

Memorandum



CITY OF DALLAS

DATE August 21, 2015

TO The Honorable Members of the Transportation and Trinity River Project Committee: Lee M. Kleinman (Chair), Deputy Mayor Pro Tem Erik Wilson (Vice-Chair), Sandy Greyson, Mayor Pro Tem Monica R. Alonzo, Adam Medrano, and Casey Thomas II

SUBJECT **Mobility 2040**

On Monday, August 24, 2015, you will be briefed on Mobility 2040 by the North Central Texas Council of Governments. The briefing materials are attached for your review.

Please feel free to contact me if you have any questions or concerns.

A handwritten signature in blue ink that reads "Theresa O'Donnell".

Theresa O'Donnell
Chief Planning Officer

C: Honorable Mayor and Members of the City Council
A.C. Gonzalez, City Manager
Warren M.S. Ernst, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Ryan S. Evans, First Assistant City Manager
Eric D. Campbell, Assistant City Manager

Jill A. Jordan, P.E., Assistant City Manager
Mark McDaniel, Assistant City Manager
Joey Zapata, Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Sana Syed, Public Information Officer
Elsa Cantu, Assistant to the City Manager – Mayor & Council



Transportation & Trinity River Project Committee
City of Dallas
August 24, 2015



What is the Metropolitan Transportation Plan?



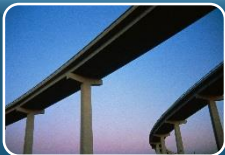
Represents a blueprint for the region's multimodal transportation system



Covers at least a 20-year timeframe



Responds to Regional Transportation Council goals



Identifies policies, programs, and projects for continued development



Guides the expenditure of federal and state transportation funds

Mobility 2035 – 2014 Amendment Summary

- Adopted by the Regional Transportation Council in November 2014
- Calls for \$94.5 billion in transportation improvements through 2035
 - ◆ 2,200 new lane miles of the freeways, tollways, and tolled managed lanes
 - ◆ 300 additional miles of passenger rail
 - ◆ 1700 miles of off-street bicycle facilities identified
 - ◆ Robust program of pedestrian and on-street bicycle facilities
 - ◆ Aggressive programs aimed at reducing travel and creating a more efficient transportation system

What is New for Mobility 2040?

Planning Horizon

2040

Demographics

Population by 2040:
10.7 million
Employment by 2040:
6.7 million

Financial Assumptions

Legislative action and
RTC direction

Planning Requirements

Legislative action or
pending official
guidance on MAP-21

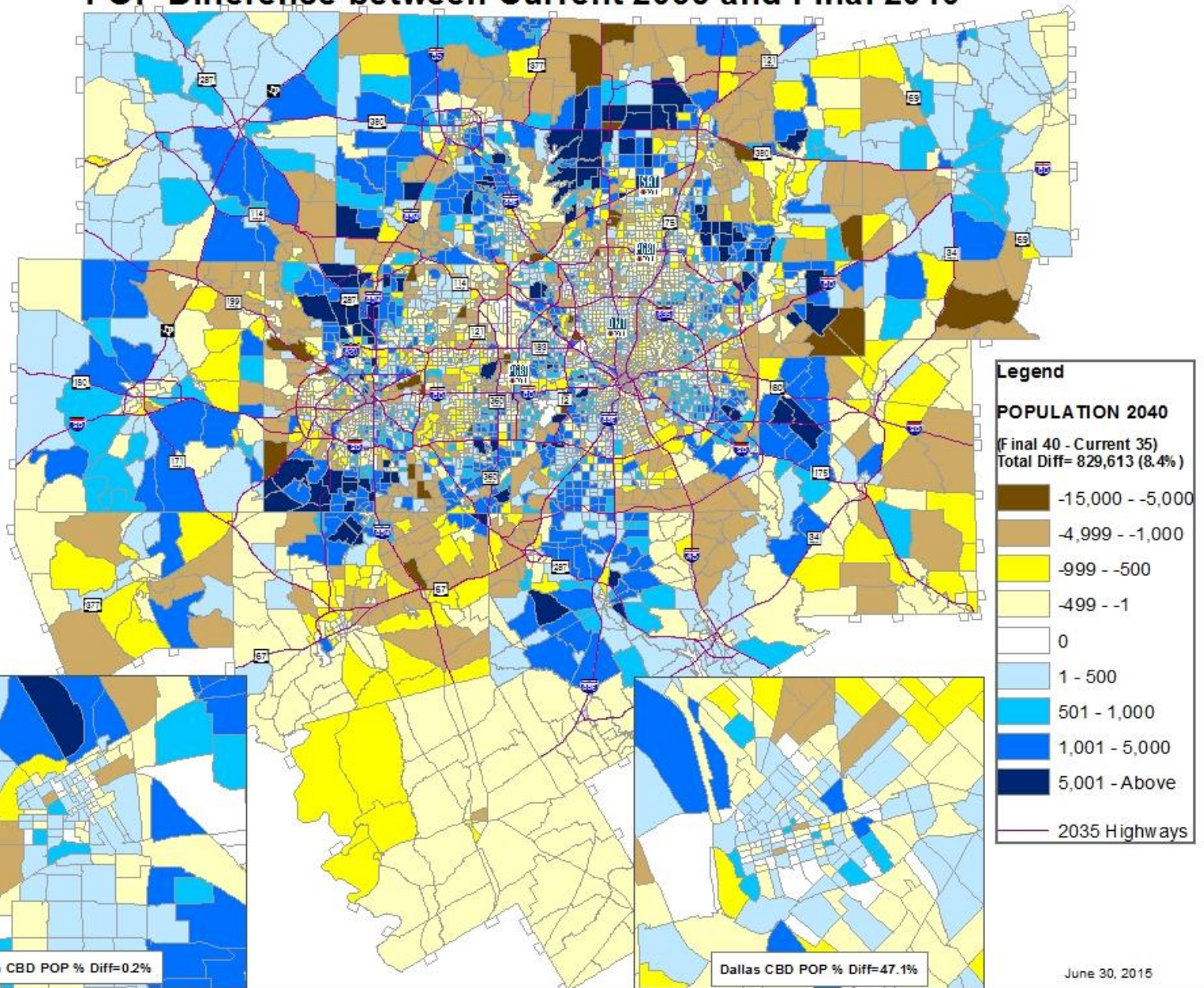
Policy Considerations

Focus on balance and
integrated system
connectivity
Creation of greater
choice of options

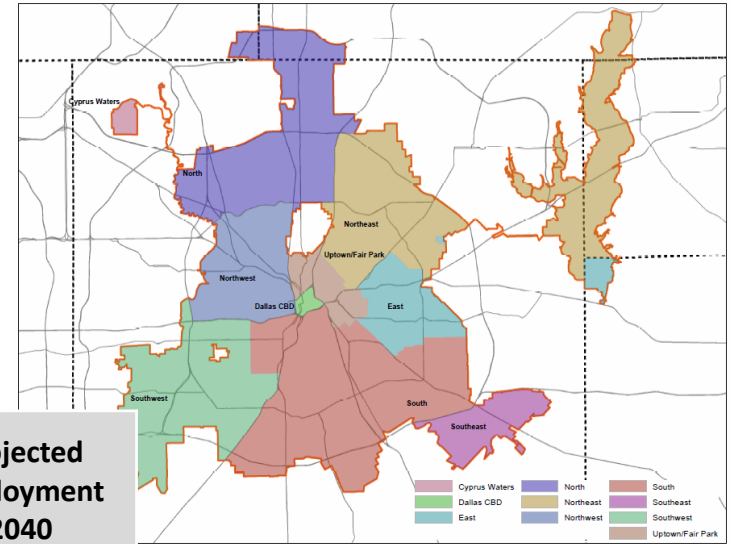
Recommendations

Dependent on
demographics,
financial assumptions,
planning requirements,
and policy
considerations

POP Difference between Current 2035 and Final 2040



City of Dallas Super Districts Demographic Summaries



Dallas Super District	Estimated Household Population 2005	Projected Household Population 2040	Estimated Employment 2005 (Base Year)	Projected Employment 2040
Cyprus Waters	451	27,331	802	1,649
Dallas CBD	3,835	31,325	112,710	183,223
East	83,237	113,550	30,220	53,356
North	270,820	329,137	260,551	468,639
Northeast	269,208	379,906	153,646	278,711
Northwest	69,848	112,754	185,526	323,999
South	245,170	280,776	91,178	168,664
Southeast	17,191	45,058	3,089	6,892
Southwest	132,842	238,564	63,714	115,927
Uptown/Fair Park	67,897	66,410	98,532	179,217
Dallas Total	1,160,501	1,624,811	999,968	1,780,277

