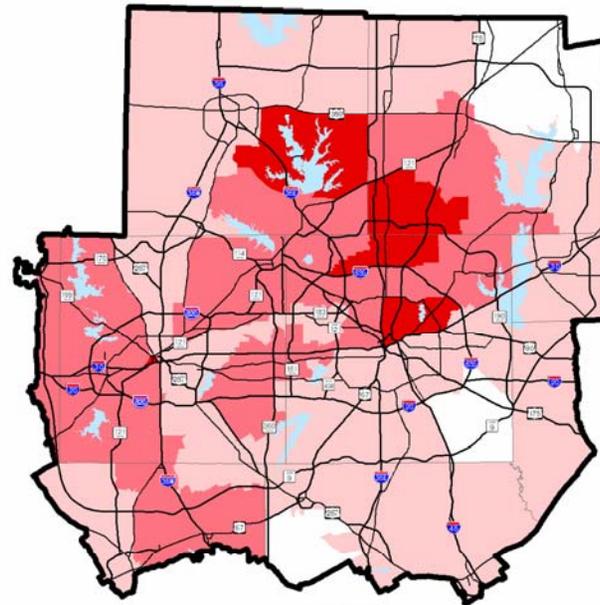
System Performance Levels of Congestion

- Areas with No Congestion
- Areas with Light Congestion
- Areas with Moderate Congestion
- Areas with Severe Congestion
- Roadways



