Outer Loop/Rail Bypass Study

Outer Loop Stakeholder Roundtable
Southwest Segment

Joshua City Hall
April 16, 2008

North Central Texas Council of Governments
Transportation Department
Stakeholder Roundtable Meeting #1

Agenda

1. Welcome and Introductions
2. Outer Loop/Rail Bypass – Purpose and Need
3. Study Approach
4. Stakeholder Roundtables – Purpose and Goals
5. Freight Rail Bypass – Study Considerations
6. Outer Loop Preliminary Corridor Map Development
7. Discussion, Action Steps, and Future Meetings
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Goals of Today’s Briefing

1. Introduce NCTCOG’s Outer Loop/Rail Bypass Corridor Refinement Study to the Stakeholder Roundtable – Southwest Segment and describe current activities.

2. Outline the proposed process for corridor identification and environmental clearance.

3. Discuss the purpose and goals for the Outer Loop/Rail Bypass Stakeholder Roundtable.

4. Gather input and feedback from attendees regarding the Outer Loop/Rail Bypass Corridor Refinement Study and the preliminary corridor maps for Parker, Johnson Counties, and the S.H. 360 Extension.
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Purpose and Need
Regional Population Growth (1991-2006)
Purpose and Need
Regional Demographic Growth Projections

10-County Area:
Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise Counties
Purpose and Need
Regional Transportation Issues

- Increased Travel Time and Cost
- Ground Level Ozone
- Inadequate Transit
- Land Use/Transportation Mismatch
- Decreased Freight Access
- Increased Safety and Security Needs
# Purpose and Need

## DFW Region – Identified Funding Needs

(Updated based on Mobility 2030 Funding Levels)

<table>
<thead>
<tr>
<th>Metropolitan Transportation System Components</th>
<th>Funded Needs (Billions/2006 $)</th>
<th>Unfunded Needs (Billions/2006 $)</th>
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</thead>
<tbody>
<tr>
<td>Operation &amp; Maintenance</td>
<td>$18.7</td>
<td></td>
</tr>
<tr>
<td>Congestion Mitigation Strategies</td>
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<td></td>
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<tr>
<td>Bicycle &amp; Pedestrian Facilities and Transportation Enhancements</td>
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<td></td>
</tr>
<tr>
<td>Rail and Bus Transit System</td>
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<td></td>
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<tr>
<td>HOV and Managed Facilities</td>
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<tr>
<td>Freeway and Toll Road System</td>
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<td>$12.7²</td>
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<tr>
<td>Regional Arterial and Local Thoroughfare System</td>
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<td>$6.0</td>
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<tr>
<td>Additional Cost to Purchase Right-of-Way</td>
<td></td>
<td>$1.1</td>
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<tr>
<td>Rehabilitation Costs</td>
<td>$2.6</td>
<td>$32.1</td>
</tr>
<tr>
<td>Goods Movement/Rail Freight Costs (Trans-Texas Corridor)</td>
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<td>$6.7</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>$70.9 (55 %)</td>
<td>$58.6 (45 %)</td>
</tr>
</tbody>
</table>

¹ $3.4 billion obtained through Regional Transit Initiative

² Includes Freeway-to-Freeway Interchanges

Revised: February 28, 2007
I.H. 35 Corridor: Total Lane Needs by 2020

Right-of-Way is not available to meet the needs of future growth.

Source: TxDOT 2003 Study
Stakeholder Roundtable Meeting #1

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Regional Outer Loop
Segment Status Update

Legend
Segment Phases
- Outer Loop Study Area
- NEPA Underway
  (39 Center Main Line Miles)
- Corridor Study Completed by County
  (68 Center Main Line Miles)
- Corridor Included in City Thoroughfare Plan
  (11 Center Main Line Miles)
- Further Evaluation Needed
  (120 Center Main Line Miles)
- Segment Dividers
- North/South Interregional Corridors
- Preliminary Study Corridors
- Potential IH35 / SH170 Interim Connection
- MPA Boundary

A - Loop 9 - Dallas/Ellis/Kaufman County
B - Kaufman/Rockwall/Collin County Outer Loop
C - North Collin/Denton County Outer Loop
D - Denton/Wise County Outer Loop
E - Parker County Outer Loop
F - Western Johnson County Outer Loop
G - Eastern Johnson County Outer Loop

Approximately 240 Center Main Line Miles
Approximately 1440 Main Lane Miles

North Central Texas Council of Governments
Transportation Department

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

March 25, 2008
Outer Loop/Rail Bypass Study
Study Approach

• Loop 9 Environmental Impact Statement (EIS)
  – U.S. 287 in northwestern Ellis County (Midlothian) to I.H. 20 in eastern Dallas County (Mesquite)
  – Final Environmental Clearance (TxDOT) – Winter/Spring 2009

