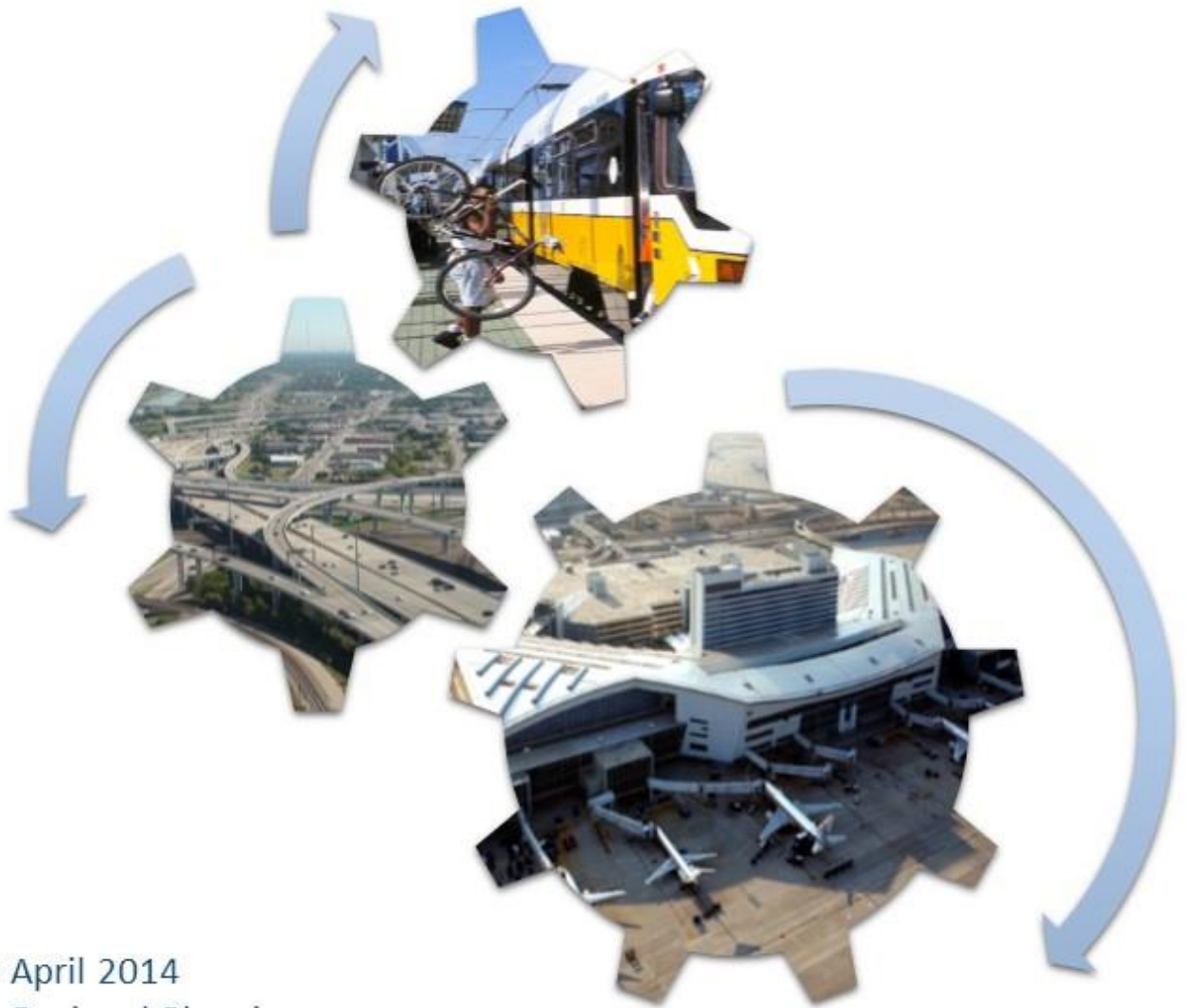


# 2014 TIGER PLANNING APPLICATION

## Enhancing Ground Accessibility to Airports with Changing Demand



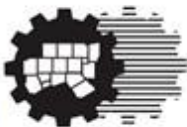
**Date:** April 2014

**Type:** Regional Planning

**Location:** Dallas-Fort Worth Metropolitan Planning Area

**Applicant:** Metropolitan Planning Organization

**Amount:** \$250,000



North Central Texas  
Council of Governments

**TIGER DISCRETIONARY GRANT PROGRAM – Planning Study  
Project Application**

**Name of Project:** Enhancing Ground Accessibility to Airports with Changing Demand

**Agency Submitting Project:** North Central Texas Council of Governments (MPO)

**Other Project Parties:** None

**Primary Contact:**

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**Phone Number:** 817-695-9241  
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**Type of Project:** Airport Ground Accessibility (Regional Planning)

**Project Location:**

**City:** Coppell, Dallas, Euless, Fort Worth, Grapevine, Irving,  
Southlake  
**County:** Dallas County and Tarrant County  
**State:** Texas  
**Congressional** District 12 Kay Granger  
**Districts:** District 24 Kenny Marchant  
District 30 Eddie Bernice Johnson  
District 32 Pete Sessions  
District 33 Marc Veasey

**Type of Jurisdiction:** Urban Area

**TIGER Funds Requested:** \$250,000

**Total Project Cost:** \$500,000

**DUNS Number:** 10-246-2256

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## **I. Project Description**

As the nation's largest inland port and the fourth largest metropolitan area, North Central Texas relies heavily on aviation facilities to sustain growth and economic prosperity. The efficiency of air passenger and cargo mobility is affected by both airport and surrounding transportation system capacity. Congestion in the air or on the ground can significantly impact aviation operations and efficiency. Airports are the first stop for arriving passengers, however they are not typically the final destination. Once passengers arrive at the airport they need a convenient, reliable, and modern transportation system to get them the "last mile" of their trip. Regardless of how many air miles they have traveled, it can be the last few surface miles from the airport to their destination (home, business, hotel, etc.) that can have the most influence on their trip. How well the transportation network integrates with air passenger and air cargo facilities is vital to the needs of both national and international travel.

Dallas/Fort Worth International Airport (DFW Airport) and Dallas Love Field (Love Field) contribute over \$30 Billion in annual economic impact to the area and currently serve approximately 65 Million passengers each year. The Federal Aviation Administration's (FAA) annual Terminal Area Forecast states that DFW Airport will nearly double enplanements by 2040 for a total of 49.4 million while Love Field enplanements will also grow by over 60% during that same period. In addition, there will be some major anticipated changes to both air and ground accessibility to these airports in the coming year. The repeal of the Wright Amendment, which currently restricts certain commercial air travel out of Love Field, will allow for additional airline and terminal capacity including new nonstop destinations in October 2014. DFW Airport may also experience travel behavior changes due to new light rail access from Downtown Dallas via the Dallas Area Rapid Transit (DART) Orange Line that will begin service in August 2014.

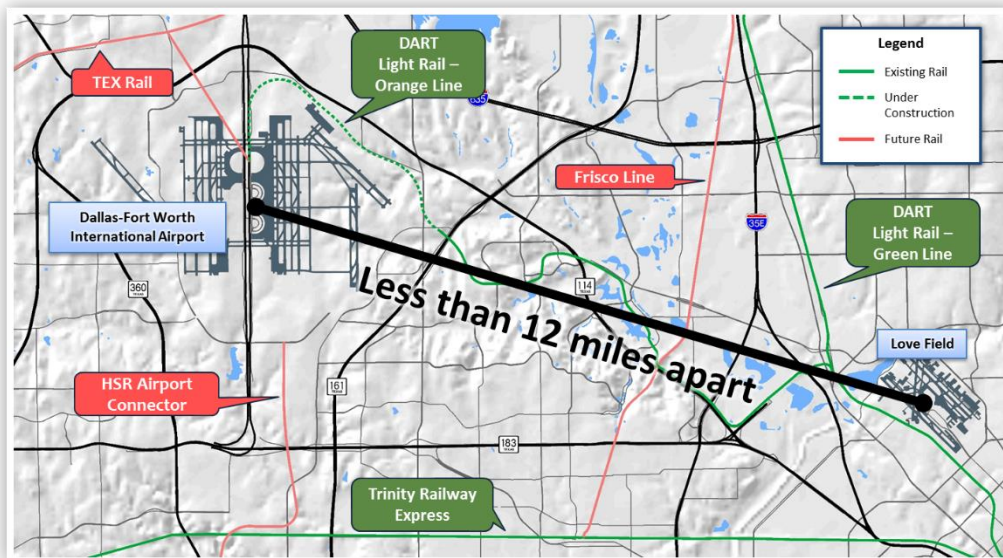
The Enhancing Ground Accessibility to Airports with Changing Demand study will analyze impacts due to these anticipated changes in travel behavior and focus on making recommendations for the enhancement and continued investment in ground accessibility to these airports. By leveraging a planned NCTCOG Airport Travel Survey later in 2014, staff will be able to specifically analyze survey data to determine changes in travel behavior such as trip generation, distribution and mode choice at both DFW Airport and Love Field. The goal will be to ensure our region has adequate transportation options to both commercial service airports including enhanced mode choice and efficiency that will better serve all of North Central Texas. Recommendations produced from this study will be included in the next long range Metropolitan Transportation Plan (MTP).