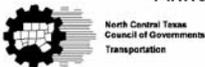
2007

Annual Cost of Congestion \$4.2 Billion



2030

Annual Cost of Congestion \$6.6 Billion



North Central Texas
Council of Governments
Transportation



January 11, 2007

Dallas-Fort Worth Nonattainment Area

Meeting Air Quality Challenges

AirCheckTexas/Drive A Clean Machine

**Texas Emissions Reduction Plan Partnership
Program**

**Regional Transportation Clean Fleet Vehicle
Policy**

Locally Enforced Idling Restrictions

TryParkingIt.com

Regional Smoking Vehicle Program

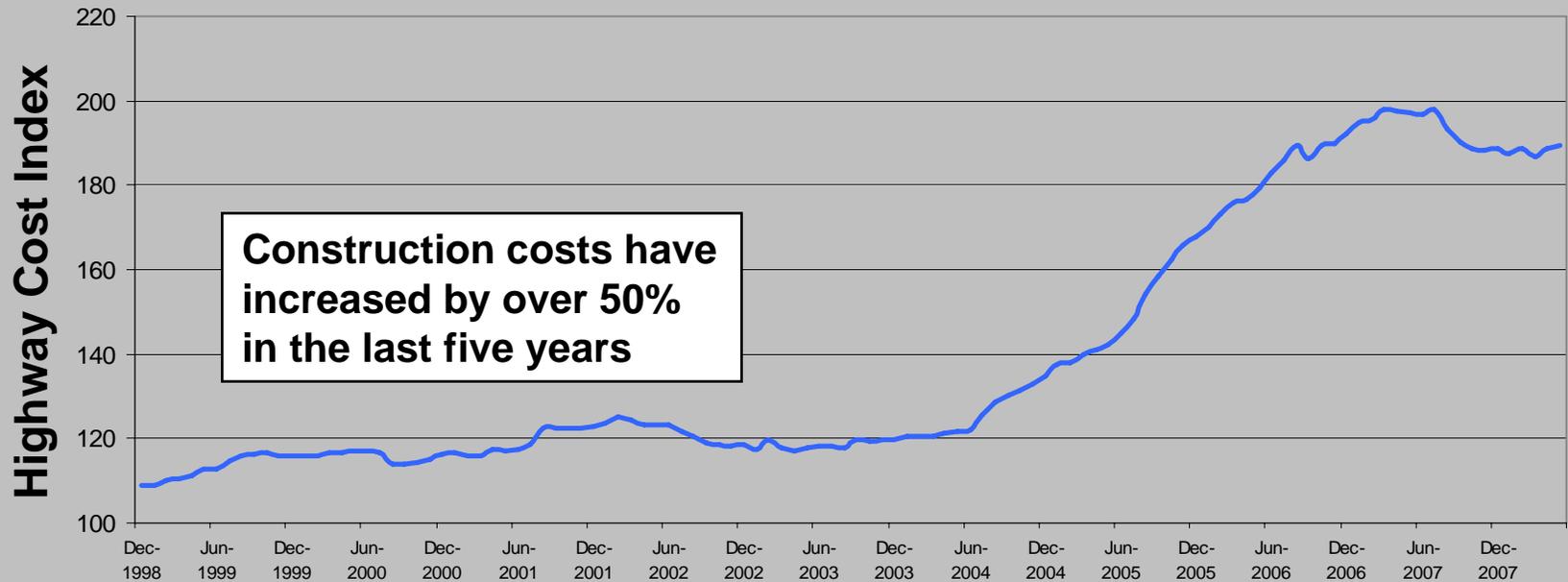
SmartWay Transport Partnership

North Texas Clean School Bus Program

Lost Purchasing Power

Costs are Increasing Dramatically

TxDOT's Highway Cost Index



Construction costs have increased by over 50% in the last five years

source: TxDOT

Transportation Commission Goals

Enhanced By Partnerships

Reduce Congestion

Enhance Safety

Improve Air Quality

Expand Economic Opportunity

Increase the Value of Transportation Assets

Rail Funding and Implementation

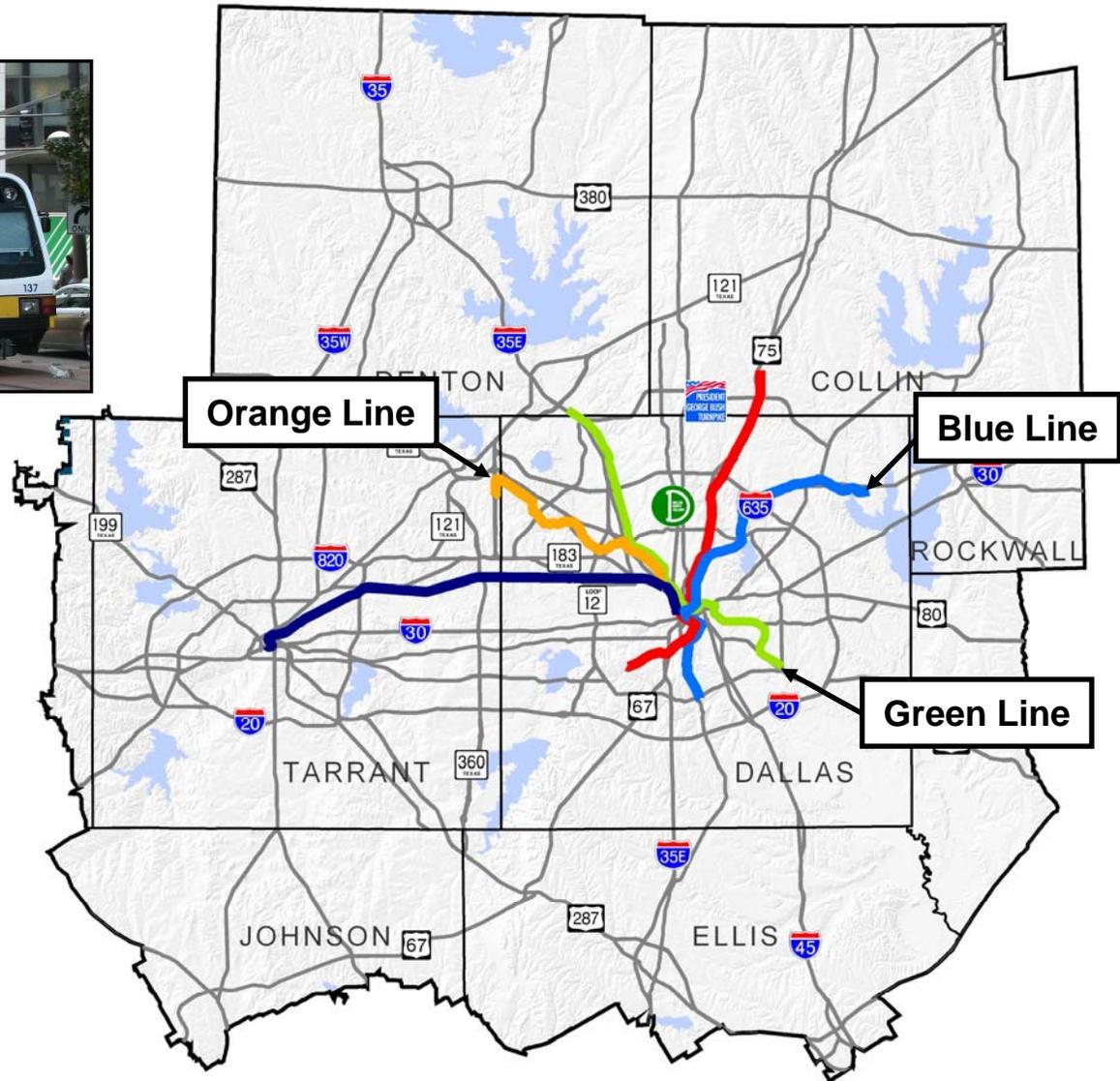
North Texas Moving Forward



RailPictures.Net - Image Copyright © Steve Schindlinger

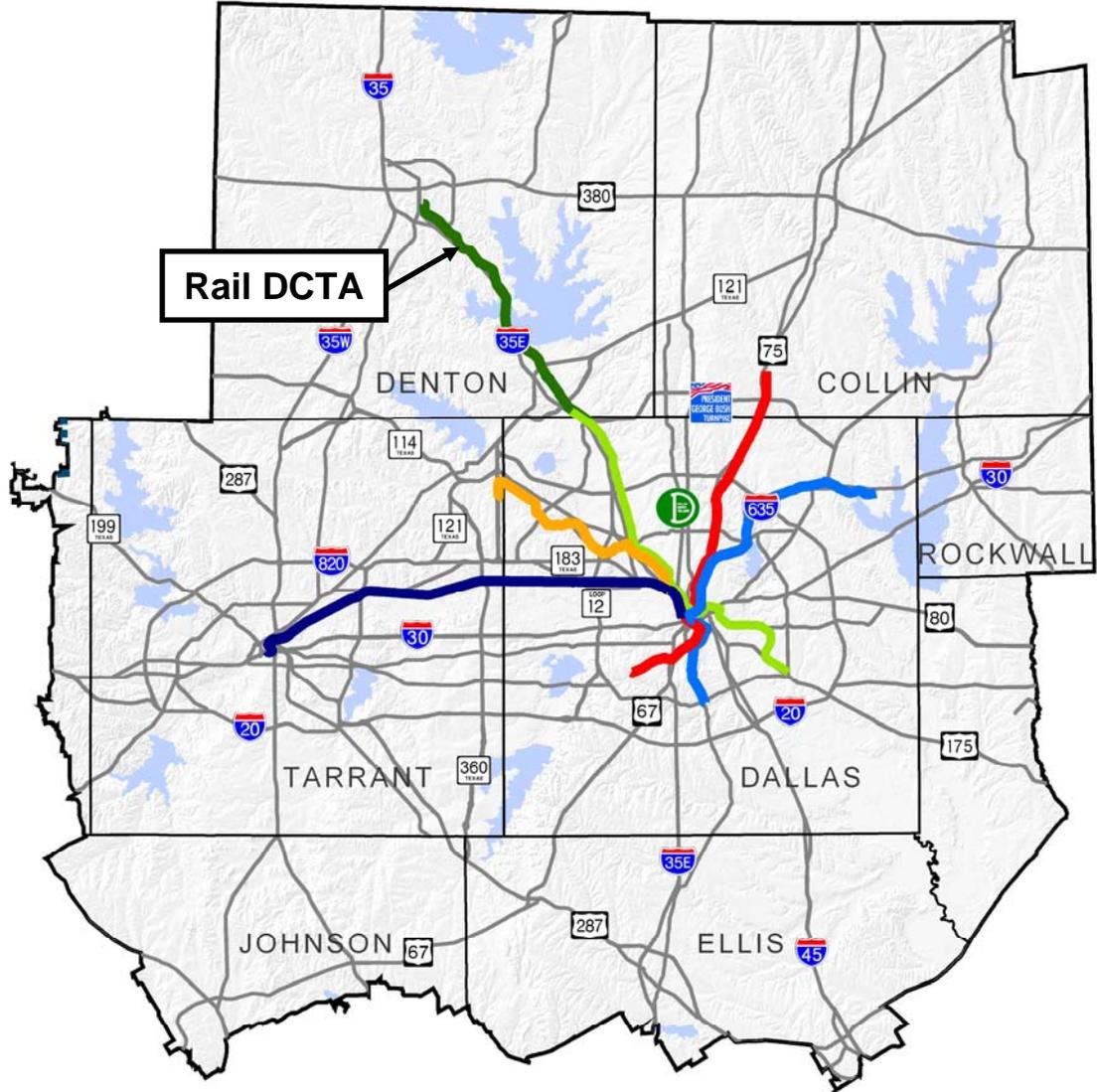
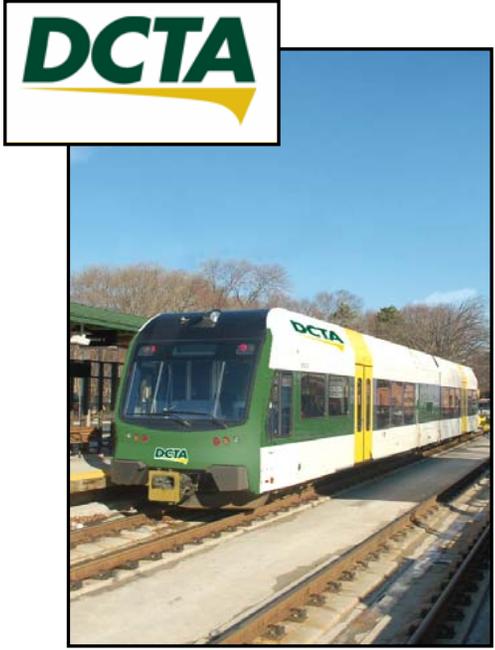
DART Light Rail Construction

