



Mobility 2045 Plan Workshop

Regional Transportation Council

October 12, 2017



Agenda

Mobility Planning

Mobility 2045

Innovative Funding and Strategic
Partnerships

Public Outreach Efforts

Next Steps





Mobility Planning



What Is The Metropolitan Transportation Plan?

Required by Law



Represents a Blueprint for the Region's Multimodal Transportation System



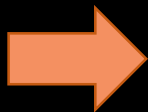
Covers at Least a 20-year Timeframe



Responds to Goals



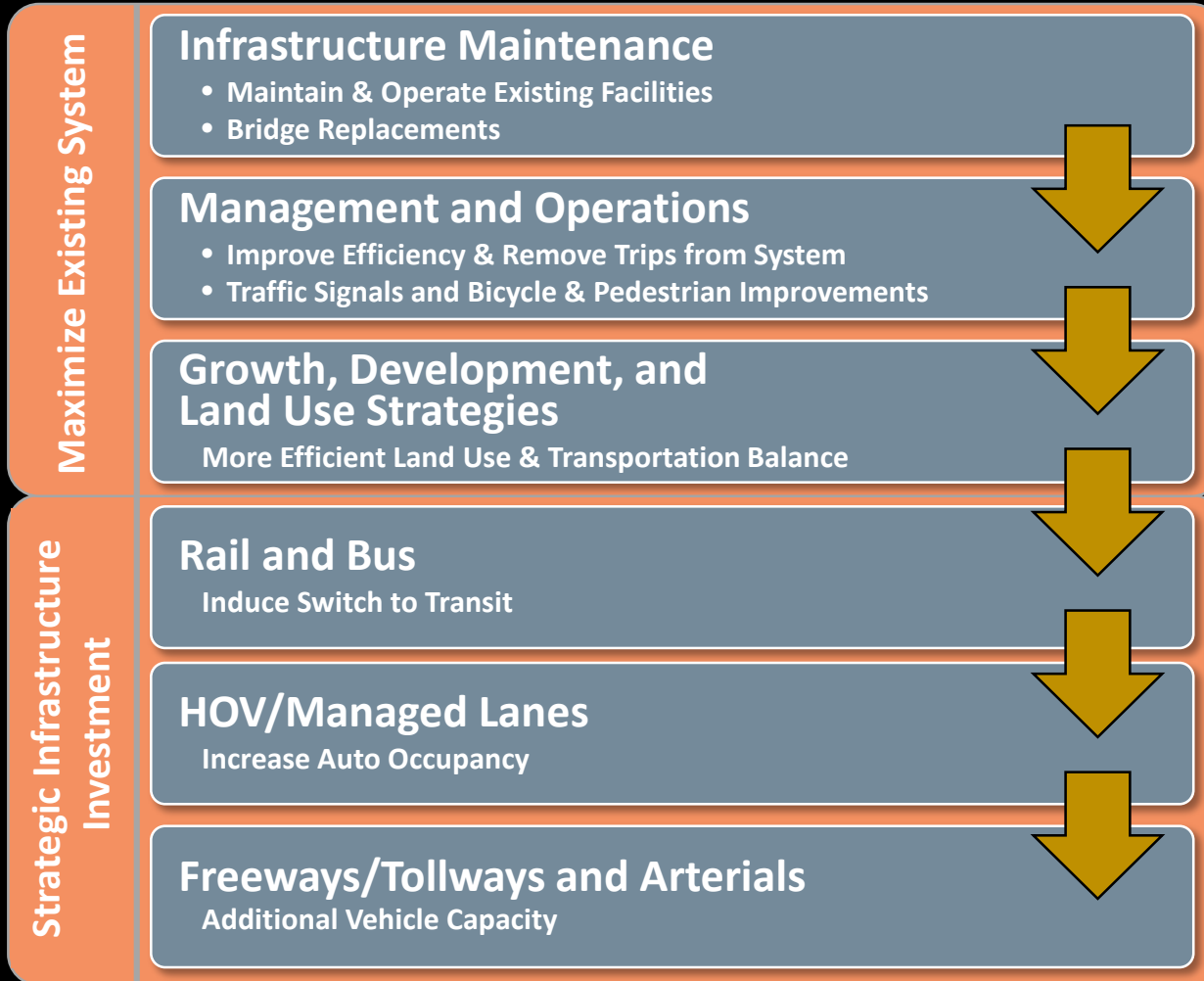
Identifies Policies, Programs, and Projects for Continued Development



Guides the Expenditure of Federal and State Funds



Mobility Plan Development Process



Mobility 2045 Foundation

New Base Year – 2018

New Horizon Year – 2045

2045 Demographics

2045 Revenue Forecast

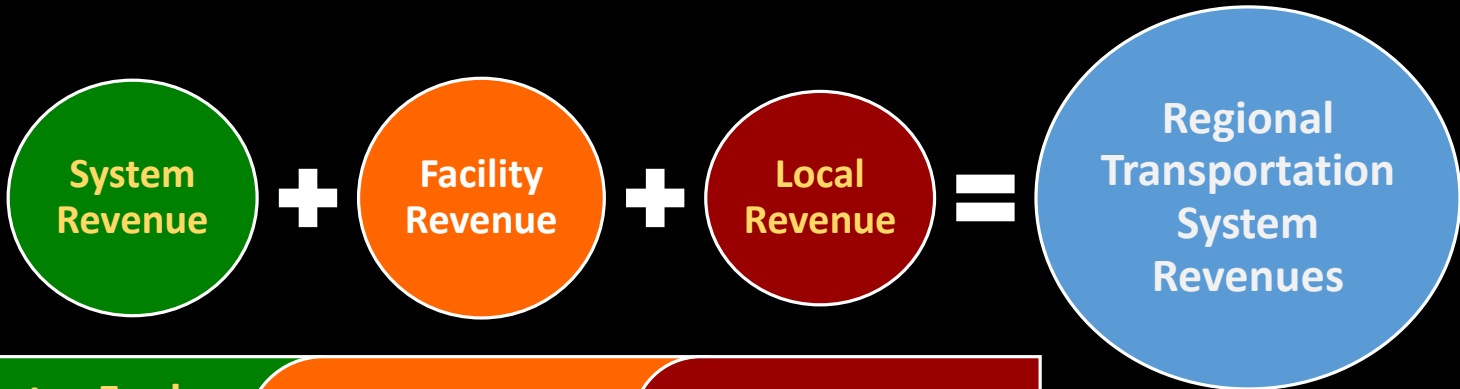
Restart 4-Year Mobility Plan Clock

Mid-Cycle Update

Reflect Successes in Projects Completed



Transportation Funding Basics



- | | | |
|--|---|--|
| <ul style="list-style-type: none">• Motor Fuel Taxes• Vehicle Registration Fees• Other Federal Sources• Toll System Revenues*• Other State Sources | <ul style="list-style-type: none">• Toll Road Bonds• Managed Lanes• Public/Private Partnerships• Public Transportation Fares | <ul style="list-style-type: none">• Sales Taxes• Special Taxes• Bond Programs• Impact Fees• Property Taxes• Value Capture |
|--|---|--|

*Revenue from existing NTTA facilities after bonds are retired.



