Mobility 2025 Update: The Metropolitan Transportation Plan

May, 2001

North Central Texas Council of Governments
Transportation Department
## MOBILITY 2025 UPDATE

### FINANCIAL SUMMARY

<table>
<thead>
<tr>
<th>Metropolitan Transportation System Components</th>
<th>Cost (Millions/2001$)</th>
<th>Revenue (Millions/2001$)</th>
<th>Revenue Initiative (Millions/2001$)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operation &amp; Maintenance</td>
<td>$18,078</td>
<td>$18,078</td>
<td>$0</td>
</tr>
<tr>
<td>Congestion Mitigation Strategies</td>
<td>$2,014</td>
<td>$2,014</td>
<td>$0</td>
</tr>
<tr>
<td>Bicycle &amp; Pedestrian Facilities and Transportation Enhancements</td>
<td>$960</td>
<td>$960</td>
<td>$0</td>
</tr>
<tr>
<td>Rail and Bus Transit System</td>
<td>$8,653</td>
<td>$8,653</td>
<td>$0</td>
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<tr>
<td>HOV and Managed Facilities</td>
<td>$2,115</td>
<td>$2,115</td>
<td>$0</td>
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<tr>
<td>Freeway and Toll Road System</td>
<td>$11,528</td>
<td>$8,262</td>
<td>$3,266</td>
</tr>
<tr>
<td>Regional Arterial and Local Thoroughfare System</td>
<td>$5,677</td>
<td>$5,677</td>
<td>$0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$49,025</strong></td>
<td><strong>$45,759</strong></td>
<td><strong>$3,266</strong></td>
</tr>
</tbody>
</table>
MOBILITY 2025

Revenue/Cost Imbalance Reconciliation Initiatives

Pursue Congestion Pricing Opportunities Through Managed Facilities in Specific Corridors Identified Through Major Investment Studies

Continue Value Engineering Initiatives

Increase DFW Share of State Allocations

Continue to Pursue Legislative Actions Aimed at:

  Increasing Revenue Through Initiatives Identified by the RTC Mobility Plan Finance Subcommittee

  Decreasing Project Costs Through Streamlining the Project Development Process
MOBILITY 2025 UPDATE

METROPOLITAN AREA
DEMOGRAPHIC FORECAST

<table>
<thead>
<tr>
<th></th>
<th>1999</th>
<th>2025</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>POPULATION</td>
<td>4,536,000</td>
<td>6,671,400</td>
<td>47 %</td>
</tr>
<tr>
<td>EMPLOYMENT</td>
<td>2,691,000</td>
<td>3,907,400</td>
<td>45 %</td>
</tr>
</tbody>
</table>

The region will grow at a rate of:
82,000 persons per year and
47,000 jobs per year
1999 Congestion Levels

Legend

Areas of Moderate Peak-Period Congestion

Areas of Severe Peak-Period Congestion

Annual Cost of Congestion = $5.3 Billion

North Central Texas Council of Governments Transportation
2025 Congestion Levels

Legend

- Areas of Moderate Peak-Period Congestion
- Areas of Severe Peak-Period Congestion

Annual Cost of Congestion = $8.2 Billion
Sustainable Development Defined

Land use and transportation practices that promote economic development while using limited resources in an efficient manner.

Transportation decision making based on impacts on land use, congestion, vehicle miles traveled, and the viability of alternative transportation modes.

Planning efforts which seek to balance access, finance, mobility, affordability, community cohesion, and environmental quality.
Mobility 2025 Update
Land Use and Mobility Access

Legend
- Multimodal Access Areas
- Rail Access Area
- Parks
- Airports
- 2025 Freeways / Tollways
- 2025 Rail Lines
- 1995 Developed Land
- Lakes
- Metropolitan Planning Area Boundary

1 Example areas shown based on potential rail station sites. Sites subject to change.

2 Freeways / Tollways and Rail as recommended in the Mobility 2025 Update.
Mobility 2025 Plan Update
Land Use/ Transportation Interface Chapter

Recommendations

Promote the use of existing system capacity.

Promote the mixing/integration of land uses.

Promote increased rail mobility.

Promote improved access management.

Develop Transportation Accessibility Program Partnerships.

Support the Center of Development Excellence.

Improve pedestrian and bicycle access to rail.

Encourage local commitment to transit oriented development.

Monitor regional mobility access and land use trends.
Mobility 2025 Update
Intermodal Freight Chapter

Recommendations

Promote NAFTA Safety and Mobility Issues

Promote Safety at At-grade Highway-Railroad Crossings

Establish New Process for Intermodal Freight Community Input

Monitor Goods Movement Traffic Throughout the Region

Evaluate Accessibility of Intermodal Freight Centers

Ensure Safety of Hazardous Materials Truck Routes

Continue MPO Involvement With Freight and NAFTA Groups

Review Intermodal Factors in Project Selection
MOBILITY 2025 UPDATE

Elderly and Persons with Disabilities

Program Goal: To Provide Assistance in Meeting the Transportation Needs for Elderly and Persons with Disabilities where Transportation Services are Unavailable, Insufficient, Or Inappropriate

Program Activities: The Provision of Services; the Purchase of Vehicles and/or the Purchase of Auxiliary Equipment

Geographic Area: Metropolitan, Small Urban and Rural Areas
Encourage the Displacement of Petroleum Fuels

Facilitate the Sharing of Refueling Stations

Explore the Feasibility of Electric Vehicles
Complementing Rail and Other Transit Facilities

Facilitate the Adoption of Emerging Technologies

Fund Incremental Costs

Expand Funding for Private Fleets

Expose the General Public to Low-Emitting Vehicles

Seek Financial and Non-Financial Incentives to Promote Low-Emitting Vehicles
MOBILITY 2025 UPDATE

Travel Demand Management

Program Goal: To Reduce the Demand for Drive Alone Travel by Offering Low Cost and Quickly Implemented Alternatives.

