



### KEY REGIONAL TRANSPORTATION PLANNING DOCUMENTS

**METROPOLITAN TRANSPORTATION PLAN (MTP):** A long-range plan for the Metropolitan Planning Area covering a planning horizon of at least 20 years that fosters mobility and access for people and goods, efficient system performance and preservation, and good quality of life.

**TRANSPORTATION IMPROVEMENT PROGRAM (TIP):** A short-range program of transportation improvements based on the long-range transportation plan; the TIP should be designed to achieve the area's goals using spending, regulating, operating, management, and financial tools.

**CONGESTION MANAGEMENT PROCESS (CMP):** Areas with populations greater than 200,000 are designated as Transportation Management Areas (TMAs). TMAs must have a CMP that identifies actions and strategies to reduce congestion and increase mobility. The CMP includes a variety of strategies ranging from travel demand management techniques to the implementation of transit or bicycle and pedestrian facilities. The CMP provides for the effective management of new and existing transportation facilities.

**STATE IMPLEMENTATION PLAN (SIP):** A metropolitan area's designation as an air quality nonattainment area or maintenance area creates additional requirements for transportation planning. Transportation plans, programs, and projects must conform to the state's air quality plan, known as the State Implementation Plan. In nonattainment or maintenance areas for air quality, the Metropolitan Planning Organization is responsible for coordinating transportation and air quality planning. Additionally, as a nonattainment area, the region must go through the transportation conformity process. Conformity is a way to ensure that transportation plans and programs meet air quality goals in order to be eligible for federal funding and approval. Whenever a Metropolitan Transportation Plan or Transportation Improvement Program is amended or updated, the Metropolitan Planning Organization must comply with the conformity requirements.

## Mobility 2035 Supported Goals

Goals define the purpose of Mobility 2035 and guide efforts that accommodate the multimodal mobility needs of a growing region. These goals support and advance the development of a transportation system that contributes to the region's mobility, quality of life, system sustainability, and continued project implementation.

### Mobility

- Improve the availability of transportation options for people and goods.
- Support travel efficiency measures and system enhancements targeted at congestion reduction and management.
- Assure all communities are provided access to the regional transportation system and planning process.

### Quality of Life

- Preserve and enhance the natural environment, improve air quality, and promote active lifestyles.
- Encourage livable communities which support sustainability and economic vitality.

### System Sustainability

- Ensure adequate maintenance and enhance the safety and reliability of the existing transportation system.
- Pursue long-term sustainable revenue sources to address regional transportation system needs.

### Implementation

- Provide for timely project planning and implementation.
- Develop cost-effective projects and programs aimed at reducing the costs associated with constructing, operating, and maintaining the regional transportation system.



*Mobility 2035 Goal Themes*

## Legislative Basis for the Metropolitan Transportation Plan

Since the 1970s, Metropolitan Planning Organizations (MPOs) have been responsible for developing and maintaining a Metropolitan Transportation Plan. With the passage of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the role of the MTP in the overall transportation planning process was greatly advanced. ISTEA called for the strengthening of the MTP to become a central mechanism for the decision-making process regarding investments to develop the metropolitan transportation system. The passage of the Transportation Equity Act for the 21st Century (TEA-21) continued this same philosophy.

Building on the two previous laws, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, or SAFETEA-LU (Public Law 109-59), was signed into law in 2005. This act approved funding for surface transportation projects and also represented the largest surface transportation venture in the country to date. While SAFETEA-LU authorized funding for many transportation funding categories and specific projects, it also continued the concepts identified in ISTEA and TEA-21 regarding the cooperative, continuing, and comprehensive regional transportation planning process.

SAFETEA-LU established eight planning factors that must be considered in the long-range plan. These factors include:

- Support economic vitality
- Increase safety
- Increase the ability of the transportation system to support homeland security
- Increase accessibility and mobility of people and freight
- Protect and enhance the environment
- Enhance the integration and connectivity of intermodal transportation
- Promote efficient system management and operation
- Emphasize preservation of the existing system

While SAFETEA-LU officially expired in September 2009, continuing resolutions passed by the United States Congress enable it to persist in providing the legislative backdrop for federal surface transportation activities. Mobility 2035 has been developed to fully meet all SAFETEA-LU requirements.