Prioritization and Expenditures

		2040	2045 ¹
Maximize Existing System	Infrastructure Maintenance <ul style="list-style-type: none"> Maintain & Operate Existing Facilities Bridge Replacements 	\$37.4	\$42.1
	Management and Operations <ul style="list-style-type: none"> Improve Efficiency & Remove Trips from System Traffic Signals and Bicycle & Pedestrian Improvements 	\$7.2	\$8.1
	Growth, Development, and Land Use Strategies More Efficient Land Use & Transportation Balance	\$3.6	\$4.0
Strategic Infrastructure Investment	Rail and Bus Induce Switch to Transit	\$27.2	\$30.6
	HOV/Managed Lanes Increase Auto Occupancy	\$43.4	\$48.8
	Freeways/Tollways and Arterials Additional Vehicle Capacity		

Total Expenditures

\$118.9²

\$133.7²

1 Preliminary estimates to be refined.
 2 Actual dollars, in billions. Values may not sum due to independent rounding.



Mobility 2045



Mobility 2045 Ingredients

Incorporate Latest Project Development and Planning Initiatives (ex., LBJ East)

Consistency with Federal Environmental Documents

High-Speed Rail

Modern “People Movers”

Emerging Technologies

Performance Measures and Targets

Consistency with HB 20 (10-year Plan)



Top 10 Things to Consider

1. Trinity Parkway Response

Policy P17-03

2. Southeast Connector – The “Y”

Policy P17-02

3. CityMAP Recommendations

4. Collin County Study and Transit







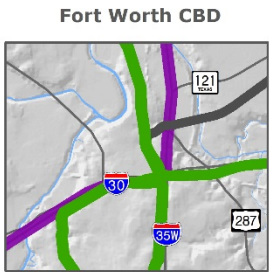
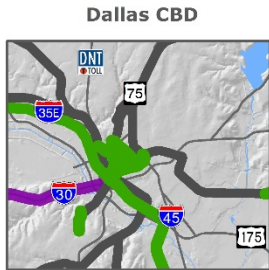
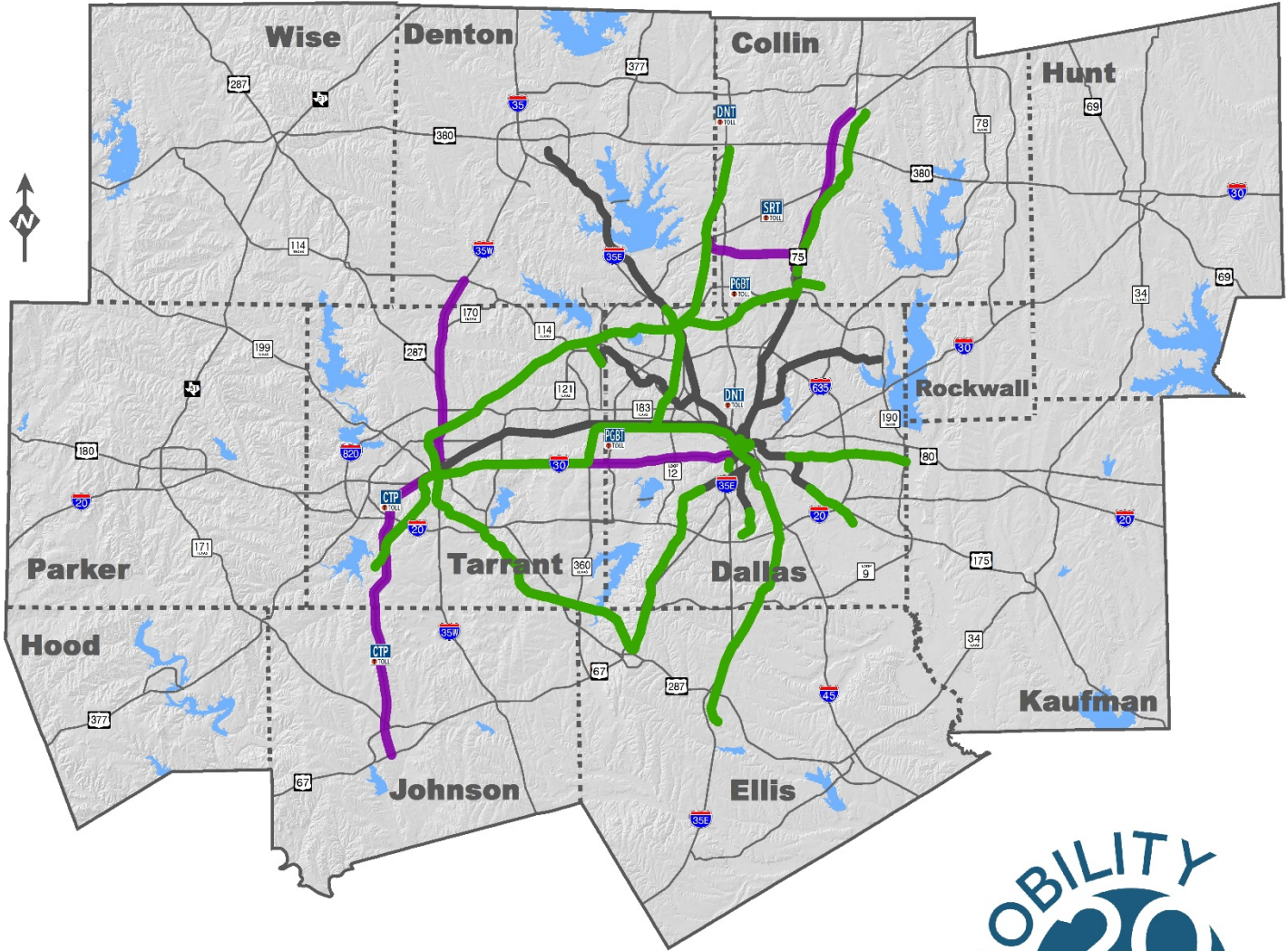
Top 10 Things to Consider

