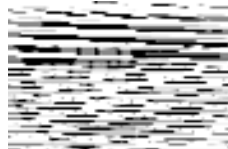


The Importance of the Trinity Parkway: The Future is Today

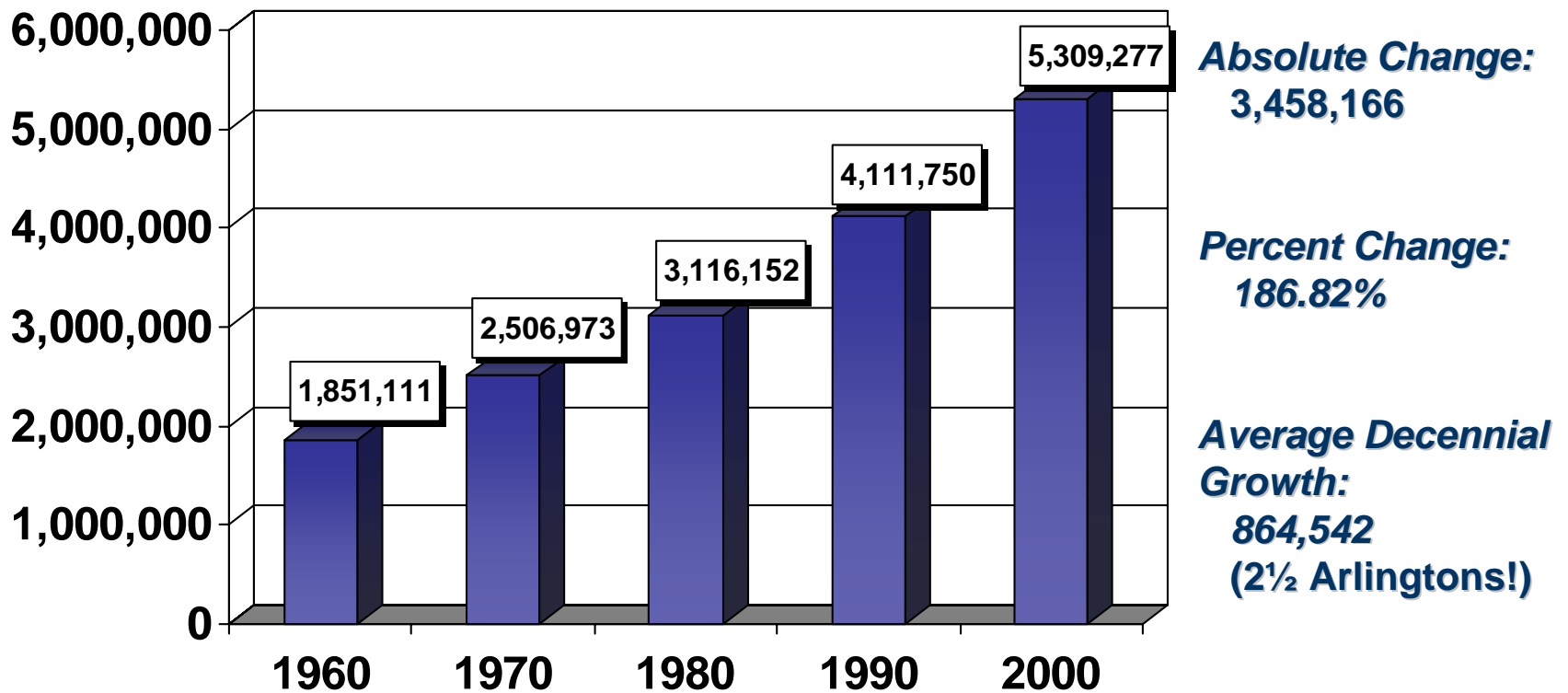
**Trinity River Corridor Project Committee
Briefing on
October 2, 2007**

