

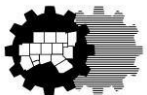
Mobility 2045 and High-Speed Rail

McKinney Urban Transit District Board Meeting
September 12, 2018

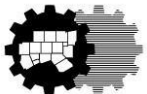


Topics

- **Mobility Planning Overview**
- **Financial Planning Overview**
- **Mobility 2045 Plan**
- **High-Speed Rail**



Mobility Planning Overview



What is the Metropolitan Transportation Plan?

- **Required by Law**
- **Referred to as The Mobility Plan**



Represents a Blueprint for the Region's Multimodal Transportation System



Covers at Least a 20-Year Timeframe



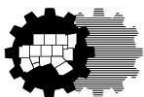
Responds to Goals



Identifies Policies, Programs, and Projects for Continued Development

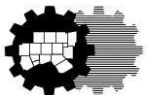


Guides the Expenditure of Federal and State Funds



Mobility 2045 – Focus On Connections

- Regional Passenger Rail
- Non-Motorized Connections
- Tolloed Managed Lane System
- Emerging Technologies
- Freight
- High-Speed Rail



Mobility Plan Development

Maximize
Existing
System

Infrastructure Maintenance

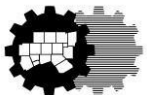
Maintain & Operate Existing Facilities
Bridge Replacements

Management, Operations and Technology

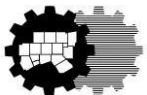
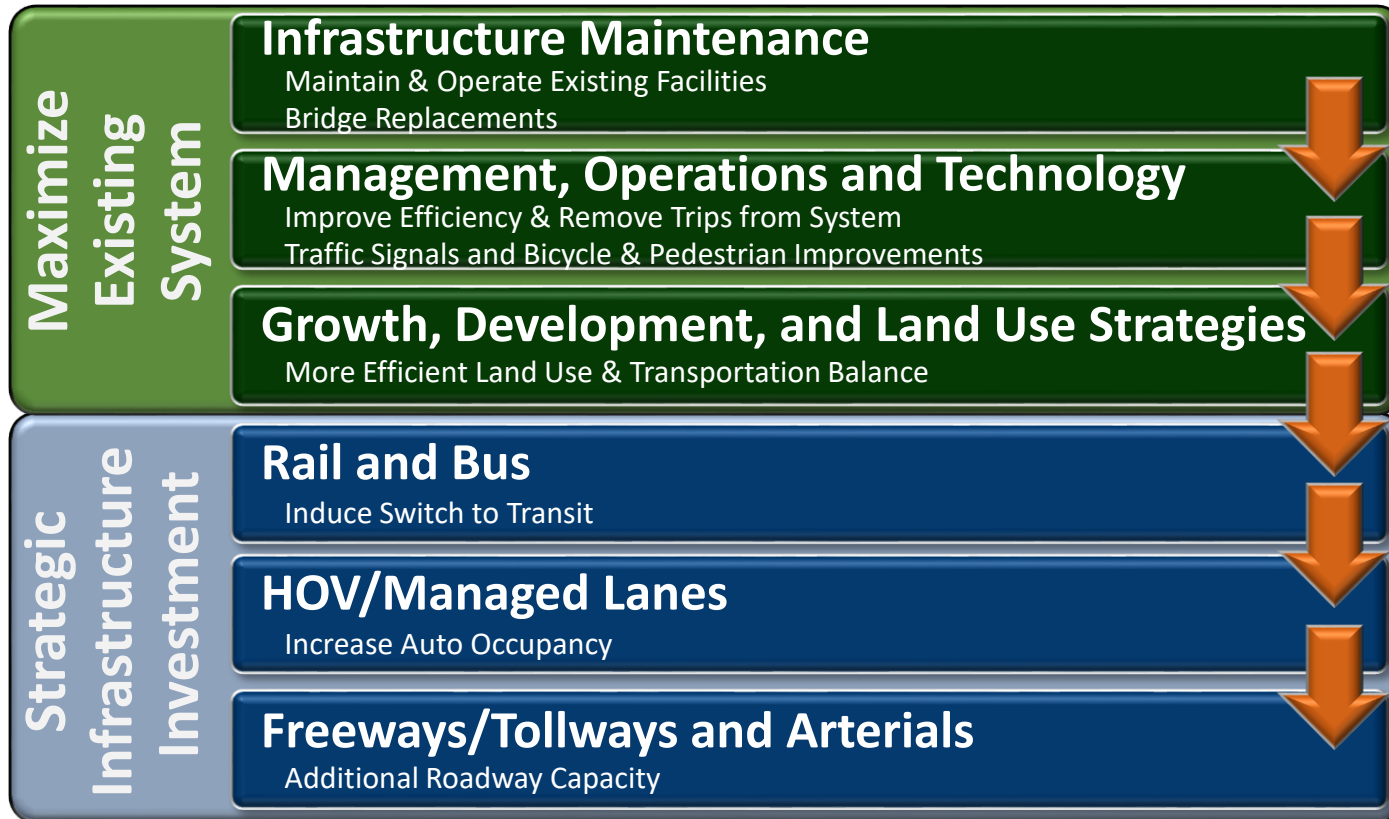
Improve Efficiency & Remove Trips from System
Traffic Signals and Bicycle & Pedestrian Improvements &

