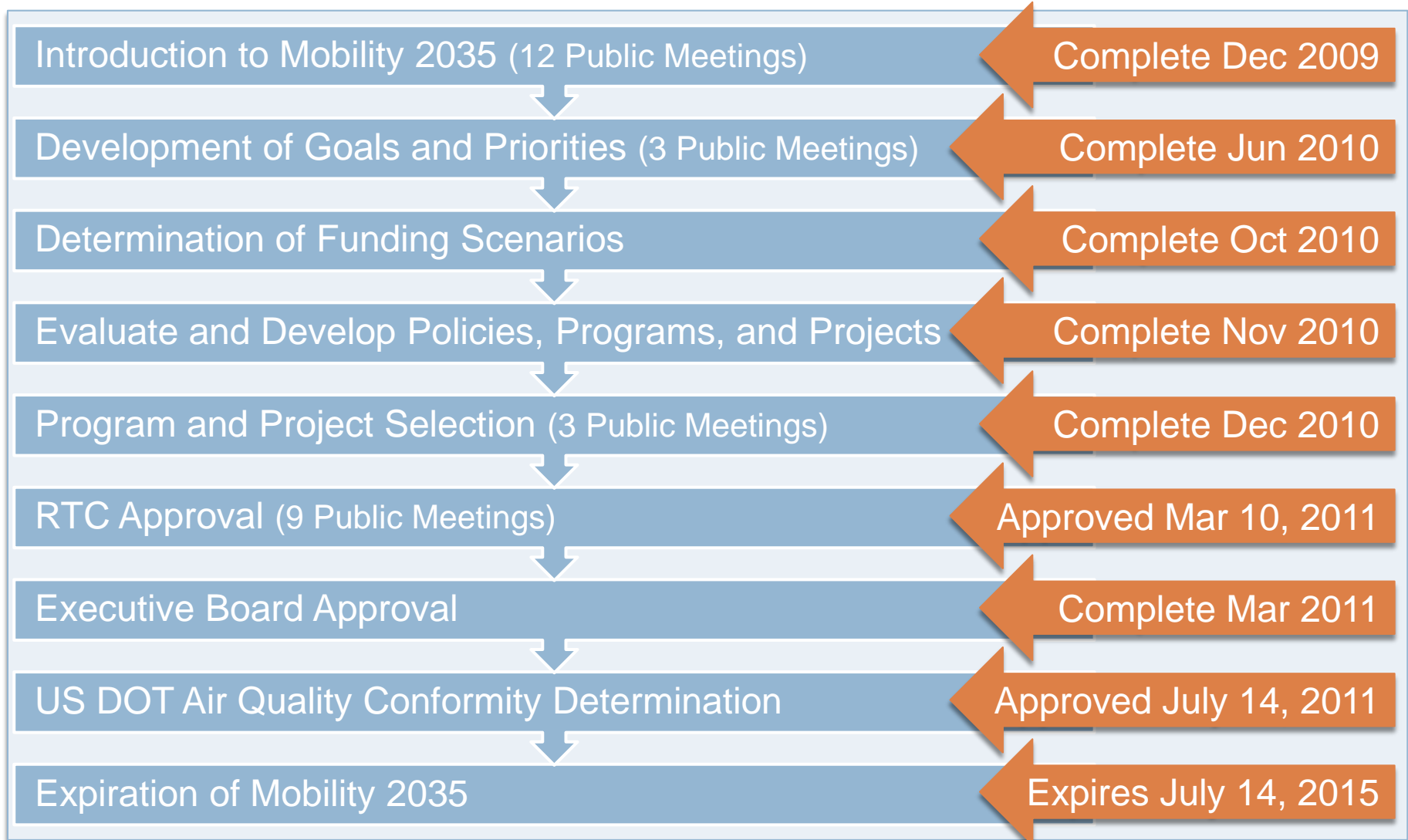


**MOBILITY 2035: THE METROPOLITAN
TRANSPORTATION PLAN
FOR NORTH CENTRAL TEXAS**

Development Process

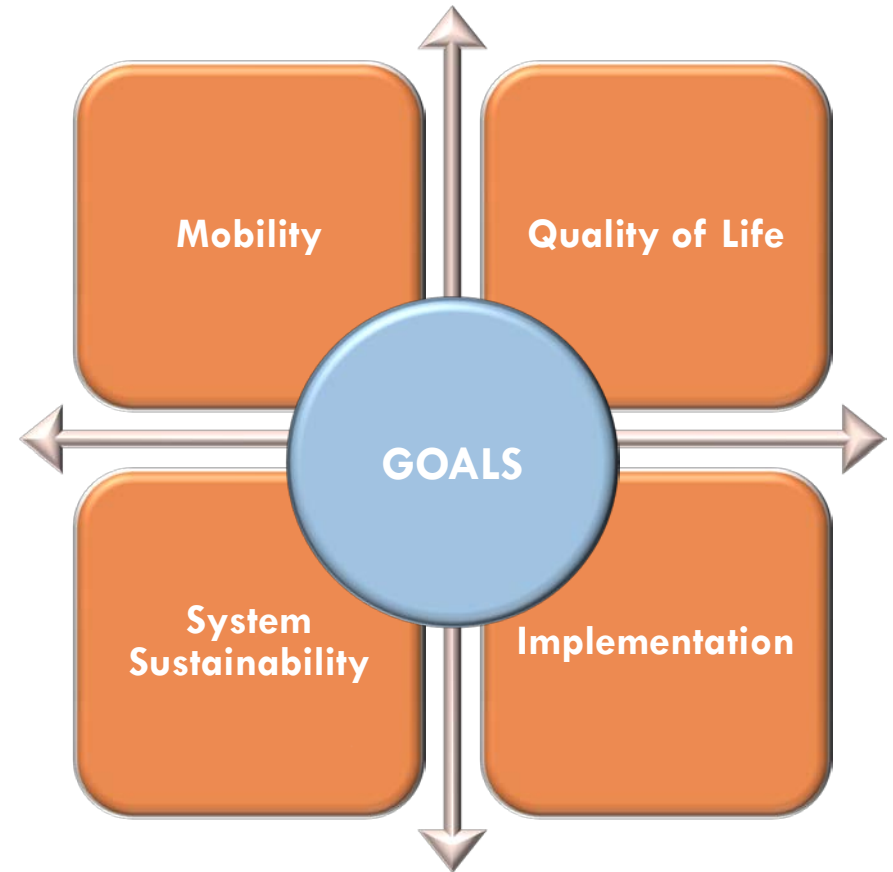
2



What is Mobility 2035?

3

- Represents a Blueprint for a Multimodal Transportation System
- Responds to Goals
- Identifies Policies, Programs, and Projects for Continued Development
- Guides Expenditures of Federal and State Funds



Metropolitan Transportation Plan

4

Major Policy Objectives

- Needs Exceed Available Revenue
- Can't Build Our Way Out of Congestion
- Maximize Existing System
- Use Sustainable Development Strategies to:
 - Reduce demand on transportation system
 - Provide multimodal options
- Emphasis on Environmental Aspects and Quality of Life Issues of Programs and Projects
- Invest Strategically in Infrastructure

Prioritization of Improvements

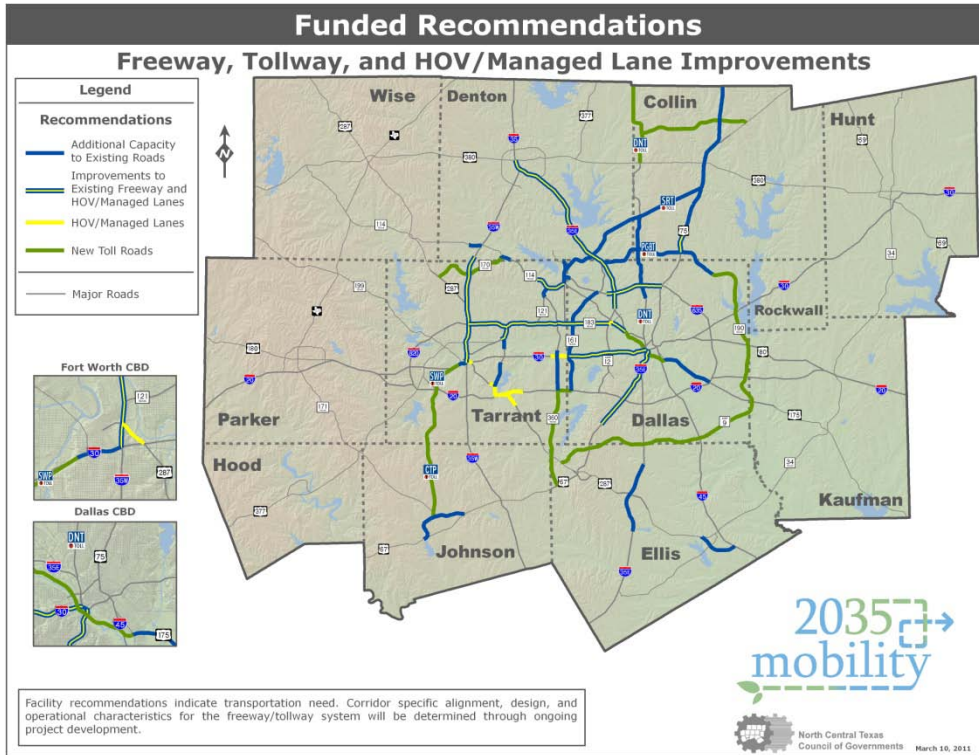
5

Maximize Existing System	Infrastructure Maintenance <ul style="list-style-type: none"> Maintain & Operate Existing Facilities Bridge Replacements 	\$27.3
	Management and Operations <ul style="list-style-type: none"> Improve Efficiency & Remove Trips from System Traffic Signals and Bicycle & Pedestrian Improvements 	\$4.8
	Growth, Development, and Land Use Strategies More Efficient Land Use & Transportation Balance	\$3.9
Strategic Infrastructure Investment	Rail and Bus Induce Switch to Transit	\$18.9
	HOV/Managed Lanes Increase Auto Occupancy	\$46.2
	Freeways/Tollways and Arterials Additional Vehicle Capacity	

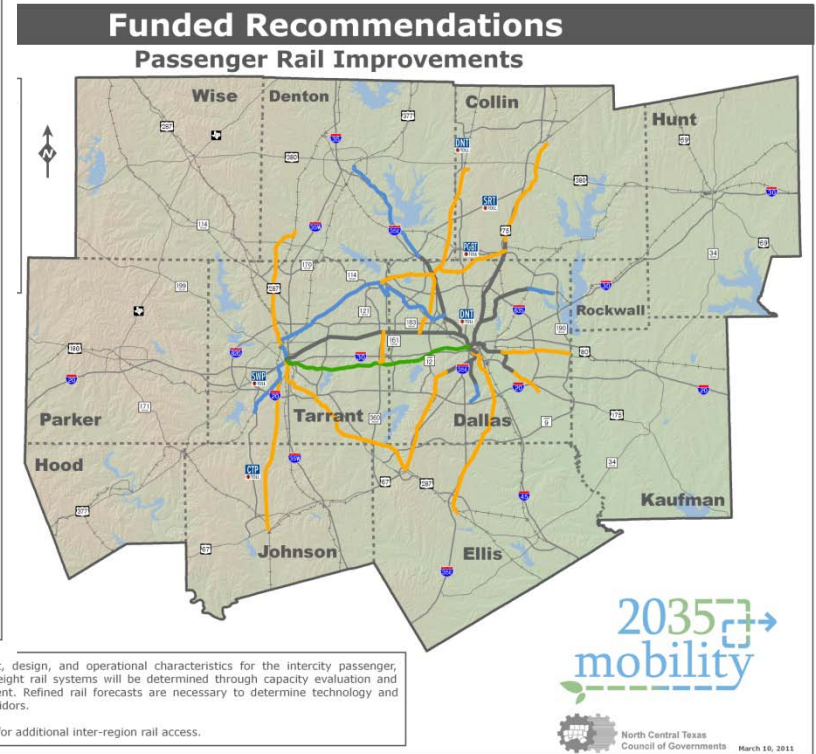
Mobility 2035 Expenditures Actual \$, billions)

