

Top 10 Transportation Opportunities in the West

Fort Worth City Council &
NCTCOG Regional
Transportation Council
Partnership

The Thursday Morning
Breakfast Association
City Club, Fort Worth

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Director of Transportation**
www.nctcog.org/trans/presentations

Regional Transportation Council

Independent transportation policy body of the
Metropolitan Planning Organization

Forty-three members serve on the RTC

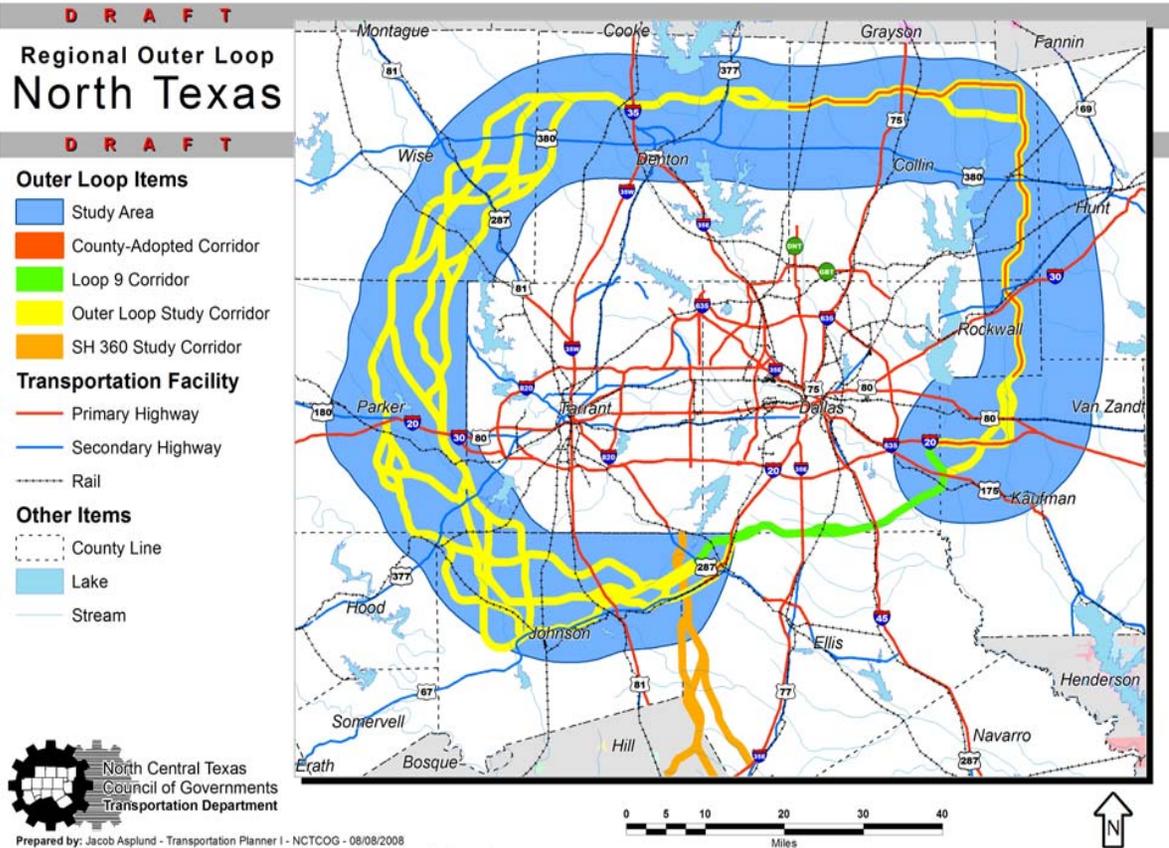
Thirty-six local elected or appointed officials representing cities
and counties

Seven transportation provider representatives

The RTC identifies, evaluates and selects
transportation improvements and air quality
programs

