

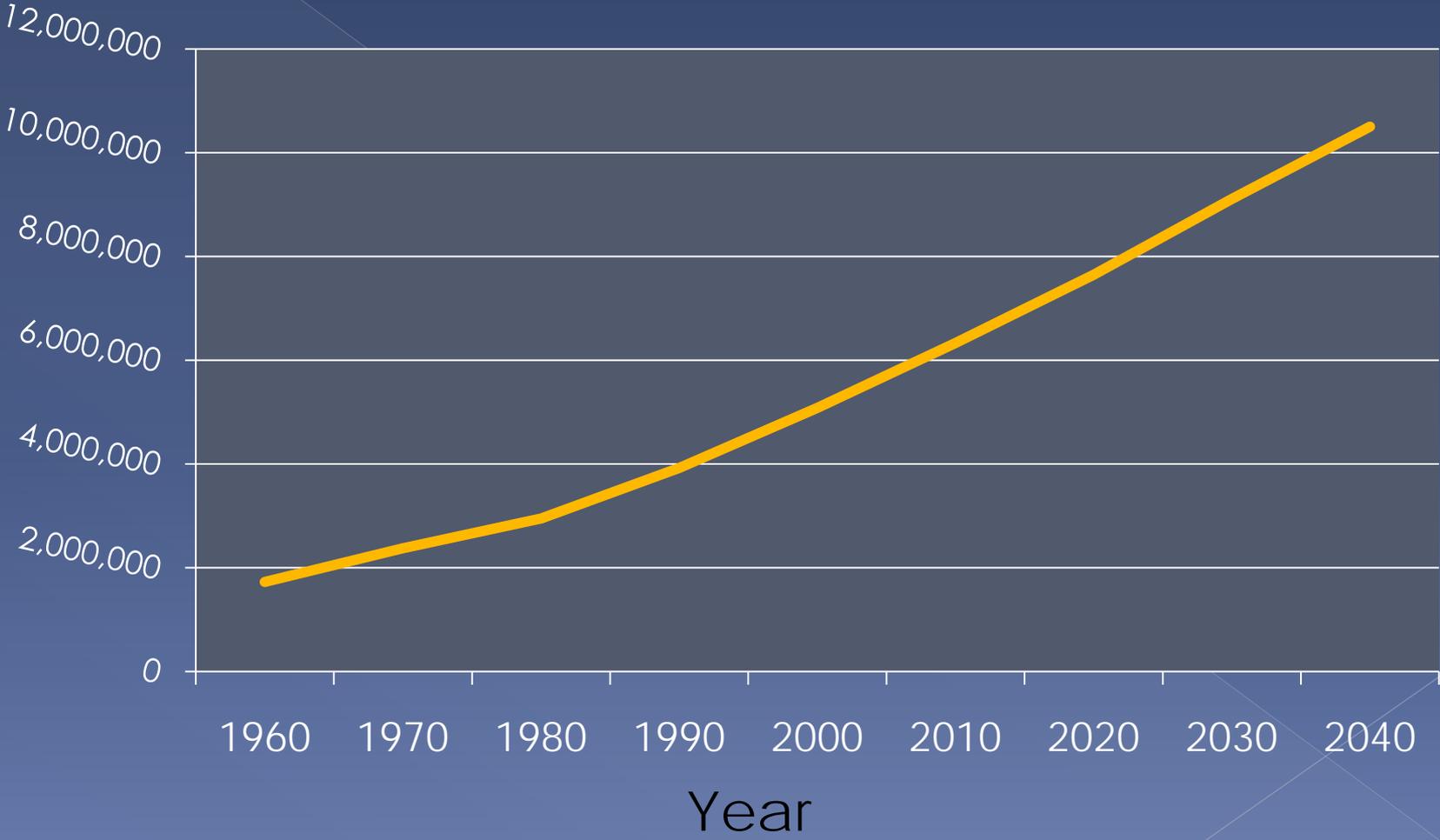
# Metropolitan Transportation Update

Collin County Association of Realtors

Blast Off 2012

January 25, 2012

# Dallas-Fort Worth Area Regional Population Growth



# Metropolitan Area Perspective

4th Largest Metropolitan Area in the United States

Ranked 2<sup>nd</sup> in Population Growth Between 2000-2010 Adding Over 1.2 Million Persons

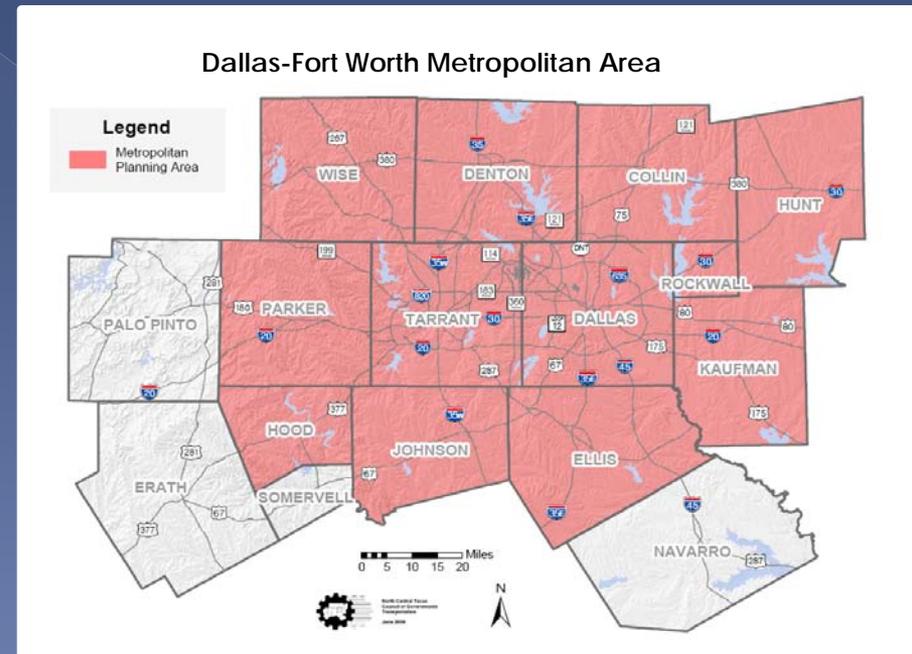
Larger than 35 States in Population

Larger than 5 States in Land Area

Represents Over 34 Percent of the State's Economy

6.5 Million Persons in Year 2010

Growing to 10 Million Persons by the Year 2035



# Dallas-Fort Worth Metropolitan Area: A Leading World Economy

Urban Area <sup>1</sup>	Country	2005 GDP	
		Billion US\$ <sup>2</sup>	Rank
Tokyo	Japan	\$1,191	1
New York	USA	\$1,133	2
Los Angeles	USA	\$ 639	3
Chicago	USA	\$ 460	4
Paris	France	\$ 460	5
London	UK	\$ 452	6
Osaka/Kobe	Japan	\$ 341	7
Mexico City	Mexico	\$ 315	8
Philadelphia	USA	\$ 312	9
Washington DC	USA	\$ 299	10
Boston	USA	\$ 290	11
<b>Dallas/Fort Worth</b>	<b>USA</b>	<b>\$ 268</b>	<b>12</b>
Buenos Aires	Argentina	\$ 245	13
Hong Kong	China	\$ 244	14
San Francisco	USA	\$ 242	15

McKinsey Global Institute projects Dallas-Fort Worth to be 12<sup>th</sup> in 2025.