Green, Orange and Blue Line Extension by 2013



DCTA Rail Construction

Rail DCTA Complete by 2010

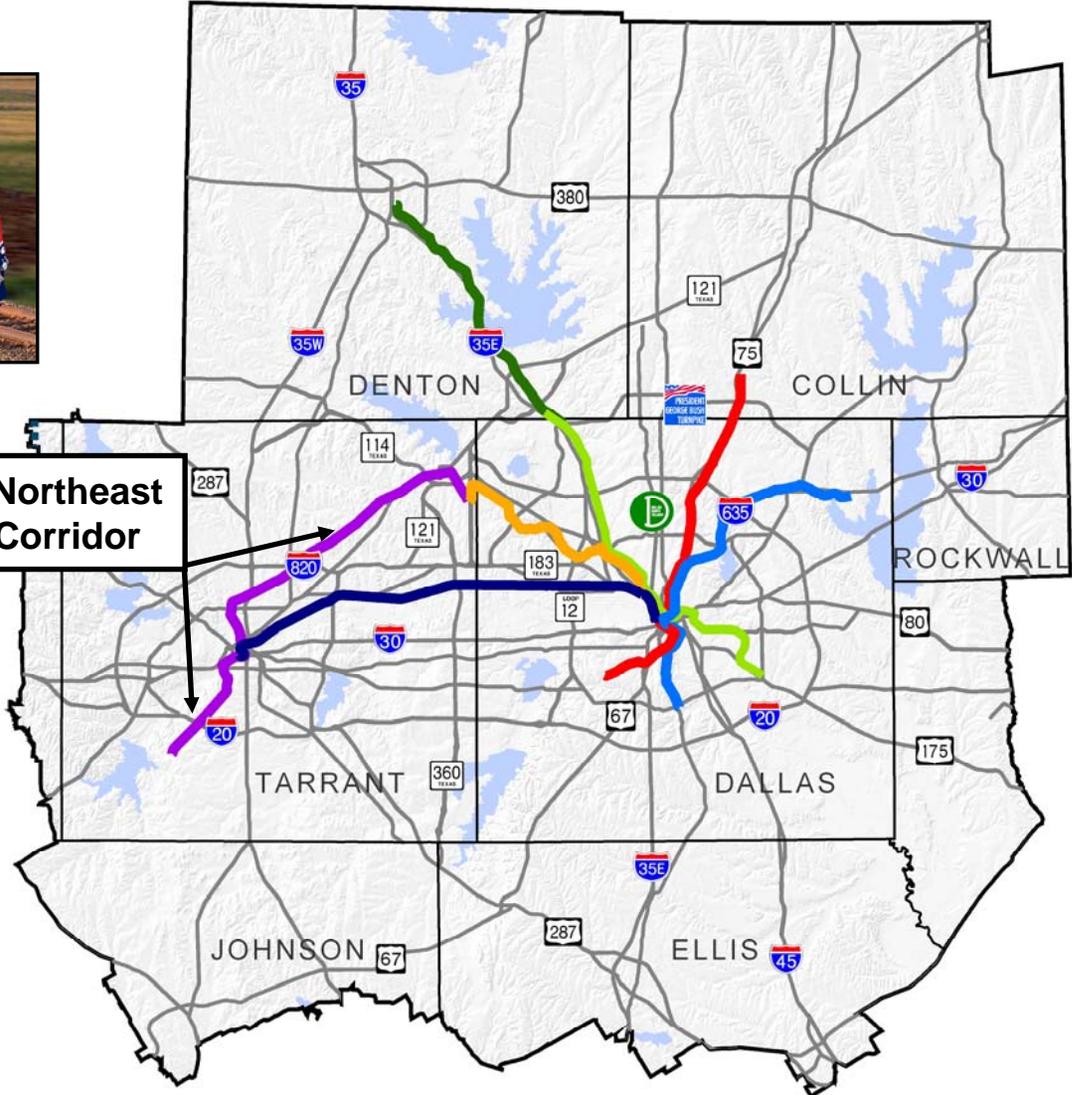


FWTA Rail Construction

Utilizing Texas Mobility Funds



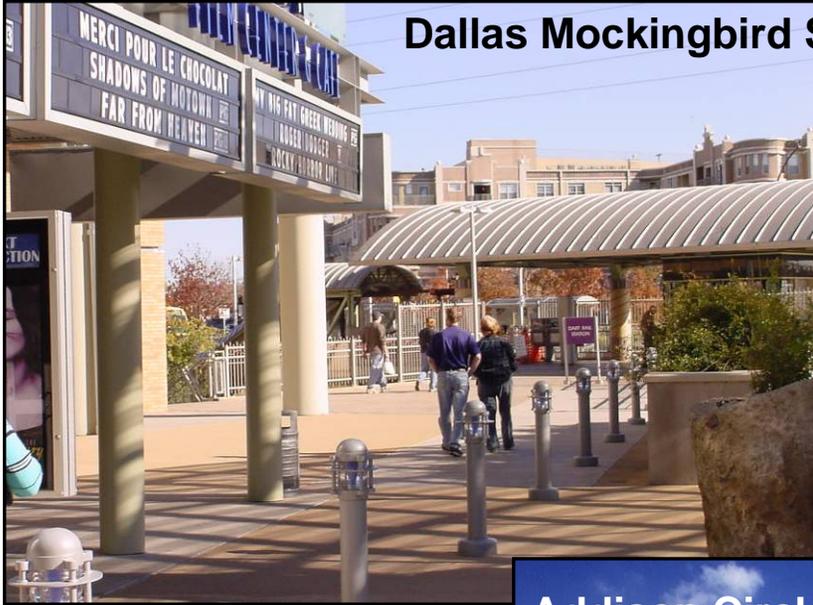
**Southwest to Northeast
Regional Rail Corridor**



