Challenges

Transportation
- Accommodate Expected Demographic Growth
- Reduce Traffic Congestion
- Provide Multimodal Options
- Improve Travel Efficiency

Quality of Life
- Provide for Continued Economic Development
- Provide Increased Transportation Accessibility
- Reduce Environmental and Community Impacts

Financial
- Pursue Stable, Long-Term Revenue Options
- Reduce Transportation System Costs

Mobility 2025 Identifies Projects and Programs Which Balance These Goals
MOBILITY 2030
Prioritization of Improvements

Maintenance and Operation of Existing Facilities

Improve Efficiency of Existing Facilities
  Trans. System Management
  Intelligent Trans. Systems

Remove Trips From System
  Carpool/Vanpool Program
  Pedestrian/Bicycle Facilities

Induce Switch to Transit
  Bus/Commuter Rail/Light Rail

Increase Auto Occupancy
  HOV System

Additional Single Occupant Vehicle Capacity
  Freeway / Tollway
  Regional Arterial
**Mobility 2025:**
The Metropolitan Transportation Plan, Amended April 2005

**Freeway / Tollway System**

Legend:
- Improve Existing Freeway/Tollway
- New Staged Freeway
- New Staged Tollway
- New Staged Parkway
- Upgrade to Parkway
- Preserve Right-of-Way
- Truck Lane Demonstration Corridor*

*The Truck Lane Demonstration Corridor is a pilot program to determine and compare the feasibility, impacts, and effectiveness of:
1) providing exclusive dedicated truck lanes through the corridor and on adjoining access/egress lanes and ramps, and
2) restricting trucks to operating only in certain lanes in the corridor.

Corridor specific design and operational characteristics for the Freeway/Tollway system will be determined through ongoing project development.

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

All freeway/tollway corridors require additional study for capacity, geometric, and safety improvements related to truck operations.

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

Operational strategies to manage the flow of traffic should be considered in the corridors where additional freeway or tollway lanes are being considered.

North Central Texas Council of Governments Transportation

As Amended: April 14, 2005
Regional Rail Needs for Dallas-Fort Worth
Funding Source Must Be Identified

2025 Profile
<table>
<thead>
<tr>
<th>Within Transportation Authority Service Areas</th>
<th>Outside Transportation Authority Service Areas</th>
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<tbody>
<tr>
<td>Population</td>
<td>3,722,774</td>
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<tr>
<td>Employment</td>
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<tr>
<td>Rail Miles</td>
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</table>
Mobility 2025:
The Metropolitan Transportation Plan,
Amended April 2005

Bicycle and Pedestrian Facilities

Legend

- Bicycle-Pedestrian Transportation Districts
  within a 1/2 mile of all existing and planned stations are bicycle and
pedestrian districts

Recommended Veloweb Routes

- Completed: 116 miles
- Funded: 37 miles
- Needed: 283 miles

Candidate Veloweb Routes

- Completed: 6 miles
- Needed: 202 miles

Completed Veloweb: 122 miles
Funded Veloweb: 37 miles
Needed Veloweb: 485 miles
Total Veloweb: 644 miles
Multimodal routes proposed by Texas Transportation Commission

Near term facilities

- Near term TTC-35 intercity multimodal route study zone
- Near term TTC-35 freight rail corridor study zone for bypass trains
- Near term automobile urban connector alignment
- Near term truck urban connector alignments
Trans-Texas Corridor 35

Legend
- Regional recommended alignment
- TxDOT TTC-35 Recommended and Reasonable Preferred Corridor Alternatives
- TxDOT TTC-35 Potential Connection Zones
- Highways
- Texas Counties
- MPA Boundary
- Texas Lakes

Regional recommended alignment saves approx.: 60 miles - $1.9 billion
2005 Sustainable Development Call for Projects

Sustainable Development Areas of Interest

Approved by Regional Transportation Council
October 13, 2005

Sustainable Development Areas of Interest

Legend

- Sustainable Development Focus Areas
- Major Roadways
- Mobility 2025 Rail System
- Dallas-Fort Worth Nine County Nonattainment Area
- Major Lakes

Focus Areas

Rail: Walking Distance to Current or Potential Future Station Location

Infill: Developed Area With a Concentration of Unemployed Persons, High Emitting Vehicles, or Low Income Households

Infill: Historic Downtowns With Multiple Contiguous Street Block Frontage of Pedestrian-Oriented Developments
2005 Sustainable Development Call for Projects

Screening/Project Selection Process

Funding For:
- Transportation Infrastructure
- Land Banking (not to exceed 20% of total sustainable development funds)
- Center of Development Excellence
- Local Sustainable Development Planning Programs

Funding Goals:
- Expand Rail Service Accessibility
- Support Transit-Oriented Developments
- Support Local Infill Developments

Minimum Criteria For Transportation Infrastructure:
- Consistent With “Areas of Interest”
- Correct Zoning In Place
- Public/Private Partnership

Incentives For:
- Housing-Income Match
- Workforce Housing Near Transit
- Areas with High Emitting Vehicles
- Density/Walkability
- Mix of Residential and Non-Residential Uses
- Job Creation In High Unemployment Areas
- Public sector action to un-bank previously banked land

Approved by Regional Transportation Council October 13, 2005
For more information

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