<sup>1</sup>Urban agglomerations as defined by the United Nations

<sup>2</sup>Exchange rates based on "purchasing power parity"

# Regional Rail System



# Regional Rail System Implementation

## Currently In Service

-  DART LRT
-  DCTA A-Train
-  TRE

## Under Construction

-  DART Orange Line
-  DART Blue Line Ext.

## Planned Service by 2015

-  Cotton Belt Line
-  Orange Line Ext.
-  TEX Rail

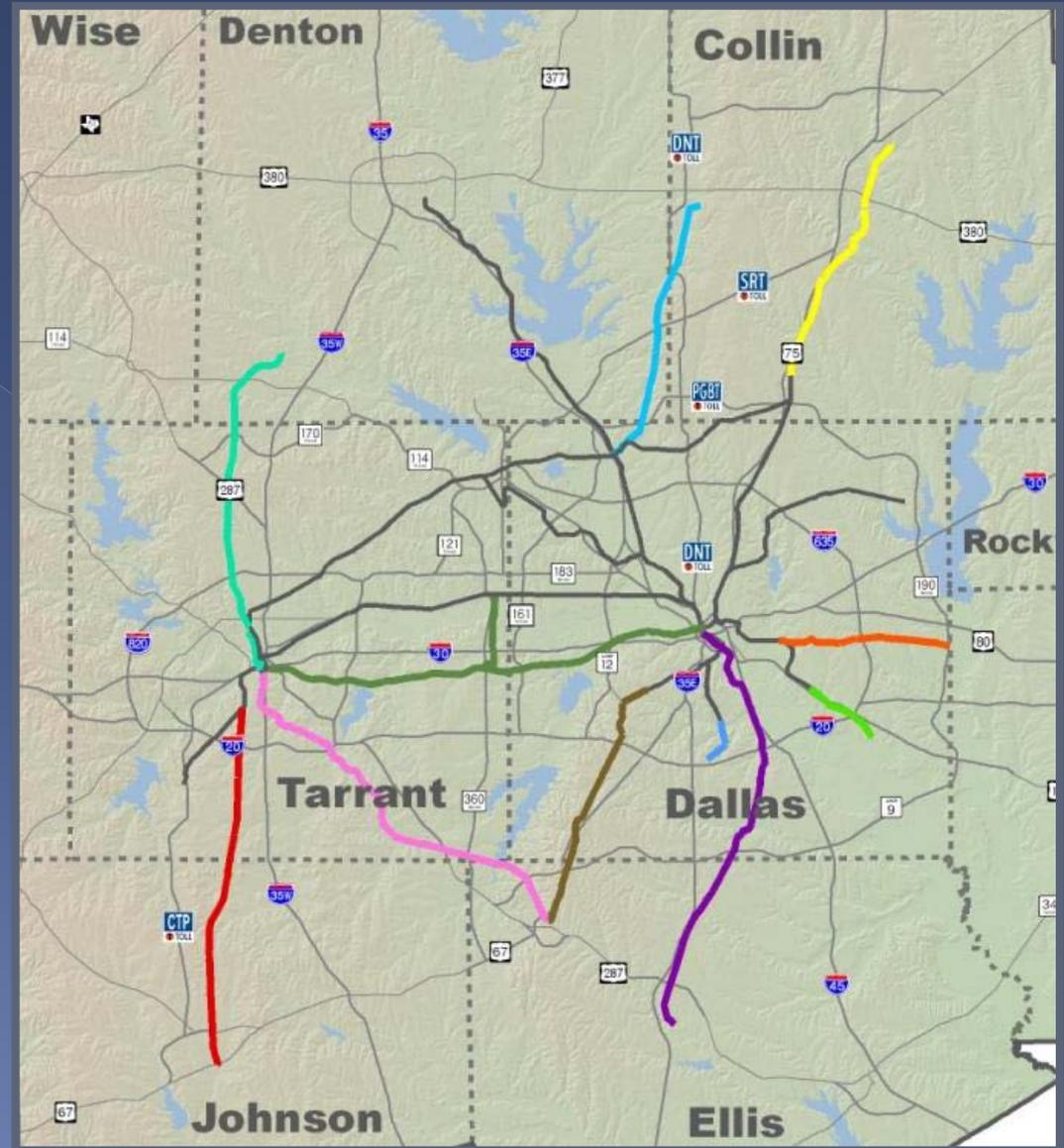


# Regional Rail System Expansion

Existing or Under Construction

## Planned

- |  |                      |   |                 |
|--|----------------------|---|-----------------|
|  | Blue Line – UNT Ext. |  | McKinney Line   |
|  | Cleburne Line        |  | Midlothian Line |
|  | East/West Line       |  | Scyene Line     |
|  | Frisco Line          |  | Speedway Line   |
|  | Green Line Ext.      |  | Waxahachie Line |
|  | Mansfield Line       |   |                 |



