SYSTEM IDENTIFICATION

The Dallas-Fort Worth (DFW) Metropolitan Transportation System is comprised of three major components – the regional freeway and tollway system, the regional arterial system, and the regional transit system. The regional freeway and tollway system is typically characterized by controlled-access general purpose lanes, high-occupancy vehicle (HOV) lanes, managed lanes, and frontage roads. The freeway and tollway system carries nearly half of all vehicle travel in the area, and this is anticipated to continue through the year 2035. The regional arterial system provides support and access to the freeway and tollway system. Lastly, the regional transit system is comprised of passenger rail, bus routes, ridesharing programs, and park-and-ride facilities. The regional transit system is operated by the Dallas Area Rapid Transit (DART), the Denton County Transportation Authority (DCTA), and the Fort Worth Transportation Authority (The T). These agencies provide traditional transit service throughout much of the DFW Metropolitan Area.

Despite ongoing technological advances, expanded transit systems, and increased awareness/sensitivity to environmental concerns, there will continue to be significant demand placed on the regional transportation system. The continued demand will warrant continued system improvements and expansion well into the future.

Regional Freeway And Tollway System

System expansion, operation and maintenance of the regional freeway and tollway system are expensive ventures. Mobility 2035 – 2013 Update faces the challenge of balancing a huge demand on an already overused system with less than adequate funding resources from traditional fuel tax and vehicle registration fee revenues. However, with the adoption of the toll road policy that allows the implementation of new statewide toll roads, the Texas Transportation Commission authorized the Texas Department of Transportation (TxDOT) to evaluate a roadway project during any phase of development or construction for consideration as a toll road. This also includes new location and expansion highway projects on controlled-access roadways, such as adding lanes or constructing new main lanes. State law allows TxDOT to study, design, construct, operate, expand, enlarge, or extend a toll road project as part of the State highway system.

Historically, TxDOT has financed highway projects on a “pay-as-you-go” basis, using motor fuel taxes and other revenue deposited in the State highway fund. However, population increases and traffic demand have outpaced the efficiency of this traditional finance mechanism. Developing projects as toll roads can help bridge the gap between transportation needs and financial resources, and people are gradually becoming more receptive to this user-fee-based system. Recent bills by the Texas Legislature have provided innovative tools for TxDOT, the North Texas Tollway Authority (NTTA), and public-private partnerships through Comprehensive Development Agreements (CDA) to finance, build, and operate toll roads and managed facilities. The legislation also enables toll bonds, concession fees, and excess revenues to fund supplemental roadway projects that are either adjacent to those new corridors or of greatest need in the TxDOT districts where the corridors are constructed.
Mobility 2035 – 2013 Update contains recommendations for an elaborate and widespread managed facility system. These recommendations are the result of analyses of the current and proposed freeway/tollway system in conjunction with the proposed managed facility system. There is recognition that the freeway and managed facilities work together and thus are analyzed in that manner. Exhibit II-1 shows the lane miles per county for the regional freeway and tollway system for 2012 and 2035.

**Exhibit II-1**

Freeway/Tollway Lane Miles per County

<table>
<thead>
<tr>
<th>County</th>
<th>Year 2012</th>
<th>Year 2035</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collin</td>
<td>404</td>
<td>693</td>
</tr>
<tr>
<td>Dallas</td>
<td>1,959</td>
<td>2,539</td>
</tr>
<tr>
<td>Denton</td>
<td>354</td>
<td>521</td>
</tr>
<tr>
<td>Ellis</td>
<td>344</td>
<td>506</td>
</tr>
<tr>
<td>Hood</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Hunt</td>
<td>123</td>
<td>123</td>
</tr>
<tr>
<td>Johnson</td>
<td>122</td>
<td>186</td>
</tr>
<tr>
<td>Kaufman</td>
<td>226</td>
<td>237</td>
</tr>
<tr>
<td>Parker</td>
<td>157</td>
<td>160</td>
</tr>
<tr>
<td>Rockwall</td>
<td>70</td>
<td>70</td>
</tr>
<tr>
<td>Tarrant</td>
<td>1,308</td>
<td>1,712</td>
</tr>
<tr>
<td>Wise</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>5,079</strong></td>
<td><strong>6,759</strong></td>
</tr>
</tbody>
</table>
Exhibit II-2 highlights the funded limited access facility recommendations for the Mobility 2035 – 2013 Update. The total cost for the implementation of the freeway, tollway, and managed facility improvements is $36.1 billion. Costs from the plan are based on current planning and engineering studies, were reviewed by TxDOT and NTTA, and represent total project cost reflected in year of expenditure dollars consistent with federal planning requirements.

**Exhibit II-2**

**Mobility 2035 – 2013 Update Freeway, Tollway, and Managed Lane Improvements Recommendations**

Funded Recommendations

Freeway, Tollway, and Tolled Managed Lane Improvements

Legend

- Additional Capacity to Existing Freeways
- Improvements to Existing Freeway and Tolled Managed Lanes
- New Toll Lanes or Improvements to Existing Tollway
- Major Roads

Facility recommendations include transportation need, corridor-specific alignment, design, and operational characteristics for the freeways/tollways system will be determined through ongoing project development.
Regional Arterial System

The Designated Regionally Significant Arterial System, shown in Exhibit II-3, is a critical component of the Mobility 2035 – 2013 Update in providing transportation support and access. This system of arterials is forecasted to carry approximately 20 percent of all vehicular traffic in the region. The significance of regional arterials to the region’s transportation system becomes increasingly essential as reliever facilities to parallel controlled access facilities, as well as supporting accessibility to other regional facilities to and from local land uses.