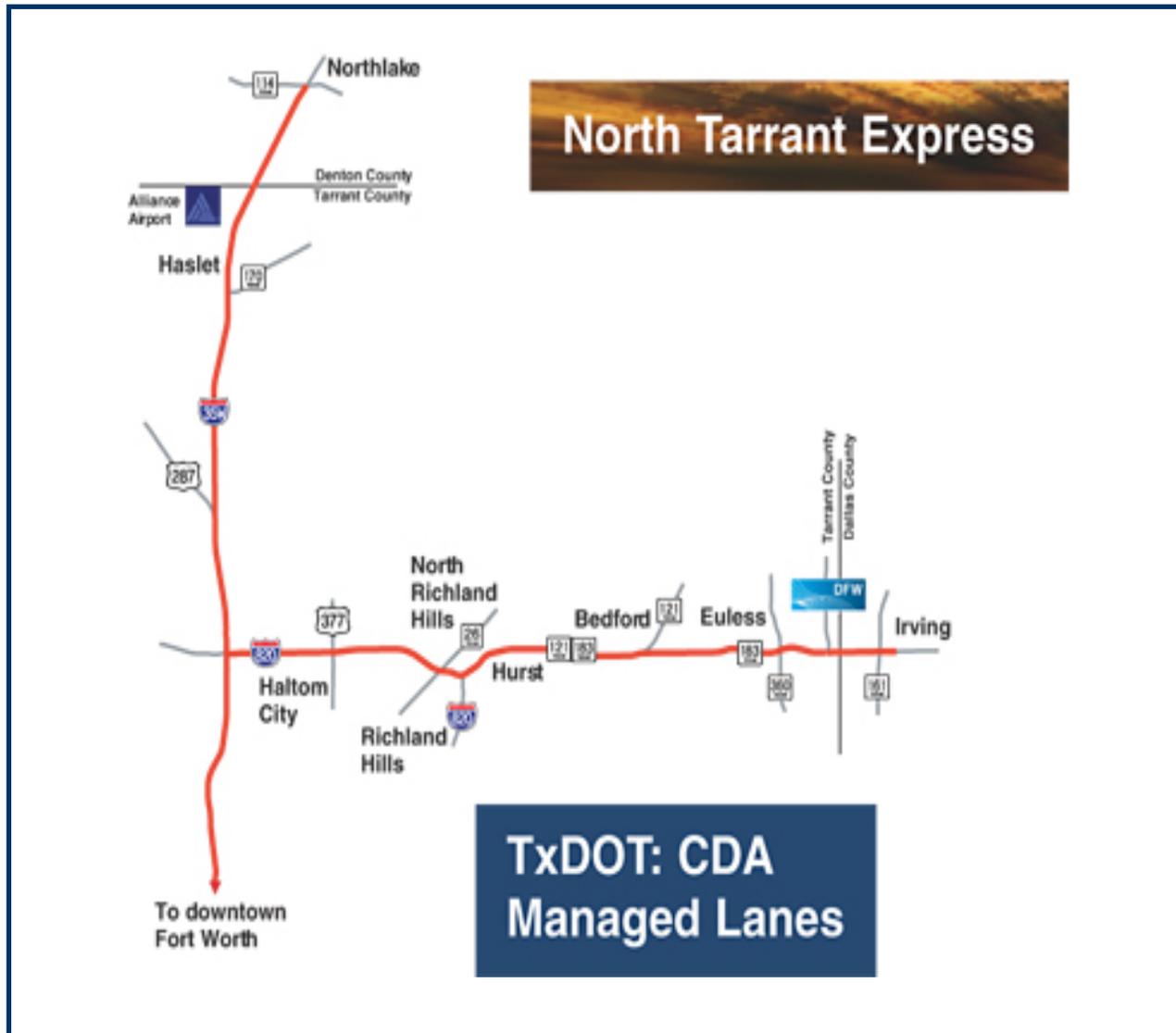
Regional Outer Loop

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**

North Tarrant Express





The Metropolitan Transportation Plan

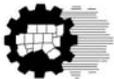
Financial Allocation for Tarrant County Priority Projects

- Order of Project Allocation
- Priority Projects
- Planned Improvements
- Freeways/Tollways