City of Dallas Growth:
Population – 40%
Employment – 80%

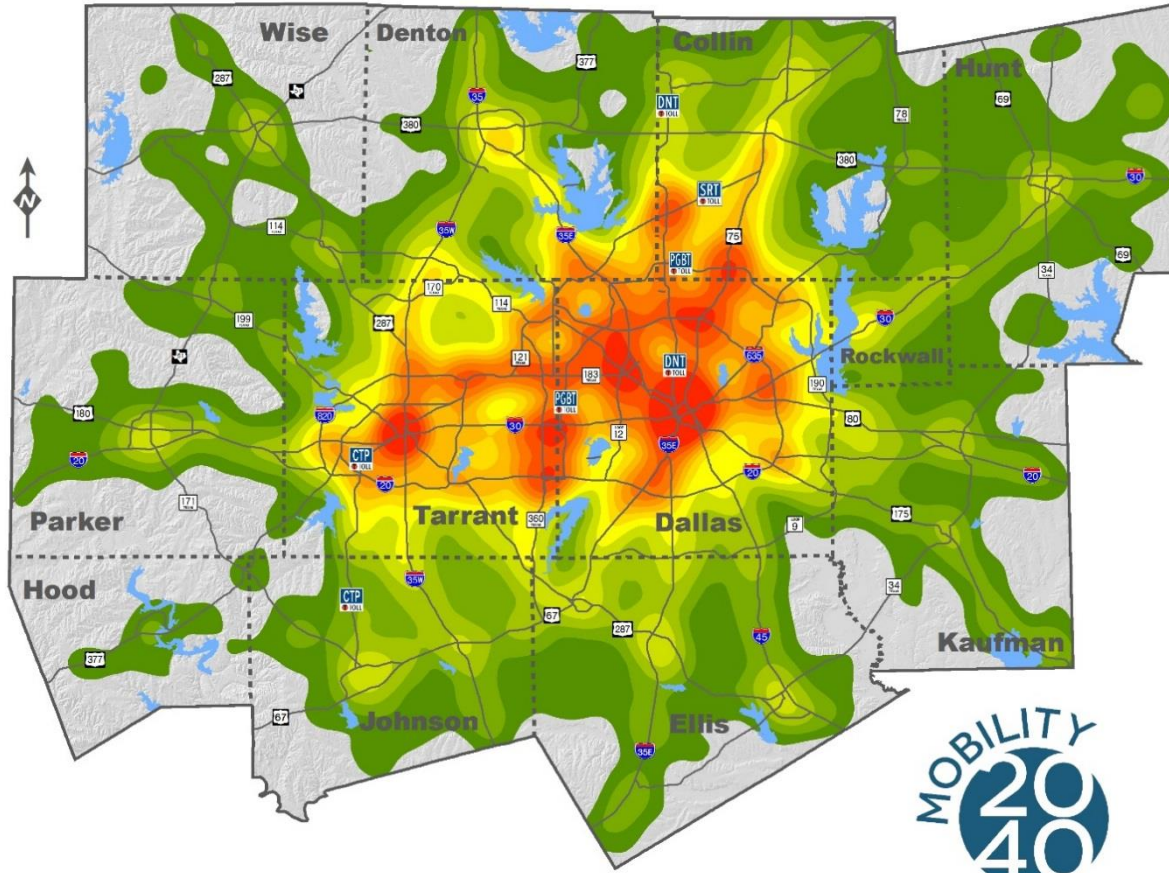
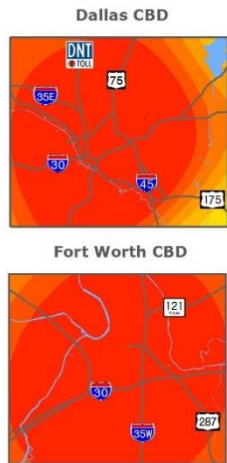
Significantly higher infill growth than previous forecasts

* All forecasts are based on the draft 2040 demographic forecasts.

Mobility 2035 Roadway Recommendations

DRAFT

Levels of Congestion 2040



July 2015

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

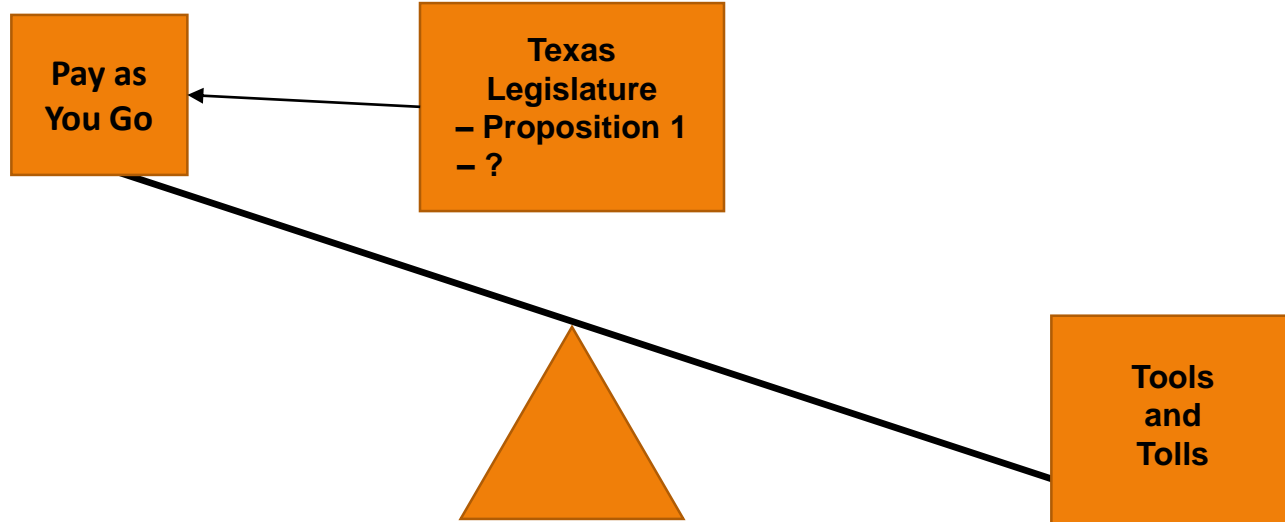
Legislative Outcomes

Lawmakers have provided opportunities for new funding for transportation

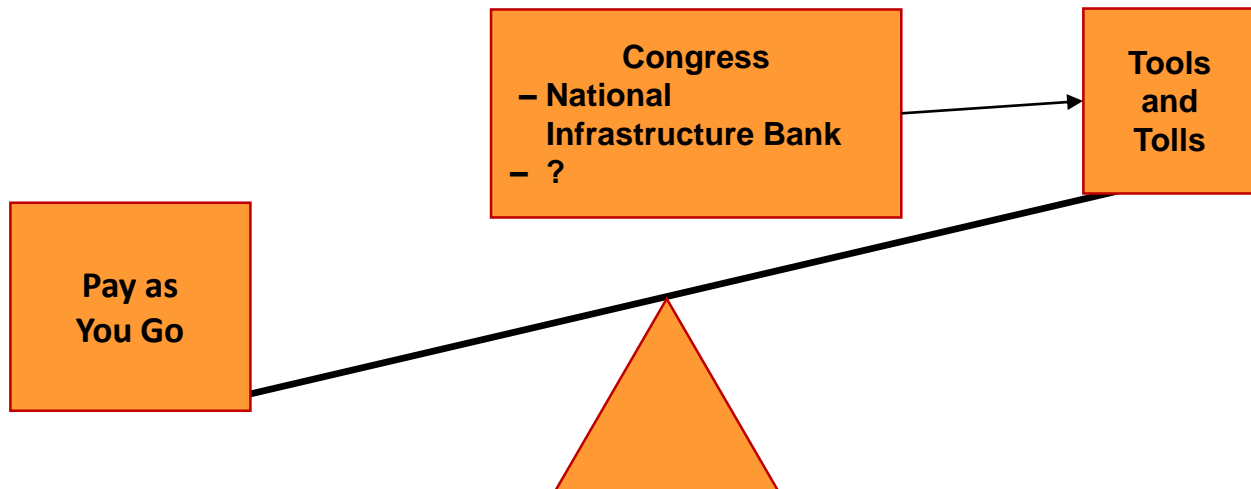
Revenue Source	Priced Facility Use	Transit Use	Estimated Statewide Revenue (in billions)					
			2015	2016	2017	2018	2019	2020
Prop. 1	No	No						
End Diversions	Yes	No						
Sales Tax*	No	No						
Excise Tax*	No	No						
Total Revenue			\$1.74	\$1.81	\$1.79	\$4.84	\$4.84	\$5.53

* Pending voter approval

State Legislative Balance



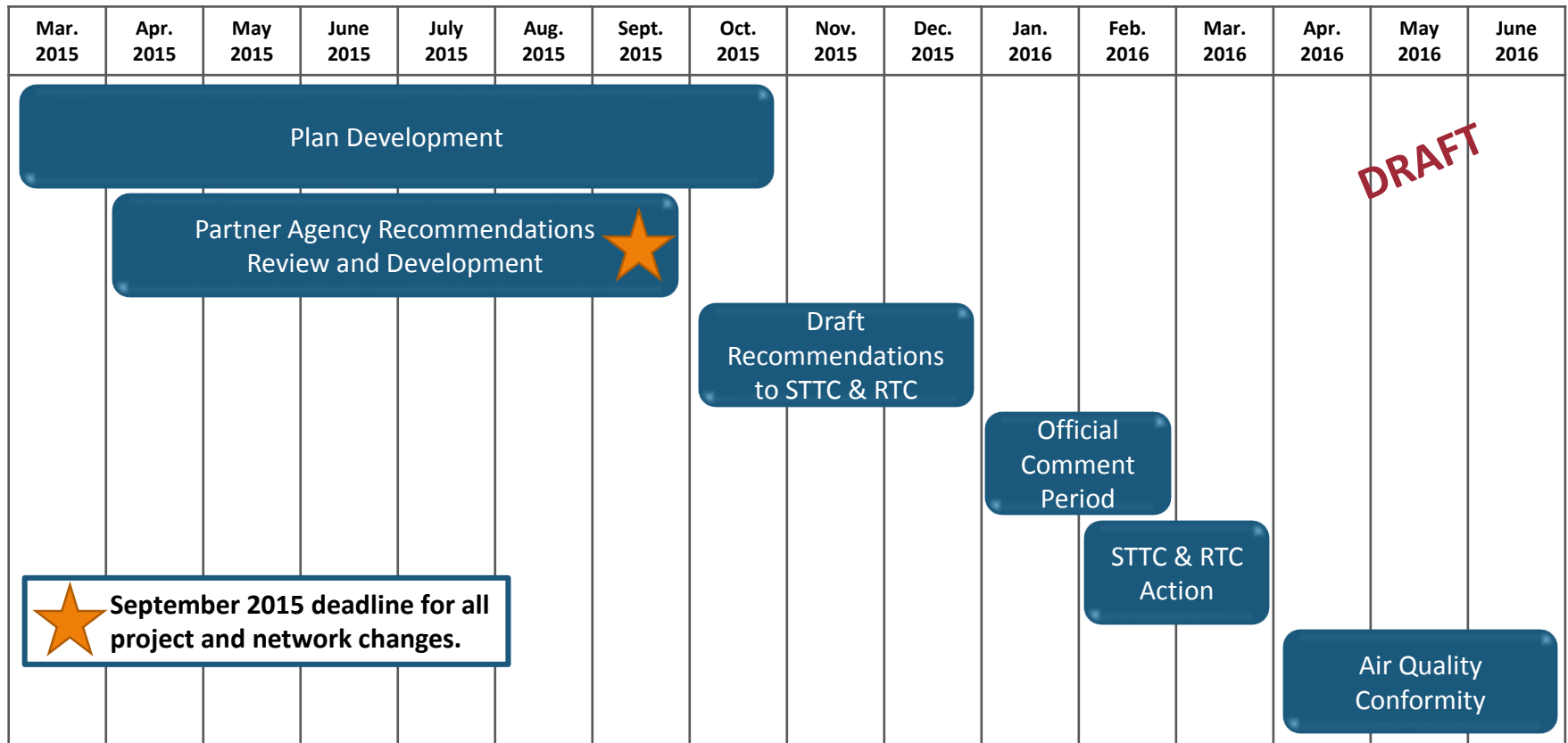
Federal Legislative Balance



Role of Technology

- Evolving technology can improve safety, increase the capacity of the existing transportation system, and can reduce demand
- Technology considerations
 - Vehicle-to-vehicle communication
 - Driverless vehicles
 - Connected trucks
 - Intelligent traffic signals
 - Impacts of telecommuting
 - Traveler information
 - Public transportation efficiencies

Schedule



DRAFT

Public involvement activities, Surface Transportation Technical Committee (STTC), and Regional Transportation Council (RTC) briefings will be held throughout the plan development process.