5. Tunnel Connecting IH 35E to US 75
6. Toll Managed Lane System Policy
7. Revenue Assumptions
8. Public Transportation
9. Performance Measures and Targets
10. Solve Tomorrow's Problems Today

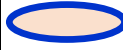

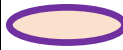





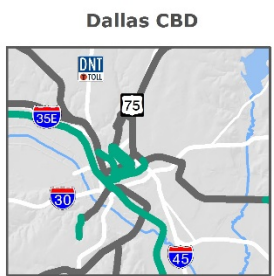
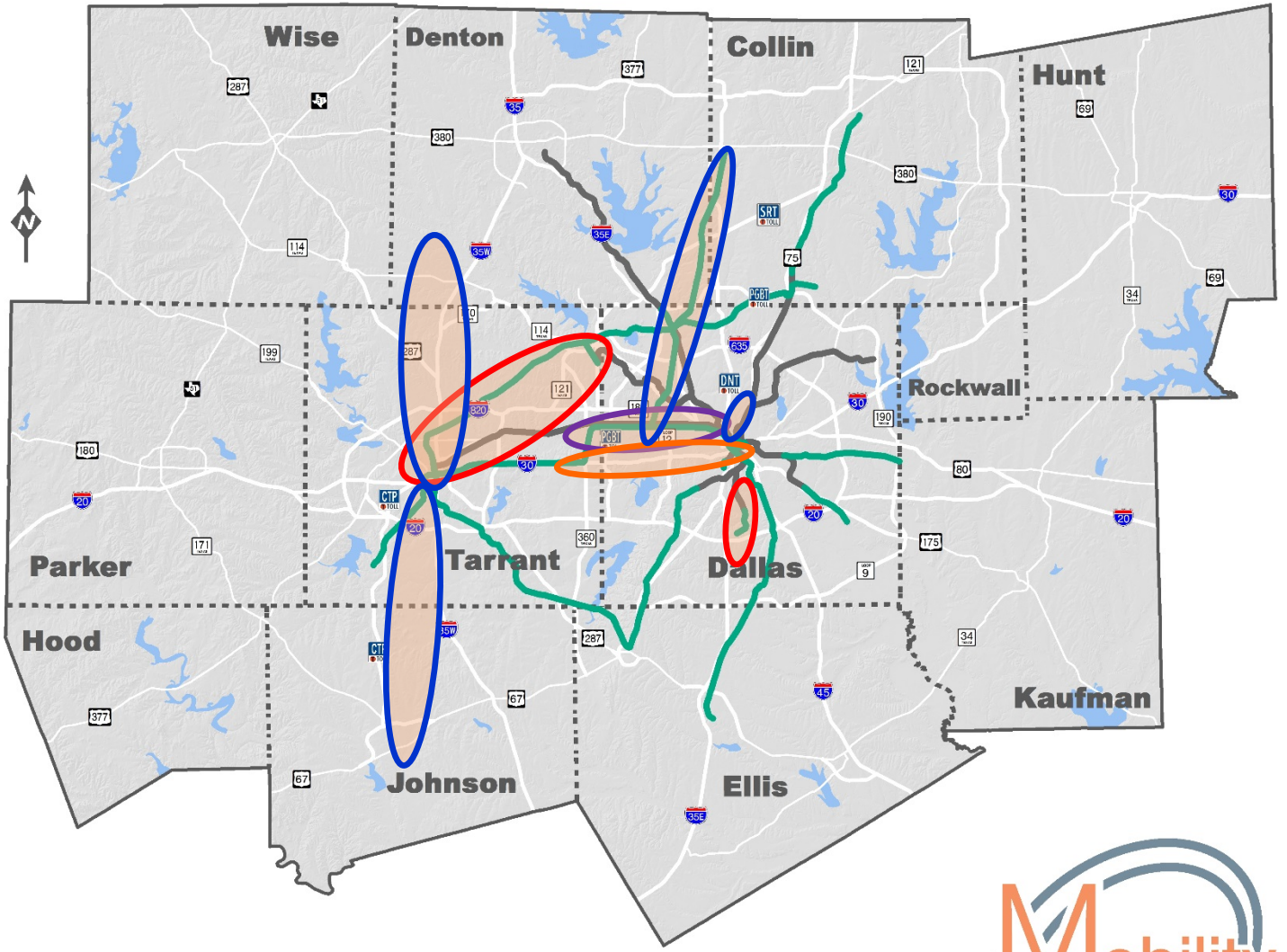
Major Transit Corridor Recommendations

-  Recommended Rail
-  Existing Rail
-  Recommended High-Intensity Bus
-  Major Roadways



Passenger Rail Projects

-  Under Evaluation
-  Remove - Under Construction/Complete
-  Remove - Local Consensus
-  Alignment Change
-  Mobility 2040 Rail Projects
-  Existing Rail