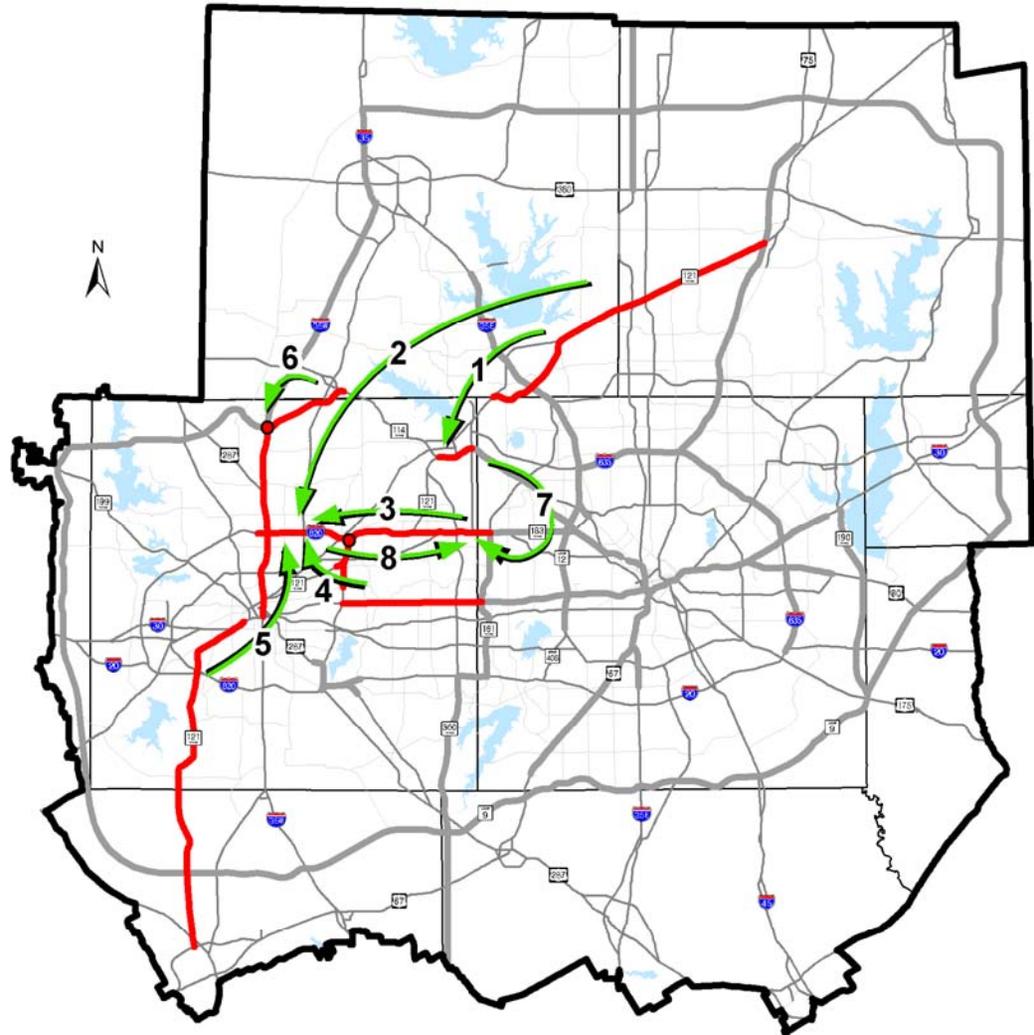
Fort Worth CBD



Dallas CBD

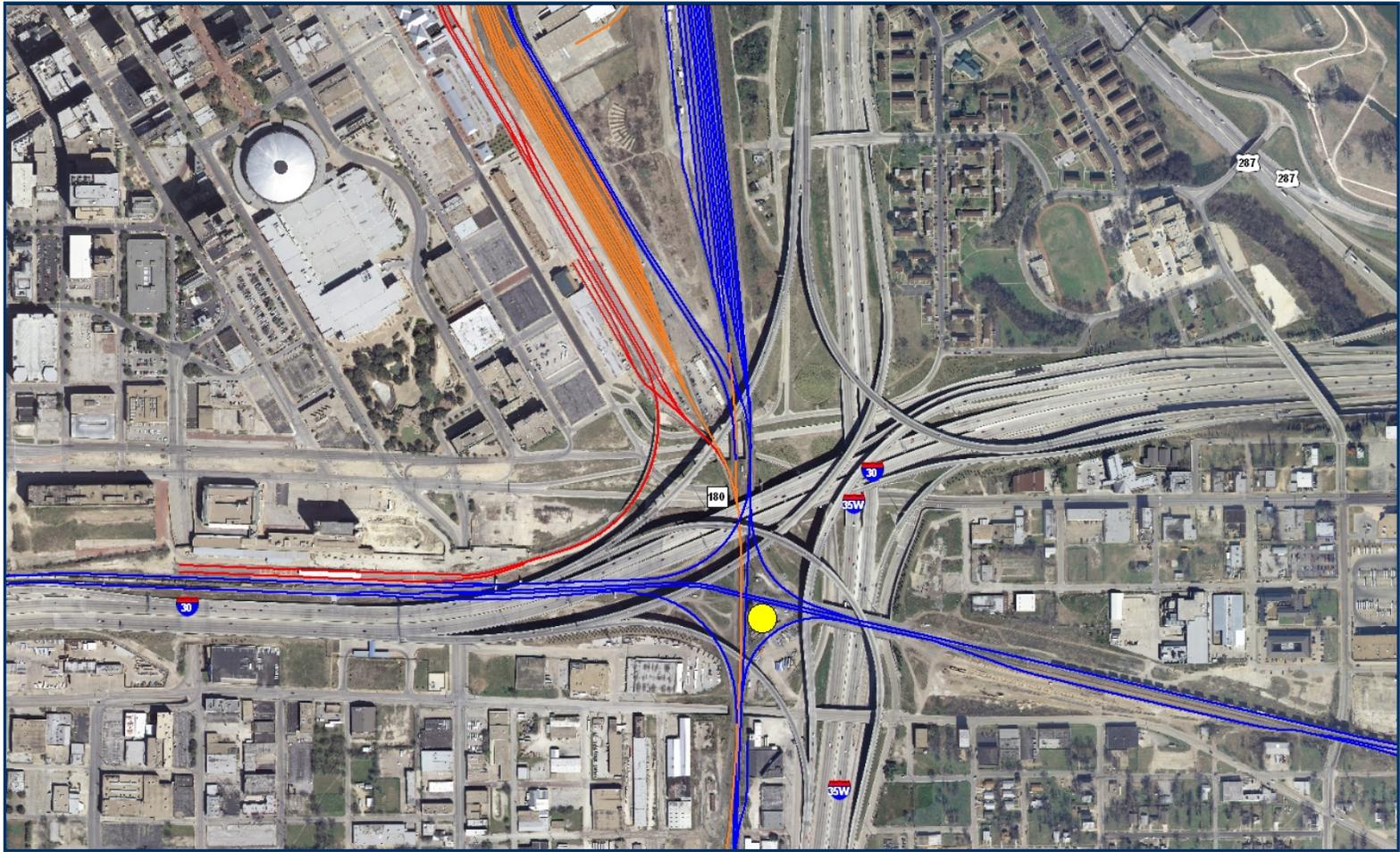


North Central Texas
Council of Governments
Transportation



Tower 55 Reliever Study

Public-Private Financing Opportunity

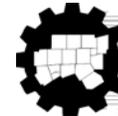


Legend

● Tower 55

— UP Railroad
— BNSF Railway

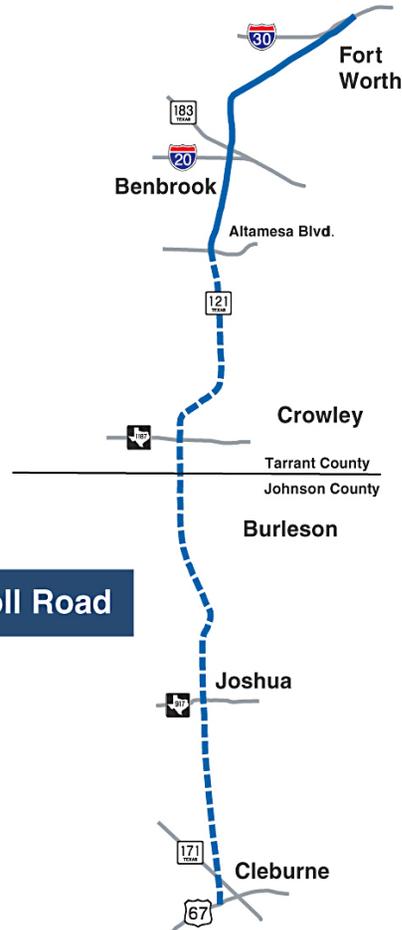
— Trinity Railway Express
— Fort Worth & Western Railroad



North Central Texas
Council of Governments
Transportation
Department

Southwest Parkway/ Chisholm Trail Parkway

Southwest Parkway/Chisholm Trail Parkway



NTTA: Toll Road

Joint Land Use Study

Overview

Cooperative land use planning study surrounding Naval Air Station Joint Reserve Base

Participants included: Cities of Benbrook, Fort Worth, Lake Worth, River Oaks, Westworth Village, and White Settlement, and Tarrant County

Resolution in support of the base adopted by the JLUS Policy Committee on September 24, 2007. Similar resolutions adopted by each city throughout the past few months.

