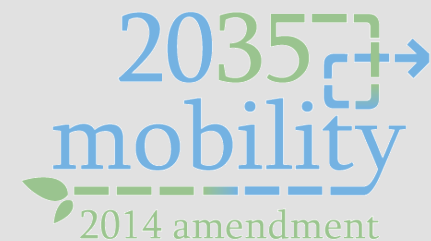


Mobility 2035 - 2014 Amendment

The Metropolitan Transportation
Plan for North Central Texas



What is the Mobility 2035 - 2014 Amendment?



Represents a blueprint for the region's multimodal transportation system



Covers at least a 20-year timeframe



Responds to goals

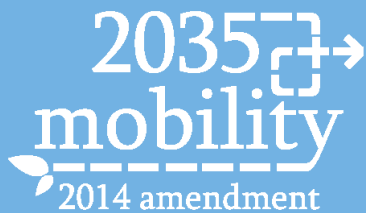


Identifies policies, programs, and projects for continued development



Guides the expenditure of federal and state funds

Mobility 2035 - 2014 Amendment Goals



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.

Major Policy Objectives

Needs exceed available revenue

Can't build our way out of congestion

Use sustainable development strategies to:

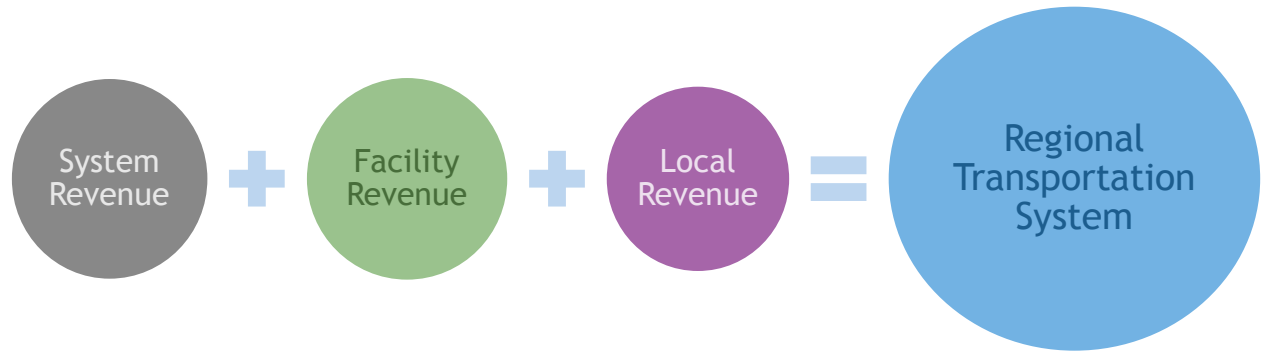
- Reduce demand on the transportation system
- Provide multimodal options

Emphasize environmental aspects and quality of life issues of programs and projects

Maximize existing system

Invest strategically in infrastructure

Funding Basics

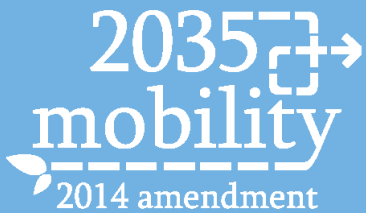


- Motor Fuel Taxes
- Vehicle Registration Fees
- Other Federal Sources
- Other State Sources

- Tollroads
- Managed Lanes
- Public Private Partnerships

- Sales or Special Taxes
- Bond Programs
- Impact Fees
- Property Taxes
- Value Capture

Prioritization and Expenditures

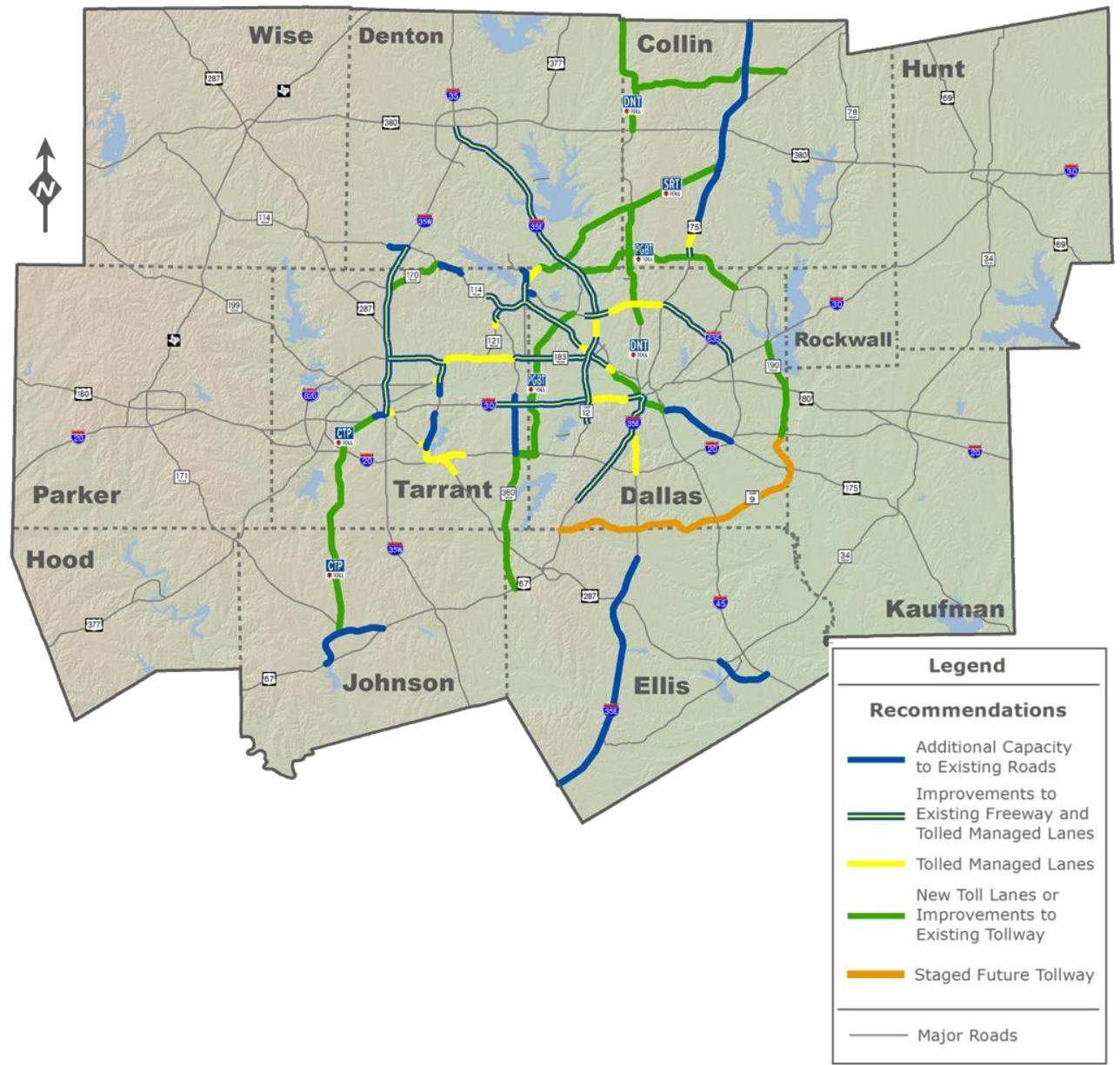
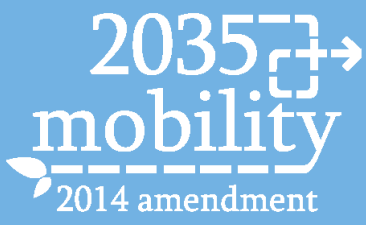