Contacts

To find out more about the Mobility 2040, visit us at:

www.nctcog.org/mobility2040

email questions or comments to:

mobilityplan@nctcog.org

Dan Lamers, P.E.

Senior Program Manager

dlamers@nctcog.org

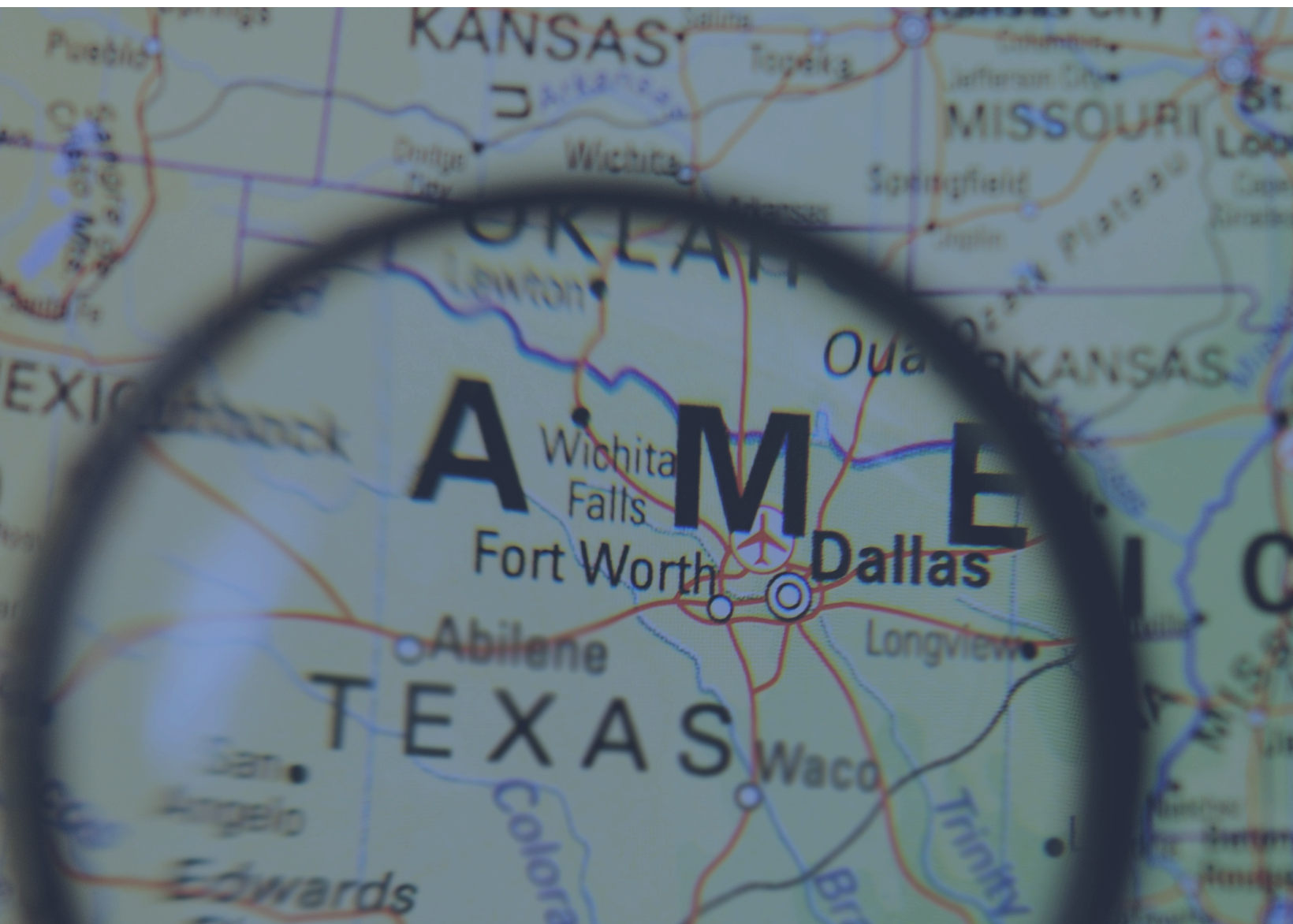
817-695-9263

Chad McKeown, AICP

Program Manager

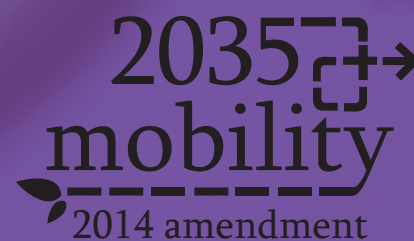
cmckeown@nctcog.org

817-695-9134



Mobility 2035 - 2014 Amendment
the metropolitan transportation
plan for north central texas

executive summary





A New Approach to Transportation

Mobility 2035 – 2014 Amendment is the defining vision for the region’s multimodal transportation system. Serving as a blueprint for the region’s transportation network, the Mobility 2035 – 2014 Amendment represents a balanced approach to the way North Central Texas plans for and implements transportation improvements. This plan provides for increased mobility and accessibility while addressing demanding financial constraints. The Mobility 2035 – 2014 Amendment focuses on first making the most efficient use of the existing transportation system by coordinating land-use and transportation strategies to accommodate for anticipated growth, then making strategic decisions in major transportation investments with the remaining available resources.

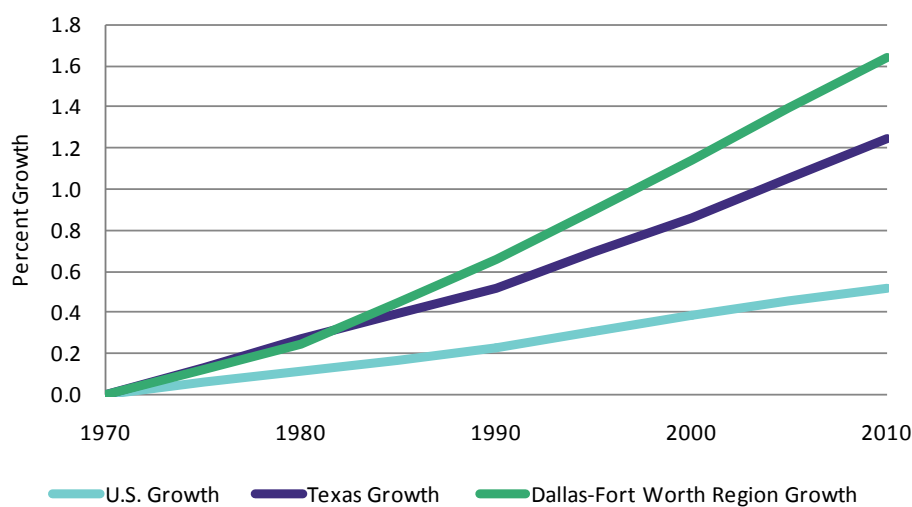
A Growing and Diverse Region

The Dallas-Fort Worth metropolitan area continues to be one of the most rapidly growing regions in the country. Since the 1970s, the region has grown by more than 150 percent, and is now the fourth-largest metropolitan area in the country with a population of nearly 6.8 million. The area covers nearly 9,500 square miles, making it larger in total area than five states. Dealing with such a large area and so many people presents a variety of challenges. The region varies greatly in terms of its demographic composition and geography, ranging from dense urban to rural settings. This means a one-size-fits-all transportation system will not work for the Dallas-Fort Worth area. Understanding the existing demographic makeup of the region and how growth is anticipated to change over time is key to planning a transportation system that meets current and future needs.

The region is expected to continue growing as a result of a favorable economic climate, low cost of living, and other quality-of-life factors that make North Central Texas attractive to new residents and businesses. The Metropolitan Transportation Plan seeks to meet the needs of the current population while accommodating future system demand from a population approaching 10 million by 2035.

The goals defined in the Mobility 2035 – 2014 Amendment guide efforts that aim to accommodate the multimodal mobility needs of a growing region. These goals support and advance the development of a transportation system that contributes to improvement in the region’s mobility, quality of life, system sustainability, and continued project implementation.

Percentage of Population Growth Since 1970



The Dallas-Fort Worth region has grown faster than the state and nation. Over time, the demographic composition of the region is expected to change.

Goals of the Metropolitan Transportation Plan

mobility

- Improve the availability of transportation options for people and goods.
- Support travel efficiency measures and system enhancements targeted at congestion reduction and management.
- Assure all communities are provided access to the regional transportation system and planning process.

quality of life

- Preserve and enhance the natural environment, improve air quality and promote active lifestyles.
- Encourage livable communities that support sustainability and economic vitality.

system sustainability

- Ensure adequate maintenance and enhance the safety and reliability of the existing transportation system.
- Pursue long-term, sustainable revenue sources to address regional transportation system needs.

