

Ten+ Initiatives for Southern Dallas County Subregion

Southeast Area
Transportation Alliance

March 25, 2009

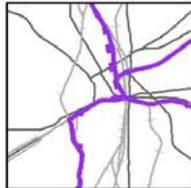
Michael Morris, P.E.
Director of Transportation
North Central Texas Council of Governments

Passenger Rail Recommendations

Legend

- Light Rail
- Light Rail - New Technology
- Regional Rail
- - - Regional Rail - Special Events Only
- + + + Existing Rail Corridors
- Highways

Fort Worth CBD



Dallas CBD

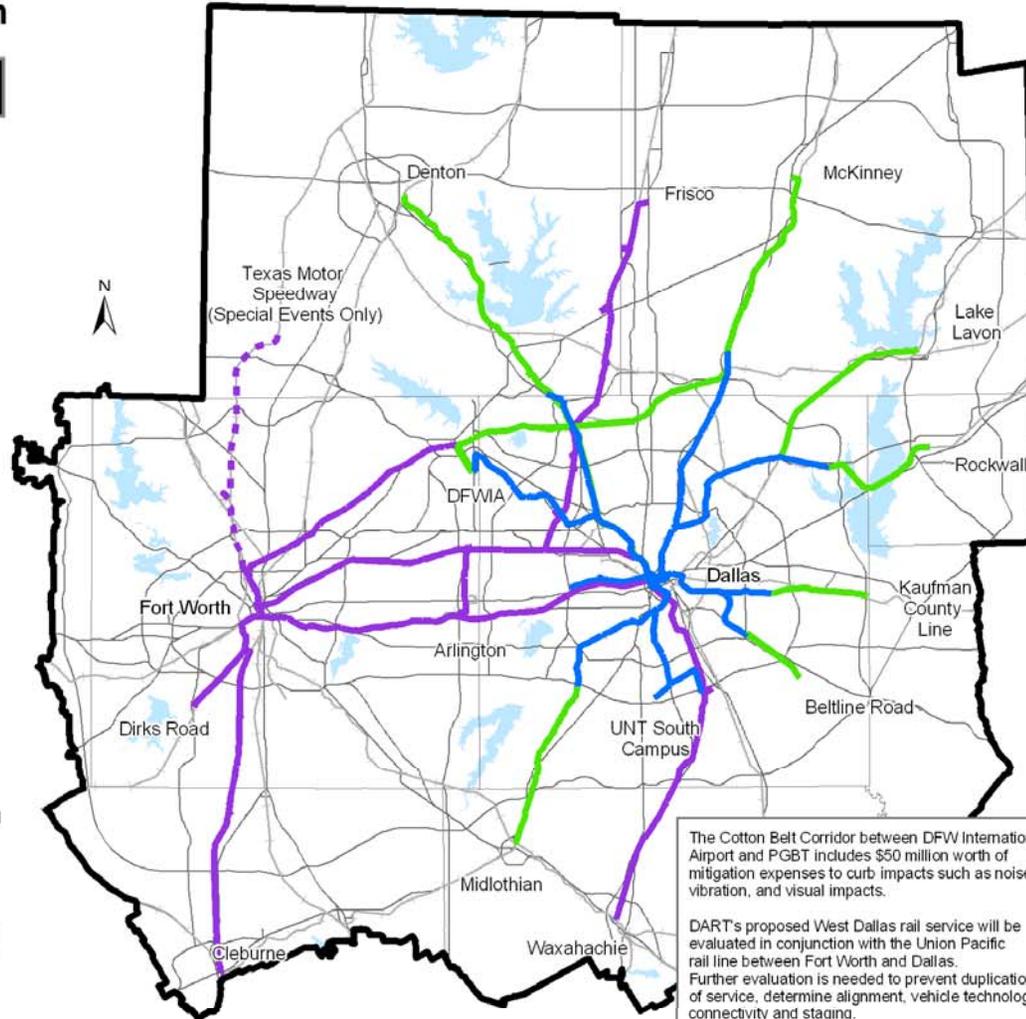


Corridor specific design and operation characteristics for the Intercity Passenger, Regional Passenger and Freight Rail Systems will be determined through capacity evaluation and ongoing project development. Refined rail forecasts are necessary to determine technology and alignment in Future Rail corridors.

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.



397 Additional Rail Miles
\$9.6 Billion

The Cotton Belt Corridor between DFW International Airport and PGBT includes \$50 million worth of mitigation expenses to curb impacts such as noise, vibration, and visual impacts.

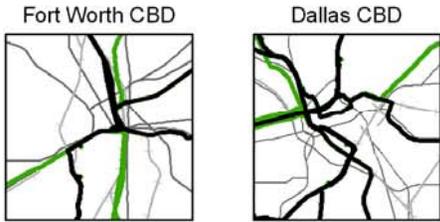
DART's proposed West Dallas rail service will be evaluated in conjunction with the Union Pacific rail line between Fort Worth and Dallas. Further evaluation is needed to prevent duplication of service, determine alignment, vehicle technology, connectivity and staging.

