



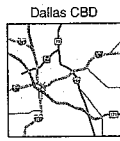
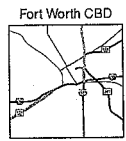


Roadway System

Priced Facilities

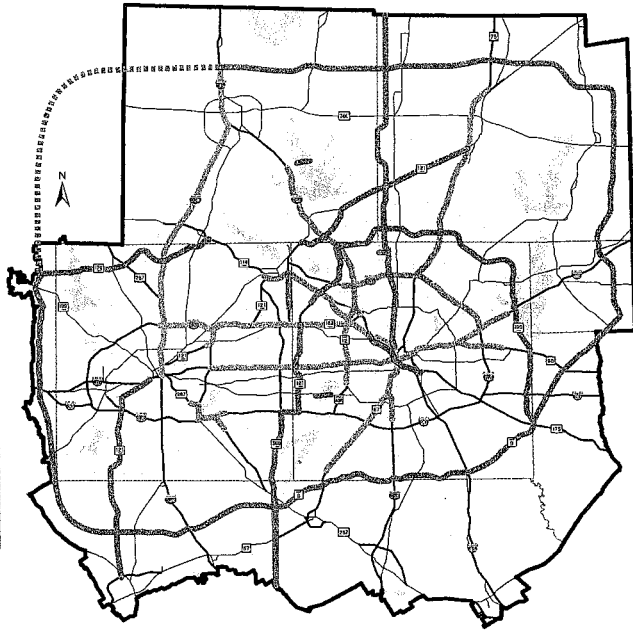
Legend

-  Existing Tollway Facilities
-  Proposed Tollway Facilities
-  Proposed HOV/Managed Facilities*
-  Freeways/Tollways



*Existing lanes in corridor remain free. Tolls charged on new capacity only and will include HOV incentives.

\$17.7 billion (2006\$)
in innovative
funding strategies



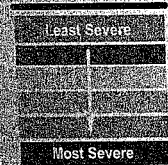
Additional Roadway System Needs





Additional roadway capacity is needed and would help alleviate major congestion throughout the region. However, the resources needed to fund many necessary projects are unavailable. While a need for improvements exists in various corridors, these projects must be deferred until more money is available. **The nine-county area faces almost**

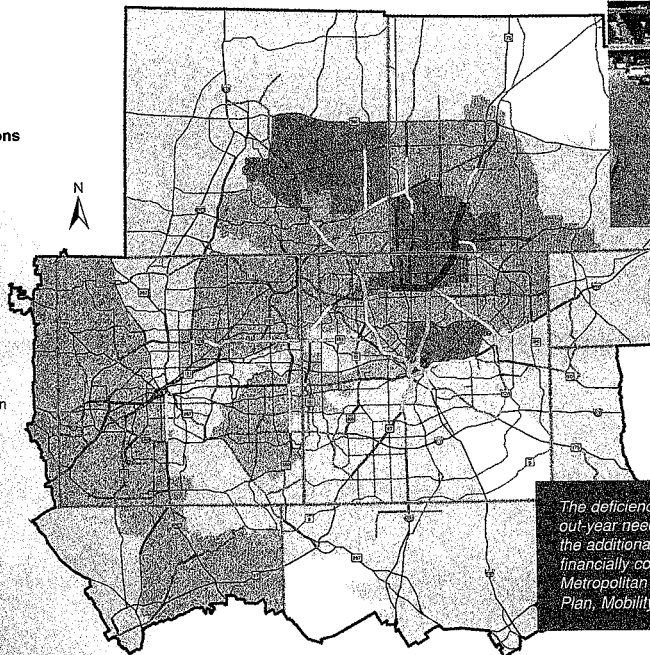
\$59 billion (2006\$) in unfunded needs through 2030. Among these are \$32 billion (2006\$) in rehabilitation and \$12.7 billion (2006\$) in freeway and toll road improvements. Just 55 percent of the funding has been identified. Innovation will prove more necessary as the state and region continue to grapple with a combination of higher costs and less revenue. The age of the existing infrastructure will also place more importance on maintenance.