# Funded Recommendations

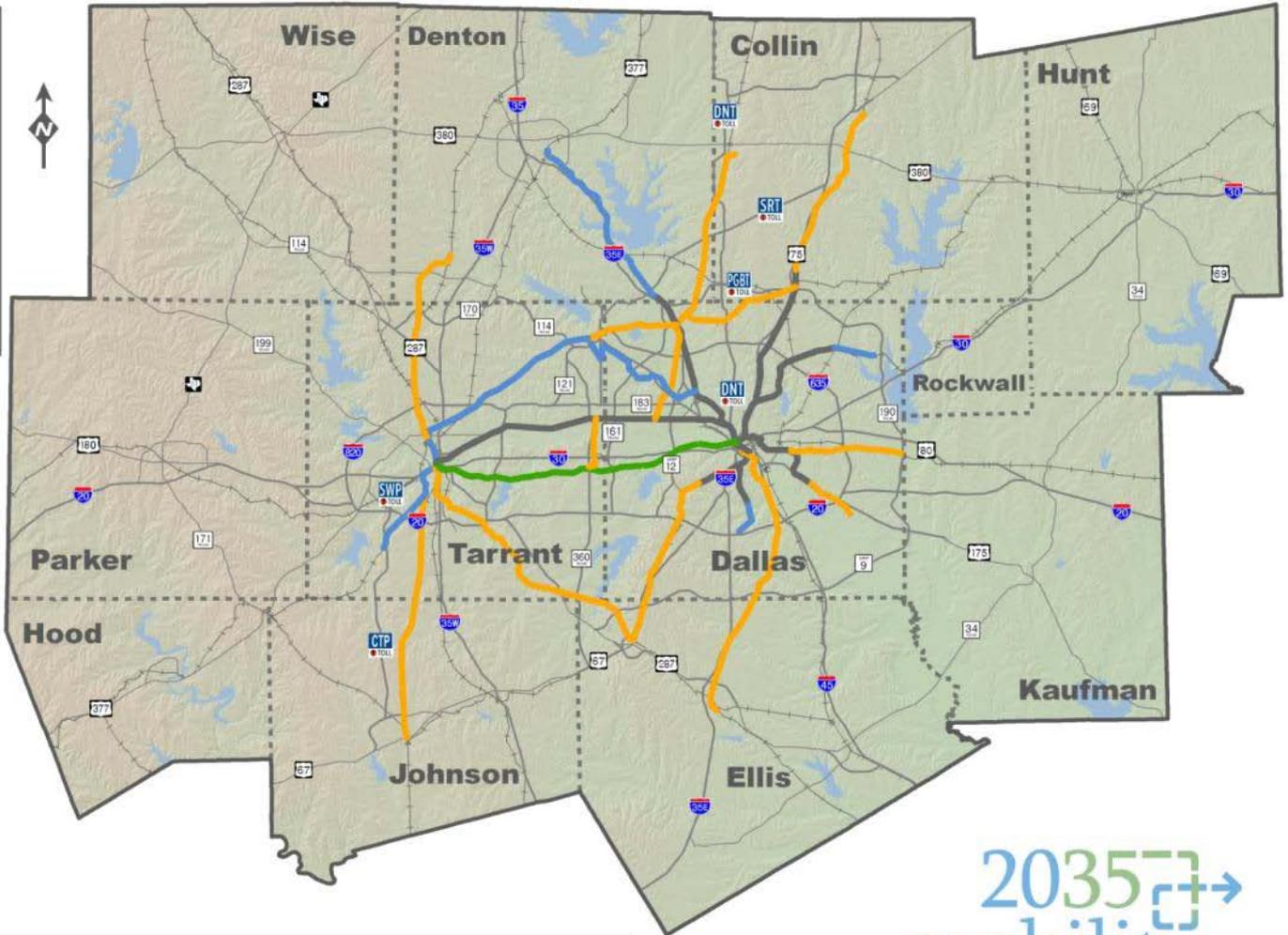
## Passenger Rail Improvements

**Legend**

**Funding Sources**

- Public
- Public and Private
- HSR/Regional Rail Integrated Corridor\*
- Completed Projects

—+—+— Rail Lines



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.

\*See High Speed Rail map for additional inter-region rail access.



# High Speed Rail

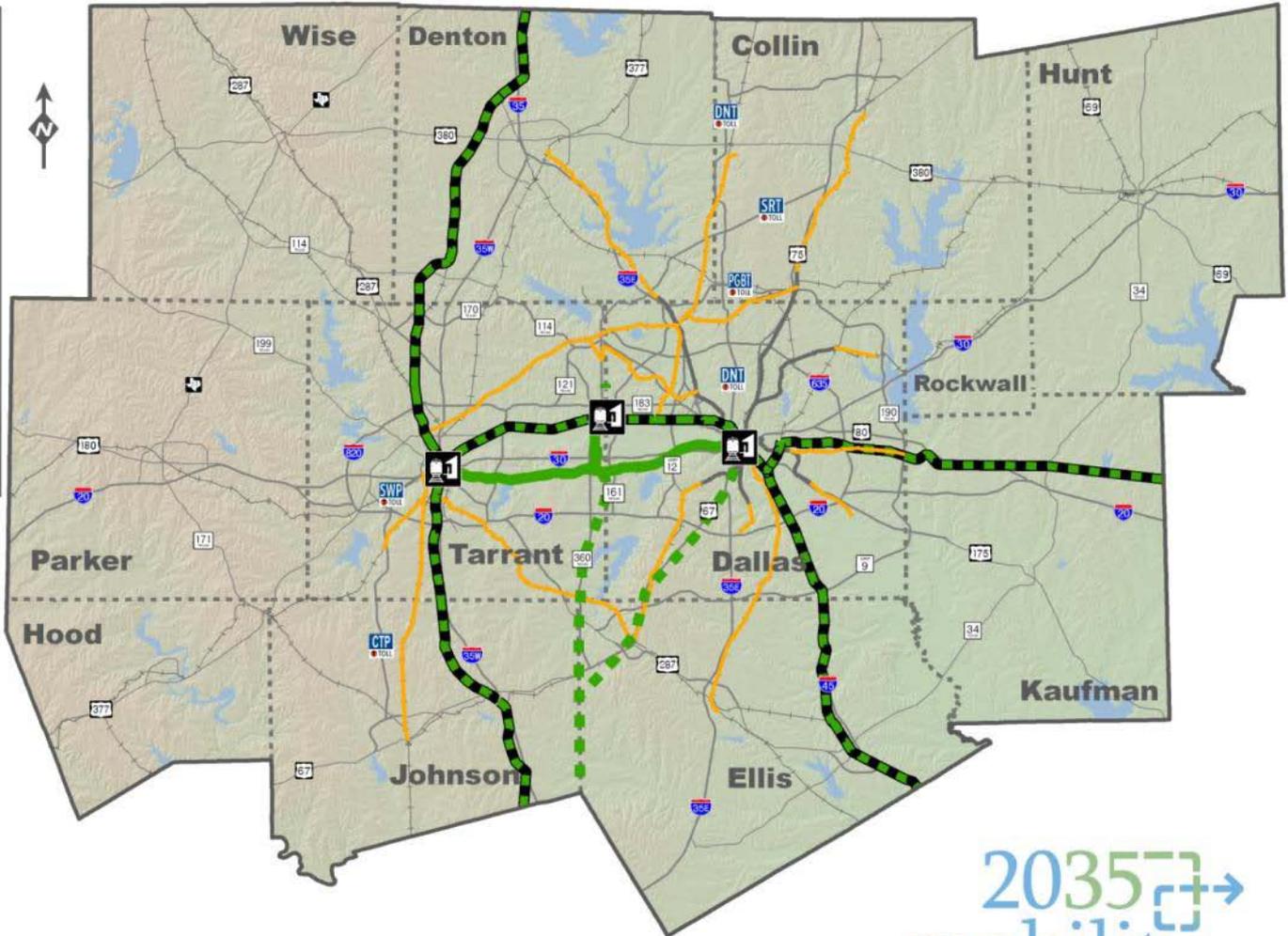


# High/Higher Speed Passenger Rail Recommendations

**Legend**

**Funding Sources**

- High Speed Rail Access
- Passenger Rail Recommendations
- HSR/Regional Rail Integrated Corridor
- High Speed Rail
- High Speed Rail (Grade Separated, 110-150+ mph) or Higher Speed Rail (At Grade, 79-110 mph)
- Completed Rail Projects
- Rail Lines
- Major Roads