DART's proposed SouthPort rail line extension will be evaluated in conjunction with the Dallas to Waxahachie rail service. Further evaluation is needed to prevent duplication of service, determine alignment, vehicle technology, connectivity and staging.

**Rail Corridors Identified
For Further Evaluation (1)**

Legend

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



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



The Metropolitan Transportation Plan

Funded Roadway Recommendations

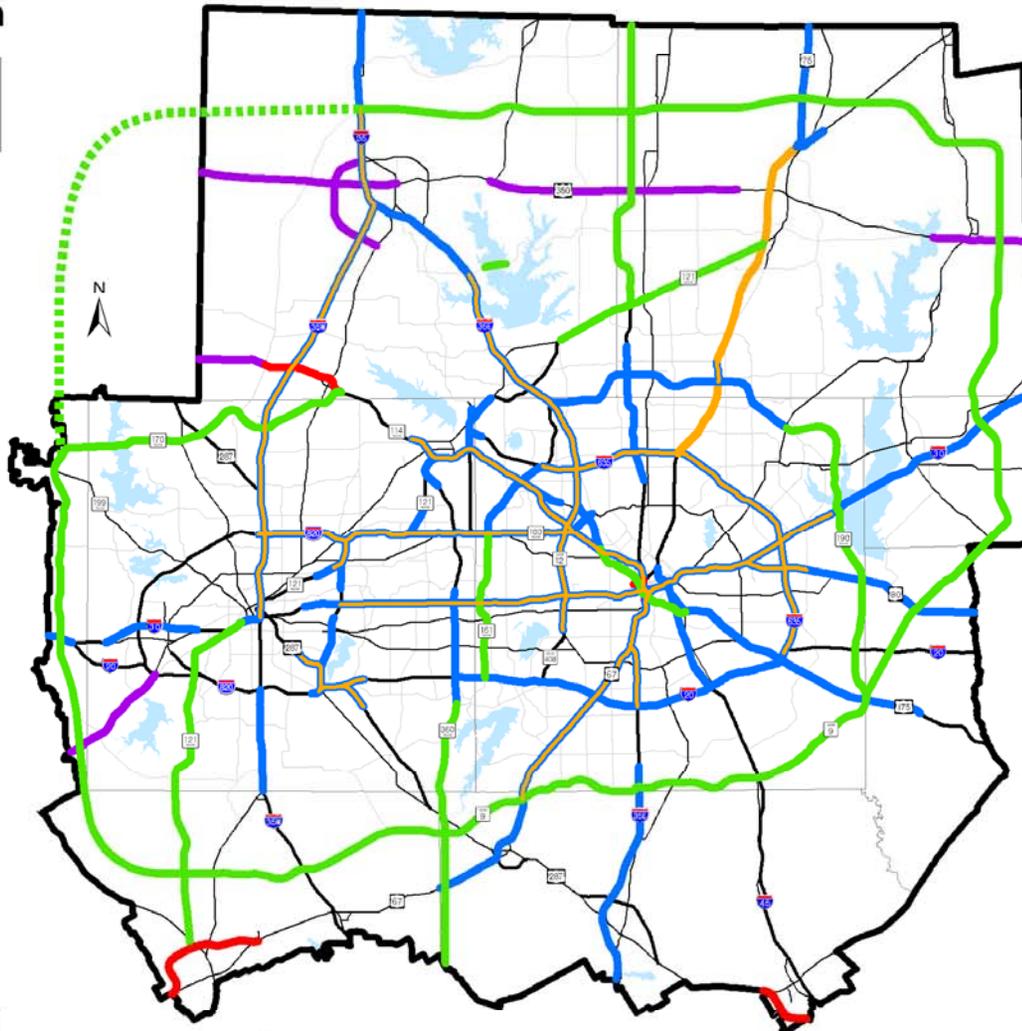
Legend

- 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.

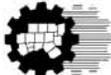
Additional and improved Freeway/Tollway interchanges and service roads should be considered on all Freeway/Tollway facilities in order to accommodate a balance between mobility and access needs.

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.

\$29.8 Billion Regional Roadway System
 Additional Freeway/Tollway lane miles = 3,444
 Additional HOV/Managed lane miles = 626



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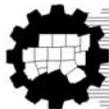
American Recovery & Reinvestment Act of 2009 DFW Partnership Projects

Project Type

-  ARRA Roadway Partnership Projects
-  ARRA Corridor Partnership Projects
-  Partnership & Leveraged Projects