Maximize Existing System	Infrastructure Maintenance <ul style="list-style-type: none"> Maintain & Operate Existing Facilities Bridge Replacements 	\$29.2
	Management and Operations <ul style="list-style-type: none"> Improve Efficiency & Remove Trips from System Traffic Signals and Bicycle & Pedestrian Improvements 	\$4.8
	Growth, Development, and Land Use Strategies More Efficient Land Use & Transportation Balance	\$3.9
Strategic Infrastructure Investment	Rail and Bus Induce Switch to Transit	\$16.5
	HOV/Managed Lanes Increase Auto Occupancy	\$40.1
	Freeways/Tollways and Arterials Additional Vehicle Capacity	
Mobility 2035 – 2014 Amendment Expenditures		\$94.5*

*Actual dollars, in billions

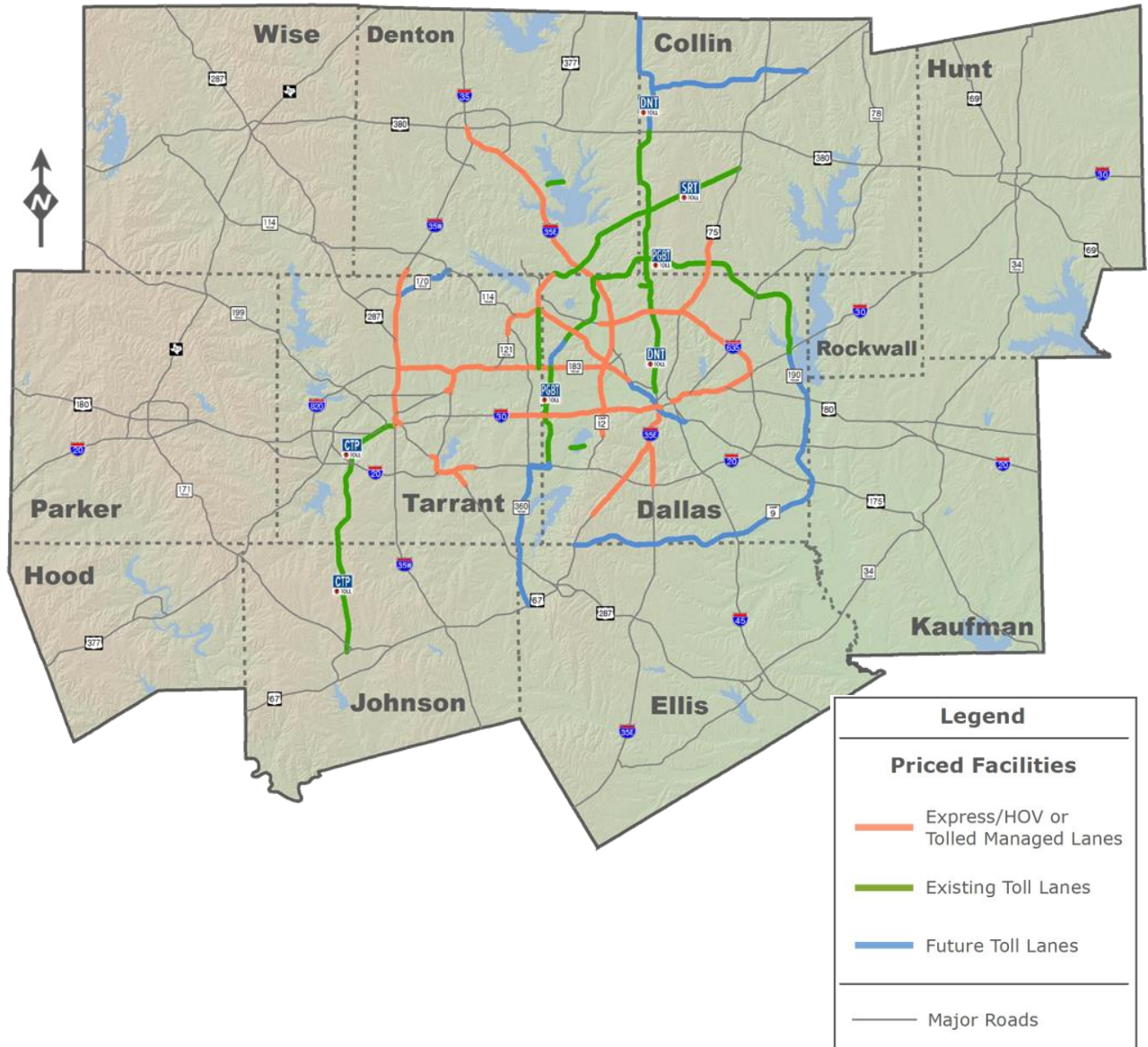
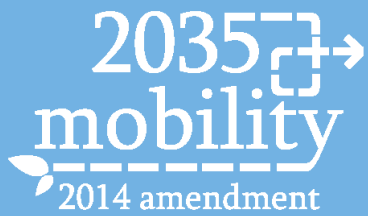
Major Planned Roadway Improvements

By 2035, there will be an additional 2,200 lane miles of freeways, tollways, and tolled managed lanes.