**Fort Worth CBD**



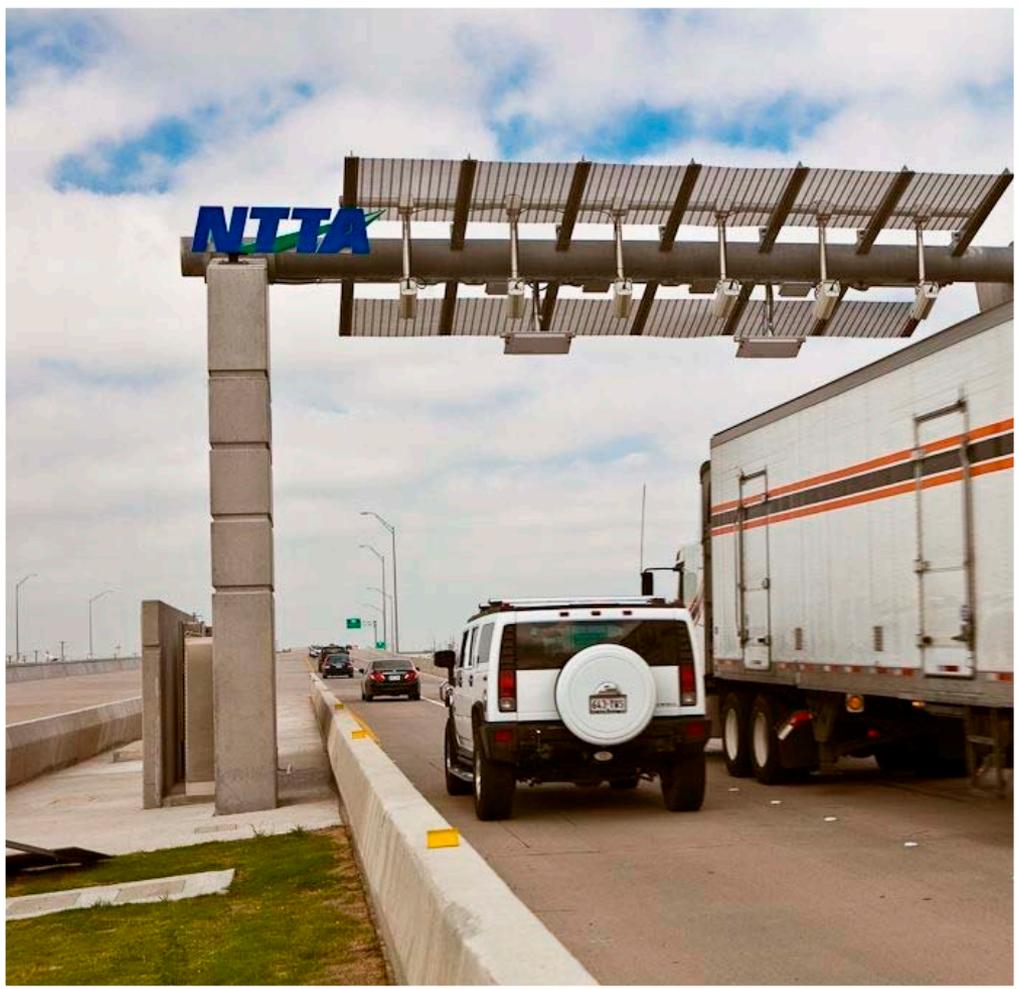
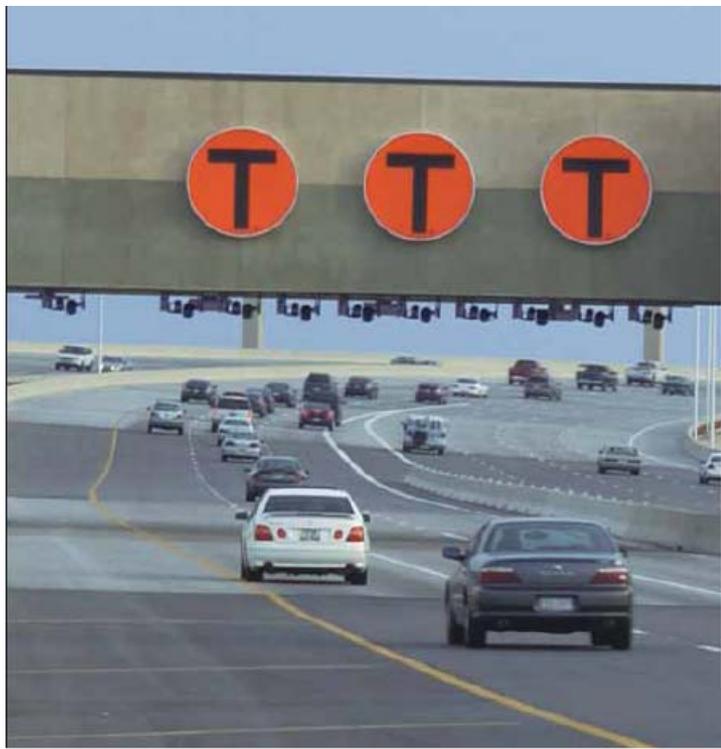
**Dallas CBD**



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.



# Regional Toll Road System



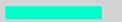
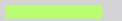
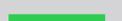


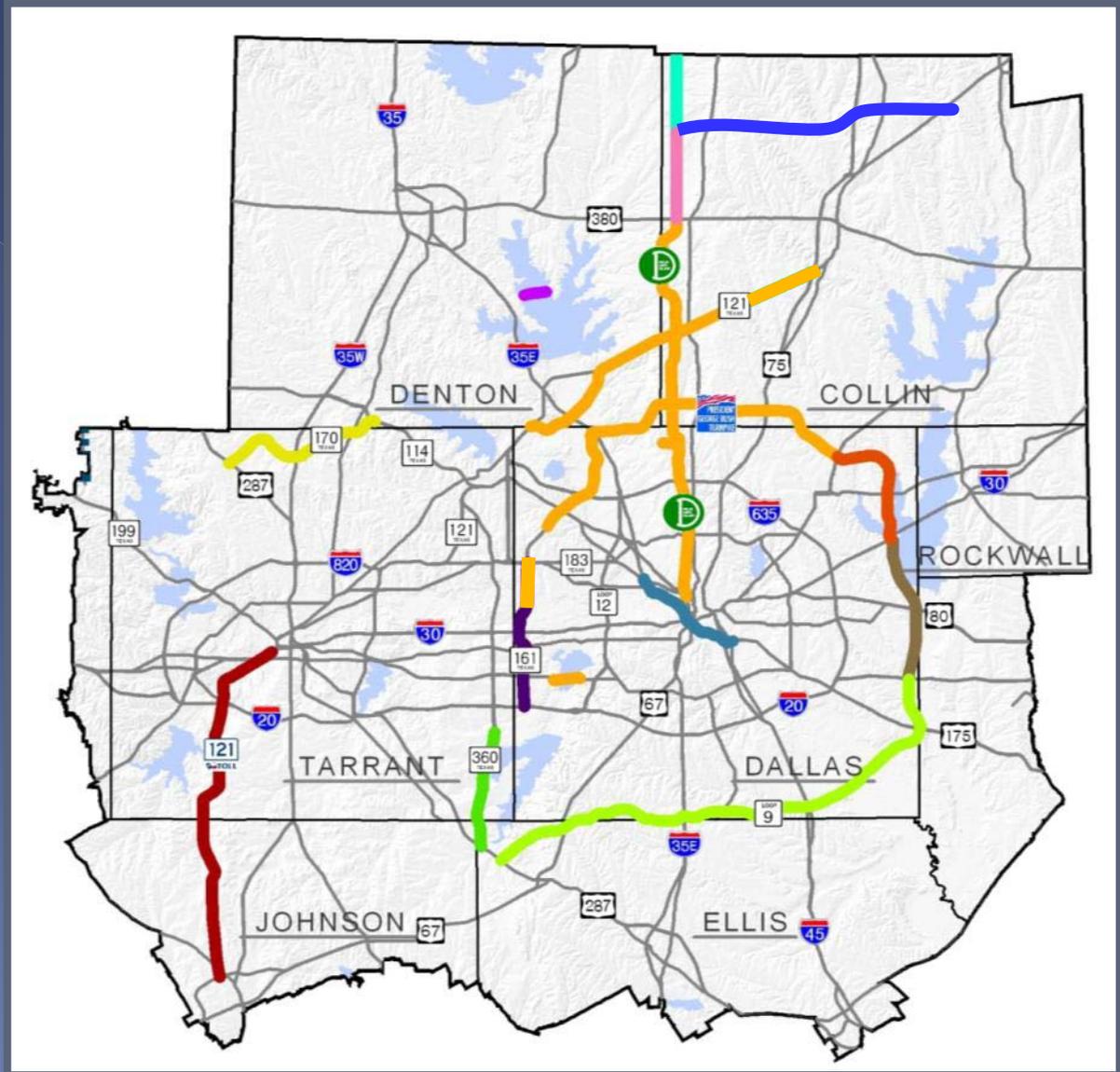
# Regional Toll Road Implementation Status