Growth, Development, and Land Use Strategies

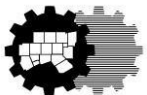
More Efficient Land Use & Transportation Balance



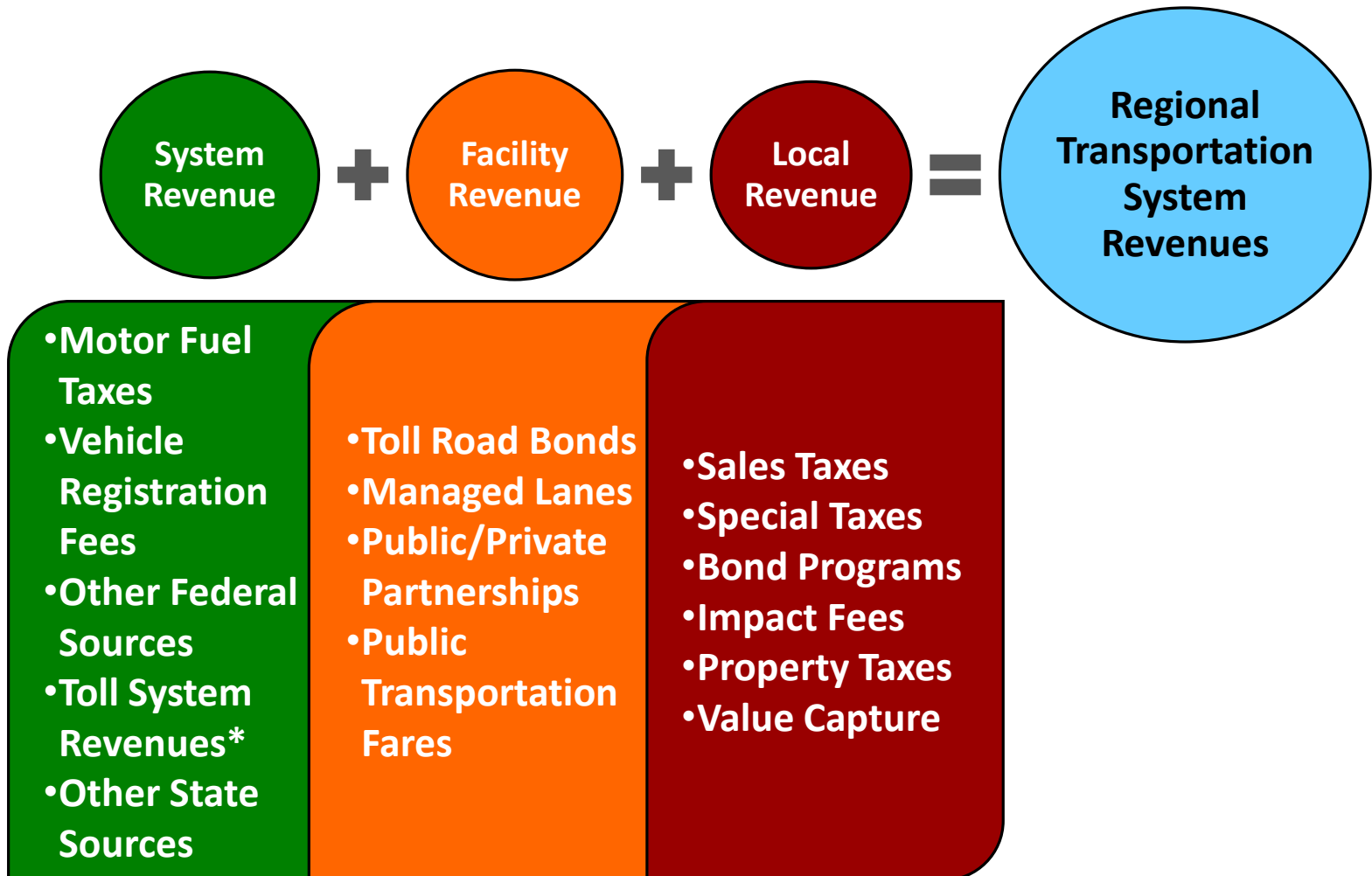
Mobility Plan Development



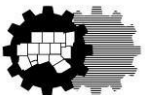
Financial Planning Overview



Transportation Funding Basics



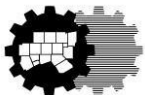
*Revenue from existing NTTA facilities after bonds are retired.