\$101.1

Mobility 2035 Recommendations Maps



www.nctcog.org/trans/mtp/2035

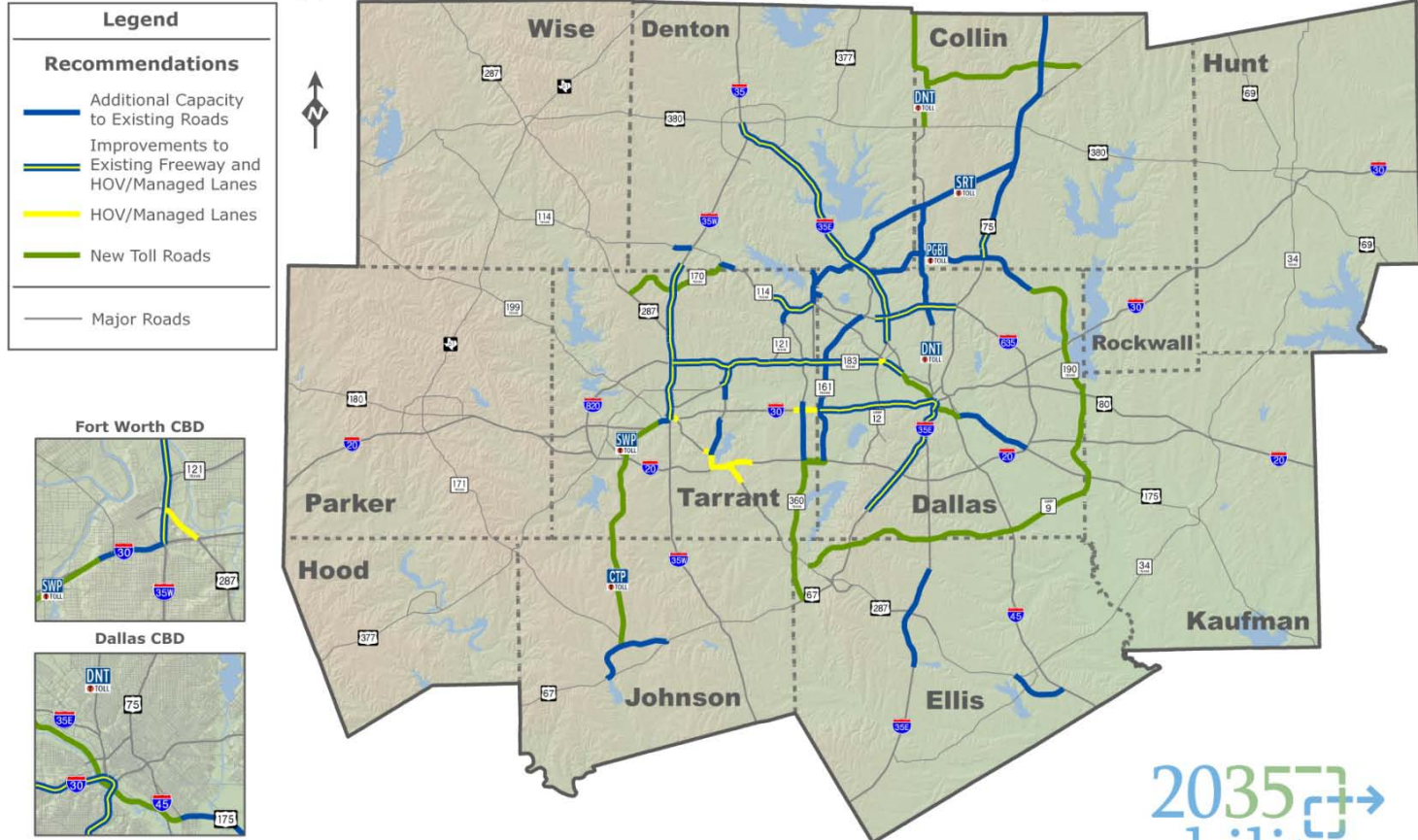


Corridor specific alignment, design, and operational characteristics for the intercity passenger, regional passenger, and freight rail systems will be determined through capacity evaluation and ongoing project development. Refined rail forecasts are necessary to determine technology and alignment in future rail corridors.

*See High Speed Rail map for additional inter-region rail access.

Funded Recommendations

Freeway, Tollway, and HOV/Managed Lane Improvements



Facility recommendations indicate transportation need. Corridor specific alignment, design, and operational characteristics for the freeway/tollway system will be determined through ongoing project development.

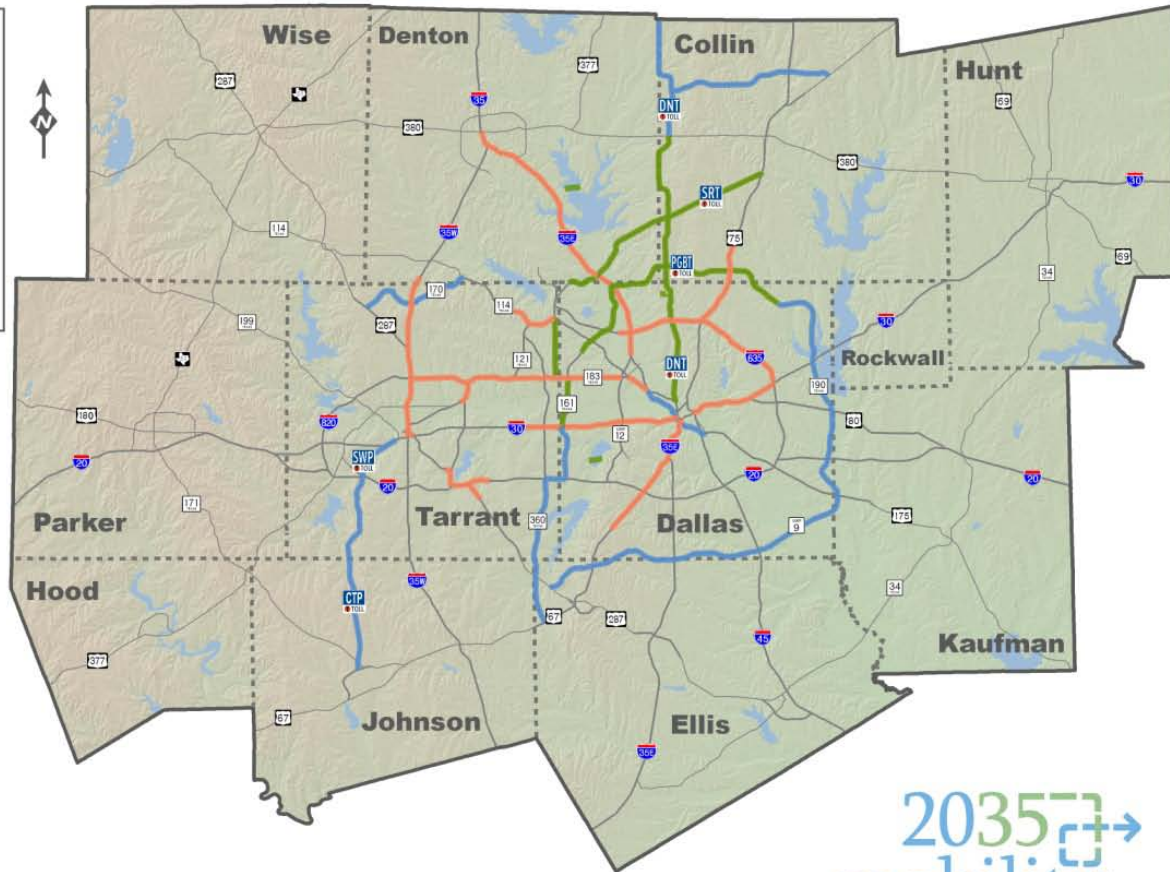
Priced Facilities

Legend

Priced Facilities

- Future HOV/Managed Facilities
- Existing Toll Roads
- Future Toll Roads

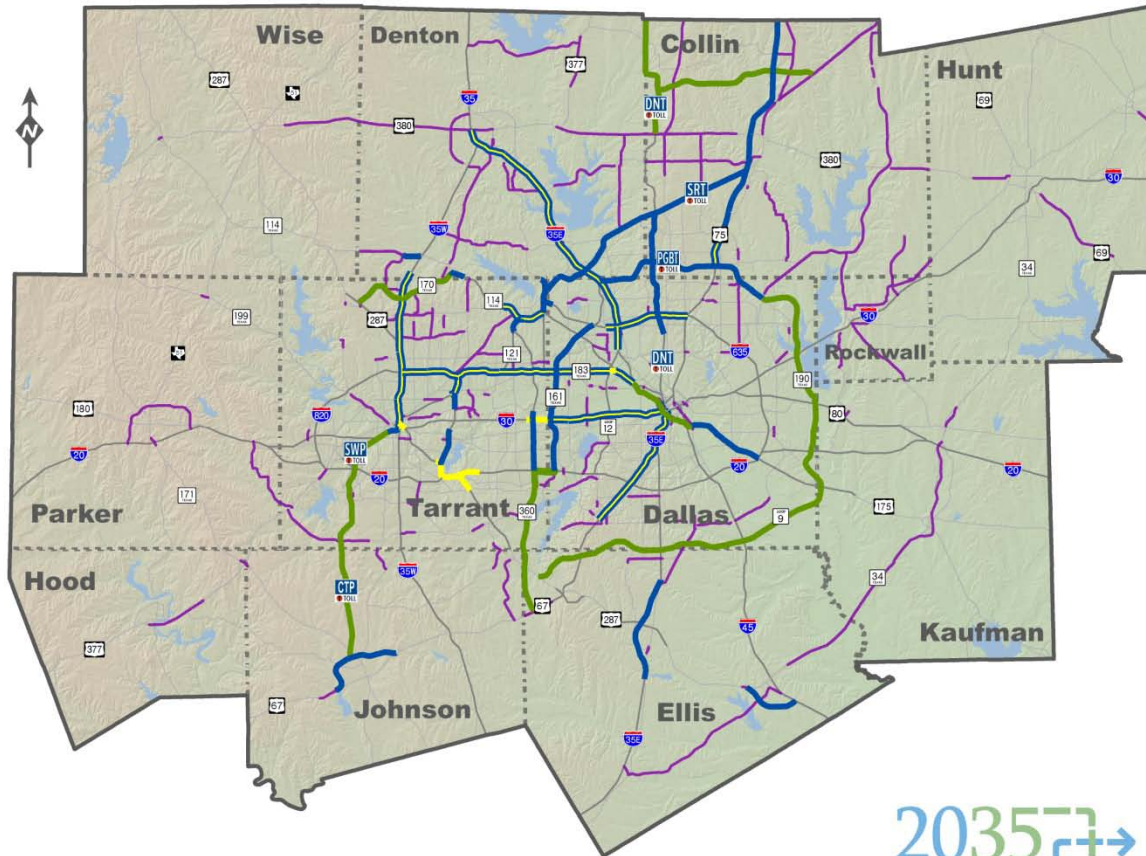
— Major Roads



Facility recommendations indicate transportation need. Corridor specific alignment, design, and operational characteristics for the freeway/tollway system will be determined through ongoing project development. Tolls are/will be charged on new capacity only and will include HOV incentives. Existing lanes in corridors remain free.

