



**M**obility  
**2030**  
2009 AMENDMENT

**Executive  
Summary**

**The Metropolitan  
Transportation Plan**

*The Transportation Plan for the  
Dallas-Fort Worth Area, 2009 Amendment*

*Adopted by the Regional Transportation Council*

*North  
Central  
Texas  
Council of  
Governments*

# Plan Development

## What Is The MTP?

The Metropolitan Transportation Plan, or MTP, is a \$78.3 billion (2009\$) blueprint for the region's multimodal transportation system through 2030. The MTP reflects policies and priorities established by the Regional Transportation Council, the transportation policymaking body of the North Central Texas Council of Governments. The MTP recognizes growing concern for improved mobility and air quality, public acceptance of major transportation facilities, and the need for more adequate financial resources. Mobility 2030 – 2009 Amendment is the product of a comprehensive, cooperative, and continuous planning effort; it meets federal requirements, satisfies air quality obligations, and is financially constrained, which means the region expects to receive funding for the elements of the plan. After the Mobility 2030 – 2009 Amendment was adopted, **the metropolitan planning area was expanded to 12 full counties in North Central Texas in October of 2009** to accommodate the future needs of the rapidly growing

region. The 12-county boundary will be used to develop future policies, programs, and projects.

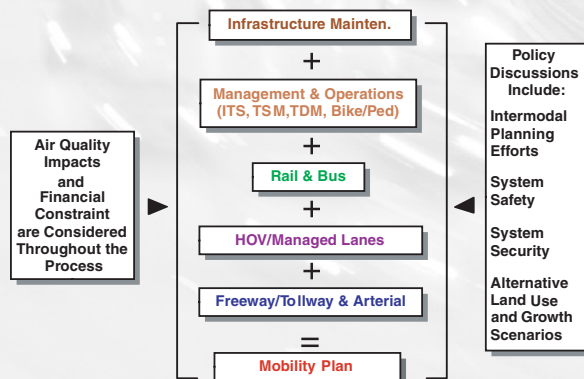
## Guiding Principles

The Dallas-Fort Worth area continues to grow rapidly. Increased population has amplified congestion within the region considerably. By 2030, the region will need about \$142.9 billion (2009\$) to eliminate the most severe levels of congestion. However, federal law requires the Metropolitan Transportation Plan to be financially constrained to available resources. Simply put, the region doesn't have enough resources for all its transportation needs through 2030. The following principles help the region best allocate these limited resources:

- Maintain and operate existing facilities.
- Improve efficiency of existing facilities.
- Reduce single occupancy trips.
- Increase transit trips.
- Increase auto occupancy.

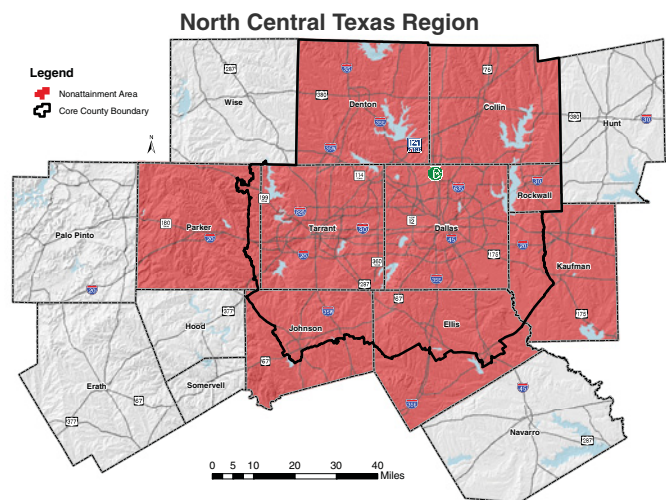
Because the DFW metropolitan area is designated a nonattainment area for the pollutant ozone, Mobility 2030 – 2009 Amendment must demonstrate through transportation conformity that its plans, programs, projects, policies, and partnerships are consistent with state and regional air quality improvement goals.

### Prioritization of Improvements and Plan Development



### Plan Development Process

Mobility 2030 – 2009 Amendment was developed amid growing concerns regarding the air quality of the DFW metropolitan area and the inability to fund many needed transportation projects and programs. Available funds are first allocated to the lower cost, highly cost-effective programs and projects that yield the most significant air quality benefits. Remaining funds are given to the more traditional major capital intensive projects, if they can be afforded, both from a financial and air quality standpoint.



The MTP recognizes growing concern for improved mobility and air quality, public acceptance of major transportation facilities, and the need for more adequate financial resources.