<b>TOLL ROAD PROJECTS</b>	<b>STATUS</b>	<b>EXPECTED CONSTRUCTION DATE</b>	<b>TOTAL PROJECT COSTS (\$MILLIONS)</b>
<b>SH 121 (Denton and Collin Counties)</b>	<b>Funded (NTTA)</b>	<b>Near Completion</b>	<b>\$698</b>
<b>PGBT Eastern Extension</b>	<b>Funded (NTTA/TxDOT)</b>	<b>Under Construction</b>	<b>\$1,040</b>
<b>SH 161</b>	<b>Funded – Pending Agreements (NTTA/TxDOT)</b>	<b>Portions Open to Traffic/Under Construction</b>	<b>\$895</b>
<b>Southwest Parkway/Chisholm Trail</b>	<b>Funded – Pending Agreements (NTTA/TxDOT)</b>	<b>Under Construction</b>	<b>\$1,300</b>
<b>Trinity Parkway</b>	<b>Concurrent Environmental Review with Levee System - ongoing</b>	<b>To Be Determined</b>	<b>\$1,200 - \$2,160</b>

# Regional Toll Road System Expansion

## Future Toll Roads

-  DNT Extension
-  PBGT East Branch
-  Loop 9
-  S.H. 360
-  S.H. 170
-  Collin County Outer Loop





# LBJ Express

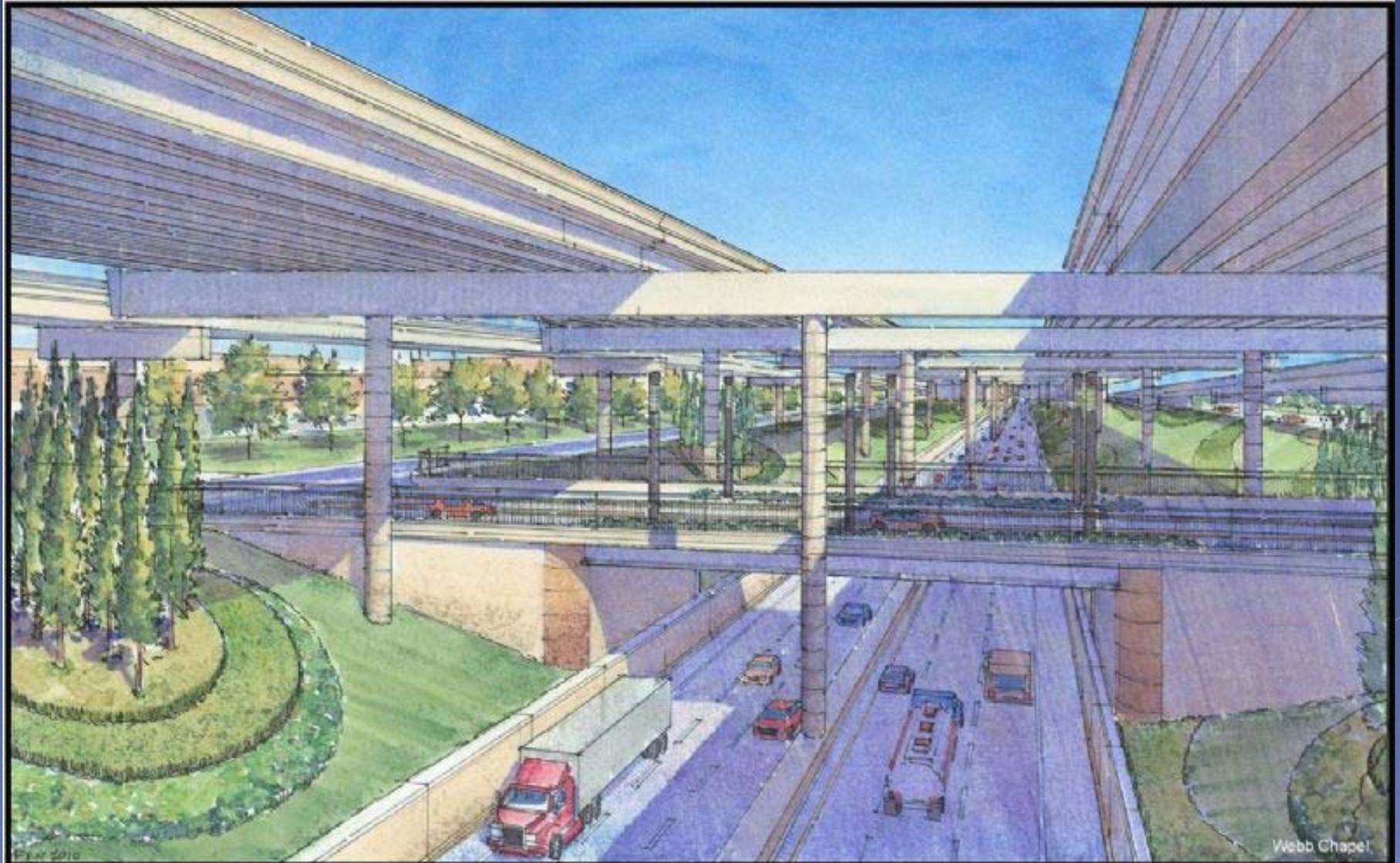
## Managed Lanes 3-D Rendering West of Midway Road (Dallas)