**Michael Morris, P.E.,
Director of Transportation**



***North Central Texas
Council of Governments***

Regional Population 1960-2000



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

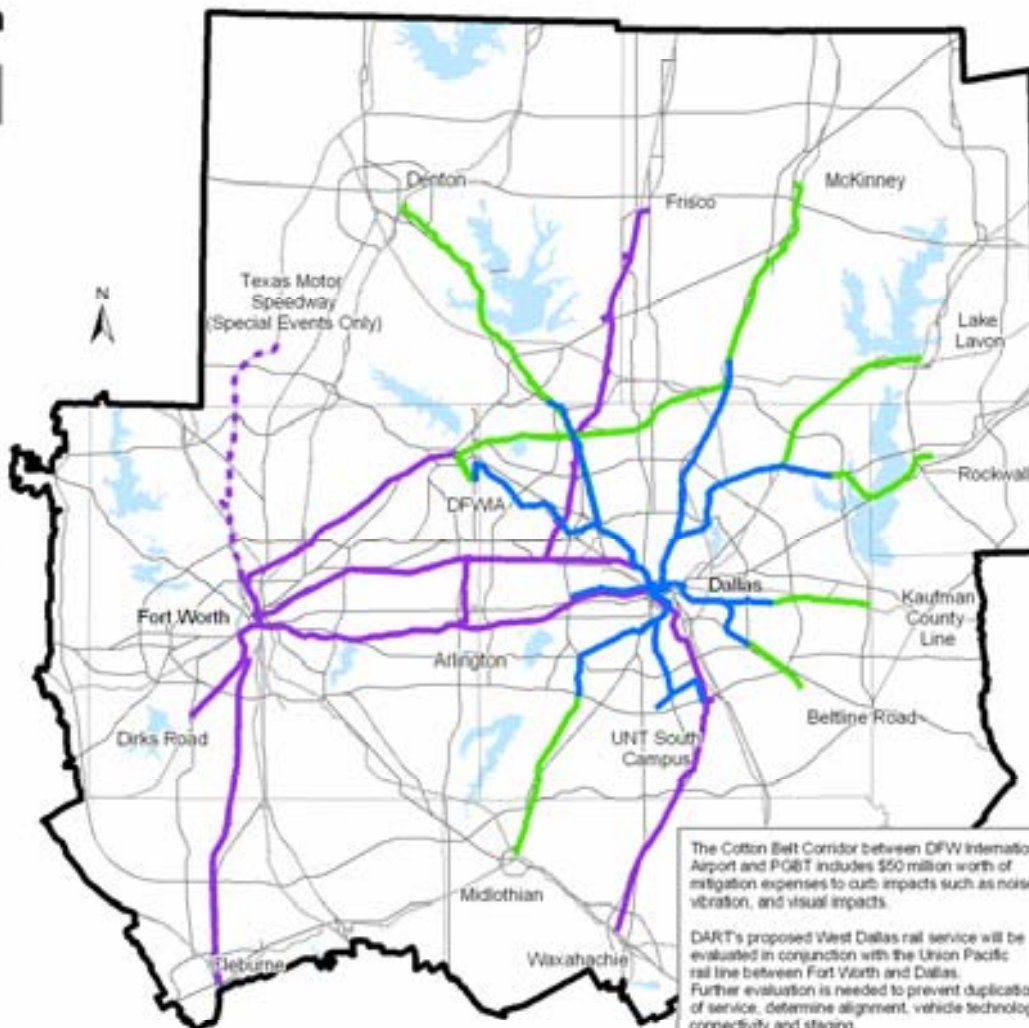


Corridor specific design and operation characteristics for the Intercity Passenger, Regional Passenger and Freight Rail Systems will be determined through capacity evaluation and ongoing project development. Refined rail forecasts are necessary to determine technology and alignment in Future Rail corridors.

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 PG&T 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.



