Conference on Performance Measures for Transportation and Livable Communities

September 7, 2011

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North Central Texas Council of Governments

What is the Metropolitan Transportation Plan?

- A Blueprint for a Multimodal Transportation System
- Responds to Goals of: Mobility, Quality of Life, System Sustainability, and Implementation
- Identifies Policies, Programs, and Projects for Continued Development
- Guides Expenditures for Federal and State Funds

Mobility 2035 Supported Goals

Mobility

- Improve the availability of transportation options for people and goods.
- Assure all communities are provided access to the regional transportation system and planning process.

Quality of Life

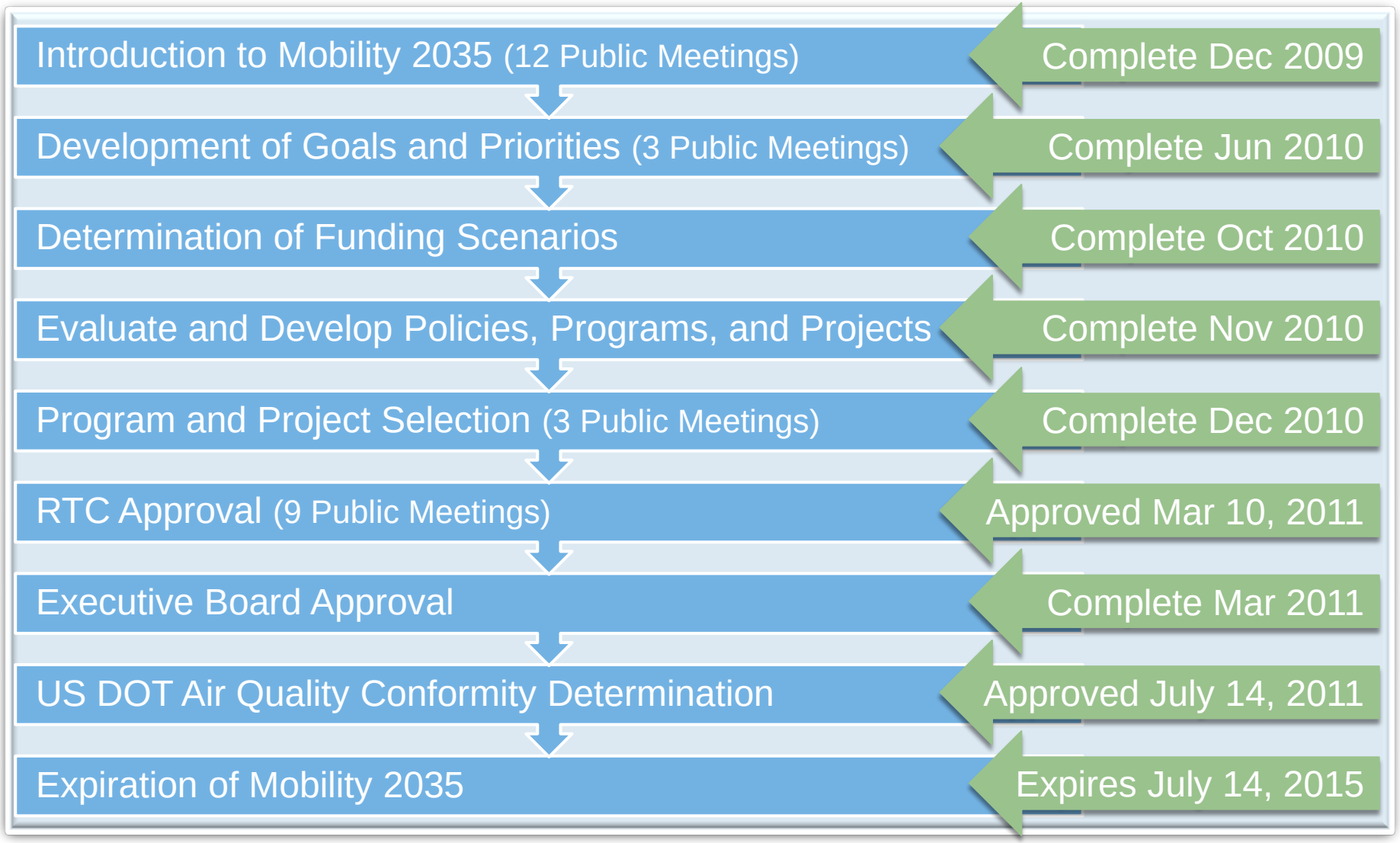
- Preserve and enhance the natural environment, improve air quality, and promote active lifestyles.
- Encourage livable communities which support sustainability and economic vitality.