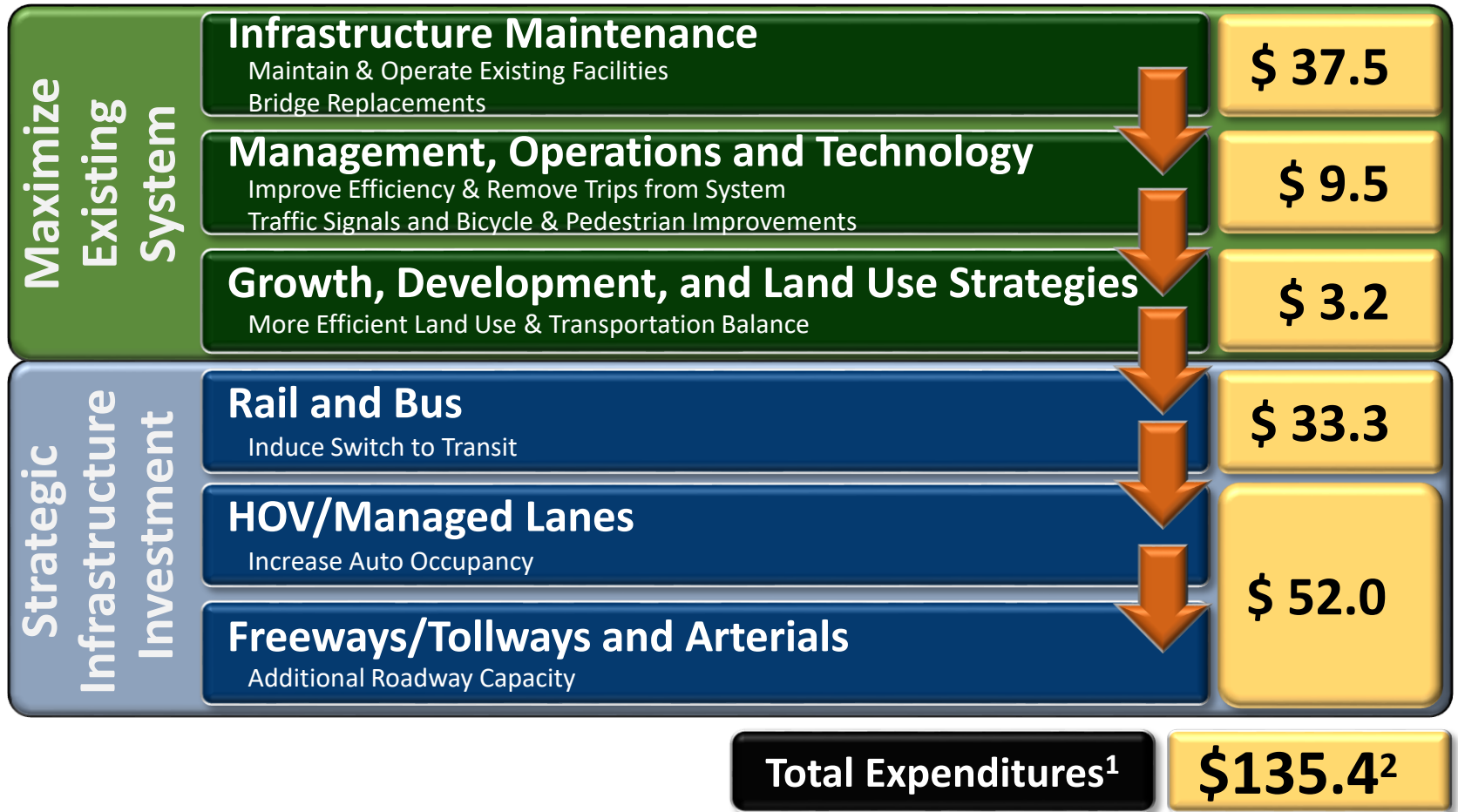
Financial Plan Requirements

- Use all “Reasonably Expected” Sources
- Year of Expenditure Dollars
- Must be Financially Constrained

Balance Priorities with Available Resources



Mobility 2045 Expenditures



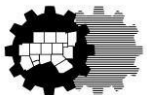
Notes:

¹ Actual dollars, in billions. Values may not sum due to independent rounding.

² Balances to reasonably expected revenue, demonstrating financial constraint.