 **IH 635**  
**MANAGED LANES**  
3D RENDERING AT STA. 205+00

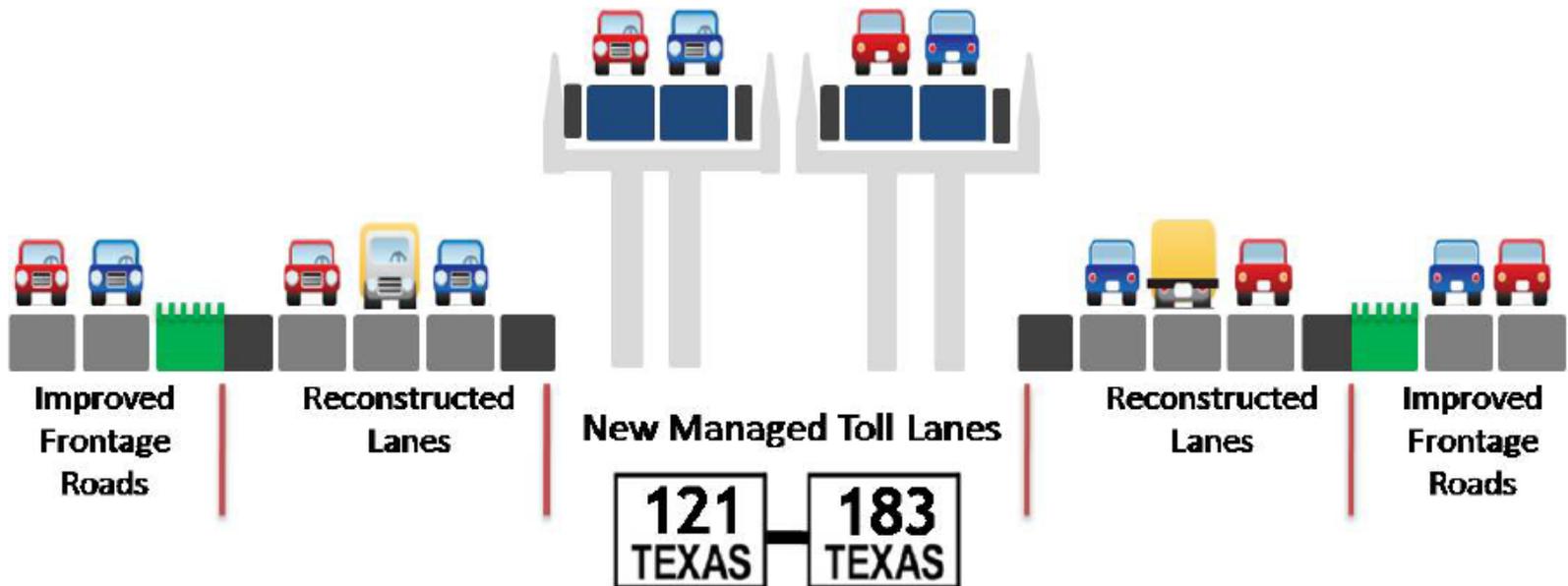
# LBJ Express

## Conceptual Drawing – Webb Chapel Road (Dallas)



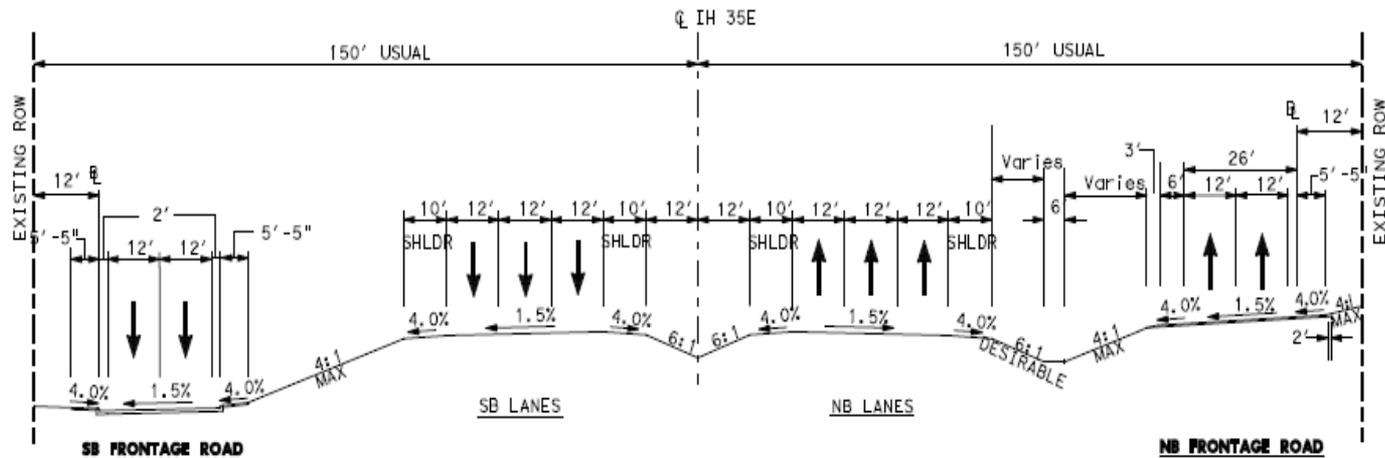
# North Tarrant Express

I.H. 820 and S.H. 121/183 Cross-Sections

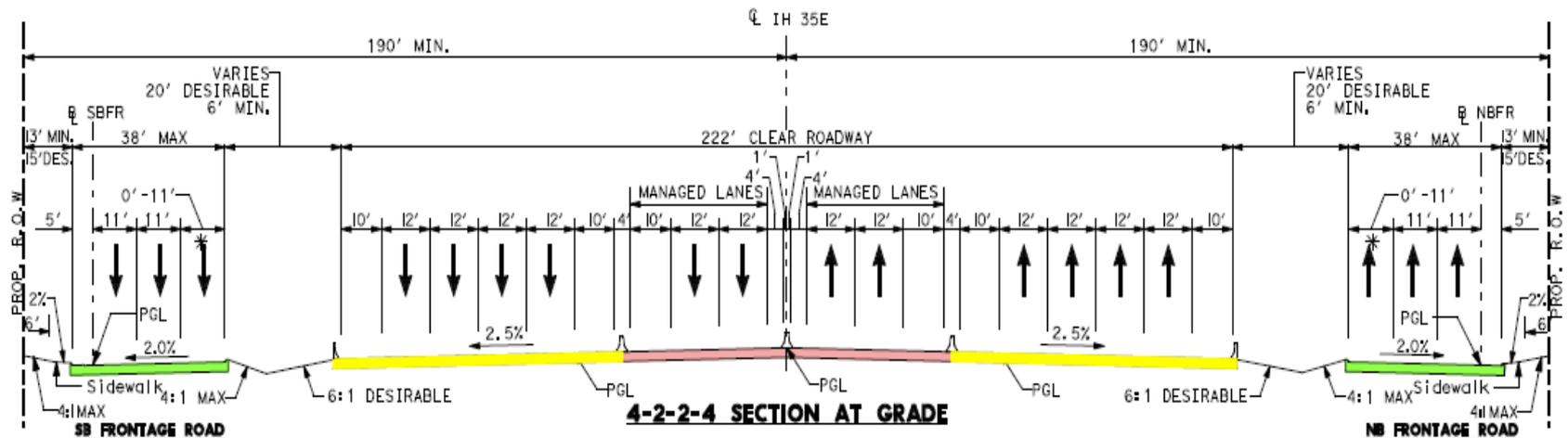


# Interstate Highway 35E Managed Lanes

## Typical Section Drawing – IH 635 (Dallas) to US 380 (Denton)



**EXISTING TYPICAL 6-LANE SECTION WITH FRONTAGE ROADS**



**4-2-2-4 SECTION AT GRADE**

**2 LANE FRONTAGE ROAD**

\* REF. PLANS FOR LANE LIMITS

\* REF. PLANS FOR LANE LIMITS

# Regional Managed Lanes Implementation Status

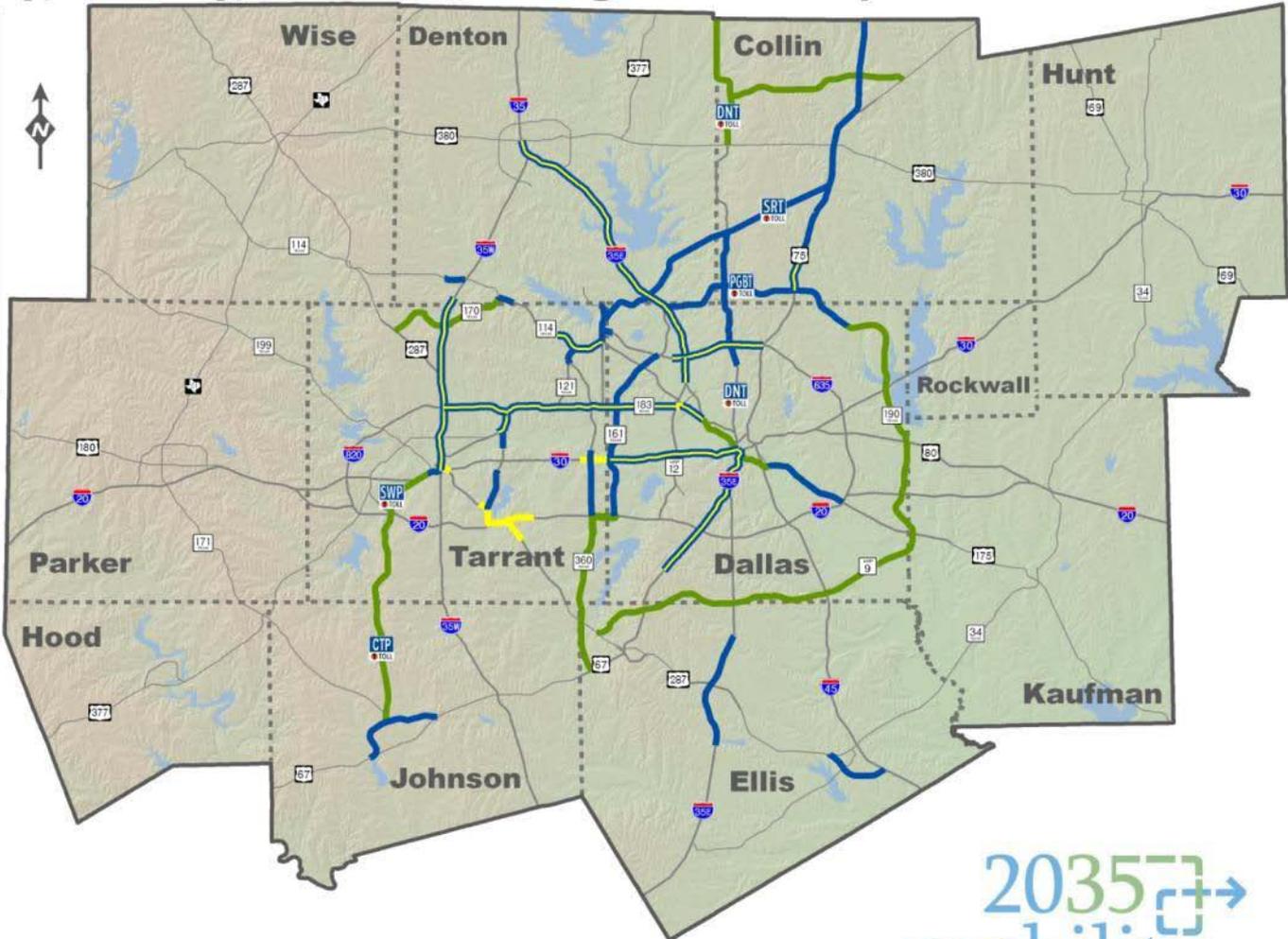
HOV / Managed Lanes Projects	Status	CDA Payment	Gas Tax Funding	Total Project Costs (\$Millions)	O&M Provided By CDA	Expected Completion Date
IH 635 (LBJ) Managed Lanes	Pending Final Project Agreements	\$1,555	\$445	\$2,000	\$1,500	2015
North Tarrant Express (IH 35W / IH 820 / SH 183)	Under Contract	\$1,210	\$600	\$1,810	\$450	2015