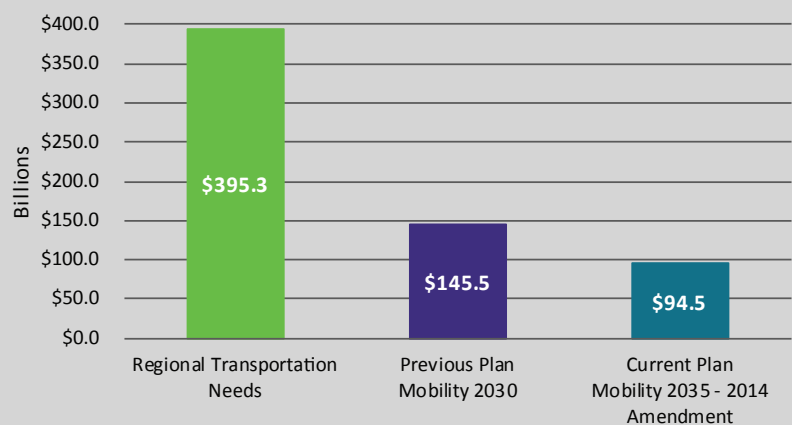
implementation

- Provide for timely project planning and implementation.
- Develop cost-effective projects and programs aimed at reducing the costs associated with constructing, operating, and maintaining the regional transportation system.

Dallas-Fort Worth Financial Picture

While the creation of a world-class transportation system that accommodates all mobility needs of the region would be ideal, the reality is that such a system cannot be afforded under current funding conditions. Current estimates put Dallas-Fort Worth regional transportation needs at \$395.3 billion to eliminate the worst levels of congestion in the region between now and 2035. The Mobility 2035 – 2014 Amendment is required to be financially constrained to resources that are reasonably expected to be available over the life of the plan. The Mobility 2035 – 2014 Amendment identifies \$94.5 billion in transportation projects and programs. While this is a great deal of money, it is approximately \$50 billion less than the Mobility 2030 plan. This reduction in anticipated funding for transportation is the result of stagnant or declining revenues for infrastructure. These revenues and associated buying power have been negatively impacted by a number of factors including decreased fuel consumption and high inflation in construction expenses. Likewise, state and federal motor fuel taxes have not increased since 1991 and 1993, respectively. These factors have resulted in less money to build and implement much-needed transportation improvements.

Dallas-Fort Worth Transportation Funding



Transportation needs in the Dallas-Fort Worth region far outpace the ability to pay for them.



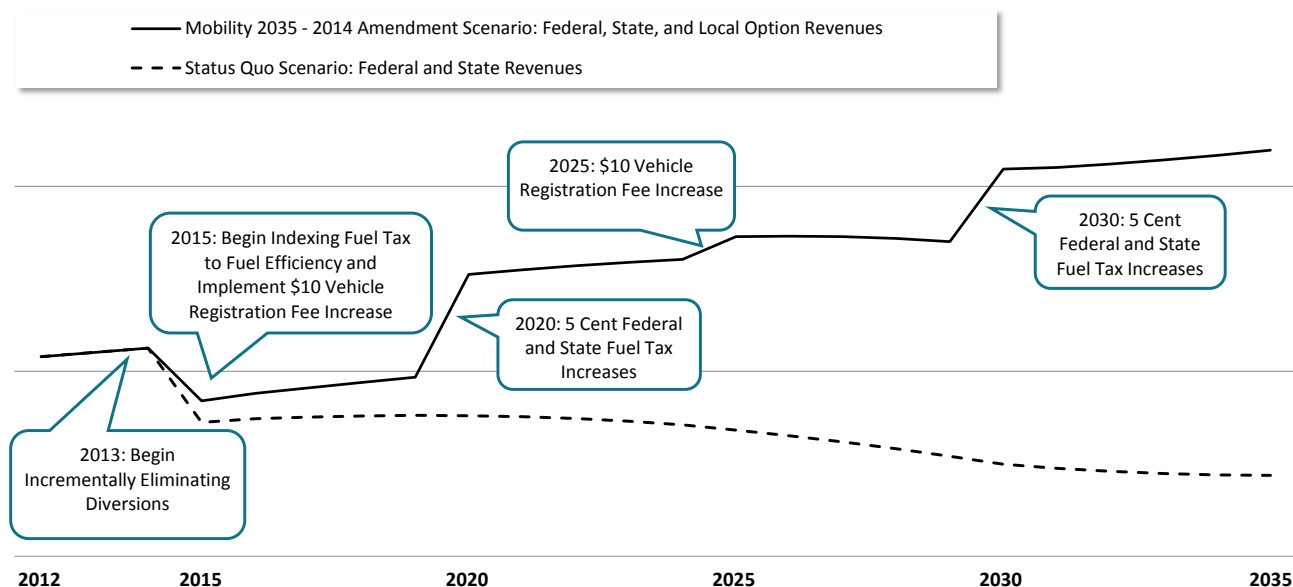
Legislative Strategies Identified in the Mobility 2035 - 2014 Amendment

The RTC has an active legislative program. These proposed strategies should be pursued to ensure the region receives the revenue that has been projected.

- Continue RTC/Texas Transportation Commission Partnership Program to leverage available funding.
- Pursue innovative project financing using tools made available by the state legislature.
- Pursue congestion pricing opportunities through managed facilities in specific corridors identified through planning studies.
- Decrease project costs through streamlining the project development process and value engineering initiatives.
- Continue to pursue legislative actions aimed at increasing revenue through additional initiatives identified by the RTC.
- Continue to pursue tollway development where feasible.

The Mobility 2035 – 2014 Amendment relies on a set of legislative financial strategies. Without these, a number of critically needed improvements would be left out of the plan. These strategies are not prescriptive, but instead are an example of the level of investment required to fully implement the recommendations contained in the Mobility 2035 – 2014 Amendment. Because of the Regional Transportation Council’s active legislative agenda, it is reasonable to assume that the projects contained in the plan will move forward. Without action by state and federal elected officials, the gap between the region’s transportation needs and what it can actually fund will continue to grow.

Mobility 2035 - 2014 Amendment Revenue Enhancements

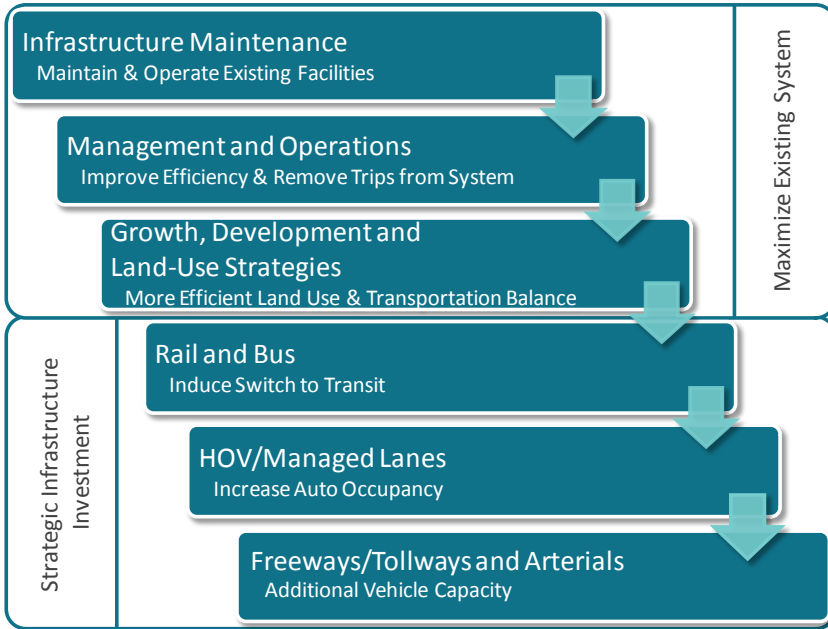


Source: TRENDS Financial Model

Long-range planning can be uncertain, and assumptions have to be made about what can reasonably be expected to happen over the life of the mobility plan.

Because there is not enough funding available to meet all of the region’s transportation needs, projects and programs must be prioritized. The Mobility 2035 – 2014 Amendment was developed around the idea that the existing transportation system would first be maximized through low-cost, highly effective improvements, and then strategic infrastructure improvements would be made. The expenditures identified in the Mobility 2035 – 2014 Amendment reflect this concept.

Prioritization of Improvements



The Mobility 2035 – 2014 Amendment was built around the idea of first maximizing the existing transportation system then strategically investing in infrastructure. Throughout the planning process, consideration is given to social, environmental, and quality-of-life factors.

Mobility 2035 - 2014 Amendment Expenditures

Infrastructure Maintenance	\$29.2
Management and Operations Strategies	\$4.8
Growth, Development, and Land-Use Strategies	\$3.9
Public Transportation	\$16.5
Freeway, Tollway, HOV/Managed Lane, and Arterial System	\$40.6
Total (Actual \$ Billions)*	\$94.5

*Values may not sum due to independent rounding.

The Mobility 2035 – 2014 Amendment recommends \$94.5 billion worth of transportation improvements over the life of the plan.