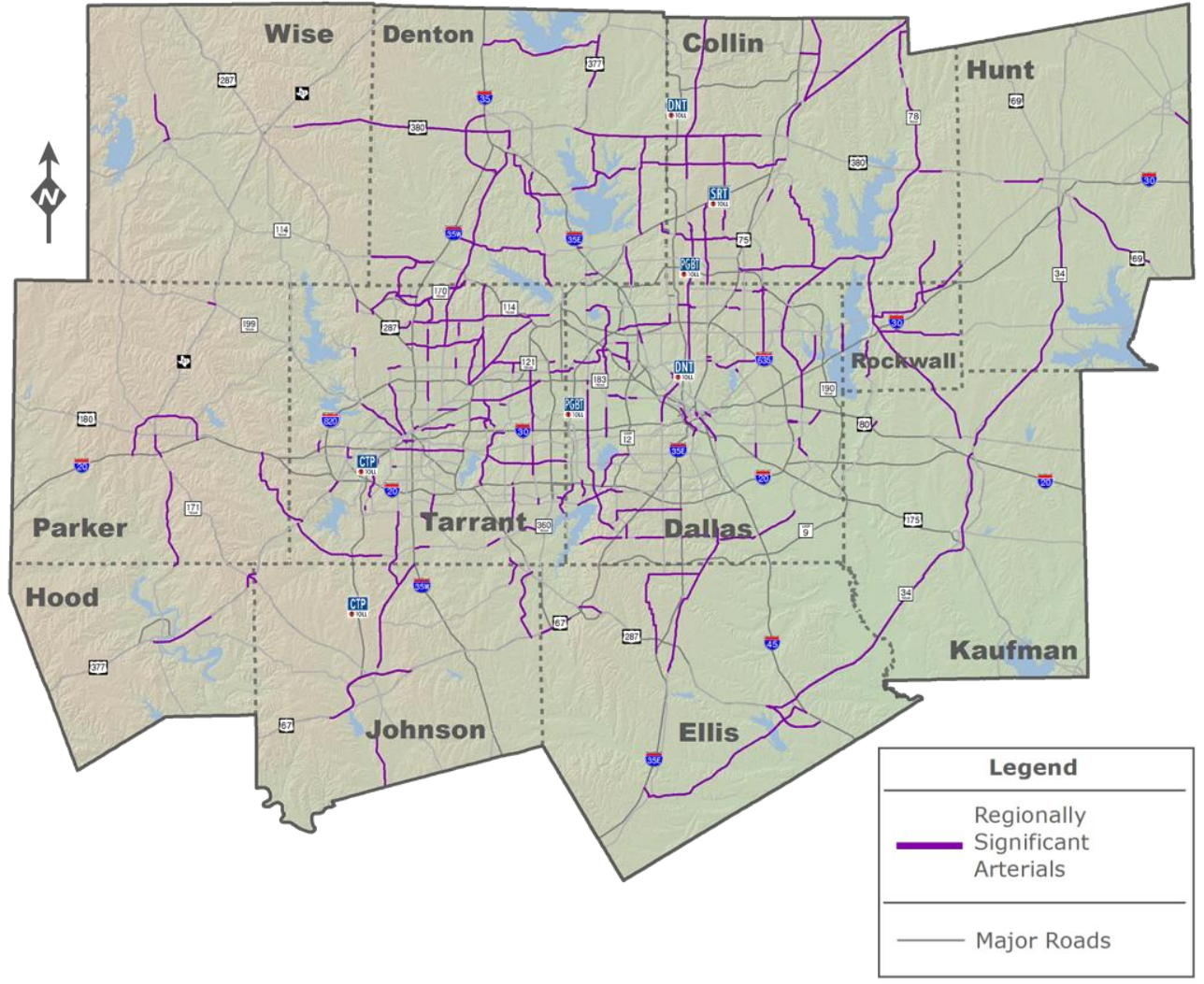
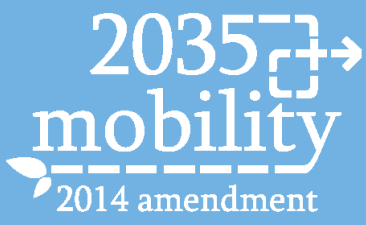
Priced Facilities

These facilities play an important role in expediting project delivery and accommodating growing demand.



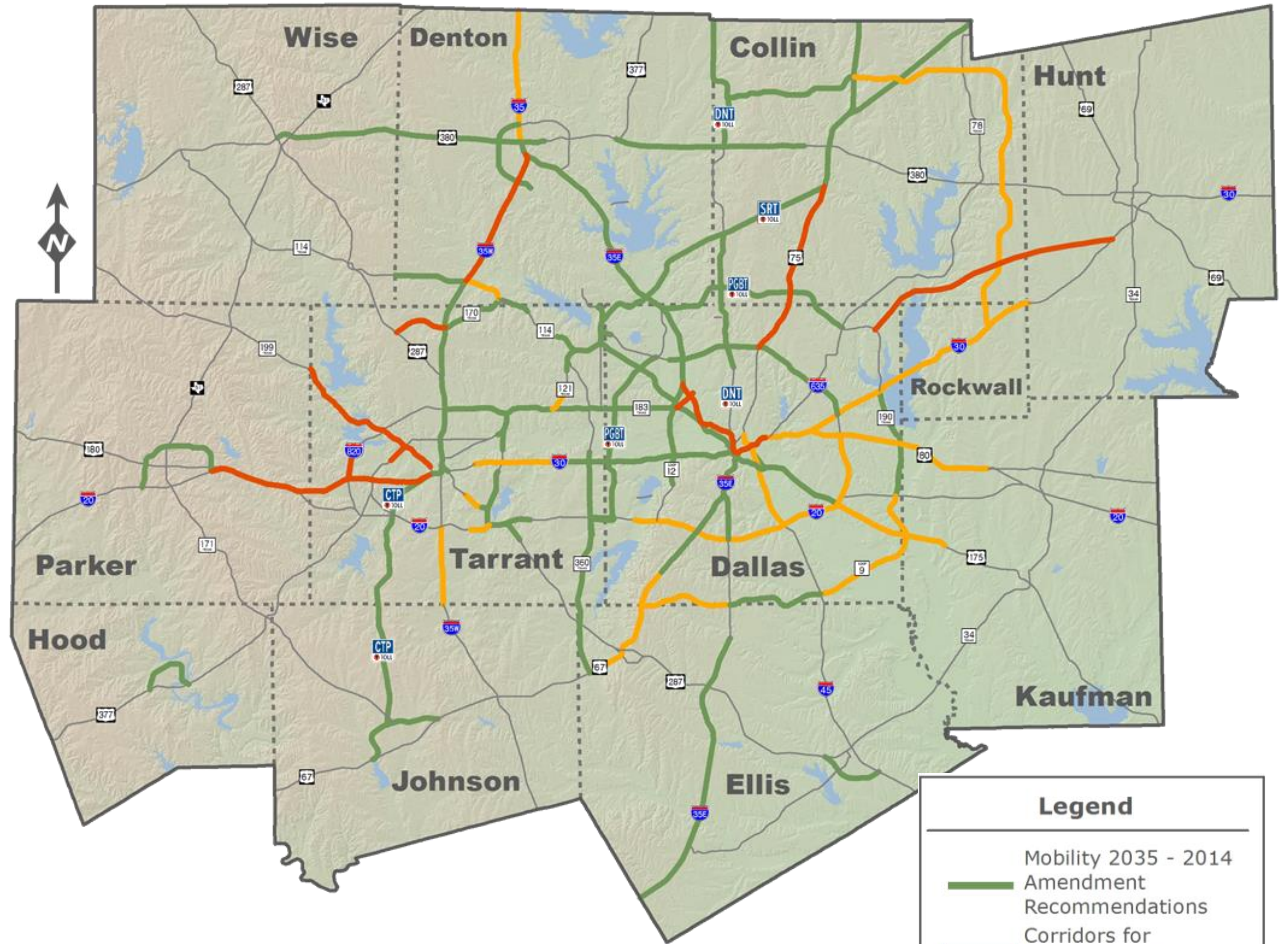
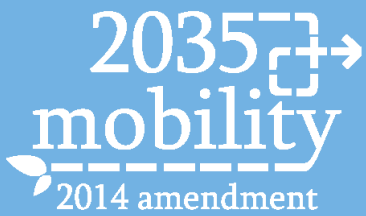
Planned Arterial Improvements