Program Results: Improved Mobility and Air Quality.

Program Activities:

1. Employer Trip Reduction Programs
2. Transportation Management Associations
3. Vanpool Programs
4. Park-and-Ride Lots
MOBILITY 2025 UPDATE
Transportation System Management

**Intersection Improvements**
1,615 Projects

**Signalized Improvements**
12,800 Projects
Traffic Signal Integration and Monitoring Project

**Freeway Bottleneck Removal**
System Monitoring - Peak Period Commuter Traffic
Initiate Bottleneck Program

**Special Events Management**
Interagency Programs to Identify Special Events
Develop and Implement Congestion Mitigation Strategies
MOBILITY 2025 UPDATE  
Intelligent Transportation System

Efforts Accomplished to Date

ITS Investment
$125 million existing and funded  
(40% complete)

Sub-Regional ITS Plans
Interagency Communications Analysis and Recommendations Study (2000)

Current Efforts

Development of Dallas-Fort Worth Regional ITS Architecture

Regional Integration and Information Exchange

Incorporate RTC Policies into Mobility 2025 Update

Based on the Interim Guidance
Establishes local review process
Expedites state and federal review process
Pedestrian Transportation Districts
2025 Veloweb Routes
Mobility 2025 Update Rail Lines
Transit Station Pedestrian Transportation Districts

Example districts shown based on potential rail station sites. Sites subject to change.
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.
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Bicycle Facilities

Legend

- Bicyle Transportation Districts
- Recommended Veloweb Routes
- Candidate Veloweb Routes
  - Existing Off-Street
  - Hard Surface Trail (Improved)
- Programmed Off-Street Bicycle/Pedestrian Facilities

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.
All existing railroad rights-of-way should be monitored for potential future transportation corridors.

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

* STAGED RAIL
(Must meet two of the following)
Refined rail forecasts are necessary to determine technology and alignment
Extension into Olympic Village Site (South Oak Cliff LRT)
Institutional structure for implementation to be determined
- DART and FWTA expansion (preferred) or New transit authorities will be created
- Other sources of funding to be pursued

North Crosstown Corridor Study Area
At a minimum, evaluate the engineering feasibility and environmental implications of:
- rail along the Santa Fe line and the Burlington Northern line, including the feasibility of an alternative connection along S.H. 190;
- rail along the full Cottonbelt Corridor, from Parker Road to DFW Airport; and
- rail along the Cottonbelt Corridor from DFW Airport with an eastern transition to light rail along LBJ Freeway at an Addison Intermodal Center.
Mobility 2025 Update
HOV and Managed Facility System

Legend
- Reversible
- Managed HOV/Integrated Tollroad
- Two-Way
- Freeways/Parkways

Arrows represent the direction of travel during the morning peak period.
Direction of travel is reversed during the afternoon peak period on these HOV facilities.

Right-of-Way preservation should be encouraged in all freeway corridors to accommodate potential future HOV facilities.

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

All HOV facilities will be managed for mobility efficiency.

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Transportation
Additional and improved freeway interchanges and service roads should be considered on all freeway facilities in order to accommodate a balance between mobility and access needs.

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

The need for additional east/west capacity is identified in the corridor between Northwest Highway and Mockingbird Lane from US 75 to SH 183/IH 35E. Further study is needed to refine alignment and operational characteristics.
Mobility 2025 Update
Regional Arterial System

Legend
- Regional Arterials
- Existing Freeways and Tollways
- Proposed Freeways and Tollways
- Preserve Right of Way
- Local government thoroughfare plans vary in these corridors
- Thoroughfare Spacing Review

New facility locations indicate transportation needs and do not represent specific alignments.
Based on NCTCOG’s Regional Thoroughfare Plan
# Title VI and Environmental Justice Job Accessibility Performance Measures

<table>
<thead>
<tr>
<th>Populations</th>
<th>Census Year</th>
<th>Trip Based</th>
<th>Link Based</th>
<th>Level of Service</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>By Auto</td>
<td>By Transit</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1999</td>
<td>2025</td>
<td>1999</td>
<td>2025</td>
</tr>
<tr>
<td>Black</td>
<td>2000</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Hispanic</td>
<td>2000</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Asian American</td>
<td>2000</td>
<td>+</td>
<td>+</td>
<td>-</td>
</tr>
<tr>
<td>American Indian/Alaskan Native</td>
<td>2000</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>Under Poverty Line (Low Income)</td>
<td>1990</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Over 65 Years Old</td>
<td>1990</td>
<td>+</td>
<td>+</td>
<td>+</td>
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<tr>
<td>Under 13 Years Old</td>
<td>1990</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<tr>
<td>Persons with Disabilities</td>
<td>1990</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Females (Head of Household)</td>
<td>1990</td>
<td>+</td>
<td>+</td>
<td>+</td>
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</tbody>
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+ = Protected Population is Five Percent Greater Than Unprotected Population
- = Protected Population is Five Percent Less Than Unprotected Population
O = Protected Population is Within Five Percent of Unprotected Population