Funded Roadway Recommendations

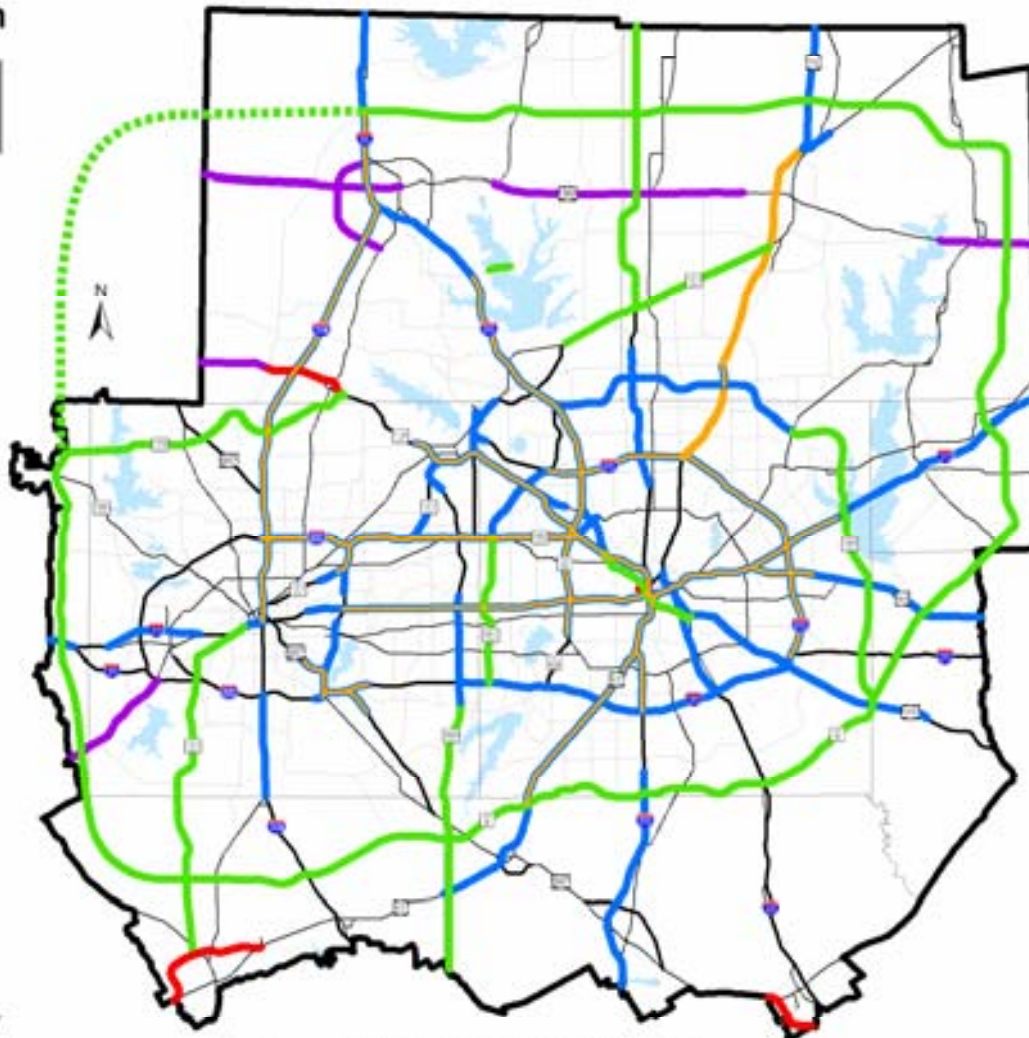
Legend

- 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.