The study location will include the two urbanized counties of Dallas and Tarrant and the cities surrounding Dallas Fort Worth International Airport and Dallas Love Field Airport. These cities include Coppell, Dallas, Euless, Fort Worth, Grapevine, Irving, and Southlake, TX.

Exhibit 1 displays the project area location and shows the current transportation system.



### Exhibit 1: Project Area and Location



#### Importance of Airport Accessibility

Fulfilling the role of the Metropolitan Planning Organization (MPO), NCTCOG performs an analysis of surface access to regional aviation facilities to assess the impacts of growth and development of surface access infrastructure to aviation facilities and associated improvement needs. This work traditionally has included a review of travel-time contours, air cargo trends and connectivity, and land-use implications surrounding commercial and general aviation facilities. Input is then provided to the Regional Transportation Council (RTC) and the Air Transportation Technical Advisory Committee (ATTAC), as well as the MTP. Such work includes:

- [Documentation of surface access to aviation impacts;](#)
- Inventory and data collection of infrastructure improvements;
- Analysis and recommendations for infrastructure improvements affecting aviation; and
- Travel time contours for commercial and general aviation facilities.

The map in Exhibit 2 displays the travel times to/from DFW Airport. Exhibit 3 shows the same for Dallas Love Field. This analysis was performed based on an average peak-period traffic scenario as represented by the travel demand models under year 2035 conditions, taking into account current MTP recommendations.

Exhibit 2: DFW Airport Travel Time Contours

Travel Time Contours: DFW International

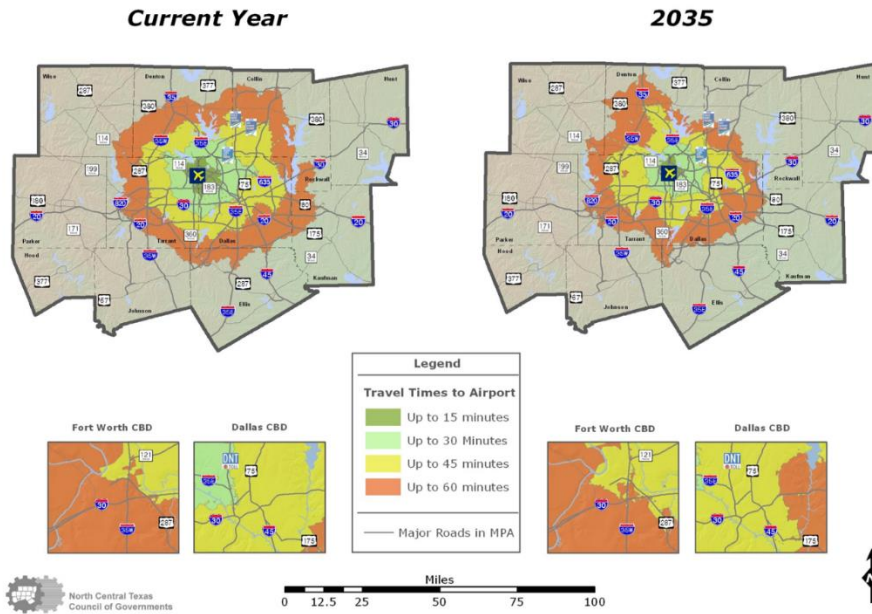
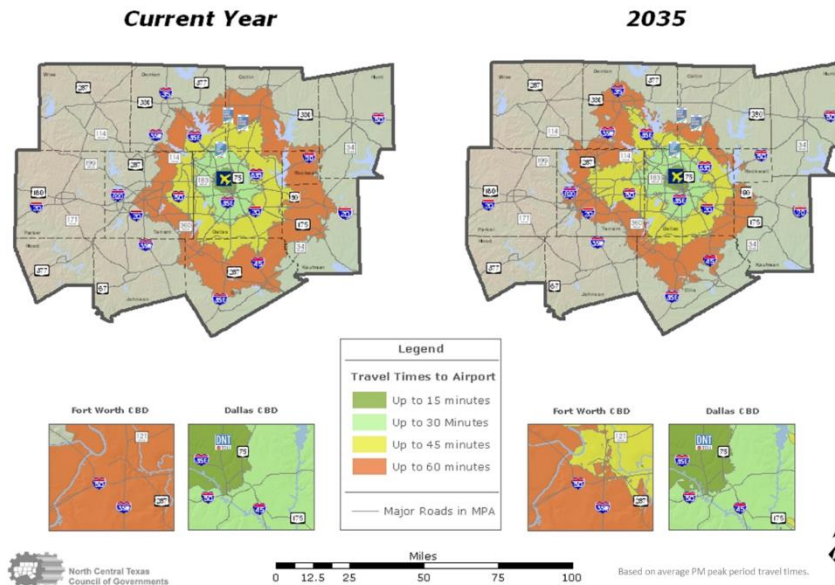


