



The Metropolitan Transportation Plan for North Central Texas

Regional Transportation Council

Chad McKeown, AICP

January 14, 2016

Mobility 2040 Guiding Principles

- Conduct comprehensive corridor evaluations
- Reevaluate toll facility recommendations
- Review needed arterial improvements
- Reassess regional rail recommendations
- Update the Regional Veloweb
- Maintain and enhance existing infrastructure
- Consider the role of new technology

Mobility 2040 Prioritization and Expenditures

Maximize Existing System	Infrastructure Maintenance <ul style="list-style-type: none"> Maintain & Operate Existing Facilities Bridge Replacements 	\$37.4
	Management and Operations <ul style="list-style-type: none"> Improve Efficiency & Remove Trips from System Traffic Signals and Bicycle & Pedestrian Improvements 	\$7.2
	Growth, Development, and Land Use Strategies More Efficient Land Use & Transportation Balance	\$3.6
Strategic Infrastructure Investment	Rail and Bus Induce Switch to Transit	\$34.9
	HOV/Managed Lanes Increase Auto Occupancy	\$43.4
	Freeways/Tollways and Arterials Additional Vehicle Capacity	
Mobility 2040 Expenditures		\$126.6*

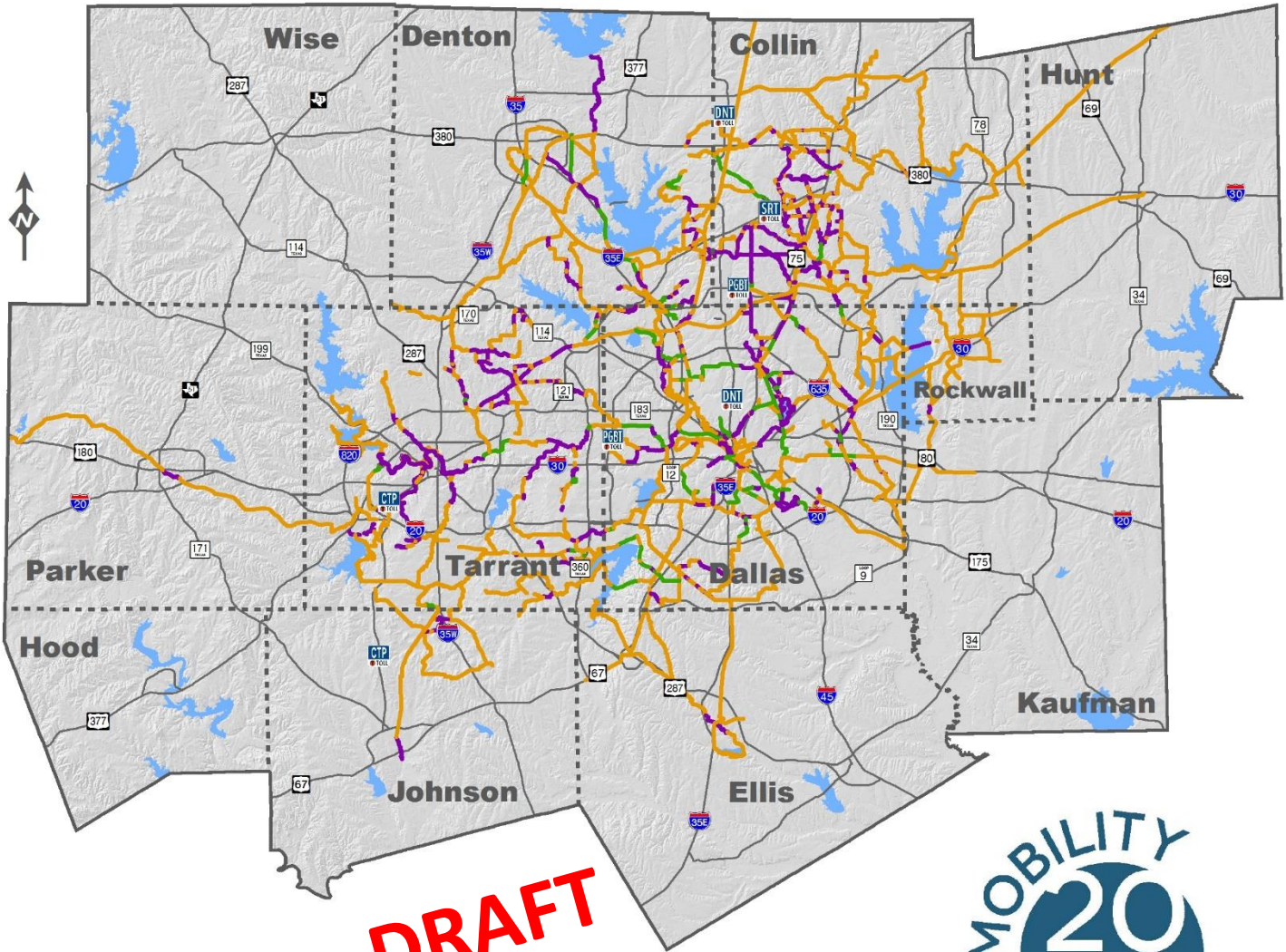
DRAFT

*Actual dollars, in billions. Values may not sum due to independent rounding.

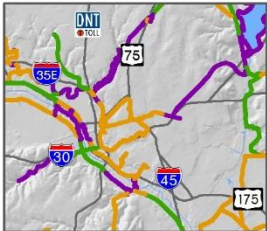
Regional Veloweb

Facility Status

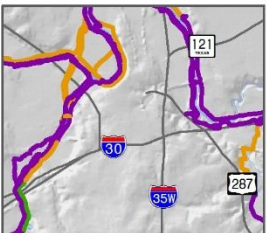
- Existing 432 Miles
- Funded 132 Miles
- Planned 1,291 Miles
- Total 1,855 Miles
- Major Roads



