

# Conclusion

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## Increased Growth and Demand for Transportation

The North Central Texas region has experienced rapid growth in recent decades, resulting in a metropolitan area with a current population of approximately 6.5 million people. This growth is continuing and population projections show that by 2035 the Dallas-Fort Worth area will be home to 9.8 million people. With the addition of 3.3 million new residents, a greater demand to move people and goods will be placed on an already stressed and aging transportation system.

## Doing More with Less

Targeted and strategic use of limited funding is fundamental to maintaining a vibrant economic and social environment. Financial realities are making it increasingly clear that North Central Texas will not be able to build its way out of congestion problems. Even with a \$101.1 billion investment in projects and programs over the next 25 years, travel time will increase by nearly 45 percent due to congestion. Insufficient funding for transportation improvements to meet growing demands is a constraint that requires strategic investments. Funding for new or expanded transit and roadways, along with maintenance and operations, is becoming increasingly scarce, placing a burden on an existing system that in many corridors is already very congested.

Changes in the way North Central Texans travel will be integral in maximizing limited funds and the existing capacity of the transportation system. The projects that have been selected for implementation are expected to provide the optimal improvement to regional mobility compared with their cost. Mobility 2035 emphasizes growth management and land use/transportation connection strategies that contribute to housing and job location efficiencies and encourages livable communities. Additionally, programs and projects aimed at eliminating or reducing vehicle trips, shortening trips, and maximizing the existing capacity of the system are key strategies supported by Mobility 2035 that will accommodate additional growth in light of reduced funding. *Exhibit 8.1* provides a summary of Mobility 2035 expenditures by project type.



*The Metropolitan Transportation  
Plan for North Central Texas*

Mobility 2035 Recommendations	Expenditures (\$ Billions)
<b>Infrastructure Maintenance</b>	<b>27.3</b>
Transit Operations, Maintenance	17.1
Roadway Maintenance	10.2
<b>Management and Operations Strategies</b>	<b>4.8</b>
Congestion Management	3.3
Bicycle/Pedestrian Facilities	1.5
<b>Growth, Development, and Land-use Strategies</b>	<b>3.9</b>
Air Quality and Environment	3.2
Sustainable Development and Transportation Enhancements	0.7
<b>Public Transportation</b>	<b>18.9</b>
Rail Capital and Transit System Expansion	17.4
Bus Capital	1.5
Paratransit Capital	0.02
<b>Freeway, Tollway, HOV/Managed Lane, and Arterial System</b>	<b>46.2</b>
Freeway/Tollway	35.1
Regional Arterial System	5.1
Other Arterials	4.4
HOV/Managed Facilities	1.6
<b>Total</b>	<b>101.1</b>

Values may not sum due to independent rounding.

*Exhibit 8.1: Mobility 2035 Expenditure Categories*

## Meeting Mobility 2035 Goals

Mobility 2035 supports implementation of a transportation system that contributes to the region's mobility, quality of life, system sustainability, and continued project implementation goals.

*Exhibit 8.2* displays the five Mobility 2035 expenditure categories compared with the nine Mobility 2035 goals that each of the categories collectively strives to meet, as indicated throughout Mobility 2035. In addition, these values are compared with the percent change in expenditures by category between Mobility 2030 and Mobility 2035. The percent change from Mobility 2030 to Mobility 2035 shows that Mobility 2035 allocates 86 and 55 percent more funds to growth, development, and

land-use strategies, and management and operations strategies, respectively, over Mobility 2030. The largest percent decrease in funding from Mobility 2030 to Mobility 2035 is in the freeway, tollway, high-occupancy vehicle/managed lane, and arterial system projects. This is indicative of funding constraints, but also supports a focused effort in the region to fund strategic, low cost, highly effective congestion management strategies such as congestion management and sustainable development. Mobility 2035 includes multiple policies, programs, and projects that strive to meet the four major Mobility 2035 Goals of Mobility, Quality of Life, System Sustainability, and Implementation. A few examples are provided to assess how each of these four broad goals are supported with Mobility 2035 recommendations.

**Mobility:** The selected Mobility 2035 recommendations are expected to provide the greatest improvement to regional mobility compared with their cost and within the constraints of available funding. While the costs of congestion and travel time will increase in the year 2035, accessibility will be enhanced through recommendations that support a multi-modal transportation system that provides travel options to North Central Texans. Accessibility measures such as access to jobs indicate that while congestion increases, Mobility 2035 recommendations provide access to 21 percent and 92 percent more jobs by auto and transit, respectively, for protected populations over the current system.