Exhibit 3: Dallas Love Field Travel Time Contours

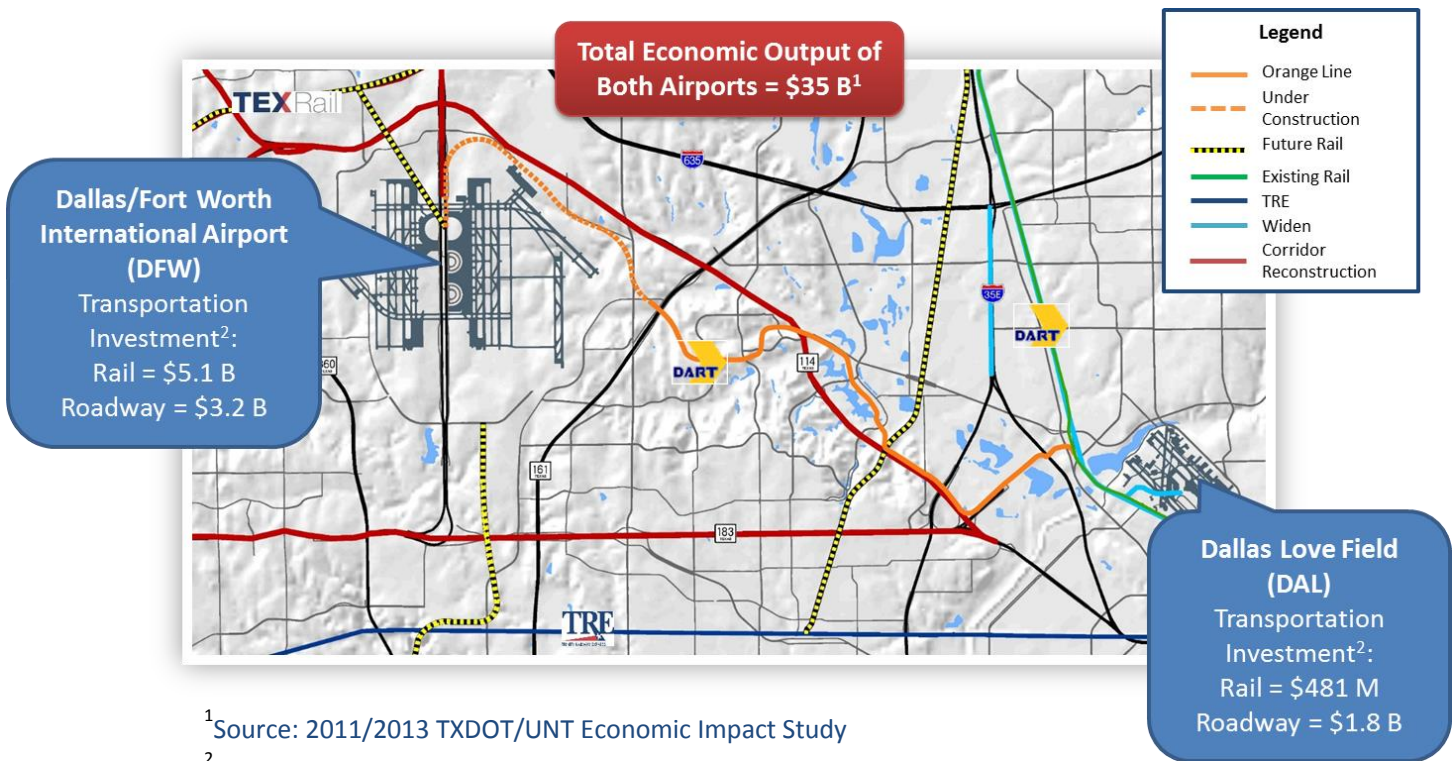
Travel Time Contours: Dallas Love Field



The DFW Regional Travel Model (DFW RTM) includes elements such as roadway and transit networks, population, and employment to calculate the expected demand for transportation facilities. Based on these parameters, it estimates a quarter-million trips are generated each day to North Texas airports. These trips are on average 31 minutes with a length of 23 miles. By 2035, the DFW RTM forecasts that the length (24 miles) and time (38 minutes) will be extended while total trips reach 575,000. With a total regional trip number around 23 million it may appear that this is a small amount. However, the average total daily trips to airports is a considerable amount given the relatively small airport geographic areas represented in the model.

As such, the region has placed extreme importance in supporting the accessibility to these airports. Exhibit 4 shows transportation investments around both facilities as well as future planned projects.

**Exhibit 4: Passenger Connectivity at DFW Airport**



Transportation Challenges

There are many new factors that may affect demand to these airports and can present transportation challenges. This study will analyze these challenges based on the changing transportation environment.

Most significantly may be the repeal of the Wright Amendment. Historically, air travel to the Dallas Fort Worth area was handled by two airports. In the early 1960's, commercial air traffic flew into either Dallas Love Field or Greater Southwest International Airport in



east Fort Worth. It was determined by the FAA that the demand for air travel was beginning to exceed the capabilities of these airports and along with the Civil Aeronautics Board (CAB) had Dallas and Fort Worth work together to find a new site for a regional airport. In 1974, a new facility was opened and all existing airline service was shifted to what is now known as DFW International Airport. DFW Airport was built in the center of the region between the two cities, and would become the focus of air travel for the region. To reduce competition and foster regional cooperation and growth, the Cities of Fort Worth and Dallas agreed to limit their own existing airport's passenger flights and had all airlines relocated to DFW Airport. However, Southwest Airlines which was founded in Dallas and operated out of Love Field, believed their business model would be negatively affected by operating out of DFW Airport and claimed that no legal basis existed to close the airport to commercial service. In 1973, the U.S. Supreme Court ruled in Southwest's favor and stated that as long as Love Field remained open, the City of Dallas could not stop them from operating there.

When the Airline Deregulation Act took effect in 1978, Southwest Airlines expanded into a larger passenger market and began offering enhanced interstate service. Given the investment made in the new regional DFW Airport, Jim Wright, member of the U.S. House of Representatives serving Fort Worth, sponsored and eventually had an amendment passed to the International Air Transportation Act of 1979 that restricted passenger air traffic out of Love Field for larger aircraft with passengers above 56 seats. These aircraft, which currently included the Southwest fleet, could only operate in Texas and the four neighboring states; Arkansas, Louisiana, New Mexico, and Oklahoma.

Southwest continued to grow out of Love Field and in the early 1990's traffic at DFW Airport had begun to push capacity limits. In recognition of the growth and development of DFW Airport, the Wright Reform Act of 2006 became law in October of that year. This legislation was a compromise amongst the Cities of Dallas and Fort Worth, the DFW Airport Board, American Airlines, and Southwest Airlines. With the new legislation, flights out of Love Field were then allowed to be ticketed direct to outside destinations with one-stop, and later in 2014 all domestic flight restrictions of the Wright Amendment will be repealed.

Since that time, the airport has been preparing for additional demand and enhanced air routes to serve the traveling public. The Love Field Modernization Plan (LFMP) was designed to increase efficiency while maintaining convenience to passengers. A new design to the terminal replaces a large amount of outdated and unused space with modern and more efficient facilities. Three original concourses have been demolished and consolidated into one convenient, centrally located concourse for all airlines as can be seen in Exhibit 5. The lobby and check-in areas have been completely redesigned and additional gates have been added. In addition, the LFMP will more than double the amount of available airport concessions. Southwest Airlines has already begun to market up to 15 new nonstop flights to destinations such as Atlanta, Baltimore, Chicago Midway, Denver, New York LaGuardia, Washington Reagan, Las Vegas, Orlando, Nashville, Fort Lauderdale, Los Angeles, Phoenix, San Diego, Orange County, and Tampa.

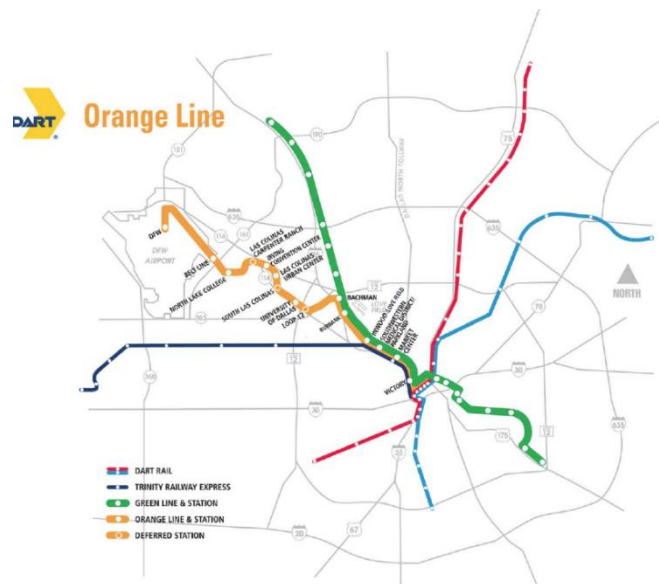
**Exhibit 5: Dallas Love Field Modernization Plan Aerial View**



Courtesy City of Dallas, [www.lovefieldmodernizationprogram.com](http://www.lovefieldmodernizationprogram.com)

Love Field is not the only airport with changes that may impact travel behavior. Beginning in August of 2014, the 14-mile Dallas Area Rapid Transit (DART) Orange Line extension will connect Downtown Dallas with DFW Airport. The Orange Line runs concurrently with the Green Line through Downtown Dallas to Bachman Station in Northwest Dallas. From Bachman Station, the Orange Line heads northwest to the Las Colinas Urban Center (opened July 30, 2012), and continues directly into DFW Airport. This will mark the first time light rail access has been completely integrated into either airport. The new DFW Airport Station will provide convenient access to Terminal A. Exhibit 6 is a map showing the future DART Orange Line access into DFW Airport.