## Economic Basis for the Metropolitan Transportation Plan

North Central Texas is a major economic, social, and political center of both Texas and the United States. The Dallas-Fort Worth area represents 34 percent of the state's economy and is the twelfth largest metropolitan economy in the world. The region supports a diverse economy and is home to 24 Fortune 500 companies. By the year 2035, the region is expected to experience a 48 percent increase in population and a 47 percent increase in employment. The transportation system is central to this growth because it allows for the efficient movement of people and goods. Without adequate transportation funding to ensure a high level of mobility, the region will be challenged to sustain economic growth. This is an important reality for the region and should be a priority for the state.

## Metropolitan Transportation Plan Development Process

Mobility 2035 was developed amidst growing concern for increased congestion, reduced air quality, and the lack of financial resources to fund many desired transportation projects and programs. To maximize available funds, a prioritization process was followed to maximize the existing transportation system, then invest strategically in infrastructure improvements. The principles used to allocate financial resources include:

- Maintain and operate existing facilities
- Improve efficiency of existing facilities
- Reduce single-occupancy trips
- Improve land use/transportation connection
- Increase transit trips
- Increase auto occupancy

This process is detailed in *Exhibit 1.2*. Impacts to system safety and security, environmental justice, environmental mitigation, and intermodal planning are additional aspects that were considered throughout the development of Mobility 2035.

The Expanded Dallas-Fort Worth Regional Travel Model serves as the source for forecasting vehicle miles of travel and other travel characteristics for the area. This model is based on a four-step sequential process designed to model travel behavior and predict the level of travel demand at regional, sub-area, or small area levels. This model, developed by the North Central Texas Council of Governments' Transportation Department, is used to project future travel conditions and evaluate

the performance of roadway and rail facilities in the 12-county Metropolitan Planning Area, in addition to Hill County.

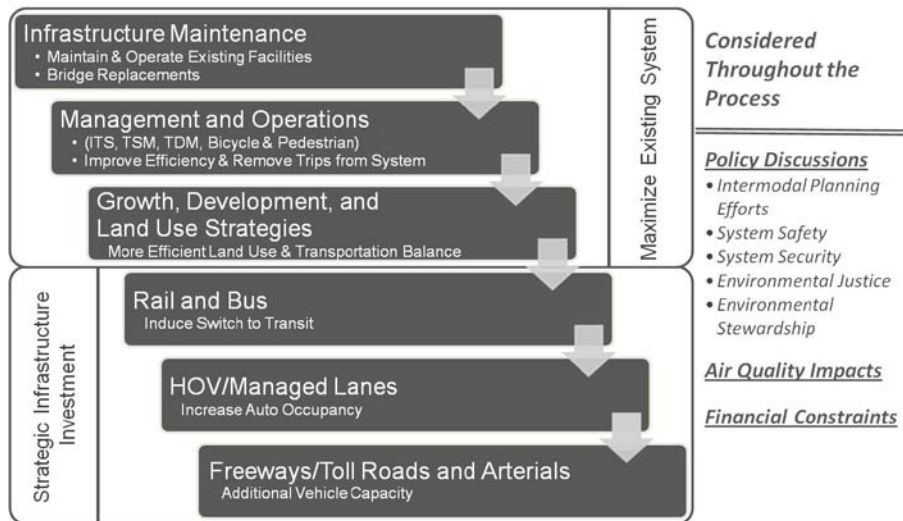


Exhibit 1.2: Mobility 2035 Development Process

## Mobility 2035 Planning Elements

A number of important planning elements played a role in the development of the recommendations contained in Mobility 2035. The major sections of Mobility 2035 reflect these elements and emphasize their importance in providing a comprehensive strategy that supports a quality transportation system.

**Financial Reality:** The Mobility 2035 recommendations are required to be financially constrained, meaning only reasonably expected sources of revenue over the time horizon of the plan can be included. Transportation funding sources, such as gas tax revenues, have not been immune to the impacts of the economic downturn. This has created a gap between available funding and needed system improvements. The Mobility 2035 recommendations reflect the region's current and anticipated financial reality.

