

NCTCOG PRESENTATION

Calls for Projects to Reduce Diesel Emissions

Regional Freight Advisory Committee Meeting

November 9, 2021

Jason Brown, Principal Air Quality Planner

Funding and Applicant Eligibility

Funding Source: Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program

Call for Project	North Texas Clean Diesel Projects 2021 Visit www.nctcog.org/NTCDP2021
Project Types	Replace Onroad and Nonroad Diesel Engines/Vehicles/Equipment; Install Locomotive Shore Power
Available Funding*	\$1,531,290
Applicants	Private Fleets and Companies; Public Entities such as Local Governments
Geographic Area	10-County Nonattainment Area**
Clean Fleet Policy	Must Adopt RTC Clean Fleet Policy or Similar

*A committed project of \$825,000 was included in the EPA award.

**This includes Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties.



Funding and Applicant Eligibility

Funding Source: Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program

Call for Project	North Texas Freight Terminal Electrification 2020 Visit www.nctcog.org/NTFTE2020
Project Types	Installation of Transport Refrigerated Unit Electrified Parking Spaces, Connection Kits, Power Monitoring
Available Funding	\$864,264
Applicants	Private Freight Terminals and Distribution Centers
Geographic Area	10-County Nonattainment Area*

*This includes Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties.



Projects Estimated Schedule

Milestone	Estimated Timeframe
Calls for Projects Open	October 14, 2021
Application Deadline (Rolling 90-Day Application Deadline Until Fully Awarded)	January 14, 2022
Staff Funding Recommendations Finalized	February 2022
STTC Action	March 2022
RTC Action	April 2022
Executive Board Authorization	April 2022
Project Implementation Deadline	January 31, 2024



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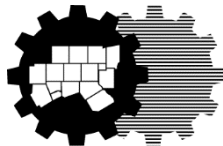
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More Information at www.nctcog.org/AQFunding



Freight Safety Awareness Initiative

Regional Freight Advisory Committee
November 9, 2021



Morgan Tavallae, Transportation Planner
NCTCOG Transportation Department



FREIGHT SAFETY AWARENESS INITIATIVE

In 2018, staff held the first Freight Safety Awareness campaign.

The second Freight Safety Awareness Initiative began in May and ran through September. This initiative helps create awareness for safe driving habits near large freight vehicles on the highway and at railroad crossings.



Imagery provided by NCTCOG

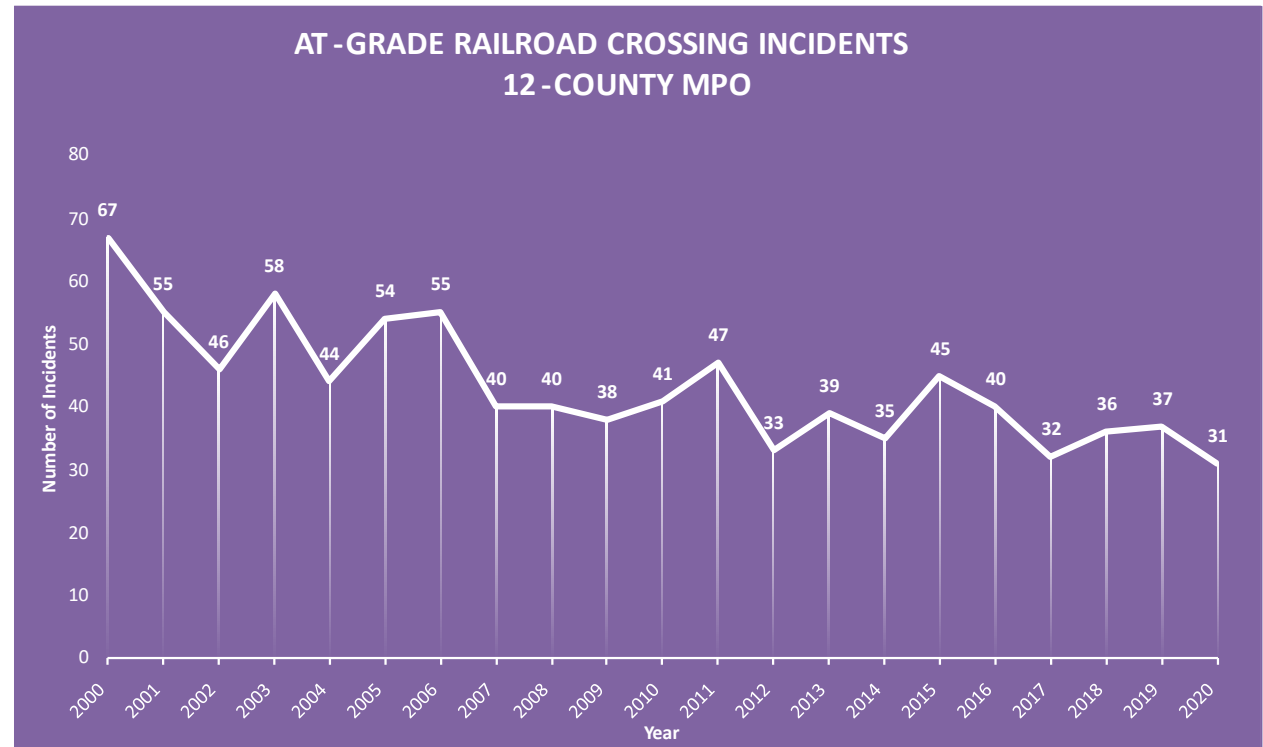
SAFETY

Truck Safety – There have been an average of 289 truck crashes per month over the last 5 years.

CMV Crashes on Limited Access Facilities

Year	Yearly	Monthly Average
2016	3,310	276
2017	3,316	276
2018	3,279	273
2019	2,996	250
2020	4,433	369

Rail Safety – There were 31 crossing incidents in 2020.



GOALS

To create a safer environment for freight and passenger movements through physical improvements and safety awareness initiatives.

To merge two campaigns (Safe Driving Campaign and Operation Lifesaver) into one larger Freight North Texas marketing campaign.

Truck Safety – To reduce freight-related accidents and inform the public about safe driving practices near large commercial motor vehicles.

Rail Safety – To reduce rail crossing and trespassing incidents by informing the public about safe rail crossing habits and practices.



