

I-35 Corridor Segment Committee 1 – Meeting Notes
616 Six Flags Drive, Arlington, Texas
March 3, 2010 – 9:00 AM to Noon

Welcome

Mark Mathews, the Facilitator, welcomed the I-35 Corridor Segment Committee 1 (CSC 1) members to the March meeting and explained that the main objective for today's meeting was to discuss the Rail Solutions (passenger and freight) proposed by the Committee at their January meeting and to decide which solutions to include as potential rail elements in their preliminary Segment 1 Multi-modal Plan for the I-35 corridor. The Facilitator explained that the meeting would include two presentations on rail planning, followed by a committee work session on potential rail solutions and review of their potential roadway elements identified to date.

Presentations

Committee Member Jeff Neal gave a presentation on regional freight and passenger rail planning efforts and issues in the Dallas/Fort Worth metroplex (*PowerPoint Attached*). Jennifer Moczygamba from the Texas Department of Transportation (TxDOT) Rail Division gave a presentation on state rail planning efforts by TxDOT.

Committee Work Session

The I-35 CSC 1 members reviewed the list of proposed Rail Solutions that they developed at their January meeting and discussed whether or not to carry these solutions forward as potential rail elements of the Segment 1 Preliminary Multi-modal Plan. A summary of committee action on their proposed rail solutions follows:

- Extend Light Rail from Dallas to Denton – CSC 1 decided to rephrase this proposed solution to “extend passenger rail from Dallas to Denton;”
- Light Rail to Sherman-Denison – CSC 1 decided to rephrase this proposed solution to “extend passenger rail to Sherman-Denison;”
- Provide commuter rail from Gainesville to DFW – Committee members noted that this proposed solution would be a lower priority than roadway improvements to I-35. CSC 1 members were interested in potential improvements to the existing Heartland Flyer route, but more committee discussion is needed on this item before it is added as a potential rail solution; and,
- Address Tower 55 Issues – CSC 1 members supported this proposed rail solution.

Additionally, CSC 1 members decided to include the following potential rail solutions:

- Cotton-Belt Rail Line improvements; and,
- High-speed rail following the US 287 corridor (existing BNSF line) to Wichita Falls.

After the discussion of rail concluded, the Facilitator reviewed the CSC 1 Potential Roadway Elements Map and Summary Table with the Committee.

Wrap – Up/ Adjourn

Television media from KUVN Channel 23 and KTVT Channel 11 were in attendance at the meeting.

There was a committee request for current traffic counts on US 75.

In discussion, CSC 1 inquired as to the current price of a ticket from Fort Worth to Gainesville on the Amtrak Heartland Flyer route. A one-way ticket costs \$10.00 and the trip duration is approximately 1 ½ hours. Planned improvements to this route will increase speeds and reduce the trip duration by approximately 20 minutes.

The next CSC 1 meeting is scheduled for Wednesday, April 7, 2010 at the North Central Texas Council of Governments (NCTCOG) Office.

Make-Up Conference Call for March CSC 1 Meeting

A make-up conference call was held on Tuesday March 23, 2010 to give CSC 1 members who were unable to attend the regularly scheduled CSC 1 March meeting an opportunity to review the meeting materials and ask staff questions and/or make further suggestions. There were no CSC 1 members who attended the make-up conference call in March.