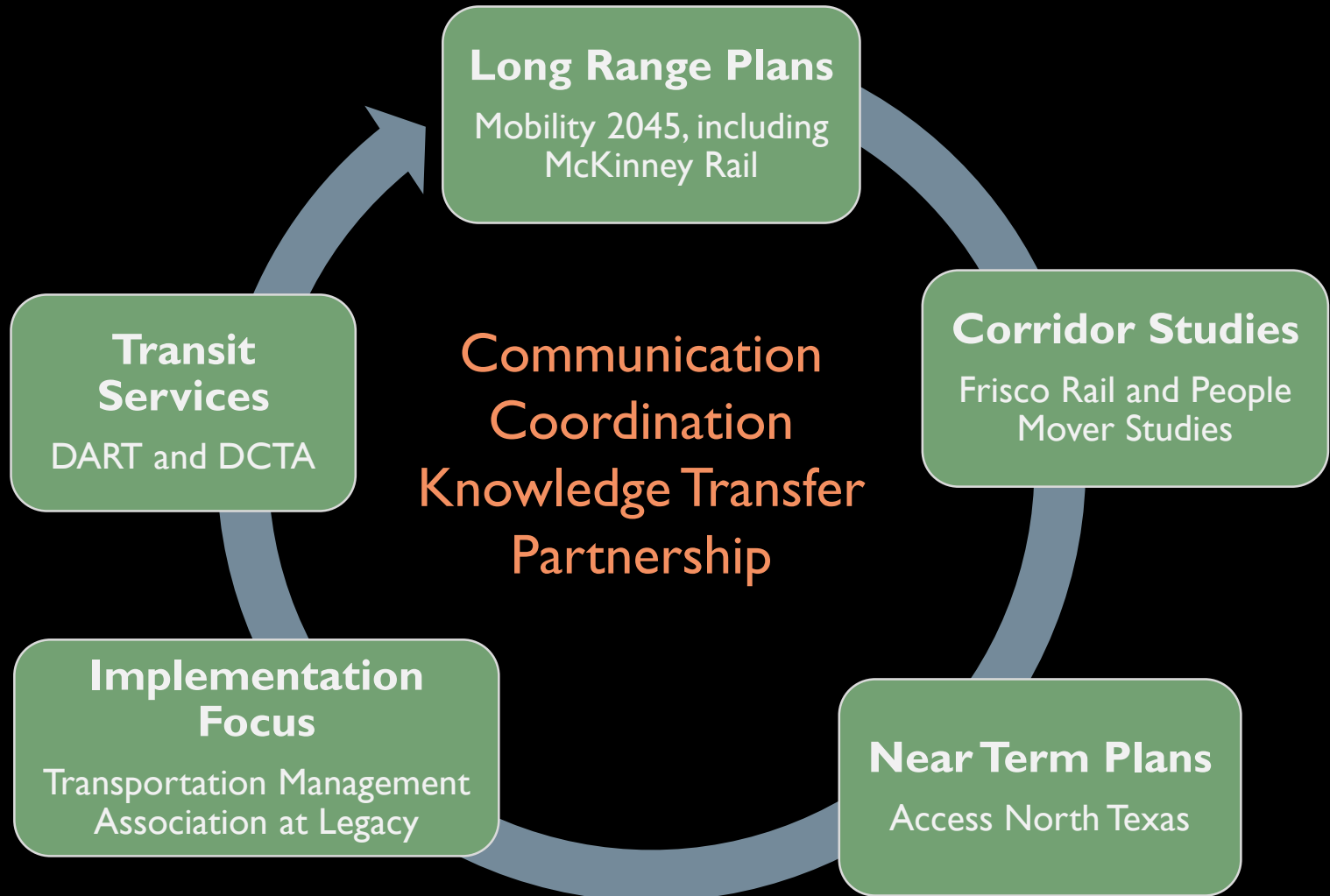


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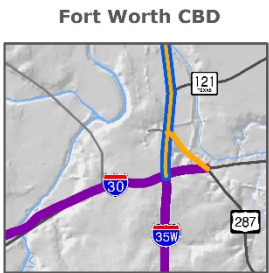
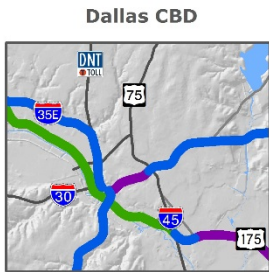
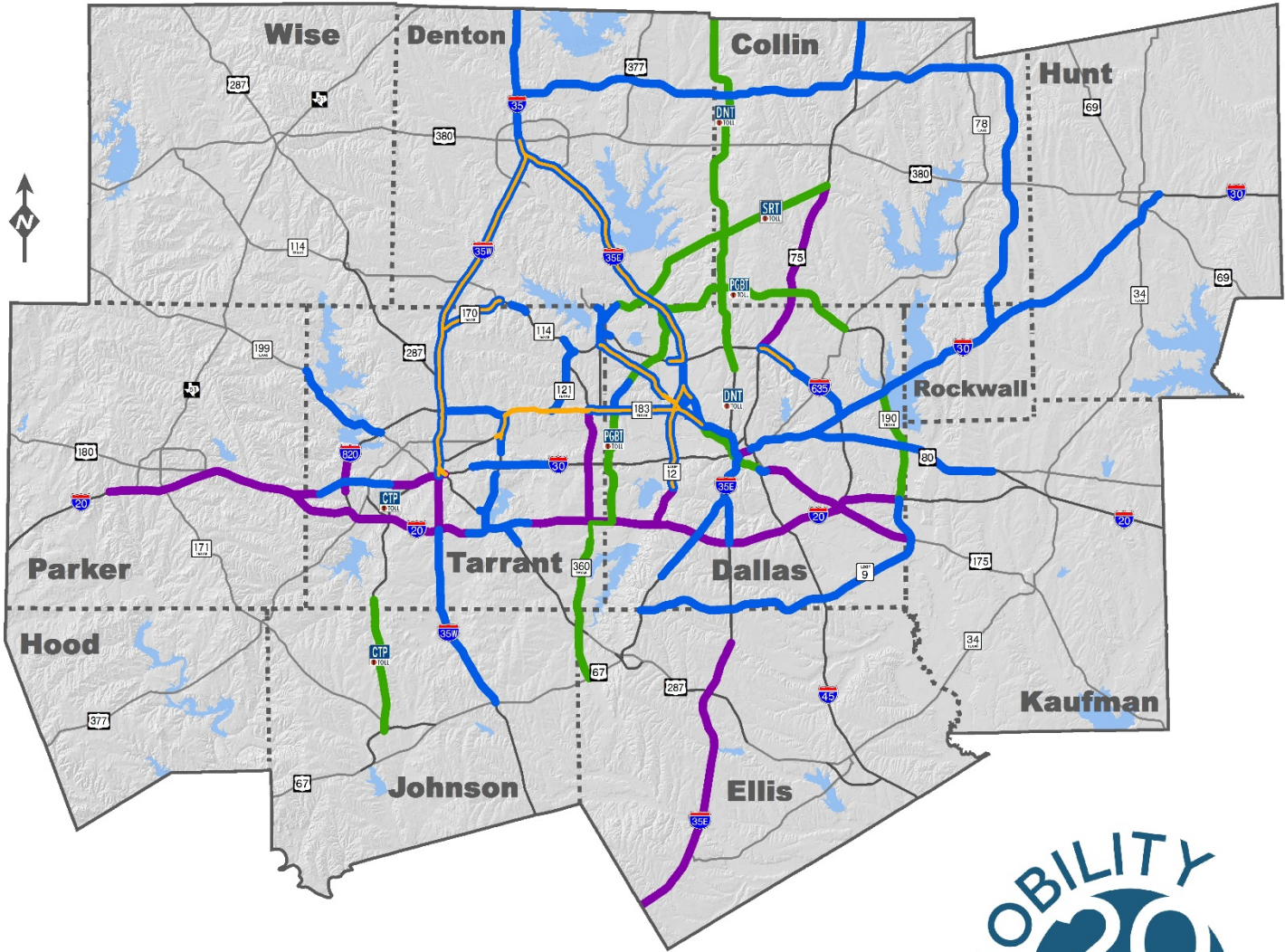
Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.