Mobility 2035

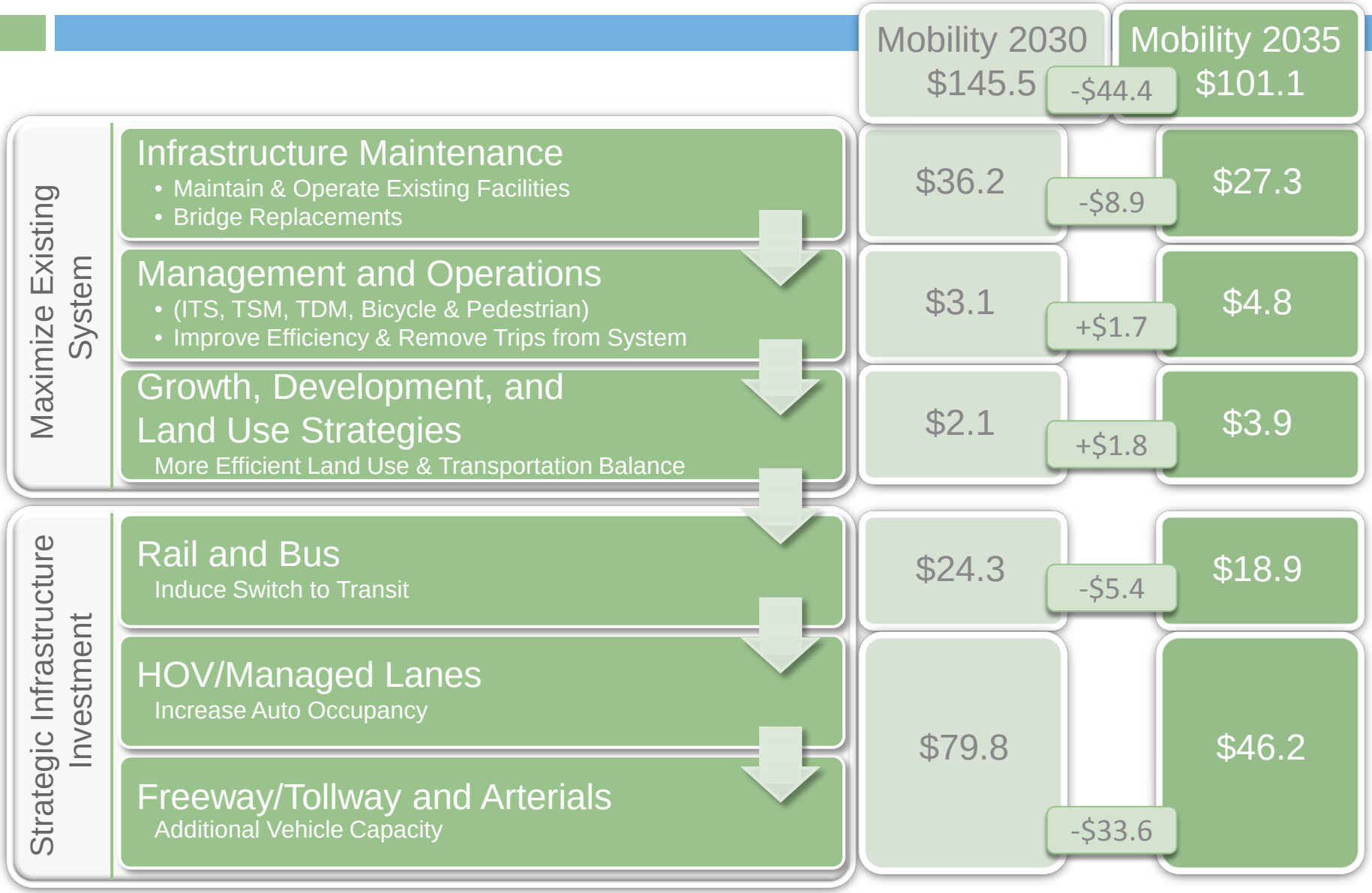
Major Policy Objectives

- Needs Exceed Available Revenue
- Can't Build Our Way Out of Congestion
- Maximize Existing System
- Use Sustainable Development Strategies to:
  - Reduce Demand on Transportation System
  - Provide Multimodal Options
  - Emphasize Environmental Aspects and Quality of Life Issues of Programs and Projects
  - Invest Strategically in Infrastructure

