Mobility 2035, 2011-2014 Transportation Improvement Program, and Air Quality Conformity

Regional Transportation Council
March 10, 2011
## Mobility 2035 Financial Scenarios (Actual $)

<table>
<thead>
<tr>
<th>Funding Strategies</th>
<th>Existing</th>
<th>Enhanced + Local Option</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>State Fuel Tax (per gallon)</strong></td>
<td>$0.20 (existing)</td>
<td>+$0.05 in 2020 &amp; +$0.05 in 2030</td>
</tr>
<tr>
<td><strong>State Fuel Tax Indexing</strong></td>
<td>-</td>
<td>To Fuel Efficiency by 2015</td>
</tr>
<tr>
<td><strong>Federal Fuel Tax (per gallon)</strong></td>
<td>$0.184 (existing)</td>
<td>+$0.05 in 2020 &amp; +$0.05 in 2030</td>
</tr>
<tr>
<td><strong>Mobility Improvement Fee (Vehicle Registration)</strong></td>
<td>$60 (existing)</td>
<td>+$10 in 2015 &amp; +$10 in 2025</td>
</tr>
<tr>
<td><strong>Toll Roads, Managed Lanes, CDA, and PPP</strong></td>
<td>Currently Funded Facilities</td>
<td>Additional Facilities</td>
</tr>
</tbody>
</table>

**Other Assumptions**
- Regional Partners Continue to Implement Projects
- Reliance on Local Entities to Fund Projects Locally
- End 80% of Diversions Incrementally by 2025
- Maintenance: TxDOT Addresses Pavement Conditions; MPO Funds Bridge Replacements

**Total Revenue ($B)**
- $74.9
- $101.1

**Additional Revenue from Status Quo ($B)**
- +$26.2

Updated: 12/6/2010
Costs are adjusted for “total project cost” and “year of expenditure” consistent with SAFETEA-LU planning requirements. “Actual Dollars” reflects the effect of inflation over time.
Prioritization of Improvements

Maximize Existing System

- Infrastructure Maintenance
  - Maintain & Operate Existing Facilities
  - Bridge Replacements

- Management and Operations
  - (ITS, TSM, TDM, Bicycle & Pedestrian)
  - Improve Efficiency & Remove Trips from System

- Growth, Development, and Land Use Strategies
  More Efficient Land Use & Transportation Balance

Strategic Infrastructure Investment

- Rail and Bus
  Induce Switch to Transit

- HOV/Managed Lanes
  Increase Auto Occupancy

- Freeway/Tollway and Arterials
  Additional Vehicle Capacity

Mobility 2030: $145.5 million

- Infrastructure Maintenance: $36.2 million
- Management and Operations: $3.1 million
- Growth, Development, and Land Use Strategies: $2.1 million
- Rail and Bus: $24.3 million
- HOV/Managed Lanes: $79.8 million
- Freeway/Tollway and Arterials: (-$33.6 million)

Mobility 2035: $101.1 million

- Infrastructure Maintenance: $27.3 million
- Management and Operations: $4.8 million
- Growth, Development, and Land Use Strategies: $3.9 million
- Rail and Bus: $18.9 million
- HOV/Managed Lanes: $46.2 million
- Freeway/Tollway and Arterials: (-$44.4 million)
Maximize Existing System

**System Management**
- Intersection Improvements
- Traffic Signal Improvements
- Freeway and Arterial Bottleneck Removal
- Work Zone and Special Events 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

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**Management and Operations**
- (ITS, TSM, TDM, Bicycle & Pedestrian)
- Improve Efficiency & Remove Trips from System

**Minimize number of congestion points in system**
**Identify better transitions from current to future projects**
**Identify locations that could be early implementation of bigger projects**

**$4.8 B**
Maximize Existing System

- **Sustainability**
  - Sustainable Development Funding Program
  - Sustainable Growth Management and Development Tools
  - Transit-Oriented Development Implementation Program
  - NCTCOG Brownfield Revolving Loan Fund Program

- **Land Use**
  - Alternative Future Program (Vision North Texas)
  - Land Use-Transportation (LUTR) Connection

- **Livability and Transportation**

- **Center for Development Excellence Program**
Project staging and phasing will be utilized to maximize expenditures.

*Local option revenue may be allocated to passenger rail and/or other transportation projects within each county.