Collin County Transit-Related Initiatives





Major Roadway Recommendations

-  New or Additional Freeway Capacity
-  Additional Freeway Capacity and New Tolled Managed Lanes
-  New or Additional Tolled Managed Capacity
-  New or Additional Toll Road Capacity
-  Capacity Maintenance
-  Freeways/Tollways
-  Other Major Roadways



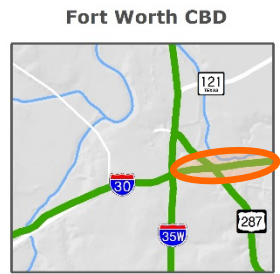
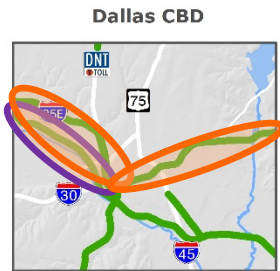
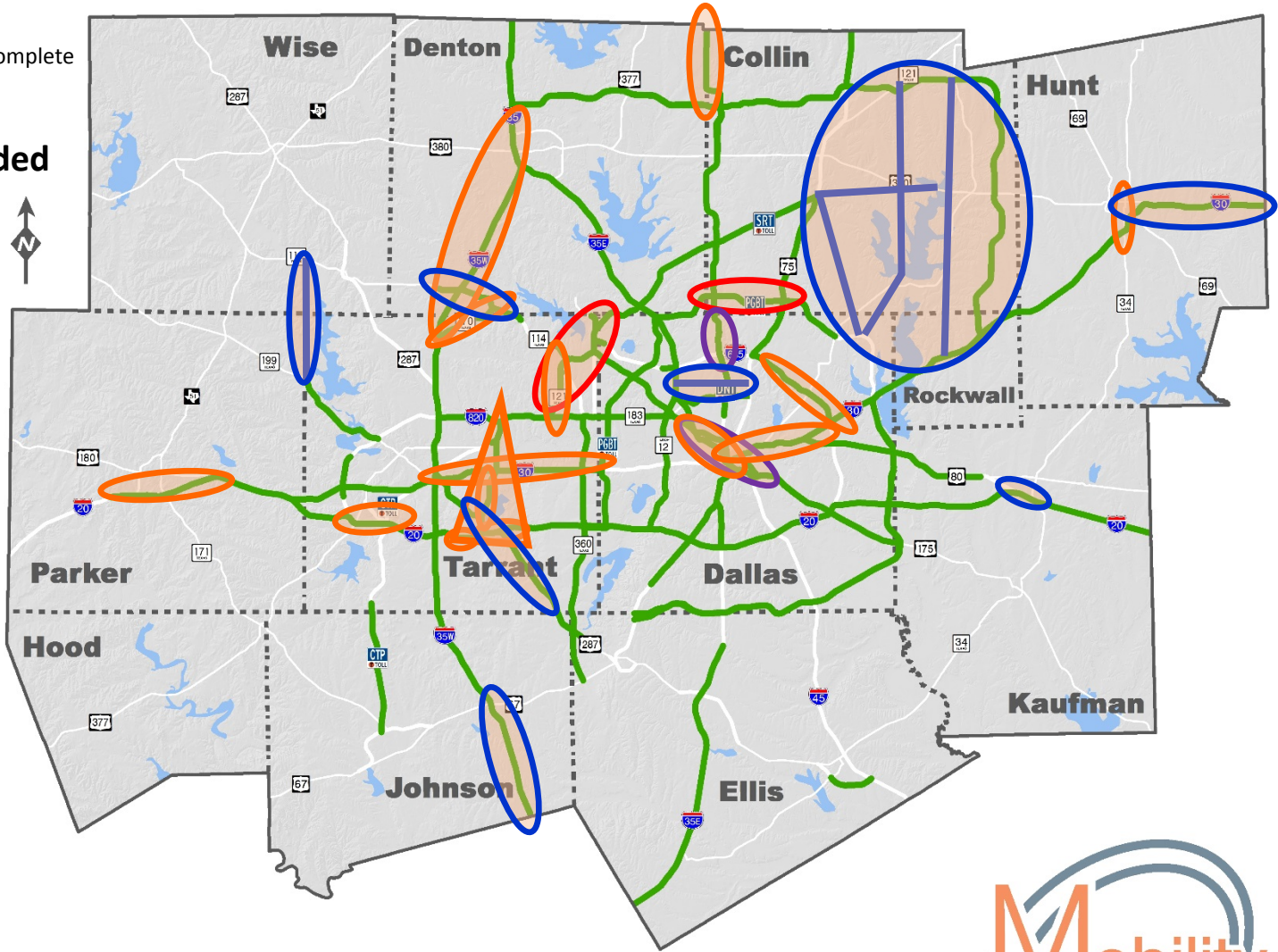
Roadway Project Status