Mobility 2035 Development Process

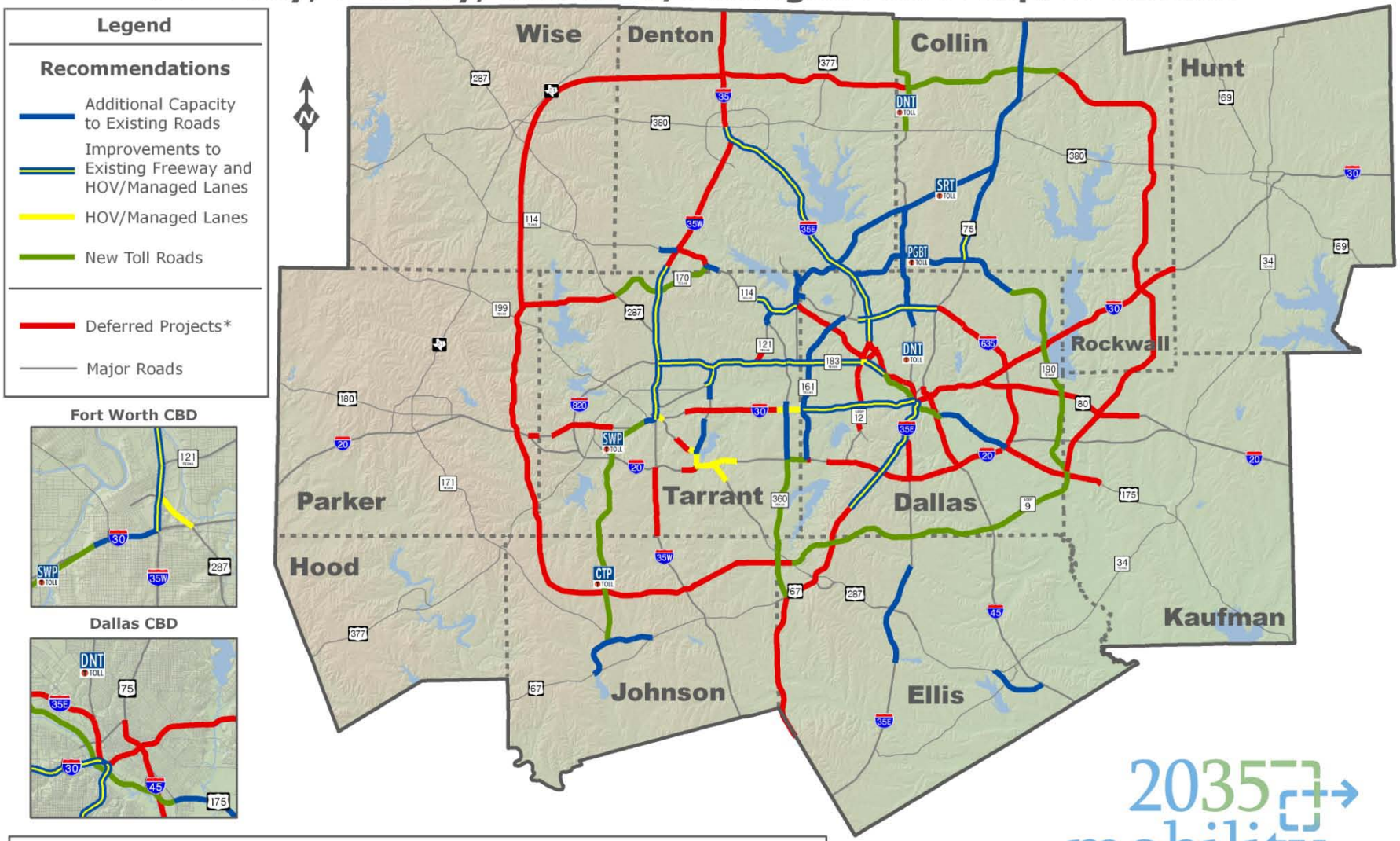


Prioritization of Improvements



Mobility 2035 Recommendations

Freeway, Tollway, and HOV/Managed Lane Improvements



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.

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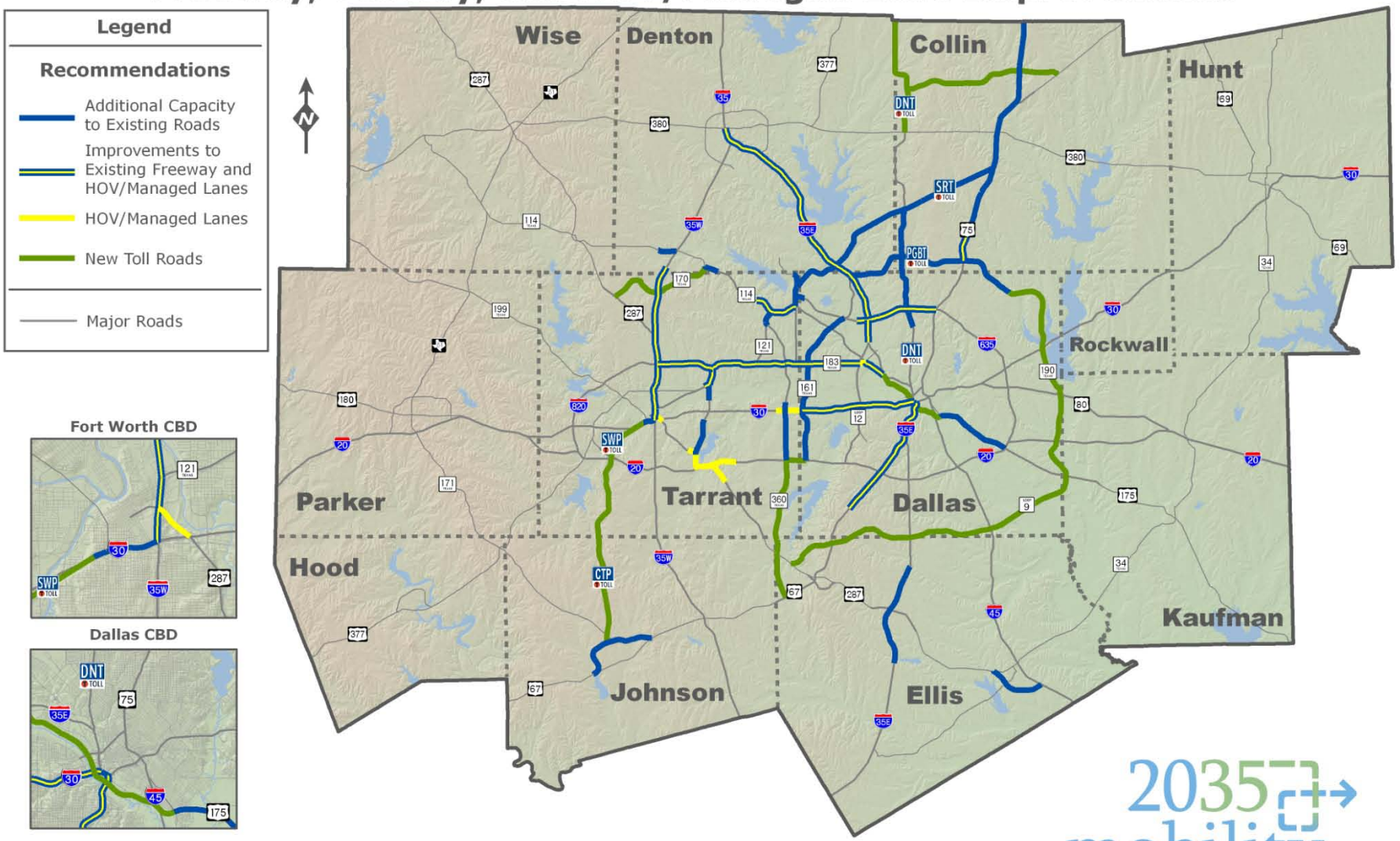
Funded Recommendations