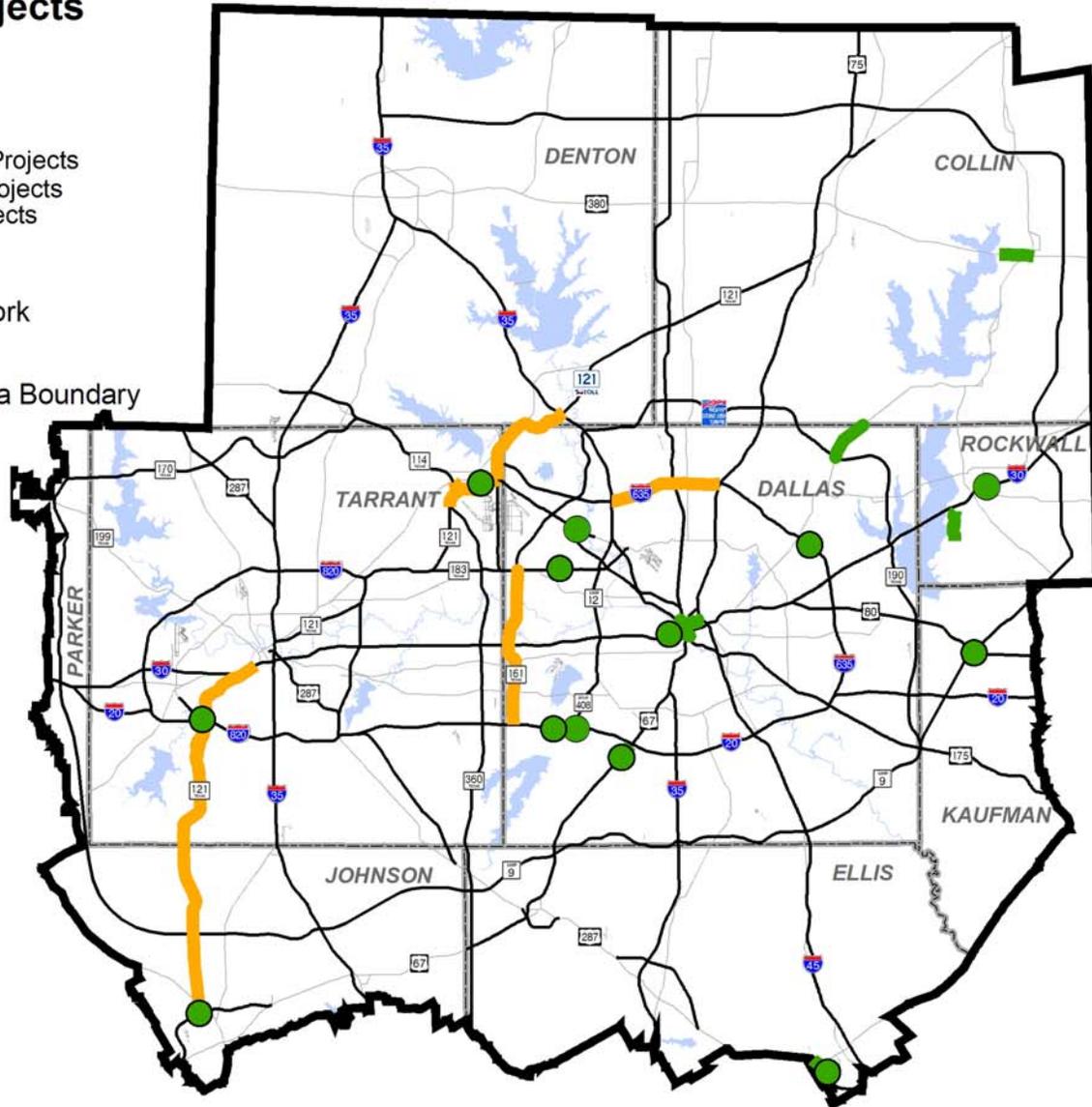
Legend

-  Year 2030 Freeway Network
-  Other Highways
-  County Boundary
-  Metropolitan Planning Area Boundary