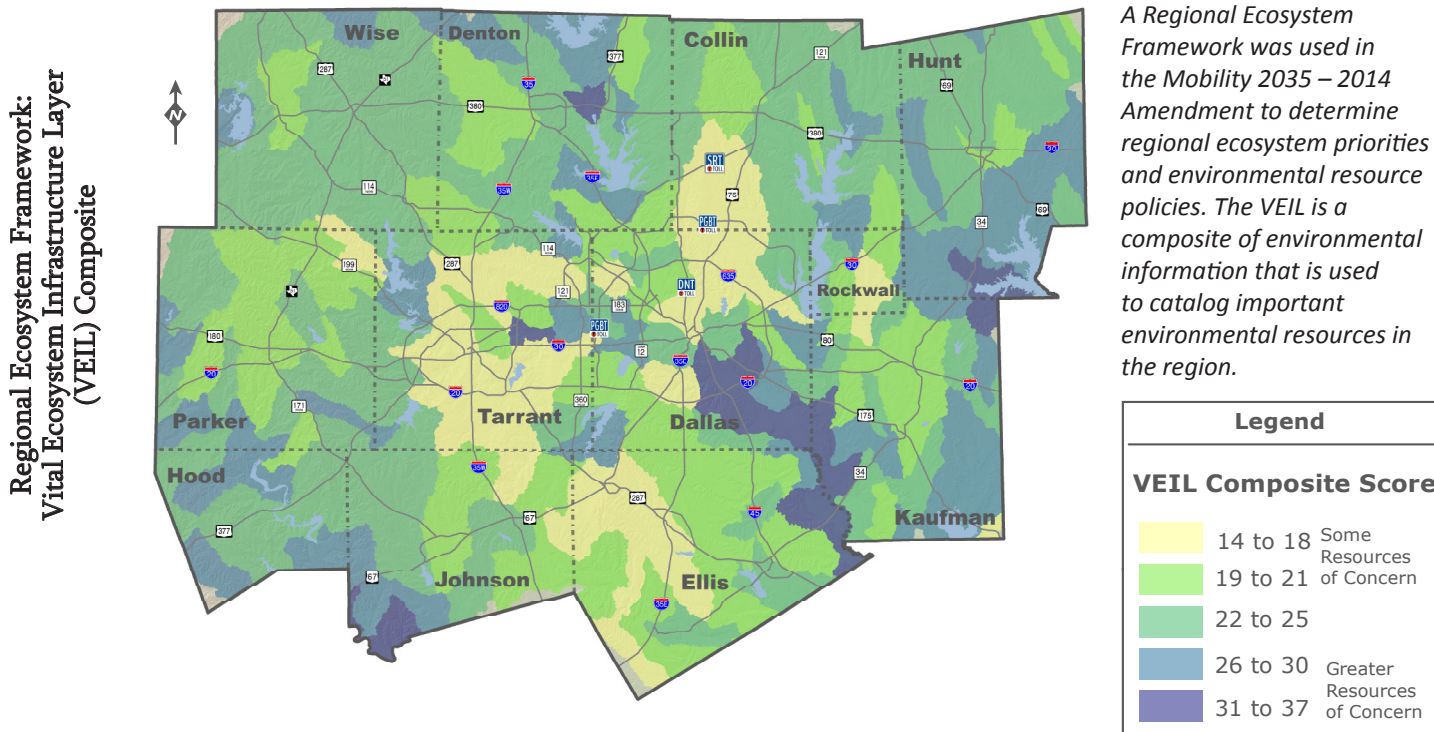




Environmental Strategies

Not only has there been a move from building as much capacity as possible to more efficiently using what currently exists, but the Mobility 2035 – 2014 Amendment seeks to be an increasingly sustainable and environmentally conscious plan.

Clean air, clean water, and the availability of open space for recreation and wildlife habitat are central quality-of-life considerations for residents of North Central Texas. Considering the impact of the transportation system on environmental resources and outlining system-wide mitigation options are important in developing quality transportation projects. The Mobility 2035 – 2014 Amendment supports a broad approach to assessing conservation goals and opportunities to improve the transportation decision-making process. The Mobility 2035 – 2014 Amendment supports a transportation system that maintains and enhances the environment, considers and accommodates conservation priorities, and improves the decision-making process, which will lead to high quality transportation projects.



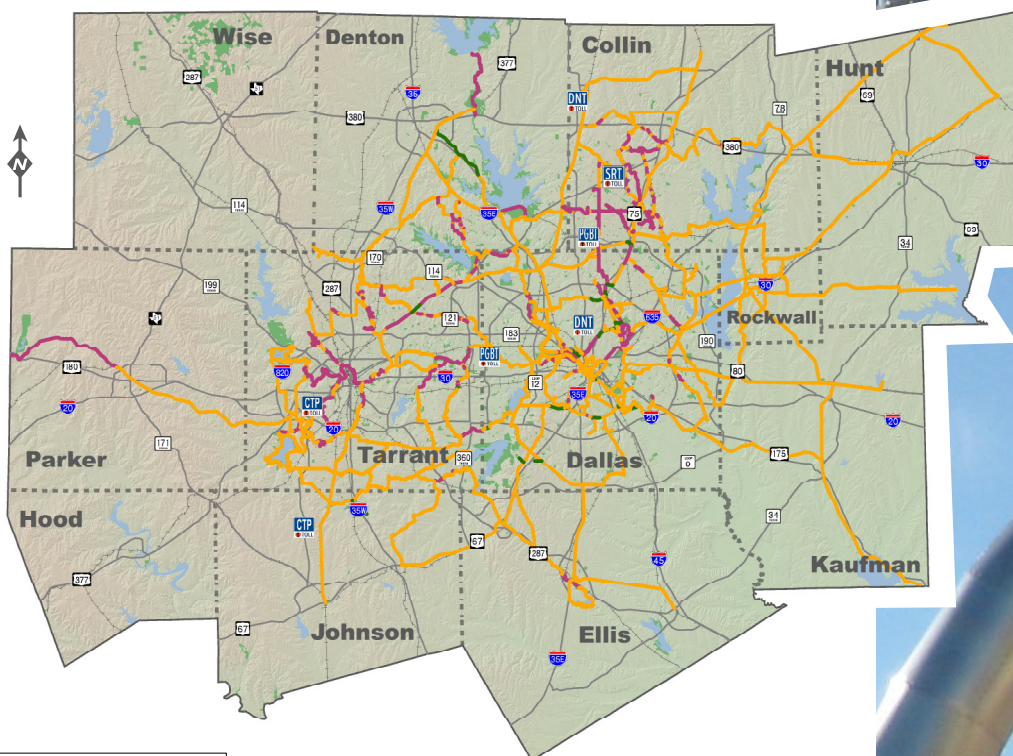
Clean air is a vital environmental resource. Air quality is particularly important in the Dallas-Fort Worth area because the region is classified as a nonattainment area for the pollutant ozone. Because of this designation, the region must identify measures and implement improvements that will not degrade air quality. The region must demonstrate that over time air quality will improve with programs and projects included in the Mobility 2035 – 2014 Amendment.







Quality of Life

The Mobility 2035 – 2014 Amendment aims to provide a high quality of life for the residents of North Central Texas. Creating livable communities, encouraging sustainable development and providing transportation choices aid in this effort.

The relationship between transportation and land use plays an important role in creating livable communities. When transportation and land use are balanced, mobility improves, allowing increased access to housing, employment, retail, education, health, and recreational opportunities. As the region continues to grow, encouraging sustainable development through land-use strategies will support more efficient use of the existing and future transportation system. This allows for better use of limited resources.

Bicycle and Pedestrian Off-street Facilities



Legend	
Regional Veloweb	
	Existing 318 Miles
	Funded 33 Miles
	Planned 1,377 Miles
	Major Roads
	Rail Lines
	Parks

The Regional Veloweb is a network of off-street, shared-use paths designed for bicyclist, pedestrians, and other non-motorized forms of transportation.

Active transportation, consisting of bicycle and pedestrian elements, plays an important role in improving quality of life and congestion. Because 33 percent of the trips made within the region are three miles or less, these are well-suited for biking or walking. Improving bicycle and pedestrian access, facilities, and safety are investments that the Mobility 2035 – 2014 Amendment supports to reduce congestion and enhance mobility.

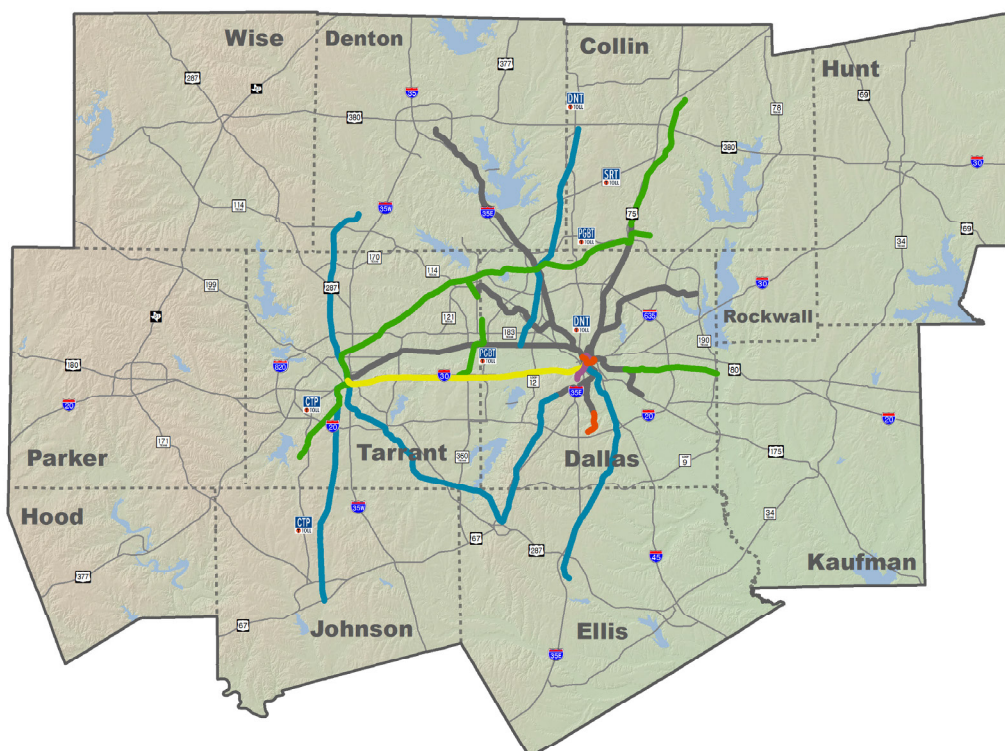




Improving Mobility

Accommodating the multimodal needs of a growing region is a primary purpose of the Mobility 2035 – 2014 Amendment. While the Mobility 2035 – 2014 Amendment has a stronger focus on sustainable development and low-cost operations and management strategies than previous plans, the region will continue to grow requiring investments in new infrastructure. While strategic infrastructure investment such as expansion of roads or rail lines are prioritized after other improvements, these projects will still be needed to accommodate future growth. The Mobility 2035 – 2014 Amendment recommends a number of strategic infrastructure investments that will seek to meet the region’s transportation needs and provide a variety of transportation options for residents.