**Exhibit 6: DART Orange Line Map**



### Airport Travel Survey

Understanding how these new changes will affect travel behavior is the first step in recognizing how to appropriately accommodate ground travel to and from these airports. A full airport travel survey of users of these two airports has not been completed in the last decade. DFW Airport's last survey was administered by the airport with coordination from NCTCOG in 2001. It was an activity-based survey with a focus on non-connecting air passengers and visitors. Passengers were asked numerous questions to better understand individuals' decision making process related to airport trips and mode choice. The information gained from usable surveys provided modelers with a heightened understanding of trip distribution to the airport. For instance, passenger survey responses were utilized to calculate average trip time and length from their initial place of origination leading to the DFW Airport trip. Furthermore, the purpose of their flight, business or pleasure, mode choice (including number of vehicles if applicable), total number of people traveling together were deemed significant information to acquire from the survey. Passengers were also asked to clarify if their trip would be international and the number of bags they planned to check. A secondary group of questions for passengers was nearly the same as the first sequence but sought to gain knowledge of the last time passengers completed a flight into DFW Airport as a non-connecting passenger. Overall responses were analyzed by trip originations and geo-referenced to zip codes.

Questions for the Visitor portion of the 2001 DFW Airport Survey are summarized below:

- Were respondents dropping off or picking up passengers?
  - This was a conditional response that would lead to the appropriate sequence of questions
- Was the trip related to an international flight?
- Did people remain at the airport for a period of time after the scheduled flight departure?
- Are passengers clearing customs?
- How many people traveled to the airport?

October 1999 was the date of the last ground transportation survey at Love Field. This too was an activity-based survey administered by the City of Dallas in conjunction with Dallas Area Rapid Transit (DART), the Dallas area public transportation authority. By comparison, Love Field's survey asked for less information than the DFW Airport survey. The Love Field survey organized responses into two categories 1) Flying In and 2) Flying Out. Trip purpose, destination and origin when leaving or arriving to the airport, respectively, and mode choice for transportation to/from the airport were recorded. Whether passengers were traveling as a group or alone was also documented along with their gender.

In the fall of 2014, NCTCOG will begin a new survey effort that will be more inclusive of both airports and try to account for travel changes from the Wright Amendment restrictions being terminated and DART Orange Line begging service. However, no further analysis will be conducted. This makes timing exceptional for this proposed

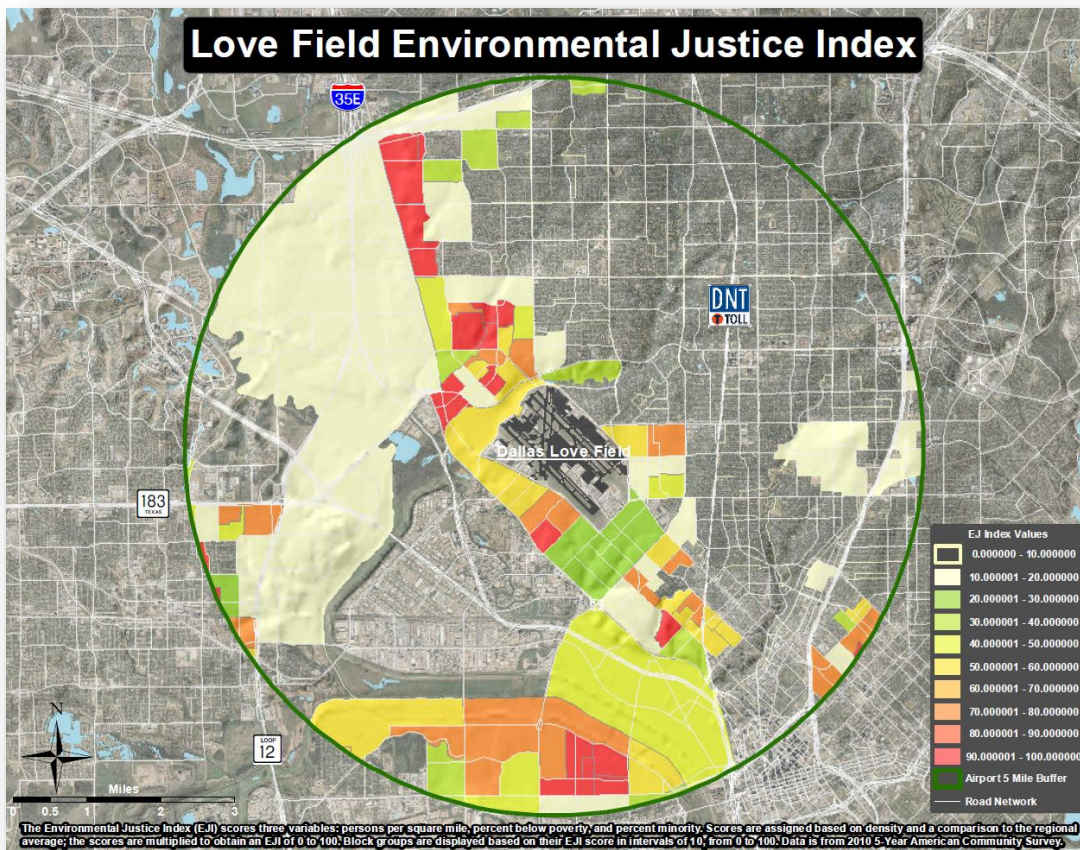


TIGER Grant as it will allow for a full planning study dedicated to taking this survey data and making recommendations for accessibility.

Socio-Economic Context

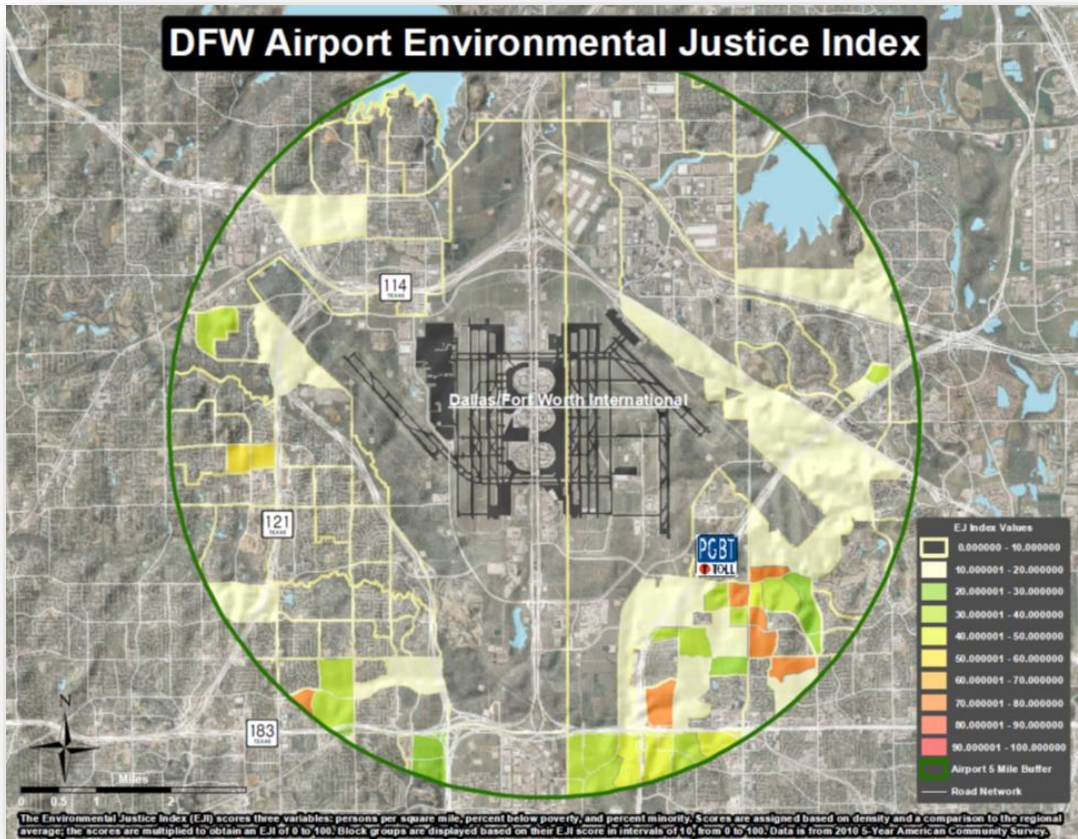
Engaging the public and addressing their needs is of utmost importance in any public planning process. The North Central Texas Council of Governments proactively seeks to educate and engage North Central Texans in the transportation planning process. It is expected that by 2035 nearly ten million people will call North Central Texas home. Meeting the mobility needs of today and tomorrow requires coordination and collaboration of all stakeholders. Likewise, nondiscrimination plays a vital role in the transportation planning process. Through public outreach and analysis, the Regional Transportation Council seeks to understand and address the needs of the North Central Texas community. The airport local areas are shown in detail in Exhibit 7 and Exhibit 8.