Imagery provided by NCTCOG

TARGET AUDIENCE

General Public – Increased awareness about truck limitations with regard to:

- Stopping distance and sight line availability
- Strategies and simple adjustments for driving near large trucks
- The importance of freight and its role in our daily lives

The initiative will also increase awareness about safe mobility practices at rail crossings and Quiet Zones, and the importance of not trespassing on railroad land.

COVID-19 Messaging – This year, due to the pandemic, we plan on stressing the importance of truck drivers, especially during lockdowns, and the significance of keeping goods moving.

Truck Drivers – The initiative also aims to educate truck drivers about truck lane restriction locations and safety benefits to increase awareness on the roadways. Information about air quality and mobility benefits will also be elements of this initiative.

OUTREACH

Outreach will be conducted through:

- Fact Sheets
- Social Media
- Search Engine Optimization
- Billboards
- Radio
- *Podcasts*
- Website

NCTCOG
FACT SHEET
September 2021

QUICK TAKE

Regional Driver Awareness is Key to Freight Safety

Highway Safety

North Texas sees an enormous volume of freight transported every day by semi-trucks and other commercial motor vehicles, supplying gasoline, medical supplies, building materials, groceries and more. If you own it, a truck probably moved it at some point.

In the past five years, there have been an average of 289 truck-involved crashes per month in North Texas. The number of crashes has increased each of those years. By understanding the importance of proper driving near and around trucks, navigating traffic will be safer, faster and more efficient. As the region's population continues to grow and freight traffic increases to supply the rising demand of consumer product deliveries, the potential for roadway incidents between automobiles and commercial motor vehicles increases. Many passenger vehicle drivers do not realize that these vehicles have "blind spots," where the truck driver cannot see passing vehicles.

Heavy-duty vehicles can be difficult to maneuver, and the length of time needed to stop is about 40% greater than cars. Truck drivers can also help make the roads safer by following the truck lane restrictions, which limit the lanes used by trucks on certain freeway corridors throughout the region.

In these areas, trucks with three or more axles are prohibited from using the inside left lane, except when passing traffic. This eases congestion and reduces the number of truck-related crashes on the freeways. Learn more at www.FreightNTX.org.

What:

Regional freight safety initiatives are developed to create a safer environment for bicyclists and pedestrians, commuters, first responders, commercial motor vehicle operators and anyone else traveling on North Texas roadways.

Significance:

Trucks and freight trains take longer to stop than passenger vehicles, making it important for motorists to use caution when encountering them.

By the Numbers:

500+

The number of truck lane restriction miles in Dallas-Fort Worth. Currently, 34 municipalities in the region have such restrictions. Following these rules can make the roads safer for all drivers.



Photo: City Insights

RESULTS FROM INITIATIVE

Billboard Placement

9 Total Billboards

- IH 45 near the UPRR facility
- DFW Airport off IH 635 & SH 114
- South Dallas off IH 35
- Alliance Airport area off IH 35W (Fort Worth)
- Southwest FOD off IH 30/SH 360 (Arlington/Grand Prairie)
- Off IH 635 and Shiloh Road
- IH 820 area north of downtown Fort Worth
- Off IH 20 - Duncanville/DeSoto area
- North of downtown Dallas off IH 30 & IH 635



Imagery provided by NCTCOG

Total weekly impressions: 2,752,615

Total estimated monthly impressions, including added value billboards: 12,731,412

Total Campaign Impressions: 34,752,332

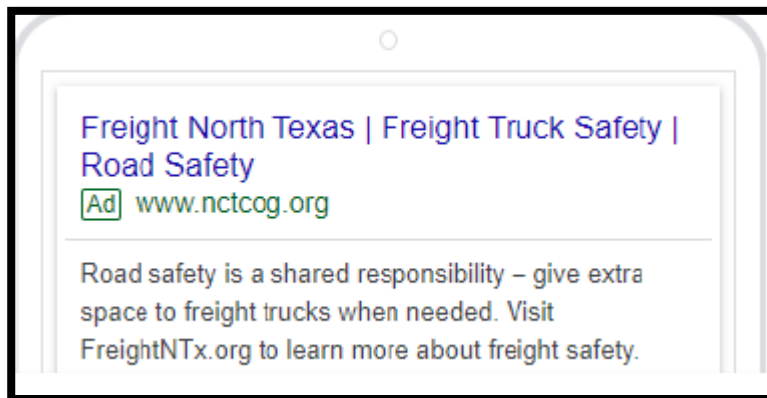
RESULTS FROM INITIATIVE

Facebook Results

- Total Clicks: 2,213
- Total Impressions: 863,689

Google Results

- Total Clicks: 1,099
- Total Impressions: 26,674



Imagery provided by NCTCOG



Imagery provided by NCTCOG

RESULTS FROM INITIATIVE

Audacy (Radio) Ads Stations:

- KRLD AM & KLUV: Traffic Report with Online Ad
- KRLD FM: Sports Updates with Online Ad
- KJKK & KVIL: Music Content with Online Ad
- KJKK FM, KRLD AM & KRLD FM Traditional Radio

Total Commercials: 2,987

Total Streaming Impressions: 335,000

Total Campaign Impressions: 15,369,900

All ads were produced at 15 seconds long and ran for 18 consecutive weeks

There were 4 ads in rotation

Spotify

Total Clicks: 580

Total Impressions: 218,438



Imagery provided by NCTCOG

WEBPAGE


www.freightntx.org

Freight Safety

Regional transportation safety initiatives are developed to create a safer environment for bicyclists and pedestrians, commuters, first responders, commercial motor vehicle operators and anyone else traveling from one place to another on our roadways. North Central Texas has an enormous volume of freight being transported every day, by semi- trucks and other Commercial Motor Vehicles. If you own it, a truck probably brought it.

As the population grows and freight traffic increases to supply the growing demand of consumer product deliveries, the potential for roadway incidents between automobiles and Commercial Motor Vehicles escalates. Many drivers do not realize that these vehicles have "blind spots" where the driver has no view of passing vehicles. They are difficult to maneuver and the length of time needed to stop is about 40% greater than cars. *Source: Federal Motor Carrier Safety Administration*

Stop. Trains Can't.



