

# 9. Conclusion

## Increased Growth and Demand for Transportation

The North Central Texas region has experienced rapid growth in recent decades, resulting in a metropolitan area with a current population estimated at 7.2 million people. Growth is continuing. Population projections indicate by 2045, the region will be home to 11.2 million people. With the addition of an estimated four million new residents, a greater demand to move people and goods will be placed on an already stressed and aging transportation system.

## Making the Most of Available Funding

Despite the approval of Proposition 1 in 2013 and Proposition 7 in 2015, it is increasingly clear North Central Texas cannot afford the cost to alleviate all mobility congestion. Even with a \$135.5 billion investment in projects and programs over the next 28 years, funding for new or expanded transit and roadways, and for maintenance and operations, will be insufficient to meet all demands. Even with implementing all Mobility 2045 recommended projects and programs, travel times are expected to increase by 59 percent due to congestion delay. Strategic use of limited revenue will be fundamental to maintaining a vibrant economic and social environment.

Changes in the way North Central Texans travel will be integral to maximizing limited funds and existing transportation system capacity. The recommended Mobility 2045 projects are expected to provide the greatest improvement to regional mobility compared with their cost. Mobility 2045 emphasizes strategies to connect land use and transportation more effectively. These strategies encourage livable communities which provide better balance between housing locations and employment. Mobility 2045 will accommodate growth through programs and projects aimed at eliminating or reducing vehicle trips, shortening trips, and maximizing the existing transportation system capacity.

Exhibit 9-1 provides a summary of expenditures by project type.

Exhibit 9-1: Expenditure Categories

Mobility 2045 Recommendations	Expenditures (\$ Billions)
<b>Infrastructure Maintenance</b>	<b>\$36.8</b>
Transit Operations, Maintenance	\$26.5
Roadway Maintenance, Rehab, Safety, and Operations	\$10.3
<b>Management and Operations Strategies</b>	<b>\$9.5</b>
Congestion Management	\$5.3
Bicycle/Pedestrian Facilities	\$4.2
<b>Growth, Development, and Land-Use Strategies</b>	<b>\$3.2</b>
Air Quality and Environment	\$2.3
Sustainable Development and Transportation Enhancements	\$0.9
<b>Public Transportation</b>	<b>\$33.3</b>
Rail Capital and Transit System Expansion	\$30.1
Bus and Paratransit Capital	\$3.2
<b>Roadway System</b>	<b>\$53.6</b>
Freeway, Tollway, Express/HOV, and Tolloed Managed Lanes	\$40.6
Regional Arterial System	\$8.8
Other Arterials	\$4.2
<b>Total</b>	<b>\$136.4</b>

Values may not sum due to independent rounding

## Meeting Mobility 2045 Themes

Mobility 2045 supports a transportation system designed to enhance the region's mobility, quality of life, system sustainability, and continued project implementation.

**Mobility:** The Mobility 2045 recommendations are expected to provide the greatest improvement to regional mobility compared with their cost and within the constraints of available funding. However, the costs of congestion and travel time will increase by the year 2045. This will lead to variable results for accessibility metrics, with benefits resulting from the multimodal transportation options provided by Mobility 2045. For example, when comparing Mobility 2045 recommendations to the current transportation system and population, future protected populations will have access to 3

percent fewer jobs by auto within 30 minutes. However, this loss may be offset because future protected populations will have access to 37 percent more jobs by transit within 60 minutes.

**Quality of Life:** Higher density development lends itself to strategies that support livable communities and improve quality of life. Mobility 2045 recommendations will lead to communities and a region that provide housing and transportation options, support decreased household transportation costs, reduce dependence on oil, improve air quality, reduce per capita greenhouse gas emissions, and promote public health. Shifting away from greenfield development (development of lands that are serving a vital role in sustaining environmental quality) also supports a more efficient use of the existing transportation system and reduces the need to build new infrastructure to outlying areas.

**System Sustainability:** The transportation system's sustainability will improve if existing transportation infrastructure is managed more efficiently. System sustainability will also improve when sustainable development effectively coordinates land use and transportation investments. The region is projected to become more densely populated by the year 2045. Higher density development supports opportunities to manage the transportation system in a more efficient way by making strategic investments in the existing system in place of building new facilities to serve growth outside the most urbanized counties.

**Implementation:** Projects and programs intended to reduce the cost of constructing, operating, and maintaining the regional transportation system will be supported through regular communication with state and federal review agencies, coordination with transportation providers in the region, and input from the public. By analyzing and prioritizing mobility improvements, Mobility 2045 recommendations seek to meet the transportation demands of existing and future travelers through innovative solutions.

## Transportation Beyond 2045

While Mobility 2045 recommends strategic programs and projects that provide transportation improvements throughout the region, the ultimate transportation needs of North Central Texas will still not be met. Roadway investments totaling \$389 billion over the next 28 years are needed to eliminate the worst level of roadway congestion in 2045. Mobility 2045, however, recommends programs and projects totaling \$136.4 billion; this total is based on a reasonable expectation of funding and financial constraint requirements.

The unfunded needs may be addressed through a variety of modal and management solutions. Major rail and roadway corridors requiring future evaluation are included in the **Mobility Options** chapter. The unfunded needs highlight the importance of maintaining a vision for the transportation system beyond 2045. This vision should include transportation options that give North Central Texans a choice as they travel in the region. The planning process is continuous and is modified to account for changes in demographics, financial assumptions, project design concept and scope, local priorities, and legislative direction.

The need for additional funding and continued use of strategic efforts to manage transportation demands in North Central Texas is evident. Providing a transportation system supporting continued opportunities for economic growth and an enhanced quality of life for North Central Texas residents remains a priority of the Regional Transportation Council and the Metropolitan Planning Organization.