The Metropolitan Transportation Plan for the Dallas-Fort Worth Region

North Central Texas Council of Governments

What is the Metropolitan Transportation Plan?

- Represents a blueprint for a multimodal transportation system
- Responds to adopted goals
  - Increased/improved mobility
  - Quality of life
  - Financial/air quality
- Identifies policies, programs, and projects for continued development
- Guides expenditures for federal and state funds

MTP vs. TIP

There are two major transportation plans for the Dallas-Fort Worth Region

- The Metropolitan Transportation Plan (MTP)
  - Long range vision for region's transportation system
  - Identifies sources of revenue based upon reasonable assumptions → think "Savings Account"
- The Transportation Improvement Program (TIP)
  - Includes specific projects, programs, etc. to be funded in the near term
  - Lists specific revenue sources to fund transportation projects, programs, etc. → think "Checking Account"

The MTP and TIP are dependent on each other

Prioritization of Improvements

Air Quality Impacts *and* ***Financial Constraint*** *are Considered Throughout the Process*

Infrastructure Maintenance
Maintain & Operate Existing Facilities

+

Management & Operations
(ITS, TSM, TDM, Bike/Pedestrian)
Improve Efficiency of Existing Facilities
Remove Trips from System

+

Rail & Bus
Induce Switch to Transit

+

HOV/Managed Lanes
Increase Auto Occupancy

+

Freeway/Tollway & Arterial
Additional Vehicle Capacity

=

Mobility 2030 – 2009 Amendment

Policy Discussions

- Intermodal Planning Efforts
- System Safety
- System Security
- Alternative Land Use & Growth Scenarios

Financial Constraint Summary

The MTP is not a “wish list” of projects for the region, it must be constrained to available resources

	Mobility 2030 - 2009 Amendment (Billions, Actual Dollars)
Operations, Maintenance, Rehabilitation, Safety, Facility Reconstruction	$19.8
Transit Operations, Maintenance	$16.4
Congestion Management Process, Alternative Fuels	$3.1
Bicycle, Pedestrian, Transportation Enhancements	$2.1
Rail Capital*	$21.6
Bus, Paratransit Capital	$2.7
Regional Arterial System	$7.0
Other Arterials	$5.9
Freeway, Tollway, HOV, Managed System	$66.9
Total	**$145.5**

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 Rail North Texas/Texas Local Option Transportation Act.*

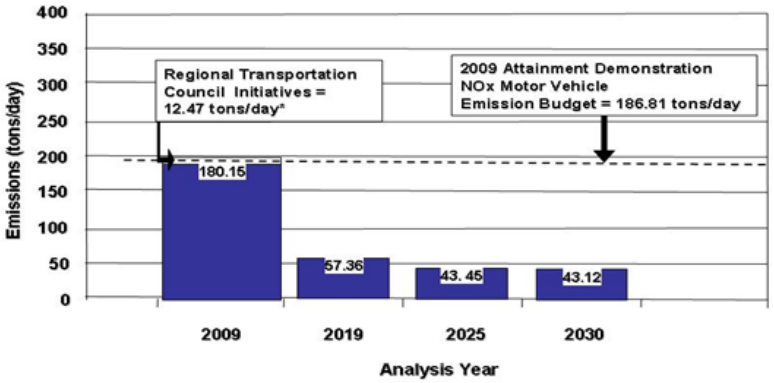
Air Quality Analysis

Mobility 2030 2009 AMENDMENT — The Metropolitan Transportation Plan

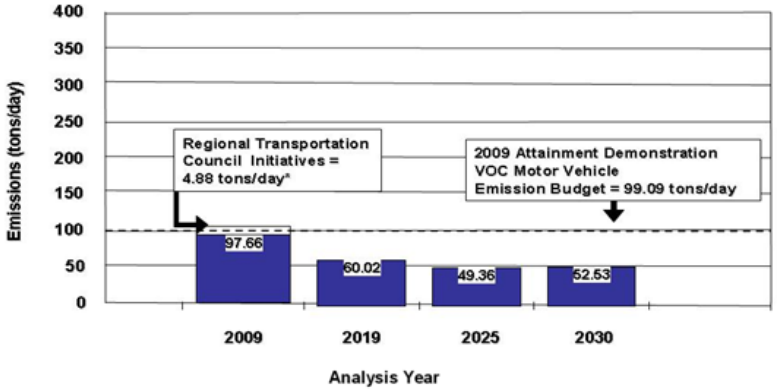
Transportation Conformity Analysis For the North Central Texas Nonattainment Area

The Metropolitan Transportation Plan anticipates a favorable Air Quality Conformity determination by the United States Department of Transportation in July 2009

EMISSIONS OF NITROGEN OXIDES (NOx)



EMISSIONS OF VOLATILE ORGANIC COMPOUNDS (VOC)



Each conformity analysis year emissions must be less than the 2009 attainment demonstration State Implementation Plan (SIP) emission budget for VOC and NOx.

Without Regional Transportation Council Initiatives in 2009 the region would not have passed Air Quality Conformity.

North Central Texas Council of Governments Transportation

April 9, 2009

Regional Air Quality Program Targets

- High-Emitting Vehicles
- Vehicle Cold Starts
- Hard Accelerations
- Excessive Idling
- High Speeds
- Low Speeds
- Diesel Engines
- High Level of Vehicle Miles Traveled

Mobility 2030 2009 AMENDMENT

The Metropolitan Transportation Plan

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

North Central Texas Council of Governments
Transportation

February 9,2009

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The Metropolitan Transportation Plan