Funded Roadway Recommendations

Legend	
Recommendations	
	Additional Capacity to Existing Roads
	Improvements to Existing Freeway and HOV/Managed Lanes
	HOV/Managed Lanes
	New Tollways
	Arterial Improvements
	Major Roads



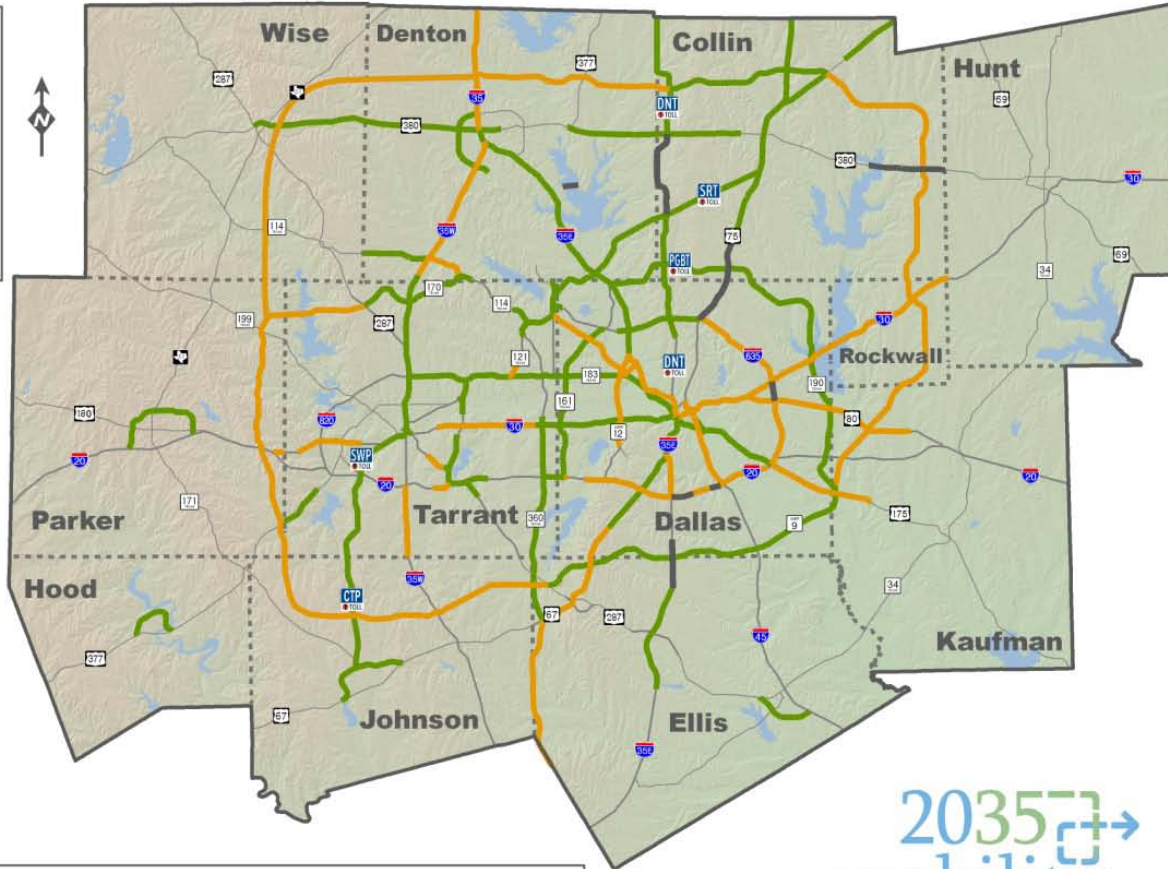
Facility recommendations indicate transportation need. Corridor specific alignment, design, and operational characteristics for the freeway/tollway system will be determined through ongoing project development. Regionally Significant Arterials provide necessary transportation support to the freeway/tollway system and access to and from local land uses.



Roadway Vision Considerations

Legend

-  Completed Projects
-  Mobility 2035 Recommendations
-  Corridors for Future Evaluation*
-  Major Roads



Facility recommendations indicate transportation need. Corridor specific alignment, design, and operational characteristics for the freeway/tollway system will be determined through ongoing project development.

*Projects represent additional transportation needs above and beyond those of the financially constrained recommendations of Mobility 2035.

Mobility 2035 Recommendations

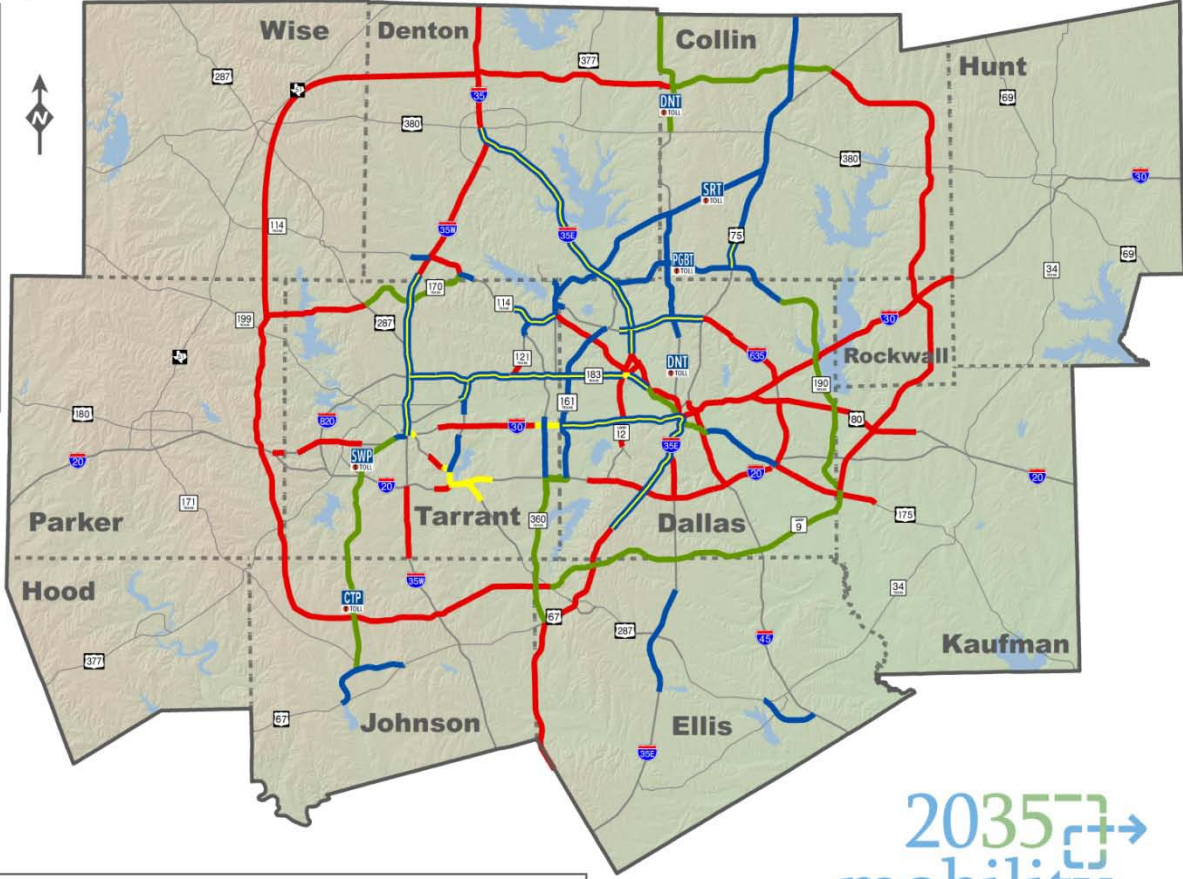
Freeway, Tollway, and HOV/Managed Lane Improvements

Legend

Recommendations

- Additional Capacity to Existing Roads
- Improvements to Existing Freeway and HOV/Managed Lanes
- HOV/Managed Lanes
- New Toll Roads

- Deferred Projects*
- Major Roads



Fort Worth CBD



Dallas CBD




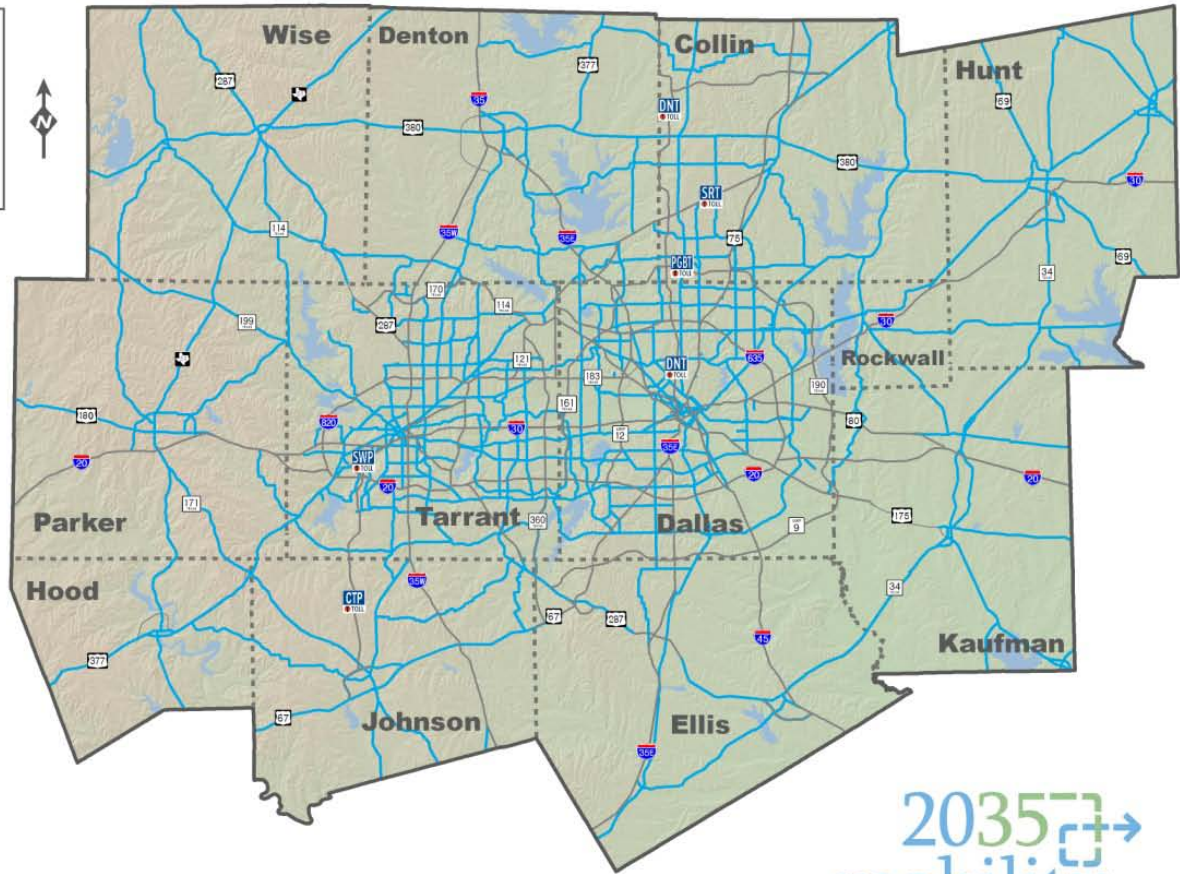
Facility recommendations indicate transportation need. Corridor specific alignment, design, and operational characteristics for the freeway/tollway system will be determined through ongoing project development.