Arterials complement major roadway and transit systems. The arterial system carries about 20% of all vehicular traffic in the region.



Roadway Corridors for Further Evaluation

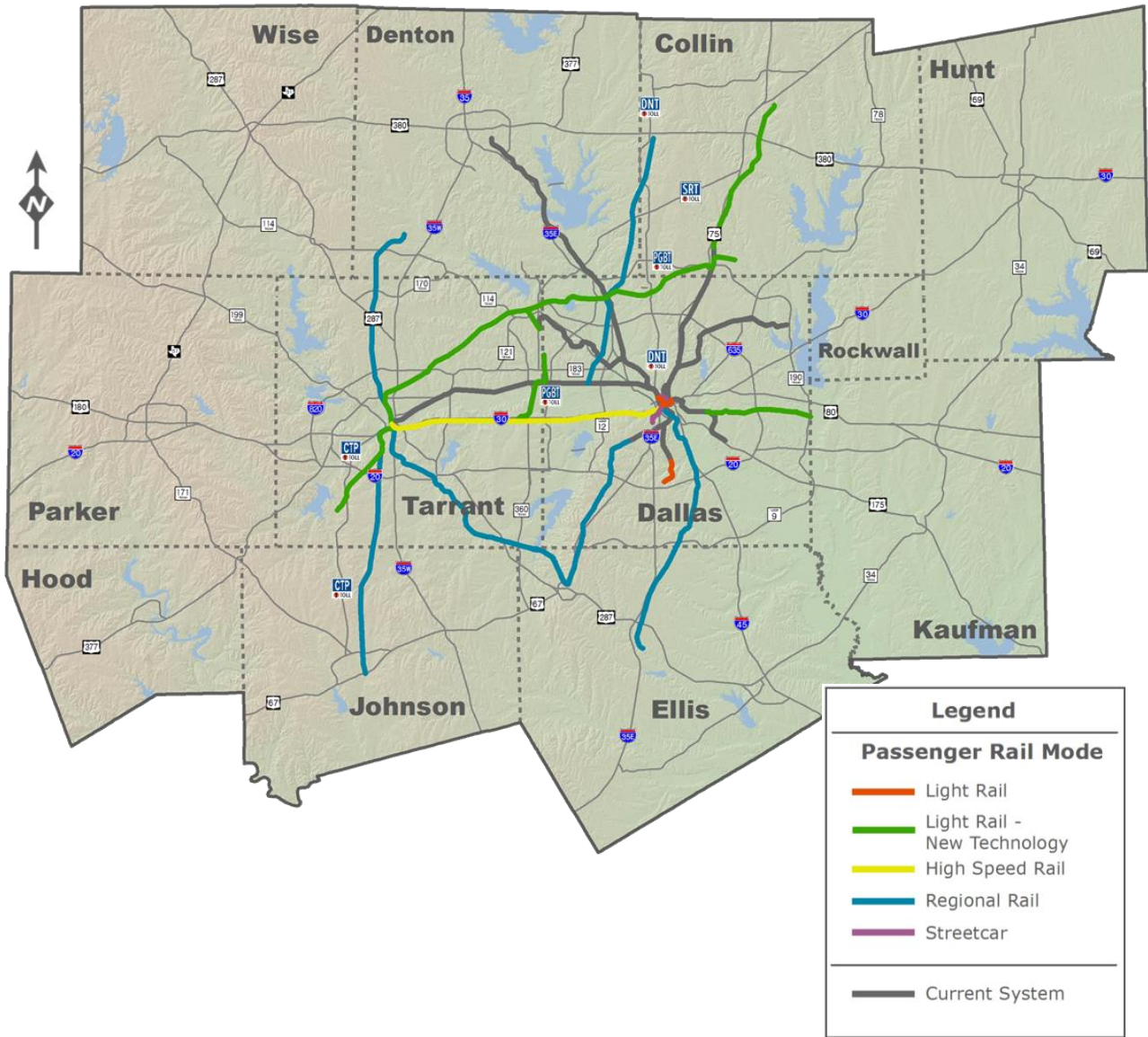
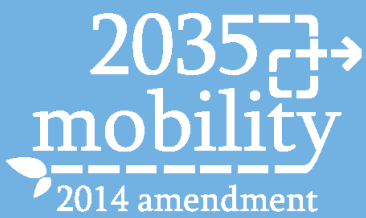
These corridors may be included in future MTPs, but first they will be subject to a thorough project development process.