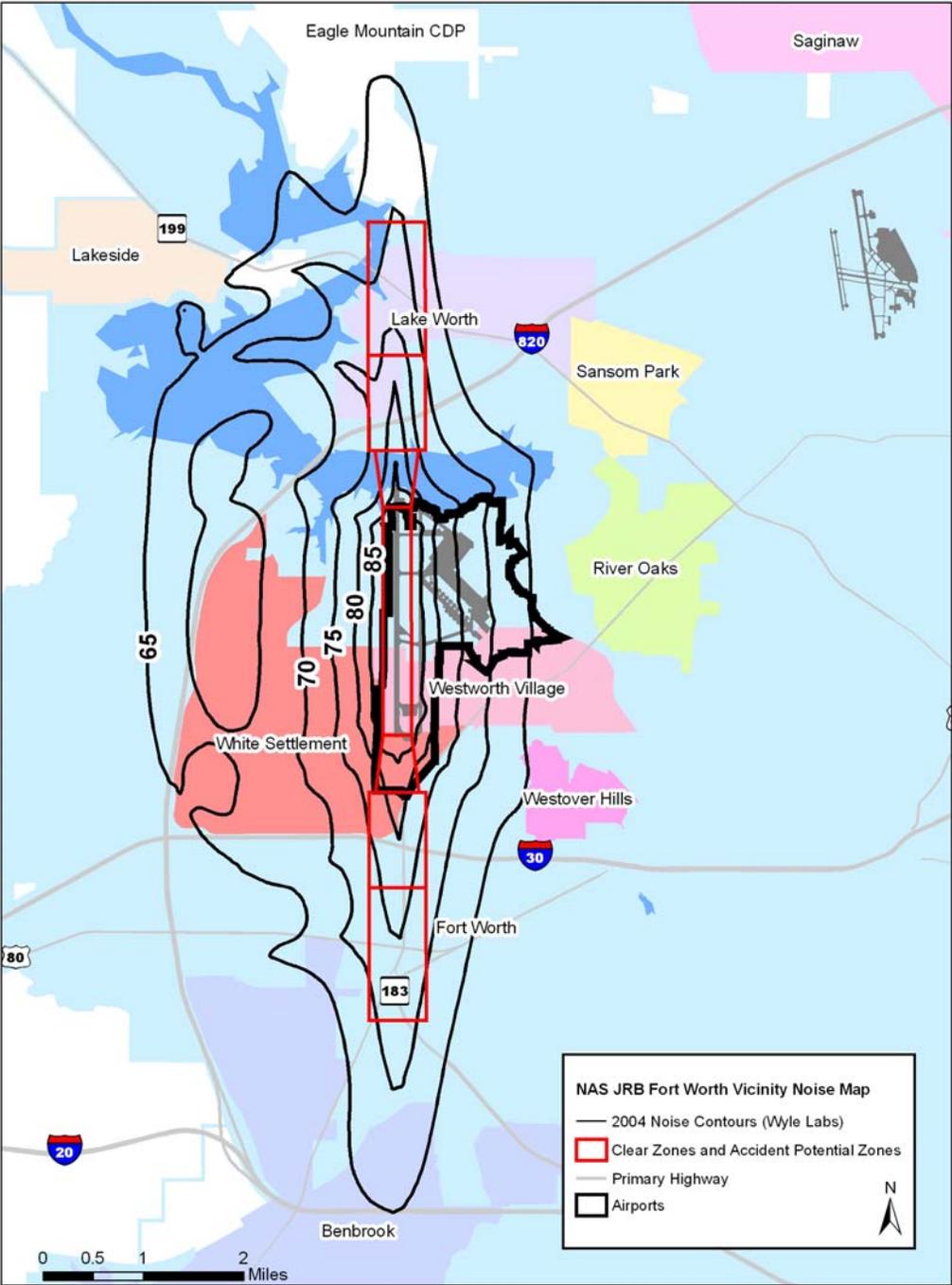
Recommendations include zoning and comprehensive plan changes, increased public information related to the base and its mission, and enhanced building regulations

Next steps: Formation of a long-term Regional Coordination Committee to oversee implementation of study recommendations.