Graphics: Transportation.gov, Federal Railroad Administration and National Highway Traffic Safety Administration

- Regional Planning & Projects
- Congestion Management
- Maps, Models & Data
- Quality of Life
- Funding & Business
- Plans, Studies, Reports
- Get Involved
- About Transportation

NEXT STEPS

Work with Communication's Team to improve the next initiative.

Improvements to the Freight Safety Website.

Next Freight Safety Initiative is planned for 2023.



Imagery provided by NCTCOG

QUESTIONS?

Initiative

Safety

Goal

Target Audiences

Outreach

Results

Webpage

Next Steps

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Project Title:
**Freight Economic Analysis of Transportation Infrastructure Improvements in the DFW
Region**

Funding Agency:
**The North Central Texas Council of Governments
(NCTCOG)**



NCTCOG Project Manager

Jeff Hathcock

NCTCOG Advisory Team

**Michael Johnson, Morgan
Tavallaee, Dylan Hernandez**

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Student

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Department of
Civil Engineering

Acknowledgement

- NCTCOG Advisory Committee Members

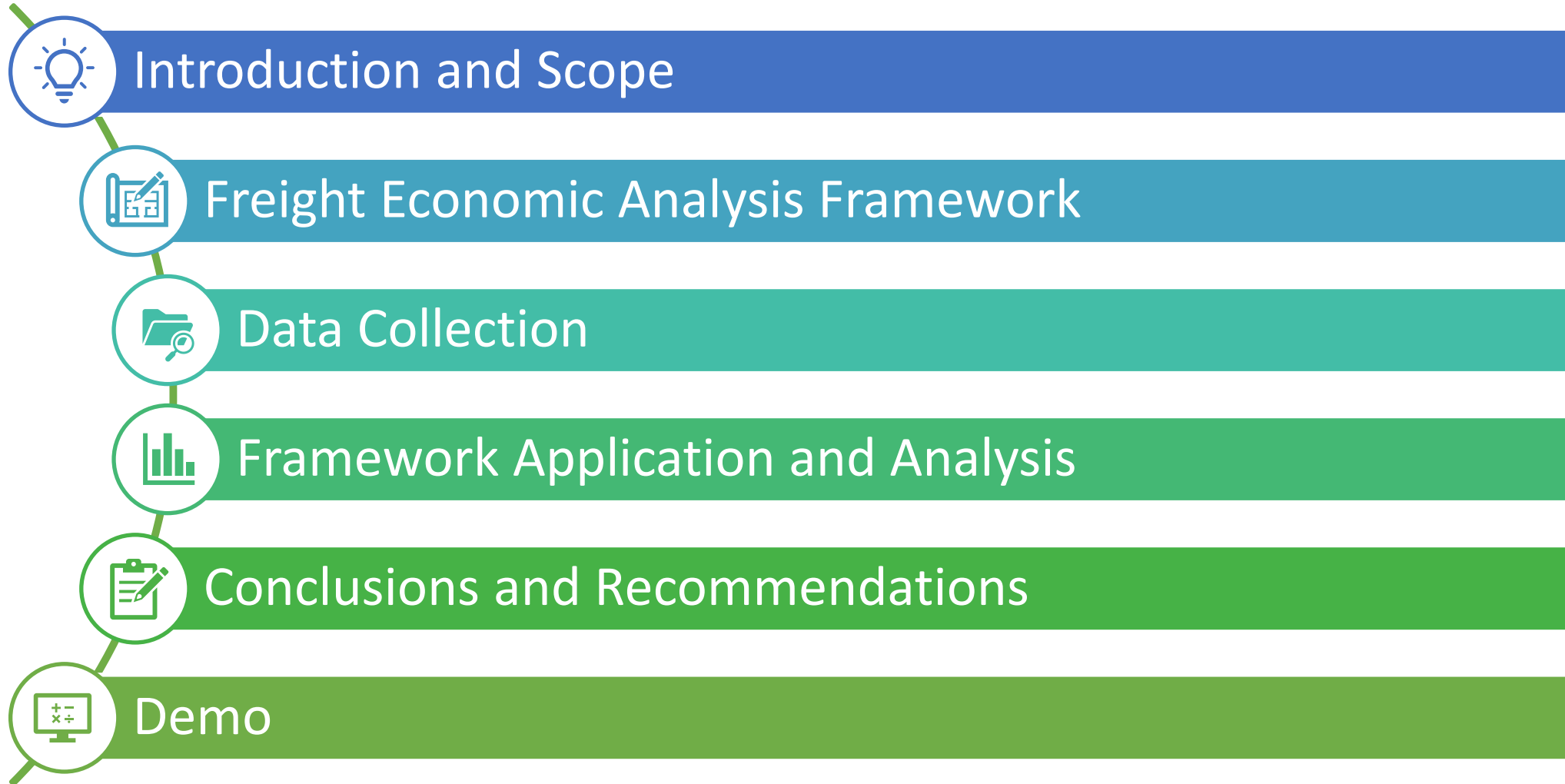
Mr. Jeff Hathcock

Mr. Michael Johnson

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Outline



Introduction and Scope

Problems

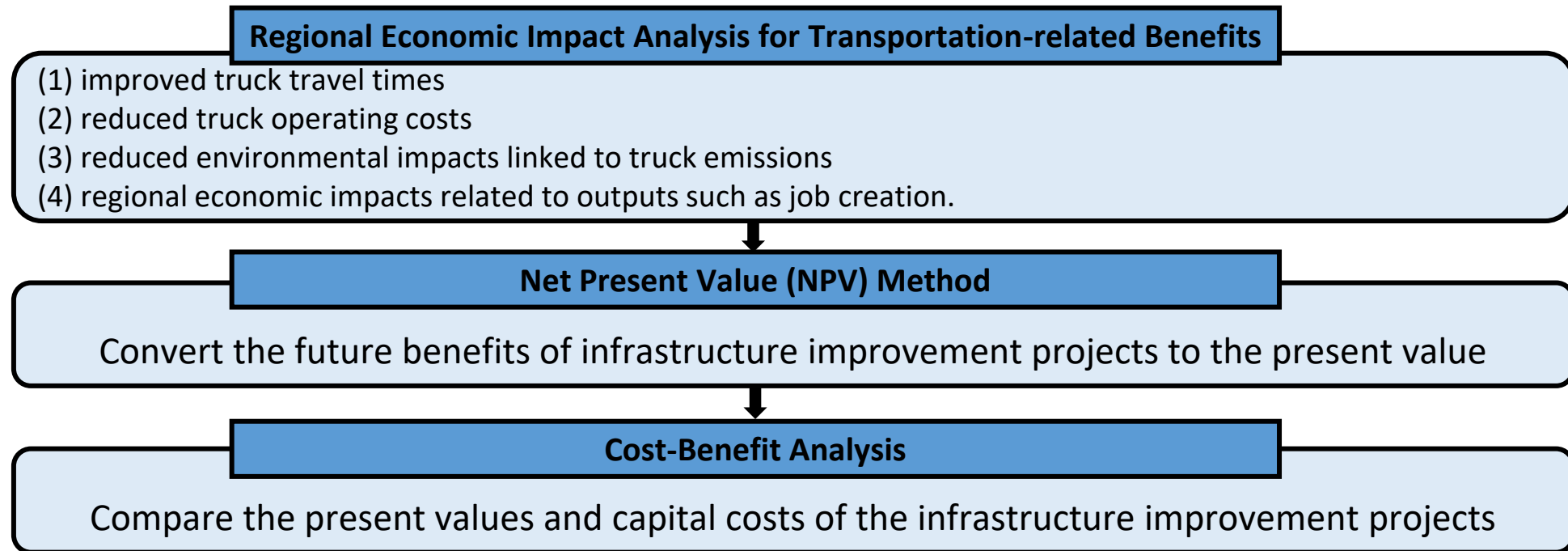
- Rapidly growing demand for **the freight overstresses congested and deteriorating highways** in the Dallas-Fort Worth (DFW) region, one of the nation's largest destination markets.
- The **economic analysis of the infrastructure improvements** is critical to highlight contributions of infrastructure projects to the DFW's freight economy.
- However, the economic merits of the freight-related infrastructure improvements are not fully understood because of the inherently complex and data-intensive process of quantifying
 - 1) Direct benefits: Truck travel time cost savings, operation cost savings, freight reliability improvement
 - 2) Indirect benefits: Pollutant emission reductions, job creation, increased GDP

Objective

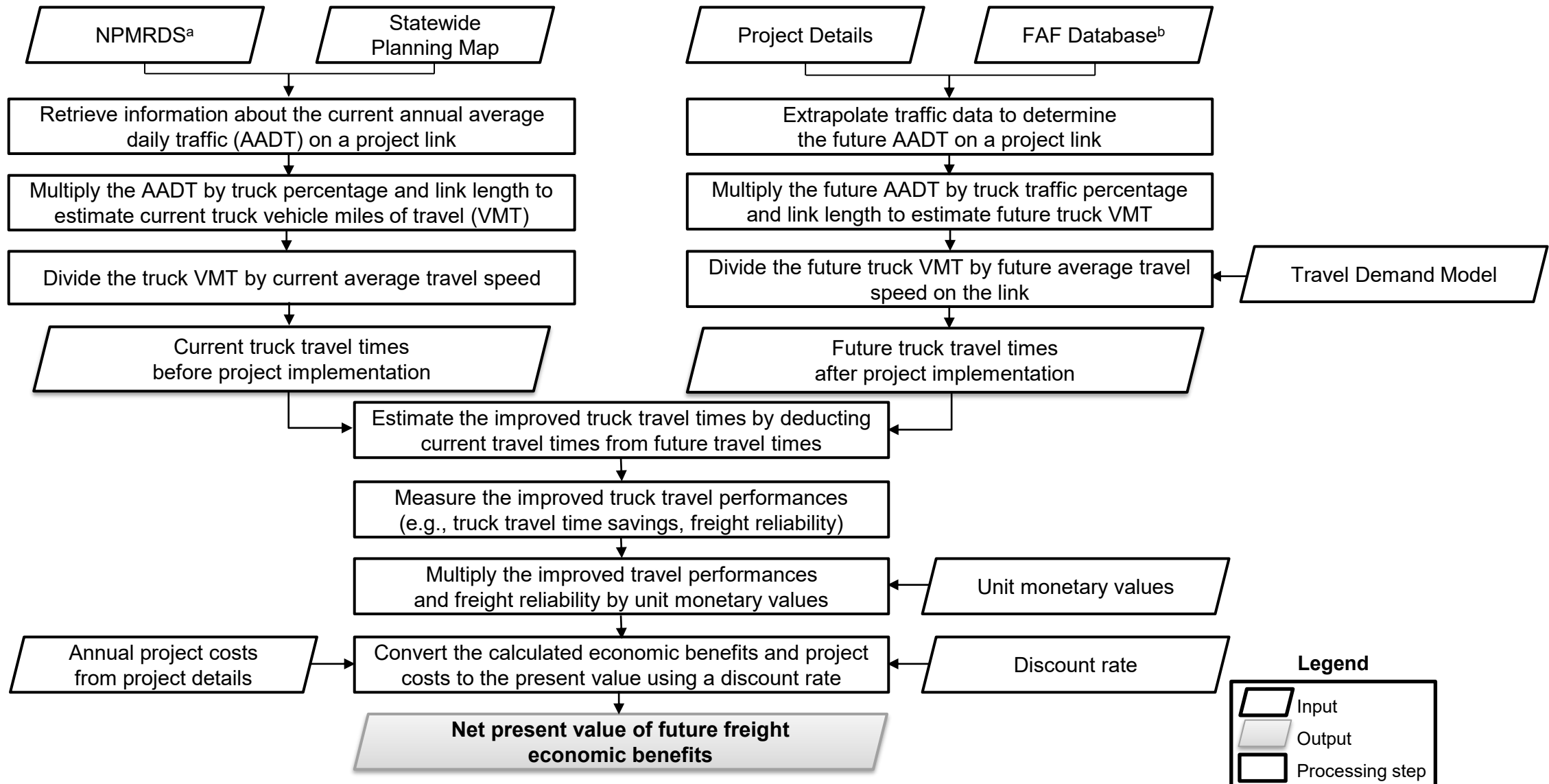
To develop an agency-friendly data-supported freight economic analysis framework to identify and quantify the direct and indirect economic benefits of infrastructure improvements in the DFW region.