Legend	
	Mobility 2035 - 2014 Amendment Recommendations
	Corridors for Future Evaluation
	Corridors for Near Term Evaluation
	Major Roads
Selected corridors shown not all inclusive	

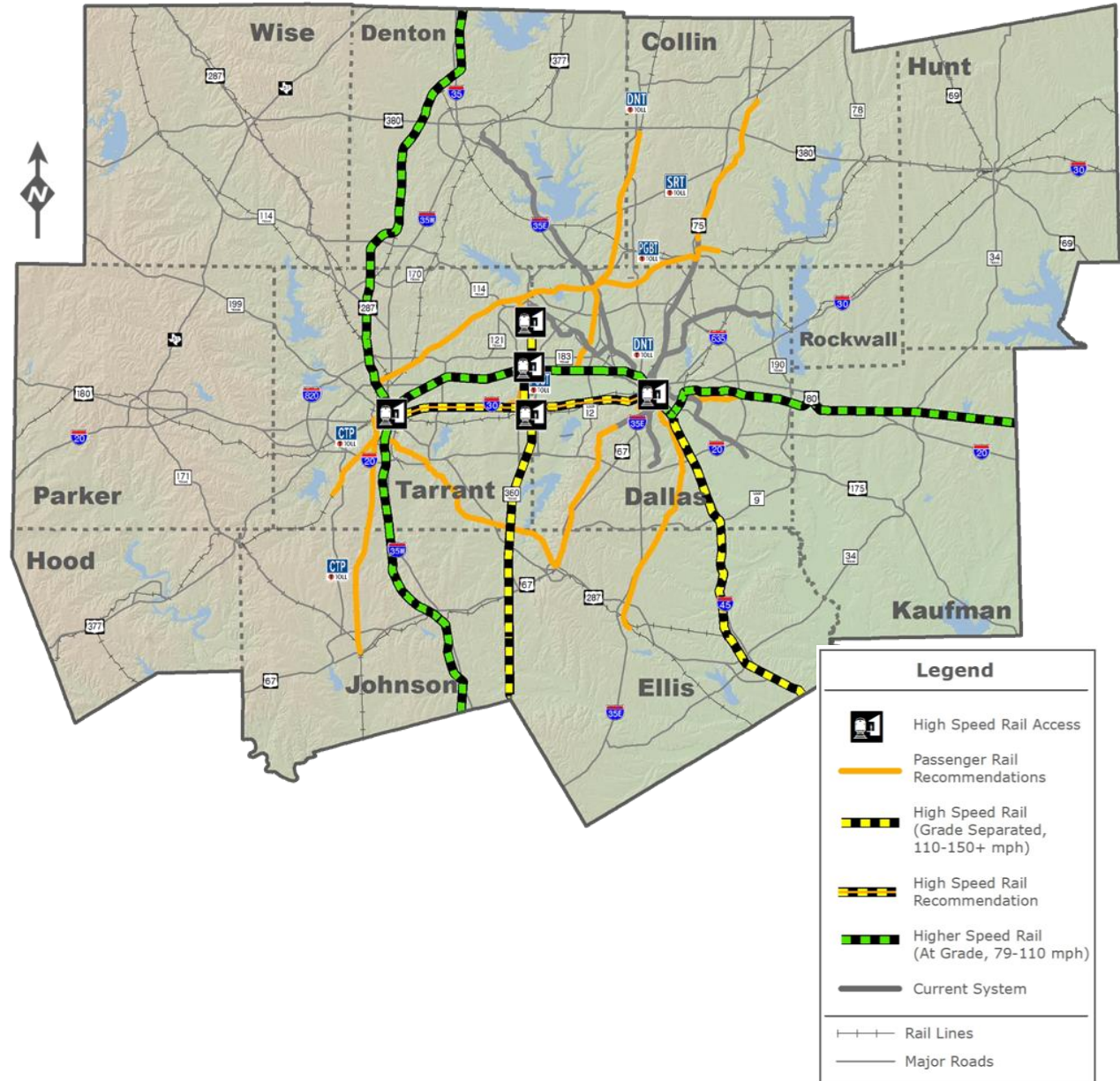
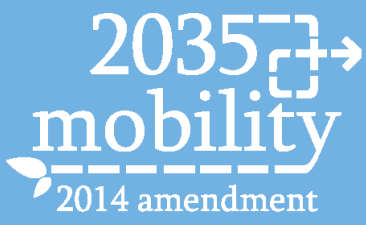
Major Planned Rail Improvements

By 2035, the region will have approximately 500 miles of passenger rail.



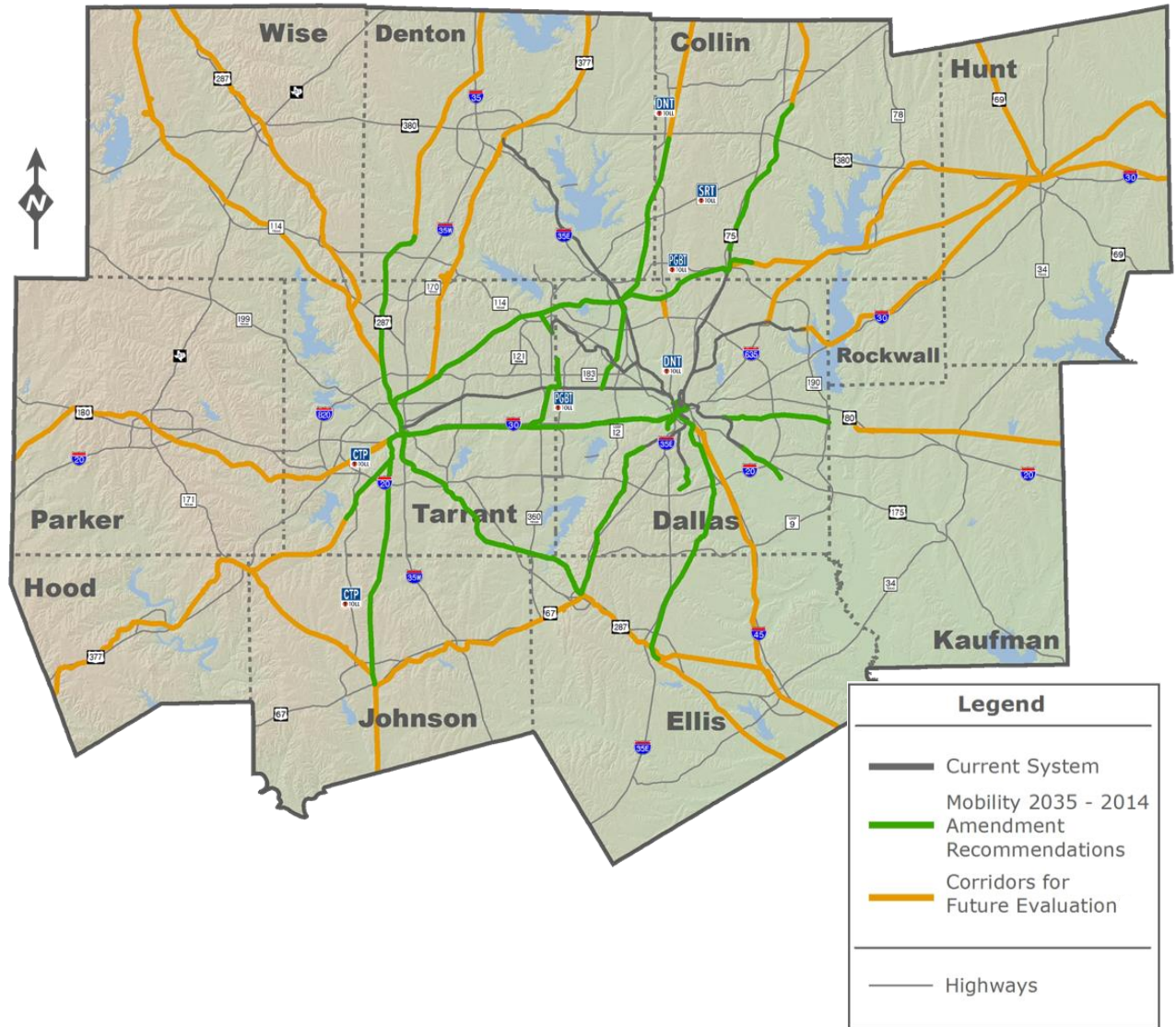
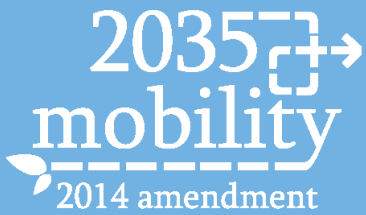
High/Higher Speed Passenger Rail