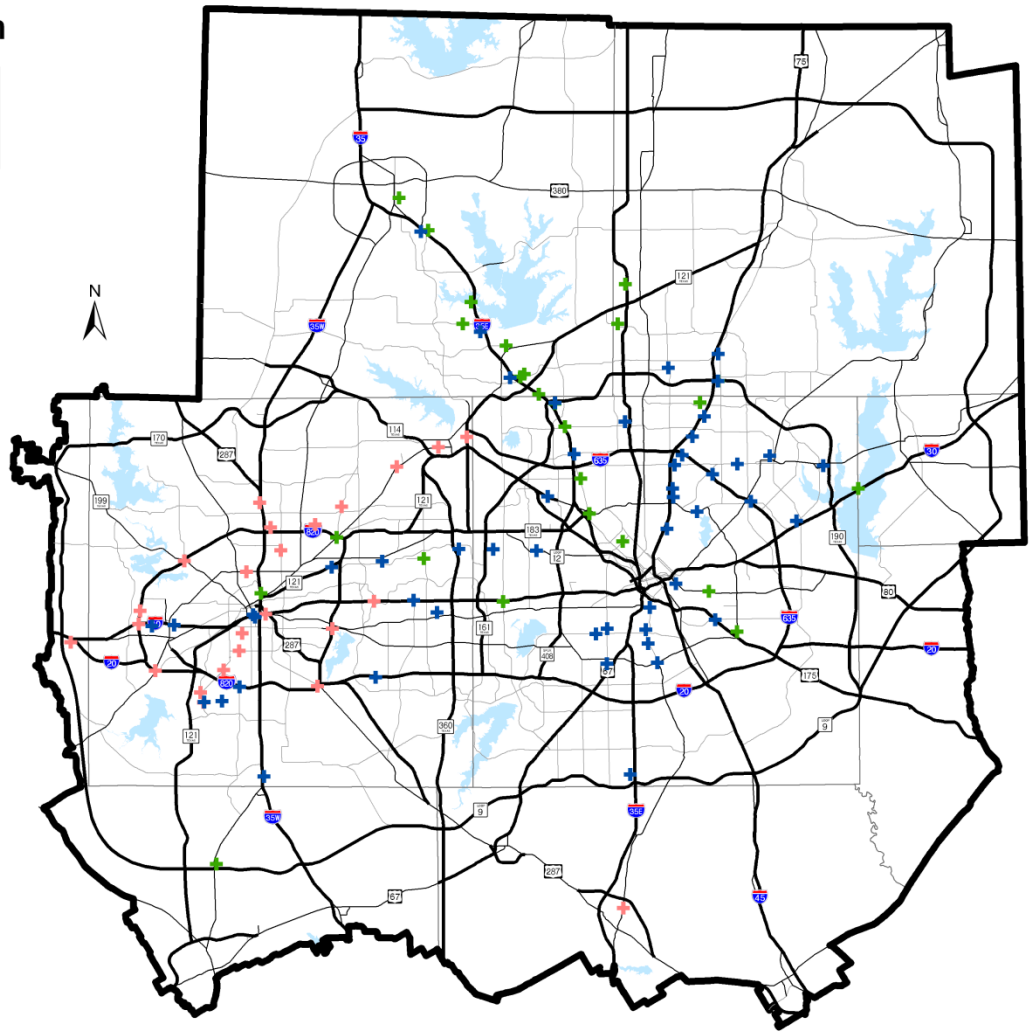
Park-and-Ride Locations Existing, Planned and

Legend

- Existing Park-and-Ride Locations
- Planned Park-and-Ride Locations
- Candidate Park-and-Ride Locations
- Freeways / Tollways
- Highways
- Regional Arterials

Fort Worth CBD

Dallas CBD



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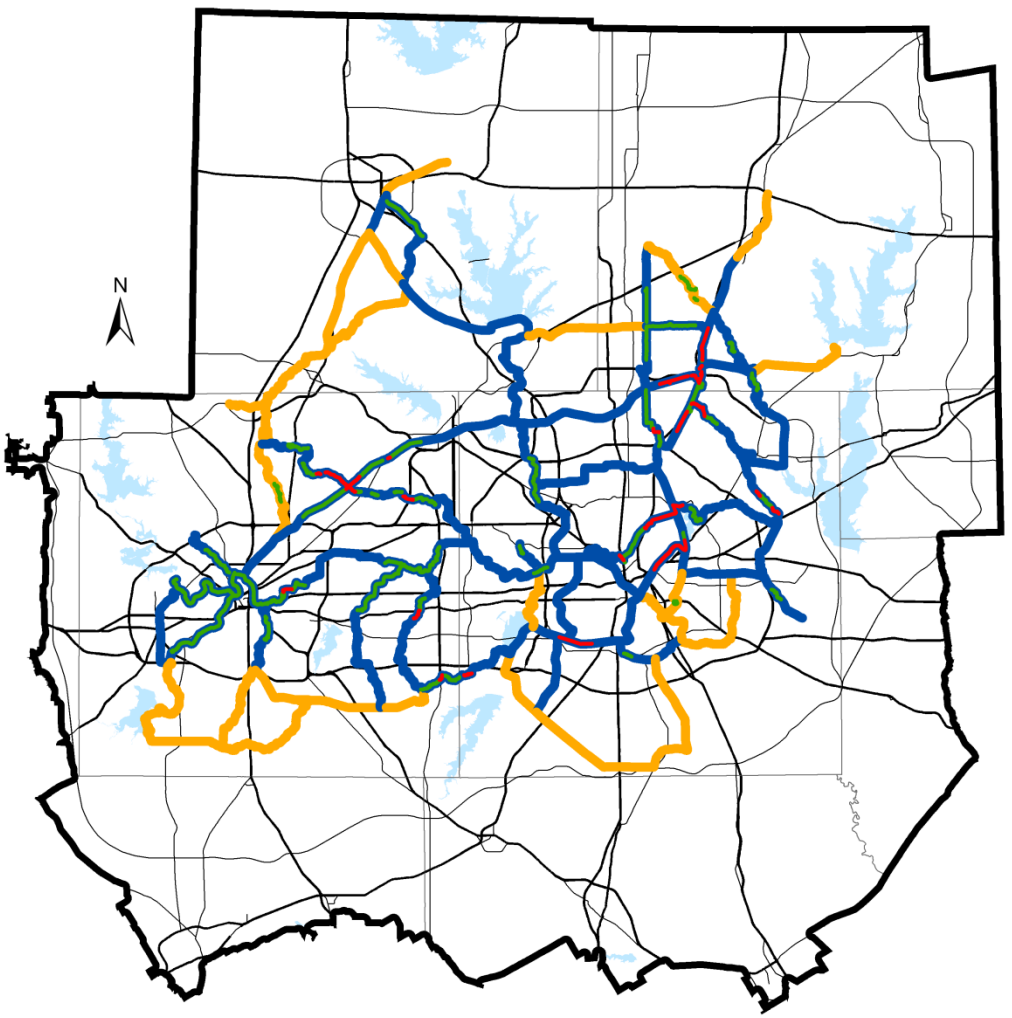
The Metropolitan Transportation Plan

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.

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Transportation

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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.