Dallas-Fort Worth Corridor Needs

Range of Capacity Deficiencies to Solve Level of Service "F" Conditions



-  Areas with No Congestion
-  Areas with Light Congestion
-  Areas with Moderate Congestion
-  Areas with Severe Congestion



The RTC is targeting freeway and tollway improvements throughout the Dallas-Fort Worth area in the ongoing effort to improve mobility.

The deficiencies shown reflect out-year needs and represent the additional needs beyond the financially constrained Metropolitan Transportation Plan, Mobility 2030.

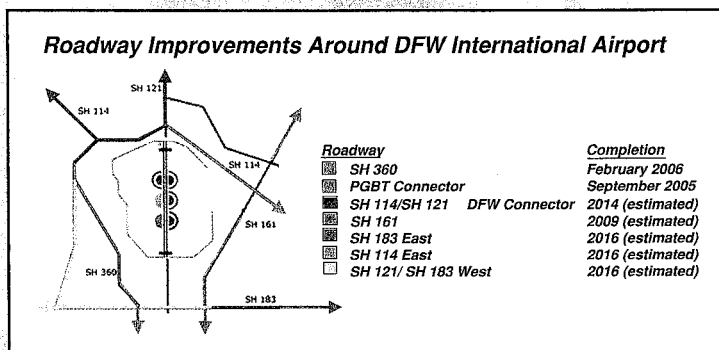
Regional Aviation

Aviation in Dallas-Fort Worth

As a land-locked port of entry, Dallas-Fort Worth relies heavily on aviation facilities. Through connectivity to global markets, the region's aviation facilities boost economic development, increase business activities related to aviation and cargo, improve the movement of people and goods, and enhance leisure and tourism opportunities throughout the world. The North Texas aviation industry contains a diverse mix of facilities. Dallas/Fort Worth International Airport and Dallas Love Field are both major airports important to the economic vitality of the region. Alliance Airport in Fort Worth is a leading cargo facility, but the region also relies heavily on smaller facilities. Providing access to

and from airports by roadways and transit is important to passengers and goods movement. DFW Airport is located near many congested freeways in the center of the region. All of the major corridors have planned improvements during the next decade, as shown in the map below.

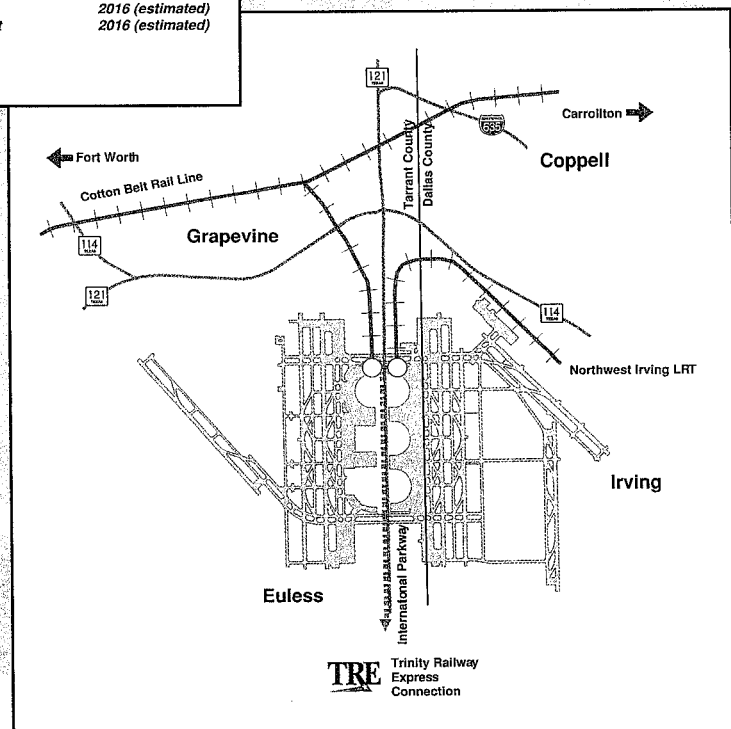
Transit service is provided to both DFW Airport and Dallas Love Field by either bus or shuttle service. DART and The T plan to provide rail service to a proposed integrated rail station at DFW Airport. Love Field is planning passenger rail access. This will link the airports via DART light rail. DCTA will connect to the system in Carrollton.