• Remaining Outer Loop Segments (Roadway/Truck)
  – To be divided into logical segments for individual study
  – Refinement of corridors (½-mile-wide) to be coordinated with counties, cities, special districts, and individual landowners

• Freight Rail Bypass
  – A single environmental study for the entire bypass route, including new utility/gas production capacity

• Trans-Texas Corridor 35
  – Conducted by the State as a separate study
Outer Loop/Rail Bypass Study

Outer Loop Typical Section

- 6 Frontage Road Lanes (where applicable)
- 6 General Purpose Toll Lanes
- Wide Median will be preserved for Dedicated Truck Lanes or Future Multimodal Facility (as warranted)
- Width may expand due to Major Interchanges or Environmental Conditions that impact Geometric Design
Outer Loop/Rail Bypass Study
Integrated Team Approach for Outer Loop Environmental Clearance

OVERSIGHT
TxDOT – Multimodal Texas Turnpike Authority (TTA)
TxDOT – Dallas District
TxDOT – Fort Worth District

MANAGEMENT
Regional Transportation Council (RTC)
NCTCOG – Outer Loop/Rail Bypass Corridor Refinement Team

GUIDANCE
Outer Loop Stakeholder Roundtables
Local Partners
  – Municipalities
  – Counties
  – Landowners
  – Special Districts

Corridor Identification/Refinement

NEPA – Record of Decision (ROD)
Outer Loop/Rail Bypass Study

Study Flowchart

Phase 1 – Scoping/Purpose and Need
Lead: NCTCOG
Resource: TxDOT/FHWA

- Project Initiation
- Scoping
- Traffic Analysis
- Purpose and Need

Phase 2 – Corridor Study
Lead: NCTCOG
Resource: TxDOT/FHWA

- GIS Constraint Map
- Develop Alternative Corridors
- Outreach Period
- Corridor Revisions
- Corridor(s) Carried Forward
- Notice of Intent

Phase 3 – Alignment Study
Lead: TBD (Segment-specific)
Resource: All

- Enhance GIS Constraint Map
- Engineering Alignment Studies
- Environmental Field Studies
- Outreach Period
- Alignment Revisions
- Alignment(s) Carried Forward

Phase 4 – Environmental Documentation
Lead: TBD (Segment-specific)
Resource: All

- Prepare Draft EIS
- Joint Public Hearing
- Selected Alignment
- Final EIS
- Record of Decision

★ Notice of Intent for some segments may be moved to Phase 1.
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Stakeholder Roundtable
Coordination Efforts

• Outer Loop Corridor Refinement Team
  – Technical team composed of NCTCOG, Federal Highway Administration (FHWA), Texas Turnpike Authority (TTA), local TxDOT districts, and consultants

• Outer Loop/Rail Bypass Stakeholder Roundtables
  – Regional coordination team consisting of local elected officials and technical representatives (approximately 80 total members)
  – North Segment (Collin, Denton, and Wise Counties)
  – East Segment (Dallas, Hunt, Kaufman, and Rockwall Counties)
  – Southwest Segment (Ellis, Hood, Johnson, Parker and Tarrant Counties)
  – S.H. 360 Extension
Stakeholder Roundtable

Purpose and Goal

• Purpose
  – Serve as a bridge for input and coordination between the Public, the Outer Loop Corridor Refinement Team, and the Regional Transportation Council
  – Ensure consideration of local community context, environmental constraints, and other factors to aid in the identification of a Locally Preferred Corridor Alternative

• Goal
  “Leverage the Outer Loop/Rail Bypass Investment to the greatest local benefit for Sustainable Development, Economic Opportunity, Safety/Reliability, Air Quality, and Mobility.”
Stakeholder Roundtable
Discussion of Future Considerations

• Modifications / Additions to Purpose and Goals
• Mission Statement
• Public Involvement (NEPA)
  – Citizen / Landowner Participation within Stakeholder Roundtable or separate Citizens Advisory Committee
  – NCTCOG Public Meetings
  – Town Hall Meetings
• Meeting Frequency
  – Monthly or Bi-Monthly
• Resolutions / Action Items
• Other Considerations
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Outer Loop/Rail Bypass Study
Key Decision Elements for Corridor Identification

• Width of Corridor for Transportation Modes
  – Based on Long-Term Demand
  – Mode-by-Mode Design Criteria

• Location of Corridor
  – Local Environmental Conditions and Constraints
  – Mode-by-Mode Location Preference