The region is poised to benefit from HSR improvements. The RTC supports an integrated corridor concept that will serve both out of and in region demand.



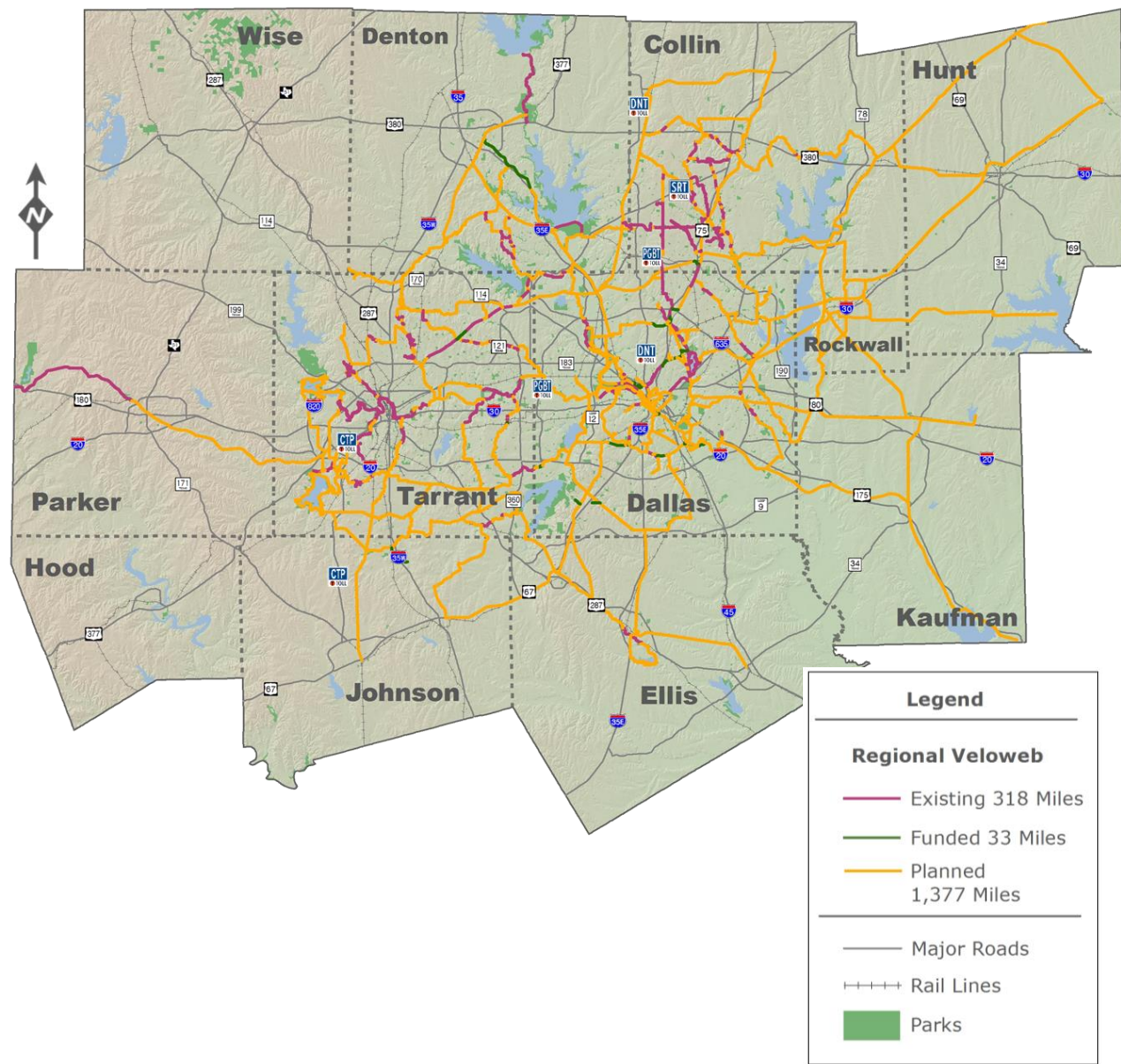
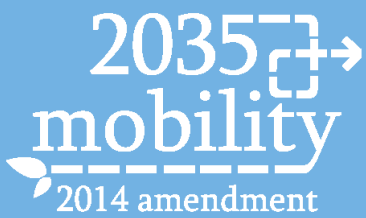
Rail Corridors for Further Evaluation

These corridors may be included in future MTPs, but first they will be subject to a thorough project development process.

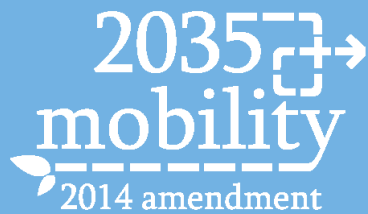


Planned Off-street Bicycle and Pedestrian Improvements

By 2035, the Regional Veloweb will expand to nearly 1,730 miles.