Passenger Rail Improvements



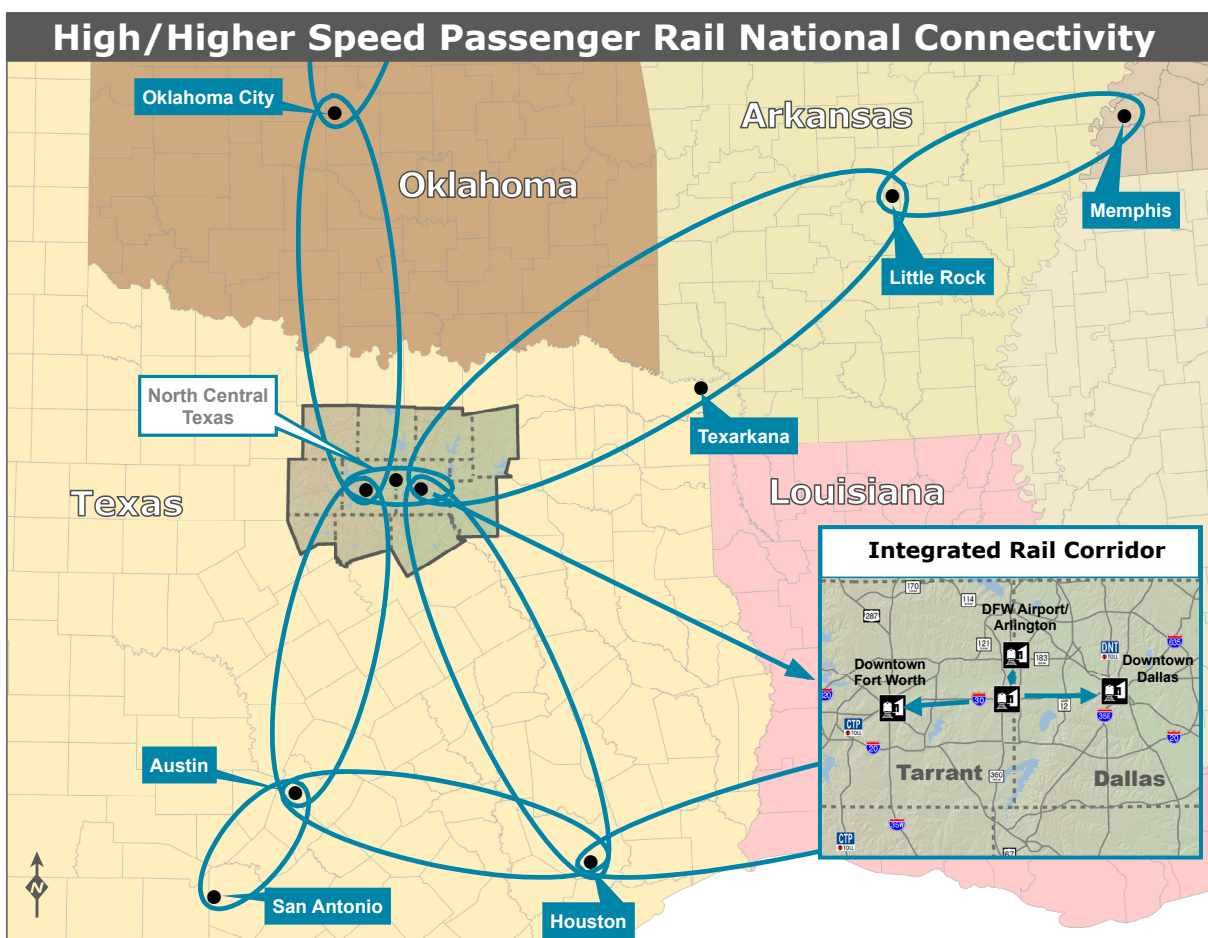
Providing a variety of transportation options is a priority, and passenger rail will play a vital role in improving accessibility and mobility in the region. Corridor-specific studies will determine technology, alignment, and operational characteristics.

Legend	
Passenger Rail Mode	
—	Light Rail
—	Light Rail - New Technology
—	High Speed Rail
—	Regional Rail
—	Streetcar
—	Current System

Providing additional public transportation options will play a central role in the transportation system and could impact how the region grows in the future. The Mobility 2035 – 2014 Amendment recommends nearly 500 miles of passenger rail. Rail will be a crucial element in reducing congestion, improving commute times, and providing more reliable travel. In addition to passenger rail, the Mobility 2035 – 2014 Amendment recommends continuing to monitor opportunities to support other public transportation options such as streetcars and bus rapid transit. These systems move people in an efficient way and can foster economic development.

The Dallas-Fort Worth area is poised to benefit from the vision of High Speed Rail outlined in the Mobility 2035 – 2014 Amendment. The RTC anticipates High Speed Rail as yet another component of the regional transportation system. The vision was created in a way that connects major regions inside and outside of Texas to the Dallas-Fort Worth area. While the specific alignment for High Speed Rail routes are unknown at this time, the Mobility 2035 – 2014 Amendment illustrates potential links to Houston, Austin, Oklahoma City, Oklahoma, and Little Rock, Arkansas.

While the RTC is aware of the future need to connect distant regions to North Central Texas, it also requires that accessibility within the region not be marginalized. The Mobility 2035 – 2014 Amendment outlines the need for three major High Speed Rail stations in the region located near downtown Dallas, the Mid-Cities, and downtown Fort Worth. The three station concept provides regional access to High Speed Rail through an integrated corridor option while still holding to the High Speed Rail concept. The integrated corridor would serve both out of region demand and would provide for another east-west rail transit option for DFW commuters.



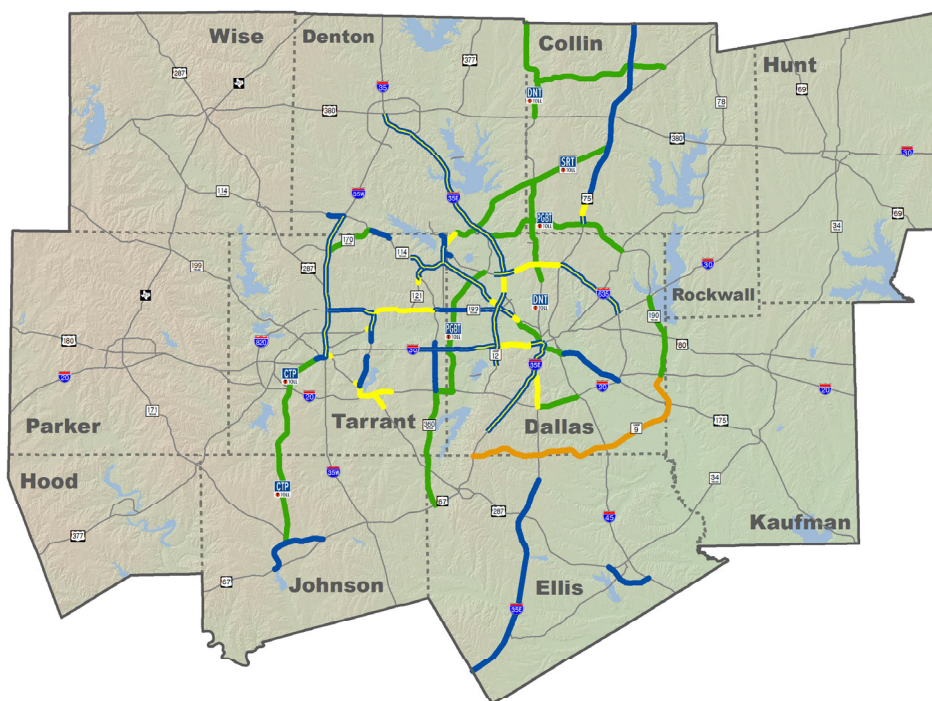
High Speed Rail will provide an opportunity to connect the region to other parts of the state and beyond. Planning for High Speed Rail in the Dallas-Fort Worth area will continue to be refined as the region prepares for this new service option.



The plan includes a variety of roadway recommendations, ranging from relatively localized improvements to major regional projects. Because of financial constraints, billions of dollars in projects included in previous long-range plans have been deferred pending additional funding opportunities. These projects will continue to be evaluated to determine if improvements to mobility and accessibility can still be achieved through strategic modifications to project scope, staging, or phasing.

A number of major corridor improvements will have user-fee components, or tolls. Ideally, there would be ample funding available to add improvements without having to toll facilities. However, this is not the reality the region faces. The RTC has decided to implement these types of facilities because they can be built more quickly and because collected tolls are used to pay back the funds used for construction and maintenance. This allows critically needed projects to be built in a timely manner. Without these types of tolled facilities, a number of projects that are important to meeting the region’s mobility needs would be unfunded. The Mobility 2035 – 2014 Amendment also includes recommendations for other transportation improvements such as aviation, freight, and management and operational strategies. The recommendations outlined in the Mobility 2035 – 2014 Amendment strike a balance between meeting the most critical mobility needs and making a variety of transportation options available for a growing region.

Freeway, Tollway, and HOV/Managed Lane Improvements



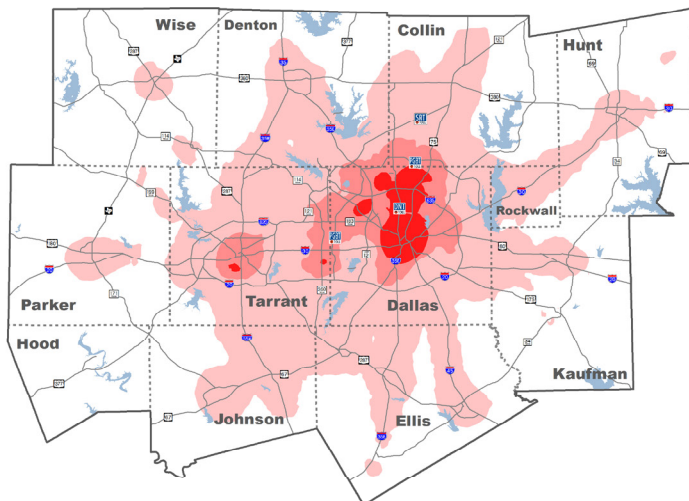
The region will focus on improving roadways in the urban core, relying on a balance of tax- and toll-supported projects.