Dallas CBD



Fort Worth CBD



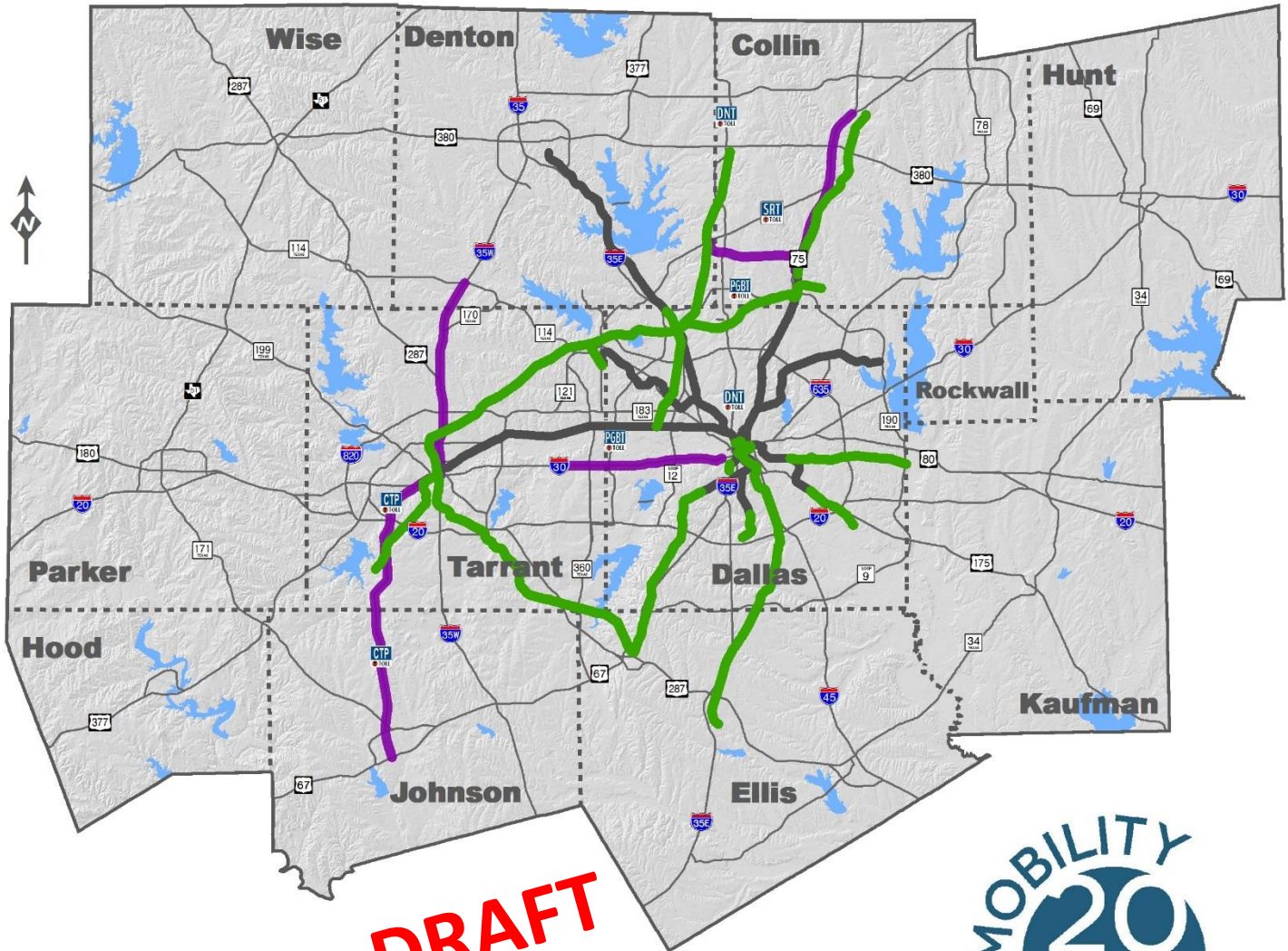
DRAFT



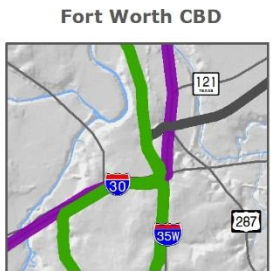
REGION OF CHOICE

Major Transit Corridor Recommendations

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



DRAFT



Cotton Belt Corridor Public Input

At the December 10 meeting, the RTC requested that NCTCOG staff solicit public input regarding bus or rail options on the Cotton Belt corridor east of DFW Airport.

The RTC requested public input on:

- Bus or rail options on the Cotton Belt corridor including interim or long-term implementation

- The need for seamless connections (e.g. one-seat ride) between TEX Rail west of the airport and the Cotton Belt corridor east of the airport

Cotton Belt Corridor Public Input

Public feedback to date from December public meetings is provided as Electronic Item 3.4.

Support was expressed for seamless connections policy.

Comments showed local support for pursuing a rail solution in the Cotton Belt Corridor. Feedback in support of rail included:

- Attracting more riders than bus service
- Reducing emissions
- Strengthening economic development potential
- Improving DFW Airport's international competitiveness
- Enhancing ridership on TEX Rail

Cotton Belt Corridor Proposed Recommendations

Mobility 2040 will include the “RTC Policy Position on Transit Implementation in the Cotton Belt Corridor (P16-01)”

Regional Rail line from DFW Airport to Plano with one-seat ride connectivity with TEX Rail