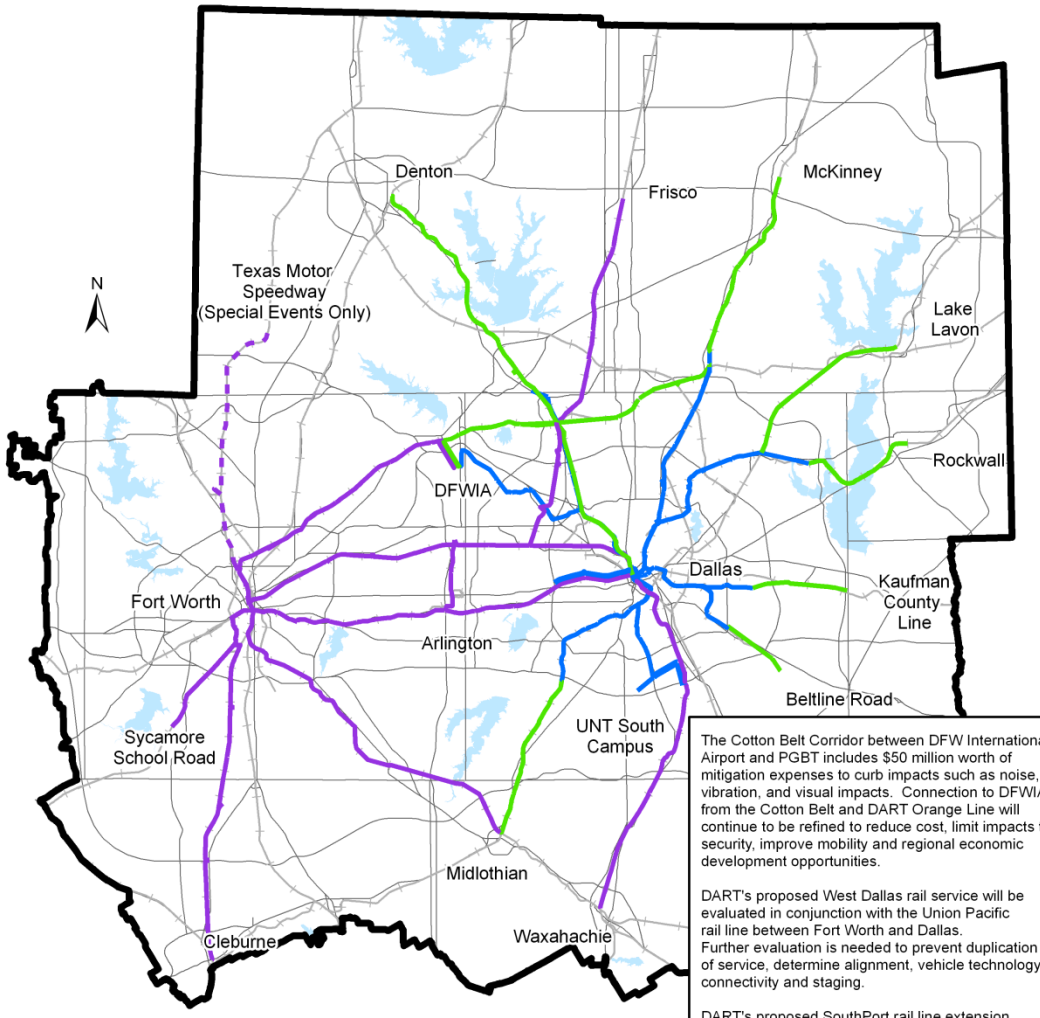
Corridor specific design and operation characteristics for the Intercity Passenger, Regional Passenger and Freight Rail Systems will be determined through capacity evaluation and ongoing project development. Refined rail forecasts are necessary to determine technology and alignment in Future Rail corridors.

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.

April 09,2009



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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.

RAIL NORTHTEXAS

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

Fort Worth CBD

Dallas CBD

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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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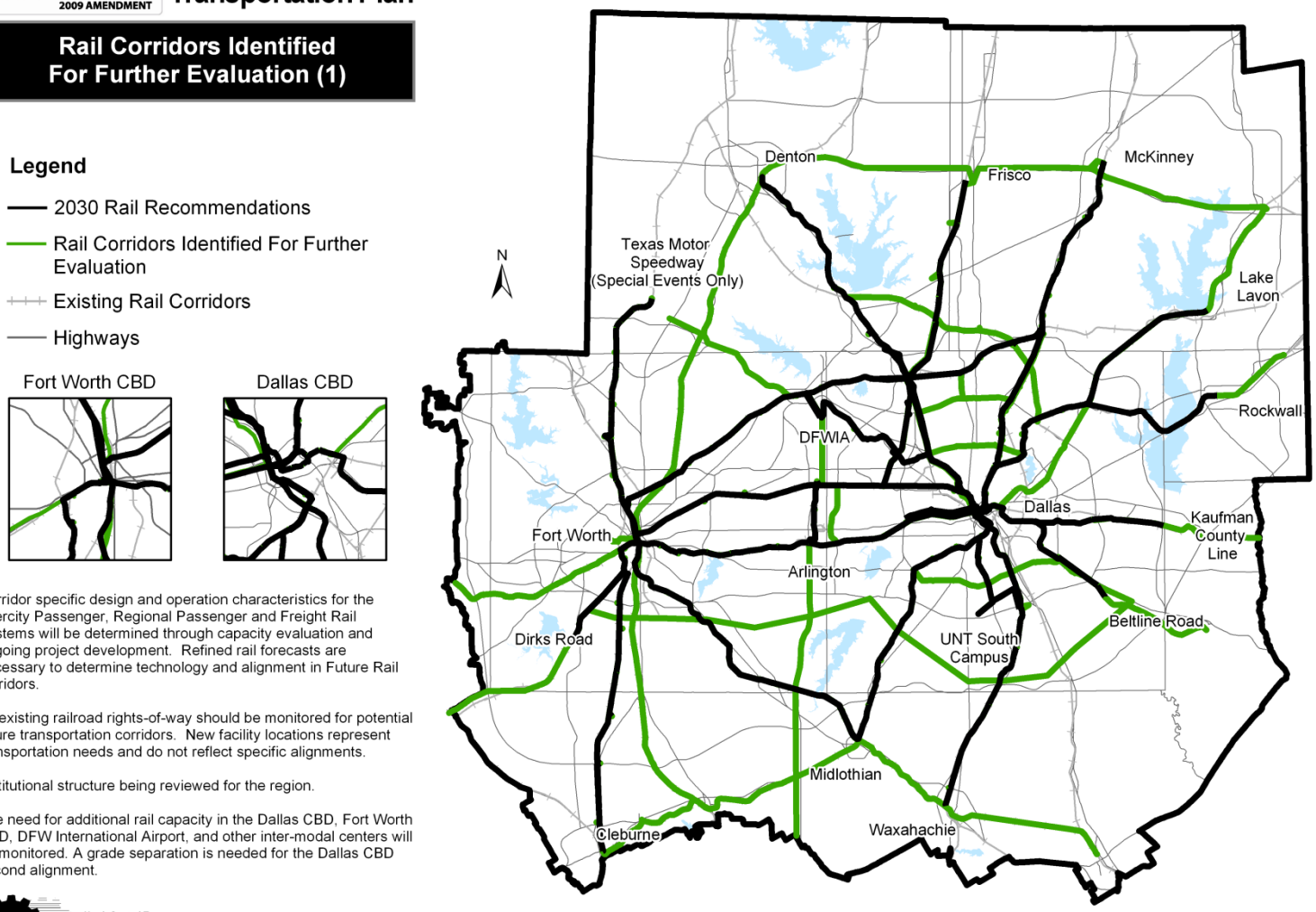
Rail Corridors Identified For Further Evaluation (1)



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Transportation

(1) Represents additional transportation needs above and beyond those of the financially constrained recommendations.