Freight Economic Analysis Framework

- The research team developed a framework to quantify the freight economic benefits of infrastructure improvement projects.



Freight Economic Analysis Framework (Cont'd)



Note: ^aNPMRDS is the National Performance Management Research Dataset.

^bFAF Database is the Freight Analysis Framework Database from FHWA (Federal Highway Administration).

Freight Economic Analysis Framework (Cont'd)

- Default monetary values for freight economic benefits per unit

Category	Benefits	Monetary values per unit (in 2020\$)	Sources
Direct Benefits			
Efficiency	Truck travel time savings	34.56 dollars/hour	Burris et al. (2016)
	Truck operating cost savings	56.83 dollars/hour	Ellis and Glover (2019)
	Fuel saved (Diesel)	2.1 dollars/gallon	AAA Gas Prices (2020)
Environmental impacts of emissions	Carbon Monoxide (CO) reduction	2,224 dollars/ton	TxDOT (2010)
	Carbon Dioxide (CO ₂) reduction	39 dollars/ton	Federal Agency Working Group (2010)
	Nitrogen Oxide (NOx) reduction	637 dollars/ton	Forkenbrock (1999)
	Volatile Organic Compounds (VOC) reduction	352 dollars/ton	Forkenbrock (1999)
	Particulate Matter (PM ₁₀) reduction	6,661 dollars/ton	Forkenbrock (1999)
Indirect Benefits			
Job creation	Job creation per federal highway and transit investment in Texas	76,879 dollars/job	The White House (2011)
	Per capita income for Dallas	36,637 dollars	Census Bureau (2019)
GDP increase	Economic output multiplier per \$ 1 of infrastructure investment	1.5 dollars	House Budget Committee Staff (2019)

Freight Economic Analysis Framework (Cont'd)

- Estimation methods for calculating improved truck travel times

Methods	Detail
Travel Demand Model	<ul style="list-style-type: none"> • Texas travel demand model generates future traffic data (e.g., the link truck traffic volumes, average travel speeds, and travel times)
Analytical functions	<ul style="list-style-type: none"> • BPR link performance function
	<ul style="list-style-type: none"> • Link speed function
	<ul style="list-style-type: none"> • Average speed function in the weaving area
	<ul style="list-style-type: none"> • Travel time index function
Level of service (LOS) criteria	<ul style="list-style-type: none"> • The traffic information (speed, density, and service flow rate) in the LOS criteria can be used as future travel performances.

Freight Economic Analysis Framework (Cont'd)

- Project Specific Considerations

Projects	Considerations
Highway lane expansion projects	<ul style="list-style-type: none">Focus on the reduced truck traffic volumes per lane, improving truck travel speed and times.
New highway construction projects	<ul style="list-style-type: none">Use the traffic information on the existing alternative road or path as a base-case before the project implementation.If the existing road or path is not available, the origin-destination pair (O-D pair) basis approach can be used.
Highway rehabilitation projects	<ul style="list-style-type: none">Focus on the impacts of road condition improvements on truck operating cost savings after the project implementation.
Ramp metering projects	<ul style="list-style-type: none">Focus on the impacts of controlled traffic flow on truck travel performances after the project implementation.

Data Collection

- Data collection for applying the framework

Data	Unit	Sources
Annual average daily traffic (AADT)	Vehicles/day	National Performance Management Research Dataset (NPMRDS) Freight Analysis Framework (FAF) TxDOT Annual Average Daily Traffic Count TxDOT Statewide Traffic Analysis and Reporting System
Truck traffic percentage	Percentage	TxDOT Statewide Planning Map
Project segment length	Miles	TxDOT Statewide Planning Map
Current average speed	Miles/hour	National Performance Management Research Dataset
Travel time index (TTI)	-	National Performance Management Research Dataset
Future speed after a project	Miles/hour	Regional Travel Demand Model

Framework Application and Analysis

- Framework application flowchart

Check the default unit costs and assumptions before applying the framework

Enter project information and NPMRDS data inputs

Calculate the present values of project costs, direct freight economic benefits, and indirect economic benefits.

Find the summary results of analysis

Framework Application and Analysis (Cont'd)

- Assumptions for Framework Application

- (1) The discount rate for the freight economic analysis is 7% (U.S.DOT 2021).
- (2) A 20-year life cycle benefit is calculated, beginning from the project completion year.
- (3) The current year is assumed to be 2020, and the unit values for freight economic benefits are converted to the dollar value of 2020 (\$2020).
- (4) The annual freight economic benefits are calculated by multiplying the daily freight benefits by 365 days/year.
- (5) The total project cost is assumed to be uniformly distributed over the project implementation period.
- (6) The project cost is financed 100% by government spending.
- (7) Annual average daily traffic (AADT) is assumed to increase or decrease with a uniform rate over the years.
- (8) The future percentage of truck traffic out of the total traffic (after project implementation) is assumed to equal the current truck traffic percentage (before project implementation) on the project segment.
- (9) The future travel speed is estimated based on the level of service (LOS) criteria.
- (10) Current and future truck travel times are assumed to follow the same normal distribution. The future planning time (95th percentile travel time) is estimated based on the normal distribution.