Transit Oriented Development

Leading to a Sustainable Region

Dallas Mockingbird Station



Plano 15th Street

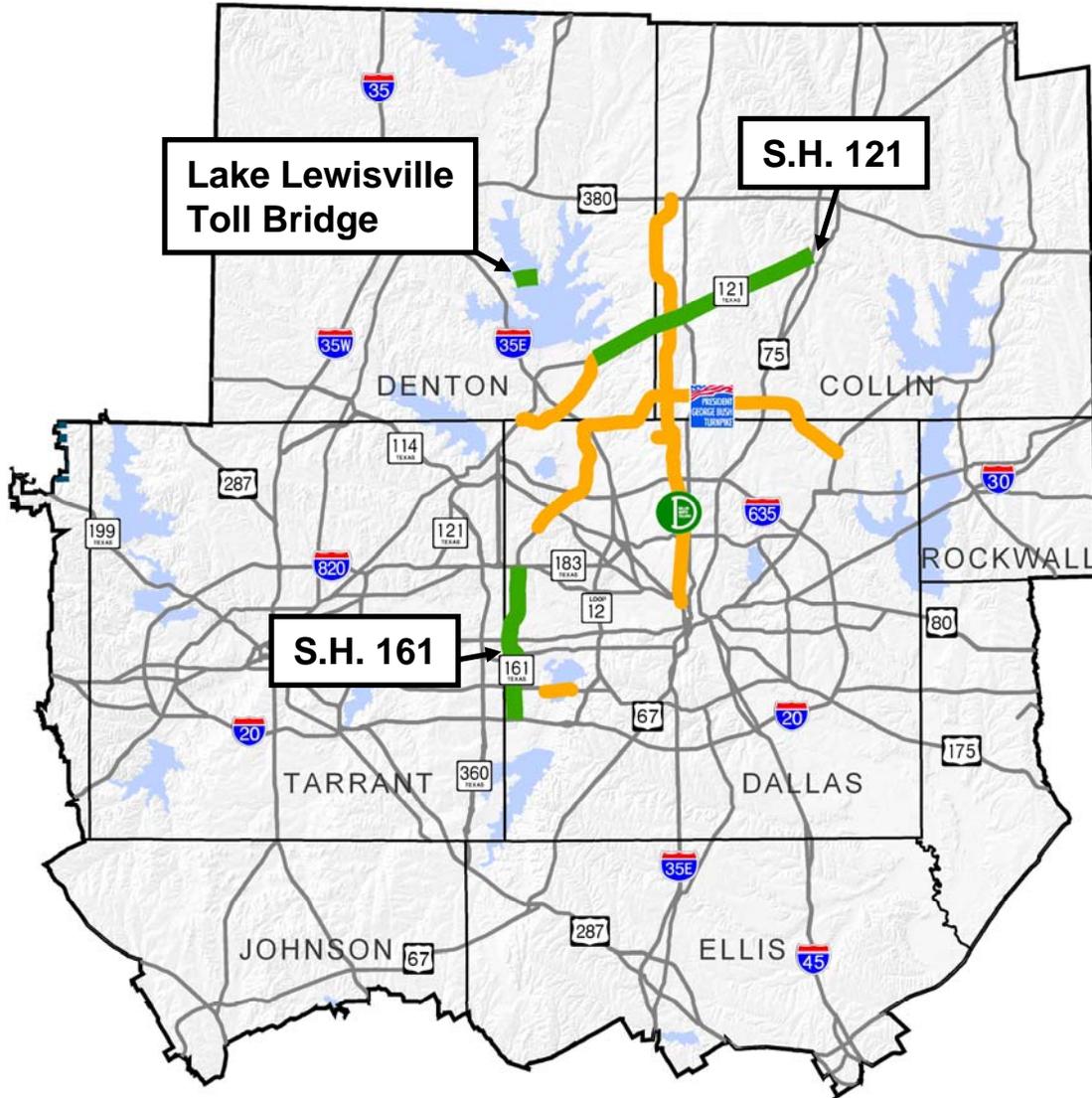


Addison Circle



North Texas Toll Roads

Under Construction



Lake Lewisville Toll Bridge

S.H. 121

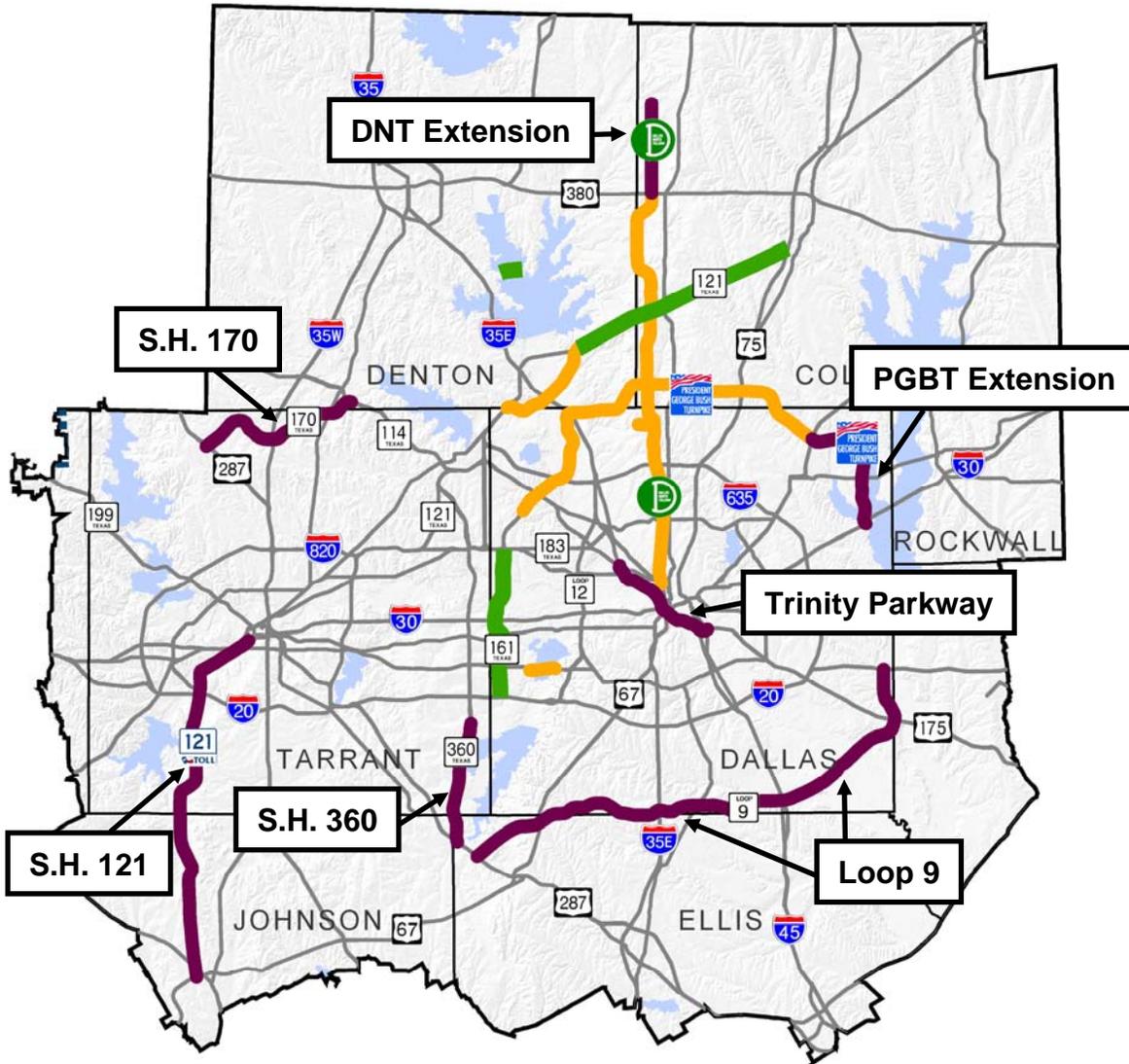
S.H. 161

Lake Lewisville Toll Bridge – 2009
S.H. 121 – 2011
S.H. 161 – 2012



North Texas Toll Roads

Under Development



Mobility 2030 calls for \$17.7 Billion of Road Construction through Innovative Finance

Upfront Revenues

Expediting Project Delivery

\$3.3 Billion

Increased Traffic Congestion

Requires Better System Management



Current HOV System

Low Cost – Immediate Action



150,000 Daily Commuters
76 Centerline Miles
30% Average Corridor
Travel Time Savings