*Major roadway projects identified in previous metropolitan transportation plans but not included in the financially constrained recommendations of Mobility 2035.



Designated Regionally Significant Arterials

Legend	
	Regionally Significant Arterials
	Major Roads



Regionally Significant Arterials provide necessary transportation support to the freeway/tollway system and also provides access to and from local land uses.

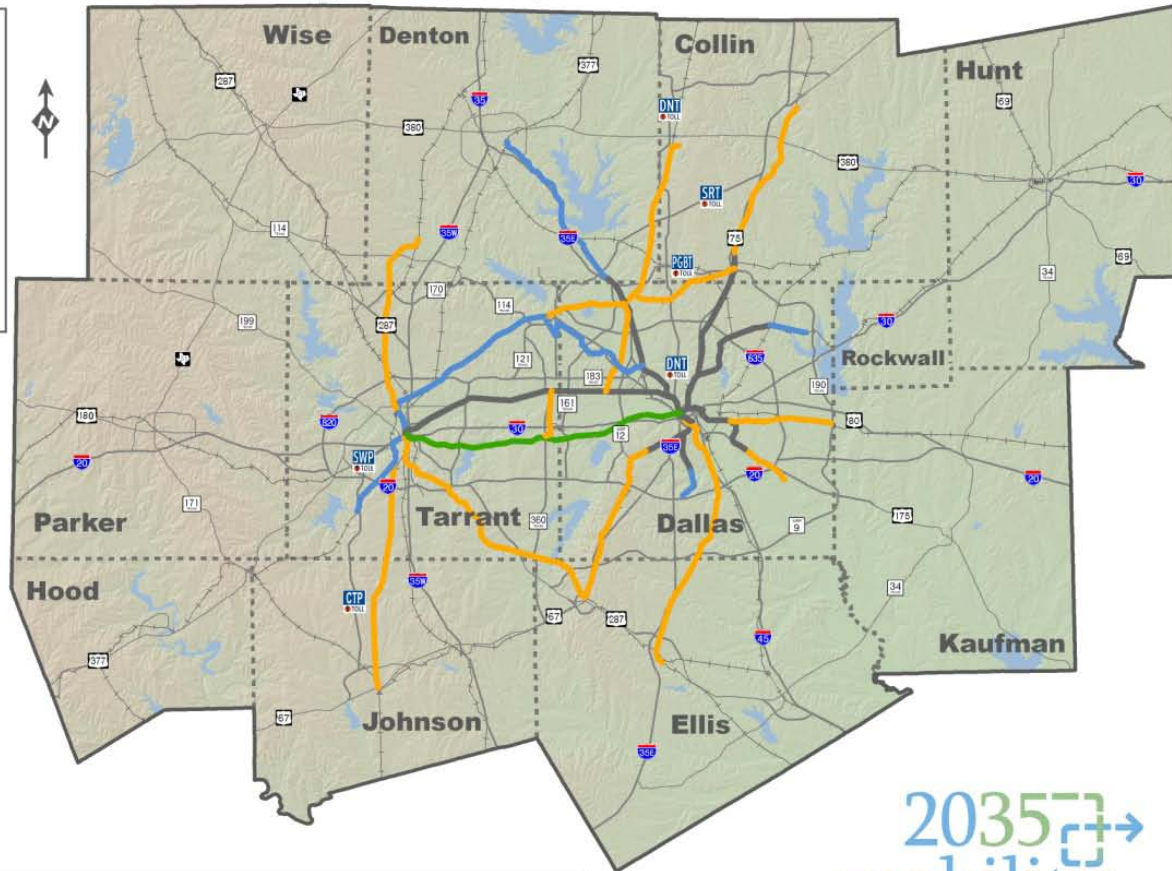
Funded Recommendations Passenger Rail Improvements

Legend

Funding Sources

- Public
- Public and Private
- HSR/Regional Rail Integrated Corridor*
- Completed Projects

Rail Lines



Corridor specific alignment, design, and operational 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.

*See High Speed Rail map for additional inter-region rail access.

Rail Vision Considerations

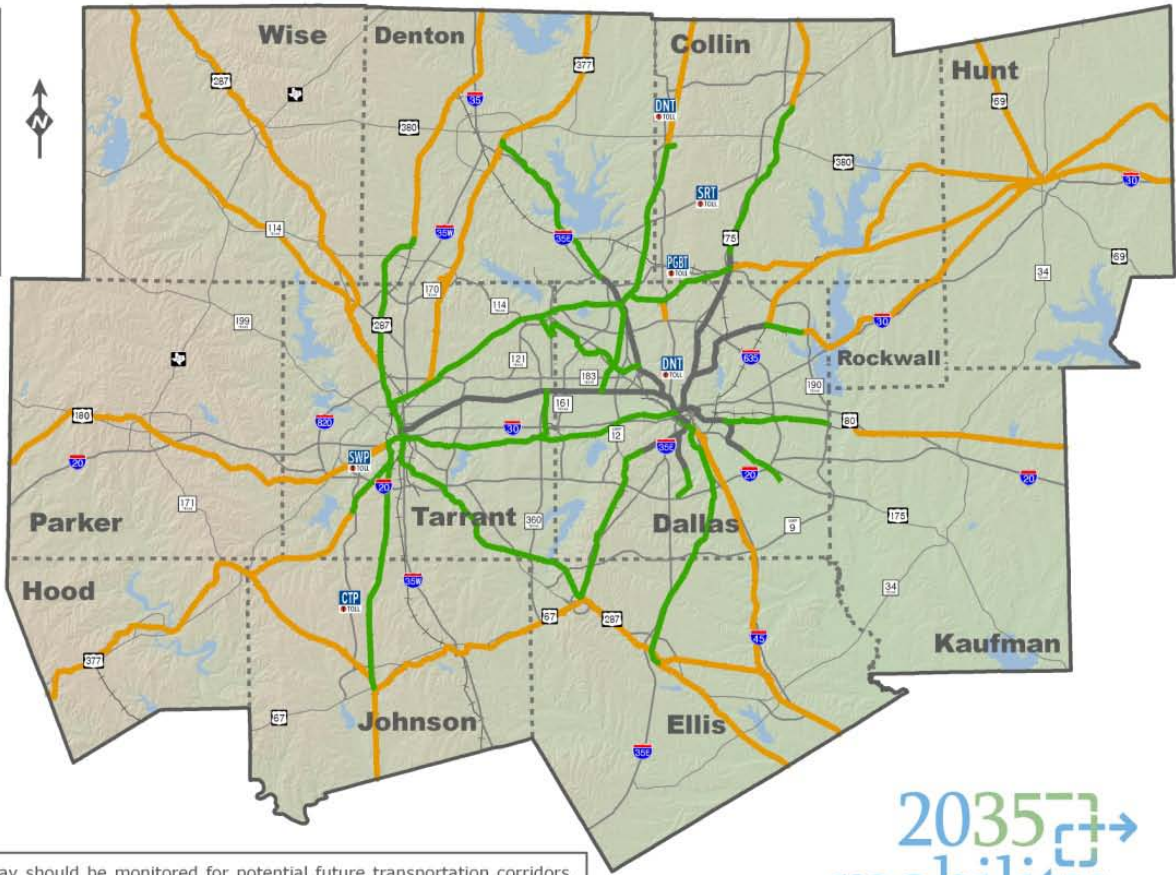
Legend

-  Completed Projects
-  Mobility 2035 Recommendations
-  Corridors for Future Evaluation*
-  Rail Lines

Fort Worth CBD



Dallas CBD

All existing railroad rights-of-way should be monitored for potential future transportation corridors. Facility recommendations indicate transportation need. Corridor specific alignment, design and operational characteristics for the rail system will be determined through ongoing project development.

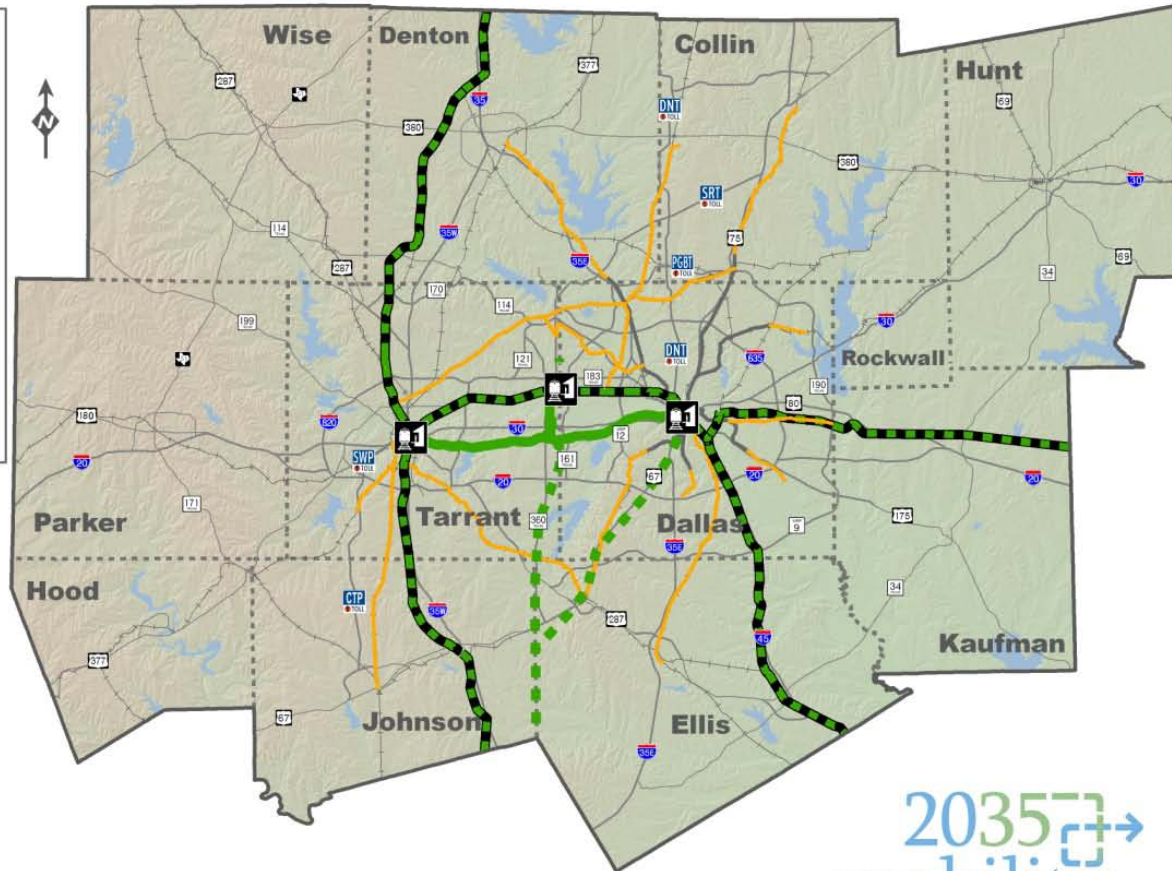
*Projects represent additional transportation needs above and beyond those of the financially constrained recommendations of Mobility 2035.