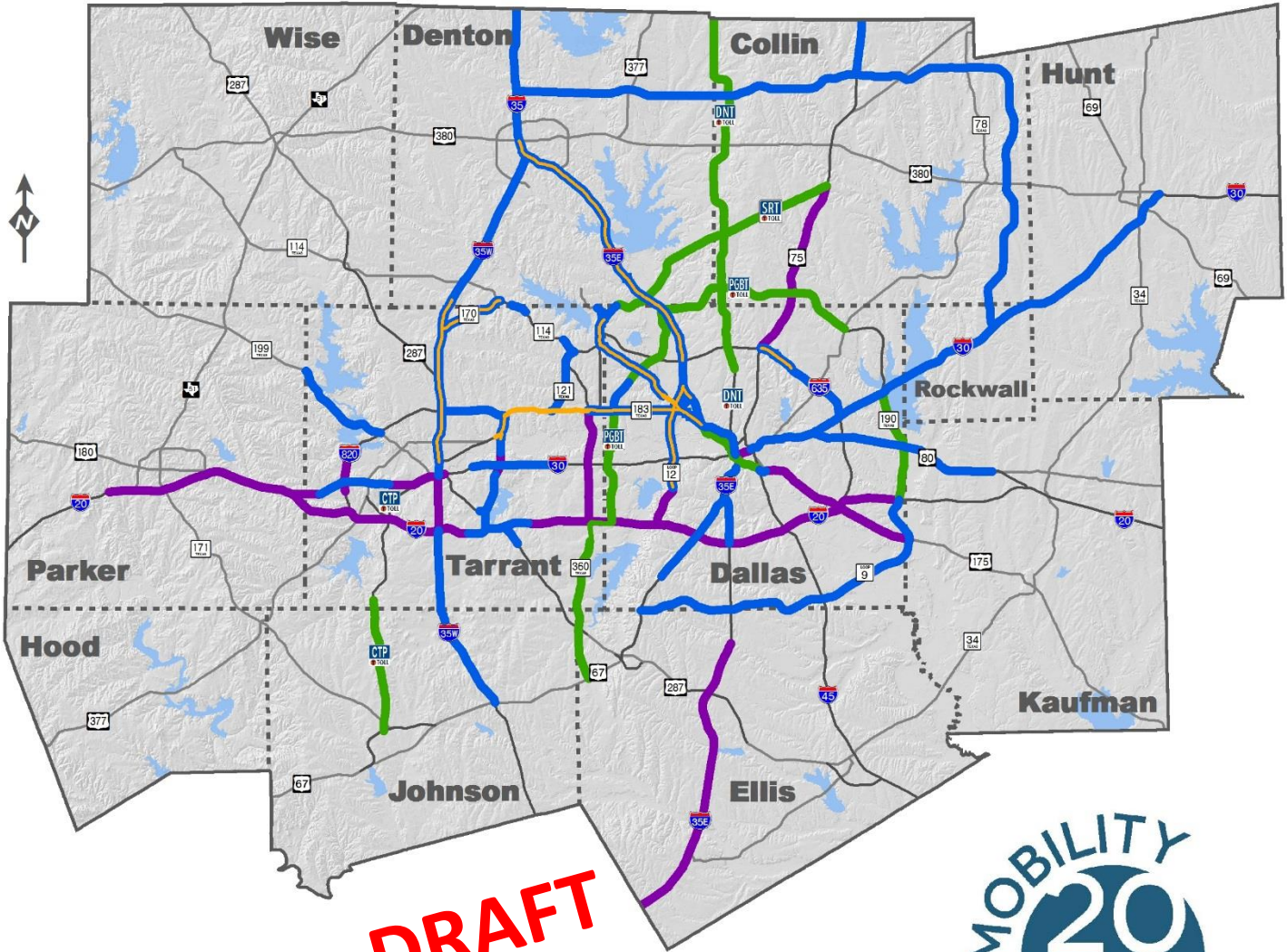
Expedite project delivery to include in “Ten-Year Plan”

If rail service cannot be expedited, review potential for High Intensity Bus service as an early implementation phase

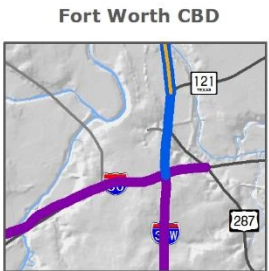


Major Roadway Recommendations

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



DRAFT



Southern Gateway General Consensus (Near Term)

- Make improvements on US 67 to aid Southwest Center redevelopment
- Need for a 5-2Reversible-5 lane configuration north of US 67
- Reconfigure and widen US 67 north of IH 20 to 3-1Reversible-3
- Widen US 67 south of IH 20 to 3-3
- No toll components
- Stage construct at \$650 million
- Build pedestrian cap north of Dallas Zoo
- Importance of connectivity to Lowest Stemmons

LBJ East General Consensus

- Build tolled managed lanes west of Royal/Miller
- Expedite committed noise wall construction (January 2016 RTC)
- Advance Skillman/Audelia construction (2016 ROW, 2017 construction)
- Need for a 5-2-2-5 lane configuration
- The elevated managed lanes section should not be evaluated further
- The depressed section east of Royal/Miller Road should only be evaluated to save right-of-way (ROW) in small section
- Continue to investigate opportunities to reduce ROW impacts, particularly east of Royal/Miller
- The design will include continuous frontage roads and improved interchanges throughout the corridor
- Phase IH 30 interchange if Prop. 7 allocations are less than expected

US 75 General Consensus

- Complete construction in Allen area
- Complete bottleneck improvement at PGBT/15th Street and remove pylons to allow for general traffic to use the HOV lane as part of immediate construction project