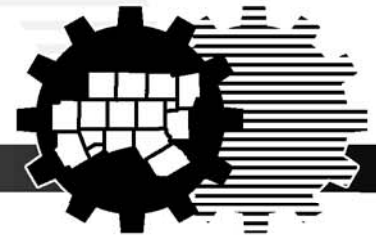
Interstate 35 Segment Committee 1

Freight and Passenger Rail Recommendations – Dallas/Fort Worth

Jeffrey C. Neal

March 3, 2010

Streamlined Project Delivery Team



***North Central Texas Council of Governments
Transportation Department***

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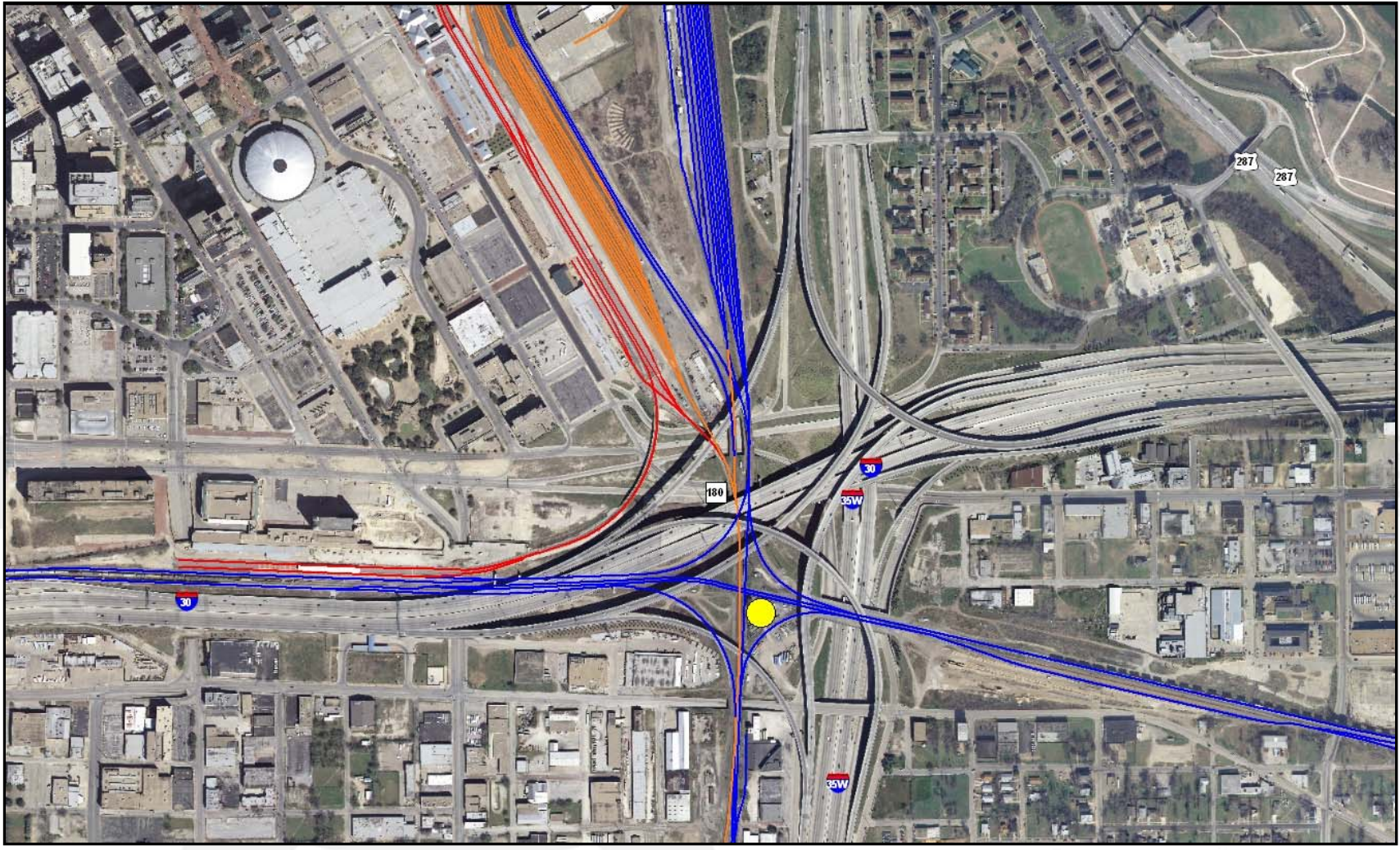
Freight Rail Projects

* Tower 55

- Construct grade separation at the crossing of two trans-continental rail corridors in Downtown Fort Worth
- 100-120 trains per day pass through Tower 55
- Two build alternatives under evaluation:
 - East-West Trench (2 tracks)
 - North-South Trench (3 tracks)
- Completion of Environmental Assessment for the Locally Preferred Alternative expected by Fall 2010/Winter 2011
- Proposed grade separation would improve safety, air quality, reduce automobile/truck congestion, and significantly add capacity for freight movements through the D-FW region

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Tower 55 Location



	Legend	 UP Railroad	 Trinity Railway Express		North Central Texas Council of Governments Transportation Department
	 Tower 55	 BNSF Railway	 Fort Worth & Western Railroad		

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Passenger Rail Projects – Light Rail (LRT)