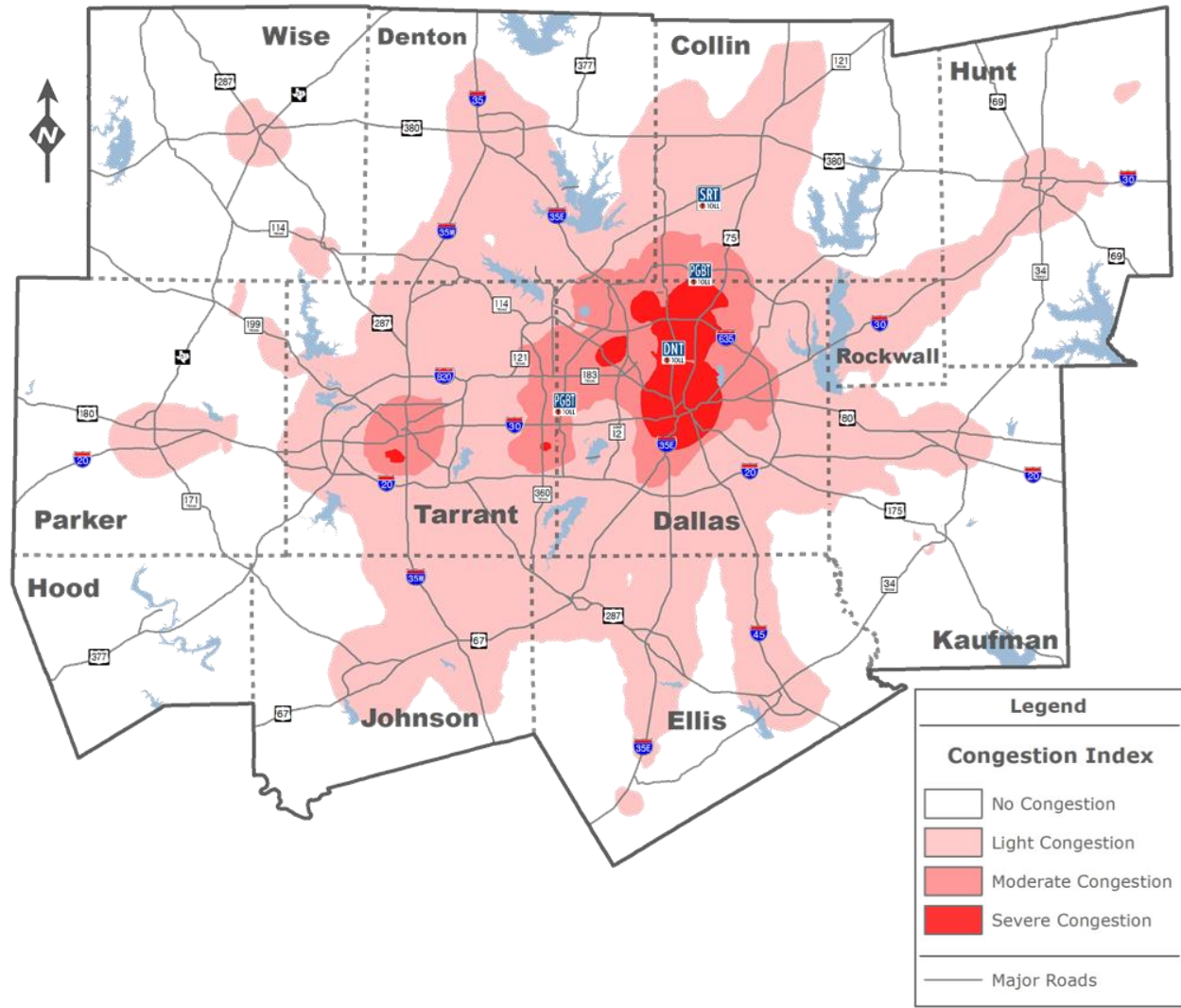
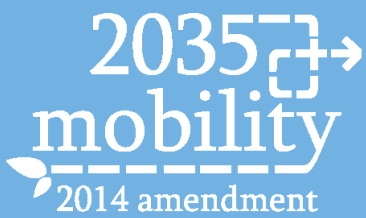
Regional Performance Measures



Regional Performance Measures	2013	2035	2035 No-build
Population	6,778,201	9,833,378	9,833,378
Employment	4,292,516	6,177,016	6,177,016
Vehicle Miles of Travel (Daily)	181,583,813	283,115,709	253,569,830
Hourly Capacity (Miles)	42,582,916	50,654,141	42,213,322
Vehicle Hours Spent in Delay (Daily)	1,168,022	2,526,324	2,853,501
Increase in Travel Time Due to Congestion	32.2%	45.8%	55.8%
Annual Cost of Congestion (Billions)	\$4.7	\$10.3	\$11.6