**Quality of Life:** Denser development lends itself to strategies that support livable communities and improve quality of life. Mobility 2035 recommendations will lead to communities and a region that provides housing and transportation options, supports decreased household transportation costs, reduces our nation's dependence on foreign oil, improves air quality, reduces per capita greenhouse gas emissions, and promotes public health. Shifting away from development in greenfields, which serve a vital role in sustaining environmental quality, also supports a more efficient use of the existing transportation system instead, and reduces the need to build new infrastructure to outlying areas.

**System Sustainability:** More efficient management of the existing transportation infrastructure, along with targeted efforts at sustainable development to better coordinate land use and transportation investments, improves the sustainability of the transportation system. The region is projected to become more dense by the year 2035, meaning more people will be living closer to the major city centers of

Fort Worth and Dallas. This is a shift in the past trend of populations moving outward to the peripheral counties. This denser development supports opportunities to manage the transportation system in a more efficient way, making strategic investments in the existing system instead of building new facilities to serve growth outside the urban counties.

**Implementation:** Developing cost-effective projects and programs aimed at reducing the costs associated with constructing, operating, and maintaining the regional transportation system will be supported through a process of regular communication with state and federal review agencies, coordination with transportation providers in the region, and input from the public.

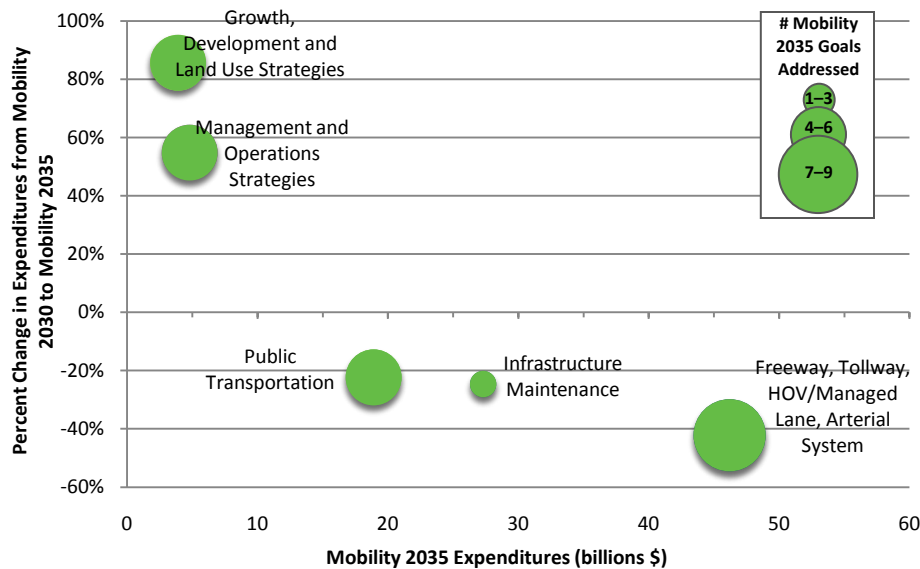


Exhibit 8.2: Mobility 2035 Expenditure Categories and Goals Assessment

The Mobility 2035 policies, programs, and projects described provide relevant and useful information about the planned transportation system for North Central Texas. Through a process of prioritization and analysis of mobility improvements, Mobility 2035 recommendations seek to meet the transportation demands of existing and future residents through innovative solutions to maintain a high quality of life for North Central Texans.

## Transportation Beyond 2035

While Mobility 2035 recommends strategic programs and projects that provide transportation improvements throughout the region, the ultimate transportation needs of the Dallas-Fort Worth area will still not be met. Transportation investments totaling \$395.3 billion over the next 25 years are needed to eliminate the worst level of congestion in 2035. Mobility 2035, however, recommends programs and projects totaling \$101.1 billion because of financial constraints. The unfunded needs may be addressed through a variety of modal and management solutions. Major rail and roadway corridors that require future evaluation are included in the Mobility Options chapter. The unfunded needs highlight the importance of maintaining a vision for the transportation system beyond 2035. As projects are constructed and completed, the corridors included in the vision will become the recommendations of future Metropolitan Transportation Plans. The planning process is continuous and is modified to account for changes to financial assumptions, project design concept and scope, and legislative influences.

The necessity for additional funding mechanisms and continued implementation of strategic programs, projects, and partnerships to manage the increasing and unmet transportation demands in North Central Texas is evident. Providing a transportation system that supports continued economic growth opportunities and an enhanced quality of life for North Central Texas residents is a continued priority of the Regional Transportation Council and the Metropolitan Planning Organization.