Phase 1

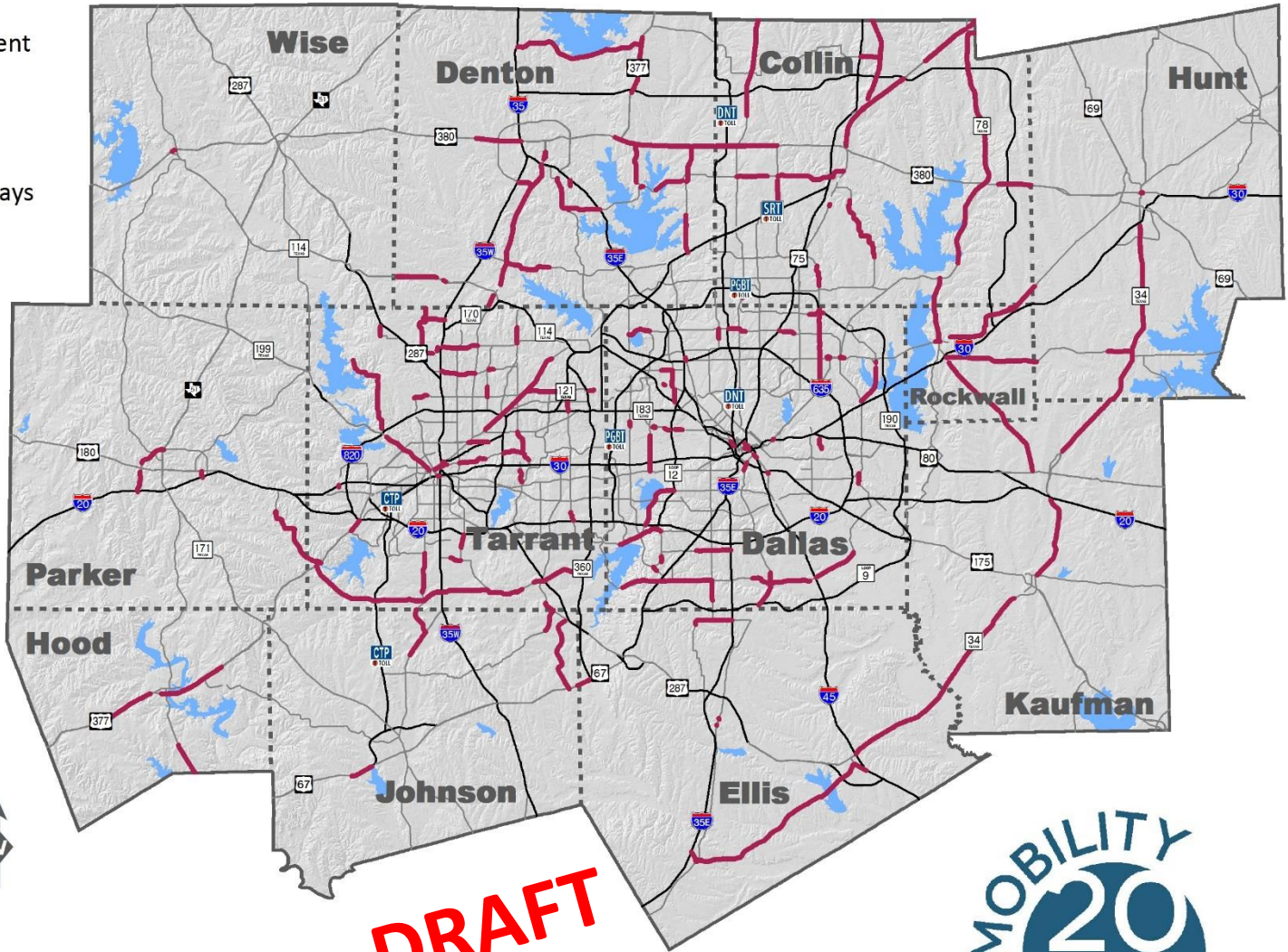
- Close current HOV lane and remove pylons to convert back to shoulder
- Implement peak period shoulder use similar to SH 161
- Utilize shoulder for off-peak non-recurring congestion events managed through multi-agency task force including first responders