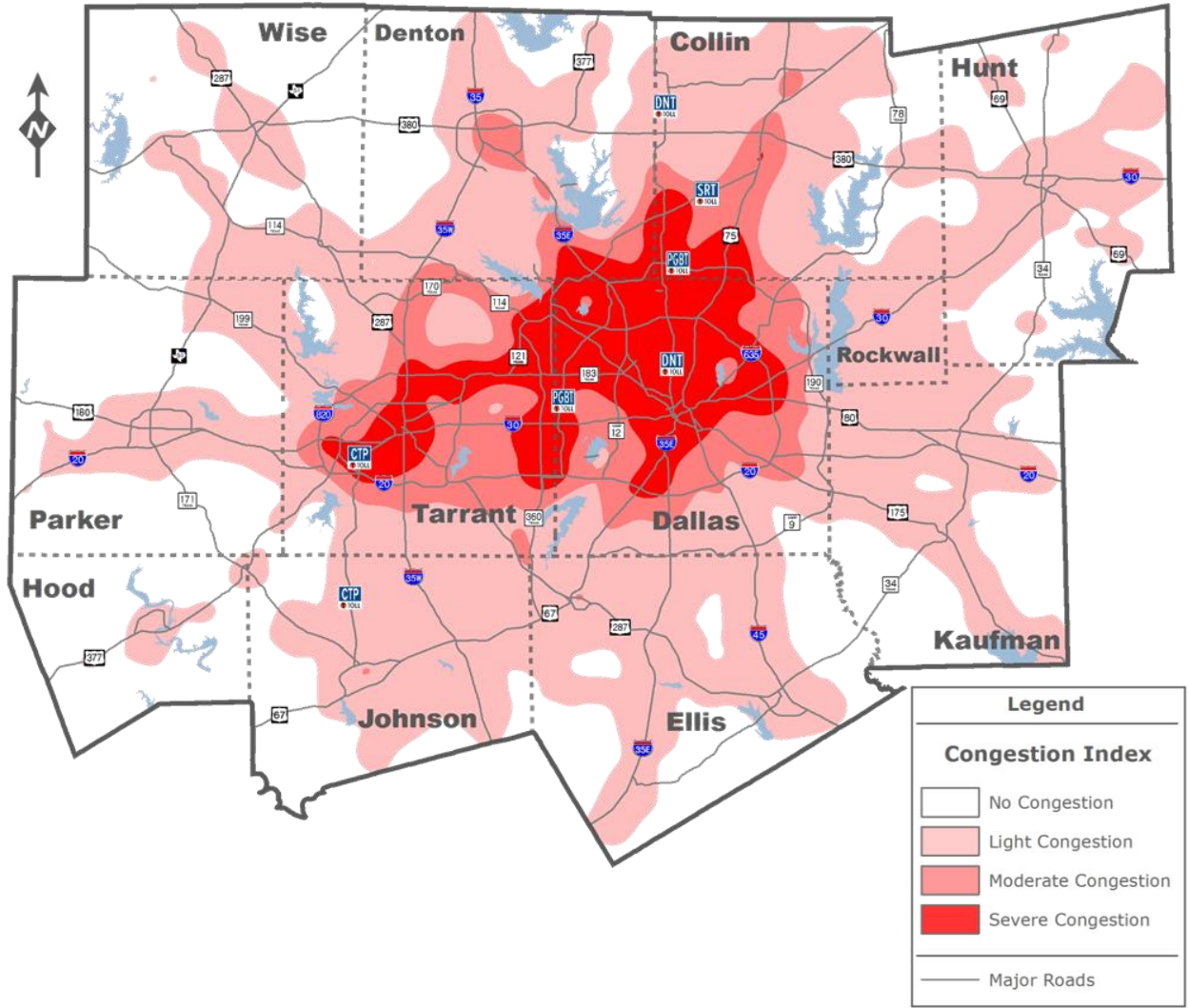
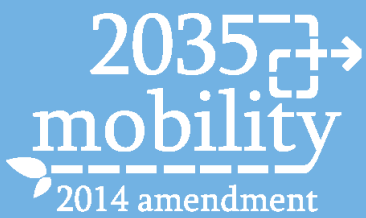
2013 Congestion Levels

Currently, many areas in North Central Texas experience some level of reoccurring congestion.



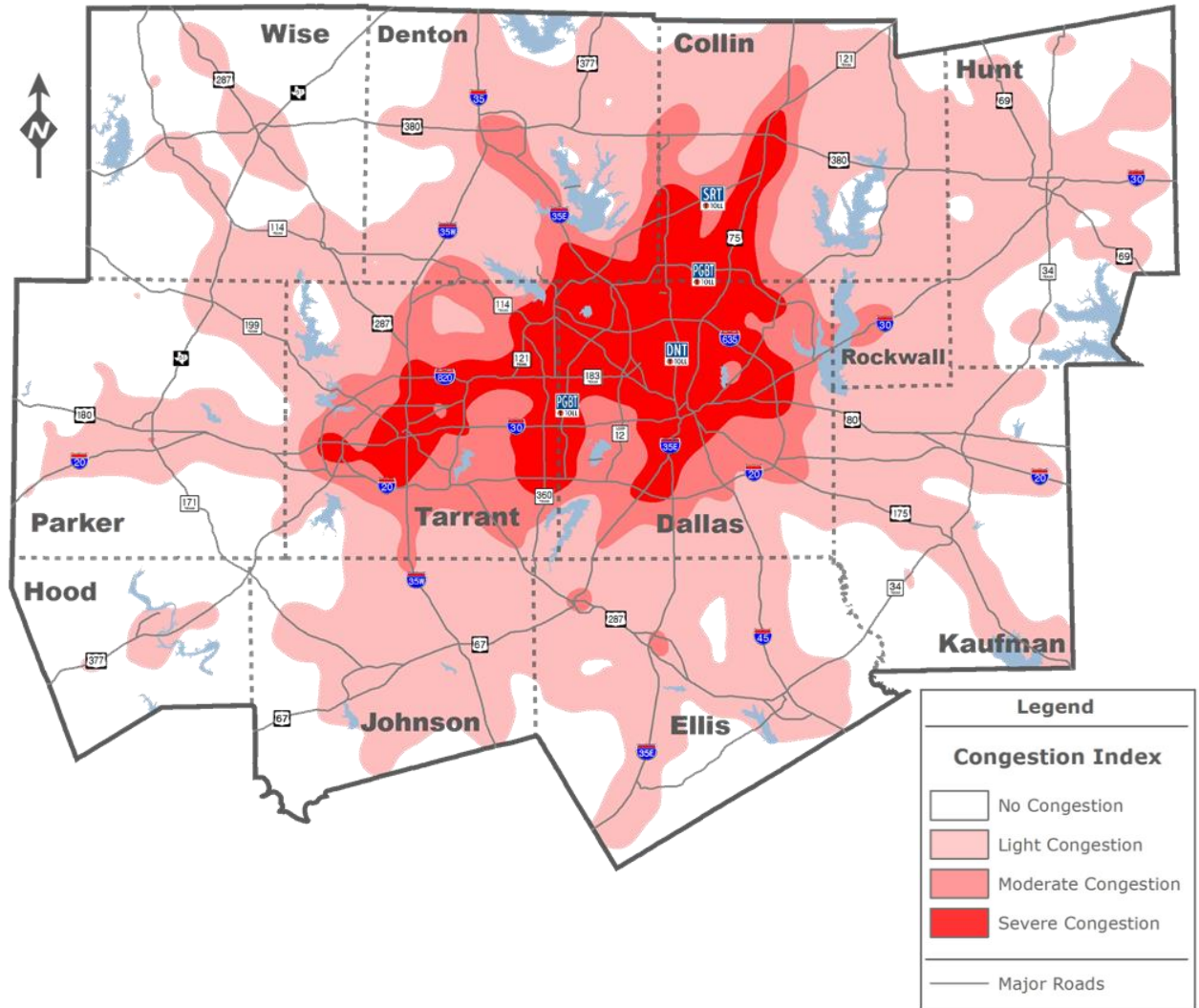
2035 Congestion Levels

Despite planned improvements, congestion will continue to increase. This is the result of continued growth and declining revenue for transportation projects.



2035 No-build Congestion Levels

Without the planned transportation improvements, congestion in the region would increase substantially.



For More Information

To find out more about the
Mobility 2035 - 2014 Amendment,
visit us at:

www.nctcog.org/mobility2035

Or e-mail comments and questions
to: mobilityplan@nctcog.org