High/Higher Speed Passenger Rail Recommendations

Legend

Funding Sources

- High Speed Rail Access
- Passenger Rail Recommendations
- HSR/Regional Rail Integrated Corridor
- High Speed Rail
- High Speed Rail (Grade Separated, 110-150+ mph) or Higher Speed Rail (At Grade, 79-110 mph)
- Completed Rail Projects
- Rail Lines
- Major Roads



Corridor specific alignment, design, and operational 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.

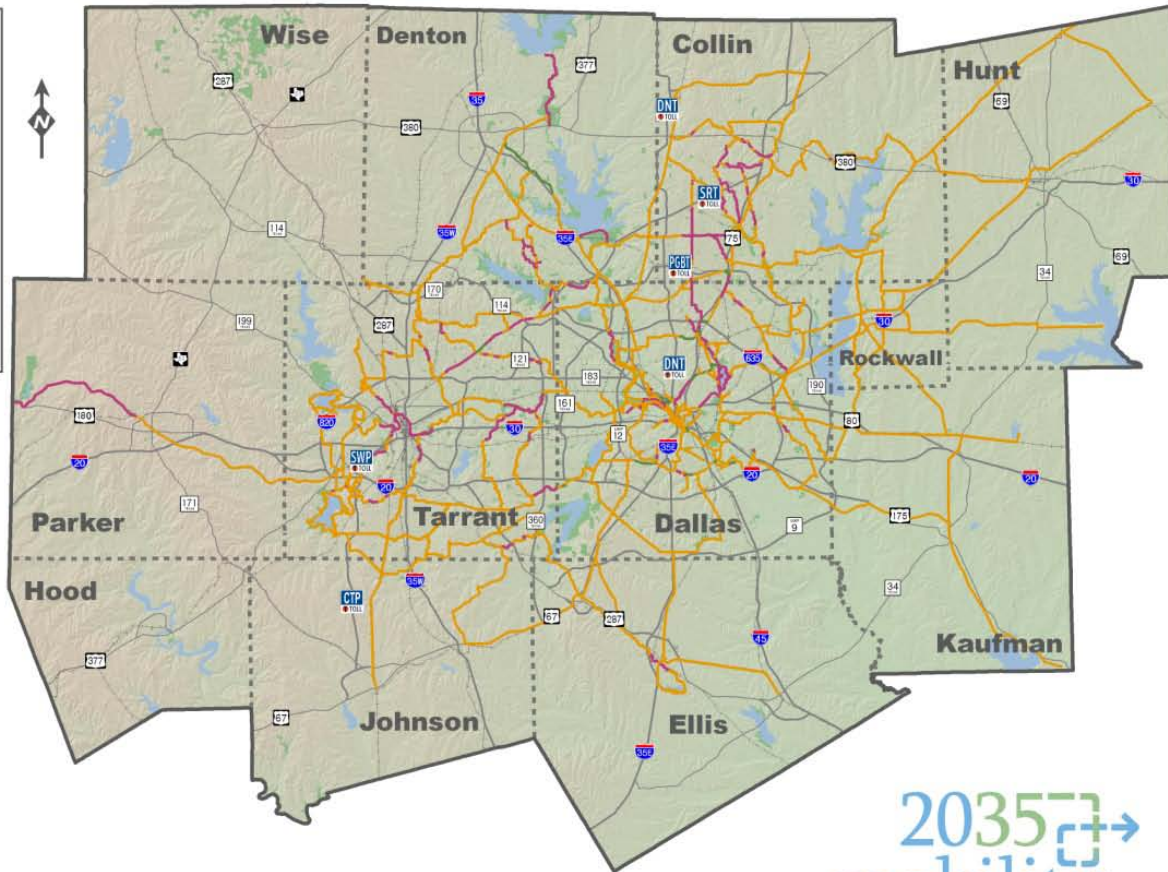
Bicycle and Pedestrian Off-street Facilities

Legend

Regional Veloweb

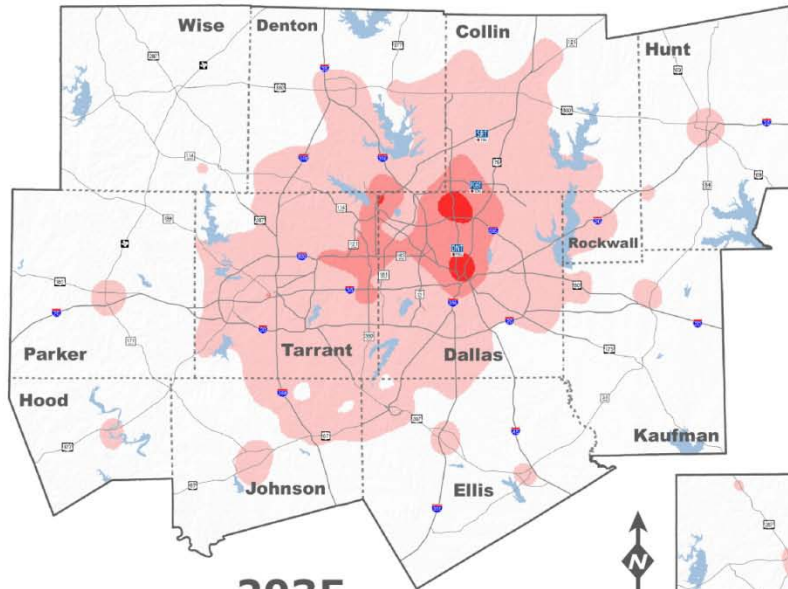
- Existing
- Funded
- Planned

- Major Roads
- + + + + Rail Lines
- Parks

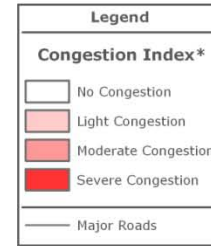


Facility recommendations indicate transportation need. Corridor specific alignment, design, and operational characteristics for the Regional Veloweb system will be determined through ongoing project development.

Levels of Congestion

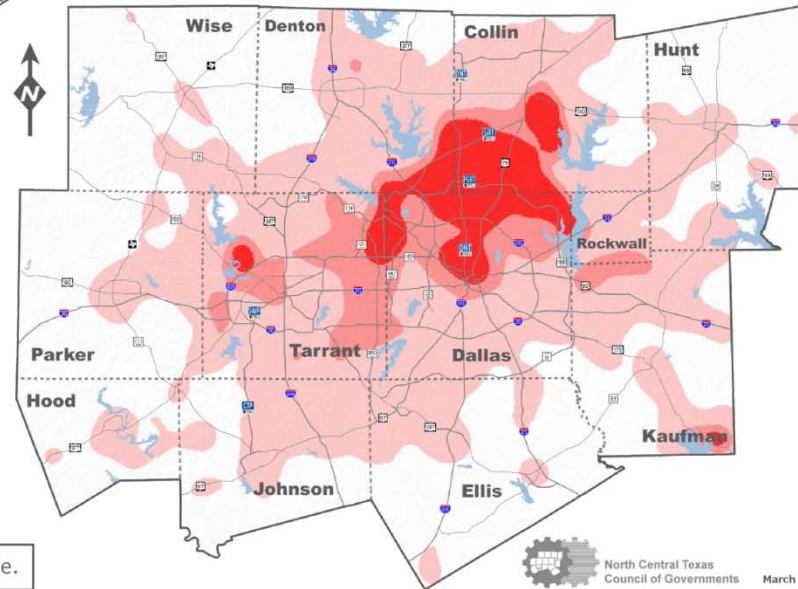


2012
 < Congestion Levels
 Cost of Congestion: \$4.5 billion



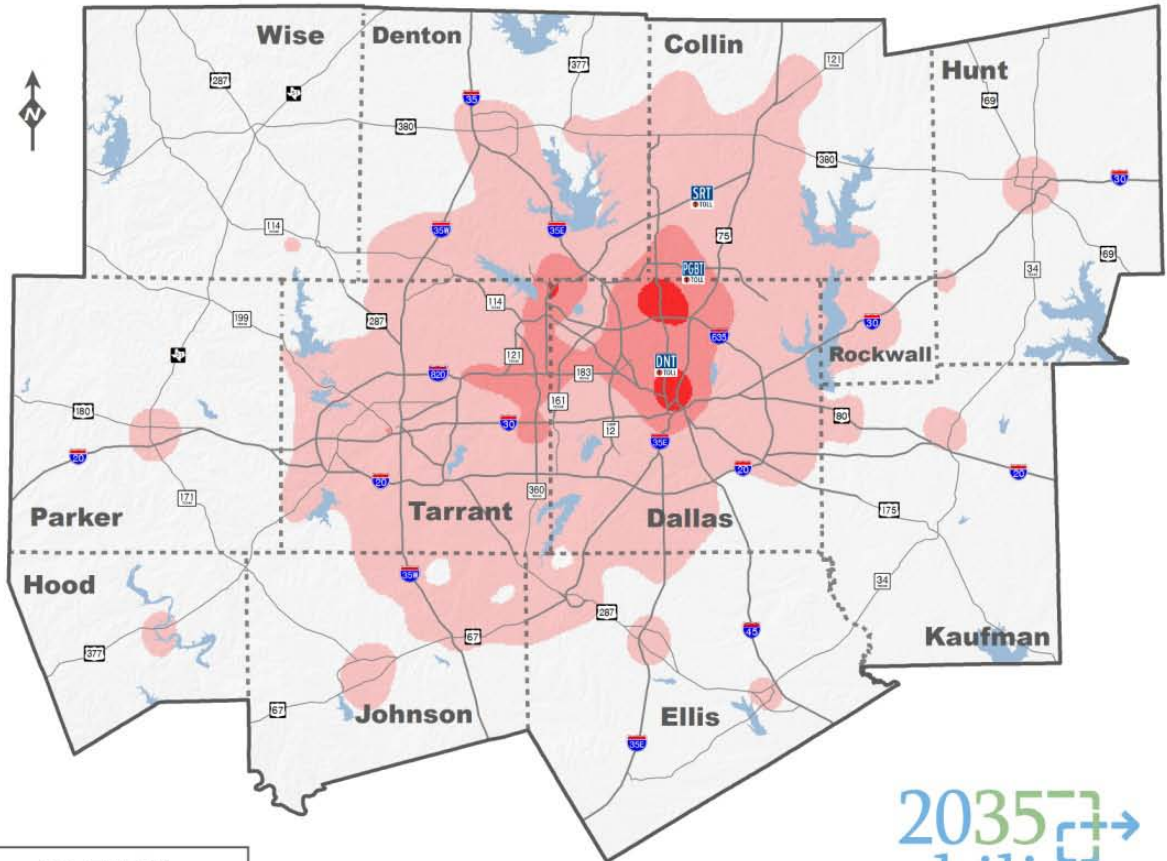
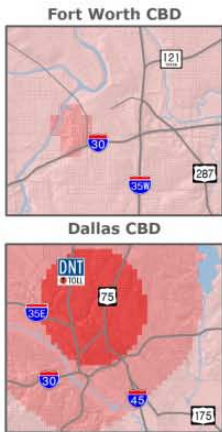
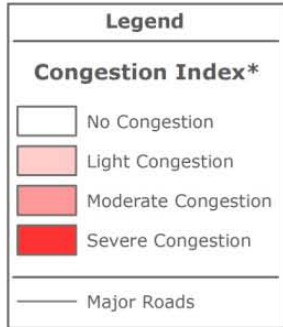
2035
 Congestion Levels >

Cost of Congestion: \$10.1 billion



*Congestion Index is based on a percent increase in travel time.