Ground Access to Aviation

Key elements of NCTCOG's Aviation Planning Program include:

- Review surface access to aviation and related changes over time.
- Study alternative access and congestion scenarios at commercial airports based on alternative air travel trends and airport employment scenarios.
- Monitor aviation activity levels (passenger, aircraft operations, and air cargo volumes).
- Report on regional studies related to the aviation system and land use surrounding key facilities.



Goods Movement

Goods movement is the lifeblood of the North Texas economy. Dallas-Fort Worth represents one of the largest "inland ports" in the nation, where freight is moved, transferred, and distributed to destinations around the world. North Texas has one of the most extensive surface and air transportation networks in the world and provides extensive trade opportunities for the more than 600 motor/trucking carriers and almost 100 freight forwarders that operate out of the Dallas-Fort Worth area.

Tower 55

Tower 55 is the freight rail intersection of the BNSF Railway and Union Pacific Railroad lines located near downtown Fort Worth. The core issue at Tower 55 is the high volume of trains using the intersecting tracks. Long freight trains with lengthy wait times at Tower 55 are responsible for regional shipping and traffic delays. The goal is to find a cost-effective solution to these and other problems that is beneficial for both private and public partners.

Truck Lane Restrictions

NCTCOG recently partnered with the Texas Department of Transportation to conduct a Truck Lane Restriction Study that was implemented on two corridors: IH 30 in Tarrant County between Hulen and Collins streets and IH 20 in Dallas County between Cedar Ridge Drive and IH 45. During the study, improvements in mobility, safety, and air quality within the study corridors were documented, and there was general public acceptance of the restrictions. A comprehensive final report on the lane restrictions was completed in October 2006 and includes recommendations for expansion.



Several facilities are expected to contain truck-restricted lanes. Truck restrictions have been used in two corridors in the region. Their success could lead to expansion.

Truck Lane Recommendations

Legend

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

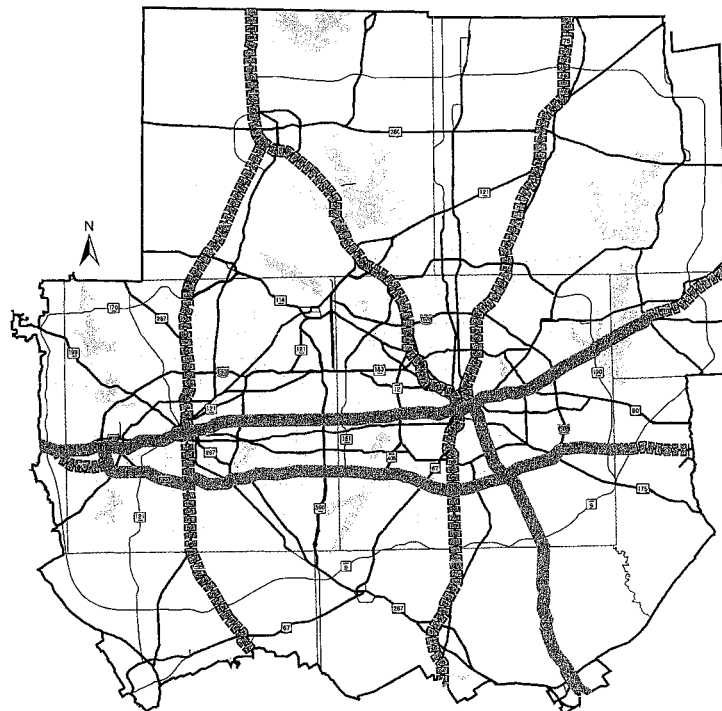
Recommendations include:

- Three-plus lanes
- Moderate to high truck volume
- Continuous system

Further site-specific study is 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.



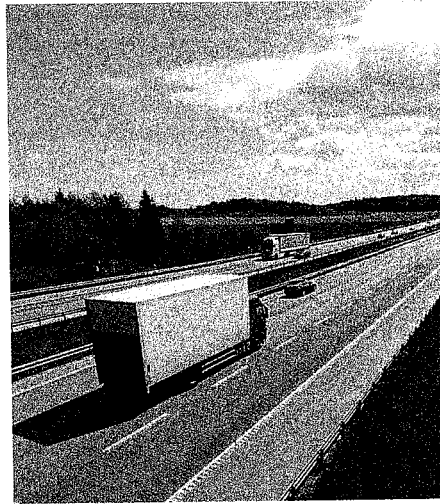
Regional Outer Loop/Rail Bypass

What is the Regional Outer Loop/Rail Bypass?