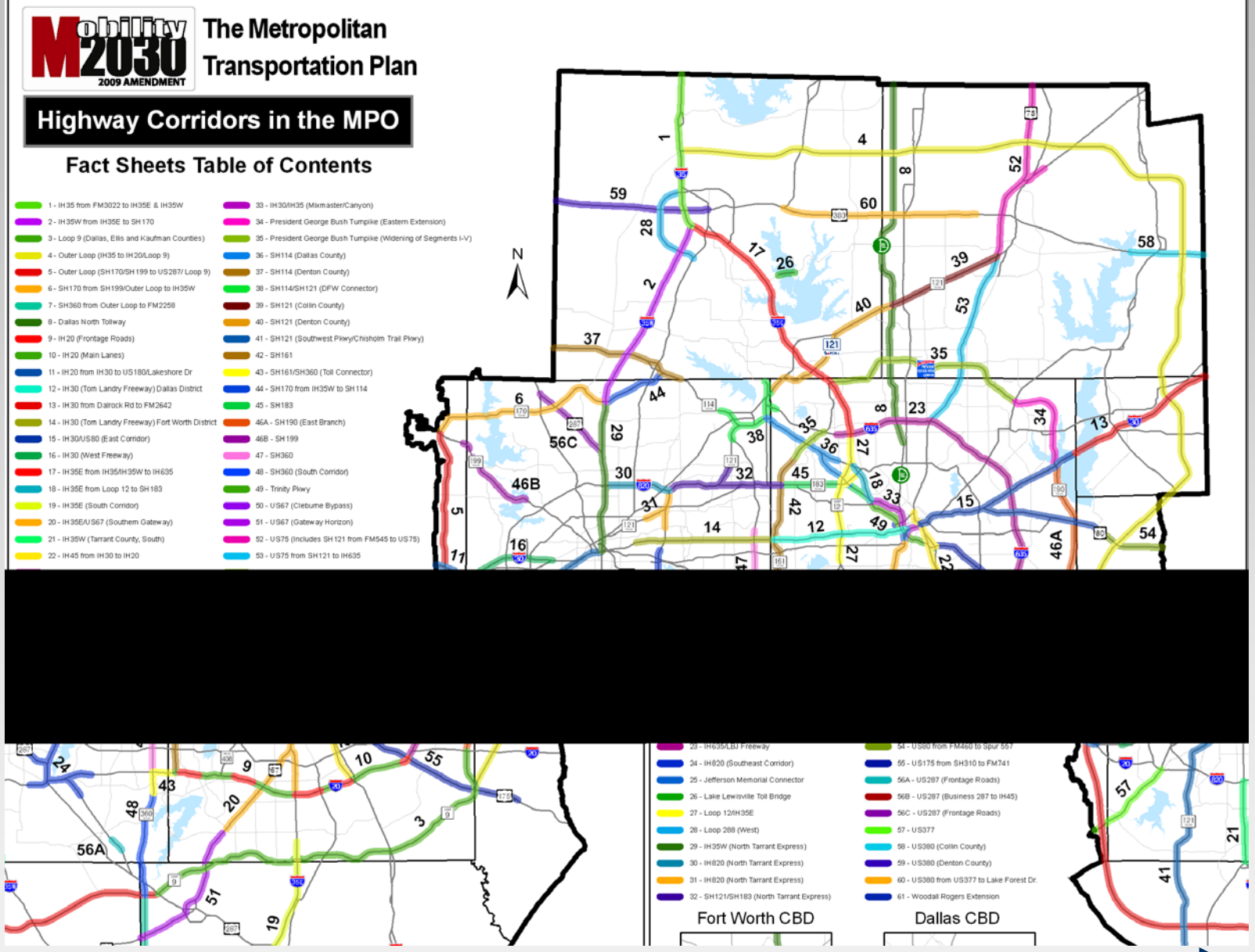
February 09, 2009

Mobility 2030
2009 AMENDMENT

The Metropolitan Transportation Plan

Highway Corridors in the MPO

Fact Sheets Table of Contents



Mobility 2030 2009 AMENDMENT

The Metropolitan Transportation Plan

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.

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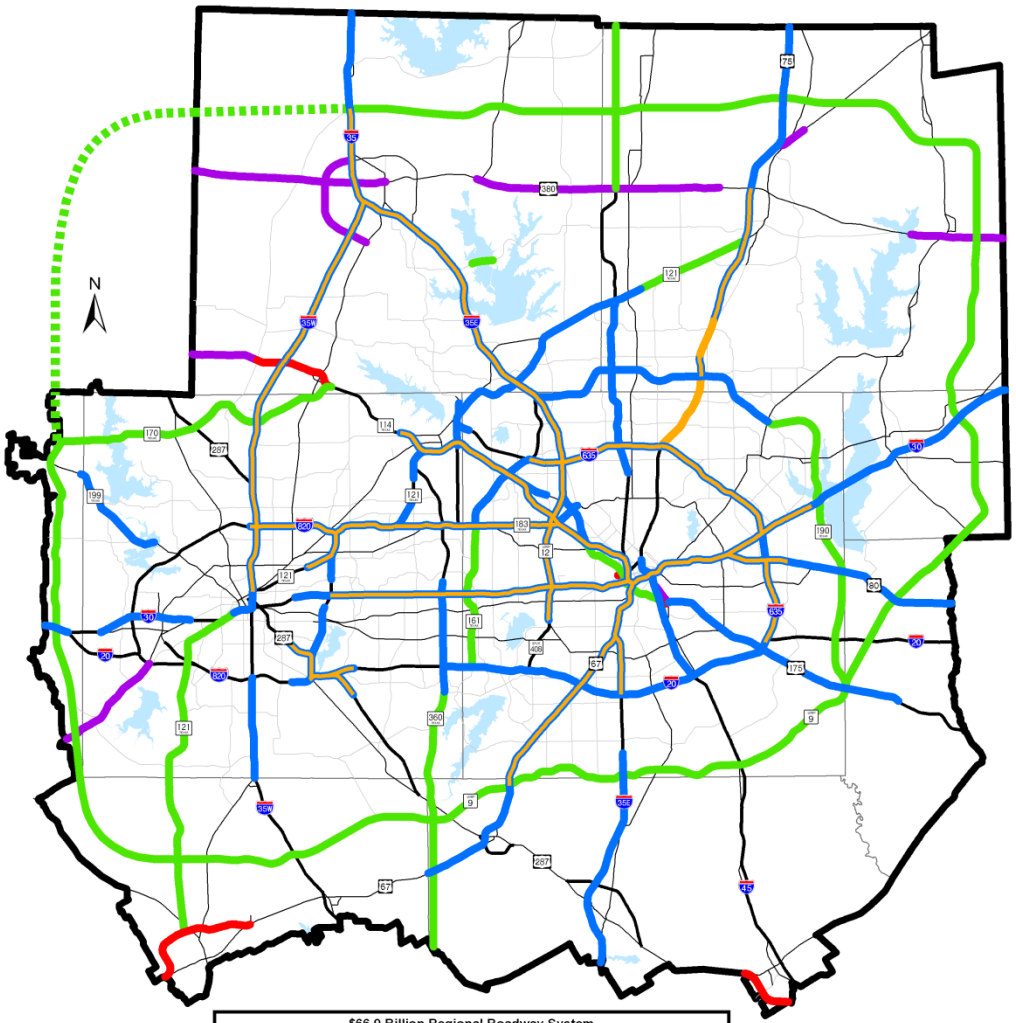
Transportation