* DART Light Rail

- **Current system has 48 miles of track and 39 stations on 3 LRT lines:**
 - Red Line – Parker Road Station (Plano) to Westmoreland Station (Dallas)
 - Blue Line – Downtown Garland Station to Ledbetter Station (Dallas)
 - Green Lane – Victory Park Station to Martin Luther King, Jr. Station
- **Funded Expansions (additional 42 miles of track and 23 stations):**
 - Green Line (South) – 7 mile extension to Buckner Station (December 2010)
 - Green Line (North) – 17.5 mile extension to North Carrollton/Frankford Station (December 2010)
 - Blue Line – Lake Highlands Station (December 2010)
 - Blue Line – 4.5 mile extension to Downtown Rowlett (December 2012)
 - Orange Line – 11 mile LRT line to Irving/Belt Line Station (December 2012)
- **System Plan Expansions (programmed but not funded):**
 - Orange Line – Extension to DFW Airport (2014)
 - Second LRT Line (“D2 Study”) through Downtown Dallas (2016)
 - Blue Line – Extension to UNT Dallas (2018)

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Passenger Rail Projects – Commuter Rail

- * **Trinity Railway Express (TRE)**
 - Shared-use BNSF line between Fort Worth and Dallas
 - 10 stations in Fort Worth, Richland Hills, Hurst, Irving, and Dallas
 - Planned double-track expansion (not fully funded) will enable express trains, Sunday service, and full relocation of Amtrak Texas Eagle
- * **Denton County Transportation Authority (DCTA) “A-Train”**
 - New corridor from Carrollton to Denton (parallel to I.H. 35E) with service beginning in December 2010
 - 6 stations in Carrollton, Lewisville, and Denton (potential 7th station in Lake Dallas)
- * **Southwest-to-Northeast Commuter Rail (FWTA)**
 - Shared-use line (FWWR, BNSF, and Union Pacific) between southwest Fort Worth and DFW Airport with service beginning in 2013
 - 15 stations in Fort Worth, Haltom City, North Richland Hills, Colleyville, and Grapevine

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Passenger Rail Projects – Commuter Rail *(cont.)*

* Rail North Texas

- 2009 legislative effort to gain funding for up to 251 miles of planned rail projects throughout the Dallas-Fort Worth region under the proposed Texas Local Option Transportation Act (TLOTA)
- Though the legislation did not pass, four of the planned rail corridors remain under evaluation through a Conceptual Engineering and Feasibility Study (CE&FS):
 - Cotton Belt Corridor: DFW Airport (DART/SW2NE) to Plano (DART)
 - Frisco Corridor (BNSF): South Irving (TRE) to Frisco
 - McKinney Corridor: Plano (DART) to McKinney (possible extension of the DART LRT Red Line)
 - Waxahachie Corridor: Dallas Union Station (DART/TRE) to Waxahachie
- Another attempt to secure funding for these projects is planned for the 2011 legislative session

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Passenger Rail Projects – Rail North Texas Corridors