The regional outer loop/rail bypass is a proposed facility supported by the RTC to provide long-term relief to urban freight rail and roadway congestion. This 240-mile-long transportation corridor would include auto, truck, and freight rail facilities. The outer loop/rail bypass is also intended to facilitate the broad vision identified for the Trans-Texas Corridor (TTC-35). It also seeks to minimize disruptions to urban areas by aligning transportation facilities closely together.

The TTC-35 plan could provide a funding mechanism for the outer loop/rail bypass, bringing together federal and state goals of increased mobility and commerce flow and local and regional goals of sustainable development and more balanced interactions between

land use and transportation. However, the RTC is committed to advancing the outer loop/rail bypass to address the rapidly increasing population and transportation demands of the region, regardless of TTC-35 development.



Freight haulers are an important part of the Dallas-Fort Worth economy.

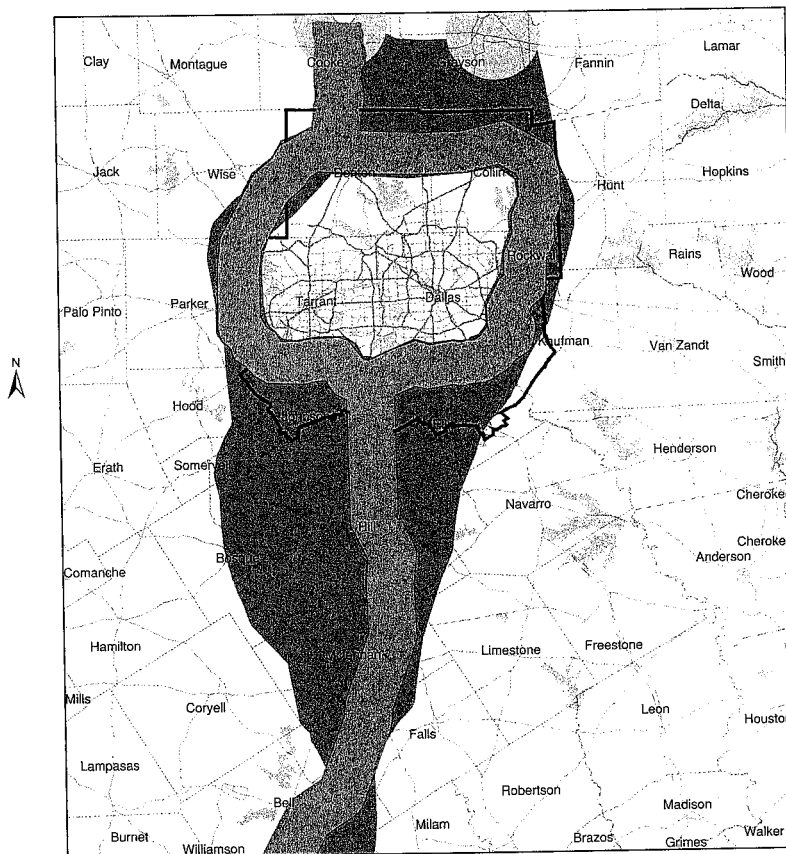
Regional Outer Loop/Rail Bypass Corridor

Legend

- Regional Recommended Outer Loop / Rail Bypass Corridor
- TxDOT TTC-35 Tier I Corridor
- TxDOT TTC-35 Potential Connection Zones
- Freeways
- Major Roadways
- Regional Arterials
- County Boundaries
- Metropolitan Planning Area Boundary
- Major Lakes

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

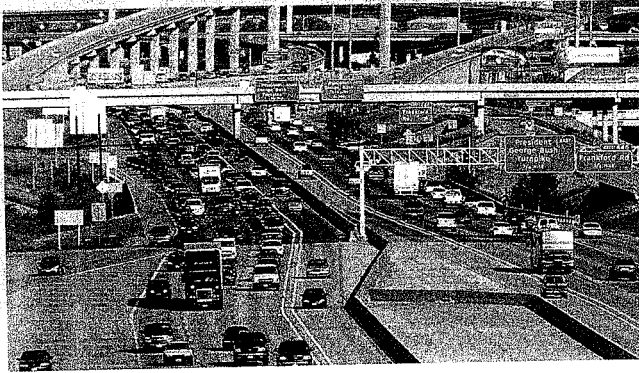
All regionally recommended corridors should be targeted for right-of-way preservation.