Projects Removed

-  Under Construction/Complete
-  Local Consensus

Projects Revised/Added

-  Design Change
-  New Projects



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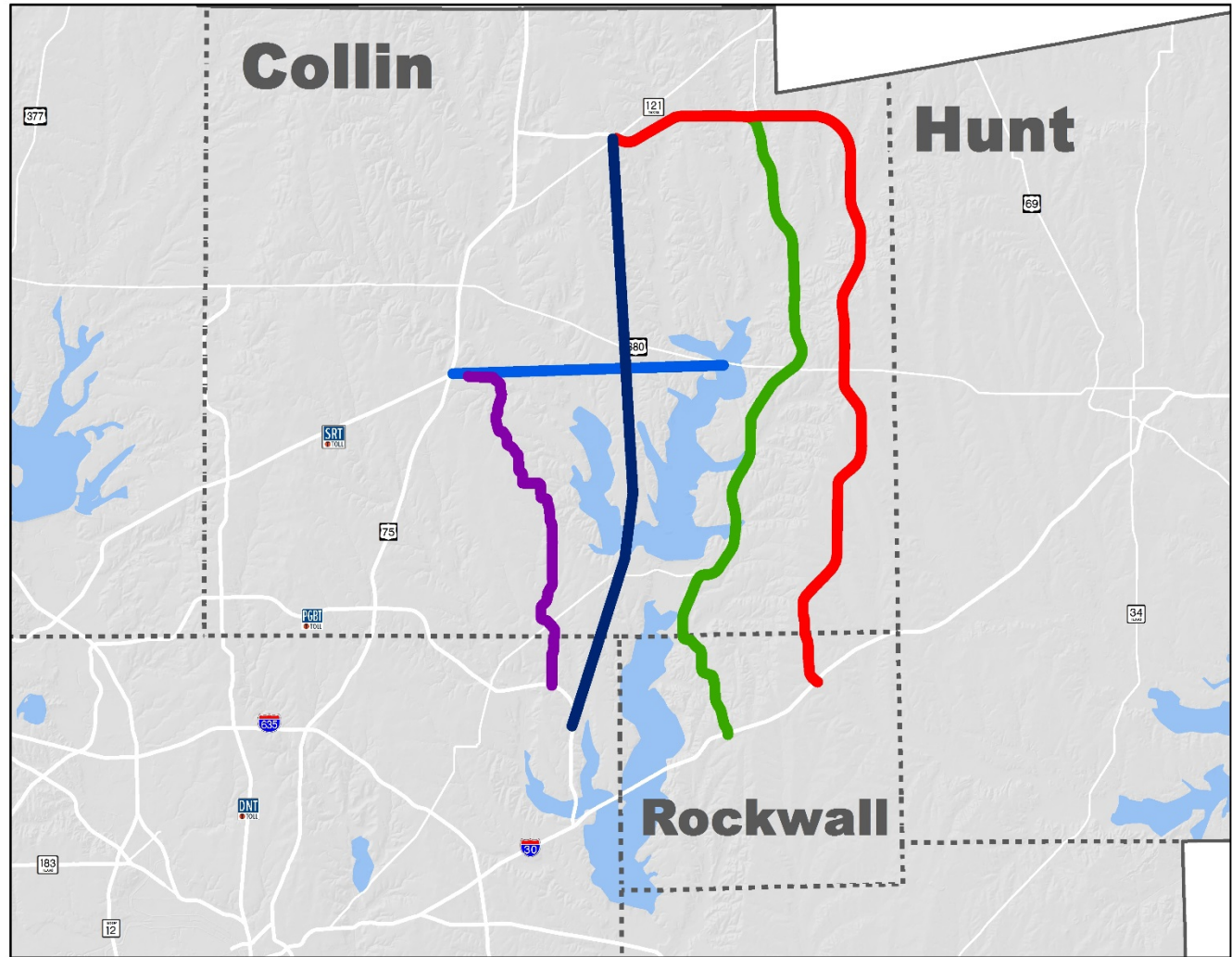


Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.

Collin County Roadway Opportunities

Proposed Roadway Corridors

- West Corridor
- Lake Corridor Frwy
- SH 78/SH 205/John King Corridor
- Collin County Outer Loop Frwy
- Spur 399 Frwy Extension



Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.





Policies and Programs



Policies and Programs

Review and Revise Policies and Programs

Response to Legislative Programs

Enhanced Performance-Based Planning

Guaranteed Transit

Role of Technology

Toll Managed Lane System Policy



Possible Technology Policies

Support Open Data Best Practices

Encourage Cooperation on Wireless Communications Infrastructure

Encourage Multi-occupant Ride Sharing







Support Automated Vehicle Deployment

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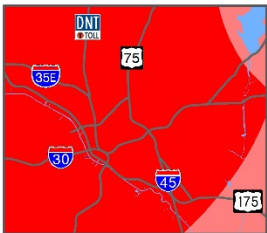