Phase 2

Continue to review options for ultimate US 75 improvements





Funded Major Arterial Improvements

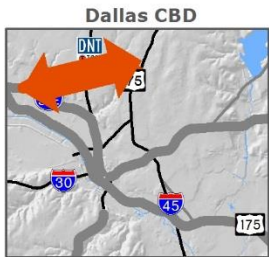
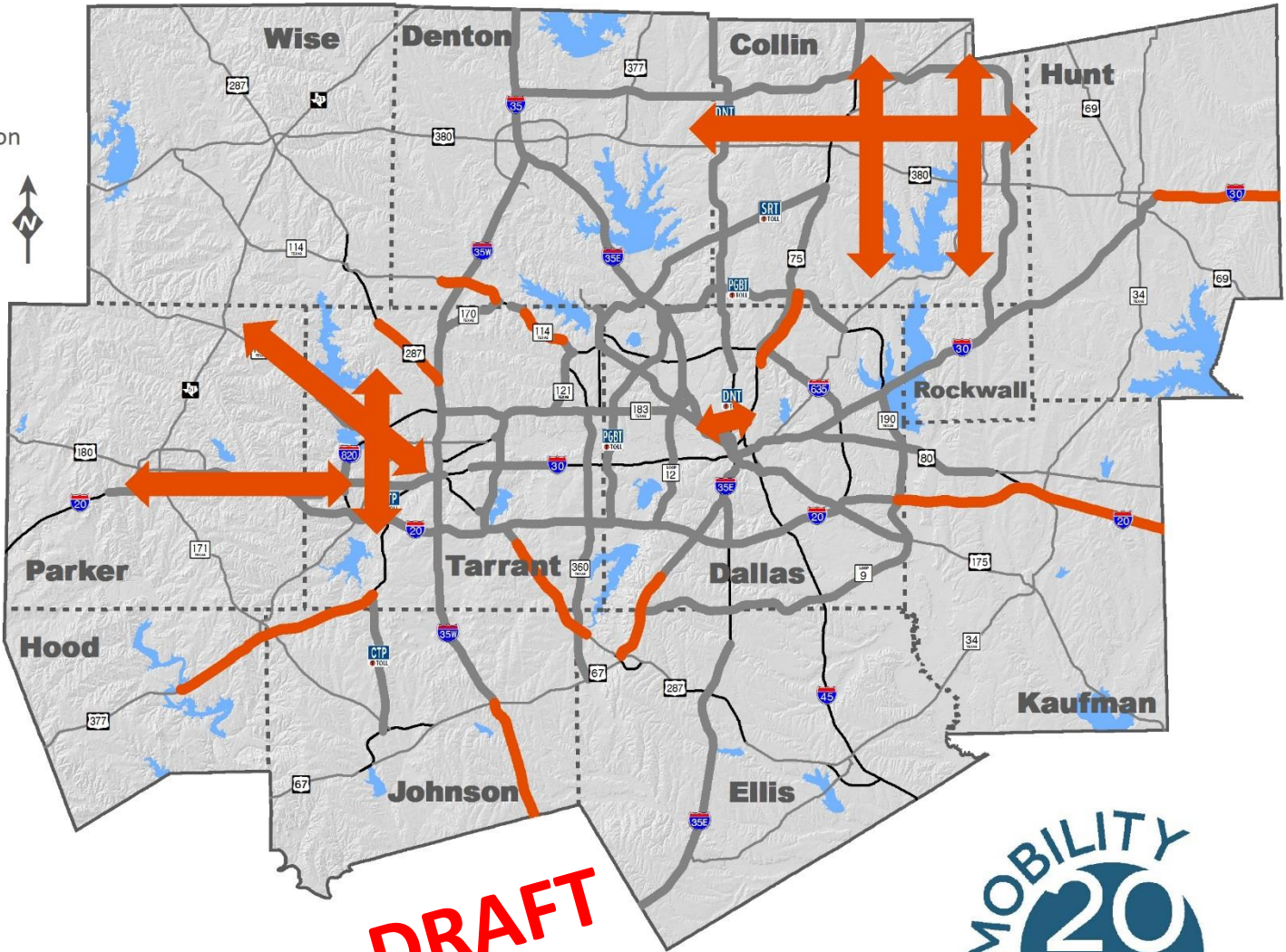
-  Capacity Improvement
-  Freeways/Tollways
-  Other Major Roadways



REGION OF CHOICE

Illustrative Major Roadway Corridors for Future Evaluation

-  Corridors for Future Evaluation
-  Mobility 2040 Corridor Recommendation
-  Freeways/Tollways
-  Other Major Roadways



DRAFT



REGION OF CHOICE

Dallas Corridors for Further Study

DRAFT



2016 Transportation Conformity

Purpose: Federal requirement in nonattainment areas to conduct air quality analysis on projects, programs, and policies identified in transportation plans, transportation improvement programs, federally funded projects, or projects required for federal approval

Analysis Area: Ten-County Ozone Nonattainment Area

Latest Planning Assumptions

Motor Vehicle Emission Budgets*:

Nitrogen Oxides (NO_x) = 148.36 tons/day

Volatile Organic Compounds (VOC) = 77.18 tons/day

Analysis Years: 2017, 2027, 2037, and 2040

Preliminary Results for 2017:

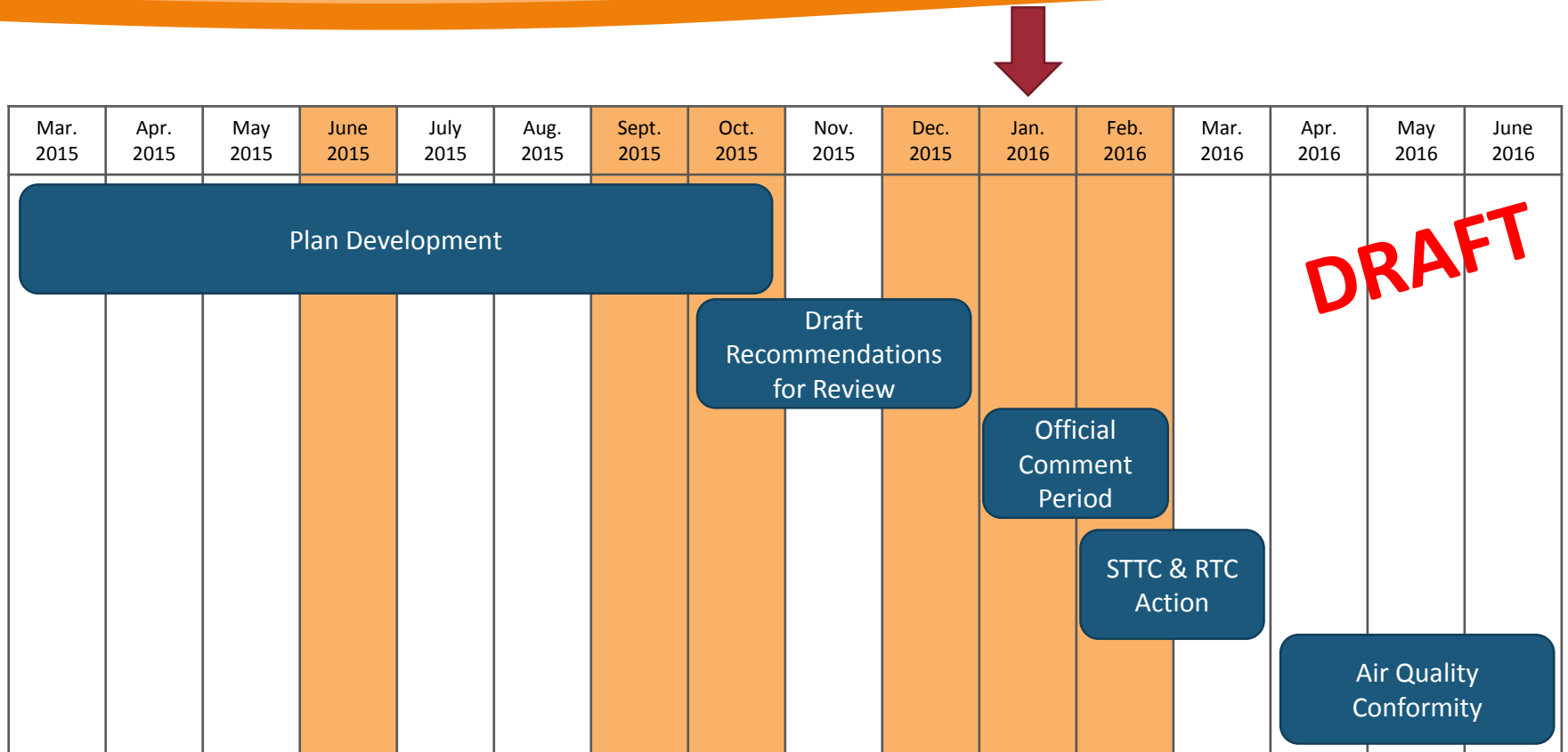
NO_x: 122.02 tons/day

VOC: 62.38 tons/day

Results not including RTC initiatives

* Contained in the Dallas-Fort Worth 2008 8-Hour Ozone Reasonable Further Progress State Implementation Plan. Adequacy of the MVEBs for Transportation Conformity anticipated in coming months.

Schedule



Public meetings held during highlighted months.

Regional Transportation Council plan adoption scheduled for March, 2016.

Contact Information

To find out more about Mobility 2040:

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