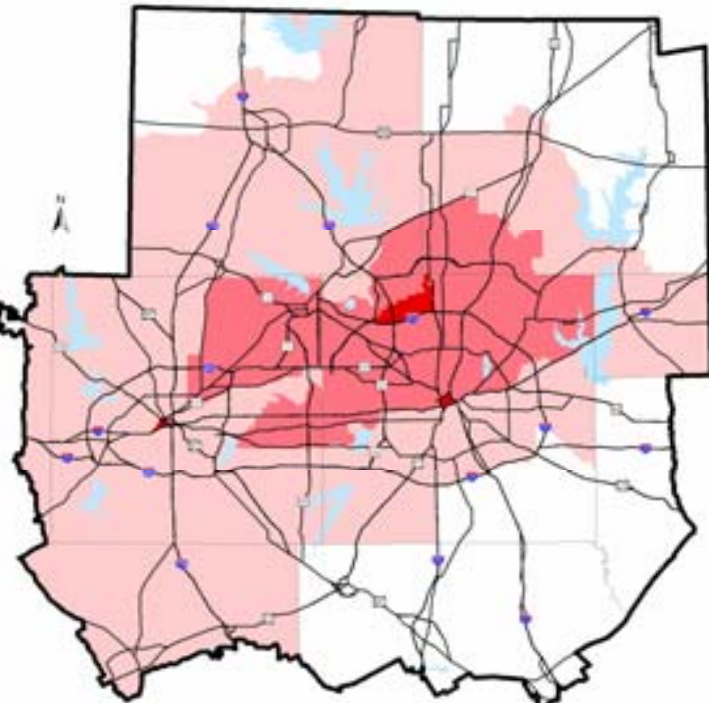
Operational strategies to manage the flow of traffic should be considered in the corridors where additional freeway or tollway lanes are being considered.

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

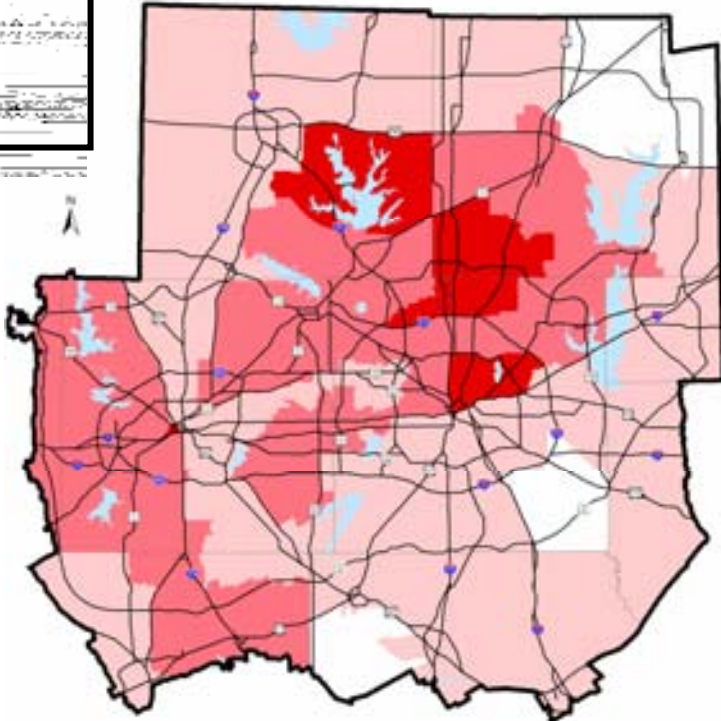


Mobility 2030: The Metropolitan Transportation Plan

Regional Congestion Levels



	2007	2030	% Change
Population	5.9 M	8.5 M	44.1 %
Employment	3.7 M	5.3 M	43.2 %
VMT / Person	25.6	28.4	10.9 %



	2007	2030	% Change
Vehicle Miles Traveled	151 M	241 M	59.6 %
Roadway Capacity (Lane Miles)	31,000	41,000	32.3 %
Daily Total Delay (Vehicle Hours)	1 M	1.7 M	70 %
Annual Cost of Congestion	\$4.2 B	\$6.6 B	57.1 %

TRINITY PARKWAY

Regional Facility - Dallas Benefits

1. Mobility Benefits with and without the Trinity Parkway

- 15,000 vehicle hours per day of reduced congestion delay
- This translates to 4.2 million vehicle hours of reduced congestion delay per year
- Achieves a \$66 million reduction per year in the cost of congestion delays for the region