Rail Lines Under Consideration

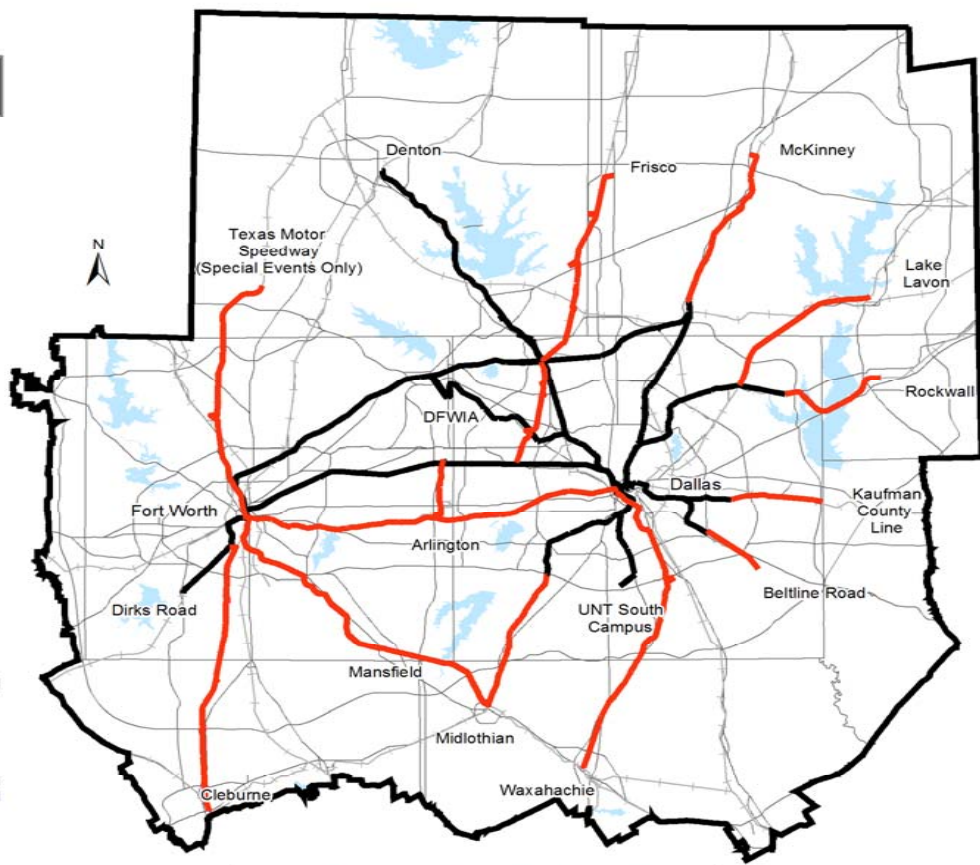
Legend

- Existing Service, Programmed Projects and Projects Under Development
- Projects Pending Alternative Funding
- Existing Rail Corridors
- Highways

Fort Worth CBD



Dallas CBD



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

All existing railroad rights-of-way should be monitored for potential future transportation corridors. New facility locations represent transportation needs and do not reflect specific alignments.

Institutional structure being reviewed for the region.

The need for additional rail capacity in the Dallas CBD, Fort Worth CBD, DFW International Airport, and other inter-modal centers will be monitored. A grade separation is needed for the Dallas CBD second alignment.

251 Rail Miles Pending Funding



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Passenger Rail Projects – Inter-Regional and High Speed Rail



Inter-Regional Passenger Rail Connectivity Recommendations

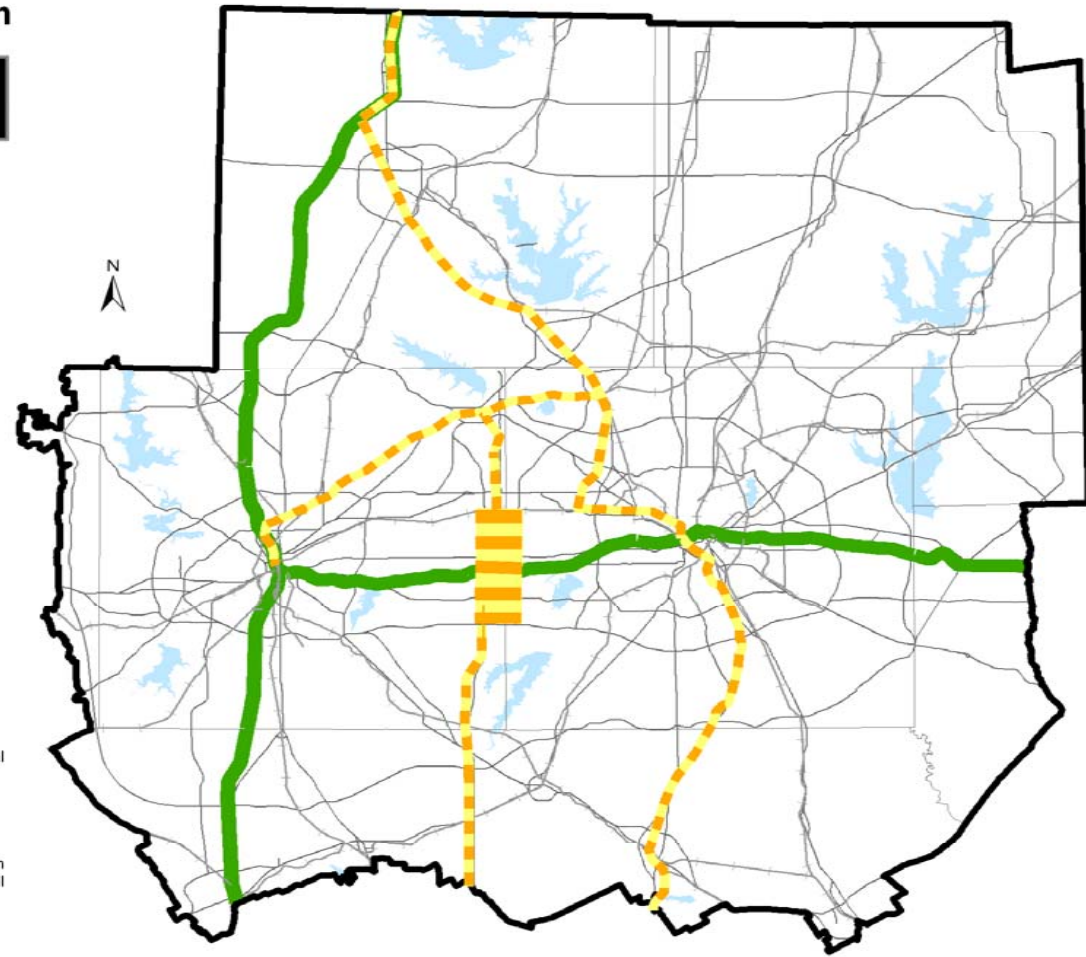
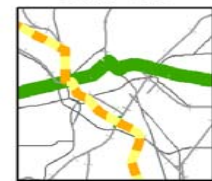
Legend