Levels of Congestion: 2012

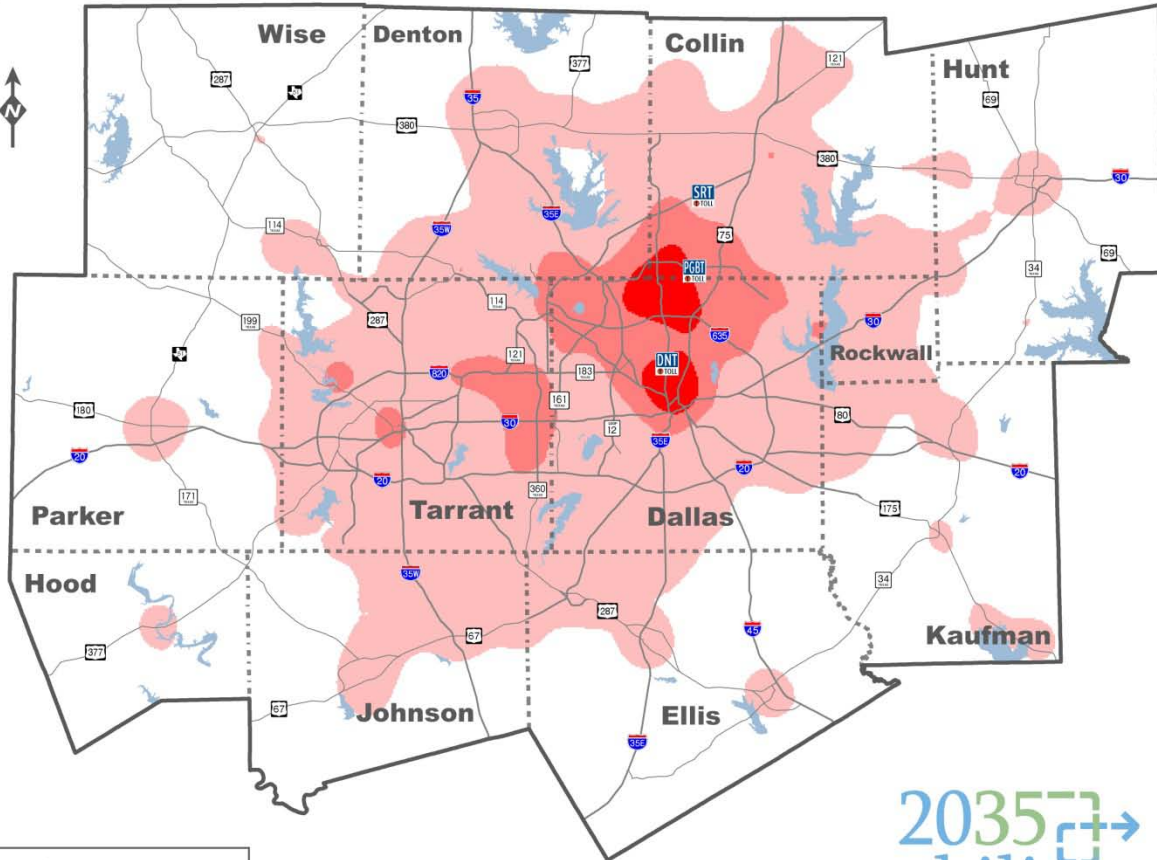
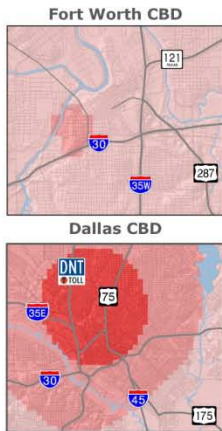


Cost of Congestion: \$4.5 billion

*Congestion Index is based on a percent increase in travel time.



Levels of Congestion: 2020

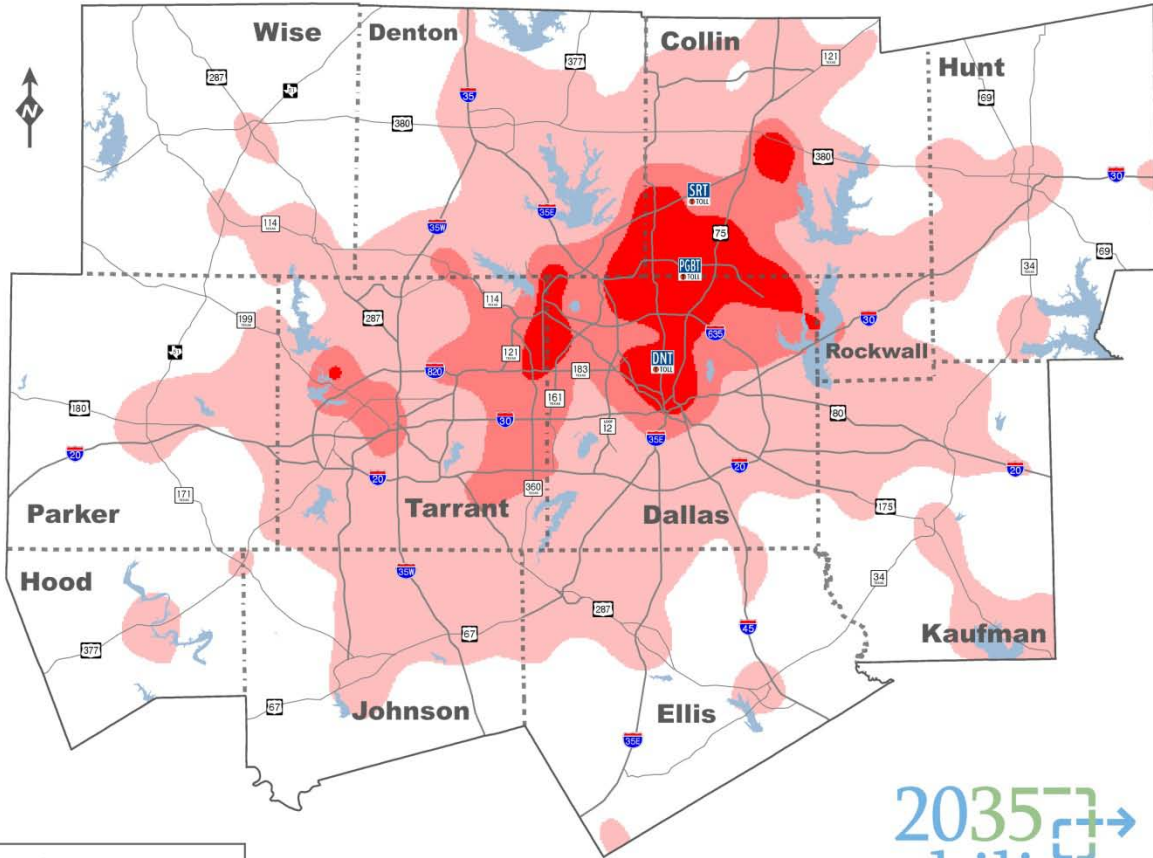
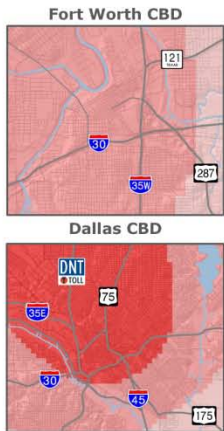


Cost of Congestion: \$5.9 billion

*Congestion Index is based on a percent increase in travel time.



Levels of Congestion: 2030

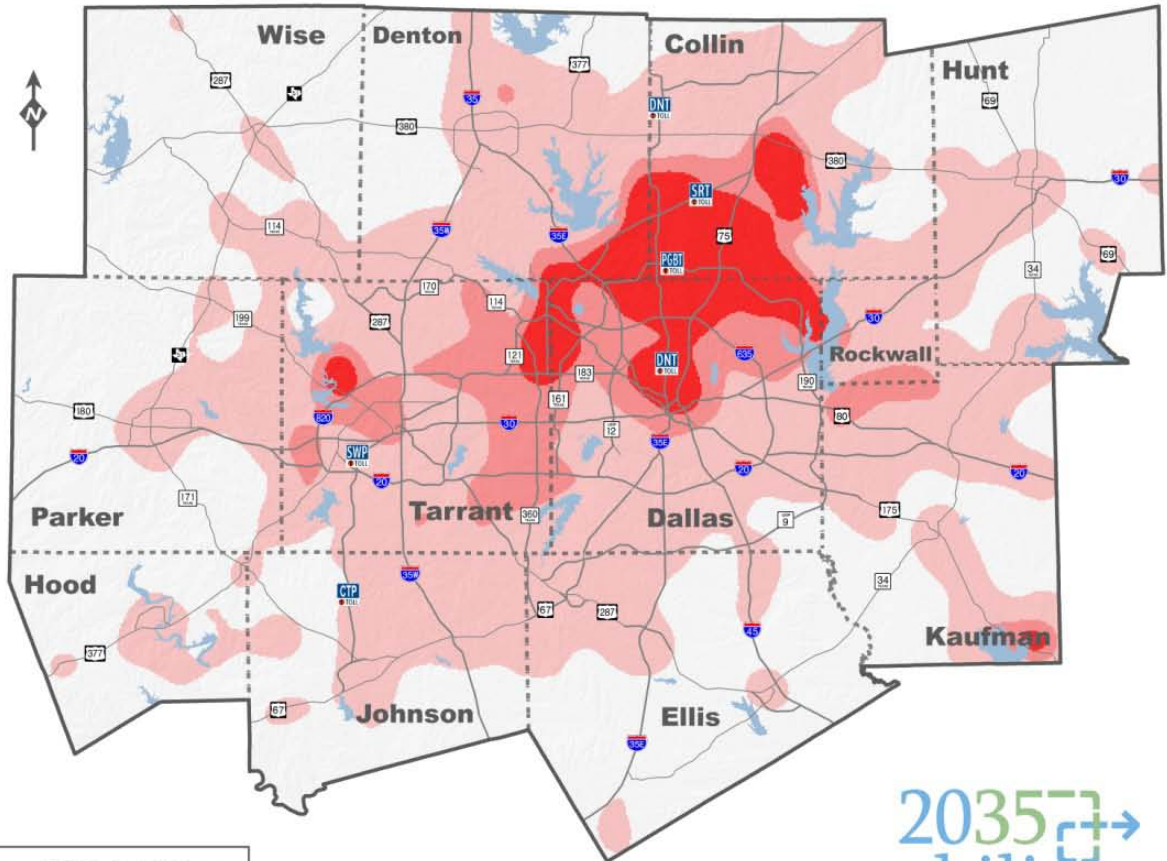
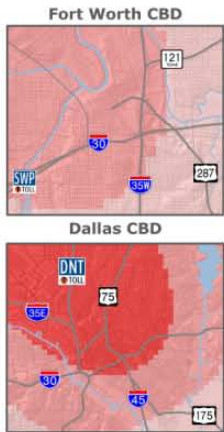


Cost of Congestion: \$8.3 billion

*Congestion Index is based on a percent increase in travel time.