Draft study report available online at: www.nctcog.org/jlus

Joint Land Use Study Area

Noise and Safety Zones



Elimination Of Stovepipes

State Highway 121
Concession Payment



\$80 million loan for
rail relocation project



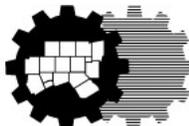
Gas tax funding allocated to SH
114/FM 156 (no throwaway projects)



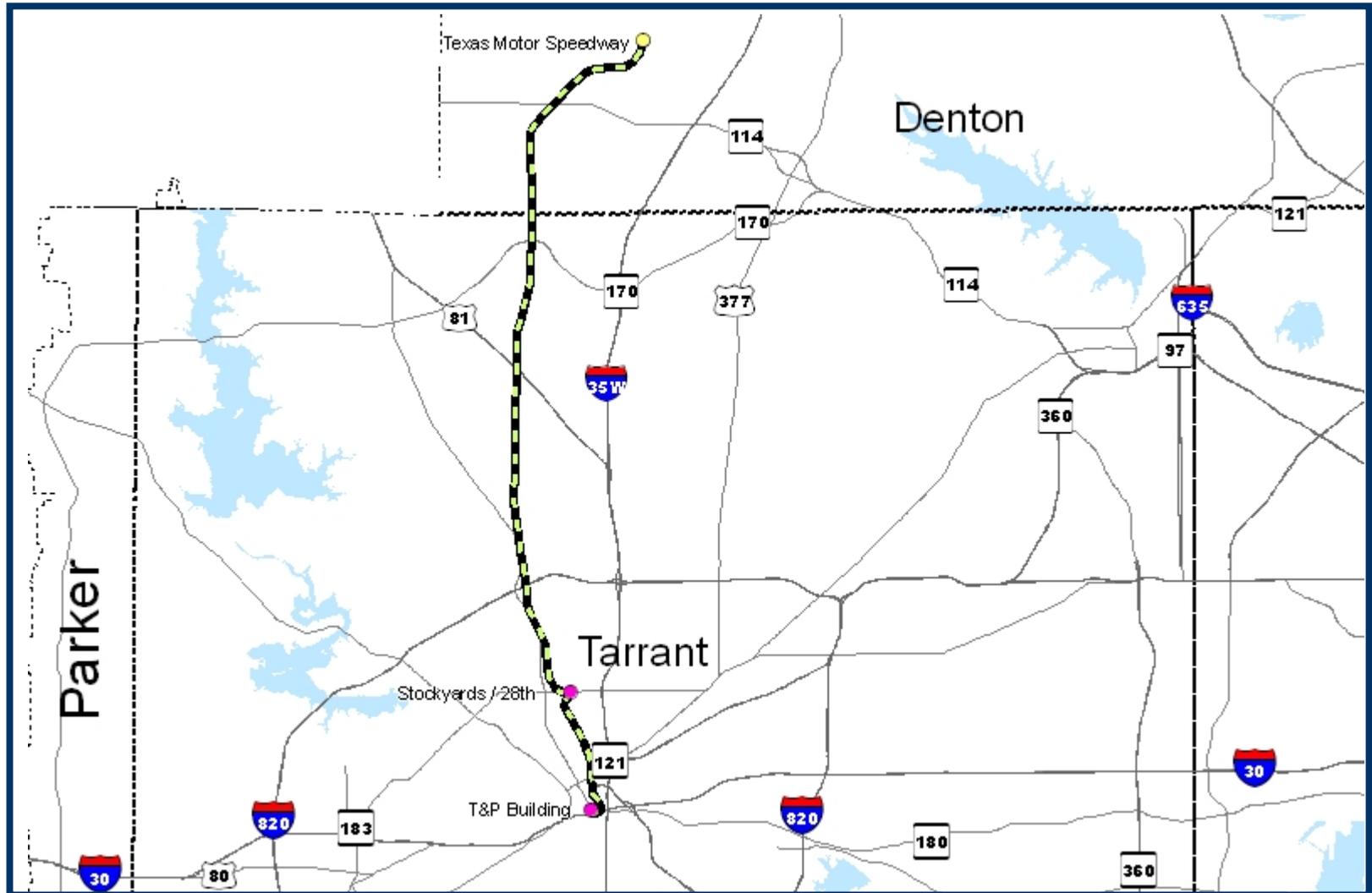
Alliance Airport runway
extension able to proceed



FAA to repay investment
\$10 million per year



Special Event Service to Alliance



2005-2006 Sustainable Development Funding Program - Trinity Bluff

Development:

The project includes wide sidewalks and easy access to nearby recreation areas including bicycle paths, jogging trails and the Trinity River corridor and proposed Town Lake.