Regional Outer Loop/Rail Bypass

For the TTC-35 project to better serve the Dallas-Fort Worth area, the Regional Transportation Council has coordinated with the state's Trans-Texas Corridor planning efforts by providing initial technical analysis on regionally favorable alignments, identifying potential corridors, and developing near-, mid-, and long-term transportation needs. Additionally, a significant push has been made to develop regional support for the

TTC-35 project, harshly criticized during the 80th legislative session in 2007. Because of local efforts, Gov. Rick Perry directed the Texas Department of Transportation to consider the Dallas-Fort Worth outer loop/rail bypass in future TTC-35 planning. The RTC supports moving forward in the corridor study, environmental review, and right-of-way preservation steps for the entire outer loop/rail bypass.



Relief could come to Interstate Highway 35E and other overloaded Dallas-Fort Worth freeways once the proposed regional loop is built. With a bypass route, freight not bound for the area will be able to avoid much of the region's congestion.

Regional Outer Loop Staging

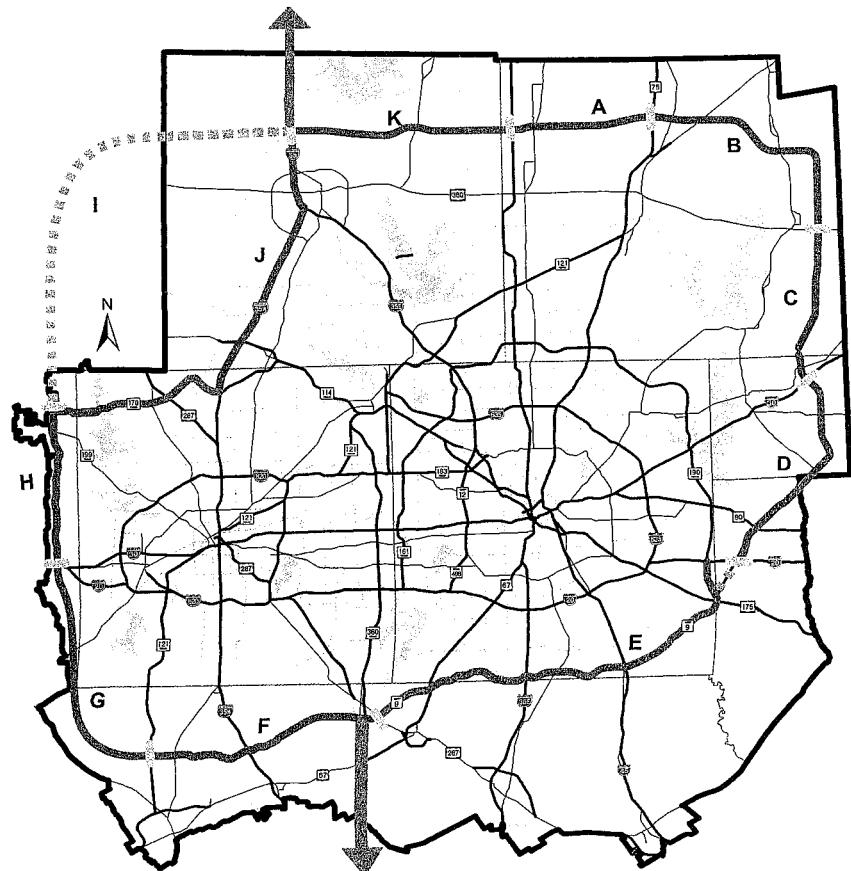
Segment Staging

- Operational By 2015
- Operational By 2025
- Operational By 2030
- Further Evaluation Needed
- North/South Interregional Corridors
- Segment Dividers
- Year 2030 Freeway Network