DFW Connector (SH 121 / SH 114) (Design-Build only)	Under Construction	NA	\$917	\$1,026	NA	2014



# Funded Recommendations

## Freeway, Tollway, and HOV/Managed Lane Improvements

Legend	
Recommendations	
	Additional Capacity to Existing Roads
	Improvements to Existing Freeway and HOV/Managed Lanes
	HOV/Managed Lanes
	New Toll Roads
	Major Roads



Facility recommendations indicate transportation need. Corridor specific alignment, design, and operational characteristics for the freeway/tollway system will be determined through ongoing project development.



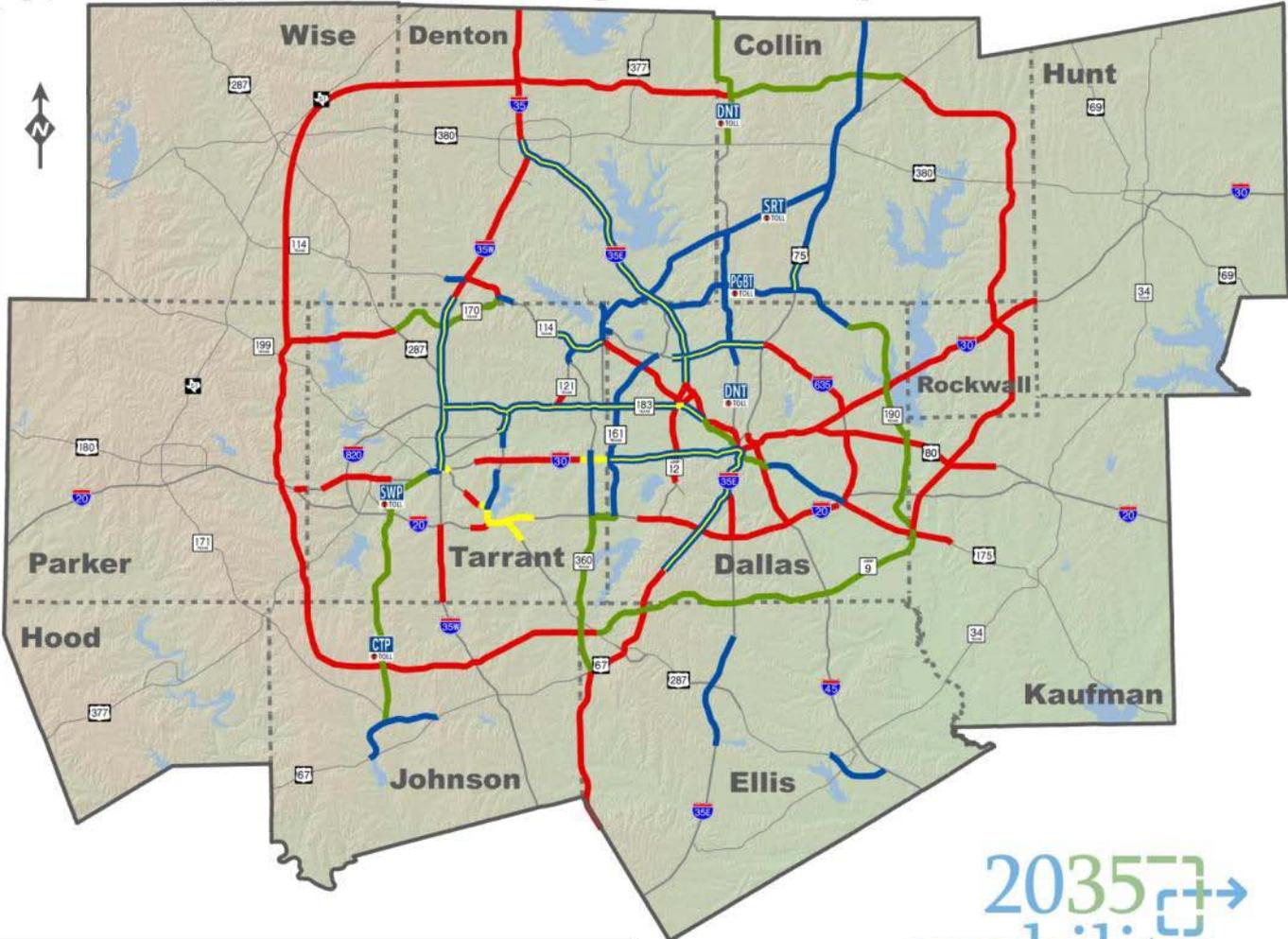
# Mobility 2035 Recommendations

## Freeway, Tollway, and HOV/Managed Lane Improvements

**Legend**

**Recommendations**

-  Additional Capacity to Existing Roads
-  Improvements to Existing Freeway and HOV/Managed Lanes
-  HOV/Managed Lanes
-  New Toll Roads
-  Deferred Projects\*
-  Major Roads



Facility recommendations indicate transportation need. Corridor specific alignment, design, and operational characteristics for the freeway/tollway system will be determined through ongoing project development.