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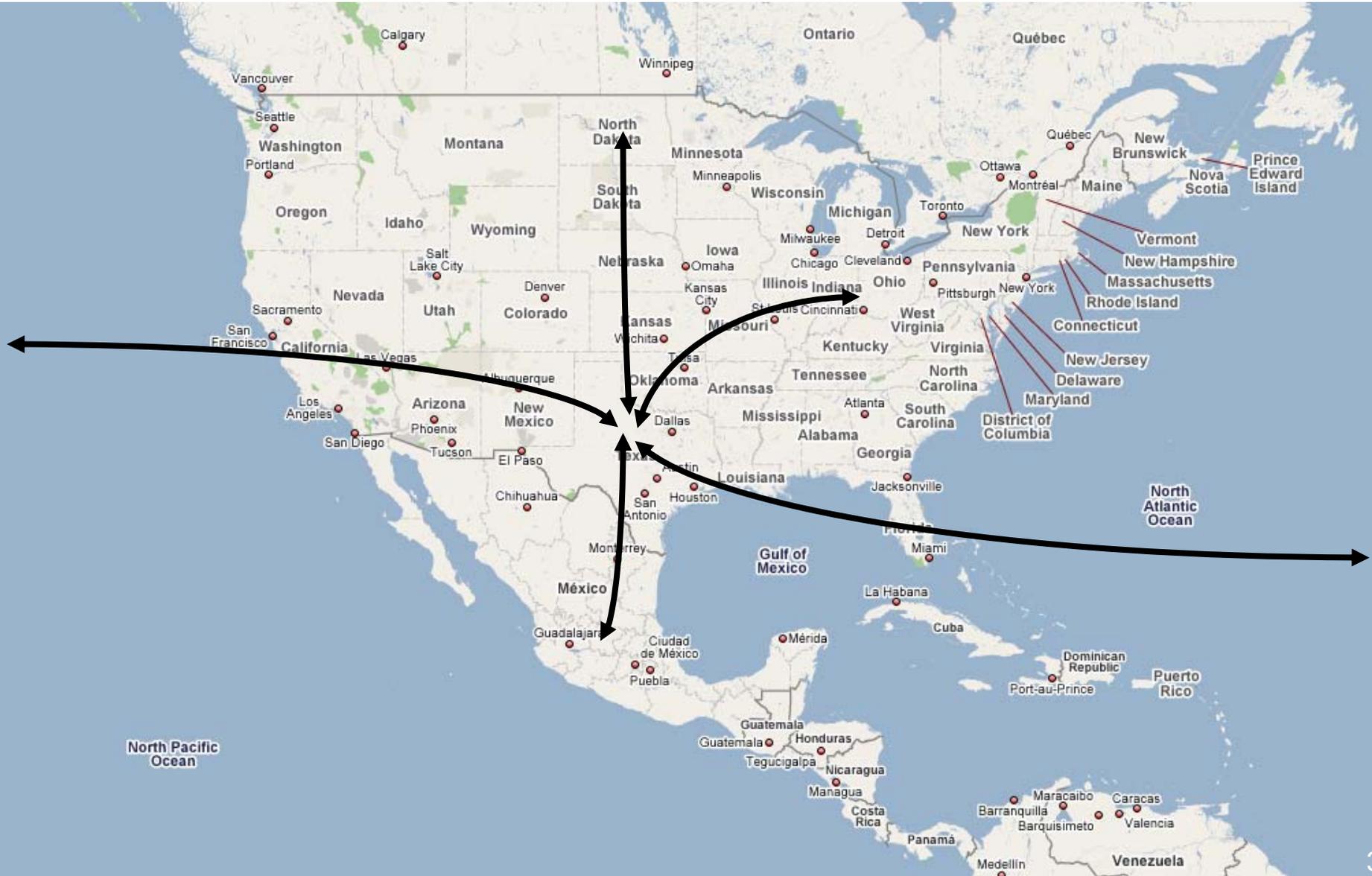
0 2.5 5 10 15 20
Miles