$66.9 Billion Regional Roadway System

Additional Freeway/Tollway lane miles = 3,500
Additional HOV/Managed lane miles = 730

August 13, 2009

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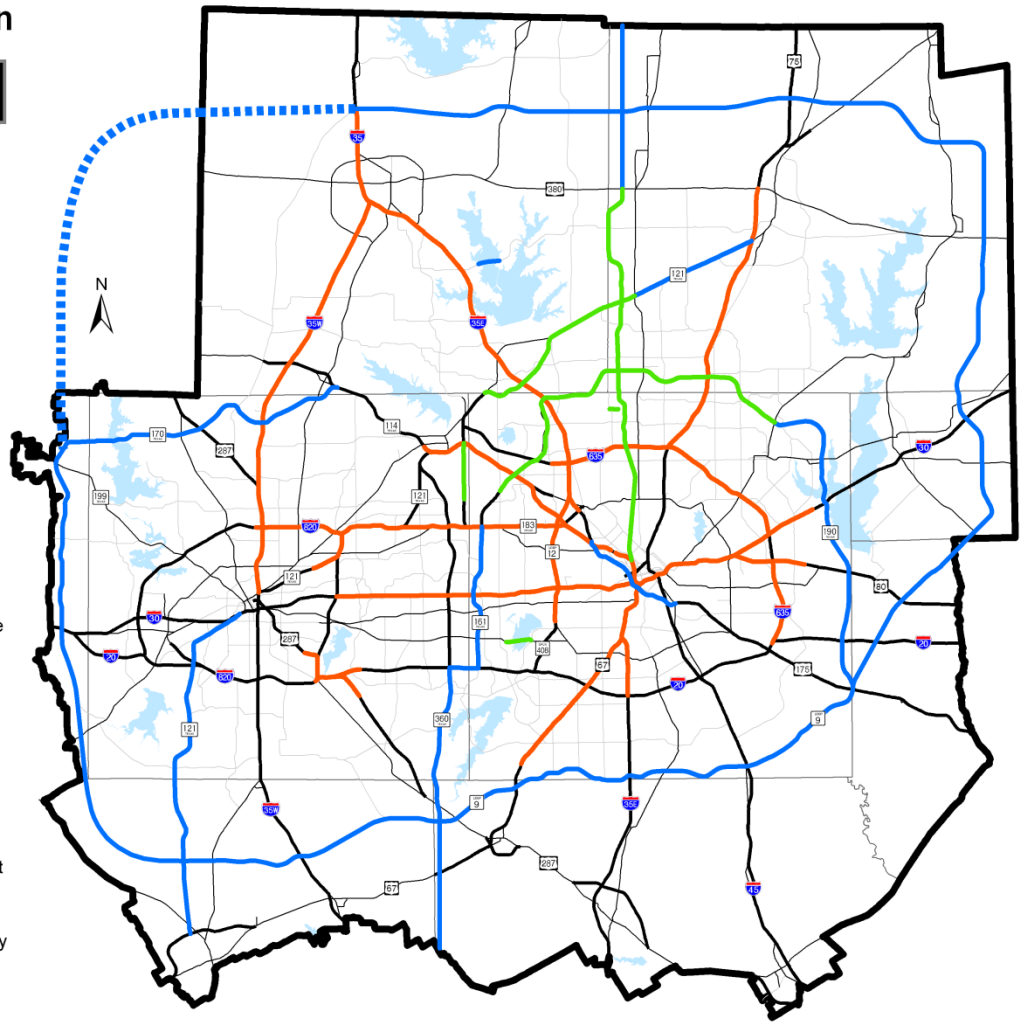
Priced Facilities

Legend

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

Fort Worth CBD

Dallas CBD



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* Existing lanes in corridor remain free. Toll charged on new capacity only and will include HOV incentives.

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$17.9 Billion of Innovative Funding Strategies (2006$)

April 9, 2009

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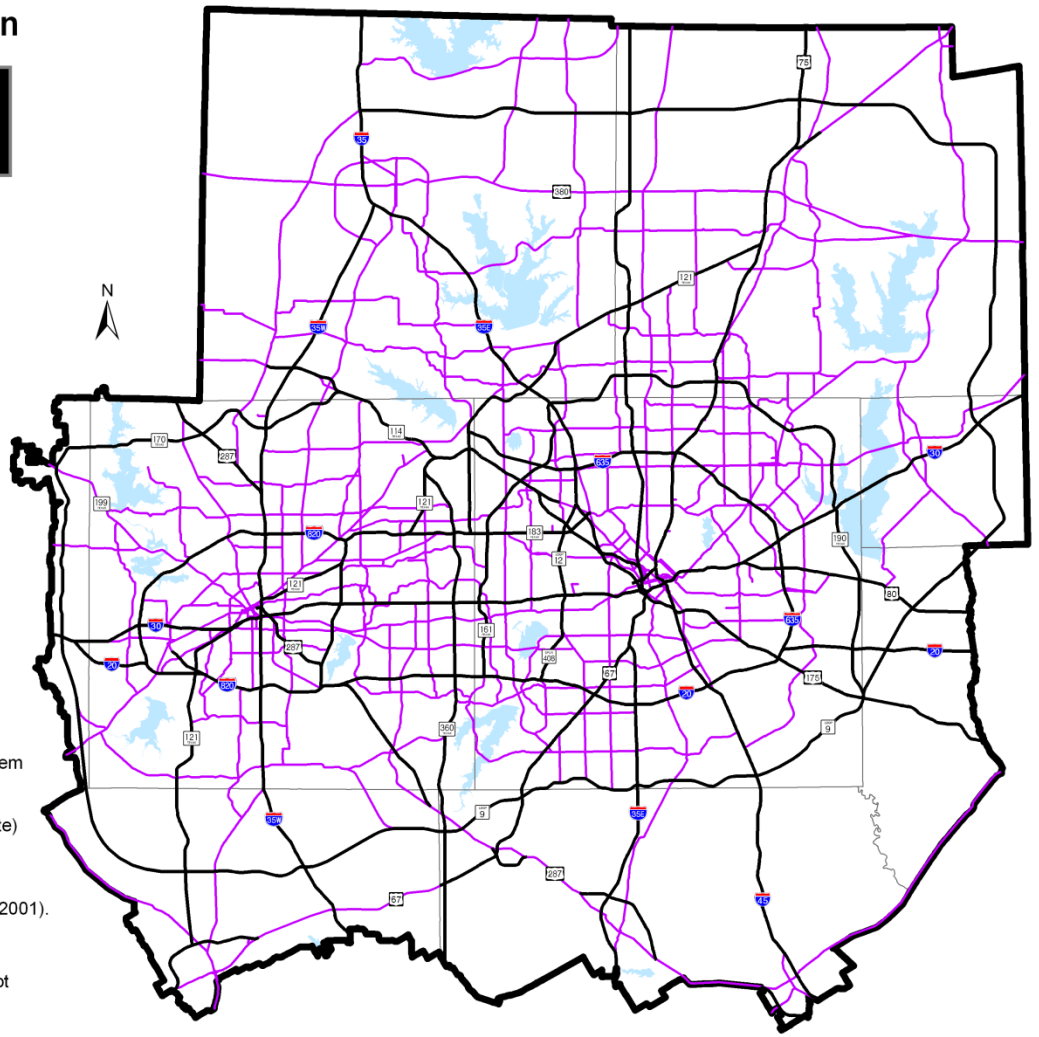
Regionally Significant Arterials

Legend

- Freeways / Tollways
- Regionally Significant Arterials*

Fort Worth CBD

Dallas CBD



*Regionally Significant Arterials are derived from the following sources:

1) The National Highway System and National Highway System Intermodal Connectors (1995);

2) The Federal Functional Classification System (1997 Update) in addition to the locally approved (2005 Update); and

3) Regional Arterials as defined and adopted in NCTCOG's Regional Thoroughfare Plan (Amended May 10, 2001).