Legend	
Recommendations	
	Additional Capacity to Existing Roads
	Improvements to Existing Freeway and Tolled Managed Lanes
	Tolled Managed Lanes
	New Toll Lanes or Improvements to Existing Tollway
	Staged Future Tollway
	Major Roads

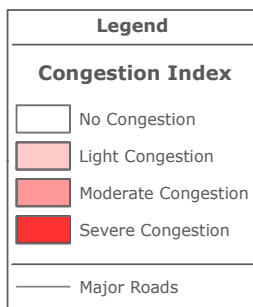
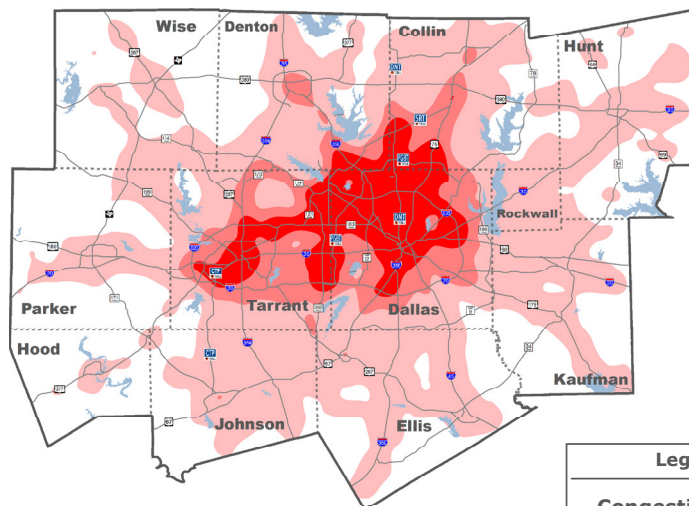
Regional Congestion

Congestion is and will continue to be a significant concern for the region. Growth in population, coupled with decreased revenue, means congestion experienced in the region today will remain an issue in the future. Because congestion will continue to increase, transportation system management and operational strategies will play important roles in mitigating impacts to residents.

Levels of Congestion 2013



Levels of Congestion 2035



Congestion in the region will increase over time due to continued growth and a lack of funding for needed transportation improvements.

Management & Operations Strategies

Mobility 2035 - 2014 Amendment includes policies, programs, and projects to manage congestion. These are just a few of the programs aimed at improving efficiency and removing trips from the transportation system.

system management

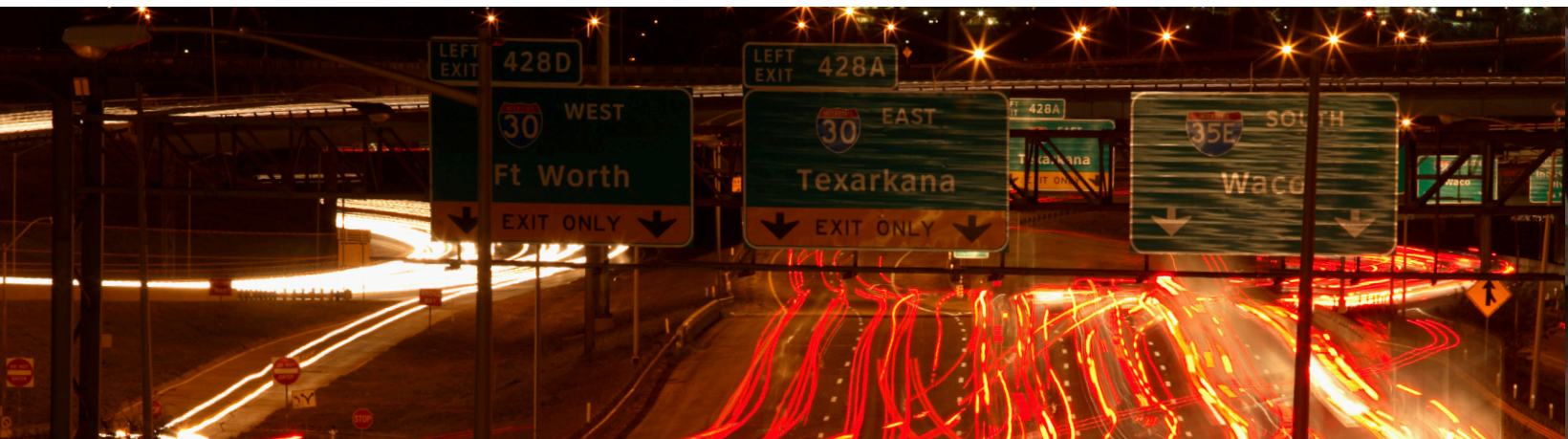
- Intersection improvements
- Traffic signal improvements
- Freeway and arterial bottleneck removal
- Work zone and special-event management

demand management

- Employer Trip Reduction program
- Vanpool, park-and-ride facilities, and transportation management associations

safety

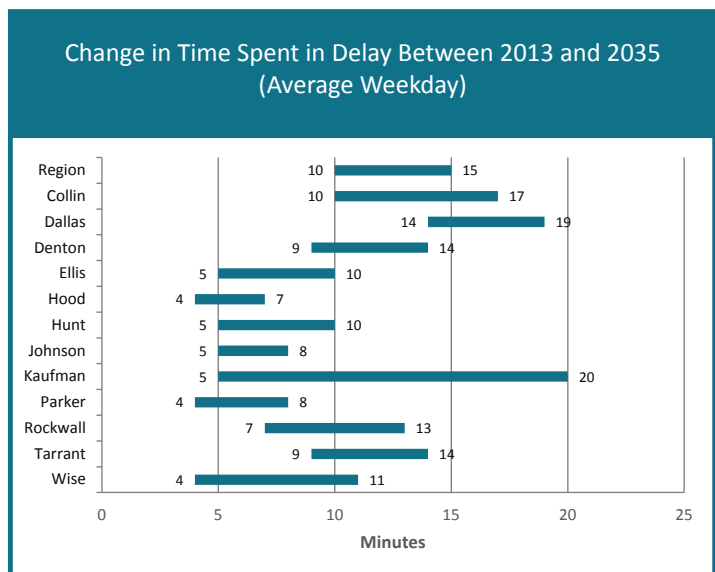
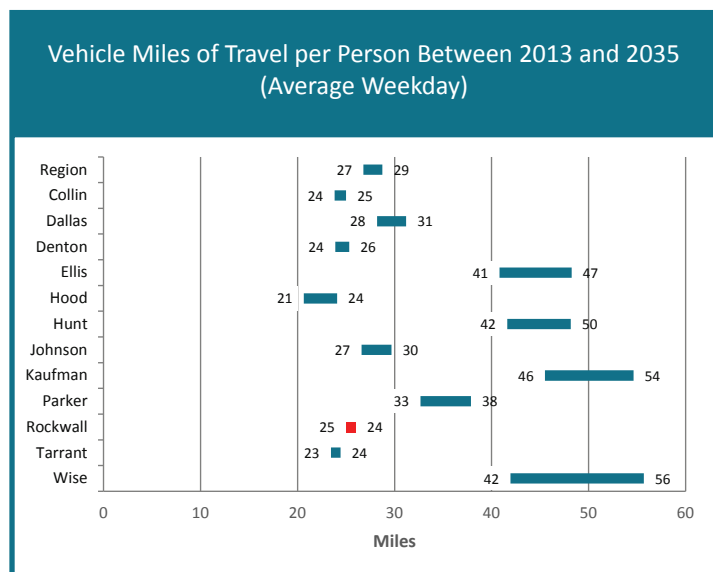
- Freeway Incident Management program
- Regional Mobility Assistance Patrol program



Regional Performance Measures

To measure the impacts transportation recommendations have on the region, performance measures are identified. Forecasts of future population and employment changes for each county in the region are utilized to estimate future miles of travel and hours spent in delay for all vehicles in the region. This can be calculated on a per-person basis to measure individual impacts.

Population			County	Employment		
2013	2035	% Change		2013	2035	% Change
828,937	1,404,149	69.3%	Collin	389,617	628,349	61.2%
2,466,027	3,125,282	26.7%	Dallas	2,179,877	2,854,287	30.9%
678,483	1,053,903	55.3%	Denton	239,618	406,105	69.5%
167,153	252,768	51.2%	Ellis	65,265	116,145	78.0%
69,317	97,805	41.1%	Hood	21,716	37,036	70.5%
102,729	148,451	44.5%	Hunt	49,282	78,163	58.6%
178,738	272,061	52.2%	Johnson	72,596	132,917	83.1%
119,132	193,509	62.4%	Kaufman	43,961	81,646	85.7%
125,519	193,730	54.3%	Parker	50,908	91,660	80.1%
89,733	172,568	92.3%	Rockwall	26,884	53,934	100.6%
1,880,625	2,823,535	50.1%	Tarrant	1,121,541	1,644,463	46.6%
71,808	95,617	33.2%	Wise	31,251	52,311	67.4%
6,778,201	9,833,378	45.1%	Region	4,292,516	6,177,016	43.9%





Summary

The Dallas-Fort Worth metropolitan area is no longer in a situation where business-as-usual can continue in long-range transportation planning. Because of the long-term outlook for transportation funding, the continued growth of the Dallas-Fort Worth region, and the need to provide a transportation system that is accessible and improves residents' quality of life, a continued focus on regional transportation priorities and innovative ways of delivering transportation projects are required. The policies, programs, and projects recommended in the Mobility 2035 – 2014 Amendment are the product of a comprehensive, cooperative, and continuous planning effort. The recommendations reflect a shift in how the region will strive to meet the mobility, quality of life, system sustainability, and implementation goals that will enhance continued economic development, a competitive business climate, and better quality of life.