Revised 3/13/2009

Dallas Fort Worth

International Crossroads of Trade



Regional Transportation Council

Example of Goods Movement Economic Development Initiatives

Fixing Tower 55

**Building the Regional Outer Loop
(Truck Express Lanes)**

**Planning Freight Oriented Sustainable
Developments**

Freight Management and Operations

Site Selection Trends and North Central Texas

Just-In-Time Delivery + Higher Fuel Costs

minus

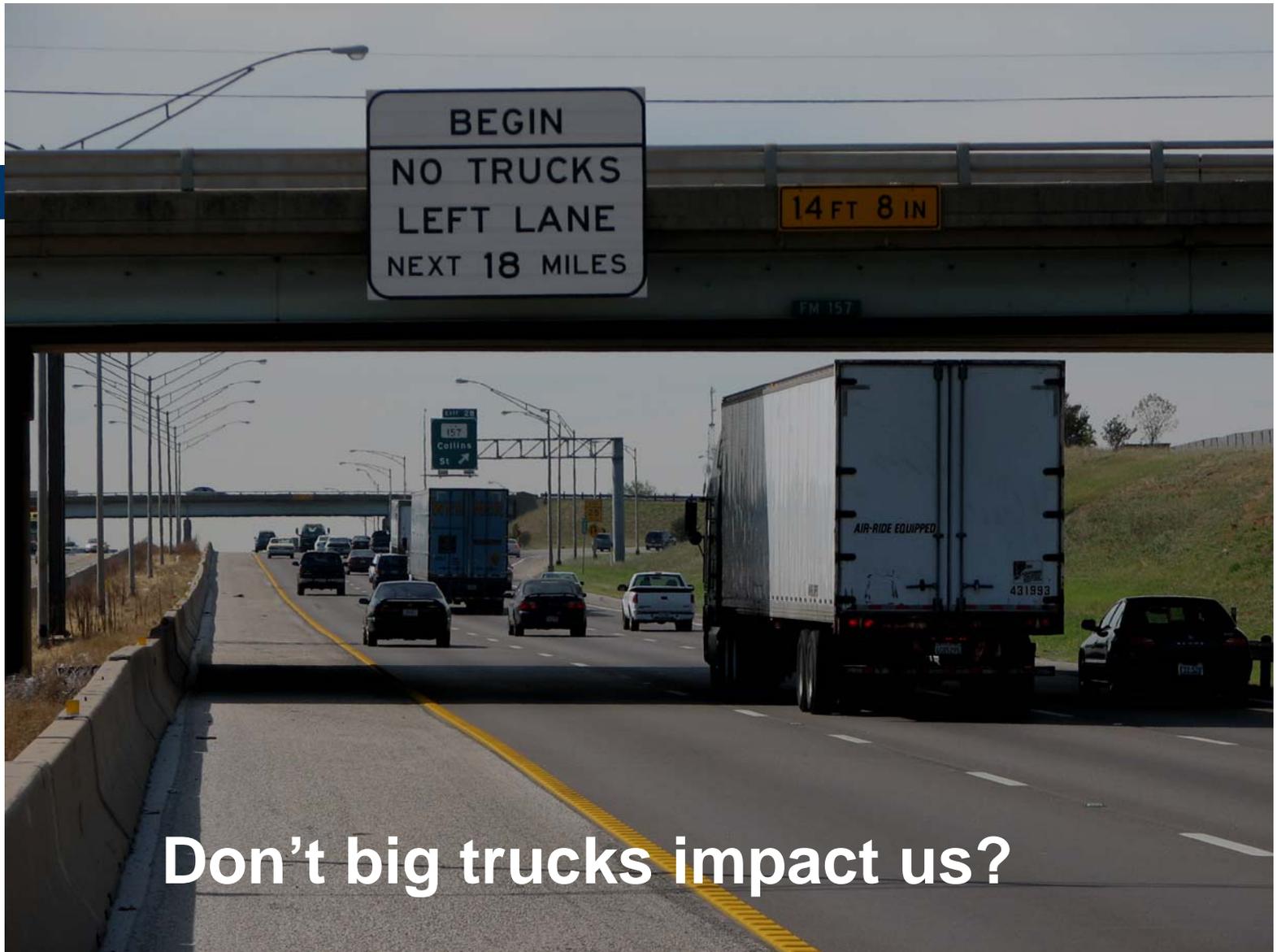
Middle Man & Multiple Warehousing Stops

=

Major Hubs Close to Major Markets

**Logistics hub location is the key to
successful product distribution systems.**

Why Embrace Freight?



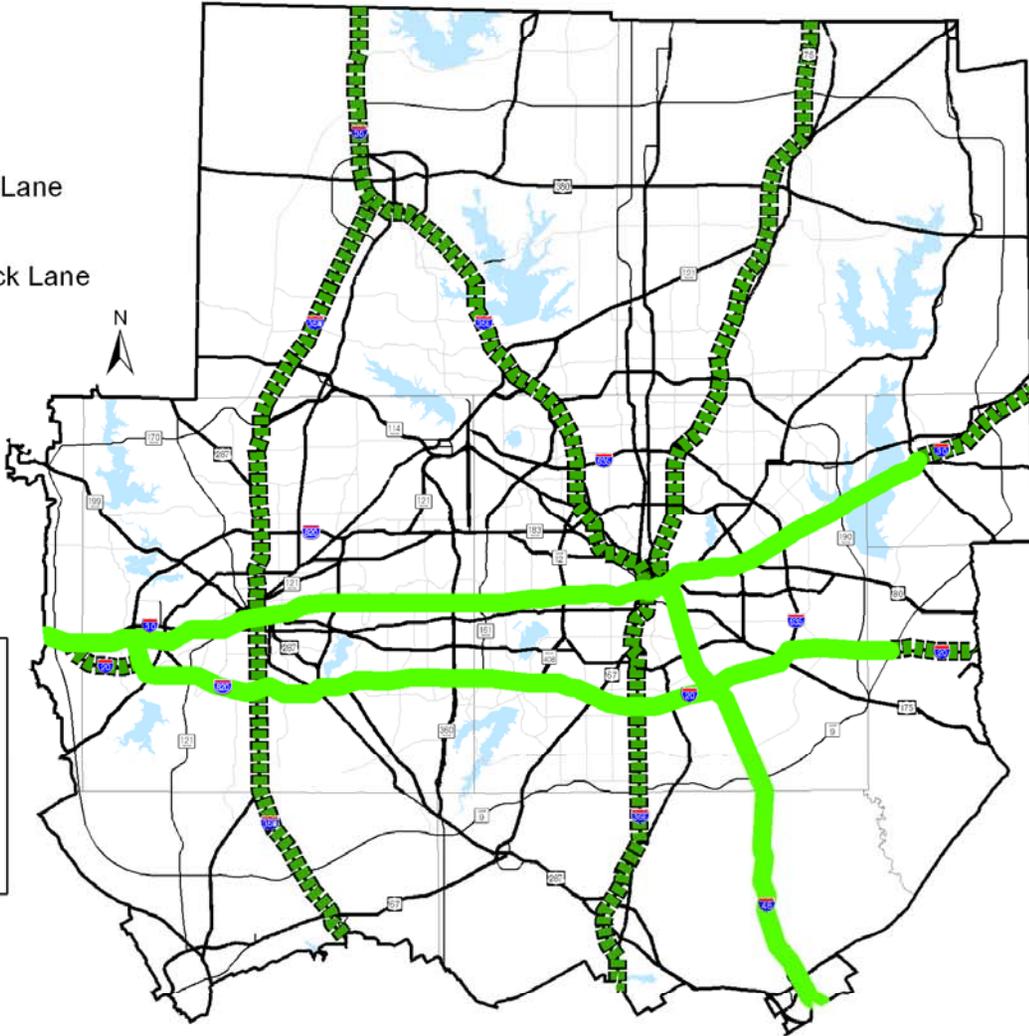
Don't big trucks impact us?