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

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April 9, 2009

Mobility 2030 2009 AMENDMENT — The Metropolitan Transportation Plan

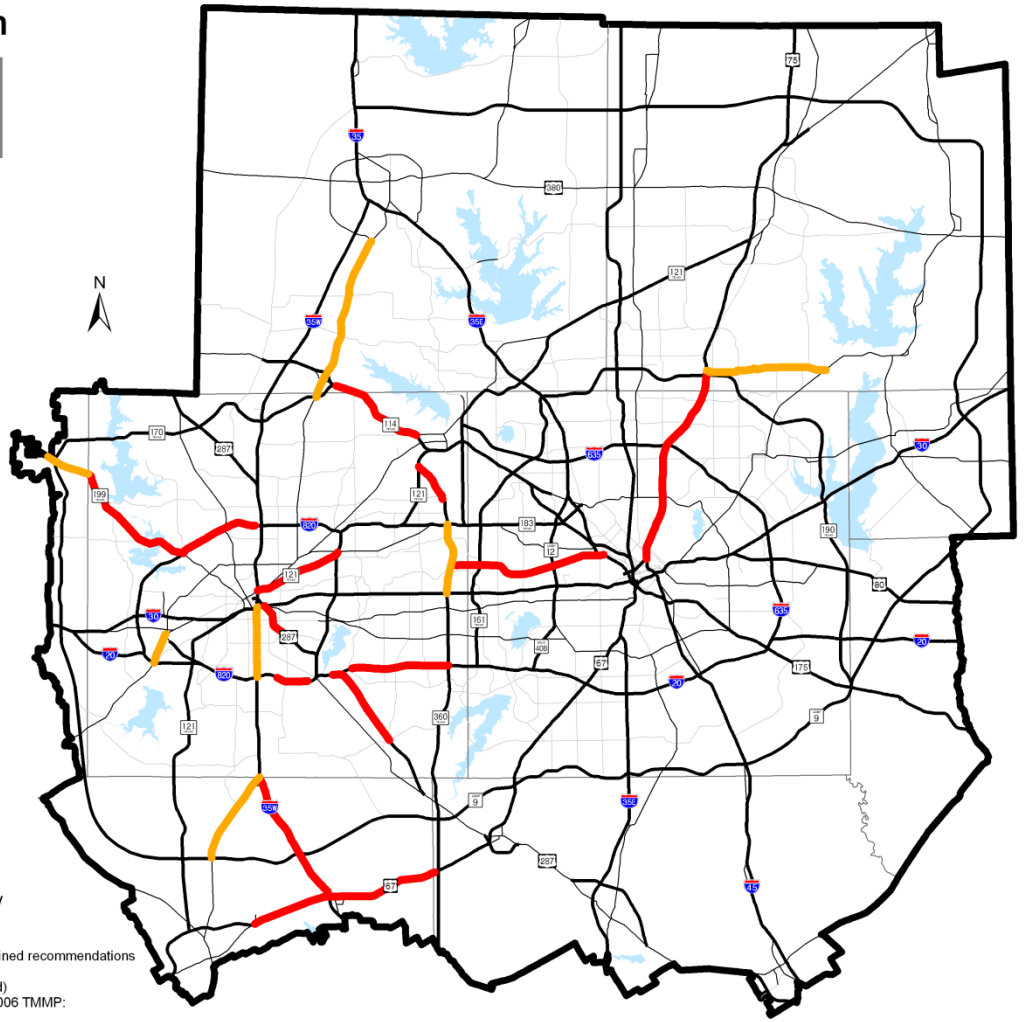
Additional Roadway System Needs

Legend

- Unfunded Projects: Previously funded in Mobility 2025, 2005 Amendment
- Other Unfunded Corridor Needs
- Freeways/Tollways

Fort Worth CBD

Dallas CBD



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

(1) Represents additional needs above and beyond those of the financially-constrained recommendations
(2) Projects that are funded in Mobility 2025, 2005 Amendment, however, due to financial constraint issues, will be deferred until after 2030 ($2.2 Billion deferred)
(3) General Transportation Corridors requiring additional capacity as identified in 2006 TMMP: Needs do not represent specific alignments or modes

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Estimated Costs: $1.95 - $2.29 billion dollars.