- A - North Collin County Outer Loop
- B - North/East Collin County Outer Loop
- C - East Collin County Outer Loop
- D - Rockwall/Kaufman County Outer Loop
- E - Loop 9 - Dallas/Ellis/Kaufman County
- F - F.M. 917 Corridor
- G - Southwest Corridor Outer Loop
- H - Parker County Outer Loop
- I - Wise County Outer Loop
- J - S.H. 170 / I.H. 35 Corridor*
- K - Northern Denton County Outer Loop

*The IH-35/SH-170 corridor can be developed as an interim Trans Texas Corridor/Regional Outer Loop segment until segment "I" is warranted.

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



Approximately 240 Center Main Line Miles
Approximately 1440 Main Lane Miles

Environmental Justice & Public Involvement

Importance of Environmental Justice

Environmental justice is a concept used to determine whether or not a project harms disadvantaged communities or populations. By measuring the cost to a community against the value of a project, transportation planners can determine if the project should be undertaken. Transportation decisions are intended to improve quality of life for all residents in the metropolitan area. Therefore, it is important to ensure that no particular socioeconomic group is adversely affected by transportation decisions. By making environmental justice an important part of the everyday planning and decision-making processes, better decisions can be made to meet the needs of all people in the area.

Generally, the results of the environmental justice analysis indicate that implementing the policies, programs, and procedures of Mobility 2030 will not have a disproportionately negative impact on any protected population class.

Public Involvement

The North Central Texas Council of Governments' Transportation Department's public involvement

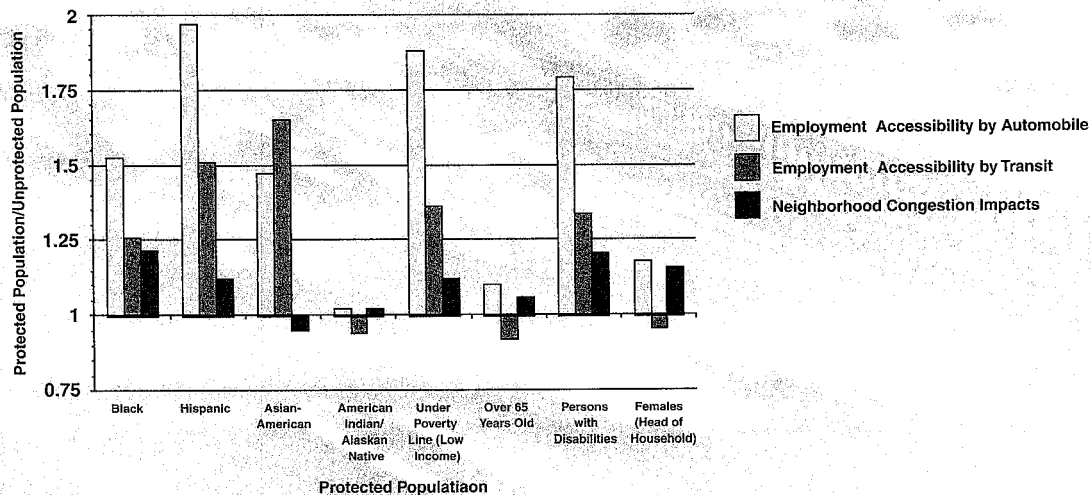
strategies and procedures are designed to educate the public about transportation planning and development topics. They allow interested parties to comment on transportation ideas and proposals and to actively contribute to the policy- and decision-making processes.

Additional components of the public involvement process are: reasonable access to technical and policy information, open public meetings, and explicit consideration of, and response to, public input. Information is available through NCTCOG's Transportation Department and via the Internet at www.nctcog.org/trans.

Public Meetings

- Public meeting notices run in local daily and community newspapers, minority-focused newspapers, and Spanish-language newspapers.
- All public meeting locations are accessible to people with disabilities, and adjustments can be made to accommodate those who need assistance.
- Locations allow NCTCOG to reach diverse populations.
- For non-English speakers, interpreters are available for meetings upon request, and materials can be translated when necessary.

Ratio of Protected Population Relative to Unprotected Population for Mobility 2030 Performance Measures



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