Truck Lane Recommendations

Legend

-  Recommended Near-term Truck Lane Restrictions
-  Potential Long-term Intercity Truck Lane Restrictions
-  Freeways
-  Major Roadways
-  Regional Arterials
-  County Boundaries
-  Metropolitan Planning Area Boundary
-  Major Lakes

- Recommendations Include:**
- 3 + lanes
 - Moderate to High Truck Volumes
 - Continuous system
- Further site specific study needed to evaluate:**
- Segments with geometric constraints
 - Current or pending reconstruction
 - Capacity and congestion levels
 - Public opinion



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

Why Embrace Freight?

Freight = Infill Economic Development

Cockrell Hill Interchange Example
Completion Date 2001
Project Cost \$16.2 million

Increase in Total Value
1999 - \$4.8 million
2004 - \$193.4 million

Developing employment nodes in low income areas reduces vehicle miles traveled by older vehicles and improves air quality.



Cockrell Hill at I-30 – Photo taken in 2000



Cockrell Hill at I-30 – Photo taken in 2004

DRAFT

Regional Outer Loop North Texas

DRAFT

Outer Loop Items

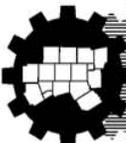
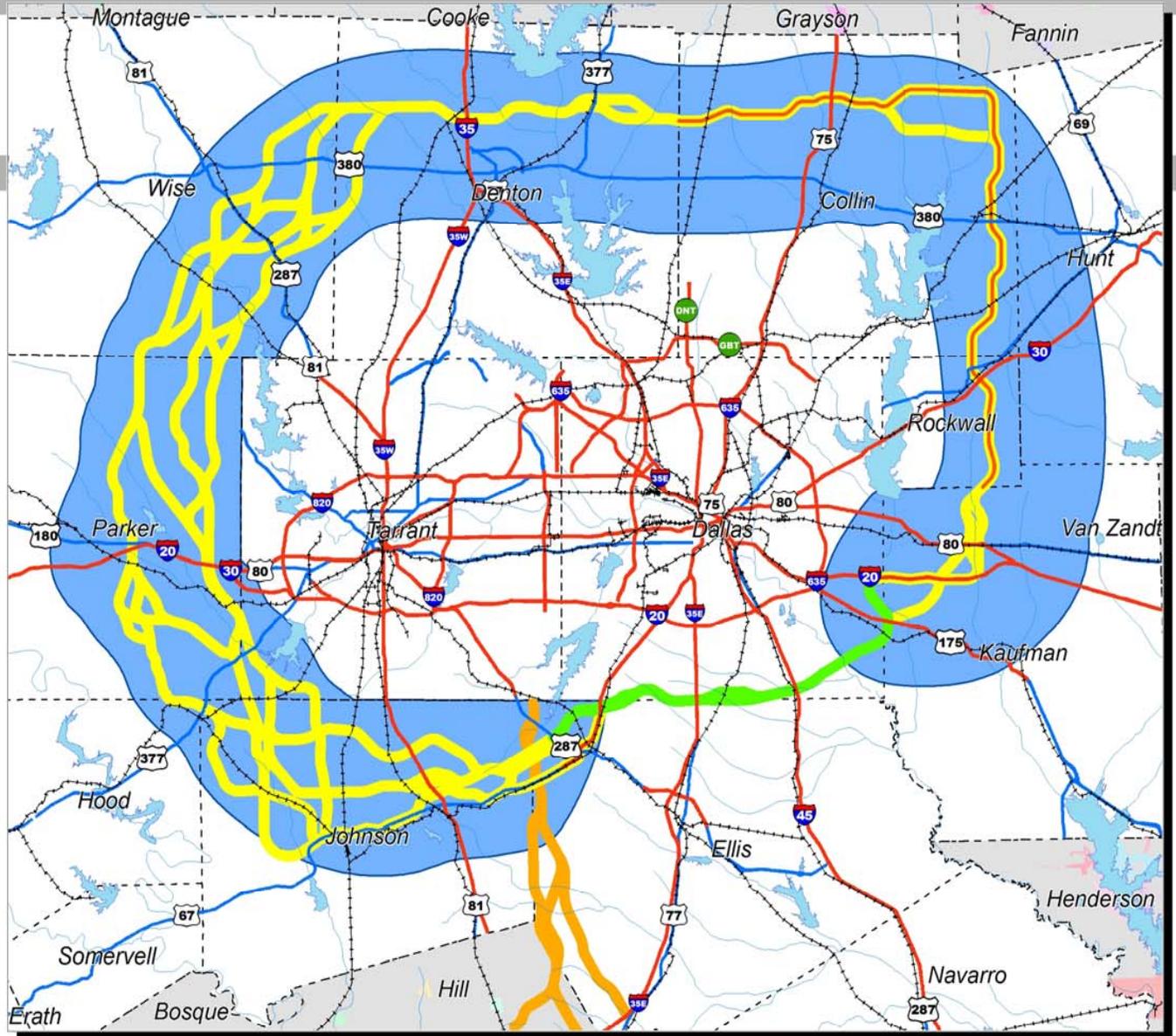
-  Study Area
-  County-Adopted Corridor
-  Loop 9 Corridor
-  Outer Loop Study Corridor
-  SH 360 Study Corridor