Exhibit II-3
Designated Regionally Significant Arterials

Regionally Significant Arterials provide necessary transportation support to the freeway/boulevard system and also provide access to and from local land uses.
The regionally significant arterials that are currently funded for improvement, or anticipated to be funded within the timeframe of the Mobility 2035 – 2013 Update, are shown in Exhibit II-4. The Mobility 2035 – 2013 Update has designated $5 billion for arterial improvements; a majority of this funding will come from local sources.

Exhibit II-4
Funded Arterial Improvements

Regionally Significant Arterials provide necessary transportation support to the freeway/highway system and also provide access to and from local land use.
Regional Transit System

Public transportation services throughout the DFW Metropolitan Area are provided by small and large transit-focused organizations. The three largest organizations, DART, DCTA, and The T, provide traditional transit service throughout much of the DFW Metropolitan Area. Other more local organizations provide complementary services that coordinate transit operations and human services in less densely populated areas in North Central Texas. There are an additional 80 known public, private, and specialized transportation service providers in North Central Texas.

DART was created by voters in 1983 and is funded with a one-cent sales tax by 13 member cities. DART’s nearly 700-square-mile service area includes a broad range of services such as 130 bus routes, 72 miles of light rail transit (LRT), paratransit service for the mobility impaired, ridesharing programs, corporate travel demand management programs, and other general mobility programs. DART continually expands and upgrades transit facilities throughout their service area by reviewing routes to maximize efficiency. Local feeder routes improve the potential for increased rail ridership by providing reliable connections from residential areas to rail stations.

Dallas Area Rapid Transit - Member Cities: 13
1. Addison  8. Highland Park
2. Carrollton  9. Irving
4. Dallas  11. Richardson
5. Farmers Branch  12. Rowlett
7. Glenn Heights
Service Area: 689 square miles; Service Area Population: 2.4 million
Source: 2009 National Transit Database

Denton County voters recognized the need to establish reliable and progressive transportation as they voted to confirm DCTA, a coordinated county transportation authority, on November 5, 2002. The outcome of the DCTA election held on September 13, 2003, resulted in three municipalities, Denton, Highland Village, and Lewisville, approving a half-cent sales tax to fund various transportation services in their cities. Collection of their sales tax began January 1, 2004. DCTA’s service plan, which opened in June 2011, includes rail service on the A-train between the cities of Denton and Carrollton. Other aspects of the service plan are a park-and-ride transfer network along the rail corridor to connect to all planned services, regional connector bus service as an interim measure where rail service will eventually be implemented, local fixed-route bus services operating in Denton and Lewisville serving the most dense portions of the county, demand response service to member cities for the elderly and disabled, and a local assistance program to help improve traffic mobility in the near term.
Denton County Transportation Authority - Member Cities: 3
1. Denton
2. Highland Village
3. Lewisville
Service Area: 157 square miles; Service Area Population: 235,000
Source: 2009 National Transit Database

The T provides fixed-route bus, express bus, and/or Rider Request service throughout Fort Worth, Richland Hills, and Blue Mound. Express routes allow virtually non-stop travel weekdays from downtown Fort Worth and the Trinity Railway Express (TRE) commuter rail station at the Intermodal Transportation Center (ITC). Park-and-ride locations offer a convenient meeting point for carpools and vanpools; all-day parking is free, complements of The T, participating businesses, and churches. The Rider Request Program within Richland Hills offers the choice of having a bus meet a passenger where they desire as long as travel is within the route’s designated service area.

Fort Worth Transportation Authority - Member Cities: 3
1. Blue Mound
2. Fort Worth
3. Richland Hills
Service Area: 350 square miles; Service Area Population: 730,000
Source: 2009 National Transit Database

The TRE is a cooperative commuter rail service provided by DART and The T. The TRE includes approximately 35 miles of track, linking downtown Fort Worth, downtown Dallas, and Dallas/Fort Worth International Airport. Scheduled train service is provided Monday through Saturday. No regularly scheduled service is available on Sunday. Special Sunday service may be promoted for announced special events only.

Exhibit II-5 highlights the existing regional passenger rail lines for DART, DCTA, and The T.
The funding of management and operations, transit system improvements, and expansions are included as part of the development of specific recommendations of the Mobility 2035 – 2013 Update, and of the entire transit system as a whole, including the existing rail, bus, and paratransit networks. Project examples include, but are not limited to, double tracking, rail station improvements, bus stop improvements, and system modernization and safety improvements for the system and rail/road crossings. The recommended rail system and its various components are shown in Exhibit II-6. Approximately 497 miles of rail are identified in the recommended system. Of that, 141 miles are existing service, 74 miles are programmed projects and projects currently under development, and the remaining 282 miles are projects utilizing funding identified through other sources.
**Summary**

With a population that is expected to grow to 9.8 million residents by 2035, the need for a reliable transportation system in North Central Texas is particularly important. Transportation professionals and policy makers are working to develop creative solutions to these challenges. Recent bills by the Texas Legislatures have provided innovative ways to finance and build these highway projects that are shown of greatest needs through toll bonds, concession fees, and excess revenues. The Regional Arterial System which is forecasted to carry approximately 20 percent of vehicular traffic in the region is also designated for $5 billion improvements, according to the Mobility 2035 – 2013 Update. Finally, the proven ability of rail service that DART, DCTA, The T, and other local transit operations provides will help improve mobility in the region. These joint efforts by the transit agencies will play a crucial role in meeting those future transportation needs and the current system demand in North Central Texas.