Mobility 2045 Plan



Mobility 2045 Goals

- **Mobility**

- Improve Transportation Options
- Support Travel Efficiency Strategies
- Ensure Community Access to System and Process

- **Quality of Life**

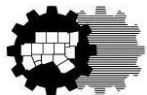
- Enhance Environment and Life Styles
- Encourage Sustainable Development

- **System Sustainability**

- Ensure Adequate Maintenance, Safety, and Reliability
- Pursue Long Term, Sustainable Financial Resources

- **Implementation**

- Provide Timely Planning and Implementation
- Develop Cost Effective Projects and Programs

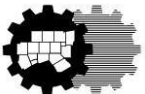


Infrastructure Maintenance

Maintain & Operate Existing Facilities
Bridge Replacements

\$ 37.5 B

- Regular Maintenance
- TxDOT Programmed
- Bridge Replacement Program



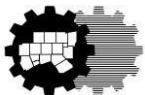
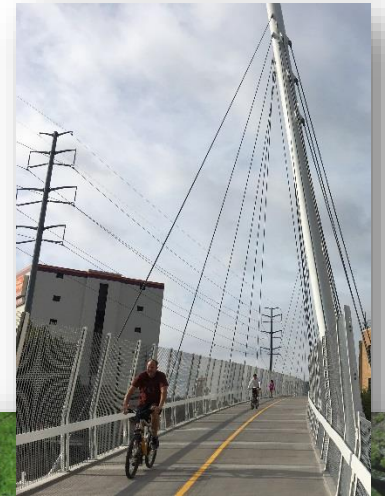
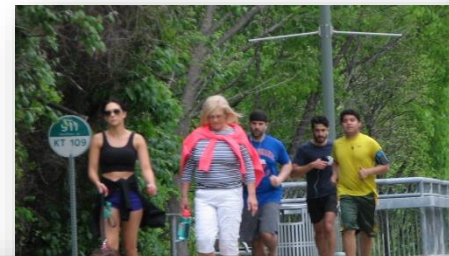
Management, Operations, and Technology

Improve Efficiency & Remove Trips from System

Traffic Signals and Bicycle & Pedestrian Improvements

\$ 9.5 B

- Traffic Signal Retiming Program
- Technology Program
- Bike/Ped Program
- Asset Optimization Program

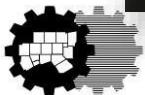


Growth, Development, and Land Use Strategies

More Efficient Land Use and Transportation Balance

\$ 3.2 B

- Incentives for Mixed-Use Development
- Last Mile Connections
- Local Government Coordination