Freeway, Tollway, and HOV/Managed Lane Improvements



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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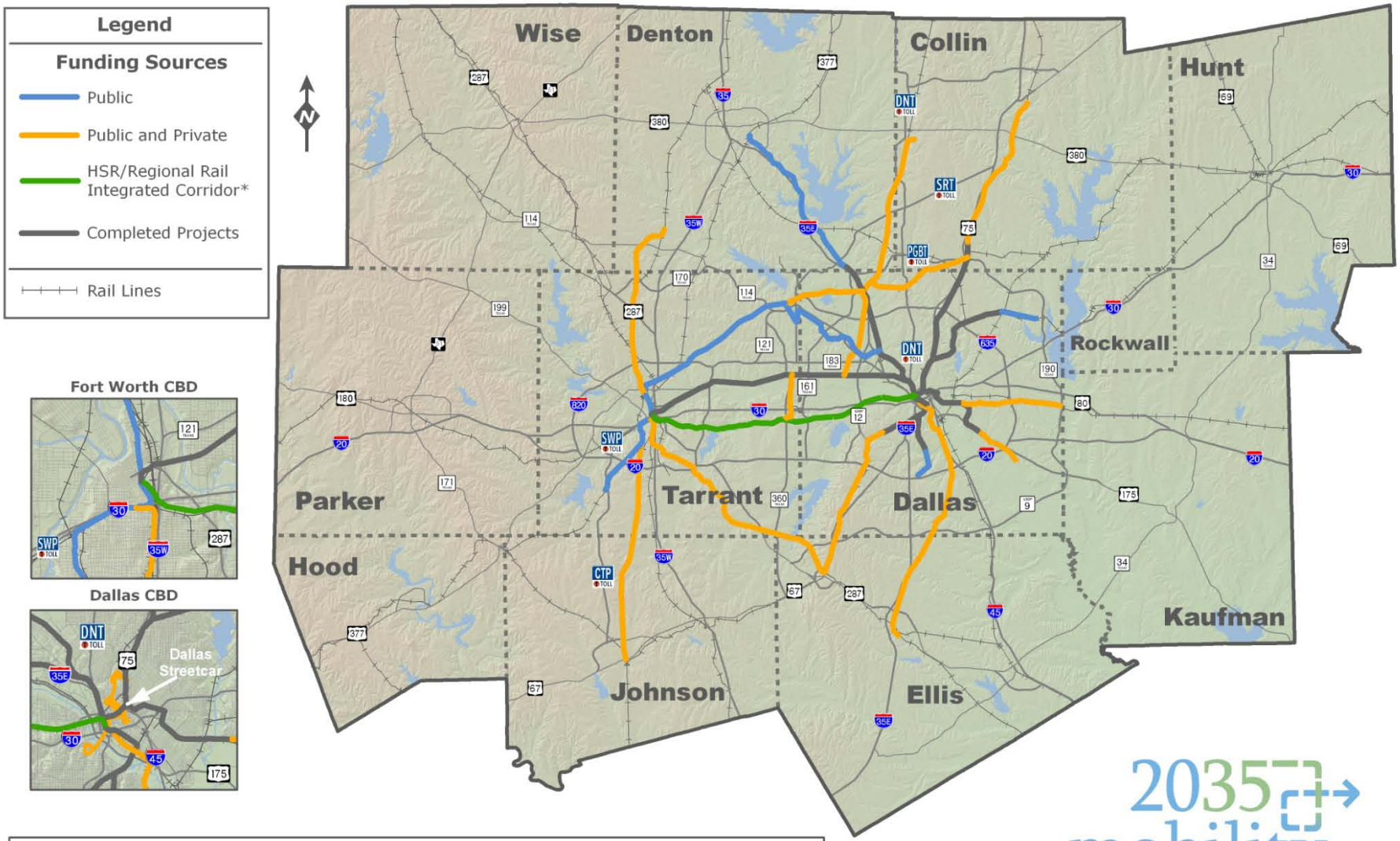
Funded Recommendations

Passenger Rail Improvements



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.

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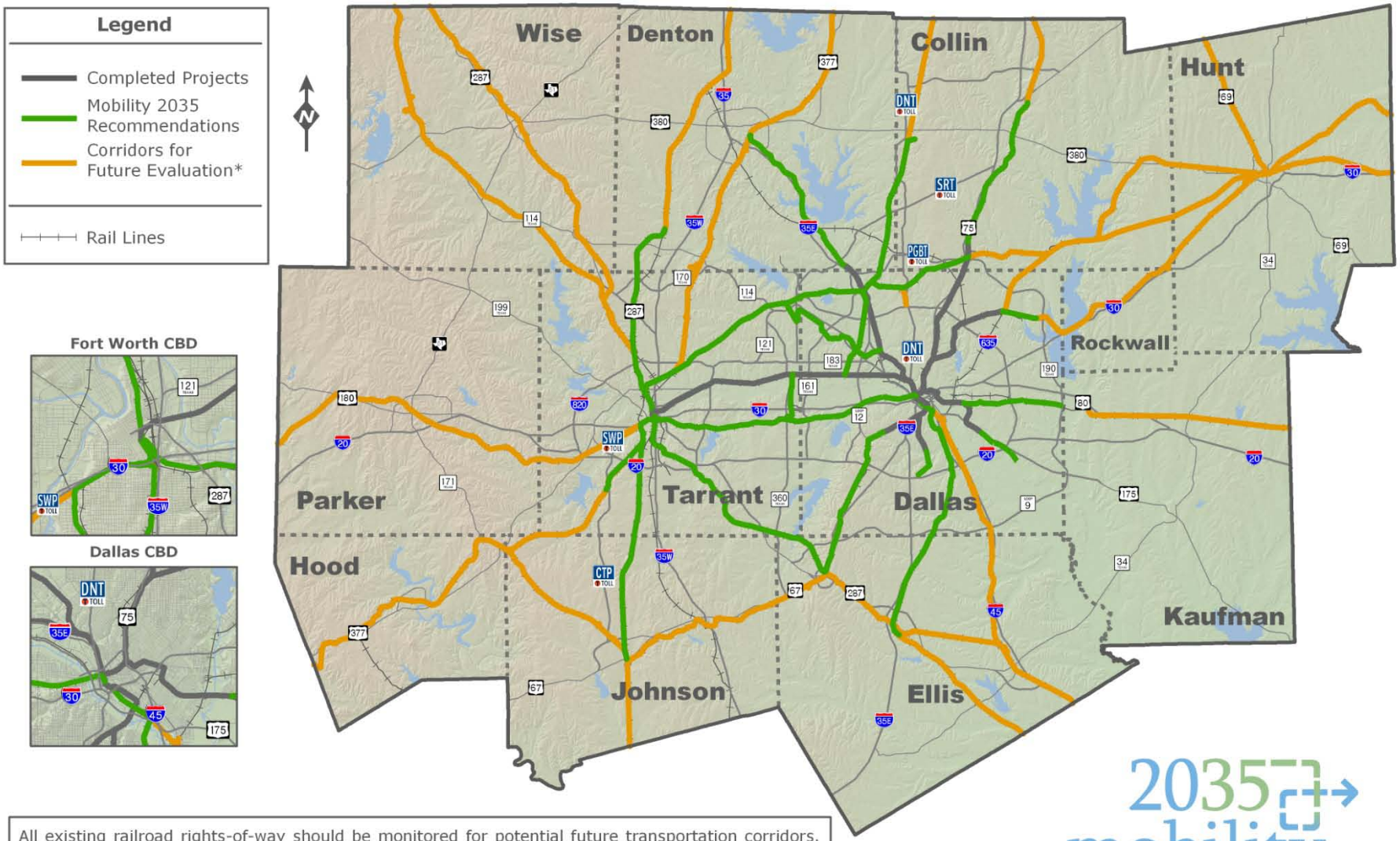
Rail Vision Considerations



All existing railroad rights-of-way should be monitored for potential future transportation corridors. Facilitiy 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.