**Exhibit 7: Love Field Environmental Justice Index**





**Exhibit 8: DFW Airport Environmental Justice Index**



NCTCOG and the Regional Transportation Council (RTC) are committed to providing an equitable transportation system for all residents. Throughout the development of Mobility 2035, nondiscrimination and environmental justice principles were incorporated so that no person is excluded from participation in, denied benefits of, or discriminated against in planning efforts. NCTCOG seeks to understand the impacts of programs and activities on the region and environmental justice populations through outreach and analysis efforts. NCTCOG holds nondiscrimination as a core principle in all efforts, including transportation planning.

The US Environmental Protection Agency defines environmental justice as “the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.” The Enhancing Ground Access to Airports with Changing Demand study will specifically address economic justice concerns and impacts of any recommendations to the surrounding neighborhoods and environmental justice populations. All recommendations for this study will abide by these principles.

### Analysis to be Performed

This study will be broken into four major sections.

1. **Analyze Airport Trip Survey** – As previously mentioned, DFW Airport’s previous travel survey was conducted in 2001 and will need to be updated to glean any new information about travel behavior changes. A new survey is planned for both DFW Airport and Love Field starting this fall. It is anticipated that the work will be performed after the Wright Amendment is lifted at Love Field to better understand travel behavior. This survey however, is only intended to collect origin/destination locations in the region for trips to the airport. This TIGER grant will allow for planners to use this survey data in a meaningful way that may have impactful recommendations. Additional survey work specific to this grant will also be conducted to fill any necessary information gaps produced by the prior survey.
2. **Review and Assessment of Air Travel Demand** – Forecasts for passenger and air cargo operations will be reviewed. Impacts of new flight capacity at Love Field in regard to the repeal of the Wright Amendment will be assessed to determine impacts on travel demand.
3. **Transportation System and Accessibility Changes** – This section of the study will document and analyze new transportation options to the airports. It will include additional survey work and traffic counts to understand how the opening of the DART Orange Line access may impact travel behavior. A review of prior access studies will be reviewed for feasibility and impact to travel times, accessibility, and other transportation enhancements. Projects identified in the MTP or Transportation Improvement Program (TIP) that have impacts to airport accessibility will be reviewed and taken into consideration with recommendations. Other documents for review include:
  - Regional and Local Thoroughfare Plans
  - Transit Service Plans
  - Level of Service Analysis of surrounding transportation system
  - Love Field People Mover Study
4. **Recommendations for Enhanced Ground Accessibility** – After analyzing the impacts of the changes to the airport demand, transportation access, and mode choice options, NCTCOG will develop an action plan for inclusion in the MTP. This will identify key transportation improvements, addition of new accessibility options, and associated financial implications.

### Anticipated deliverables

- Workshops and Project Review Committee
- Monthly Reports
- Updated Travel Survey Data

- Inventory of planned improvements and accessibility plans near airports
- Traffic Counts around DFW Airport and Dallas Love Field
- New Travel Time Contours to DFW Airport and Love Field
- Forecast air travel, trip generation, and user demand for both airports based on changing demand factors
- Regional plan with project recommendations for enhanced accessibility to airports with estimated costs and inclusion into the MTP

### Anticipated Outcomes

This planning study is expected to result in a better understanding of the impacts of changes in travel behavior to North Texas Commercial Service airports based on the impacts of the repeal of the Wright Amendment and new light rail access into DFW Airport. New survey data including airport choice, trip generation, and customer choice will be created by leveraging an already funded and planned fall 2014 Airport Trip Survey which will allow planners to adequately quantify the need for any additional ground access to DFW Airport and Love Field. Based on this data, a report will document findings associated with needs for enhanced, modified, or adequate transportation options to the airports. Additional customer choice surveys may be developed to further understand impacts of nonstop flights out of Love Field.

A formal plan of multimodal recommendations will be developed that will be expected to increase urban accessibility to DFW Airport and Love Field while reducing congestion and travel times. This may include:

- Enhanced airport rail access
- Seamless rail connectivity between DFW Airport and Love Field
- Additional People Mover capacity in urban environments
- Expansion of thoroughfare capacity
- New Highway, Tollway, or Managed Lane capacity

### Project Duration and Timeline

The Enhancing Ground Accessibility to Airports with Changing Demand study will begin promptly upon notification of award. This study will take approximately **12-18 months** to complete and is anticipated to begin in the **October 2014**.

## II. Project Parties

NCTCOG is a voluntary association of cities, counties, school districts, and special districts established in January 1966 to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. NCTCOG serves a 16-county metropolitan region centered around the two urban centers of Dallas and Fort Worth. Currently, the Council has 233 members, including 16 counties, 165 cities, 23 independent school districts, and 29 special districts covering approximately 12,800 square miles. The region is geographically larger than nine states with a population over 6.7 million, greater than 35 states.

Since 1974, NCTCOG has served as the MPO for the Dallas-Fort Worth area. NCTCOG's Department of Transportation is responsible for the regional planning process for all modes of transportation. The department provides technical support and staff assistance to the RTC and its technical committees, which compose the MPO policy-making structure. The department also provides technical assistance to the local governments and transportation providers of North Central Texas in planning, coordinating, and implementing transportation decisions.

## III. Grant Funds and Sources/Uses of Project Funds

Exhibit 9 details the funding sources of the project. All costs are in 2014 dollars. A full budget for anticipated expenditures is located in **Appendix A**.

**Exhibit 9: Funding Sources**

<b>Funding Source</b>	<b>Type</b>	<b>Funding Amount</b>	<b>Percent</b>
State and Regional	RTC Local or Regional Toll Revenue (RTR) (Local Match)	\$250,000	50 %
<b>Total of Non-Federal Funding Sources</b>		<b>\$250,000</b>	
Federal	TIGER Discretionary Grant Request	\$250,000	50%
<b>Total of Federal Funding Sources</b>		<b>\$250,000</b>	
<b>TOTAL PROJECT FUNDING</b>		<b>\$500,000</b>	



#### IV. Selection Criteria

The following sections illustrate that the Enhancing Ground Accessibility to Airports with Changing Demand study aligns with each of the primary and secondary selection criteria.

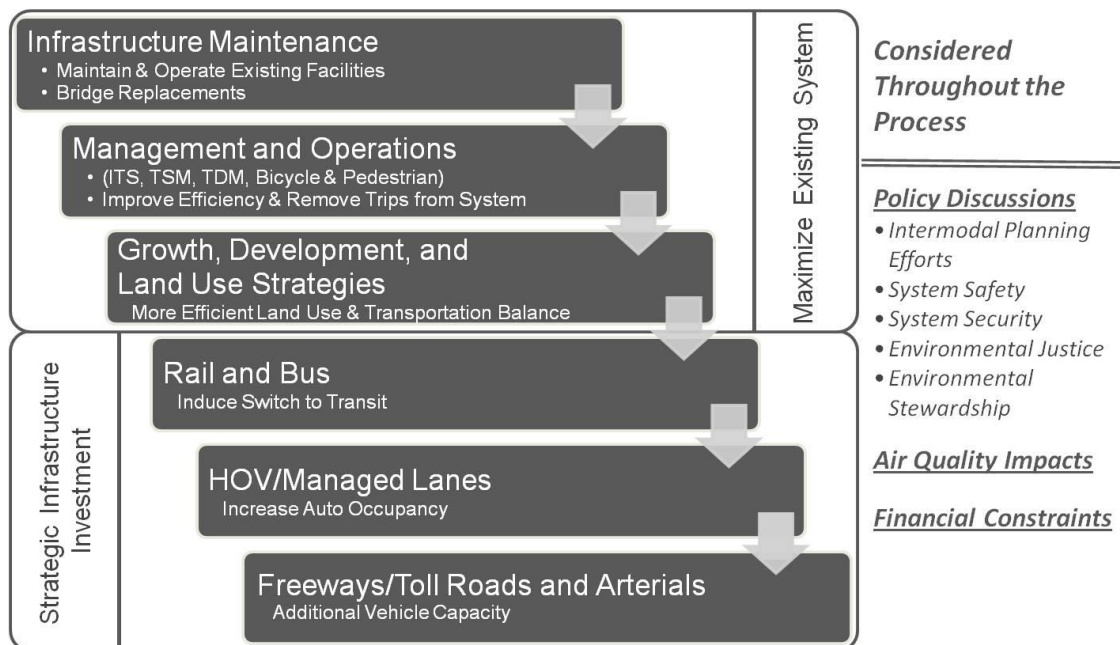
The long-term economic sustainability and growth of North Central Texas relies heavily on the two commercial service airports. Ingredients for regional success are directly tied to accessibility to airports including multijurisdictional partnerships, multimodal accessibility and innovative finance. This study will help identify a regional plan of action to ensure these ideas are strategically implemented for the better of the entire region.