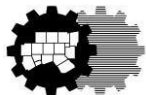


Rail and Bus

Induce Switch to Transit

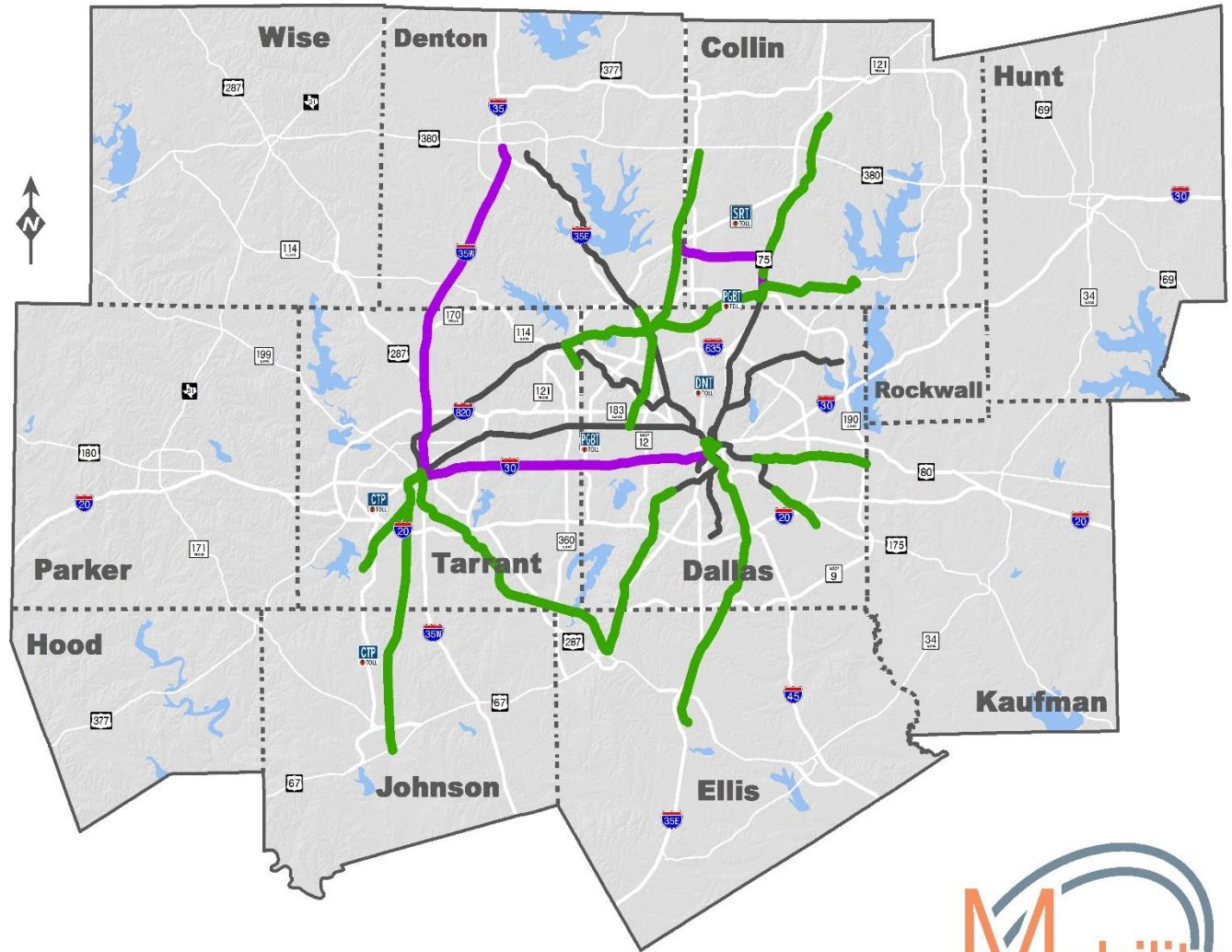
\$ 33.3 B

- Local Transit Agencies
 - McKinney UTD
- Trinity Metro
- DART
- DCTA



Transit Corridor Recommendations

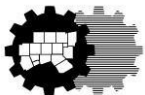
- Recommended Rail
- Existing Rail
- Recommended High-Intensity Bus



Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.

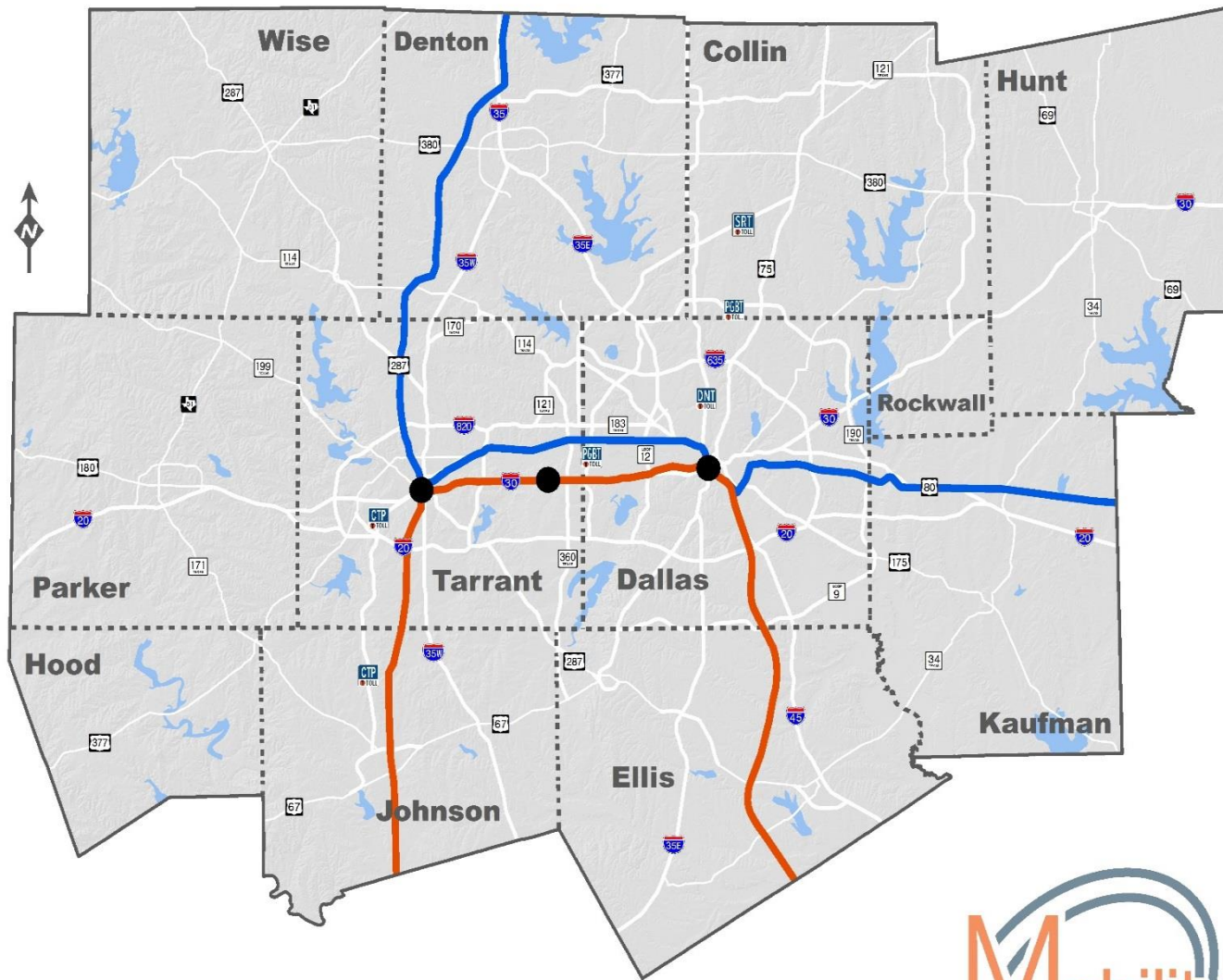
Collin County Transit Corridor Recommendations