Framework Application and Analysis (Cont'd)

- The infrastructure improvement project examples in DFW for the application of the framework

Project category	Status	Project name
Highway lane expansion project	In progress	SH 360 lane expansion
New highway construction project	Potential	Corridor A construction between US 67 and I-35E
Rail crossing grade separation project	Potential	Rail crossing between SH 352 and UP Mineola
Highway rehabilitation project	Completed	SH 289 rehabilitation
Ramp metering project	Potential	Ramp metering in US 75

Framework Application and Analysis (Cont'd)

- Project Examples

- (1) Highway Lane Expansion Project : SH 360 lane expansion

Category	Detail	Present value (2020\$)
Direct freight benefits	Truck travel time savings	\$2.9 million
	Truck operating cost savings	\$4.7 million
	Economic values added by improved freight reliability	\$12.8 million
	Total direct freight economic benefits	\$20.4 million
	Direct freight economic benefit/cost ratio	0.8
Indirect freight benefits	Pollutant emission reductions	- \$0.6 million
	Economic output by job creation	\$11.7 million
	Increased GDP by construction spending	\$36.8 million
	Total indirect economic benefits	\$47.9 million
	Indirect economic benefit/cost ratio	1.95

Framework Application and Analysis (Cont'd)

- Project Examples

(2) New Highway Construction Project : Corridor A construction project between US 67 and I-35E

Category	Detail	Present value (2020\$)
Direct freight benefits	Truck travel time savings	\$47 million
	Truck operating cost savings	\$77 million
	Economic values added by improved freight reliability	\$246 million
	Total direct freight economic benefits	\$371 million
	Direct freight economic benefit/cost ratio	2.25
Indirect freight benefits	Pollutant emission reductions	\$1.5 million
	Economic output by job creation	\$79 million
	Increased GDP by construction spending	\$247 million
	Total indirect economic benefits	\$328 million
	Indirect economic benefit/cost ratio	2.0

Framework Application and Analysis (Cont'd)

- Project Examples

(3) Rail Crossing Grade Separation Project : rail crossing between SH 352 and UP Mineola

Category	Detail	Present value (2020\$)
Direct freight benefits	Truck travel time savings	\$0.9 million
	Truck operating cost savings	\$1.5 million
	Economic values added by improved freight reliability	\$4.2 million
	Crash cost saving	\$0.022 million
	Total direct freight economic benefits	\$6.6 million
	Direct freight economic benefit/cost ratio	0.85
Indirect freight benefits	Pollutant emission reductions	\$0.03 million
	Economic output by job creation	\$3.7 million
	Increased GDP by construction spending	\$11.7 million
	Total indirect economic benefits	\$15.4 million
	Indirect economic benefit/cost ratio	1.98

Framework Application and Analysis (Cont'd)

- Project Examples

- (4) Highway Rehabilitation Project : SH 289 rehabilitation project

Category	Detail	Present value (2020\$)
Direct freight benefits	Truck travel time savings	\$0.3 million
	Truck operating cost savings	\$0.6 million
	Economic values added by improved freight reliability	\$1.6 million
	Total direct freight economic benefits	\$2.5 million
	Direct freight economic benefit/cost ratio	0.8
Indirect freight benefits	Economic output by job creation	\$1.5 million
	Increased GDP by construction spending	\$4.7 million
	Total indirect economic benefits	\$6.2 million
	Indirect economic benefit/cost ratio	2.0

Framework Application and Analysis (Cont'd)

- Project Examples

(5) Highway Ramp Metering Project : US 75 ramp metering project

Category	Detail	Present value (2020\$)
Direct freight benefits	Truck travel time savings	\$0.2 million
	Truck operating cost savings	\$0.3 million
	Economic values added by improved freight reliability	\$0.8 million
	Total direct freight economic benefits	\$1.3 million
	Direct freight economic benefit/cost ratio	0.4
Indirect freight benefits	Economic output by job creation	\$1.6 million
	Increased GDP by construction spending	\$5.1 million
	Total indirect economic benefits	\$6.7 million
	Indirect economic benefit/cost ratio	2.0

Framework Application and Analysis (Cont'd)

- Summary of freight economic benefit analysis for actual infrastructure improvement project examples

Project	Net present value	Direct benefit/cost ratio	Indirect benefit/cost ratio
SH 360 lane expansion	\$43.7 million	0.8	1.95
Corridor A construction between US 67 and I-35E	\$533 million	2.25	2.0
Rail crossing between SH 352 and UP Mineola	\$14.3 million	0.85	1.98
SH 289 rehabilitation	\$5.5 million	0.8	2.0
Ramp metering in US 75	\$4.6 million	0.4	2.0

Framework Application and Analysis (Cont'd)

- Detailed case study : Loop 9 Project in DFW



Figure 4-2. Corridor B in Loop 9 project and the current alternative road

Project information	Detail	Source
Project segment	Corridor B (I-35E~SH 342~I-45)	TxDOT (2015a)
Total project length	9.81 miles	Travel demand model
The project section segment length	10.35 miles	TxDOT (2015a)
Project start year	2027	News Staff (2020)
Project completion year	2035	TxDOT (2015a)
Total project cost	\$450 million	TxDOT (2021)

Project information	Detail	Source
Current traffic information before project implementation		
Alternative road segment	13.48 miles	Travel demand model
Average daily truck traffic counts (2020)	3,066	Travel demand model
Average travel speed	42.48 mph	Travel demand model
Average travel speed in AM period	(AB) 34.6 mph (BA) 33.58mph	Travel demand model
Average travel speed in PM period	(AB) 48.28 mph (BA) 53.44mph	Travel demand model
Total travel time in AM period	(A) 22.25 min (B) 23.17min	Travel demand model
Total travel time in PM period	(A) 22.18 min (B) 22.52min	Travel demand model
Future traffic information after project implementation		
Project segment	19.62 miles	Travel demand model
Average daily truck traffic counts (2045 Forecast)	8,094	Travel demand model
Future average travel speed	48.9 mph	Travel demand model
Future average travel speed in AM period	48.6 mph	Travel demand model
Future average travel speed in PM period	49.2 mph	Travel demand model
Future total travel time in AM period	23.4 minutes	Travel demand model
Future total travel time in PM period	23.01 minutes	Travel demand model