##### a. Primary Selection Criteria

###### i. State of Good Repair

The proposed planning project is consistent with the Dallas-Fort Worth region's *Metropolitan Transportation Plan: Mobility 2035 - 2013 Update*. Improving land use-transportation connections through a variety of sustainable development and transportation strategies is an important focus for the NCTCOG. Because the transportation needs of the region far outweigh the available funds, strategic investments in infrastructure are required. As shown in **Exhibit 10, Mobility 2035** has recommendations that attempt to balance between meeting the most critical mobility needs while making a variety of transportation options available.

**Exhibit 10: Mobility 2035 Recommendations**



Specifically, this project will:

- Identify transportation links that are in need of maintenance and repair surrounding DFW Airport and Love Field

- Create a regional plan to make improvements around airports to reduce costs and allow similar areas of concern to be address more efficiently
- Pavement management plans will be put in place to ensure thoroughfare and airport roads immediately surrounding the airport are constantly monitored

**ii. Economic Competitiveness**

This project will increase economic competitiveness of not only North Central Texas, but also the United States in the long-term by increasing accessibility for business and development to global transportation hubs. Enhanced access to airports also has a direct economic impact on air cargo and freight movement. The region's location along one of the nation's major trade corridors provides the freight industry access to a variety of modes of transportation for moving goods. This access allows for the timely and efficient delivery of goods, helping to reduce costs and increasing savings for the region's and nations consumers. In 2013, North Central Texas airports processed 941,196 metric tons of cargo<sup>1</sup>, ranking the region in the top 30 largest air cargo hubs in the world<sup>2</sup>. The region's success in air cargo is due to: 1) the location of major distribution hubs for FedEx and UPS, 2) the nation's top Foreign Trade Zone (FTZ) for value of foreign merchandise imported being located at Alliance Airport<sup>3</sup>, and 3) a large network of regional general aviation airports.

DFW Airport specifically is a major hub for freight considering:

- Over 1,100 acres are leased for cargo/warehouse developments
- Over 12 M sq. ft. of cargo/warehouse buildings are constructed on-site
- Over 27 M sq. ft. of warehouse space is within 5 miles of airport
- 249 freight-related facilities are within 5 miles of the airport (Distribution, Manufacturing, and Warehousing)
- Direct access to six highways: IH 635, SH 114, SH 121, SH 360, SH 183, and SH 161.

The value of these goods is vastly higher than other modes of transportation. These high value and low weight items are needed for "just-in-time" delivery and are invaluable to keeping business operational. Exhibit 11 shows the Average Freight Value per Metric Ton.

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<sup>1</sup> Source: DFW International Airport and Alliance Airport

<sup>2</sup> Source: Airports Council International – North America

<sup>3</sup> Source: AllianceTexas

### Exhibit 11: Average Freight Value per Metric Ton



Reductions in travel time to DFW Airport and Love Field also directly benefit transportation system users by allowing them to use that time for other purposes, including business. In addition, the proposed project would contribute to a reduction of freight shipping costs because of increased reliability and transportation network efficiency resulting from reduced congestion.

#### iii. Quality of Life

Per the GAO's August 2013 report titled *A Variety of Factors Influence Airport-Intercity Passenger Rail Connectivity*, air-rail connectivity may provide a range of mobility, economic, and environmental benefits, though the financial costs of building these connections could be substantial. Those investments may have long term benefits to quality of life.

This study will help to promote livability for all of North Texas by considering land use connections and enhanced transportation options. Twenty-first century cities need to be fully integrated and connected to their major airports in many ways to help drive economic development, promote mobility, and increase quality of life. Being a good neighbor to communities has been a priority for DFW Airport and Love Field by further integrating and enhancing community character, cohesion, social interaction, safety, economic prosperity, and general quality of life. Among the ways this study will impact quality of life is the incorporation of mobility options to and from these airports which will intern provide more efficient ways to traveling out of the region. This study can help to promote alternate modes of travel, impact land use changes, increase local accessibility, create alternate routes, and reduce congestion on the roadway system. These all create a better quality of life for not only the travelers to the airport but for all users of the transportation network.

#### iv. Environmental Sustainability

Study recommendations will include multimodal accessibility. These projects would in the long-term reduce highway congestion, lessen dependence on oil, and reduce greenhouse gas emissions. Seamless travel links between both airports will allow for a more integrated transportation system.

The project would create health benefits associated with shifting air quality and noise impacts to non-residential areas. Other benefits include increasing reliability and efficiency of the transportation system, reducing both recurring and nonrecurring congestion, and improved air quality associated with reduced vehicle

emissions. As with all MTP transportation projects, because North Central Texas is within a non-attainment area for ozone, the air quality benefits of the project are particularly important to the region.

Enhanced transportation system reliability and efficiency would result from the study recommendations such as wider thoroughfare corridors, additional managed and High Occupancy Vehicle (HOV) lanes. The environmental benefits are difficult to differentiate from other roadway performance measures at a regional level but it will be inventoried separately with any specific project related recommendations.

**v. Safety**

Safety considerations will be taken into account for recommendations and outcomes of this planning study. Recommendations for improvements to existing infrastructure and future projects will be analyzed to ensure safe and reliable accessibility to the commercial airports. Exhibit 10 shows total crashes in the vicinity of these airports. Staff will analyze this data in more detail and ensure recommendations for any design and safety improvements around these facilities are made.

**Exhibit: 12: DFW Airport and Love Field Crash Summary**

<b>DFW Airport and Dallas Love Field Airport Crash Summary 2010 - 2013</b>			
<b>Year</b>	<b>DFW Airport</b>	<b>Dallas Love Field</b>	<b>Totals</b>
2010	2,354	675	<b>3,029</b>
2011	2,761	557	<b>3,318</b>
2012	2,836	615	<b>3,451</b>
2013	2,285	784	<b>3,069</b>
<b>Totals</b>	<b>10,236</b>	<b>2,631</b>	<b>12,867</b>

1. This data consist of all locatable crashes that include latitude and longitude information within 1 mile from DFW Airport property line and Dallas Love Field Airport boundaries.
2. This data is composed of TxDOT "Reportable Crashes" only
3. Source: TxDOT's Crash Records Information System (CRIS) - 2013 data is current as of January 2014. All TxDOT disclaimers apply to this information

**b. Secondary Selection Criteria**

**i. Innovation**

The planning project is will seek to leverage innovative methods in developing recommendations for enhancing airport accessibility. Whether it is through partnerships, financing, or technology, innovation will to bring better ground transportation to the region. This study will also new technology to help collect data for such as use of iPhones and iPads for survey participants.

**ii. Partnership**

The Enhancing Ground Accessibility to Airports with Changing Demand study will utilize strong existing partnerships with the regional airports, governments, and



transportation agencies. There is strong commitment to collaboration with a broad range of participants, including integration between the FAA, TxDOT, DART, DFW Airport, City of Dallas Aviation Department, and the RTC.