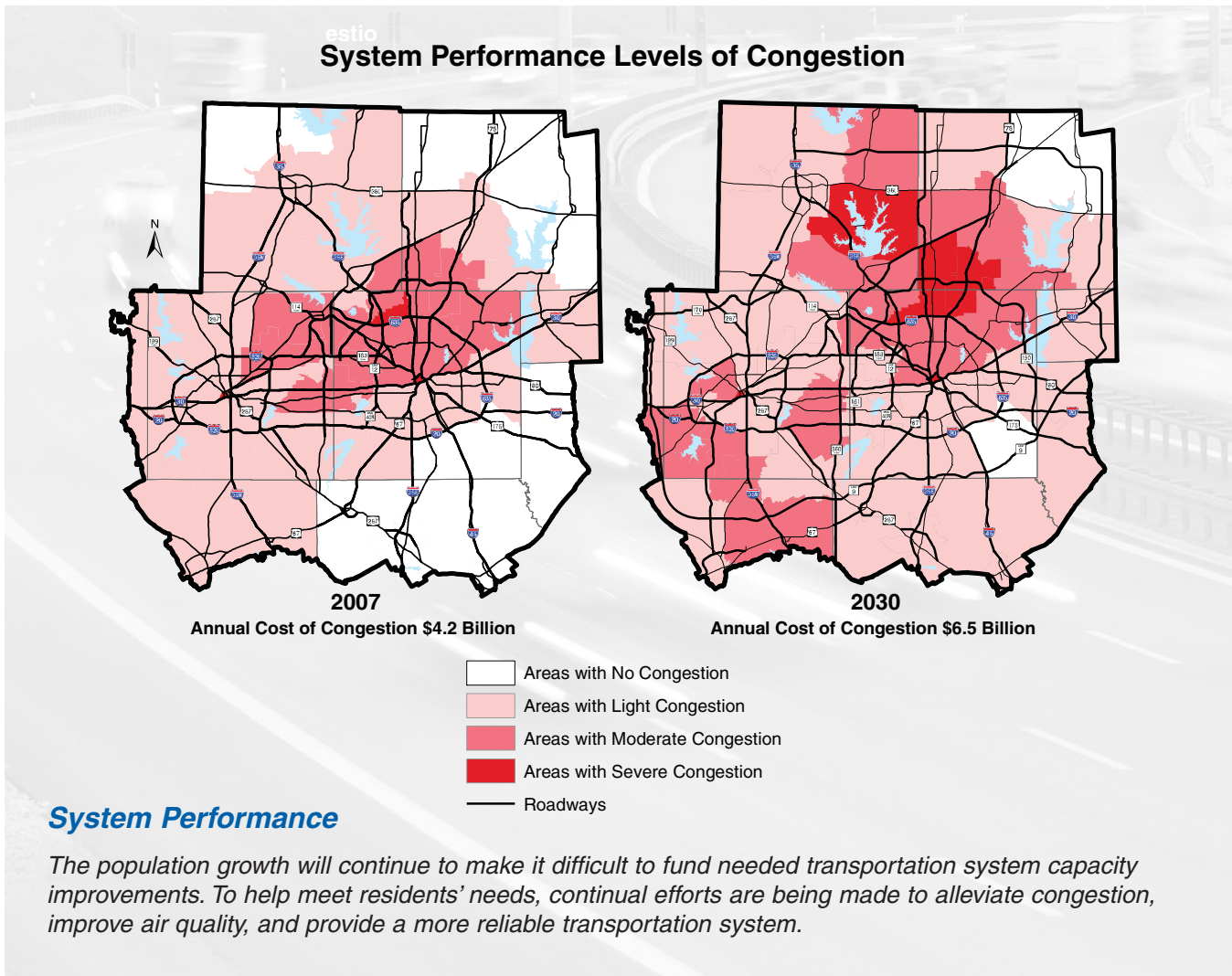


# Regional Growth and System Performance

## Regional Growth

The Dallas-Fort Worth region was one of the most rapidly growing areas in the United States in the 1980s and 1990s. The area has continued to see increases in population and employment in recent years, making

it the fourth-largest metropolitan area in the country. This intense growth, which helped it pass Philadelphia on the list of most populous metropolitan areas, is expected to continue through 2030. The population of the nine-county area is 6.3 million people, with more than 1 million people having arrived since 2000.



Performance Measure Metropolitan Planning Area	2007	Mobility 2030 – 2009 Amendment Forecasts
Population	5,856,432	8,503,146
Employment	3,664,954	5,256,667
Vehicle Miles of Travel	151,392,421	242,006,657
Hourly Capacity (Miles)	30,283,116	44,957,004
Vehicle Hours Spent in Delay (Daily)	1,026,960	1,667,797
Increase in Travel Time Due to Congestion	34.32%	36.11%
Annual Cost of Congestion (Billions)	\$4.2	\$6.5

*The cost of congestion is expected to increase significantly as the region's population swells to more than 8.5 million. The region's surging population will affect more than the number of cars on the road. The table to the left illustrates the changes expected by 2030.*

# Financial Constraint

## Demonstrating Financial Constraint

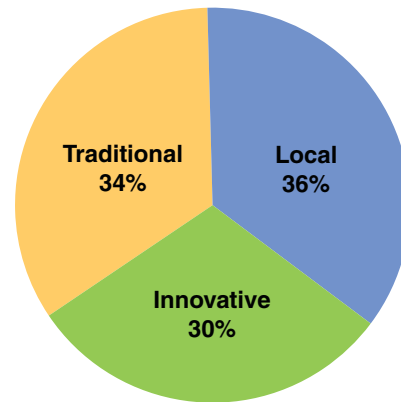
Mobility 2030 – 2009 Amendment relies on a limited number of resources for funds. The state and federal gas taxes have remained unchanged for several years, and high gas prices contribute to an unwillingness among politicians to increase them. However, innovative funding mechanisms have opened up new avenues for non-traditional funding, which will result in more improvements for the transportation system. Plans to expand existing roads and build new ones to improve the metropolitan area’s congestion are moving forward. Toll roads and managed lanes will play a significant role in the region’s future transportation plans.

## The Cost of Inflation

The cost of funding Mobility 2030 – 2009 Amendment is \$78.3 billion (2009\$). However, the plans, programs, and projects contained in this plan will be staged over time and implemented/constructed over more than

20 years. For this reason, the costs of inflation will impact the final cost of a project. The cost of funding Mobility 2030 – 2009 Amendment, based on “actual dollars” assuming a year of implementation, results in a plan costing \$145.5 billion. The only difference in the costs shown in the table below is the year those dollars are reported.

**Mobility 2030-2009  
Amendment Revenue Sources**



## Mobility 2030 – 2009 Amendment Cost Summary (billions)

Initiatives	2009 Dollars	Effects of Inflation	Actual Dollars*
Operations, Maintenance, Rehabilitation, Safety, Facility Reconstruction	\$11.8		\$19.8
Transit Operations, Maintenance	\$11.7		\$16.4
Congestion Management Process, Alternative Fuels	\$2.3		\$3.1
Bicycle, Pedestrian, Transportation Enhancements	\$1.2		\$2.1
Rail Capital*	\$10.6		\$21.6
Bus, Paratransit Capital	\$1.5		\$2.7
Regional Arterial System	\$3.4		\$7.0
Other Arterials	\$2.9		\$5.9
Freeway, Tollway, HOV, Managed System	\$32.8		\$66.9
<b>Total</b>	<b>\$78.3</b>		<b>\$145.5</b>

\*Costs are adjusted for “total project cost” and “year of expenditure” consistent with SAFETEA-LU planning requirements. “Actual Dollars” reflects the effect of inflation over time. Includes potential revenue from local rail initiatives. Figures may not sum due to independent rounding.





# Sustainable Development

## Sustainable Development Initiative

Sustainable development can be defined in the following ways:

- Land use and transportation practices that promote economic development while using limited resources in an efficient manner.
- Transportation decision-making based on impacts on land use, congestion, vehicle miles traveled, and the viability of alternative transportation modes.
- Planning efforts that seek to balance access, finance, mobility, affordability, community cohesion, and environmental quality.

Key components of sustainable development include consideration of the relationship between land use and transportation, planning for bicycle and pedestrian traffic, and the evaluation of future demographic

scenarios. Mobility 2030 – 2009 Amendment required adoption of the Alternative Future Policy Program by the Regional Transportation Council. Developing alternative population and employment scenarios will allow the North Central Texas Council of Governments to estimate and evaluate the impact of urban change on vehicle travel, capital needs, and mobile source emissions, as well as their impact on transportation facilities and system performance.