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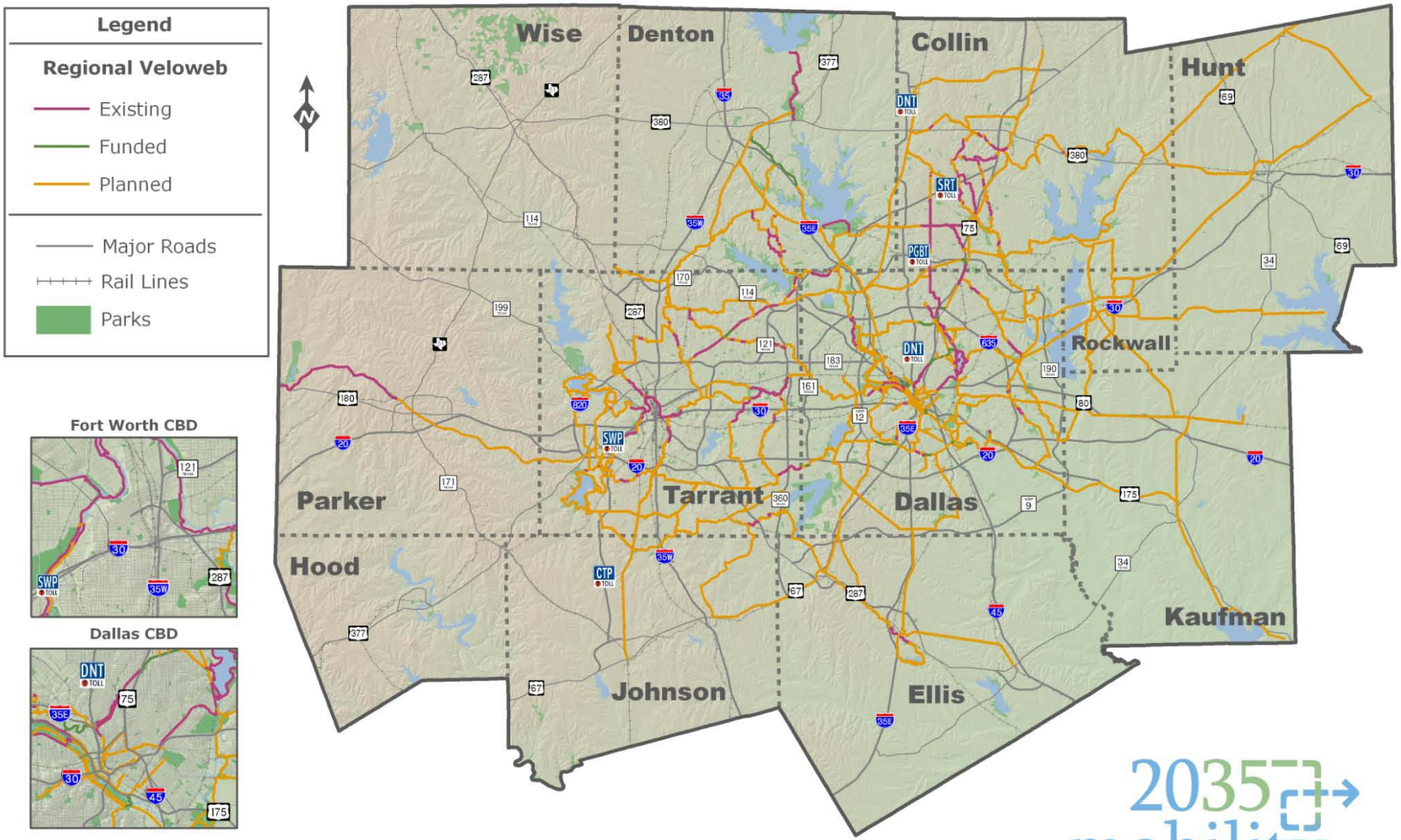
Mobility Performance Indicators

- Number of Jobs Accessible Within 30 Minutes by Automobile
- Number of Jobs Accessible Within 60 Minutes by Transit
- Congestion Level by TSZ
- Average Travel Time
- Access to Special Generators (Hospitals, Universities, etc.)

Performance Measure	Population	Current Network	2035 Build	No-build	Percent Change (Build vs No-build)
	Protected	1,691,315	2,068,901	2,068,901	
	Non-protected	4,960,572	7,764,477	7,764,477	
	Total	*6,651,887*	*9,833,378*	*9,833,378*	
Number of Jobs Accessible within 30 Minutes by Auto	Protected	964,155	1,179,474	878,153	34.3
	Non-protected	549,205	525,644	364,362	44.3
	Difference	*414,950*	*653,830*	*513,790*	
Number of Jobs Accessible within 60 Minutes by Transit	Protected	1,454,972	2,991,784	1,729,265	73.0
	Non-protected	834,165	2,182,494	682,122	220.0
	Difference	*620,807*	*809,290*	*1,047,143*	
Percent of Lane Miles Congested	Protected	0.43	0.54	0.60	-9.50
	Non-protected	0.39	0.53	0.64	-17.1
	Difference	*0.04*	*0.01*	*-0.04*	