Staff will also use the existing Air Transportation Technical Advisory Committee which provides technical expertise and review for the general aviation system planning process to the Regional Transportation Council and NCTCOG Executive Board. This is a vital link for communication to regional elected officials acting as the MPO policy body making decisions about investments in our transportation system. It is our hope to utilize this committee in a review capacity during this planning study to help evaluate airport related impacts while giving input on final recommendations that may ultimately go to the RTC.

This project has strong support from elected officials from the municipalities that surround the two airports. They believe there is great value in continuing to evaluate the ever changing transportation system and market demand to the airports. Letters of Support can be seen in **Appendix B**.

## **V. Project Readiness**

### **a. Technical Feasibility**

NCTCOG has the capacity and internal expertise to conduct this planning project. Staff will utilize data from airport surveys, our DFW Regional Travel Model, MTP and TIP project information, along with expertise in travel modeling, congestion management, corridor study, and Intelligent Transportation Systems.

The individual NCTCOG staff members who will be responsible for implementation of funds awarded from this application have been directly involved in the implementation of the previous projects shown above and on other grants awarded by other federal and state agencies, thus having the necessary relevant experience in administering grants of a similar scope and nature as this request. Additional NCTCOG staff may be involved in the project in conducting specific technical, grant, public outreach, and administrative NCTCOG currently manages federal as well as state-administered grants that are in various stages of development, implementation, and closeout. In fiscal year 2013, NCTCOG facilitated expenditures of \$24.1 million from various multi-year federal grants including awards from the Department of Energy, Environmental Protection Agency, Federal Transit Administration, Federal Aviation Administration, US Department of Housing and Urban Development, Department of Labor, and the Department of Defense. Also in fiscal year 2008, NCTCOG facilitated expenditures of \$128.2 million from various state-administered grants including awards from the Texas Commission on Environmental Quality, Texas Department of Health, Texas State Energy Conservation Office, and TxDOT. The NCTCOG Transportation Department employs 19 fiscal and grant professionals who provide financial, legal and compliance support for projects funded from various grants.

No adverse audit findings from standards used by states, local governments, and non-profit organizations expending federal awards (Circular A-133) have been determined at this time. NCTCOG has not been required to comply with special “high risk” terms and conditions under agency regulations in the implementation of consistency and uniformity in the management of grants and cooperative agreements with state, local, and federally-recognized Indian tribal governments (OMB Circular A-102).

In conclusion, the award of a \$250,000 TIGER grant will complement on-going regional efforts to enhance mobility as identified in the MTP.

b. Financial Feasibility

**Appendix A** provides a detailed budget showing the distribution of labor and direct costs, and budget by task. NCTCOG staff is committed to completing the project within project budget and timeline of 24 months.

Funds to implement the recommendations of this study are yet to be identified as are any specific projects, however it is expected that the financial obligations will be included in the update to the Metropolitan Transportation Plan when ready. Project specifics are not yet available but when this planning study is completed, there will be a set of specific enhancements with estimated costs that shall be included in the MTP.

It may be appropriate that future TIGER funding be identified for this purpose. Funding for additional capital improvements identified through this study may use a combination of local, state, and federal sources. The receipt of TIGER funds would complete a larger, committed funding package to build additional projects.

c. Planning Approvals, NEPA, and other Environmental Reviews/Approvals

d. NEPA Status – Regional Planning Study - NA

e. Legislative Approvals – Legislative approvals are not required for this project.

f. State and Local Planning

Metropolitan Transportation Plan

The project is consistent with the recommendations found in *Mobility 2035 - 2013 Update*. The MTP supports policies, programs, and projects associated with Aviation Surface Access Planning under the Mobility Options chapter and Appendix E.

Statewide Transportation Plan

Surface Access to Aviation was included by TxDOT in the *2012 Unified Transportation Plan* and the *Statewide Long-Range Transportation Plan 2035* based on the project’s inclusion in the TIP and MTP. This project supports the

major goals of both statewide planning documents, including congestion relief, improved safety, air quality, and quality of life, enhanced economic opportunities, and streamlined project delivery.

## **VI. Federal Wage Rate Certification**

**Appendix C** includes the NCTCOG's Federal Wage Rate Requirement Certification stating NCTCOG will comply with the requirements of subchapter IV of chapter 31 of title 40, United States Code (Federal wage rate requirements), as required by the FY 2014 Continuing Appropriations Act).

# 2014 TIGER PLANNING APPLICATION

Enhancing Ground Accessibility to Airports  
with Changing Demand

## Appendix A: Project Budget

**Date:** April 2014

**Type:** Regional Planning

**Location:** Dallas-Fort Worth Metropolitan Planning Area

**Applicant:** Metropolitan Planning Organization

**Amount:** \$250,000



North Central Texas  
Council of Governments



**Appendix A:  
NCTCOG TR Estimated Salaries and Costs**

**Enhancing Ground Accessibility to Airports with Changing Demand**

**Budget - 18 months**

Position	Average Labor Rate	Hrs	Salary	Benefit	Indirect	Rent & Comm.	Loaded Salary	Common Cost	Total (loaded + cost)
Sr. Program Manager	\$67	300	\$20,100	\$8,862	\$5,126	\$1,518	\$35,606	\$2,010	\$37,616
Program Manager	\$50	750	\$37,500	\$16,534	\$9,564	\$3,795	\$67,393	\$3,750	\$71,143
Senior Transportation Modeler	\$40	750	\$30,000	\$13,227	\$7,651	\$3,795	\$54,673	\$3,000	\$57,673
Principal Transportation Planner	\$36	1,100	\$39,600	\$17,460	\$10,100	\$5,566	\$72,725	\$3,960	\$76,685
Planner III	\$27	1,300	\$35,100	\$15,476	\$8,952	\$6,578	\$66,105	\$3,510	\$69,615
Planner II	\$23	1,300	\$29,900	\$13,183	\$7,626	\$6,578	\$57,287	\$2,990	\$60,277
Senior Grants and Contracts Coordinator	\$31	250	\$7,750	\$3,417	\$1,977	\$1,265	\$14,409	\$775	\$15,184
Grants Coordinator I	\$21	250	\$5,250	\$2,315	\$1,339	\$1,265	\$10,169	\$525	\$10,694
Admin Assistant II	\$23	400	\$9,200	\$4,056	\$2,346	\$2,024	\$17,627	\$920	\$18,547
Marketing Support	\$27	150	\$4,050	\$1,786	\$1,033	\$759	\$7,628	\$405	\$8,033
Computer Support	\$22	200	\$4,400	\$1,940	\$1,122	\$1,012	\$8,474	\$440	\$8,914
Public Involvement	\$27	184	\$4,981	\$2,196	\$1,270	\$933	\$9,380	\$498	\$9,878
<b>SUM</b>									<b>\$444,259</b>
Administrative Costs									\$20,741
<b>TOTAL</b>									<b>\$465,000</b>
<b>Labor (summary of labor detail by task)</b>			NCTCOG	Consultant	Total				
Task 1 - Analyze Airport Trip Survey			\$100,000	\$0	\$100,000				
Task 2 - Review and Assessment of Air Travel Demand			\$100,000	\$0	\$100,000				
Task 3 - Transportation System and Accessibility Changes			\$150,000	\$0	\$140,000				
Task 4 - Recommendations for Enhanced Ground Accessibility			\$150,000	\$0	\$75,000				
<b>Total Labor</b>			<b>\$500,000</b>	<b>\$0</b>	<b>\$500,000</b>				
<b>Direct Costs</b>									
Reproductions/Reporting			\$5,000						
Travel			\$5,000						
Website & Media & Data			\$5,000						
Traffic Counts and Survey Equipment			\$15,000						
Meeting Costs & Direct Public Involvement			\$5,000						
<b>TOTAL Direct costs</b>			<b>\$35,000</b>						
<b>Program GRAND TOTAL</b>			<b>\$500,000</b>						
TIGER Funding Request			\$250,000	50.0%					
NCTCOG Cash Match (Source: RTC Local Funds)			\$250,000	50.0%					

# 2014 TIGER PLANNING APPLICATION

Enhancing Ground Accessibility to Airports  
with Changing Demand

## Appendix B: Letters of Support

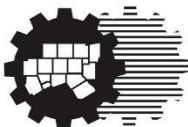
**Date:** April 2014

**Type:** Regional Planning

**Location:** Dallas-Fort Worth Metropolitan Planning Area

**Applicant:** Metropolitan Planning Organization

**Amount:** \$250,000



North Central Texas  
Council of Governments



April 18, 2014

The Honorable Anthony Foxx  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Foxx:

I would like to express my support for the 2014 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant application to the US Department of Transportation from the North Central Texas Council of Governments (NCTCOG), on behalf of the Regional Transportation Council, for the Enhancing Ground Accessibility to Airports with Changing Demand Planning Study.