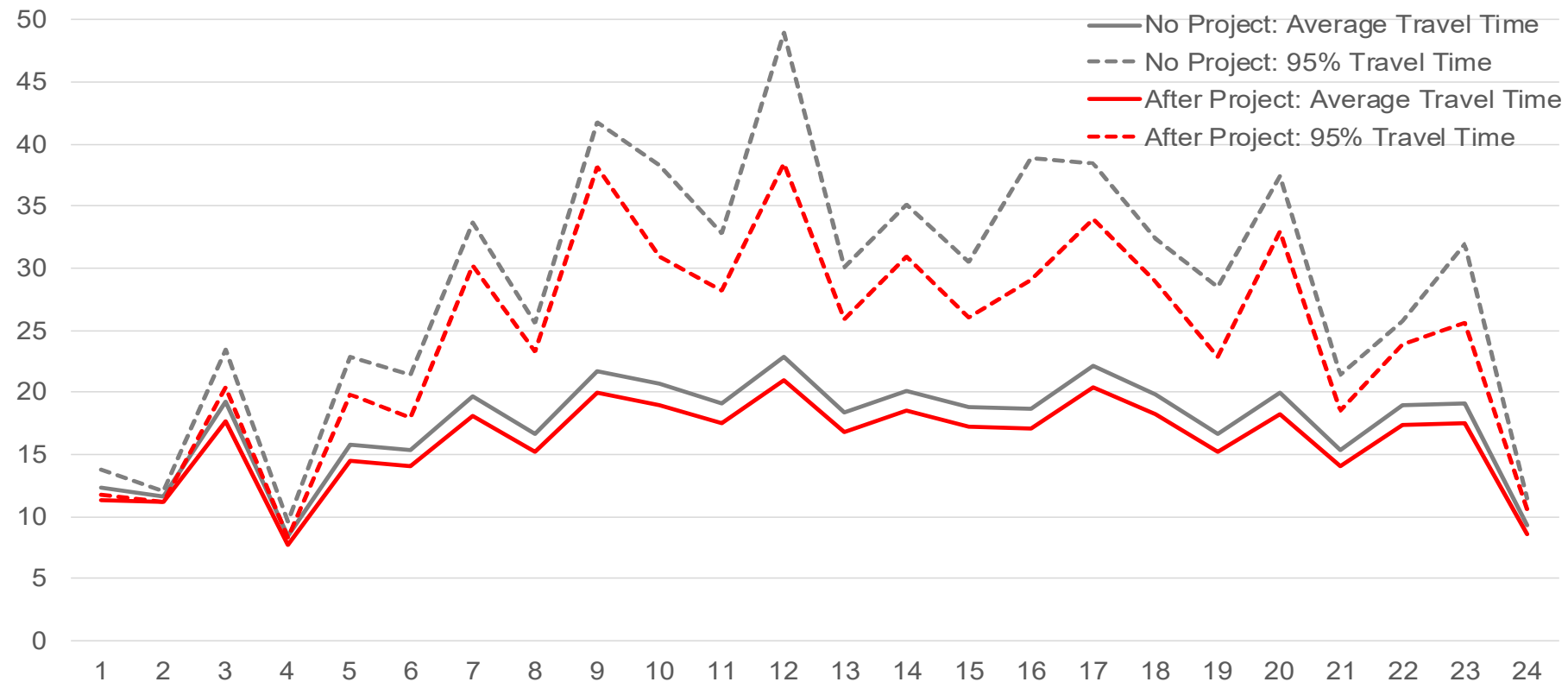
Framework Application and Analysis (Cont'd)

- Case Study : Corridor B construction in the Loop 9 project
- Direct Benefits
 - Travel time cost savings
 - Truck operating cost savings
 - Travel time reliability improvements

Detail	Present value (2020\$)
Truck travel time savings	\$32.4 million
Truck operating cost savings	\$53.3 million
Economic values added by improved freight reliability	\$117 million
Total direct freight economic benefits	\$202.7 million
Direct freight economic benefit/cost ratio	0.91

Framework Application and Analysis (Cont'd)

- Case Study : Corridor B construction in the Loop 9 project
 - Travel time reliability improvements



Framework Application and Analysis (Cont'd)

- Case Study : Corridor B construction in the Loop 9 project
- Indirect Benefits
 - Pollutant emission reductions
 - Economic output by job creation
 - Increased GDP by construction spending

Detail	Present value (2020\$)
Pollutant emission reductions	\$0.2 million
Economic output by job creation	\$54.3 million
Increased GDP by construction spending	\$171 million
Total indirect economic benefits	\$225.5 million
Indirect economic benefit/cost ratio	1.0

Conclusions and Recommendations

- The freight economic benefit analysis provides a detailed understanding of economic merits of transportation infrastructure improvements in DFW region by quantifying:
 - 1) Direct benefits: Truck travel time cost savings, operation cost savings, freight reliability improvement
 - 2) Indirect benefits: Pollutant emission reductions, job creation, increased GDP
- The developed freight economic analysis framework helps NCTCOG staff quantify the linkages between infrastructure improvement projects and the freight economy in the DFW region using the actual truck traffic data and project information.
- The framework spreadsheet facilitates the freight economic analysis based on cost-benefit analysis for highway infrastructure improvement projects in DFW region and helps NCTCOG staff in decision making processes.

Demo

SECURITY WARNING Automatic update of links has been disabled [Enable Content](#)

	B	C	D	E	F	G	H	I	J	K	L	M	N	O
1	ECONOMIC ANALYSIS RESULTS													
3	Detail		Present Value											
4	Results Summary													
5	Discount rates (%)		7.0%											
6	Life-cycle costs (mil. \$)		\$ 223.8											
7	Life-cycle benefits (mil. \$)		\$ 428.2											
8	Net present value (mil. \$)		\$ 204.4											
9	Benefit / Cost ratio:		1.9											
10	Direct Benefit/Cost ratio		0.91											
11	Indirect Benefit/Cost ratio		1.0											
13	Project Information													
14	Current year		2020											
15	Project start year		2027											
16	Project completion year		2035											
17	Total length of the project segment (miles)		19.62											
19	Project Benefits													
20	Total (mil. \$)		\$ 428.2											
21	Direct Freight Economic Benefits													
22	Truck travel time savings		\$ 32.4											
23	Truck operating cost savings		\$ 53.3											
24	Economic values added by improved freight reliability		\$ 117.0											
25	Indirect Economic Benefits													
26	Pollutant emission reductions		\$ 0.2											
27	Economic output by job creation		\$ 54.3											
28	Increased GDP by construction spending		\$ 171.0											

Contacts and Roles

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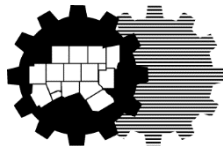
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Rail Initiatives Update

Regional Freight Advisory Committee
November 9, 2021



Dylan Hernandez
NCTCOG Transportation Department



NT MOVES PROGRAM

NT MOVES PROGRAM

**North Texas Multimodal Operations, Velocity, Efficiency, and Safety Program
(NT MOVES)**

NT MOVES is a long-range plan for increasing freight and passenger mobility in Dallas-Fort Worth through strategic investment in rail capacity to improve multimodal transportation.