**See High Speed Rail map for additional inter-region rail access
Funded Roadway Recommendations*

*Roadway improvements are based on the assumptions that Statewide Enhanced dollars go toward capacity improvements rather than maintenance. Local option revenue allocated to passenger rail and/or other transportation projects within each county.
Funded Roadway Recommendations

Legend
- **Green** New Tollways
- **Blue** Additional Capacity to Existing Roads
- **Dark Blue** Improvements to Existing Freeway and HOV/Managed Lanes
- **Red** HOV/Managed Lanes
- **Purple** Selected New / Improved Regionally Significant Arterials / Frontage Roads
- **Gray** Major Roads

Roadway improvements are based on the assumptions that Statewide Enhanced dollars go toward capacity improvements rather than maintenance. Local option revenue allocated to passenger rail and/or other transportation projects within each county.
Policy Discussion

- **Strategic Toll Road Connections**
  - Short Tunnel or Elevated Options as Appropriate
  - Congested Corridors with Limited ROW
  - Bypass Interchanges and Bottlenecks
  - Access to Special Generators

- **Plan Recommendation:**
  - Identify Potential Locations
  - Work With TxDOT, NTTA, Local Governments and Communities on Feasibility
  - Incorporate into Subsequent Mobility Plans
Managed Lane Policy Modification
HOV 2+ to HOV 3+

- Mature an efficient HOV/Managed Lane System
- Financial constraint restricts ability to construct full managed lane system as HOV 2+
- RTC cost associated with HOV 2+ discount and reimbursement to CDAs
- Ensure consistency between current interim HOV facilities and permanent managed lane facilities

Plan Recommendation:
- HOV 3+ – 50% Discount During Peak Period, Full Rate During Off-Peak Period
- HOV 2 – Full Rate
- SOV – Full Rate
2011-2014 TIP Document Updates

- Transportation Improvement Program
  - Provides Staged Implementation of Near Term Projects
  - Outlines Transportation Funds for 4-Year Cycles

- TIP Document Modifications Include
  - Updates to Projects with New Mobility 2035 Plan References
  - Updates to 2011-2014 Chapters and Appendices with New Conformity and 2035 Plan Language
  - Updates to Projects Scope and/or Limits to Ensure Plan and TIP Consistency
  - Deferred Projects Not Included in Plan

http://www.nctcog.org/trans/tip/
Air Quality Conformity

**Emissions of Nitrogen Oxides (NOx)**

- 2009 Attainment Demonstration
- NOx Motor Vehicle Emission Budget = 186.81 tons/day

**Emissions of Volatile Organic Compounds (VOC)**

- 2009 Attainment Demonstration
- VOC Motor Vehicle Emission Budget = 99.09 tons/day

Emissions may not exceed budgets
Environmental Justice

- Environmental justice assessment was performed on Mobility 2035 roadway and transit recommendations according to federal guidelines
- Performance measures include accessibility and mobility criteria
- The recommendations of the plan do not impose disproportionately high impacts to protected populations
<table>
<thead>
<tr>
<th>Meeting</th>
<th>Date</th>
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<tbody>
<tr>
<td>Public Meetings (3)</td>
<td>January 6, 11 and 12, 2011</td>
</tr>
<tr>
<td>RTC  Meeting (Information Item)</td>
<td>January 13, 2011</td>
</tr>
<tr>
<td>STTC Meeting (Information Item)</td>
<td>January 28, 2011</td>
</tr>
<tr>
<td>Public Meetings (3)</td>
<td>February 8, 15 and 16, 2011</td>
</tr>
<tr>
<td>RTC Meeting (Information Item)</td>
<td>February 10, 2011</td>
</tr>
<tr>
<td>STTC Meeting (Action Item)</td>
<td>February 25, 2011</td>
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<tr>
<td>RTC Meeting (Action Item)</td>
<td>March 10, 2011</td>
</tr>
<tr>
<td>Public Meetings (3)*</td>
<td>March 14 and 15, 2011</td>
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<tr>
<td>Executive Board Meeting</td>
<td>March 24, 2011</td>
</tr>
<tr>
<td>RTC Meeting*</td>
<td>April 14, 2011</td>
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<tr>
<td>Air Quality Conformity Determination</td>
<td>June 2011**</td>
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</table>

*Review of RTC adopted recommendations. Public Comments, if any, will be presented to RTC in April.

**Expected approval of Air Quality Conformity by FHWA and FTA
Action Item

Approval of resolution (Reference Item 4.1)

- Adoption of Mobility 2035
- Approval of resulting changes to the 2011-2014 TIP
- Approval of positive air quality conformity results
- Determination of no disproportionate environmental justice impacts
- Transmittal to appropriate federal, state, and local agencies and governments
To find out more about Mobility 2035, please visit us at: www.nctcog.org/mobility2035 or e-mail: mobilityplan@nctcog.org

Mobility 2035: The Metropolitan Transportation Plan for North Central Texas

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Air Quality Conformity Determination

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