Toll Managed Lane System Policy Boundary

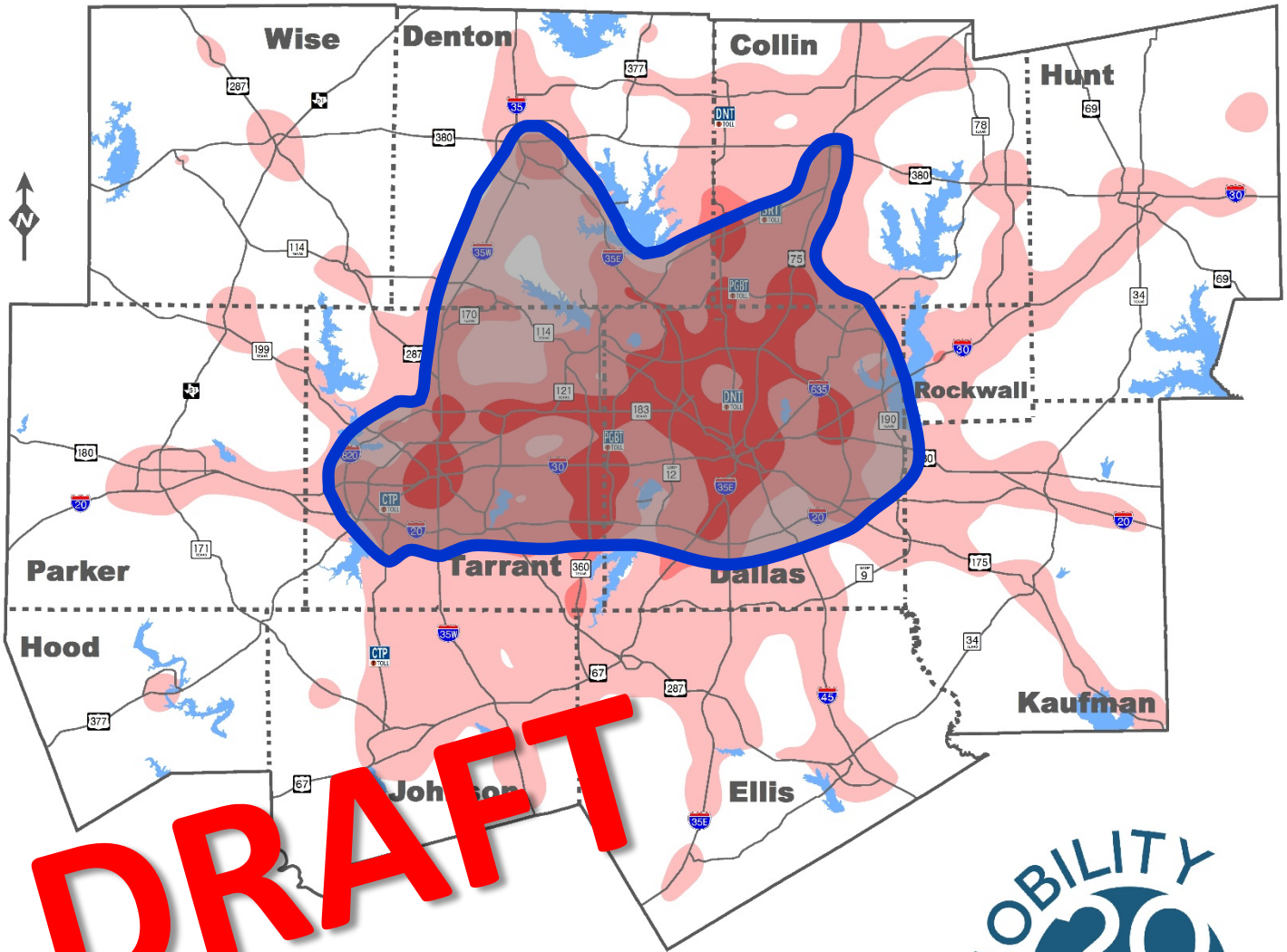
Congestion Index*

-  No Congestion
-  Light Congestion
-  Moderate Congestion
-  Severe Congestion
-  Major Roads
-  Toll/Managed Lane Policy Boundary

Dallas CBD



Fort Worth CBD



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Cost of Congestion/Delay: \$25.3 billion

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



Innovative Funding and Strategic Partnerships



Dallas-Fort Worth: *Region of Transportation Choice*

Region of Choice

Transportation Connections Focused

Large Employers

Neighborhood, Regional, Statewide,
National, and International



TxDOT Strategic Partnerships

Need for Big Projects

Interface Connections Between Urban and Rural Areas

TxDOT Staged Projects Begun but with Inadequate Resources to Complete

Strategic Projects with Unique Circumstances



Proposed RTC Policies

Policy P17-01

Expedite IH 635 Phase 3

Policy P17-02

Expedite IH 20 “Y” Connection

Policy P17-03

Define Improvements and Identify Resources

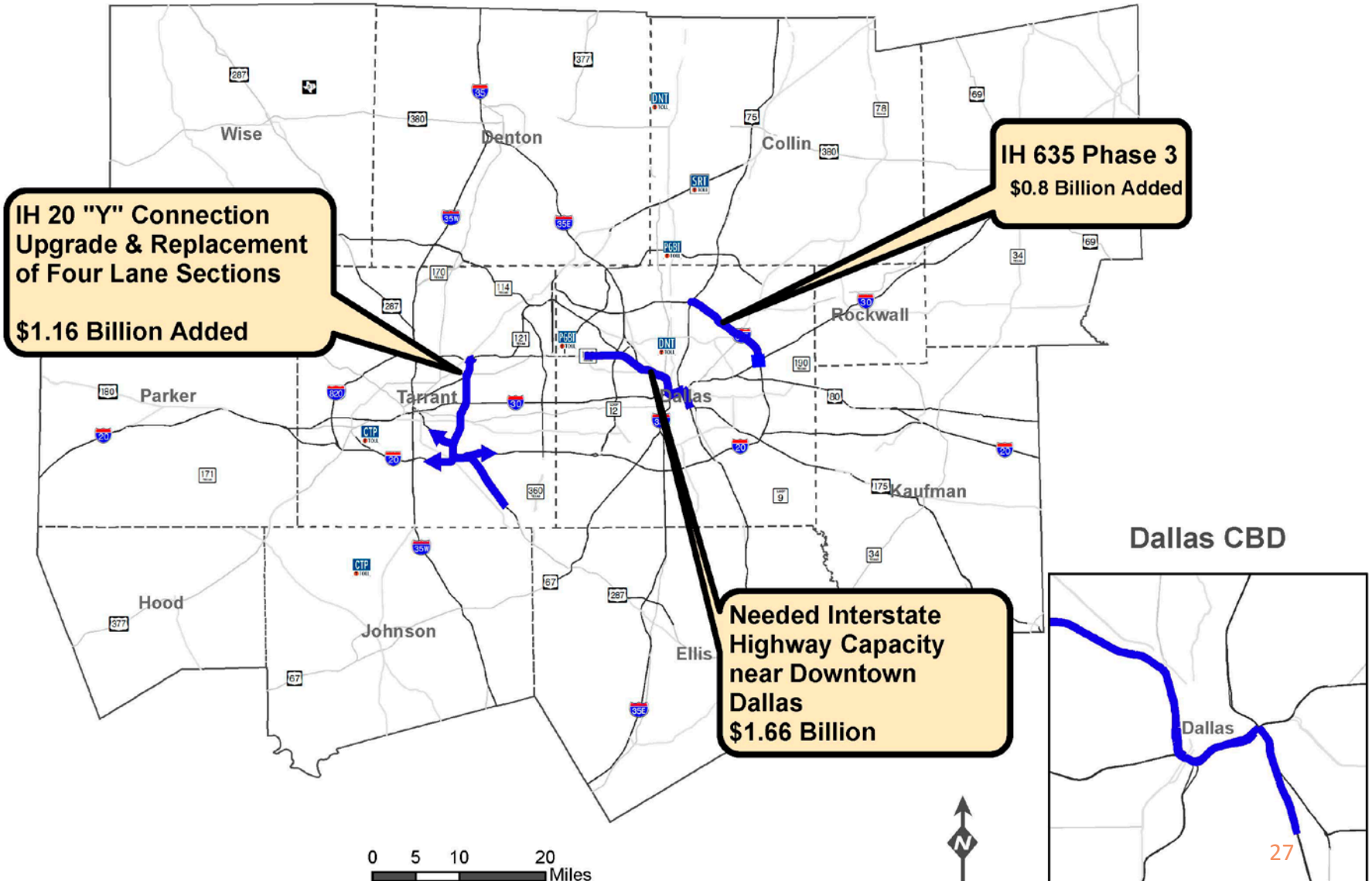
SH 183, IH 35E, IH 30, IH 45, US 175

Policy P17-04

Advance Current Commitments



Next Big Projects in the Dallas-Fort Worth Region: Additional Texas Transportation Commission Incremental Funding