**Social Considerations:** North Central Texas will experience both continued growth and a continued shift in its demographic profile. Improved mobility and accessibility should strike a balance with the needs of the community. Public input is vital to the development of the recommendations for 2035. Considering the

benefits and burdens of transportation on communities is important. Ensuring specific groups or communities do not experience disproportionate negative impacts due to system improvements, ensuring timely and appropriate public involvement, and being sensitive to a changing demographic profile are important social considerations.

**Environmental Considerations:** Clean air, water, and the availability of open space for recreation and wildlife habitat is a central quality of life consideration for residents of North Central Texas. It is important to consider the impacts the transportation system has on environmental resources such as air quality. Supporting a broad approach to assessing conservation goals and opportunities to improve the decision-making process through data exchanges and partnerships is an essential step in advancing the efficient delivery of transportation projects. Mobility 2035 supports a transportation system that maintains and enhances the environment, considers and accommodates conservation priorities, and improves the decision-making process which will lead to high quality transportation projects.

## NORTH CENTRAL TEXAS IN CONTEXT

Over the past three decades, the Dallas-Fort Worth region has been one of the most rapidly growing areas in the United States. This growth can be attributed to a favorable business climate coupled with a low cost of living. However, the area has not been untouched by recent downturns. Maintaining and improving quality of life is important for the continued growth and success of the region.

A review of peer cities was conducted to determine if the region's economic competitiveness would be mired if traditional means of funding for the transportation system were reduced and needed improvements were delayed. Because North Central Texas actively pursues innovative funding strategies, the ability to implement transportation improvements in the face of shrinking revenues allows North Central Texas to address congestion issues more effectively than other regions.

**Operational Efficiency:** Building enough capacity to solve the region’s congestion problems is not a viable option. Efforts must be made to manage the current system more effectively. Managing system demand and congestion through technology and other low-cost operational strategies can maximize the current system and substantially improve congestion and air quality in the region. Developing in a more sustainable way and emphasizing the land use/transportation relationship is an important strategy in improving operational efficiency.

**Mobility Options:** Providing transportation choices is vital to maintaining and improving the quality of life for North Central Texas residents. Because the transportation needs of the region far outweigh the available funds, strategic investment in infrastructure is required. Mobility 2035 recommendations strike a balance between meeting the most critical mobility needs while making a variety of transportation options available.

### Policies, Programs, and Projects

The Mobility 2035 recommendations consist of policies, programs, and projects that reflect regional priorities and support Mobility 2035 goals. These policies, programs, and projects support the continued development and implementation of a high quality transportation system. The major expenditures for Mobility 2035 are summarized in *Exhibit 1.3* and detailed recommendations are provided throughout the document.

Mobility 2035 Expenditures	
Infrastructure Maintenance	\$27.3
Management and Operations Strategies	\$4.8
Growth, Development, and Land-use Strategies	\$3.9
Public Transportation	\$18.9
Freeway, Tollway, HOV/Managed Lane, and Arterial System	\$46.2
<b>Total (Actual \$, Billions)</b>	<b>\$101.1</b>

*Exhibit 1.3: Mobility 2035 Major Expenditures*

### Public Involvement

Public participation is essential to any planning process. During the development of Mobility 2035, a number of techniques were used to educate and involve the public. Soliciting feedback from and educating North Central Texas residents through public workshops, public meetings, community events, presentations, surveys, and print and digital media was essential to developing a long-range transportation plan that widely supports the region’s priorities. Outreach began in December 2009 and continued through all phases of MTP development.

### Summary

Mobility 2035 is the product of a comprehensive, cooperative, and continuous planning effort. The recommendations seek to meet the transportation demands of the estimated 9.8 million people that will call North Central Texas home by 2035. The Regional Transportation Council Resolution adopting Mobility 2035 and the North Central Texas Council of Governments Executive Board Resolution endorsing Mobility 2035 are included in Appendix H.