As the nation's largest inland port and the fourth largest metropolitan area, North Central Texas relies heavily on aviation facilities to sustain growth and economic prosperity. DFW International Airport (DFW) and Dallas Love Field (Love Field) contribute over \$30 Billion in annual economic impact to the area and currently serve approximately 65 Million passengers each year. The repeal of the Wright Amendment, which currently restricts certain commercial air travel out of Love Field, will allow for additional airline and terminal capacity including new nonstop destinations in October 2014. DFW may also experience travel behavior changes due to new light rail access from Downtown Dallas via the Dallas Area Rapid Transit Orange Line that will begin in August 2014.

The Enhancing Ground Accessibility to Airports with Changing Demand study will analyze impacts due to these anticipated changes in travel behavior and focus on making recommendations for the enhancement and continued investment in ground accessibility to our airports. By leveraging a planned NCTCOG Airport Travel Survey later in 2014, staff will be able to specifically analyze survey data to determine changes in travel behavior such as trip generation, distribution and mode choice at both DFW and Love Field. The goal will be to ensure our region has adequate transportation options to both commercial service airports including enhanced mode choice and efficiency that will better serve all of North Texas. Recommendations may be included in the next long range metropolitan transportation plan.

Again, I fully support the 2014 TIGER grant application submitted by NCTCOG for the Enhancing Ground Accessibility to Airports with Changing Demand Planning Study. Thank you for your time and consideration of this project. If you have any additional questions, please contact me at [khunt@coppelltx.gov](mailto:khunt@coppelltx.gov) or phone at (214) 724-6457.

Sincerely,

  
Karen Hunt, Mayor  
City of Coppell



MICHAEL S. RAWLINGS  
MAYOR

April 18, 2014

The Honorable Anthony Foxx  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Secretary Foxx:

I would like to express my support for the 2014 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant application to the U.S. Department of Transportation from the North Central Texas Council of Governments (NCTCOG), on behalf of the Regional Transportation Council, for the Enhancing Ground Accessibility to Airports with Changing Demand Planning Study.

As the nation's largest inland port and the fourth largest metropolitan area, North Central Texas relies heavily on aviation facilities to sustain growth and economic prosperity. Dallas/Fort Worth International Airport (DFW) and Dallas Love Field (Love Field) contribute more than \$30 billion in annual economic impact to the area and currently serve approximately 65 million passengers each year. The repeal of the Wright Amendment, which currently restricts certain commercial air travel out of Love Field, will allow for additional airline and terminal capacity including new nonstop destinations in October 2014. DFW may also experience travel behavior changes due to new light rail access from downtown Dallas via the Dallas Area Rapid Transit Orange Line that will begin in August 2014.

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Again, I fully support the 2014 TIGER grant application submitted by NCTCOG for the Enhancing Ground Accessibility to Airports with Changing Demand Planning Study. Thank you for your time and consideration of this project. If you have any additional questions, please contact my chief of staff, Adam McGough, at [adam.mcgough@dallascityhall.com](mailto:adam.mcgough@dallascityhall.com) or 214.670.7894.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael S. Rawlings".

Michael S. Rawlings  
Mayor, City of Dallas



The Transportation Policy Body for the North Central Texas Council of Governments  
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

April 23, 2014

The Honorable Anthony Foxx  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Foxx:

On behalf of the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, I am pleased to support the 2014 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant application to the US Department of Transportation from the North Central Texas Council of Governments (NCTCOG) for the Enhancing Ground Accessibility to Airports with Changing Demand Planning Study. A membership roster of the RTC is enclosed.

As the nation's largest inland port and the fourth largest metropolitan area, North Central Texas relies heavily on aviation facilities to sustain growth and economic prosperity. Dallas/Fort Worth International Airport (DFW Airport) and Dallas Love Field (Love Field) contribute over \$30 billion in annual economic impact to the area and currently serve approximately 65 million passengers each year. The repeal of the Wright Amendment, which currently restricts certain commercial air travel out of Love Field, will allow for additional airline and terminal capacity, including new nonstop destinations beginning in October 2014. DFW Airport may also experience travel behavior changes due to new light rail access from Downtown Dallas via the Dallas Area Rapid Transit Orange Line that will begin in August 2014.

The Enhancing Ground Accessibility to Airports with Changing Demand Planning Study will analyze impacts of these anticipated changes in travel behavior and focus on making recommendations for the enhancement and continued investment in ground accessibility to our airports. By leveraging a planned NCTCOG Airport Travel Survey later in 2014, staff will be able to specifically analyze survey data to determine changes in travel behavior such as trip generation, distribution and mode choice at both DFW Airport and Love Field. The goal will be to ensure our region has adequate transportation options to both commercial service airports, including enhanced mode choice and efficiency, which will better serve all of North Texas. Recommendations may be included in the next long range metropolitan transportation plan.

The project is consistent with Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2013 Update. All federally funded surface transportation projects must also be included in the Transportation Improvement Program. If the project is successful in receiving funds, the Regional Transportation Council will support its inclusion in the 2013-2016 Transportation Improvement Program for North Central Texas.



The Honorable Anthony Foxx  
Page Two

April 23, 2014

Again, the RTC supports NCTCOG's 2014 TIGER grant application for the Enhancing Ground Accessibility to Airports with Changing Demand Planning Study. Thank you for your time and consideration. If you have any questions, please contact Michael Morris, P.E., Director of Transportation for NCTCOG, at (817) 695-9241.

Sincerely,

A handwritten signature in cursive script that reads "Kathryn Wilemon".

Kathryn Wilemon  
Chair, Regional Transportation Council  
Mayor Pro Tem, City of Arlington

RH:jh  
Enclosure

# 2014 TIGER PLANNING APPLICATION

Enhancing Ground Accessibility to Airports  
with Changing Demand

## Appendix C: Federal Wage Rate and Certification

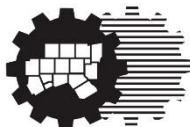
**Date:** April 2014

**Type:** Regional Planning

**Location:** Dallas-Fort Worth Metropolitan Planning Area

**Applicant:** Metropolitan Planning Organization

**Amount:** \$250,000

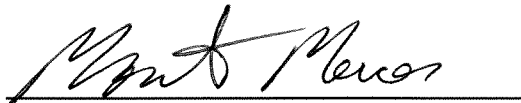


North Central Texas  
Council of Governments

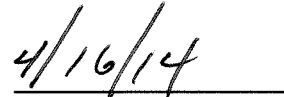
## Federal Wage Rate Requirement

The North Central Texas Council of Governments (NCTCOG), as an applicant for Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant funds, certifies that for TIGER funds awarded to NCTCOG it will comply with the requirements of Subchapter IV of Chapter 31 of Title 40 (40 U.S.C. 3141, *et. seq.*) (federal wage rate requirements) as required by the Fiscal Year 2014 Continuing Appropriations Act.

Furthermore, NCTCOG annually certifies compliance with the Davis-Bacon Act as amended, 40 U.S.C. 3141 *et. seq.*, the Copeland "Anti-Kickback" Act, as amended, 18 U.S.C. 874, and the Contract Work Hours and Safety Standards Act, as amended, 40 U.S.C. 3701 *et seq.*, regarding labor standards for federally assisted projects. NCTCOG certifies to this provision within its annual Certifications and Assurances to the Federal Transit Administration.



Monte Mercer, CPA  
Deputy Executive Director  
North Central Texas Council of Governments



Date