## Bicycle & Pedestrian Recommendations

Bicycle and pedestrian travel are recognized nationwide as cost-effective ways to address mobility and air quality concerns. Mobility 2030 – 2009 Amendment recommends 286 miles of new bicycle and pedestrian routes in the Dallas-Fort Worth area.



Montgomery Plaza in Fort Worth is an example of how redeveloped old buildings enhance communities.

## Alternative Future Policy Program Targets

- Transit-oriented development
- Infill development
- Freight-oriented development
- Rural preservation
- Development of south Dallas/southeast Fort Worth

## Bicycle and Pedestrian Facilities

### Legend

#### Recommended Veloweb Routes

- Completed: 112 miles
- Funded: 34 miles
- Needed: 289 miles

#### Candidate Veloweb Routes

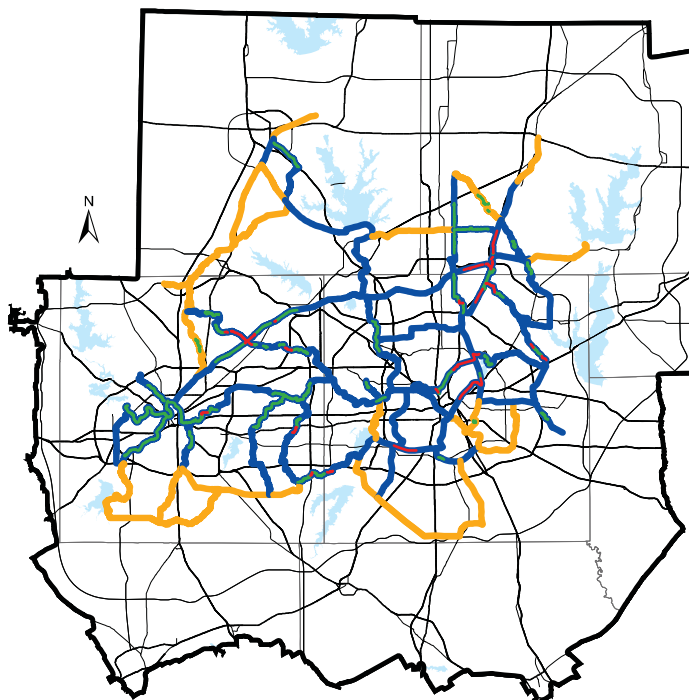
- Completed: 7 miles
- Needed: 202 miles
- Freeways

- County Boundaries
- Metropolitan Planning Area Boundary
- Major Lakes

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

All existing railroad rights-of-way should be monitored for potential future transportation corridors.

All Veloweb routes should be targeted for right-of-way preservation.





## Transportation System Safety

### Transportation System Safety

The Transportation System Safety Program aims to improve transportation safety throughout the region by supporting planning efforts to develop safety policies, programs, and projects for bicycle/pedestrian activity, bus transit, rail, roadways, and highways. NCTCOG continues to coordinate with the Texas Department of Transportation, the Department of Public Safety, insurance companies, local governments, and other partners to develop strategies for data collection, analysis and archiving that are used to enhance the safety of the regional transportation system. Recent advances have resulted in a reduction in the fatality rate.

### Safety Recommendations

Mobility 2030 – 2009 Amendment includes the following safety recommendations:

- Enhance roadway safety, transit safety, and roadway safety crossings.
- Develop a Dallas-Fort Worth regional safety information system.
- Support regional partners by developing engineering tools to improve transportation safety concerns.
- Continue the Freeway Incident Management Training Program.
- Identify regional high-crash sites and develop possible solutions.
- Conduct engineering studies to identify factors in automobile crashes with recommendations for mitigation.
- Initiate a safety education and training course for local governments and the public.

## Transportation System Security

### Transportation System Security

The Transportation System Security Program supports ongoing local, state, and federal initiatives to address transportation system security and emergency preparedness planning in North Central Texas. NCTCOG continues efforts to improve the security of the regional transportation system by working with leaders of local governments and transportation providers regarding the regional coordination of response plans, response capabilities, and emergency medical services in the event of a major incident.

### Security Recommendations

Mobility 2030 – 2009 Amendment includes the following security recommendations:

- Support initiatives to address transportation system security and emergency preparedness.
- Utilize existing regional Intelligent Transportation System to enhance transportation security.
- Develop regional response plans, evacuation plans, and point-of-service distribution plans.
- Develop an emergency responders uniform communication system.



*Courtesy Patrol offers assistance to stranded motorists on Dallas-Fort Worth area freeways.*

### Emergency Responders Uniform Communication System

*NCTCOG completed a study assessing the need for a uniform communication system for first responders in the North Texas area. This system would give emergency responders access to vital video and data information before arriving at the scene of a roadway incident. Having this knowledge beforehand is important during a response, especially in the arena of managing freeway accidents and other major emergencies.*

# Congestion Management Process

## What is the Congestion Management Process?

Congestion Management Process refers to several methods of transportation management. Included in the process are Intelligent Transportation Systems, Transportation System Management, and Travel Demand Management. These programs seek to improve traffic flow and safety through better operation and management of transportation facilities. Additionally, these programs provide low-cost solutions that can be constructed in less time while improving air quality.

## Traveler Notification

Intelligent Transportation Systems aid transportation operators and emergency response personnel as they monitor traffic, detect and respond to incidents, and inform the public of traffic conditions via the Internet,


roadway devices, and the media. A Regional ITS Architecture has been developed to guide future deployment of intelligent transportation systems.

## Transportation System Management

Transportation System Management identifies improvements that will enhance the capacity of the existing transportation system. Better management and operation of existing facilities improves traffic flow, air quality, and movement of vehicles and goods. It also enhances system accessibility and safety. Transportation System Management strategies include intersection and signal improvements, freeway bottleneck removals, special-event management, and data collection to monitor system performance. Mobility 2030 – 2009 Amendment implements programs to remove freeway bottlenecks and better mitigate congestion created by special events.

## Intelligent Transportation Systems

### Legend

-  Mobility Assistant Patrols
-  Communication Systems
-  Advanced Traffic Management
-  TxDOT Transportation Management Center (TMC)
-  City Transportation Management Center
-  Transit Management Center

Dallas CBD



Fort Worth CBD



*Dynamic message signs help inform motorists of potential traffic congestion.*



## Congestion Management Process

### Travel Demand Management

Travel Demand Management markets alternative forms of transportation to commuters. Programs seek to reduce congestion and air pollution and to increase efficiency of the transportation system by reducing the

number of single-occupancy vehicles. They may include carpools, vanpools, transit, telecommuting, compressed work weeks, park-and-ride facilities, bike and pedestrian transportation, and transportation management associations working together on transportation issues.