- Recommended Rail
- Existing Rail
- Recommended High-Intensity Bus



High-Speed Rail Recommendations

- At-Grade
- Grade Separated
- Stations



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.



HOV/Managed Lanes

Increase Auto Occupancy
Corridor Traffic Management

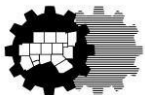
\$ 52.0 B

Freeways/Tollways and Arterials

Additional Roadway Capacity

- **Economic Development Engine**
- **Transportation System Backbone**
- **Increased Connectivity**
- **Strategic Investment**
- **Accessibility**

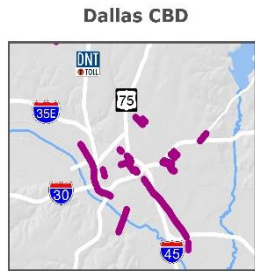
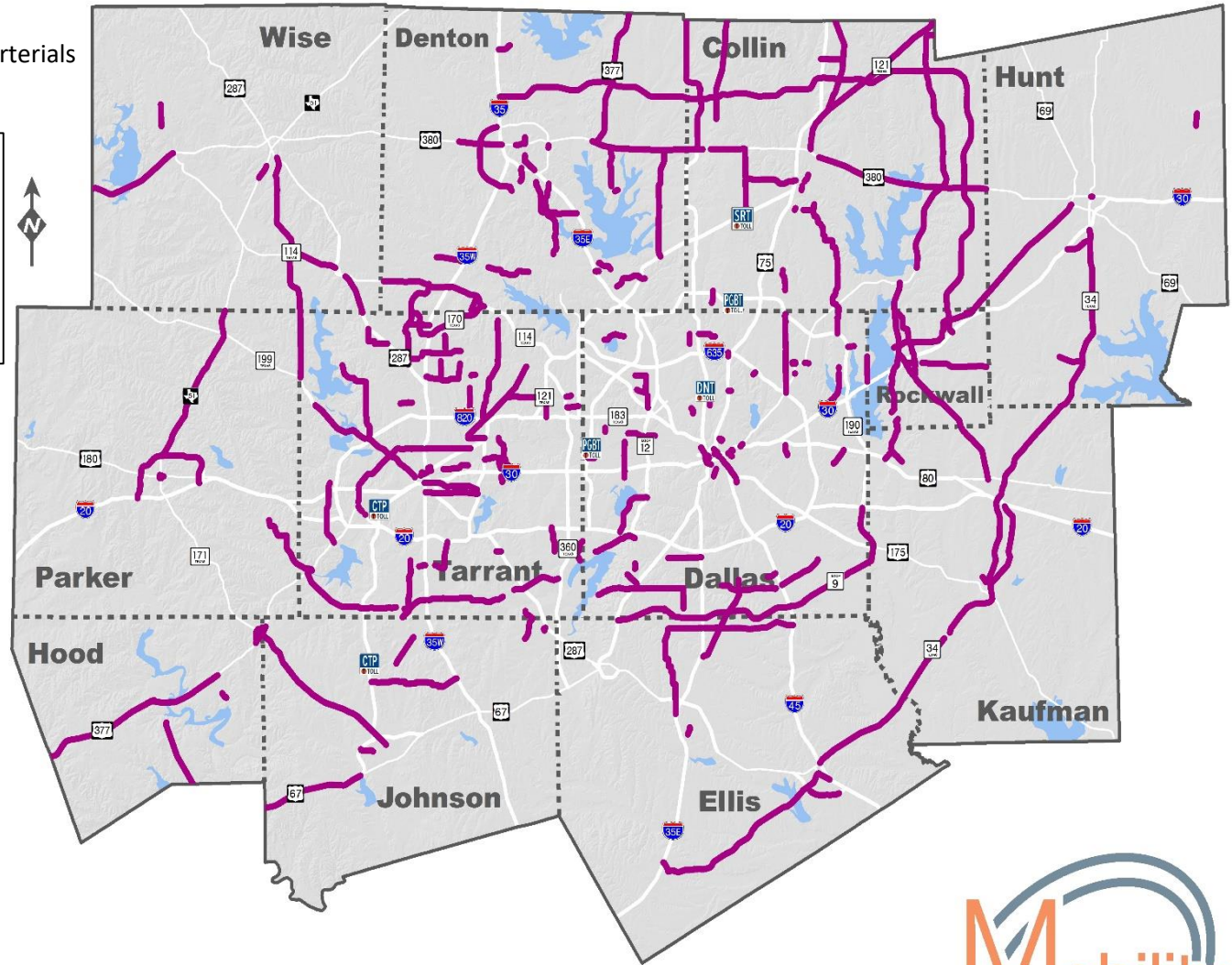
Source: North Tarrant Express