Regional Managed Lane Policy

Coordinated With TxDOT CDA Procurement

Market-based dynamic pricing

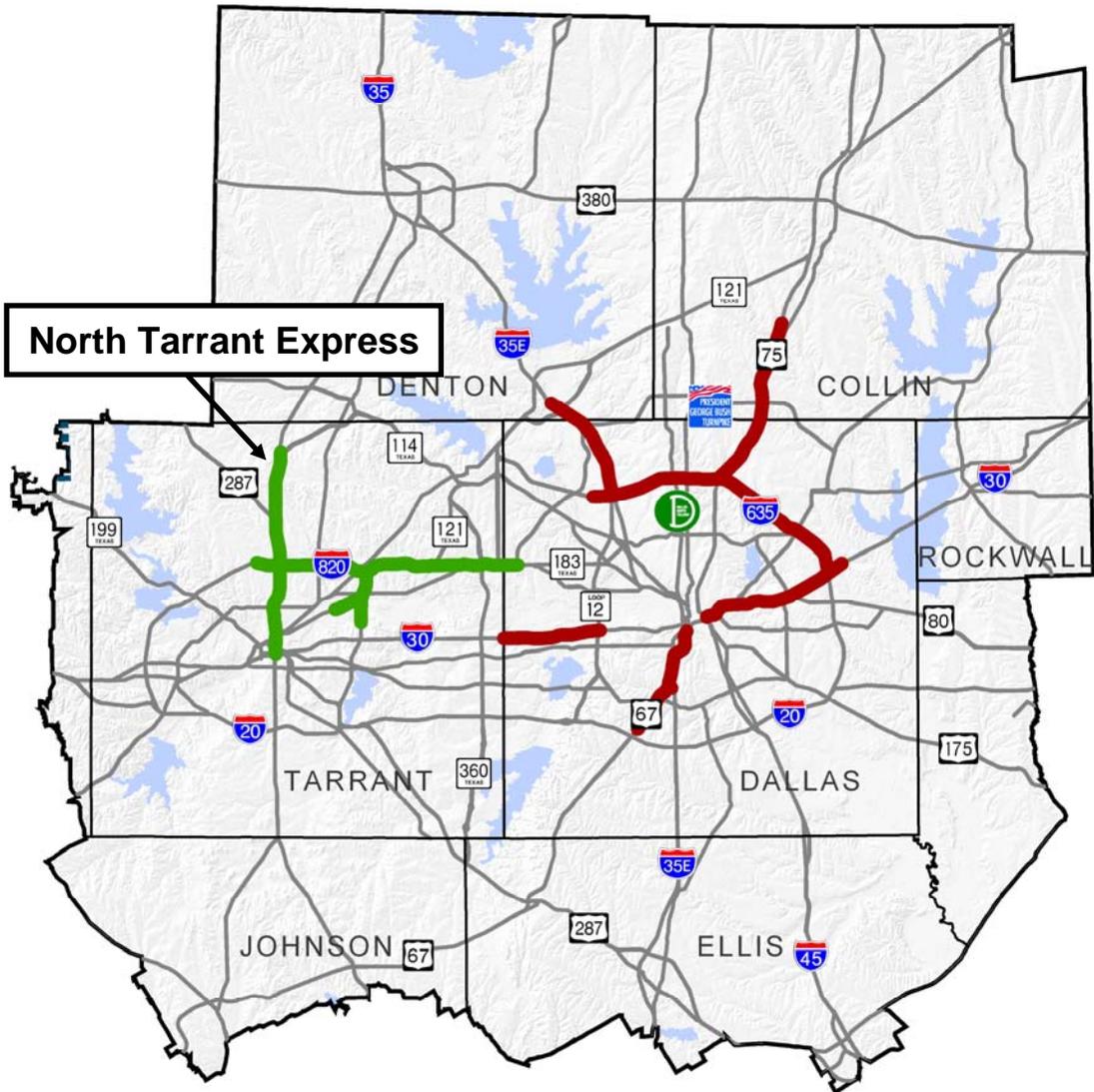
No toll for transit vehicles

**Fifty percent discount for 2+ HOV vehicles
during peak period**

**Toll rate established to maintain 50 MPH
minimum average corridor speed**

North Tarrant Express

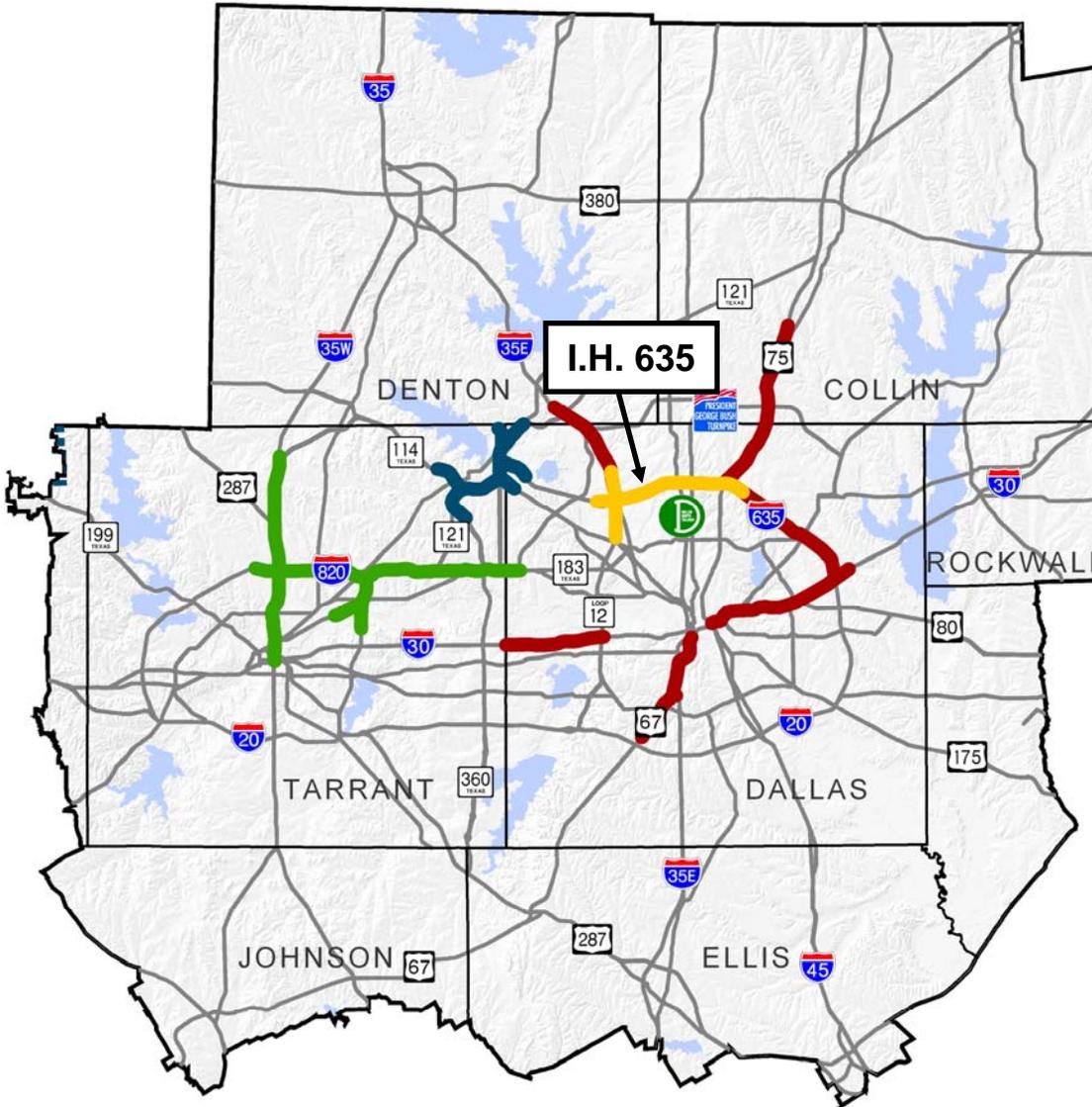
I.H. 35W – I.H. 820 – S.H. 183



North Tarrant Express
2025 Daily Corridor Trips Served
940,000
2025 Daily Volume
260,000
Partnership Funding
Undergoing CDA Procurement