*Workers at the TransVision Center in Fort Worth use sophisticated technology to provide commuters with information about traffic conditions.*



*Vanpools have increased in popularity with the rise in gas prices.*

*NCTCOG acquired a hybrid Ford Escape to promote air quality and transit ridership.*



*Synchronizing traffic signals saves commuters time by improving traffic flow and enhances air quality.*

## Transit Operations and Human Services

### Transportation Coordination

No one should be limited in mobility due to lack of coordination among transportation providers. This is a particular burden to the elderly, disabled, and those who cannot easily access transportation. The goal of the Transit Operations and Human Services Coordination program is to work with local governments and transportation providers to create a more coordinated, efficient, accessible and seamless transportation system. Mobility 2030 – 2009 Amendment includes several recommendations intended to improve the region's transportation services. Recommendations include increased

communication and education through a regional customer education program, an inventory of transportation services available within the region, a provider and operations workgroup, and inter-agency coordination agreements to address common issues among providers. Additionally, the plan recommends better coordination of resources by establishing a capital asset management program and a regional tax registration/certification program. Mobility 2030 – 2009 Amendment calls for the drafting of regional policies for integrated services, developing a linked system of transfer points, eliminating service gaps or overlaps, and enhancing service where there is none or where it is limited.

# Regional Rail

## Rail Transit System

Expanding the regional transit system is a vital part of improving the transportation network in the Dallas-Fort Worth area. Transit service includes local bus, express bus, light rail, and commuter rail service. Transit system planning is a coordinated effort involving NCTCOG, Dallas Area Rapid Transit, the Denton County Transportation Authority, and the Fort Worth Transportation Authority (The T). DART and The T jointly operate the Trinity Railway Express, a commuter rail service that carries riders between Fort Worth and Dallas, with several stops along the way.

## Commitment to Rail Development

North Texas is committed to expanding the rail system throughout the region. A number of potential rail corridors have been identified and will be evaluated for further development. North Texas rail plans suggest the area can be best served by a combination of light, commuter, and regional rail.

## Rail Transit System Funding

The transit recommendations include about 500 miles of rail. Dallas-Fort Worth is served by 83 miles of rail, and 166 miles have been programmed, are under development or have been identified in planning studies. However, 251 miles are pending alternate funding through a regionwide rail transit development initiative. This initiative brings together federal, state, and local elected officials along with the private sector to achieve consensus on how to implement regional rail.

*The RTC is committed to increasing transportation options to people in the region. A seamless transit system is a vital element of the overall plan.*

## Passenger Rail Recommendations

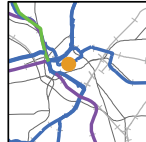
### Legend

- Light Rail
- Light Rail - New Technology
- Regional Rail
- - - Regional Rail - Special Events Only
- + + + Existing Rail Corridors
- Highways
- Modern Streetcar

#### Fort Worth CBD



#### Dallas CBD



The Dallas and Fort Worth Streetcar systems are included in the plan and final alignments will be determined by each city.

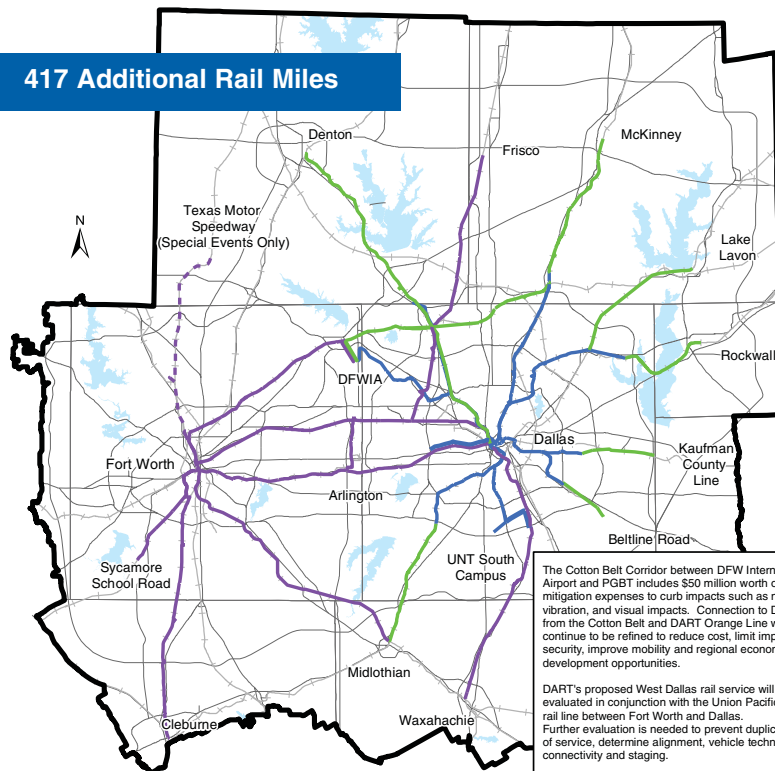
Corridor specific design and operation characteristics for the Intercity Passenger, Regional Passenger and Freight Rail Systems will be determined through capacity evaluation and ongoing project development. Refined rail forecasts are necessary to determine technology and alignment in Future Rail corridors.

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.

417 Additional Rail Miles



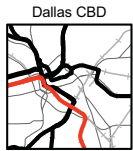
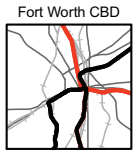
The Cotton Belt Corridor between DFW International Airport and PGBT includes \$50 million worth of mitigation expenses to curb impacts such as noise, vibration, and visual impacts. Connection to DFWIA from the Cotton Belt and DART Orange Line will continue to be refined to reduce cost, limit impacts to security, improve mobility and regional economic development opportunities.

DART's proposed West Dallas rail service will be evaluated in conjunction with the Union Pacific rail line between Fort Worth and Dallas. Further evaluation is needed to prevent duplication of service, determine alignment, vehicle technology, connectivity and staging.