2. Included in Regional Plan Since 1974

- Recommended as a toll road since 1995

3. Project (and those it directly impacts) Unlocks Downtown Dallas' Congestion Nightmare

- The third most congested roadway bottleneck in the U.S.
- Trinity Parkway will result in a 10% reduction in regional congestion delay

4. Safety Benefits/Downgrade S.M. Wright Elevated Sections

- The construction of the Trinity Parkway between U.S. 175 and I.H. 45 permits the removal of the elevated S.M. Wright bridge structures

5. Creates Opportunity to Rebuild Canyon/Mixmaster

- Trinity Parkway facilitates reconstruction of the Canyon/Mixmaster

TRINITY PARKWAY

Regional Facility - Dallas Benefits

6. Air Quality Benefits

- In 2015, the Trinity Parkway reduces approximately 84 tons of nitrogen oxide and volatile organic compound emissions - a 10% reduction

7. Reliability Benefits

- Unreliability of Canyon/Mixmaster would be benefited by the Trinity Parkway as a reliever facility

8. Regional Project for Dallas Citizens

- 44% of users live or work in the City of Dallas

9. Recreation + Flood Control + Mobility = Dallas Economic Development Winner

- As supported by the City of Dallas Economic Development Study

10. Appropriate Need for Appropriate Facility/Thoroughfare Street near the Park would be a Disaster

- Higher speed commuters by-passing congested freeways will lead to safety concerns
- Industrial Boulevard as a Trinity Parkway alternative contradicts the City of Dallas' intended purpose in the Balanced Vision Plan for the Trinity River Corridor

TRINITY PARKWAY - DIRECT IMPACT

LOCATION	LIMITS	ESTIMATED TOTAL PROJECT COST
Trinity Parkway	IH 35E to Woodall Rodgers Freeway	\$ 937.6 million
	Woodall Rodgers Freeway to IH 45/US 175	
	IH 45/US 175 to US 175/SH 310	

INDIRECT IMPACT

	LOCATION	LIMITS	ESTIMATED TOTAL PROJECT COST
	IH 30 - Dallas County	Loop 12 to IH 35E	\$ 115.million
PROJECT PEGASUS	IH 30	IH 35E to Old Central Expressway	\$ 647.4 million
		Old Central Expressway to IH 45	
IH 35E	SH 183 to Motor Street		
	Motor Street to 8th Street		
IH 30 - US 80 EAST CORRIDOR	IH 30	IH 45 to US 80	\$ 1,350 million
		US 80 to IH 635	
		IH 635 to Bobtown Road	
		Bobtown Road to Dalrock Road	
	US 80	IH 30 to IH 635	
		IH 635 to Belt Line Road	
		Belt Line Road to FM 460	

INDIRECT IMPACT

	LOCATION	LIMITS	ESTIMATED TOTAL PROJECT COST
	IH 35E - Northwest Corridor	Loop 12 to Regal Row	\$ 144 million
		Regal Row to SH 183	
IH 35E - US 67 SOUTHERN GATEWAY	IH 35E	8th Street to US 67	\$ 1,010 million
		US 67 to IH 20	
	US 67	IH 35E to IH 20	
Loop 12 to IH 20			
		IH 20 to FM 1382	
	IH 45	IH 30 to SM Wright Parkway	
		SM Wright Parkway to Trinity Parkway/US 175	
		Trinity Parkway/US 175 to IH 20	
	S.M. Wright Parkway	IH 45 to US 175/SH 310	
	SH 114 - Dallas County	SH 121 to Spur 348	\$ 434 million
		Spur 348 to Loop 12	
		Loop 12 to SH 183	
	SH 183	SH 161 to SH 114	\$ 645 million
		SH 114 to Trinity Parkway	
		Trinity Parkway to IH 35E	
	US 175	SH 310 to IH 20	\$ 347 million

\$ 4.847 billion