Transportation Facility

-  Primary Highway
-  Secondary Highway
-  Rail

Other Items

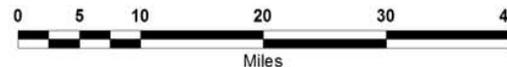
-  County Line
-  Lake
-  Stream



North Central Texas
Council of Governments
Transportation Department

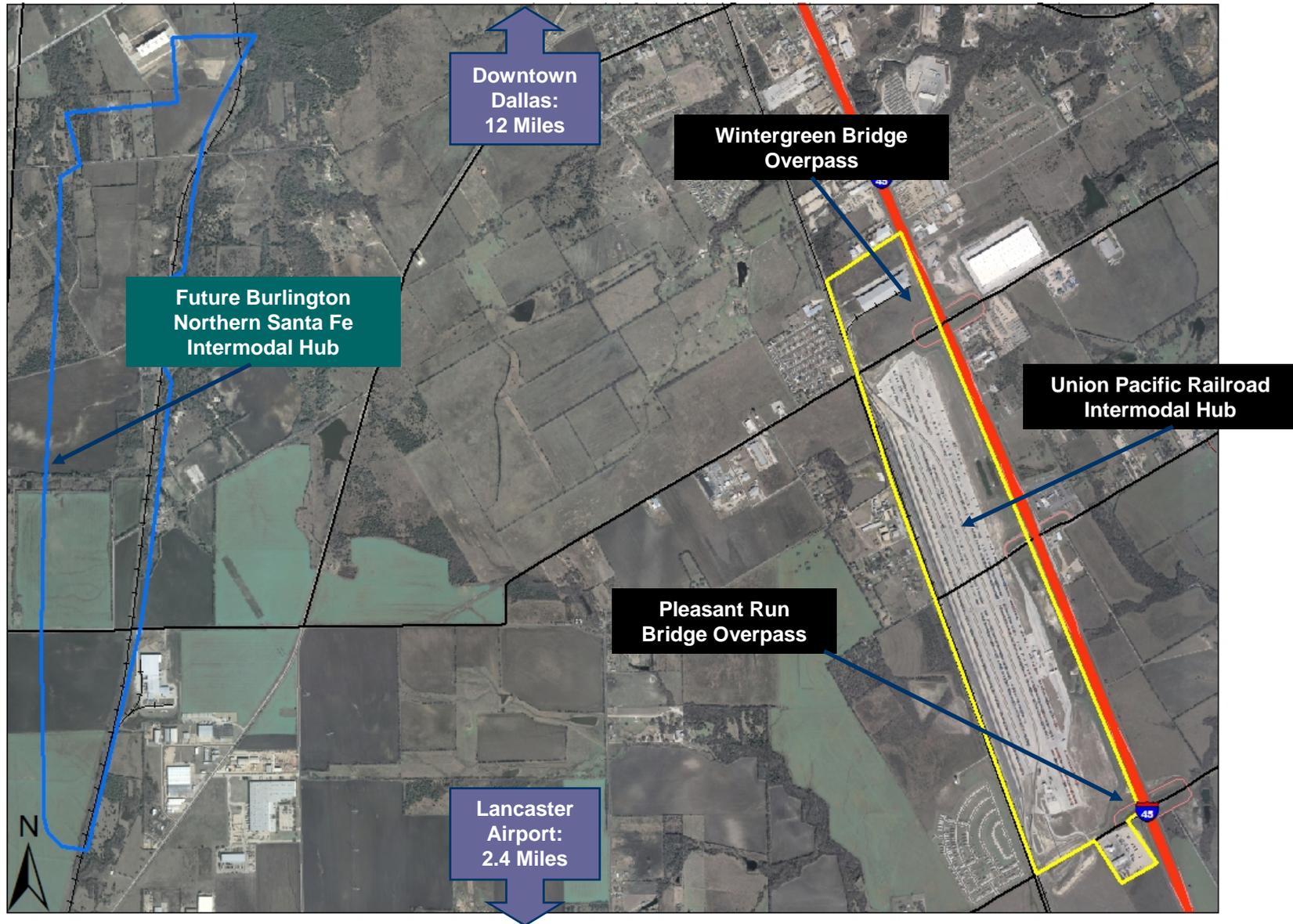
Prepared by: Jacob Asplund - Transportation Planner I - NCTCOG - 08/08/2008