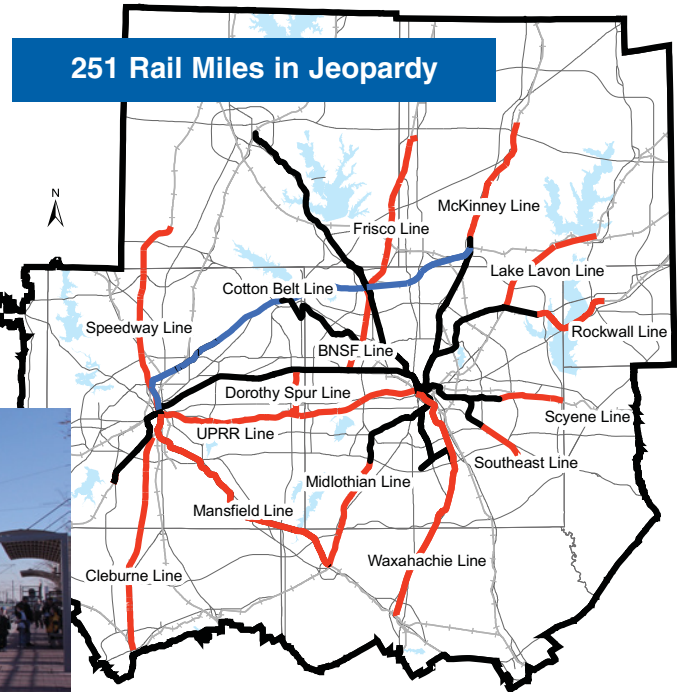
DART's proposed SouthPort rail line extension will be evaluated in conjunction with the Dallas to Waxahachie rail service. Further evaluation is needed to prevent duplication of service, determine alignment, vehicle technology, connectivity and staging.

# Regional Rail

## Rail Lines Under Consideration



- Legend**
- Existing Service, Programmed Projects and Projects Under Development
  - Projects Pending Alternative Funding
  - Cotton Belt- Potential Funding through Public Private Partnership
  - Existing Rail Corridors
  - Highways



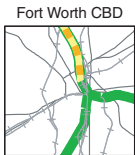
Source: DART



*DART is in the middle of a project doubling the size of its rail network.*

## Inter-Regional Passenger Rail Connectivity Recommendations

- Legend**
- Intercity Rail (e.g., Amtrak)
  - Potential TTC High Speed Rail
  - Existing Rail Corridors
  - Highways



*Inter-regional rail or inter-city rail provides a path through North Texas to destinations outside the Dallas-Fort Worth area. In similar fashion, the high-speed rail corridors outline future access to the region beyond current rail technology.*

***The RTC is working to identify revenue sources to fund transit throughout the region.***



# Roadway System

## Roadway System

Significant improvements are needed to help relieve the existing roadway system, which for years has been saddled with increasing congestion. Because Mobility 2030 – 2009 Amendment must be financially constrained, not all needs can be funded. Innovative funding strategies such as toll roads, comprehensive development agreements, public-private partnerships, and managed lanes have allowed the region to add a number of projects that otherwise would have been left unfunded.

## Toll and Managed Facilities

Toll roads and managed facilities are integral components of Mobility 2030 – 2009 Amendment due to enhanced financing options and the ability to construct roads much sooner than through traditional funding sources.

Many of these recommendations will be funded through toll-revenue agreements, such as the one made with North Texas Tollway Authority for SH 121. Toll roads and tolls on managed lanes will be used to raise revenue for improving mobility throughout the Dallas-Fort Worth area.

***The RTC does not support converting existing free lanes to toll roads. Only new lanes on existing gas-tax funded highways may be tolled.***

Plans for managed lanes, which would aid congestion by charging differential tolls by time period and auto occupancy, are moving forward in several key corridors.

## Funded Roadway Recommendations

### Legend

- New Freeway Facilities
- New Tollway Facilities
- Additional Capacity To Existing Freeway/Tollway
- HOV/Managed Lanes
- Improvements to Existing Freeway and HOV/Managed Lanes
- Selected New/Improved Regionally Significant Arterials
- Freeways/Tollways

Fort Worth CBD



Dallas CBD



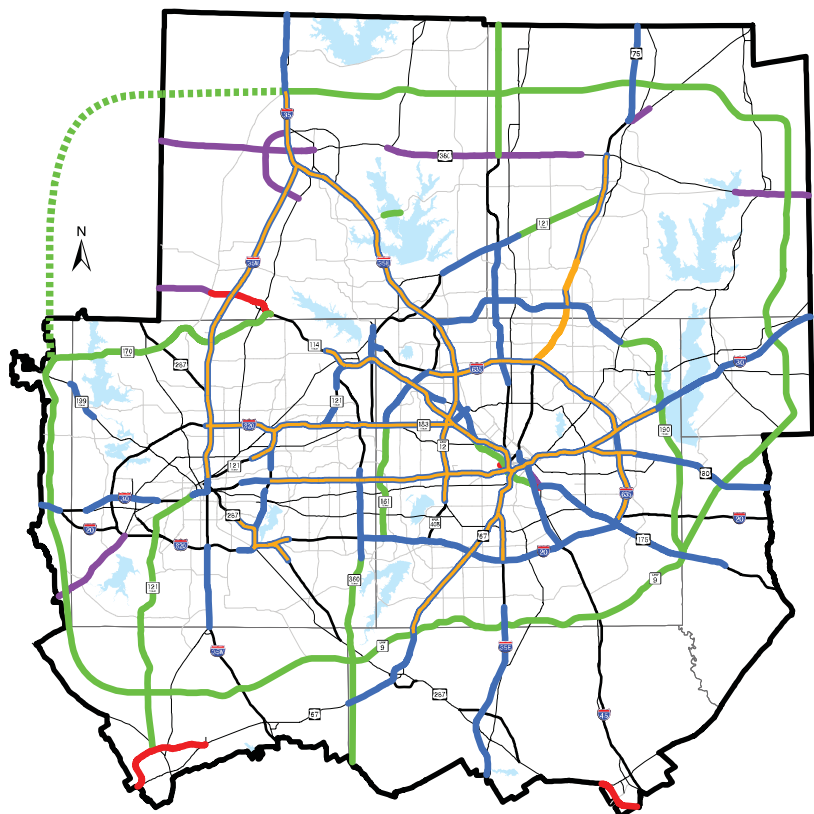
Corridor specific design and operational characteristics for the Freeway/Tollway system will be determined through ongoing project development.

Additional and improved Freeway/Tollway interchanges and service roads should be considered on all Freeway/Tollway facilities in order to accommodate a balance between mobility and access needs.

All Freeway/Tollway corridors require additional study for capacity, geometric, and safety improvements related to truck operations.