North Dallas Managed Lanes

I.H. 635 – I.H. 35E – Loop 12



I.H. 635 – I.H. 35E – Loop 12

2025 Daily Corridor Trips Served
1,000,000

2025 Daily Volume
370,000

Partnership Funding

Under CDA Procurement

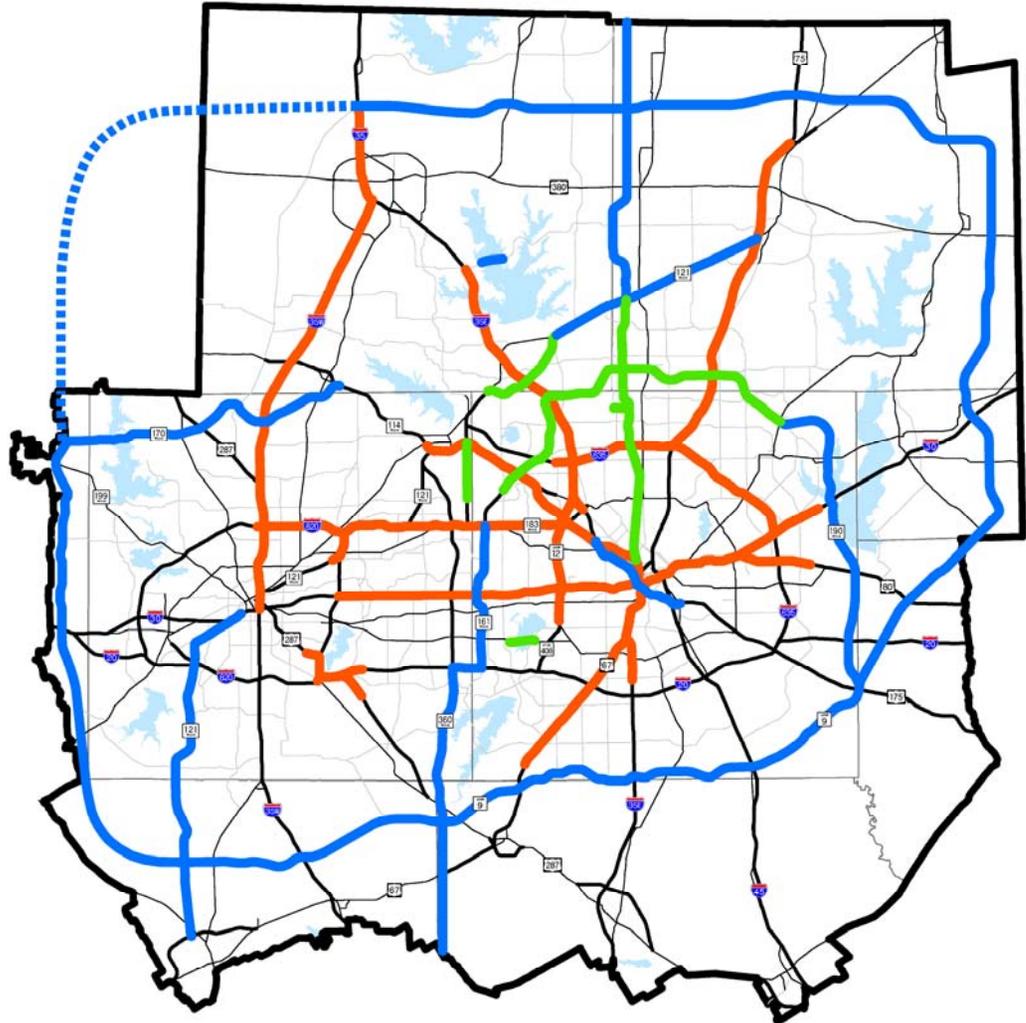
Regional Toll Road/Managed HOV System

Fully Integrated Seamless System



-  Existing Toll Roads
-  Future Toll Roads
-  Future Managed HOV Lanes

Priced Facilities 691 Lane Miles



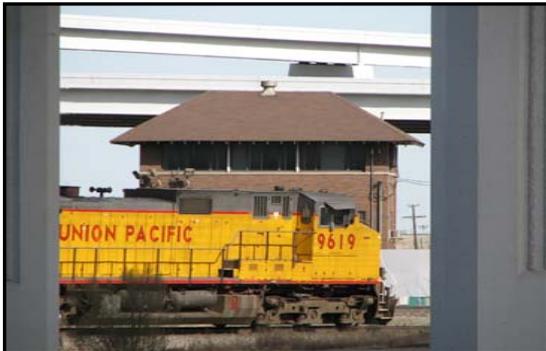
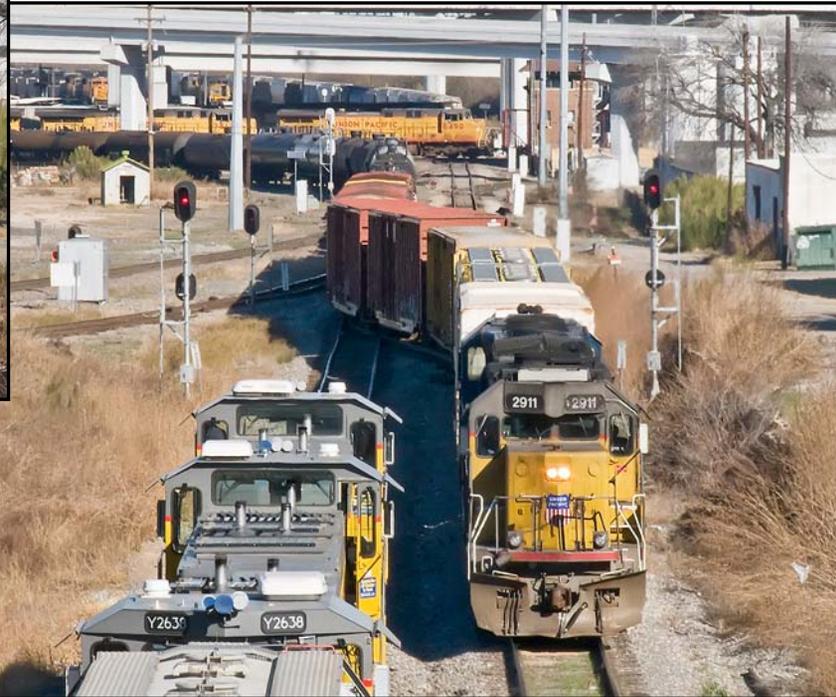
Growing Traffic Congestion

Challenges On Time Delivery



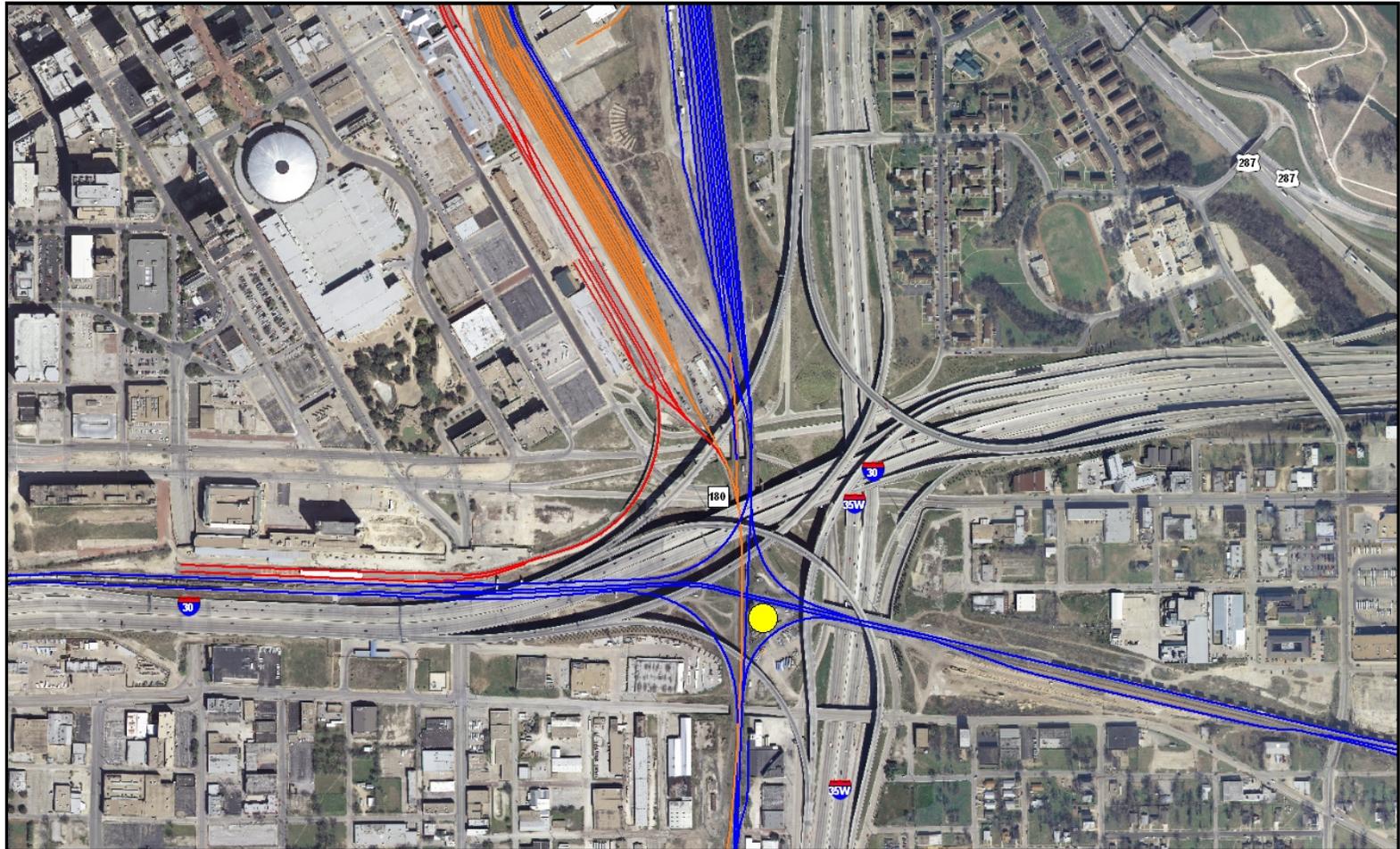
Tower 55 – National Freight Rail Bottleneck