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



Infrastructure Investment Example

Private Sector Identification of Hub Location



Infrastructure Investment Example

Private Sector Identification of Hub Location



Vehicle Assistance Program

AirCheckTexas Drive a Clean Machine Program

Helps Low-Middle Income Residents Repair or Replace
Vehicles That Do Not Pass Inspection or Are ≥ 10
Years Old

Provides Up to \$600 for Repair or \$3,500 for Replacement

December 12, 2007 – March 19, 2009

11,765 Vehicles Retired and Replaced

2,875 Vehicles Repaired

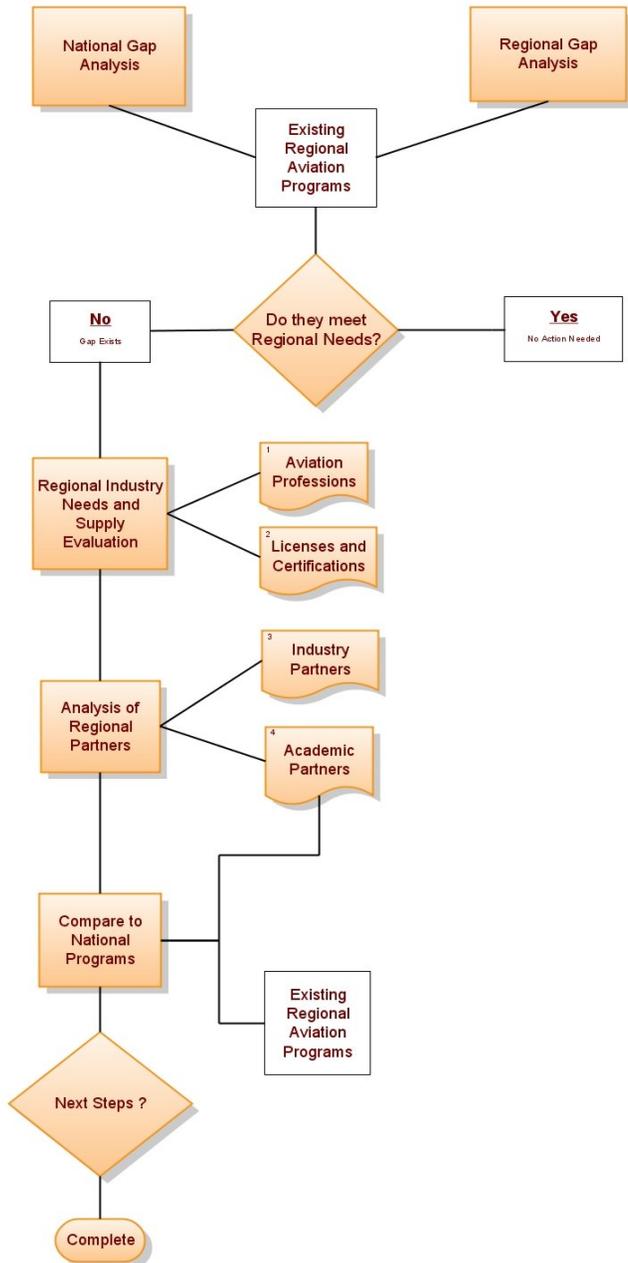
Nitrogen Oxide Reductions Equal to More Than 1,300

Intersection Improvements

www.nctcog.org/airchecktexas



University Aviation Curriculum Development



University Aviation Curriculum Development

-  Process/Action
-  Decision
-  Documentation/Findings

Aviation Professions

1. Air Traffic Controllers
2. Aviation Maintenance
3. Pilots
4. Aviation Management
5. Aviation Planners
6. Aircraft Dispatcher / Flight Operations Officer
7. Other

Licenses and Certifications

1. Pilots Licenses (ATP, Commercial, etc.)
2. Airframe and Powerplant (A&P)
3. Avionics Line Maintenance (ALM)
4. Certification of Dispatchers
5. Control Tower Operator License

Industry Partners

1. American Airlines
2. Southwest Airlines
3. Bell Helicopter
4. Lockheed Martin
5. Fed Ex
6. UPS
7. Local Airports

Academic Partners

1. University of North Texas
2. Mountain View College
3. Tarrant County Community College
4. Paris Community College
5. Local ISDs