Regionally Significant Arterial Improvements

Regionally Significant Arterials

Non-Regionally Significant Arterials may move forward and are not included in Mobility 2045 Recommendations

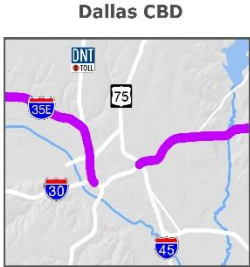
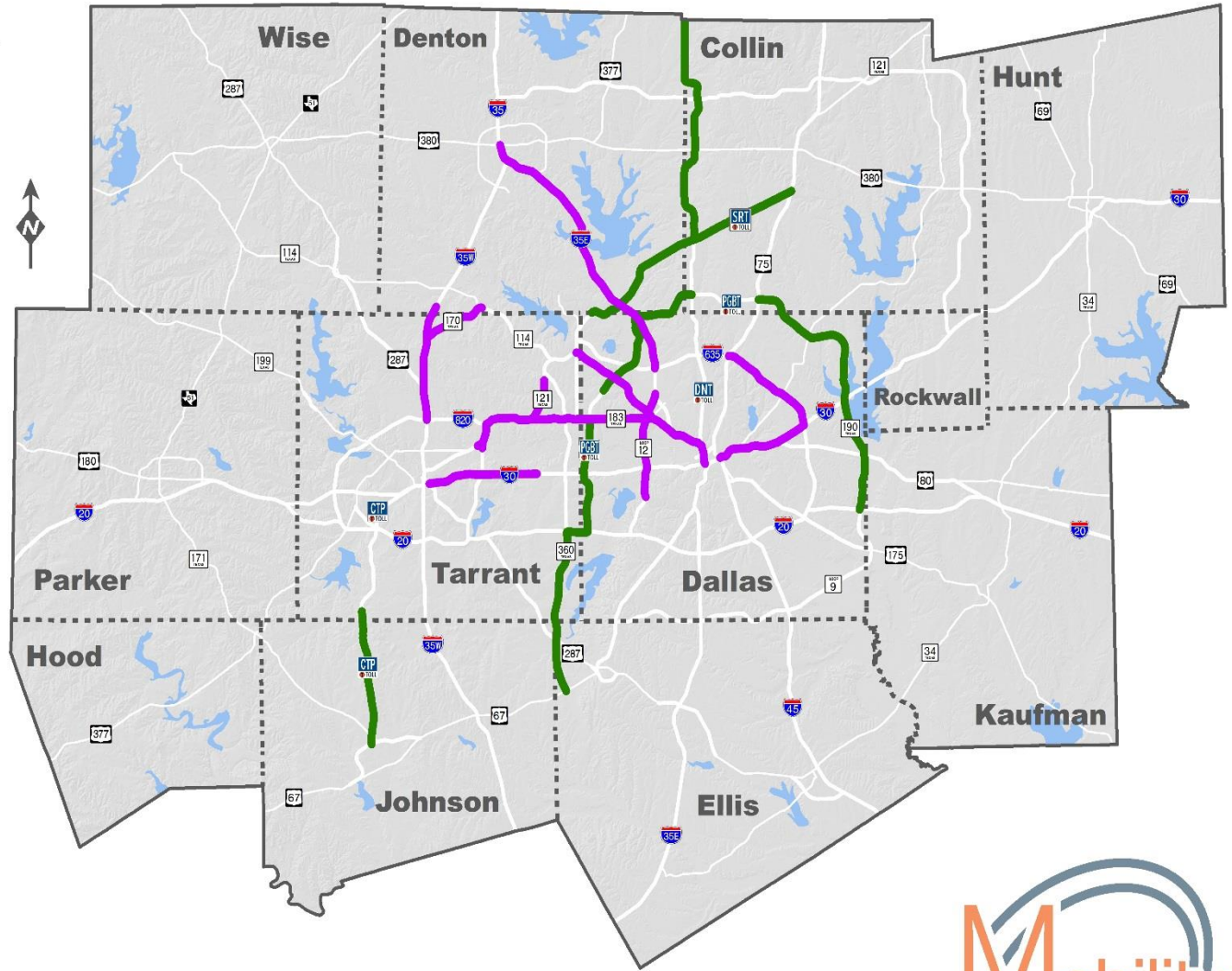