NT MOVES is a regionwide collaborative effort between NCTCOG, Class 1 Railroads, Short Lines, TxDOT, and Passenger Rail Agencies.

NT MOVES PROGRAM

Identified Projects:

Irving Wye

Gribble Siding

CP 217 (Downtown Dallas)

IH 35W Corridor

TRE Double Tracking Projects

Regional Rail Information System

NT MOVES PROGRAM

NCTCOG was awarded \$25 Million in BUILD Grant Funds. The project's total cost is \$55 million and includes:

- Double Track Medical Market Center to Stemmons Freeway and Bridge Improvements
- Double Track Handley Ederville Road to Precinct Line Road and Bridge Improvements
- Implement Regional Rail Information System Technology

REGIONAL RAIL INFORMATION SYSTEM

NT MOVES

Program Overview

NT MOVES
Projects

BUILD Grant

RRIS

History

Status

RRIS System

Q & D

A HISTORY OF COLLABORATION

The Regional Rail Partners have collaborated in the past:

Grade Crossing Separations/Grade Crossing Closings

Major Track Projects (Tower 55)

Project Coordination

Rail Studies

Technology Solutions (PTC)

Grant Submittals

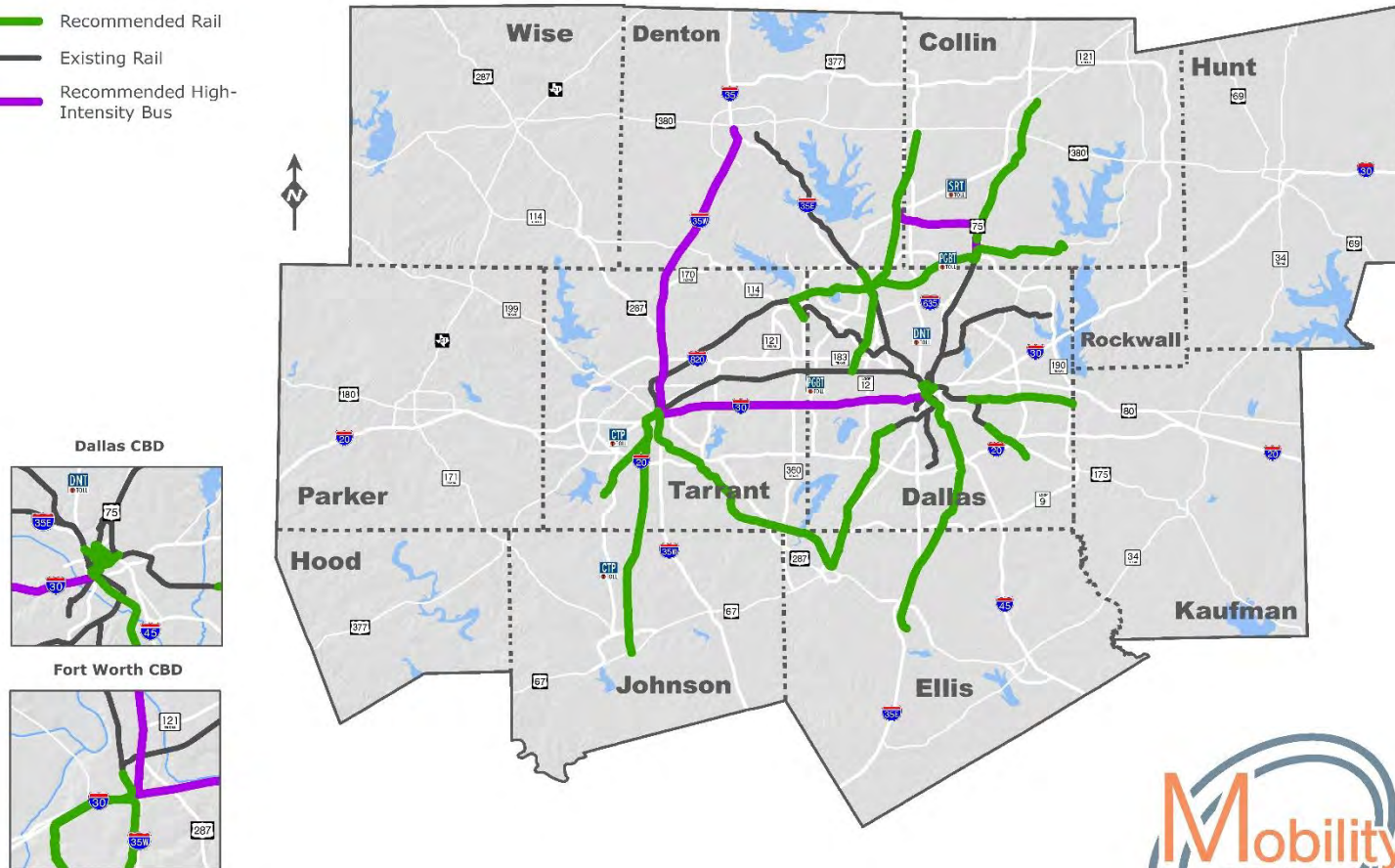
FREIGHT
NORTH TEXAS



THE NEED FOR COORDINATION

Major Transit Corridor Recommendations

- Recommended Rail
- Existing Rail
- Recommended High-Intensity Bus



SYSTEM STATUS

Current and Future Considerations

Freight and Passenger Interactions

Planned Freight and Passenger Growth

Dallas and Fort Worth Bottlenecks

Long-Term Mobility Plan Projects – Road and Rail



A FUTURE OF COORDINATION

Implementation of RRIS

In use in the Greater Chicago Area

Will enable all agencies and railroads to exchange timely, accurate, and actionable information on train movements in the region

Will help identify infrastructure projects to increase rail capacity throughout the region



QUESTIONS AND DISCUSSION

NT MOVES

Program
Overview

NT MOVES
Projects

BUILD Grant

RRIS

History

Status

RRIS System

RRIS System

Q & D

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