Bicycle and Pedestrian Off-street Facilities



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

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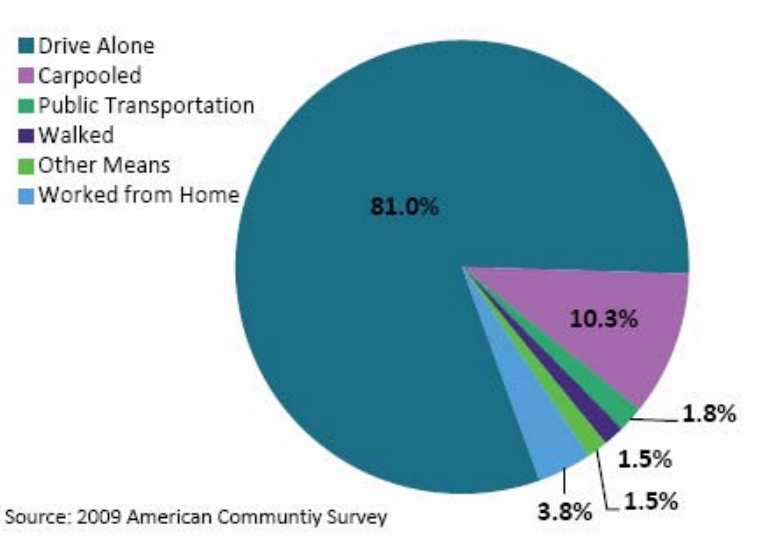
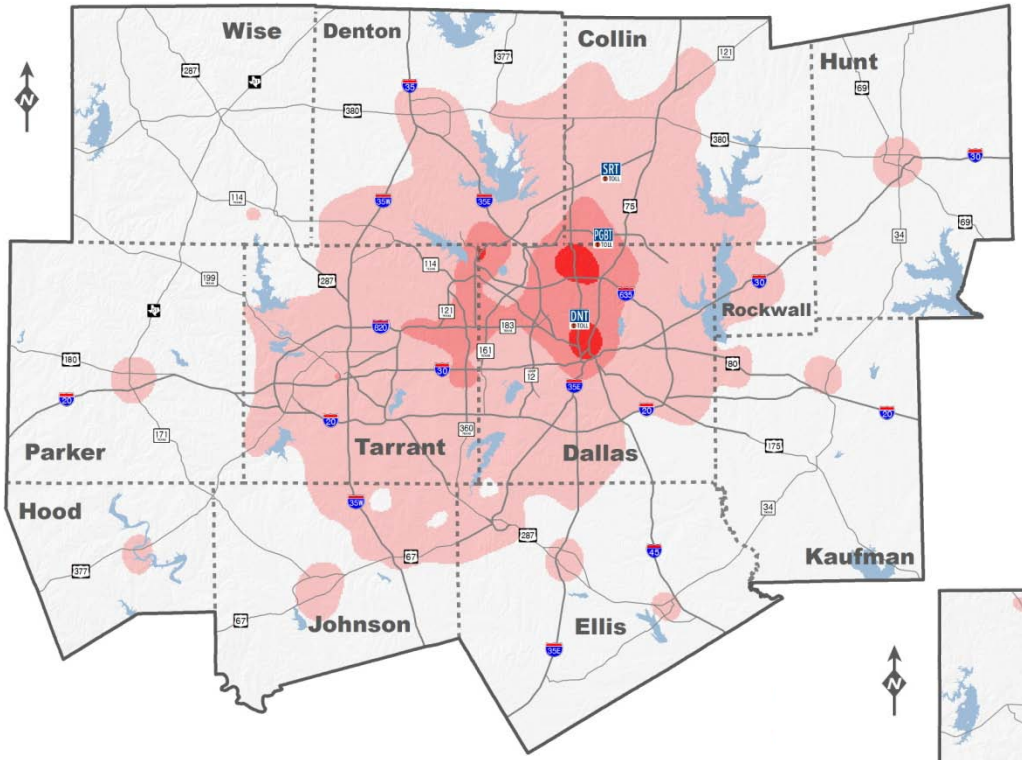
Active Transportation Performance Indicators

- Bicycle and pedestrian accessibility to transit, major employers, and other major destinations
- Bicycle and pedestrian facility gaps and missing connections
- Parks, open space, and bicycle and pedestrian infrastructure and amenities built in an effort to increase physical activity and improve quality of life in the region
- Number of local governments that are actively involved in bicycle and pedestrian facility planning, design, and implementation
- Safety enhancements for bicyclists, pedestrians, and motorists through infrastructure improvements