Facing 120 Trains Daily



Tower 55 Reliever Study

Public-Private Financing Opportunity

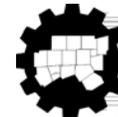


Legend

● Tower 55

— UP Railroad
— BNSF Railway

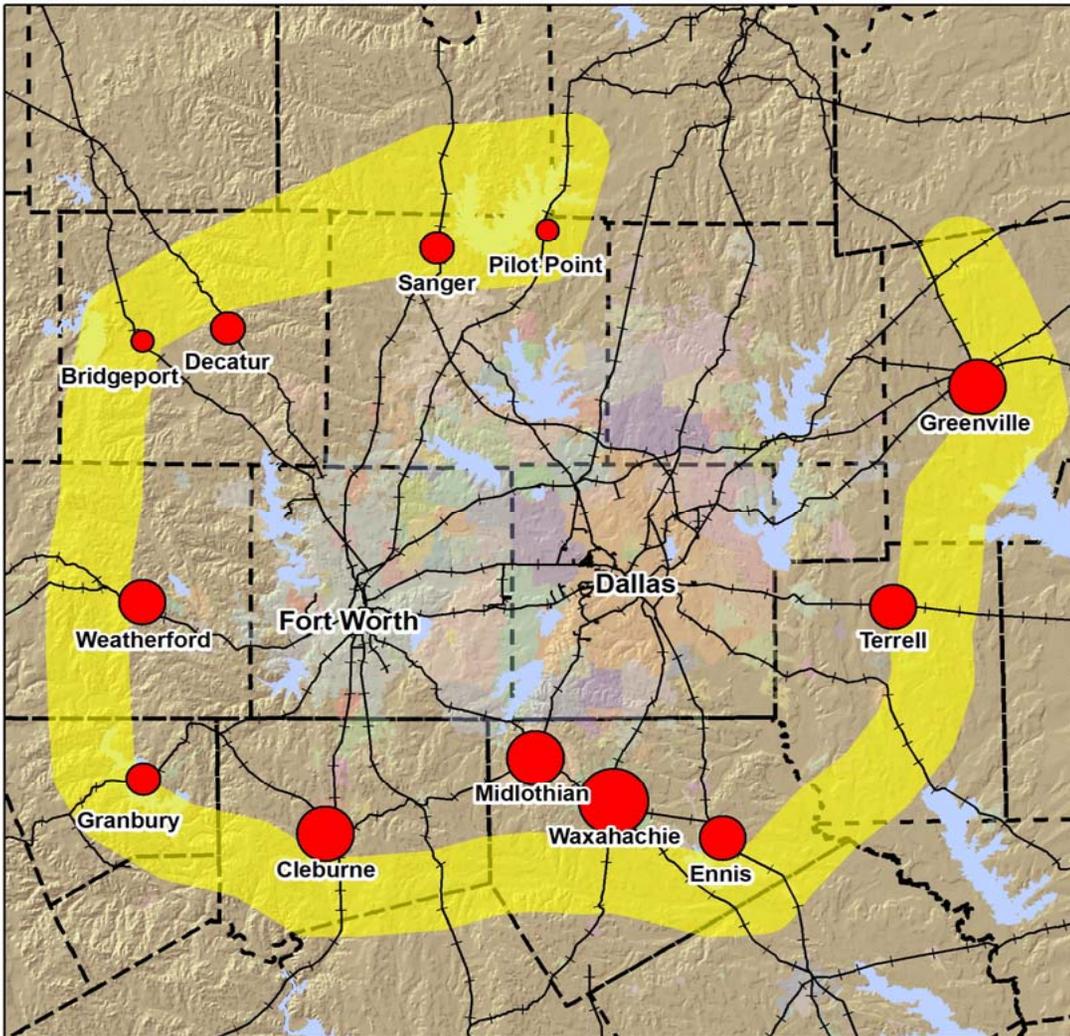
— Trinity Railway Express
— Fort Worth & Western Railroad