Mobility 2035 - 2014 Amendment Adoption

The Regional Transportation Council adopted the Mobility 2035 – 2014 Amendment in November 2014. The Plan received a favorable Air Quality Conformity determination from The Federal Highway and Federal Transit Administrations in May 2015. The approval of the Mobility 2035 – 2014 Amendment allows crucial programs and projects that seek to meet the region's transportation goals to move forward to implementation.



We Need Your Help to Build a 21st Century Transportation System

This report is a blueprint for the multimodal transportation system through 2035, outlining roadway, transit, and quality-of-life projects intended to accommodate the travelling public well into the future. The Mobility 2035 – 2014 Amendment lays out many potential solutions, but is heavily dependent on the collective wisdom of the region’s nearly 6.8 million residents to bring its plans to fruition.

Residents and businesses are an integral part of the process. We invite you to help us develop these plans into projects that make your commutes more reliable so you don’t have to waste time stuck in traffic.

Even if you have a complaint about the system, don’t be afraid to speak up. Knowing what concerns you will help us better serve you and could even become the foundation of the next great transportation idea.

We have a few questions that will help you become part of the solution:

1. Is it easy for you to participate in the transportation planning process?
2. What changes could we make to better serve you?
3. Are there specific transportation improvements that would enhance your quality of life?
4. How would these improvements make your commute more reliable?
5. How could transportation and development be better integrated to ensure the Dallas-Fort Worth area’s continued prosperity?

Let us know how you would answer these and submit questions you have about the process. It is easy to get involved through either traditional or new channels. Attend a public meeting to voice your opinion about a project in your neighborhood. The Regional Transportation Council conducts these meetings regularly at locations throughout the region to encourage wider participation and attract residents who would be most affected by proposed projects. This is where we outline plans, projects, programs, policies, and partnerships that will improve transportation. We use data to ensure the system’s performance meets expectations. Where changes need to be made, the region’s partners respond. Information on upcoming meetings is available at www.nctcog.org/meetings.

We understand it may be difficult to set aside the time to attend a morning or evening meeting, even if the topic is relevant to your personal or business life. So we offer several other options for sharing your opinions.

Web: NCTCOG.org/trans | **Email:** transinfo@nctcog.org | **Phone:** 817-695-9240

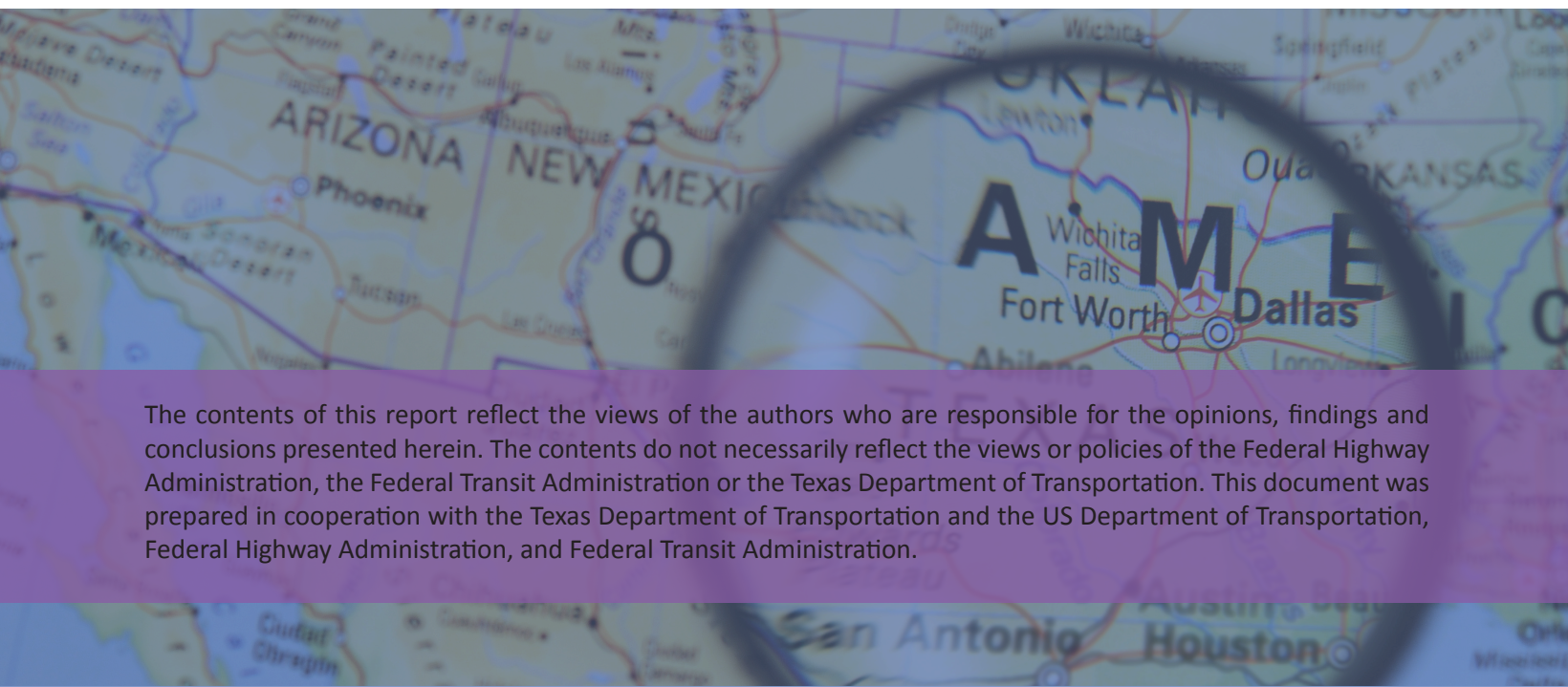
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The contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration or the Texas Department of Transportation. This document was prepared in cooperation with the Texas Department of Transportation and the US Department of Transportation, Federal Highway Administration, and Federal Transit Administration.



North Central Texas
Council of Governments

616 Six Flags Drive, Arlington, Texas 76011

mobilityplan@nctcog.org | 817-695-9240 | NCTCOG.org/trans/mtp

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Image Sources

Cover and pages 2, 4, 6, 9, 10 & 12: Thinkstock

Pages 3, 5 & 7: Chad McKeown

Page 8: Denton County Transportation Authority (DCTA)

Pages 11, 13 & 14: NCTCOG staff



Handout:

Transportation & Trinity Council Committee
City of Dallas – August 24, 2015

APPENDIX B



The Metropolitan Transportation Plan for North Central Texas Polling Results

Regional Transportation Council - August 13, 2015

Topics for Discussion

1. Regional Transportation Council (RTC) Tolling Policy
2. Tolloed vs. Tax-Funded Facilities
3. Mega Projects vs. “CapMain”
4. Project Prioritization
5. Regional Passenger Rail Approach
6. Public Transportation Bus Options
7. Metropolitan Transportation Plan (MTP) Financial Assumptions

Topic 1: RTC Tolling Policy

- The RTC does not support converting freeway lanes to tolled facilities.
- Since 1993, it has been the RTC's policy to evaluate all new limited-access capacity for priced facility potential.

Question 1: Given the opportunity for voters to approve significant new revenues for transportation, should the RTC's position on new capacity be reconsidered?

- A. Yes (50%)**
- B. No (50%)**

Topic 2: Tolled vs. Tax-Funded Facilities

- The current MTP includes roadway improvements utilizing a balance of toll and tax funding.
- If voters approve Prop. 7 and the Texas Transportation Commission allocates the DFW area its fair share, this translates to the potential for a 50% reduction in future toll facilities.

Question 2: Given the opportunity for new funding, should the MTP:

- A. Keep planned tolled facilities as is and add new toll-free projects (61%)**
- B. Reduce the number of future toll facilities by approximately 50% (39%)**

Topic 3: Mega Projects vs. “CapMain”

- Mega projects require significant investment of over \$1 billion and involve total reconstruction of a corridor.
- “CapMain” represents strategic investment to existing assets by maintaining infrastructure and constructing improvements within existing rights of way at a lower cost, but with scaled-back benefits.

Question 3: Should the RTC pursue a network of “CapMain” improvements, preserving revenue that can be incorporated into mega projects?

A. Yes (83%)

B. No (17%)

Topic 4: Project Prioritization

- Mobility 2040 will prioritize projects based on the MAP-21 National Goals.

Question 4: Which of these goals should have the highest priority?*

- A. Safety (17%)**
- B. Infrastructure Condition (7%)**
- C. Congestion Reduction (54%)**
- D. System Reliability (7%)**
- E. Freight Movement and Economic Vitality (0%)**
- F. Environmental Sustainability (includes air quality) (7%)**
- G. Reduced Project Delivery Delays (7%)**

*Percentages may not add to 100% due to rounding

Topic 5: Regional Passenger Rail Approach

- Over the past ten years, RTC has led efforts to identify funding strategies to implement a system of regional passenger rail.

Question 5: Given the lack of funding support for rail transit, should the region:

- A. Continue to pursue a regional funding strategy to implement the current planned rail system (46%)**
- B. Seek to identify funding to prioritize and reduce the number of rail corridors (20%)**
- C. Seek to identify funding for additional rail corridors (34%)**

Topic 6: Public Transportation Bus Options

- The RTC has focused on passenger rail system planning, and bus transit planning has primarily been conducted by partner transit agencies.

Question 6: Given uncertain funding for new passenger rail, should the MTP:

- A. Advance bus transit service on planned rail corridors (3%)**
- B. Introduce guaranteed-speed bus transit service on express lanes (15%)**
- C. Increase the network of park-and-ride lots in conjunction with increased bus transit service (15%)**
- D. All of the above (68%)**

*Percentages may not add to 100% due to rounding

Topic 7: MTP Financial Assumptions

- The MTP assumes historical revenue trends for transportation funding will occur in the future.

Question 7: Given your current understanding of local, state, and federal funding, what trends in future revenue should Mobility 2040 assume?

- A. Lower (10%)**
- B. About the Same (46%)**
- C. Higher (44%)**