Improvements:

Pedestrian Amenities

Funding:

\$1,313,625	Total
\$1,050,900	RTC Local
\$262,725	Local Match

Status: Notice to Proceed issued



RTC Support for Sustainable Development – Fort Worth Examples

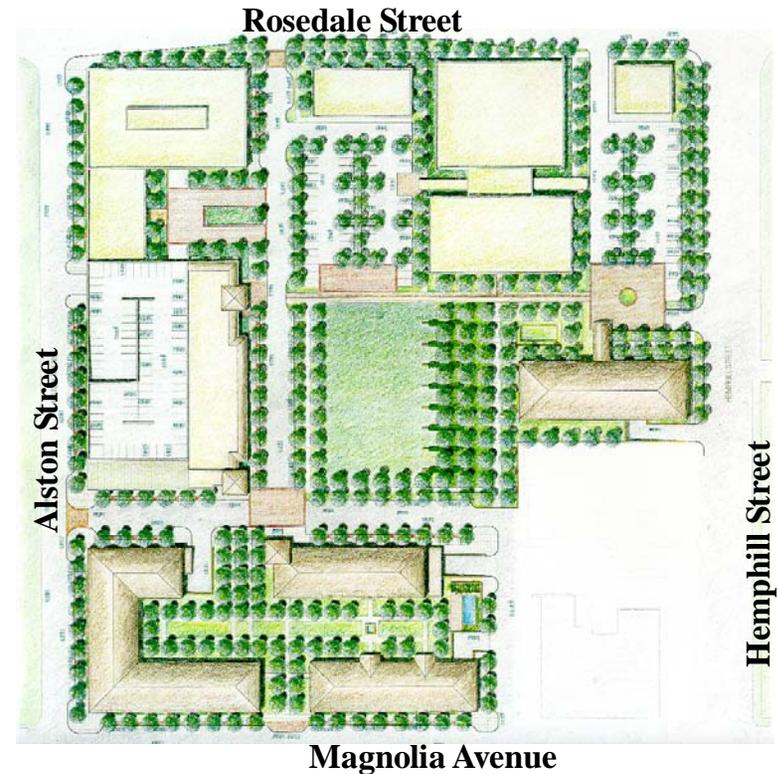
Rosedale	\$24 million (TxDOT)
Lancaster	\$16 million (RTC)
South of 7th	\$3.5 million (RTC)
Handley	\$268,560 (RTC)
Magnolia	\$1.2 million (RTC)
Westridge/Bryant Irvin	\$380,000 (RTC)
Berry Street	\$1.2 million (STEP)
Ninth Street	\$1.1 million (STEP)

Magnolia Village Example

Magnolia Green Development

Rosedale St. and Magnolia Ave.

- ✓ MU-2
- ✓ 110 multifamily units, 18,700 s.f. retail, 178,500 s.f. office



Texas Emission Reduction Plan Grants

Replacement or re-powering of older heavy-duty vehicles & equipment

School buses, fuel trucks, dump trucks, delivery trucks, transit vehicles, refuse haulers, locomotives & more

Open to individuals, businesses, non profits, school districts & government agencies

Upcoming funding opportunities in late 2008 – early 2009

www.terpgrants.org

Locally Enforced Motor Vehicle Idling Restrictions

The Primary propulsion engine of a motor vehicle may not idle for more than five minutes when vehicle is not In motion (April 1 - October 31)

Some exemptions apply

Idling emissions contribute to air pollution, which can cause adverse health effects.

MOA between local governments in the North Central Texas region and the Texas Commission on Environmental Quality (TCEQ) to implement and enforce idling restrictions

NCTCOG will facilitate outreach to local governments to promote participation in the North Texas MOA

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

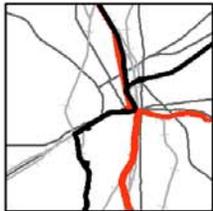
Having a rail system allows people to travel throughout the region with ease. Seamless connections within the transit system allow people to move from home to work or play and back again.