Levels of Congestion: 2035







Cost of Congestion: \$10.1 billion

*Congestion Index is based on a percent increase in travel time.

Levels of Congestion: 2035 No-build

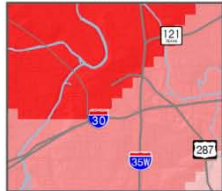
Legend

Congestion Index*

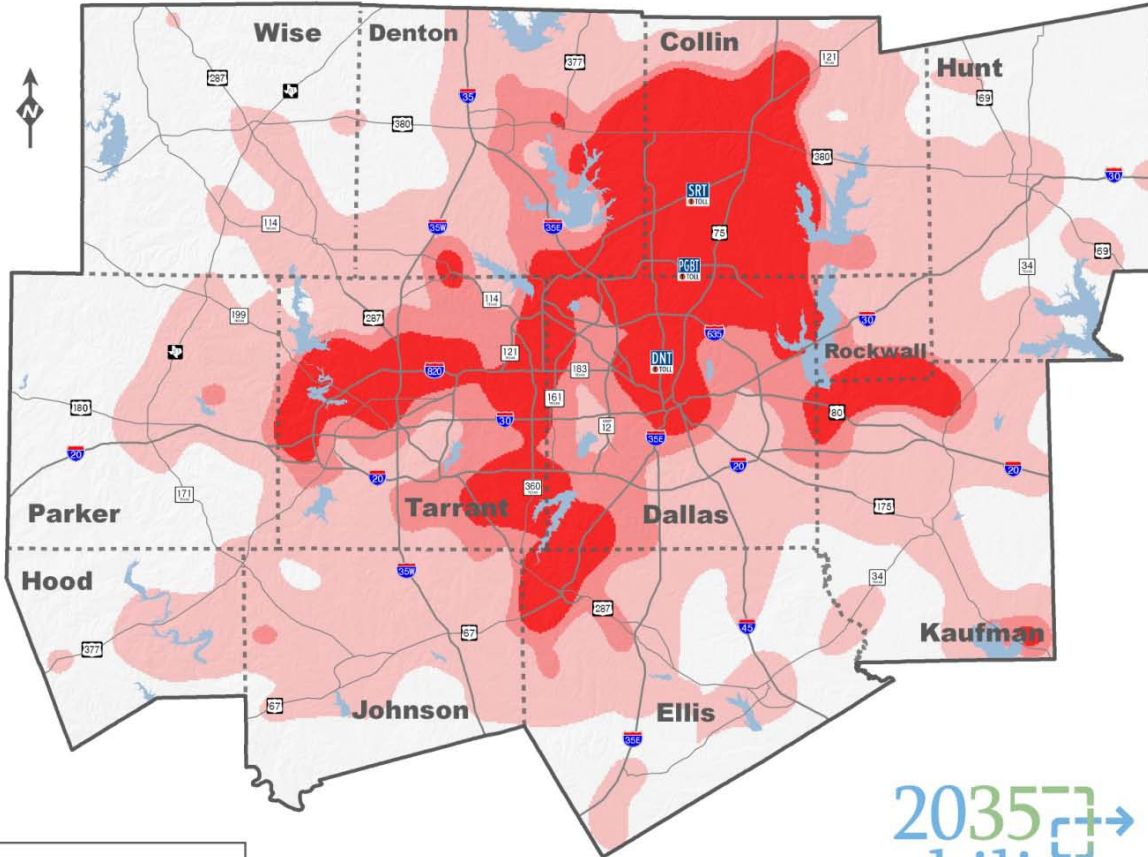
-  No Congestion
-  Light Congestion
-  Moderate Congestion
-  Severe Congestion

— Major Roads

Fort Worth CBD



Dallas CBD

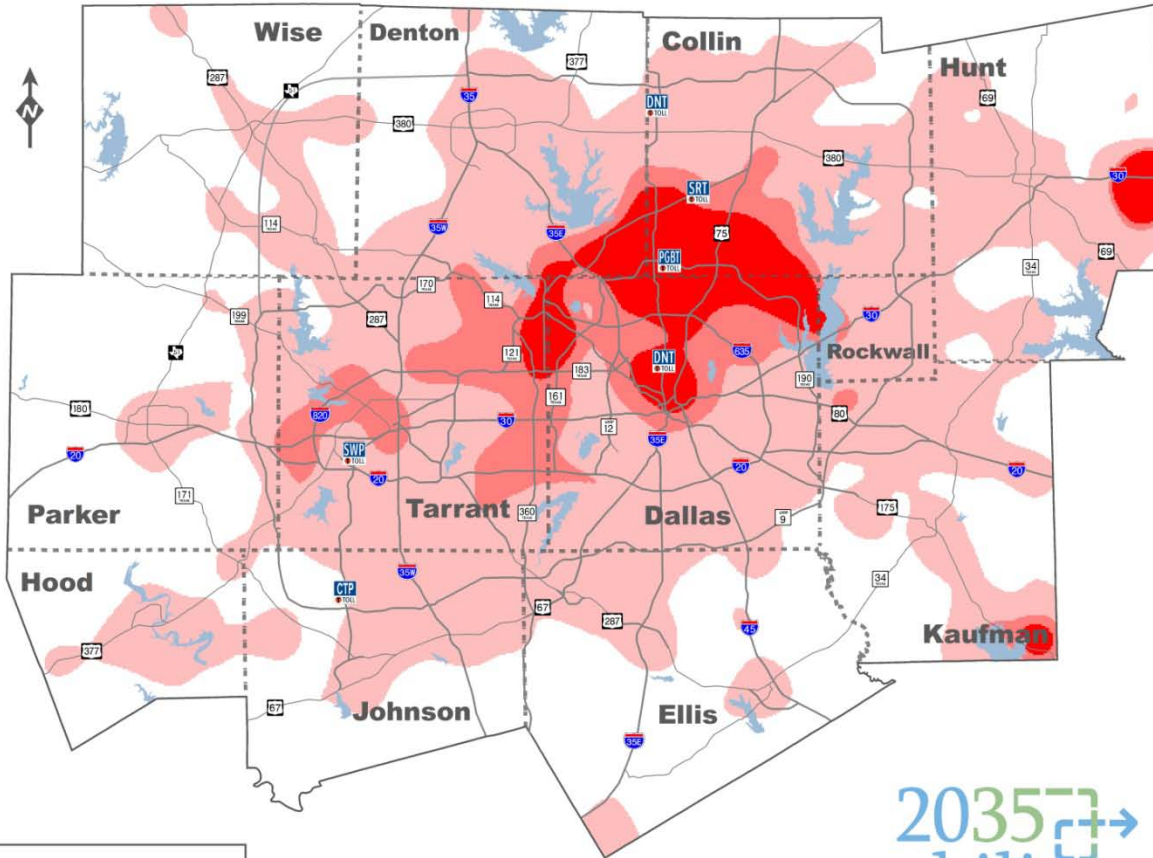
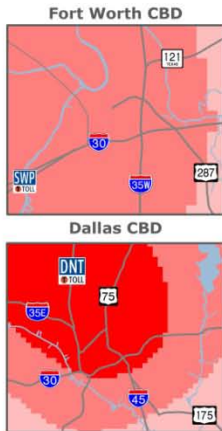


Cost of Congestion: \$12.1 billion

*Congestion Index is based on a percent increase in travel time.



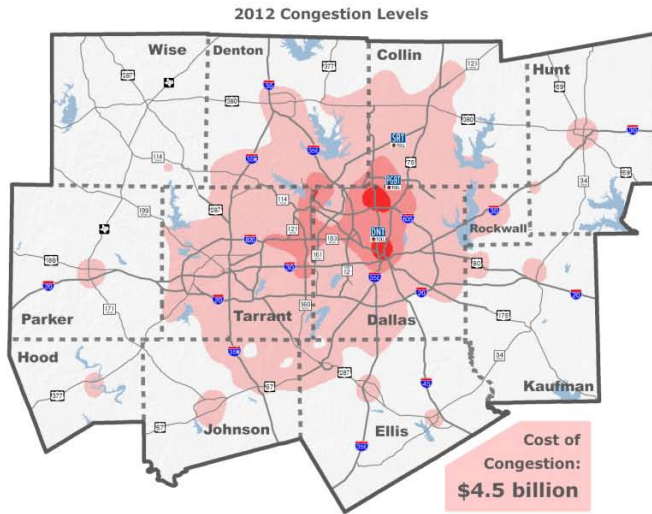
Levels of Congestion: 2035 Build-out



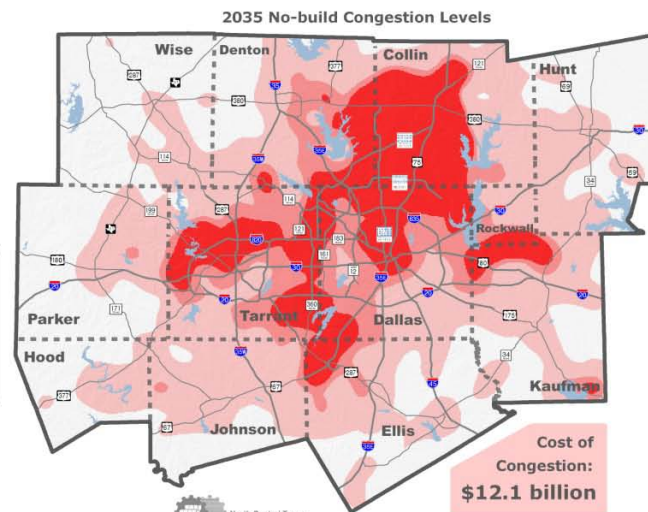
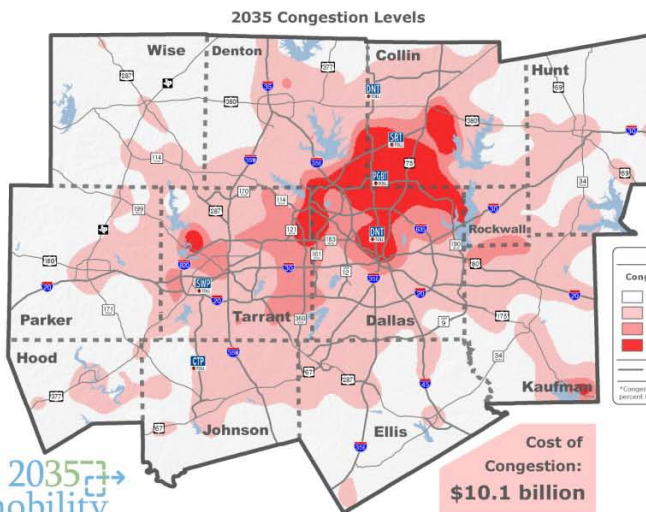
Cost of Congestion: \$9.7 billion

*Congestion Index is based on a percent increase in travel time.