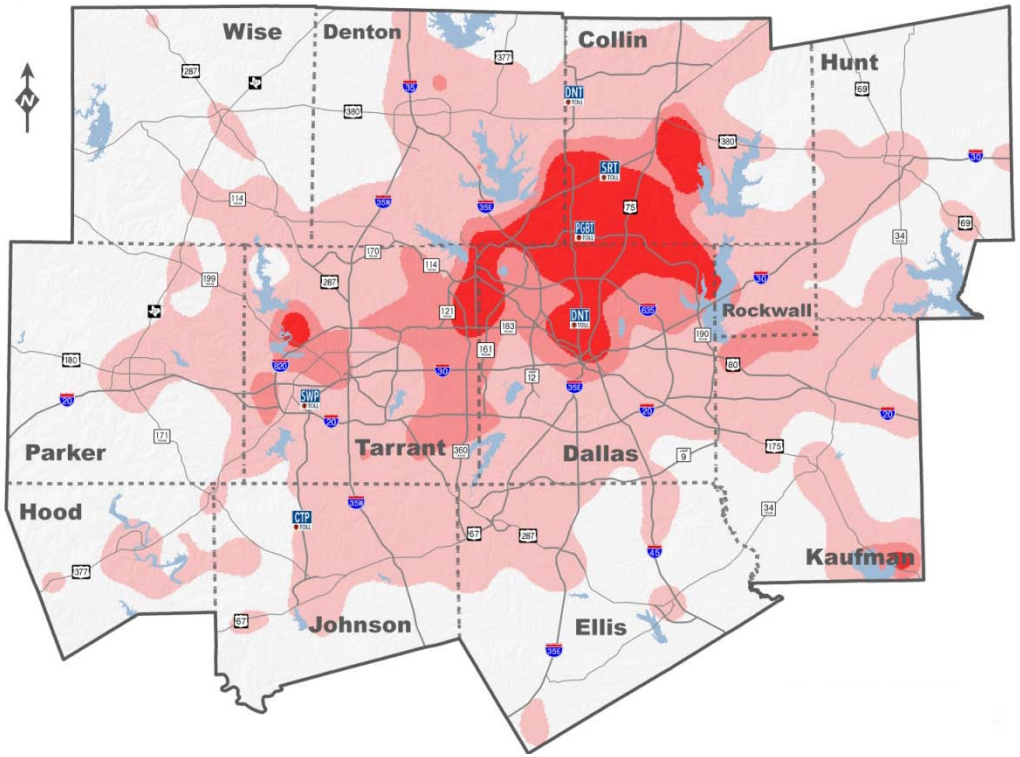




2012
Congestion Levels

2035 mobility

Cost of Congestion $4.5 Billion Annually



2035 Future
Congestion Levels

No Congestion
Light Congestion
Moderate Congestion
Severe Congestion

Cost of Congestion $10.1 Billion Annually

Transit Corridor Fact Sheet 3
Cleburne Line

Project Description

The Cleburne Rail corridor is a 33-mile corridor extending southward from downtown Fort Worth to the communities of Crowley, Burleson, Joshua, and Cleburne. This corridor expands rail into southern Tarrant and northern Johnson counties. Cities along this corridor are preparing regional rail service through economic development opportunities and updated zoning requirements.

Corridor Information

LIMITS FROM	LIMITS TO	LENGTH (MILES)	MODE	HEADWAYS
Fort Worth	Cleburne	30.0	Regional Rail	20/60
SEGMENT ID	**TRAVEL TIME (MIN.)**	**CONFORMITY YEAR**	**CORRIDOR OWNER**	**CAPITAL COST (YOE)**
TR1-10340.2	40.5	2030	BNSF	$831

Demographic Information Within One Mile of Corridor

POPULATION PROFILE	
Population	120,995
Number of Households	40,391
Population Below Poverty	16.3%
Population over 65	8.8%
African American	11.1%
Hispanic	33.7%
Asian/Pacific Islander	2.6%
American Indian/Native Alaskan	0.7%
Total Minority	49.2%

Source: Census 2000

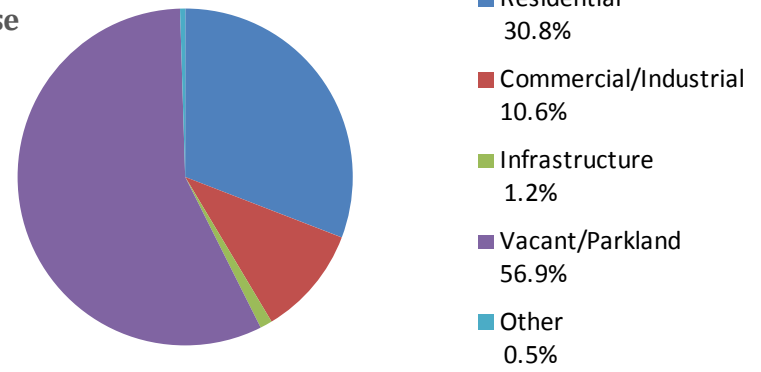
MAJOR EMPLOYERS	
Texas Health Harris Methodist Fort Worth Hospital	3,968
Cook Children's Medical Ctr.	3,105
Tarrant County Family Court Services	3,085
Radio Shack	2,300
Baylor All Saints Medical Center-Fort Worth	1,972
Texas Christian University	1,820
Fort Worth Police Dept.	1,596
Ben E. Keith Corporate Office	1,404

Source: NCTCOG Employment Database, 2010

State Legislature

TEXAS SENATE	TEXAS HOUSE OF REPRESENTATIVES	
Wendy Davis-10	Rob Orr-58	Marc Veasey-95
Brian Birdwell-22	Lon Burnam-90	Charlie Geren-99
Jane Nelson-12	Bill Zedler-96	Tim Kleinschmidt-17
	Mark Shelton-97	

Land Use

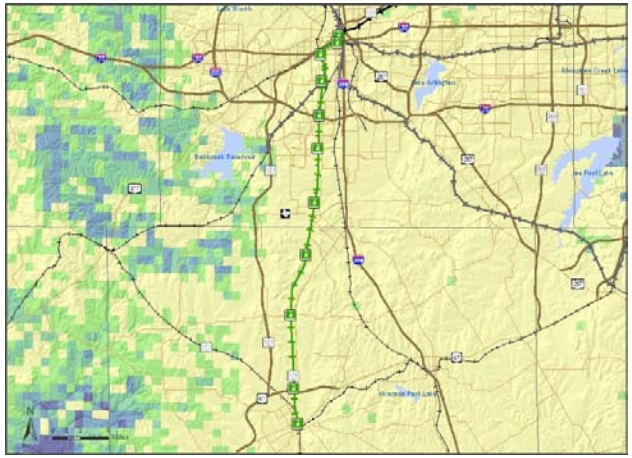


NCTCOG Regional Ecosystem Framework Score* (Range: 14 - 37)

SUBWATERSHED NAME	REF COMPOSITE SCORE
West Buffalo Creek-Buffalo Creek	20
Quil Miller Creek-Village Creek	19
Deer Creek-Village Creek	18
Headwaters Sycamore Creek	14
Lake Como-Clear Fork Trinity River	18
Marine Creek-West Fork Trinity River	16

*Lower REF score indicates less resource vulnerability, higher score indicates more resource vulnerability.