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

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

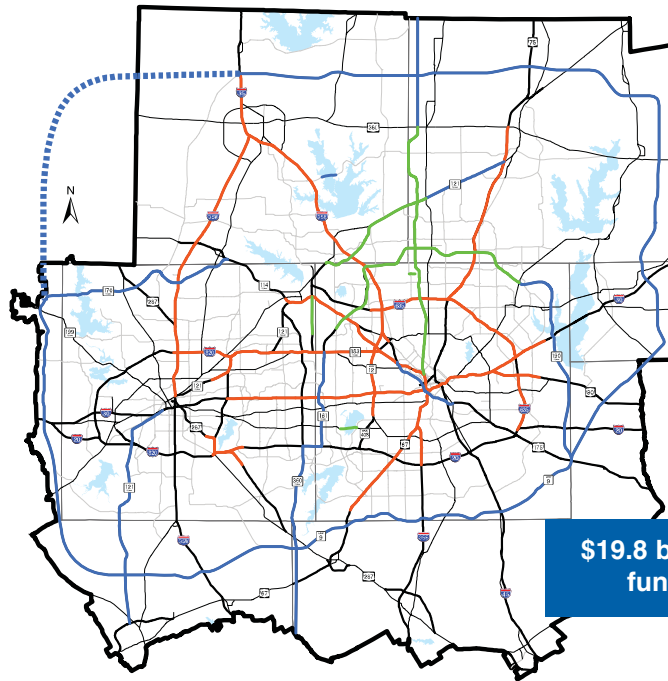
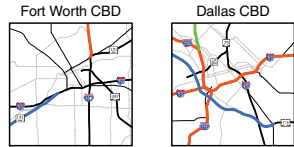


# Roadway System

## Priced Facilities

### Legend

- Existing Toll Facilities
- Future Toll Facilities
- Future HOV/Managed Facilities
- Freeways/Tollways



**\$19.8 billion in innovative funding strategies**

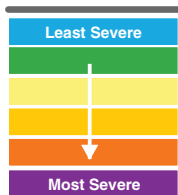
## Additional Roadway System Needs

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

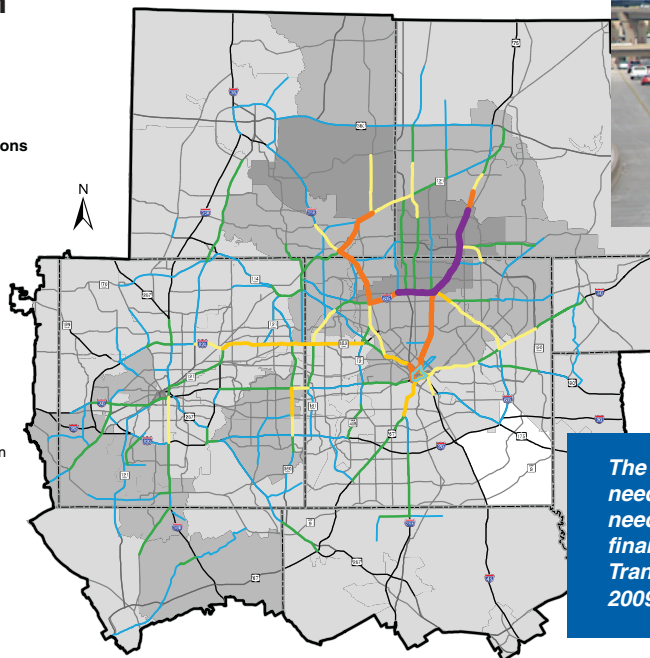
available. The nine-county area faces almost **\$64.6 billion (2009\$) in unfunded needs through 2030**. Just 55 percent of the funding has been identified. Innovation will prove more necessary as the state and region continue to grapple with a combination of higher costs and less revenue. The age of the existing infrastructure will also place more importance on maintenance.

## Dallas-Fort Worth Corridor Needs

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



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



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

*The deficiencies shown reflect out-year needs and represent the additional needs above and beyond the financially constrained Metropolitan Transportation Plan, Mobility 2030 – 2009 Amendment.*

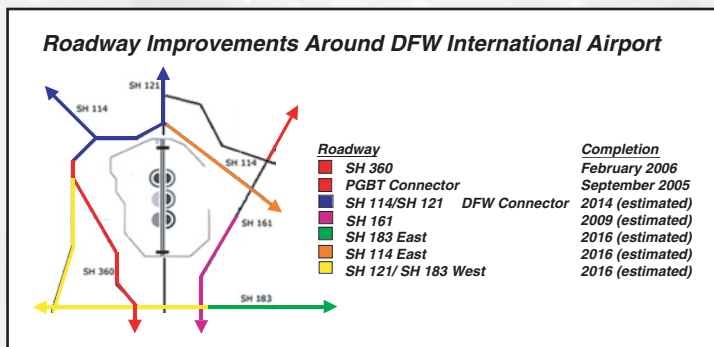
# Regional Aviation

## Aviation in Dallas-Fort Worth

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

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

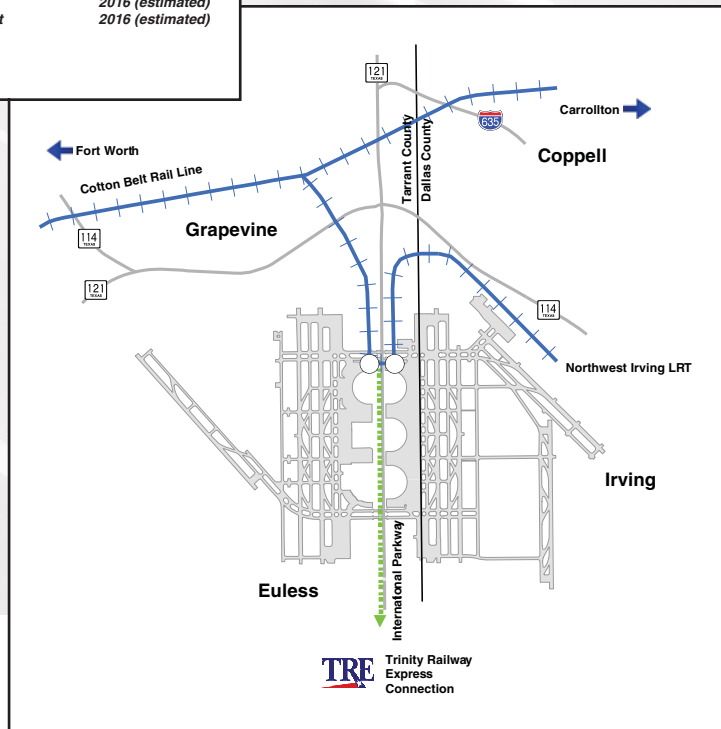
Transit service is provided to both DFW International Airport and Dallas Love Field by either bus or shuttle service. DART and The T plan to provide rail service to a proposed integrated rail station at DFW International Airport. Love Field is planning passenger rail access. This will link the airports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