February 9,2009

Mobility 2030 2009 AMENDMENT

The Metropolitan Transportation Plan

Regional Outer Loop Staging

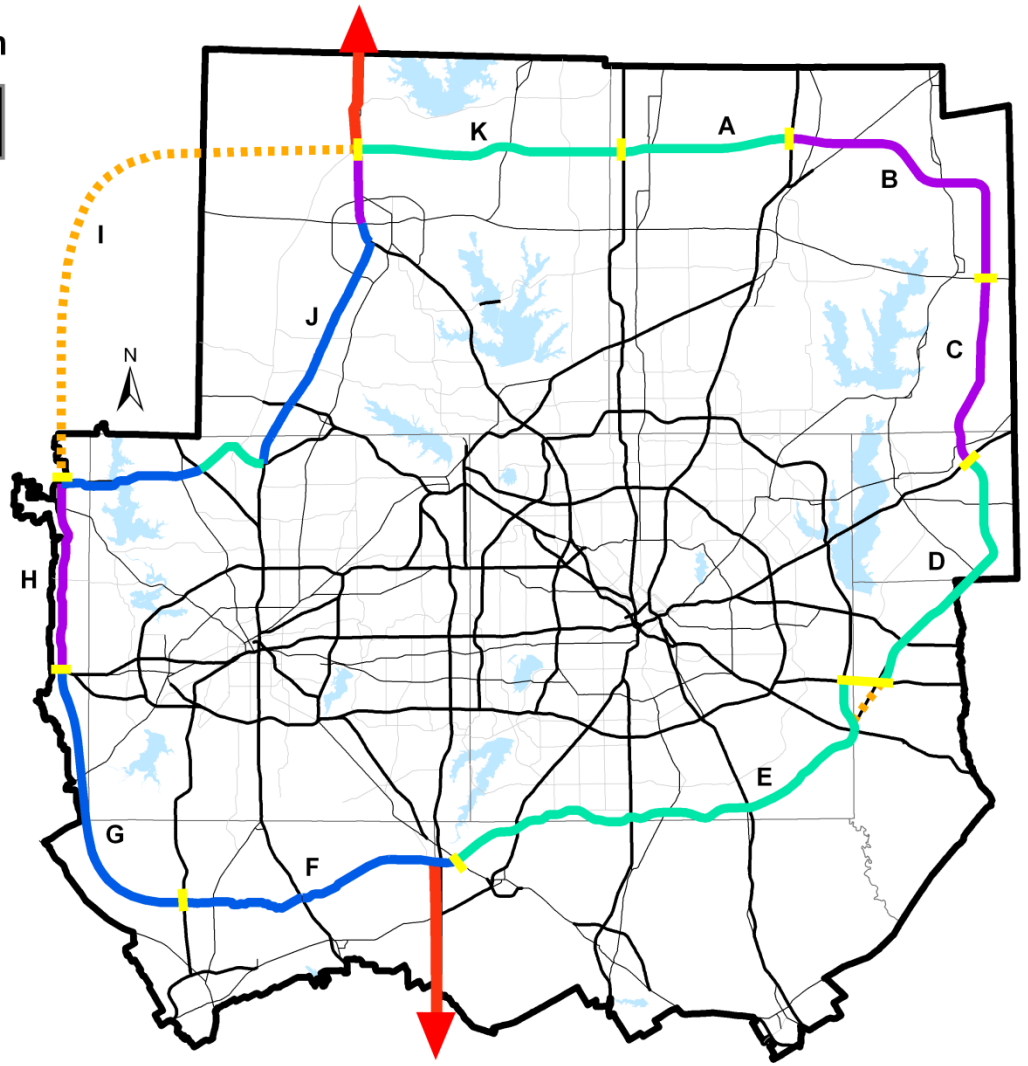
Section Staging

- 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



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Approximately 240 Center Main Line Miles
Approximately 1440 Main Lane Miles

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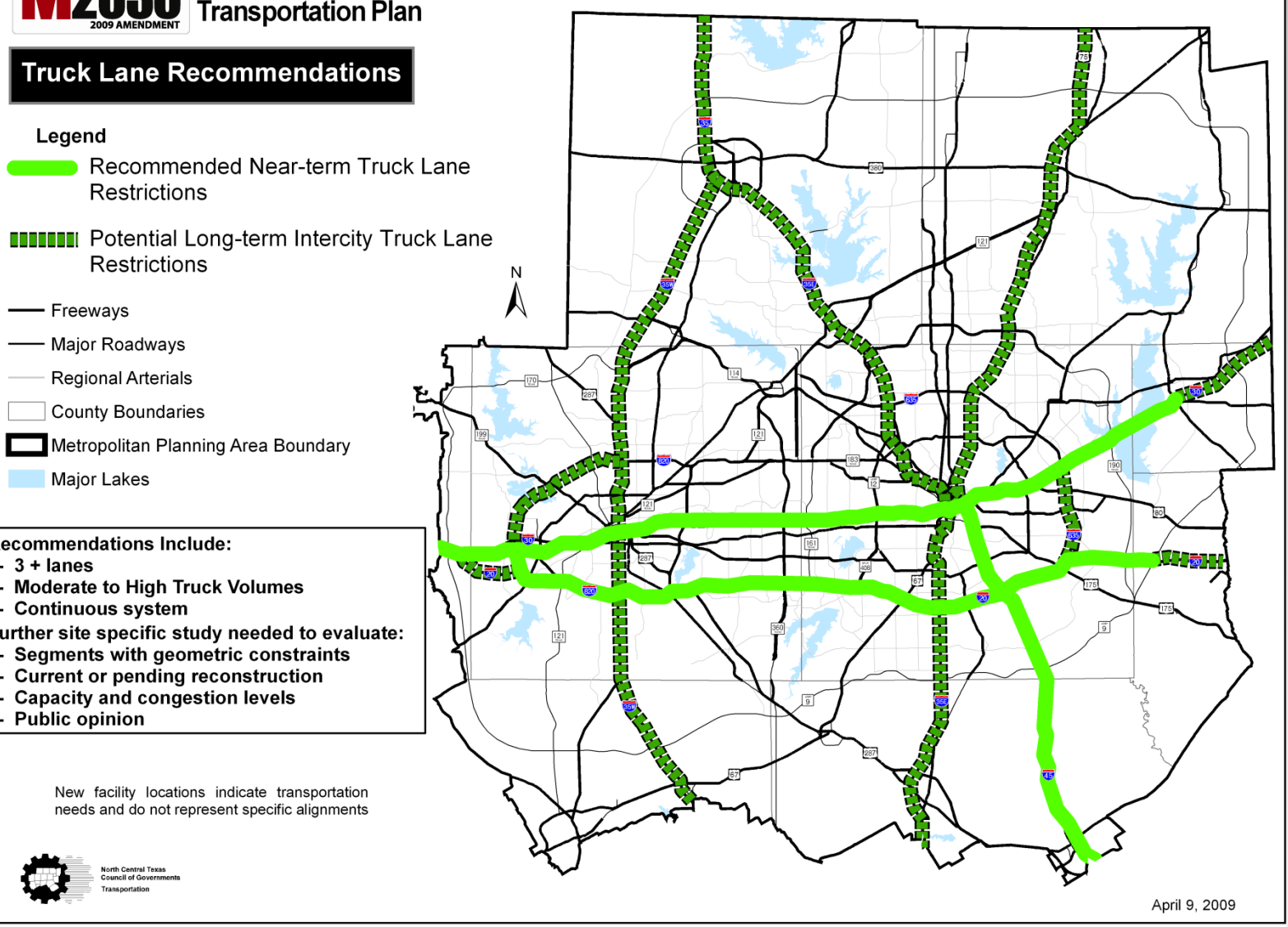
Truck Lane Recommendations



Performance Measures

Performance Measure	2007	Mobility 2030 – 2009 Amendment	Percent Change
Population	5,856,432	8,503,146	45.2%
Employment	3,664,954	5,256,667	43.4%
Lane Miles	31,069	42,015	35.2%
Vehicle Miles of Travel (Daily)	151,392,421	242,006,657	59.9%
Vehicle Hours of Travel (Daily)	4,018,913	6,286,974	56.4%
Vehicle Hours Spent in Delay (Daily)	1,026,960	1,667,797	62.4%
% Increase in Travel Time Due to Congestion	34.32%	36.11%	-
Annual Cost of Congestion (Billions)	$4.17	$6.50	55.9%