- Intercity Rail e.g. Amtrak
- Potential TTC High Speed Rail
- Existing Rail Corridors
- Highways

Fort Worth CBD



Dallas CBD



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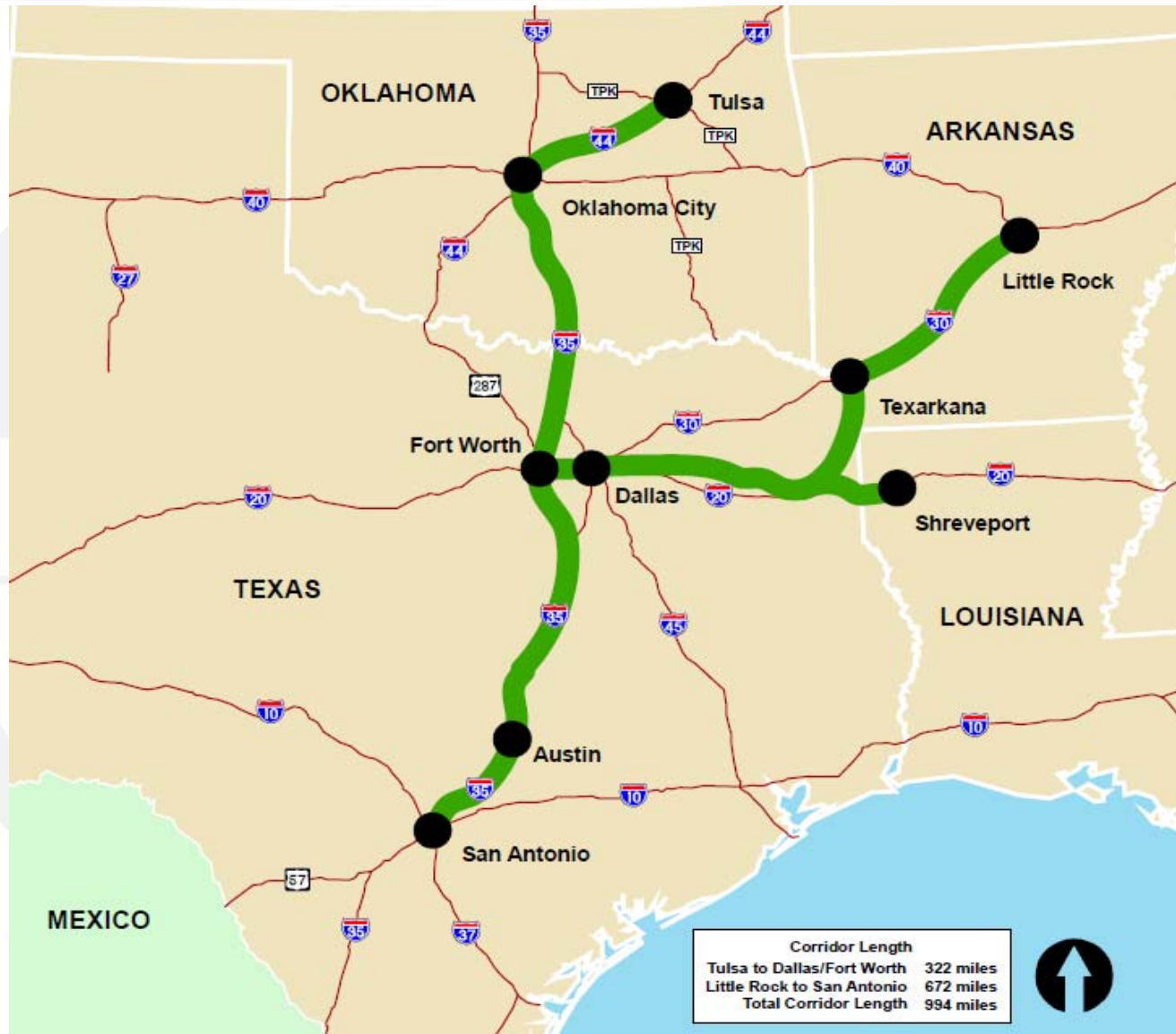
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Passenger Rail Projects – “South Central High Speed Rail Corridor”



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