Cost of Congestion



Maximize Existing System	Infrastructure Maintenance • Maintain & Operate Existing Facilities • Bridge Replacements	\$27.3
	Management and Operations • Improve Efficiency & Remove Trips from System • Traffic Signals and Bicycle & Pedestrian Improvements	\$4.8
	Growth, Development, and Land Use Strategies More Efficient Land Use & Transportation Balance	\$3.9
Strategic Infrastructure Investment	Rail and Bus Induce Switch to Transit	\$18.9
	HOV/Managed Lanes Increase Auto Occupancy	\$46.2
	Freeways/Tollways and Arterials Additional Vehicle Capacity	
Mobility 2035 Expenditures Actual \$, billions)		\$101.1



Legend

Congestion Index*

- No Congestion
- Light Congestion
- Moderate Congestion
- Severe Congestion

Major Roads

*Congestion Index is based on a percent increase in travel time.

Regional Performance Measures

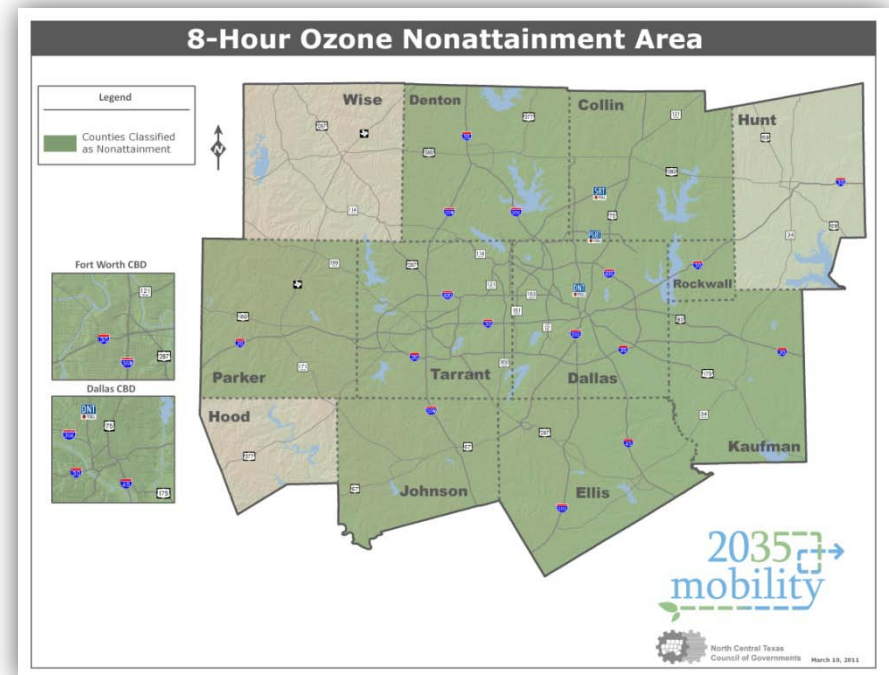
25

Regional Performance Measures	2012	2035	No-build
Population	6,651,887	9,833,378	9,833,378
Employment	4,210,178	6,177,016	6,177,016
Vehicle Miles of Travel (Daily)	176,461,914	279,426,796	252,669,404
Hourly Capacity (Miles)	42,353,458	50,698,448	41,938,766
Vehicle Hours Spent in Delay (Daily)	1,112,878	2,490,143	2,980,988
Increase in Travel Time Due to Congestion	31.5%	44.8%	58.1%
Annual Cost of Congestion (Billions)	\$4.5	\$10.1	\$12.1

Air Quality Conformity Analysis

26

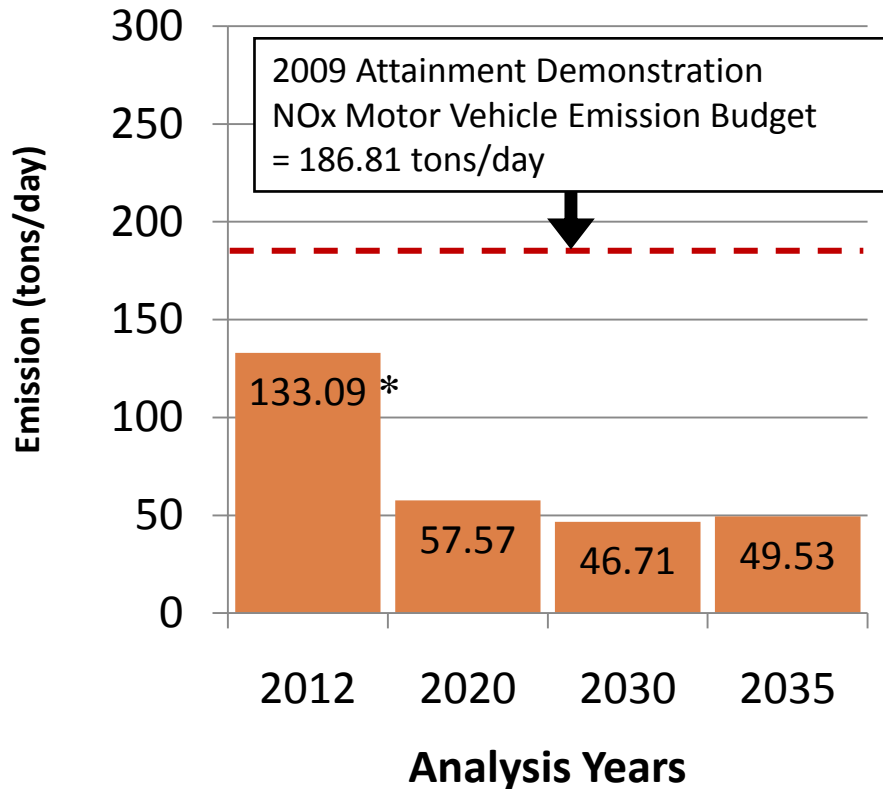
- Nine County Region is in Nonattainment for the Pollutant Ozone (Ozone = Nitrogen Oxides and Volatile Organic Compounds)
- Demonstrates that Projected Emissions from Transportation Projects are Within Emission Limits (Motor Vehicle Emissions Budgets) Established in the State Implementation Plan
- Transportation Projects that are Consistent with Air Quality Planning Goals are Eligible for Approval and Federal Funding



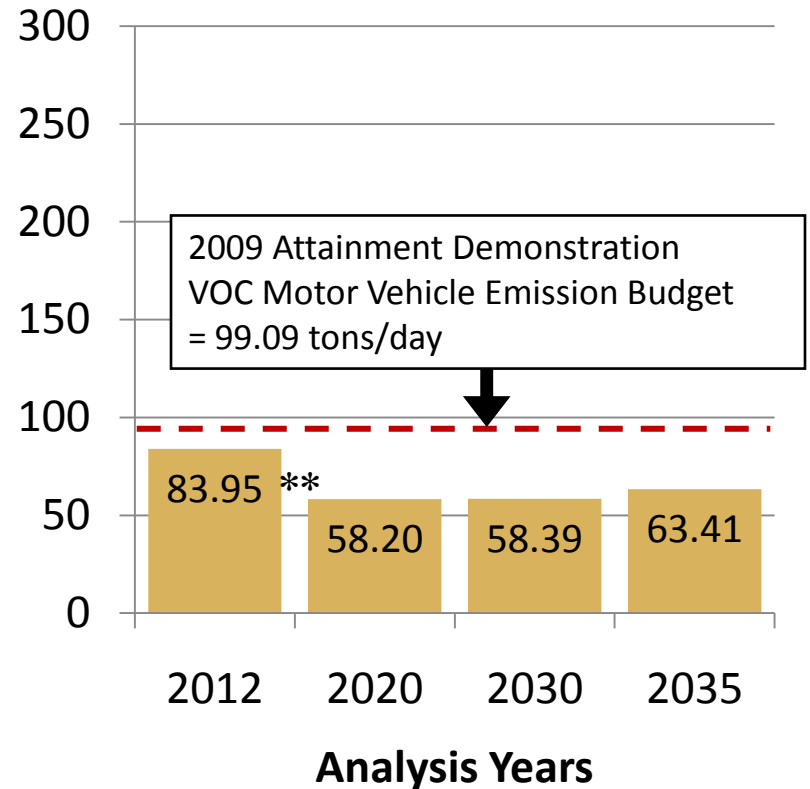
www.nctcog.org/trans/air/conformity

Air Quality Conformity Analysis

Emissions of Nitrogen Oxides (NOx)



Emissions of Volatile Organic Compounds (VOC)



*Includes reductions from RTC initiatives of 4.38 tons/day

**Includes reductions from RTC initiatives of 3.59 tons/day

For More Information

28

To find out more about Mobility 2035 and the Air Quality Conformity Analysis, visit us at:

www.nctcog.org/mobility2035

www.nctcog.org/trans/air/conformity

or e-mail comments and questions to: mobilityplan@nctcog.org

FACTSheet August 2011

North Central Texas Council of Governments

nctcog.org/mobility2035

Quick Take

What:

Mobility 2035: The Metropolitan Transportation Plan for North Central Texas

RTC Adopted:

March 10, 2011

Significance:

Mobility 2035 outlines \$101.1 billion in multimodal transportation solutions for the Dallas-Fort Worth metropolitan area. This long-range plan is financially constrained, which means there is expected to be enough money to fund its projects and programs.

By the Numbers:

Infrastructure Maintenance: \$27.3 billion
Management and Operations Strategies: \$4.8 billion
Growth, Development and Land-Use Strategies: \$3.9 billion
Rail and Bus Improvements: \$18.9 billion
HOV/Managed, Freeway, Tollway, and Arterial Improvements: \$46.2 billion

Mobility 2035 has a benefit-cost ratio of 1.30. Every dollar spent yields a \$1.30 benefit.

Moving People with Strategic Investments



Mobility 2035: The Metropolitan Transportation Plan for North Central Texas is the defining vision for the region's multimodal transportation system. Approved by the Regional Transportation Council in March 2011, it identifies \$101.1 billion in transportation improvements between now and 2035. These improvements seek to reduce congestion and improve air quality, which is important because the region has been designated as a nonattainment area for the pollutant ozone.

Federal regulations require metropolitan transportation plans to be financially constrained. This means Mobility 2035 is not a wish list of improvements, but instead an inventory of affordable projects and programs. To meet financial constraint, Mobility 2035 defers nearly \$45 billion worth of improvements over the life of the plan.

Never before has the region experienced such a significant gap between regional mobility needs – which are estimated to be \$395.3 billion through 2035 – and funding for improvements. This has ushered in a new era in the way the region plans for and implements transportation improvements. Mobility 2035 focuses on maximizing the existing transportation system, influencing travel behaviors and making strategic infrastructure investments.

The adoption of Mobility 2035 allows crucial programs and projects that seek to meet the region's transportation goals to move forward to implementation.

Mobility 2035 is the product of a comprehensive, cooperative and continuous planning effort. It will increase mobility, manage congestion, improve air quality and enhance quality of life for the region's residents.

Mobility 2035 Goals

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