Ecological Importance in Corridor



1 – Lowest Ecological Importance
2 – Medium-low Ecological Importance
3 – Medium Ecological Importance
4 – Medium-high Ecological Importance
5 – High Ecological Importance

EPA's Regional Ecosystem Assessment Protocol Ecological Importance is a combination of Diversity, Rarity, and Sustainability Layers. The top 1% highly important ecological areas in each ecoregion are blue, followed by the top 2 to 10%, 11 to 25%, 26 to 50%, and 51 to 100% (yellow). This layer should be used as a screening tool to identify the optimum ecological areas for protection and mitigation. More information at www.nctcog.org/traces.

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Roadway Corridor Fact Sheet 1
IH 35E/US 67 Southern Gateway

Project Description

The Southern Gateway project on IH 35E and US 67 in Dallas County will include the construction of additional general purpose freeway lanes and HOV/managed toll lanes. General purpose lanes will be added throughout the corridor and the existing HOV lane will be reconstructed as an HOV/managed lane facility and extended to reach south towards FM 1382.

Corridor Information

ROUTE	LIMITS	COST
IH 35E	8th Street to US 67	$300,000,000
US 67	IH 35E to FM 1382	$1,088,152,000

Demographic Information Within One Mile of Corridor

POPULATION PROFILE	
Population	118,535
Number of Households	38,892
Population Below Poverty	19.6%
Population over 65	7.0%
African American	44.0%
Hispanic	36.3%
Asian/Pacific Islander	0.7%
American Indian/Native Alaskan	0.4%
Total Minority	81.9%

Source: Census 2000

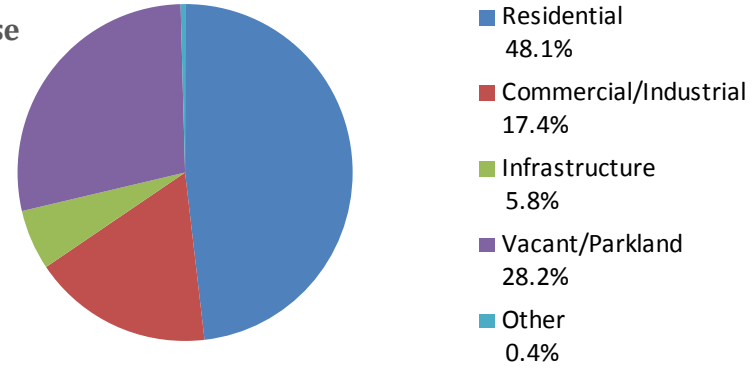
MAJOR EMPLOYERS	
Methodist Charlton Medical Center	1,068

Source: NCTCOG Employment Database, 2010

Legislative Districts Within One Mile of Corridor

TEXAS SENATE	TEXAS HOUSE OF REPRESENTATIVES	UNITED STATES CONGRESS
Chris Harris-9	Eric Johnson-100	Kenny Marchant-24
Royce West-23	Roberto Alonzo-104	Eddie Bernice Johnson-30
	Helen Giddings-109	Pete Sessions-32
	Barbara Mallory Caraway-110	
	Yvonne Davis-111	

Land Use



NCTCOG Regional Ecosystem Framework Score* (Range: 14 - 37)

SUBWATERSHED NAME	REF COMPOSITE SCORE
Headwaters Fivemile Creek	17
Headwaters Tenmile Creek	19
Turtle Creek-Trinity River	22

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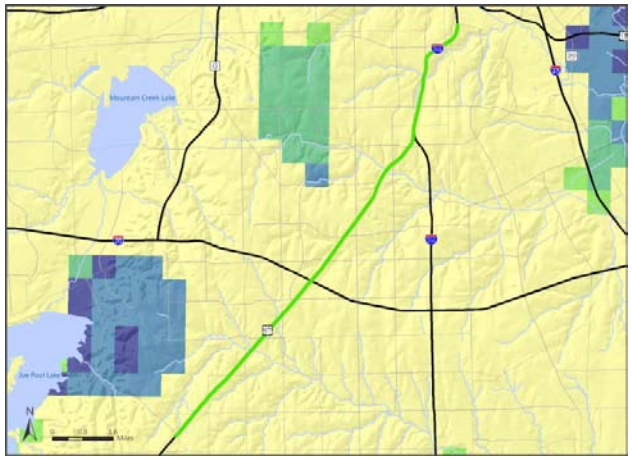
Ecological Importance in Corridor



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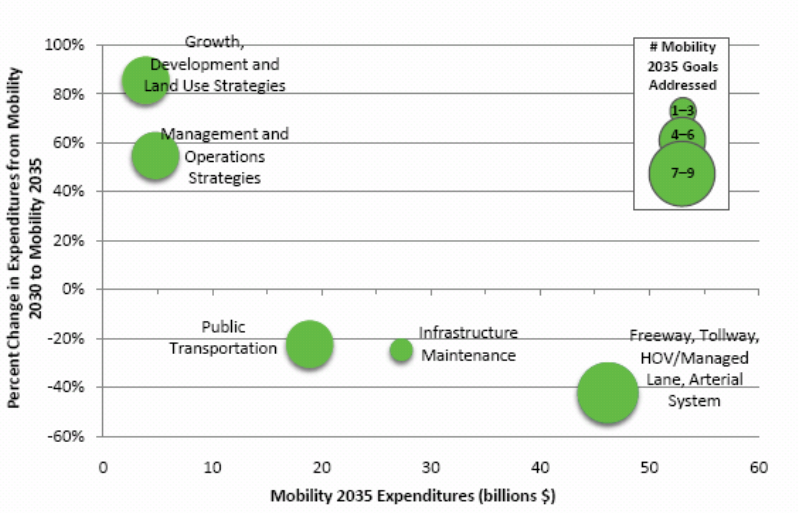
Summary

- Mobility 2035 Developed Around Four Goal Themes
- Goals and Policies are Reflected in Plan Recommendations and New Direction of MTP



- Metrics Identified to Measure Attainment of Goals in Mobility 2035 and Future Transportation Plans
- With Limited Financial Resources, Continually Monitoring the Performance of the Transportation System is Key to Managing Congestion

Contact Information

To find out more about Mobility 2035, please visit:
www.nctcog.org/mobility2035 or

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