“REVITALIZE, REINVEST, RENEW”
TRANSPORTATION INVESTMENTS
IN THE DALLAS/FORT WORTH REGION

Texas Public Works Association North Central Branch

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October 23, 2014

www.nctcog.org/trans/presentations
Outline

Regional Context
Transportation Connectivity
Investment and Economic Benefit
Ingredients of Success
Importance of “Systems”
Regional Context

Size
4th Largest Metropolitan Area in U.S.
6.7 Million People (larger than 35 states)
10 Million People by 2035
56 General Aviation Airports
Largest Light Rail System in US

Economy
12th Largest Regional Economy in the World
32 Percent of Texas Economy
500,000 Aviation-related Jobs

Sources: North Texas Commission and NCTCOG.
Transportation Connectivity – DFW

- Regional Rail Connection
- SH 121/SH114 Corridor Improvements
- SH 183 Corridor Improvements
- Skylink
- Orange Line Connection
- Rail Connection Between HSR and Airport
- SH 114 Corridor Improvements
Transportation Connectivity – DAL (Post Wright Amendment)

- Green Line Connection Between DFW and DAL
- Love Field People Mover
- Medical District People Mover
- TRE Corridor Improvements
Transportation Connectivity: Tolled Managed Lane Operators

Private Funding: $2.13 B + $0.5 B (maint.)
Public Funding: $0.55 B

Private Funding: $2.56 B + $0.8 B (maint.)
Public Funding: $0.83 B
## Investment and Economic Benefit

### Considered Throughout the Process

**Policy Discussions**
- Intermodal Planning Efforts
- System Safety
- System Security
- Environmental Justice
- Environmental Stewardship

### Air Quality Impacts

### Financial Constraints

<table>
<thead>
<tr>
<th>Category</th>
<th>Expenditures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mobility 2035 – 2013 Update Expenditures</td>
<td>$98.7*</td>
</tr>
<tr>
<td>Infrastructure Maintenance</td>
<td>$28.9</td>
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<tr>
<td>• Maintain &amp; Operate Existing Facilities</td>
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</tr>
<tr>
<td>• Bridge Replacements</td>
<td></td>
</tr>
<tr>
<td>Management and Operations</td>
<td>$4.8</td>
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<tr>
<td>• Improve Efficiency &amp; Remove Trips from System</td>
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</tr>
<tr>
<td>• Traffic Signals and Bicycle &amp; Pedestrian Improvements</td>
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<tr>
<td>Growth, Development, and Land Use Strategies</td>
<td>$3.9</td>
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<td>• More Efficient Land Use &amp; Transportation Balance</td>
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<tr>
<td>Strategic Infrastructure Investment</td>
<td>$15.6</td>
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<tr>
<td>Rail and Bus</td>
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<tr>
<td>• Induce Switch to Transit</td>
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<tr>
<td>HOV/Managed Lanes</td>
<td>$45.5</td>
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<tr>
<td>• Increase Auto Occupancy</td>
<td></td>
</tr>
<tr>
<td>Freeways/Tollways and Arterials</td>
<td></td>
</tr>
<tr>
<td>• Additional Vehicle Capacity</td>
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</tbody>
</table>

*Note: Expenditures are in millions.*
Ingredients of Success

Accessibility to Airports
Partnerships
Multimodal Accessibility
Innovative Finance

Year 2035 Travel Time
Importance of “System”

SH 183, SH 114, Loop 12
Margaret Hunt Hill Bridge
IH 345 Rehabilitation
S.M. Wright
IH 30
The Horseshoe

Partnership Nexus
Dallas CBD

Legend
Existing & Committed Projects
Major Roadways
Lakes

Miles
0 1 2

August 2014
DRAFT
Importance of “System”
“REVITALIZE, REINVEST, RENEW”
MEGA REGION: THE IMPORTANCE
OF HIGH SPEED RAIL
CONNECTIONS

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Regional Population Growth

Updated thru 2040

Current 2035

10.6 Million

Source: The Perryman Group
DFW Regional Transportation Network

Funded Recommendations
Passenger Rail Improvements

Legend
Funding Sources
- Future Rail
- Current System
- DART Service Area
- The T Service Area
- DCTA Service Area
- Highways
East/West Grade Separated High Speed Rail Along IH 30

High Speed (Grade Separated) Rail Along IH30

[Map showing the route between Fort Worth and Dallas along IH 30, with DFW Airport indicated.]
Public/Private Partnership

- **Fort Worth – Dallas Corridor**
  - Governmental Entity
  - Environmental Clearance
  - $15M Federal Funds + RTC Funds
  - One Seat Ride; Seamless
  - Construct Compatibility with TCR
  - Coordinate Oklahoma City/Dallas-Fort Worth/South Texas Corridor

- **Dallas - Houston Corridor**
  - Texas Central Railway
  - Japanese Technology N-700
  - Design
  - Environmental Clearance (FRA)
  - Operate
  - Maintain
  - 100% Private Finance
Dallas Streetcar – Starter Line
Dallas Streetcar – Phase 2 South Extension
Dallas Streetcar – Phase 3 North Extension
Dallas Streetcar – Future System Plan

“System Integration” from City Place to Bishop Arts