• Utility Conveyance Function
  – Essential for Long-Term Growth
  – Varies by Location Demand
Outer Loop/Rail Bypass Study
Utility Conveyance Modes and Projected Needs

- **Water**
  - 27% increased State demand by 2060 (17 to 21.6 million acre-feet) \(^1\)

- **Wastewater**
  - $6.4 billion needed to upgrade State facilities by 2025 \(^2\)

- **Natural Gas**
  - 45% increased U.S. demand by 2020 \(^3\)
  - Fracturing needs for one well = 4.5 million gallons of water (lifetime) \(^4\)

- **Electricity**
  - 45% increased U.S. demand by 2020 \(^5\)

- **Petroleum**
  - 62% increased U.S. demand by 2020 \(^6\)

- **Fiber-Optics**
  - 42% annual growth in bandwidth demand per home by 2030 \(^7\)

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1. Water for Texas (2007), Texas Water Development Board
2. Report Card for Texas Infrastructure, American Society of Civil Engineers (2004)
7. Technology Futures, Inc. and OFS (2007)
Outer Loop/Rail Bypass Study
Freight Rail Considerations

- Separate Freight Rail Bypass Environmental Impact Statement (EIS) frees auto/truck elements from being predetermined by rail design, location, and environmental constraints.

- Single Freight Rail Bypass EIS will enable more efficient study under Surface Transportation Board rules.

- Single Freight Rail Bypass EIS allows for broader consideration of private operating options.

- Study goal will be to relocate through-traffic away from the centers of County Seats and rural towns (Cleburne, Granbury, Weatherford, etc...).
Outer Loop/Rail Bypass Study

Freight Rail Bypass Study Area

North Central Texas Council of Governments
Transportation Department

Regional Freight Rail Bypass

04/02/2008
Jacob Asplund
Transportation Planner I
Outer Loop/Rail Bypass Study
Freight-Oriented Development Opportunities

A Major Intermodal Hub means:

$250 Million Private Investment in Rail Intermodal Facilities
Site Selection favored by National and International Logistics Firms
New Warehouse, Assembly and Distribution Facility Construction
30,000+ Direct New Jobs over 10 Years
Long-Term Tax Base Stability and Economic Development Opportunity
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Preliminary Outer Loop Corridors

Roadway/Truck Alternative Considerations

• Environmental and Socio-Economic Constraints
• Context-Sensitive Design and Regional Sustainable Development
• Staging and Right-of-Way Preservation
• Design Speed:
  – 85 MPH for General Purpose Toll Lanes
  – 65 MPH for Direct Connectors (Freeway/Toll Road Interchanges)
• Access
• Frontage Roads
  – Existing Corridors
  – New Corridors
Context-Sensitive Place-Making means:

- Listening to Local Concerns
- Enhancing Existing Small Town Development
- Promoting Connectivity to “Complete Streets”
- Improving Safety
- Creating Lasting Economic Development through Quality Public Infrastructure and Land Use Planning
- Providing Compatibility and Balance between Function, Land Use, and the Environment
Preliminary Outer Loop Corridors

Major Planning Issues – Parker County

• Barnett Shale
• Elevation Changes
• Sensitive Environmental Areas (Floodplains, Wetlands, Woodlands, Grasslands)
• S.H. 170 Extension
• Major Interchanges (S.H. 199, I.H. 20, and U.S. 377)
• Frontage Roads along Existing Corridors (F.M. 51, F.M. 3325, and S.H. 171)
• Large Developments (Walsh Ranch)
• Potential to Satisfy Local Congestion or Bypass Strategies (Springtown, Aledo, and Weatherford)
Preliminary Outer Loop Corridors

Major Planning Issues – Johnson County

• Barnett Shale
• Proximity to Existing and Planned Development (especially the Northern Alignment)
• S.H. 121 Southwest / Chisholm Trail Parkway
• Access and Frontage Roads
• Incorporation of U.S. 67 Corridor
  – Spacing of Major Facilities
  – Completion of U.S. 67 Cleburne Bypass
  – Regional Transportation Council Toll Policies
Preliminary Outer Loop Corridors
Major Planning Issues – S.H. 360 Extension

- Barnett Shale
- Floodplains and Wetlands
- Existing and Planned Developments
- Major Interchanges (U.S. 287, U.S. 67, and Outer Loop)
- Maximizing Economic Development Opportunities for Ellis and Johnson Counties
- I.H. 35E / I.H. 35W Terminus near Hillsboro
  - Coordination with TxDOT Waco District (Hill County)
  - Trans-Texas Corridor (?)
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Outer Loop/Rail Bypass Study

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