\*Major roadway projects identified in previous metropolitan transportation plans but not included in the financially constrained recommendations of Mobility 2035.

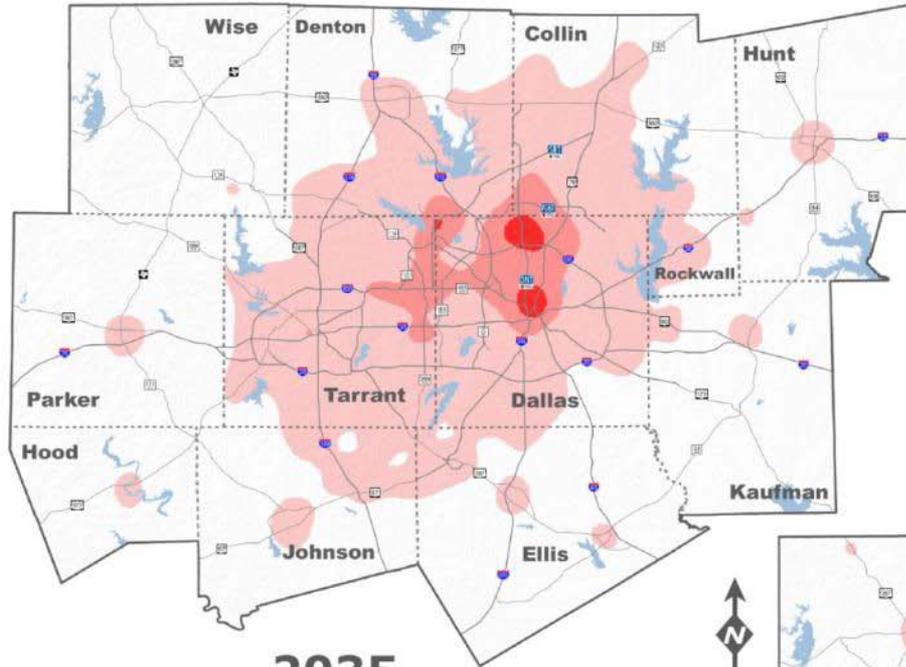


# Levels of Congestion

2012

## ◀ Congestion Levels

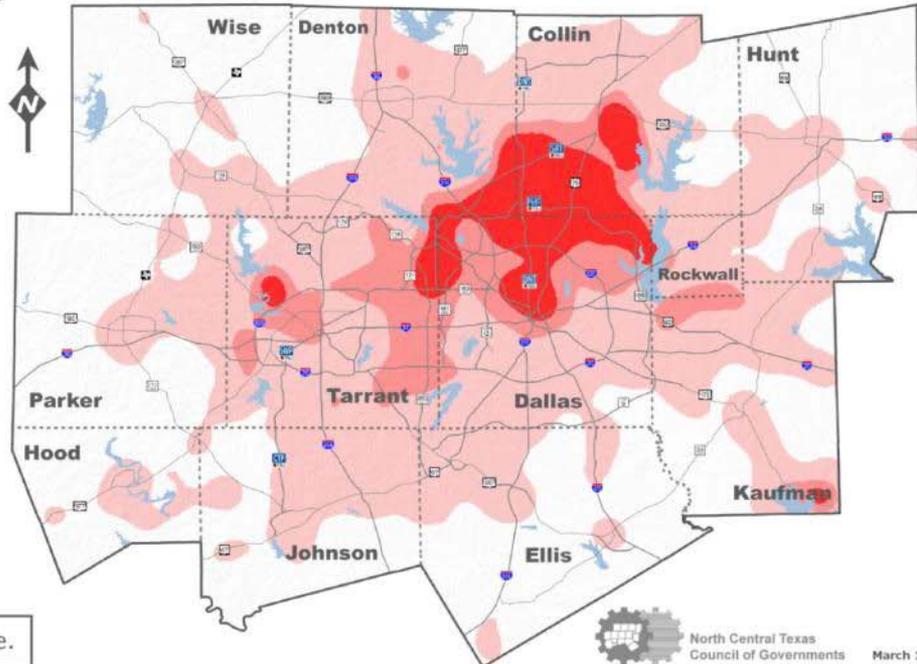
Cost of Congestion: \$4.5 billion



2035

## ➤ Congestion Levels

Cost of Congestion: \$10.1 billion



\*Congestion Index is based on a percent increase in travel time.



North Central Texas  
Council of Governments

March 10, 2011

# REGIONAL NEEDS SUMMARY

(Billions, Actual Dollars)

Major Expenditure Type	Mobility 2035 (Financially – Constrained)	Regional Needs
<u>Operations &amp; Maintenance</u> Operations, Maintenance, Rehabilitation, Safety, Facility Reconstruction, transit operations	\$27.3	\$119.2 <i>(13,000 lane miles to be Rehabilitated)</i>
<u>Non-Capacity Improvements</u> Congestion Management Process, Air Quality & Environment, Bicycle & Pedestrian, Sustainable Development, Transportation Enhancements	\$8.7	\$9.6
<u>Capacity Improvements</u> Freeway, Tollway, HOV, Managed System, Rail Capital, Bus, Paratransit, Regional Arterial System, Other Arterials, Goods Movement	\$65.1	\$266.5 <i>(22,500 additional Lane miles needed)</i>
<b>Total</b>	<b>\$101.1</b>	<b>\$395.3</b>

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.

# Regional Sustainable Development Policy

Utilize Existing System Capacity

Single use area type, non-transit, connected to existing infrastructure

Infill rail

Commuter rail/light rail in single use areas

Improve Rail Mobility

Infill mixed use with rail access

Infill mixed use

Mixed use with rail

Promote Mixed Use

Stand alone mixed use

Improve Access Management

Shared drives/parking, spacing of turns/signals

# Regional Sustainable Development Initiatives

## Sustainable Development Initiatives

Sustainable Development Funding  
Bicycle & Pedestrian Program  
Transit Oriented Development  
EPA Brownfields Cleanup Funds  
Context Sensitive Design  
Alternative Futures Scenarios

## Center Of Development Excellence

Principles of Development Excellence

Development Diversity  
Efficient Growth  
Pedestrian Design  
Housing Choice  
Activity Centers  
Quality Places  
Environmental Stewardship

Efficient Mobility Options  
Resource Efficiency  
Educational Opportunity  
Healthy Communities  
Implementation through  
Local Governments



# Need for Additional Revenue

Ensure adequate funding to maintain current system

New federal transportation bill – SAFETEA-LU expired 9/30/2009

Next State Legislature session:

- Stop Diversions

- Continue PPP funding tools for limited use

- Increase vehicle registration

- Increase fuel tax

- Index fuel tax based on fuel efficiency

- Enable Local Option elections

Continue local funding and partnerships

# Metropolitan Transportation Update

Question or Comments?

Dan Kessler

Assistant Director of Transportation

North Central Texas Council of Governments

[dkessler@nctcog.org](mailto:dkessler@nctcog.org)