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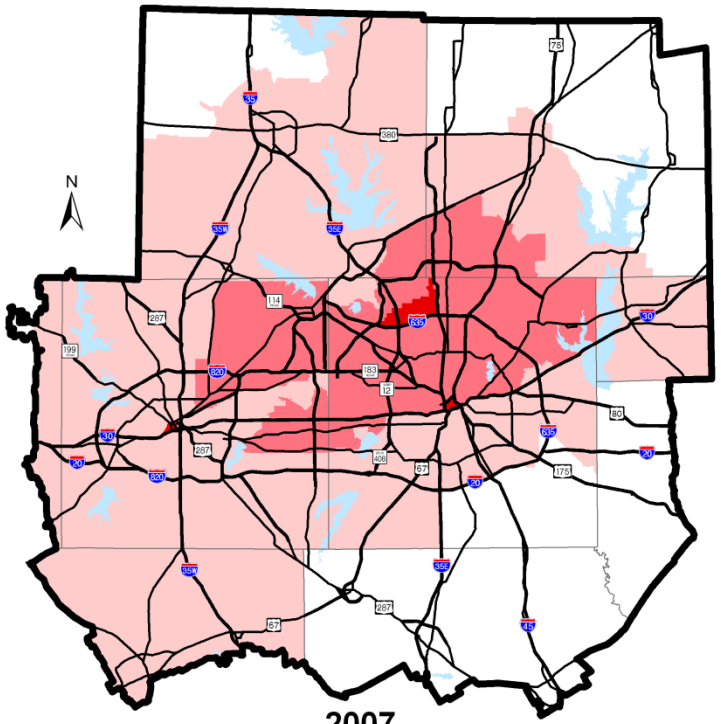
The Metropolitan Transportation Plan

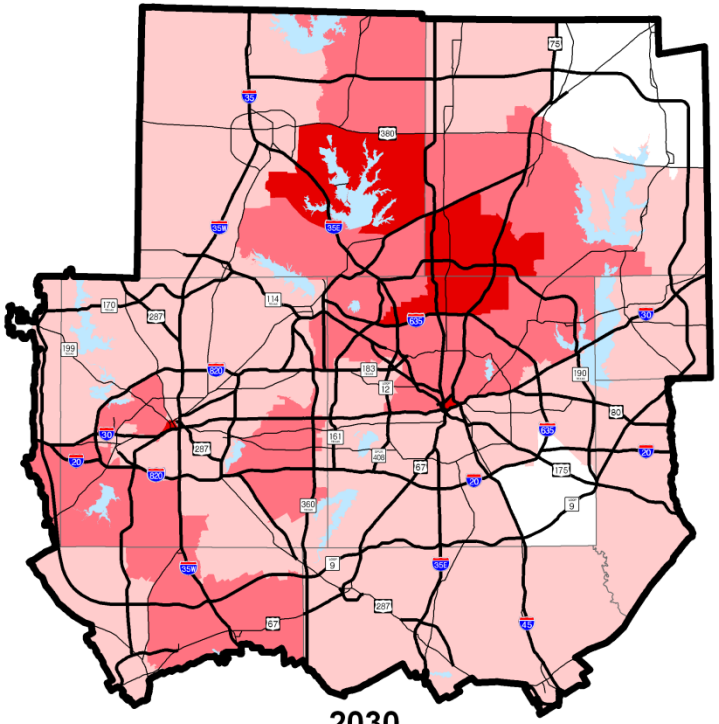
System Performance Levels of Congestion

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



2007

Annual Cost of Congestion $4.2 Billion



2030

Annual Cost of Congestion $6.5 Billion

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Transportation

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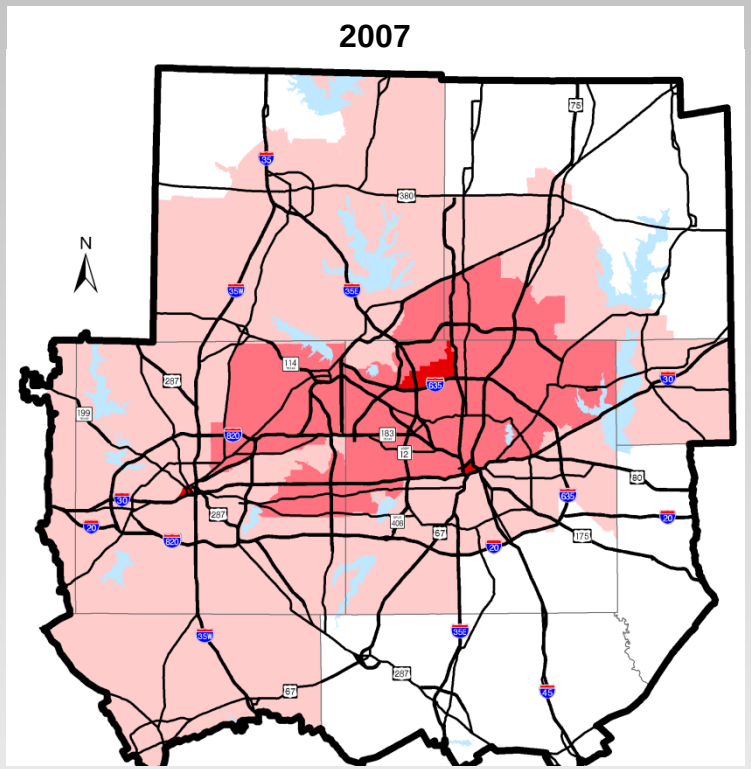
Regional Congestion Summary



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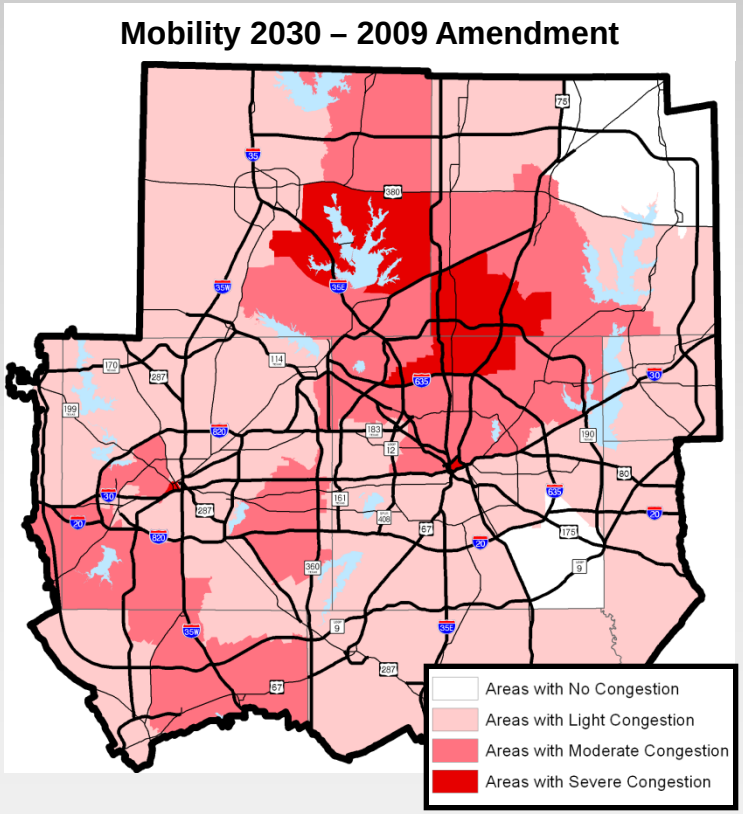

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