Next Steps



Schedule

Milestone	Date
Continuous Public Involvement	Through March 2018
Mobility 2045 Draft (RTC Action)	April 12, 2018
Official Public Meetings	April 9, 2018
Mobility 2045 and AQ Conformity (RTC Action)	June 14, 2018
Air Quality Conformity DOT Determination Deadline	November 23, 2018



Next Steps

Continue Partner Coordination

Finalize Partner Projects – Nov. 15

Provide Monthly RTC Updates

Finalize Financial Forecast

Conduct Public Meetings

October and January





Public Outreach Efforts



Public Outreach Efforts

Webpage: www.nctcog.org/mobility2045

Public Meetings

Press Releases

Polling Questionnaires

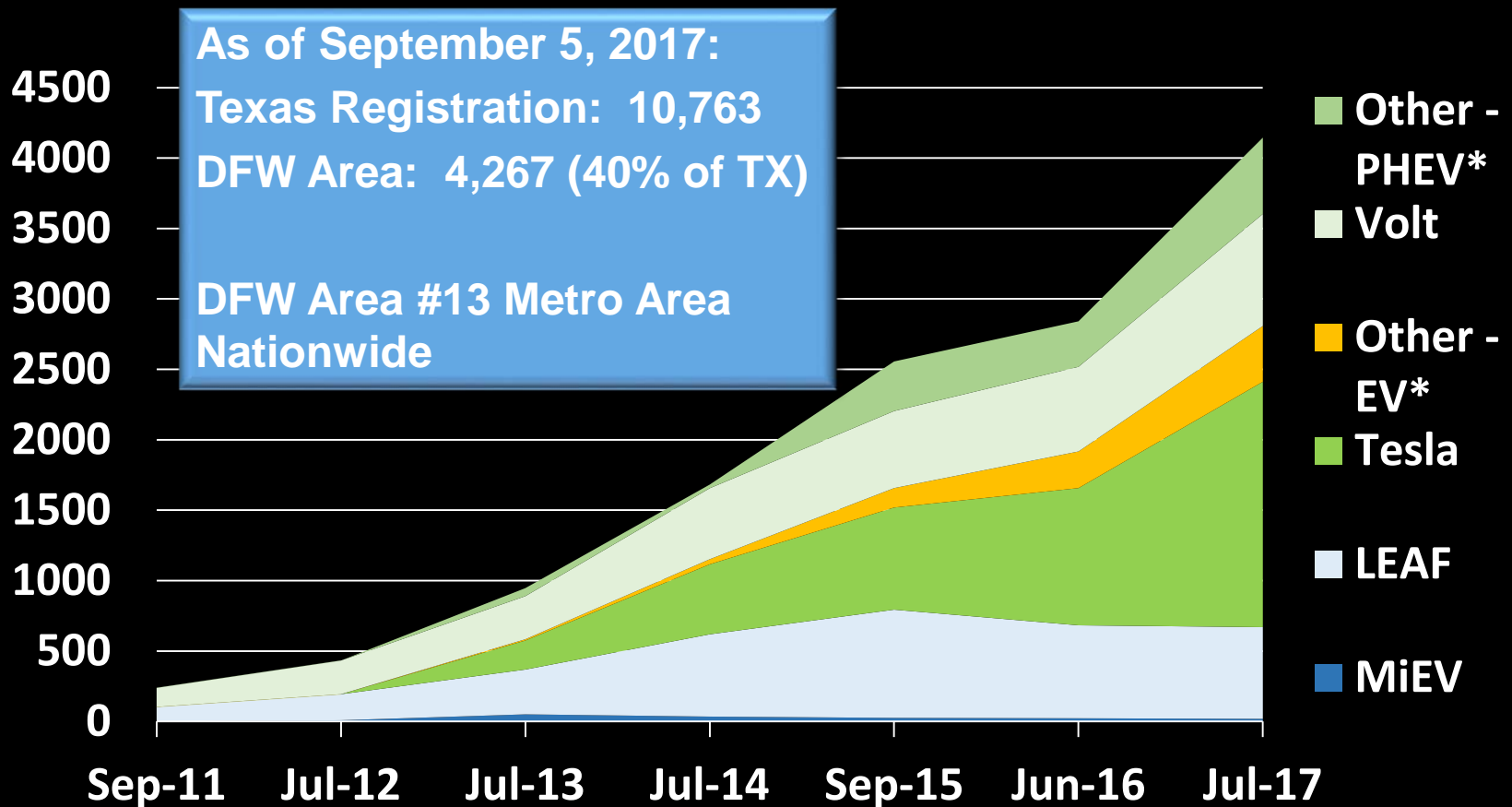
Promote Public Involvement through Partners

Spring Outreach Events

Community and Professional Group
Presentations



Regional Electric Vehicle Trends



*Other EV includes the BMW i3, Chevrolet Bolt, Fisker Karma, Ford Focus Electric; Other PHEV includes the BMW i8, Ford C-Max Energi, Ford Fusion Electric, Chevrolet Bolt, Chevrolet Spark EV, Fiat 500e, and Mercedes B250e



Policy Implications – State Revenue

Revenue Source	Implications
Prop. 1 – Oil & Gas Severance Tax	Out year revenues highly dependent on penetration of electric vehicles
Prop. 7 – Sales Tax	On target, dependent on overall state economy, subject to biennial appropriations
Prop. 7 – Motor Vehicle Sales Tax	Early years may be lower than estimated (more new cars now due to Hurricane Harvey)
Motor Fuels Tax	Continued declining purchasing power due to fuel efficiency, cost of construction
Electric Vehicles	Need to examine road user fees
Local Revenues	Need more flexibility for local governments to participate in transit, other mobility options



Policy Implications – Federal Revenue

Revenue Source	Implications
Motor Fuels Tax	Continued declining purchasing power due to fuel efficiency, cost of construction
PPP Leveraging	Possibly included in upcoming infrastructure package, may not be able to participate due to state limitations
Electric Vehicles	Need to examine road user fees



Questions

Dan Lamers

Senior Program Manager

dlamers@nctcog.org

(817) 695-9263

Kyle Roy

Communications Specialist II

kroy@nctcog.org

Kevin Feldt

Program Manager

kfeldt@nctcog.org

(817) 704-2529

mobilityplan@nctcog.org