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

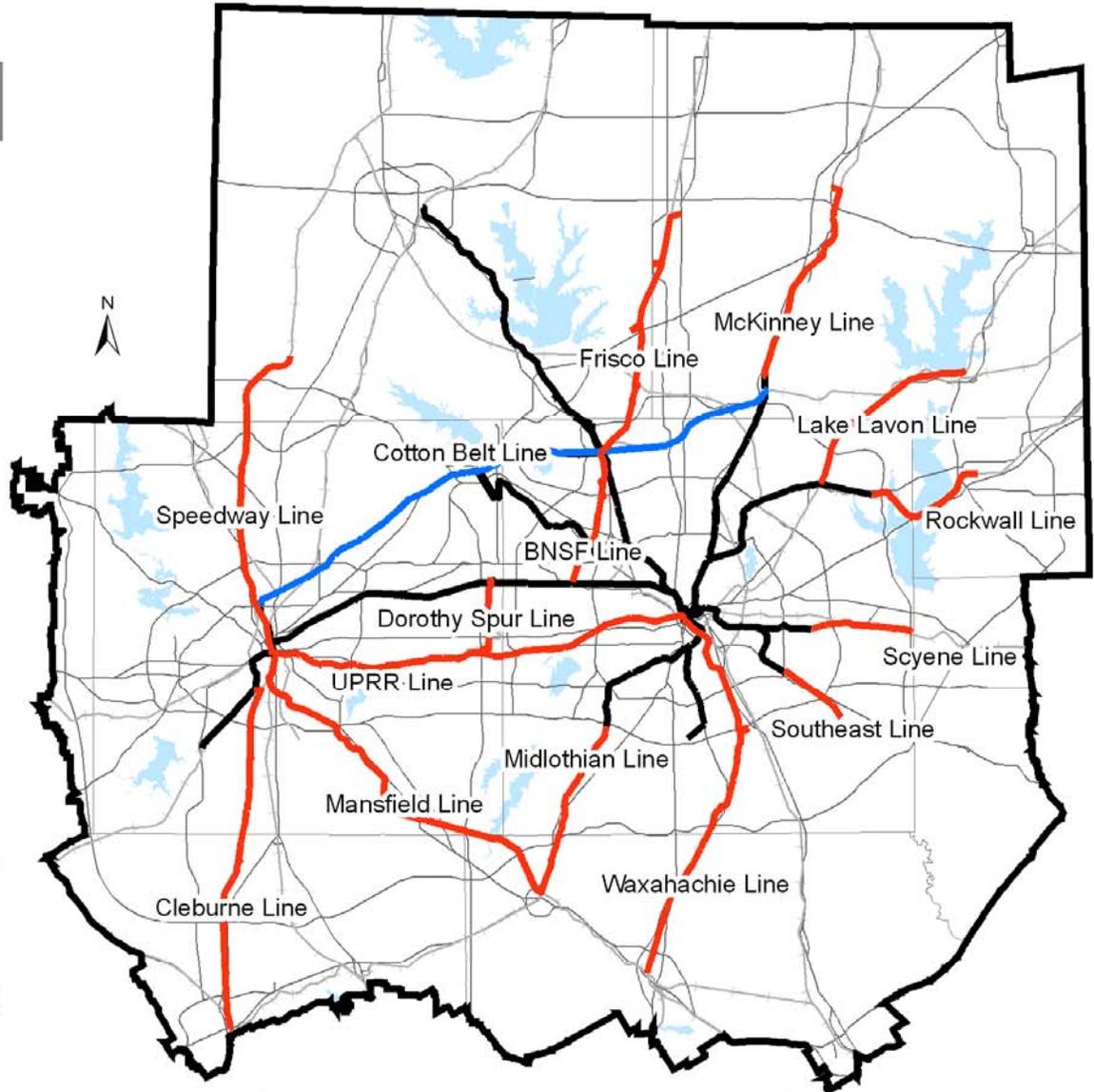


Corridor specific design and operation characteristics for the Intercity Passenger, Regional Passenger and Freight Rail Systems will be determined through capacity evaluation and ongoing project development. Refined rail forecasts are necessary to determine technology and alignment in Future Rail corridors.

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

RAIL NORTH TEXAS

Initial Policy Foundation

Parking Fees at Station

Higher Airport Fares

Higher Fare Box Recovery

TIF Revenue Share

Public/Private Partnership

Transition 4A/4B Revenue

Federal Funds

RAIL NORTH TEXAS

Summary of Funding Options

	Option 1: Sales Tax	Option 2: Non- Legislative Solution	Option 3: Hybrid	Option 4: Legislative Enabler	Option 5: Vehicle User	Option 6:
Sales Tax	3/8 cents		1/4 cent			
Gasoline Sales Tax	1%			1%		
Motor Vehicle Sales Tax					1.75%	
Vehicle Registration Fee		\$105 per vehicle	\$80 per vehicle	\$80 per vehicle	\$65 per vehicle	\$95 per vehicle
Local Option Gas Tax						4 cents
VMT Tax						
New Resident Impact Fee	\$100 per vehicle	\$100 per vehicle	\$100 per vehicle	\$100 per vehicle	\$100 per vehicle	\$100 per vehicle
Transportation Property Tax		2 cents per \$100 value				

RAIL NORTH TEXAS

Legislative History on Transportation “Firewall”