## Ground Access to Aviation

### Key elements of NCTCOG's Aviation Planning Program include:

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





## Goods Movement

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

## Tower 55

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

## Truck Lane Restrictions

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



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

## Truck Lane Recommendations

### Legend

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

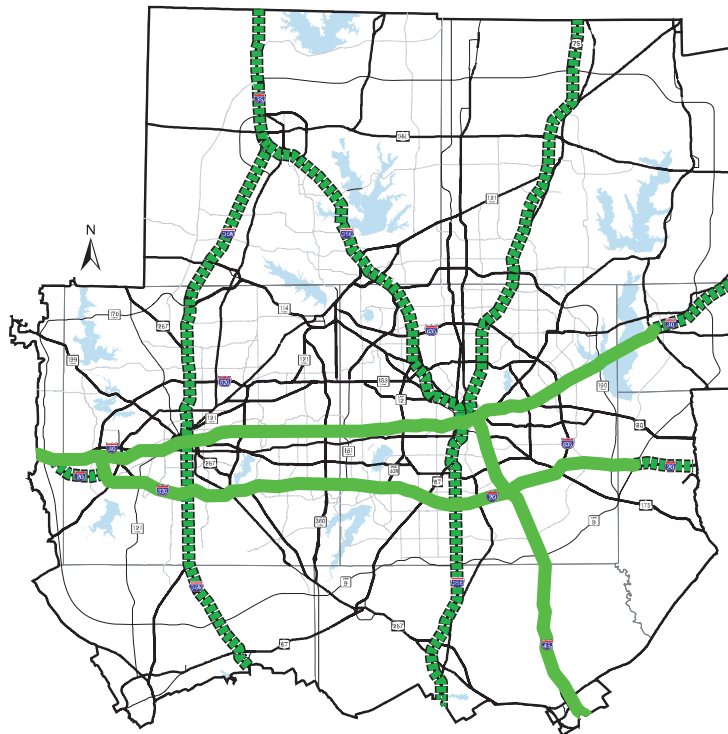
### Recommendations include:

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

### Further site-specific study is needed to evaluate:

- Segments with geometric constraints
- Current or pending reconstruction
- Capacity and congestion levels
- Public opinion

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



# Regional Outer Loop/Rail Bypass

## What is the Regional Outer Loop/Rail Bypass?

The proposed regional outer loop/rail bypass could provide long-term relief to roadway and urban freight rail congestion around the Dallas-Fort Worth area.

This 240-mile corridor, supported by the Regional Transportation Council, could accommodate multiple modes of transportation, including auto, truck, freight rail, and passenger rail facilities.

The needs identified for the outer loop/rail bypass would accommodate projected population growth and subsequent traffic demand, as well as facilitate traffic congestion management, accommodate increased freight volumes, provide transportation modal options, improve safety, and enhance economic vitality. This project will be developed to serve those needs across all levels of government, the general public,

and the private sector. The project will also remain consistent with the state's notion that the improvement of existing and preserved future resources such as roadways, rail lines, and acquired right of way should be considered before breaking new ground. This would minimize disruptions to developing areas and the need for additional right of way.

The RTC and the state are attempting to balance regional needs with statewide connectivity and existing assets (including environmental, socioeconomic, and cultural resources) to determine what would be built, when, and where.

The RTC recommends staged construction of transportation facilities for the outer loop/rail bypass as needed; however, right-of-way preservation will be important in deterring development, which could substantially raise future costs of building the necessary facilities.

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



## Regional Outer Loop Staging

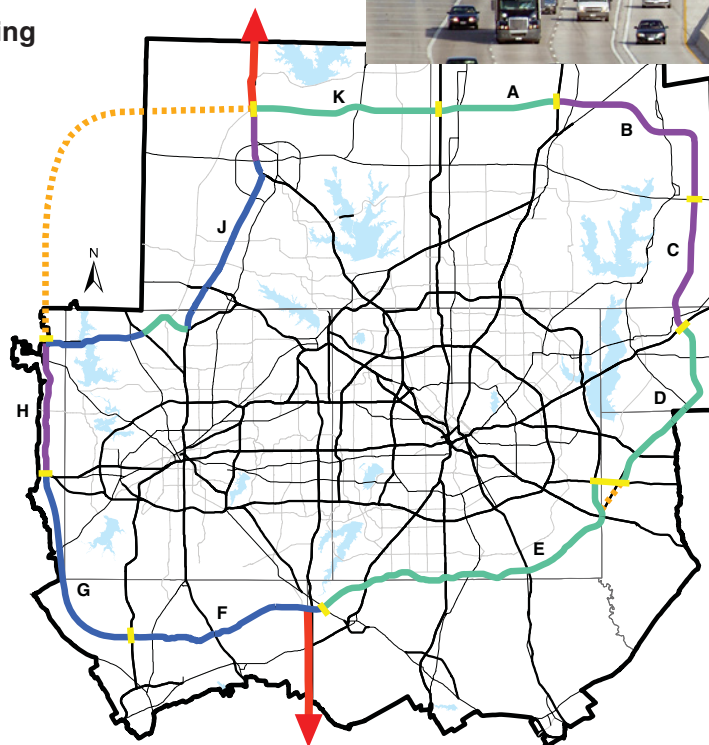
### Segment Staging

- Operational By 2019
- Operational By 2025
- Operational By 2030
- - - Further Evaluation Needed
- North/South Interregional Corridors
- Section Dividers
- Year 2030 Freeway Network

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

\*The S.H. 170 / I.H. 35 Corridor can be developed as an Interim Regional Outer Loop section until section "I" is warranted.

