Mobility 2035 – 2014 Amendment
The Metropolitan Transportation Plan for North Central Texas
Map Package
Population density in persons per square mile by Traffic Survey Zone

Source: NCTCOG 2040 Demographic Forecast
Change in Population Density: 2013-2035

Legend
-220 to 0
1 to 500
501 to 1,000
1,001 to 3,000
3,001 to More

Fort Worth CBD

Dallas CBD

Population density in persons per square mile by Traffic Survey Zone

Source: NCTCOG 2040 Demographic Forecast

North Central Texas Council of Governments
October 22, 2014
Employment Density

2013

2035

Legend

- 0 to 500
- 501 to 1,000
- 1,001 to 5,000
- 5,001 to 10,000
- 10,001 or more

Employment density in jobs per square mile by Traffic Survey Zone

Source: NCTCOG 2040 Demographic Forecast

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Employment density in jobs per square mile by Traffic Survey Zone

Source: NCTCOG 2040 Demographic Forecast
The Environmental Justice Index (EJI) scores three variables: persons per square mile, percent below poverty, and percent minority. Scores are assigned based on density and a comparison to the regional average; the scores are multiplied to obtain an EJI of 1 to 100. Block groups are displayed based on their EJI score in intervals of 10, from 1 to 100. Data is from 2000 Census.
The Regional Ecosystem Framework: Composite score represents the combined score of all 10 VEIL layers. A higher score indicates that resources of relatively high concern may be present and that additional review, documentation, and consultation with the applicable agency may be needed. The VEIL layers include: Green Infrastructure (Wildlife Habitat, Natural Areas, Agricultural Land); Water Quality and Flooding (Impaired Water Segments, Flood Zones, Surface Water Quantity, Wetlands); and Ecosystem Valuing (Rarity, Diversity, Sustainability). Data sources include the Texas GRID and EPA Region 6 Regional Ecosystem Assessment Protocol data. This information has been developed for the Dallas-Fort Worth MPA for use in long-range planning. These scores are meant to be used as a preliminary screening tool for potential impact identification. For more information on the calculations for this layer, please visit www.nctcog.org/traces.
TMC: Traffic Management Center. ITS recommendations include advanced traffic management, communication systems, and mobility assistant patrols.
Cities displayed have a population of 25,000 or more. Not all cities responded to the survey.
Sustainable Development Areas of Interest

Legend
- **Sustainable Development Focus Areas**
- Major Roads
- Future Transit System
- Ozone Nonattainment Area

*Focus Areas:
Areas within the 9-county nonattainment area
Rail Station: Within a one-half mile radius of current or planned rail stations
**Rail:** Within one-half mile of the Mobility 2035 rail system, with the exclusion of the Mansfield Line and selected transit lines
Infill: In a developed area with a high concentration of unemployed persons, high-emitting vehicles, or low-income households
Main Street/Historic District: Areas with multiple contiguous street frontages of pedestrian-oriented developments and/or located in a historic downtown or main street

Focus areas are based on the rules for the 2009-2010 Sustainable Development Call for Projects and may be modified for future call for projects.
Travel Time Contours: DFW Airport

Legend

<table>
<thead>
<tr>
<th>Travel Times to Airport</th>
<th>Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to 15 Minutes</td>
<td>Green</td>
</tr>
<tr>
<td>Up to 30 Minutes</td>
<td>Light Green</td>
</tr>
<tr>
<td>Up to 45 Minutes</td>
<td>Yellow</td>
</tr>
<tr>
<td>Up to 60 Minutes</td>
<td>Orange</td>
</tr>
</tbody>
</table>

- Major Roads

Contours based on modeled average peak period speeds in 2035.

2035 mobility 2014 amendment

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Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics for the Regional Veloweb system will be determined through ongoing project development.
Corridor-specific alignment, design, and operational characteristics for the intercity passenger, regional passenger, and freight rail systems will be determined through capacity evaluation and ongoing project development. Refined rail forecasts are necessary to determine technology and alignment in future rail corridors.
Corridor-specific alignment, design, and operational characteristics for the intercity passenger, regional passenger, and freight rail systems will be determined through capacity evaluation and ongoing project development. Refined rail forecasts are necessary to determine technology and alignment in future rail corridors.
All existing railroad rights-of-way should be monitored for potential future transportation corridors. Facility recommendations indicate transportation need. Corridor-specific alignment, design and operational characteristics for the rail system will be determined through ongoing project development.

*Projects represent additional transportation needs above and beyond those of the financially constrained recommendations of Mobility 2035 - 2014 Amendment.*
Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics for the freeway/tollway system will be determined through ongoing project development.
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Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics for the freeway/tollway system will be determined through ongoing project development.

Supported plan policy FT3-010: Corridor-specific design and operational characteristics for recommended roadways will be determined through the project development process.

Supported plan policy FT3-011: Support advanced planning activities to aid in strategic decision making regarding long-term plan and project development.

Supported plan policy FT3-013: Support federal and state interregional corridor initiatives as appropriate.

Supported plan policy F3-006: Pursue roadway and transit pricing opportunities to expedite project delivery.

*Projects identified in previous metropolitan transportation plans but not included in the financially constrained recommendations of Mobility 2035 - 2014 Amendment.

**Project corridors with significant near-term planning activities necessary for future mobility plan consideration.
Regionally Significant Arterials provide necessary transportation support to the freeway/tollway system and also provide access to and from local land uses.
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Levels of Congestion: 2035

Legend

<table>
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<tr>
<th>Congestion Index*</th>
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<tbody>
<tr>
<td>No Congestion</td>
</tr>
<tr>
<td>Light Congestion</td>
</tr>
<tr>
<td>Moderate Congestion</td>
</tr>
<tr>
<td>Severe Congestion</td>
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<tr>
<td>Major Roads</td>
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</tbody>
</table>

Cost of Congestion: $10.3 billion

Light Congestion - 4,790 sq mi
Moderate Congestion - 779 sq mi
Severe Congestion - 693 sq mi

*Congestion Index is based on a percent increase in travel time.
Levels of Congestion: 2035 No-build

Legend

Congestion Index*

- No Congestion
- Light Congestion
- Moderate Congestion
- Severe Congestion

Major Roads

Cost of Congestion: $11.6 billion

- Light Congestion - 5,143 sq mi (+7%)
- Moderate Congestion - 892 sq mi (+15%)
- Severe Congestion - 813 sq mi (+17%)

*Congestion Index is based on a percent increase in travel time.
*Projects completed since the adoption of Mobility 2030.
Project Implementation: Passenger Rail

Legend
- Blue: Construction Complete*
- Black: Existing Passenger Rail
- Gray: Existing Roadway

*Projects completed since the adoption of Mobility 2030.