North Central Texas
Council of Governments
Transportation
Department

Regional Outer Loop

Freight Rail Bypass Being Considered

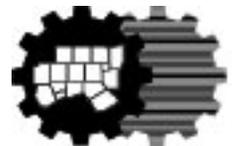


Goals

Move Freight Rail Through Shipments Out of Metropolitan Core

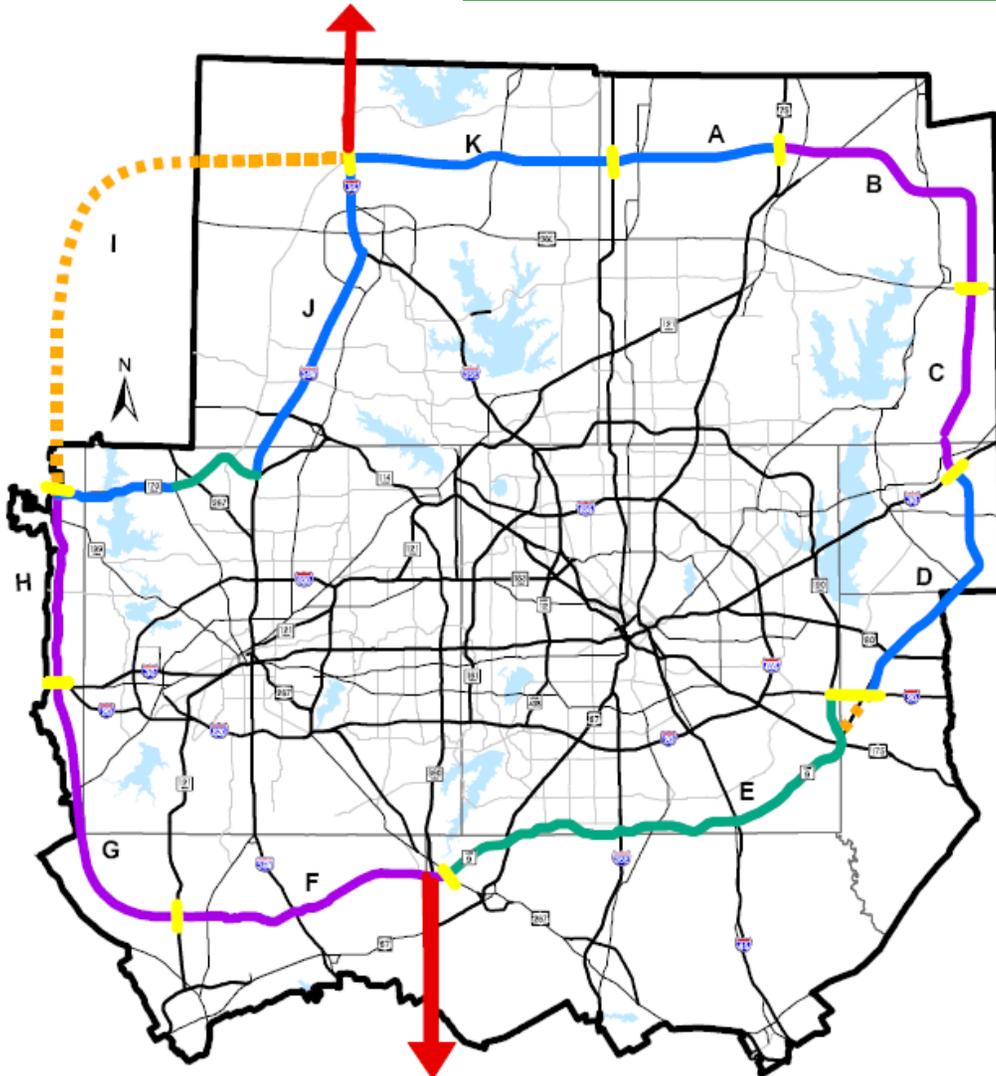
Provide Additional Freight Rail Capacity for Growth

Free Up Existing Freight Rail Capacity for Passenger Rail Service



Regional Outer Loop

Addressing Future Auto/Truck/Utility Needs



Corridor Attributes

240-mile Loop

Ten Corridor Segments

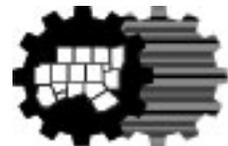
Stakeholder Roundtables

Dedicated Truck Lanes

Utility Conveyance

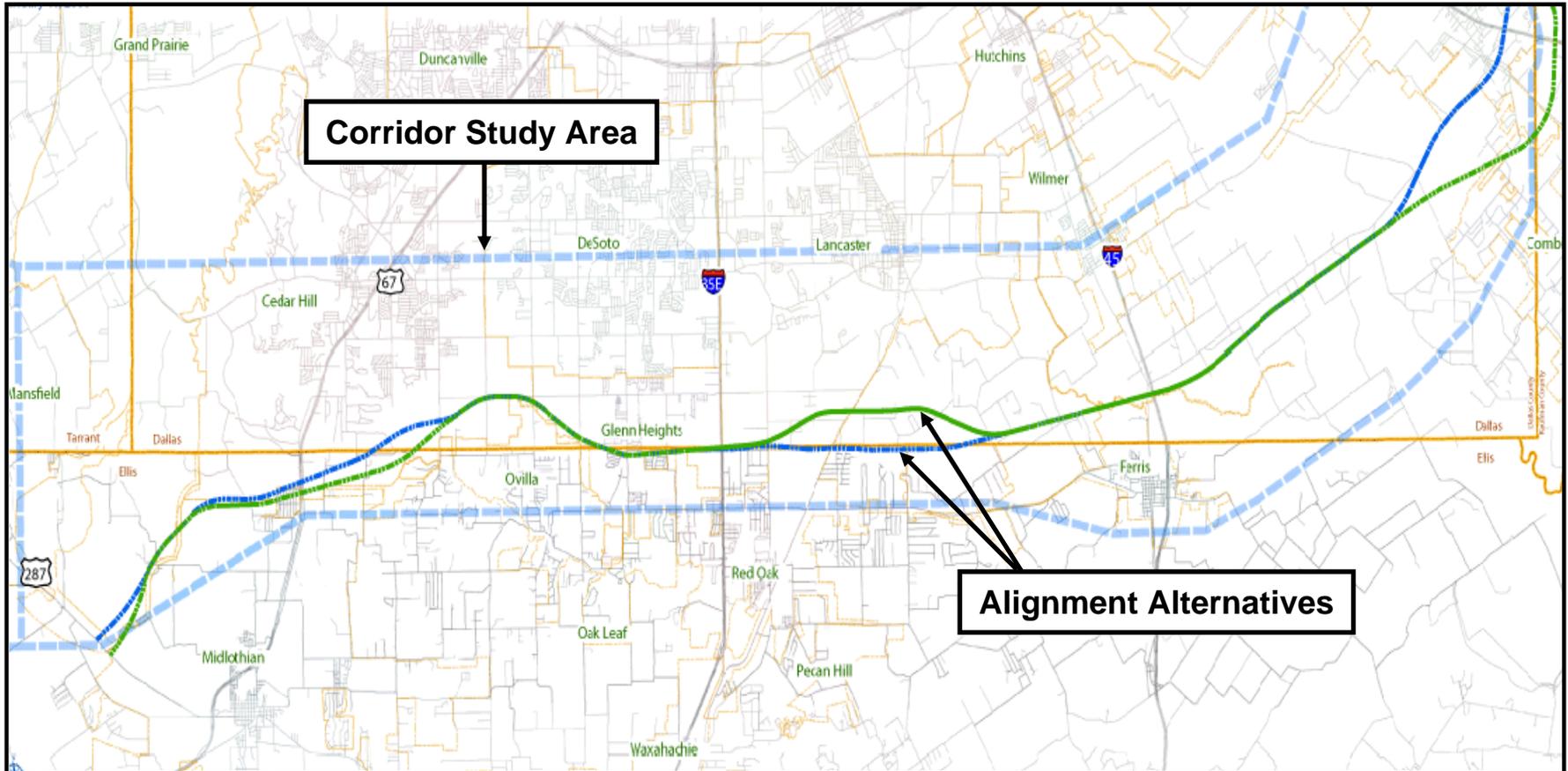
Expedited Environmental
Process

Closed Financial System



Regional Outer Loop

Loop 9 Segment Nearing Construction



Transportation Funding

Facing a Fiscal Crisis

Local/Regional Funding Leadership

Right-of-way Donations

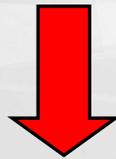
Property Tax for Design and Capacity
Improvements: On-System

Toll Payments By Users

Sales Tax For Transit

Tax Increment Finance District Funding

Up-front Tollroad Payments



70% LOCAL/REGIONAL FUNDS

Transportation Funding

Our Keys to Success

Stop the Diversion of State Transportation Revenues

Return North Texas Toll Revenues to North Texas

Support Partnership Projects in the UTP

Consider Additional Local Project Implementation

Create More Transparency Throughout the Decision-Making Process

Recommit to Partnerships

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 Partners In Mobility

State and Regional Partnership

We Need Continued Commission Support For:

**Texas Mobility Funds to Build Regional Rail
System Expansion Through Innovative Finance
Tower 55 and the Regional Outer Loop
Legislative Strategies to Address Funding Needs
Metropolitan Area Funding in the UTP
Collaboration with Local Elected Officials
A Renewed Commitment to Partnerships**

Dallas-Fort Worth Partners In Mobility

14th Annual Presentation

THANK YOU FOR YOUR CONTINUED SUPPORT