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



Approximately 240 Center Main Line Miles  
Approximately 1440 Main Lane Miles

# Environmental Justice & Public Involvement

## Importance of Environmental Justice

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

**Generally, the results of the environmental justice analysis indicate that implementing the policies, programs, and procedures of Mobility 2030 – 2009 Amendment will not have a disproportionately negative impact on any protected population class.**

## Public Involvement

The North Central Texas Council of Governments

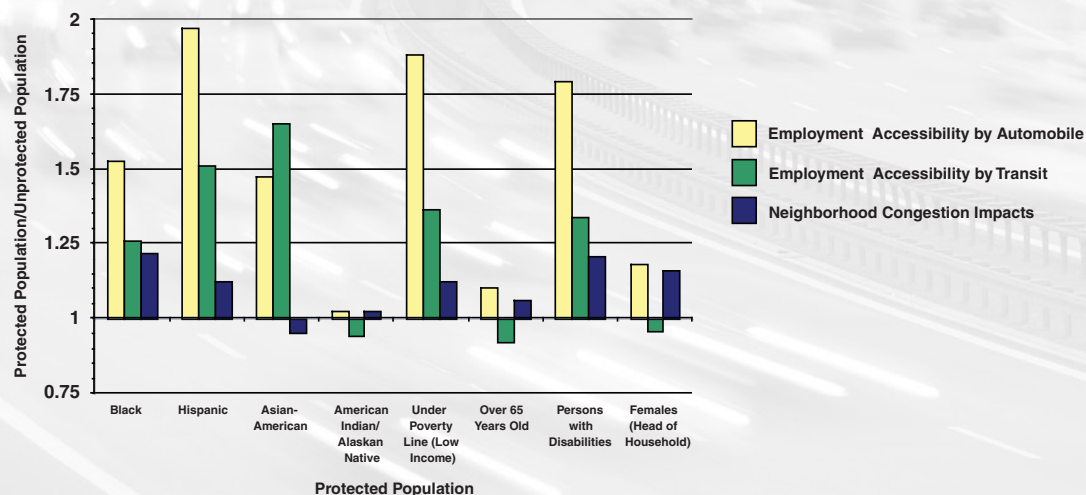
Transportation Department's public involvement strategies and procedures are designed to educate the public about transportation planning and development topics. They allow interested parties to comment on transportation ideas and proposals and to actively contribute to the policy- and decision-making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

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

## Public Meetings

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

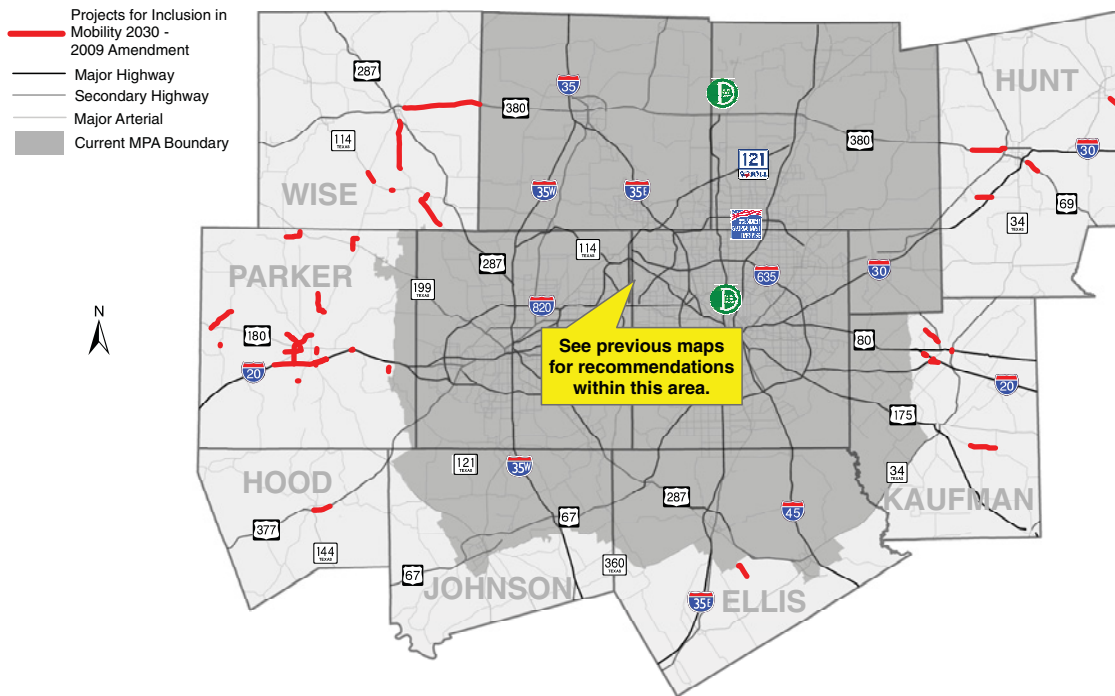
**Ratio of Protected Population Relative to Unprotected Population for Mobility 2030 – 2009 Amendment Performance Measures**





# Metropolitan Planning Area Expansion

## Projects Outside Previous Metropolitan Planning Area



This map represents the general location of projects that were reclassified from the rural to urban STIP during the Dallas-Fort Worth metropolitan planning area boundary expansion. Projects may not reflect specific alignments or limits.

### MPA Boundary Expansion

The metropolitan planning area defines a metropolitan planning organization's geographic scope of planning and fiscal programming responsibilities. Federal metropolitan planning regulations require the MPA to encompass the existing urbanized area, as defined by the U.S. Census Bureau, and the contiguous area expected to become urbanized within 20 years. The MPA used for the development of the Mobility 2030 – 2009 Amendment was established in 1992. It included a 4,969 square-mile area of Collin, Dallas, Denton, Rockwall, and Tarrant counties and portions of Ellis, Kaufman, Johnson, and Parker counties. The expansion process began in 2007 and was completed in October 2009 with the addition of three counties. The new MPA is a 9,441 square-mile area, which was expanded to include all portions of the previous counties as well as Hood, Hunt, and Wise counties. With the adoption of the 12-county planning boundary, the Dallas-Fort Worth MPA became the second largest in the country in terms of square mileage.

Expansion of the planning boundary required funded transportation projects from the rural portion of the State Transportation Improvement Program (STIP) to be moved to the metropolitan portion of the Transportation Improvement Program (TIP). The TIP contains projects approved for funding in the near term within the metropolitan area, while the STIP is a statewide collection of all the projects approved for funding. The Mobility 2030 – 2009 Amendment was administratively modified to include these projects. Because these projects were already included in the STIP as funded, financial constraint is maintained in both the MTP and TIP. The projects located in the nine-county air quality nonattainment area were accounted for in the air quality conformity analysis that was completed for the MTP and TIP. There were no additional air quality impacts associated with the MPA boundary expansion.

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***The 12-County metropolitan planning area boundary will be used to develop future policies, programs, and projects.***

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**Surface Transportation  
Technical Committee**  
Jim Sparks, Chair

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**[www.nctcog.org/trans/mtp/2030/2009Amendment.asp](http://www.nctcog.org/trans/mtp/2030/2009Amendment.asp)**

*The contents of this report reflect the views of the authors who are responsible for the opinions, findings, and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration, or the Texas Department of Transportation. This document was prepared in cooperation with the Texas Department of Transportation and the U.S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration.*