Lines on this map depict arterials with funds for improvement. Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.



Priced Facility Recommendations

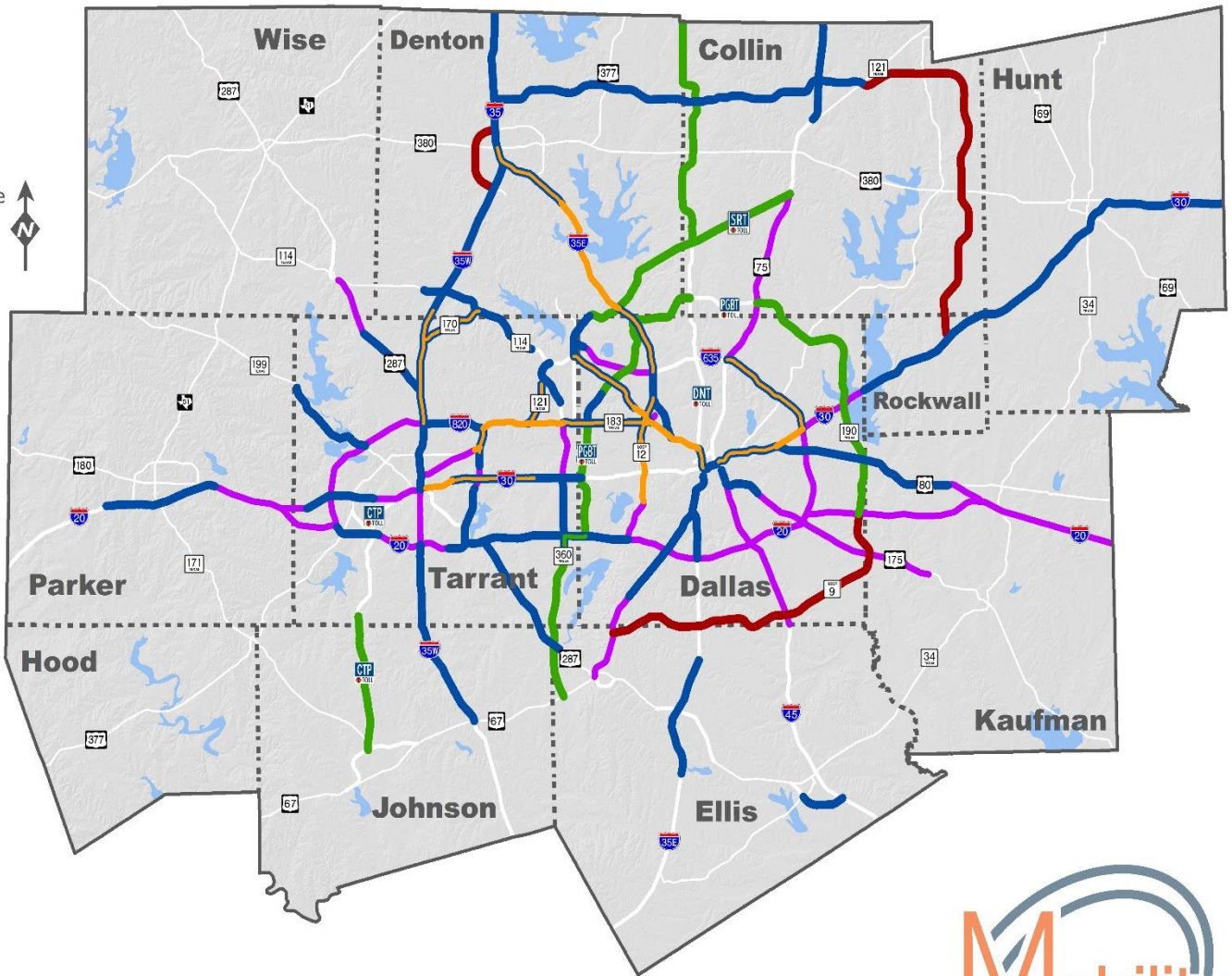
-  New or Additional Managed Lane Capacity
-  New or Additional Toll Road Capacity



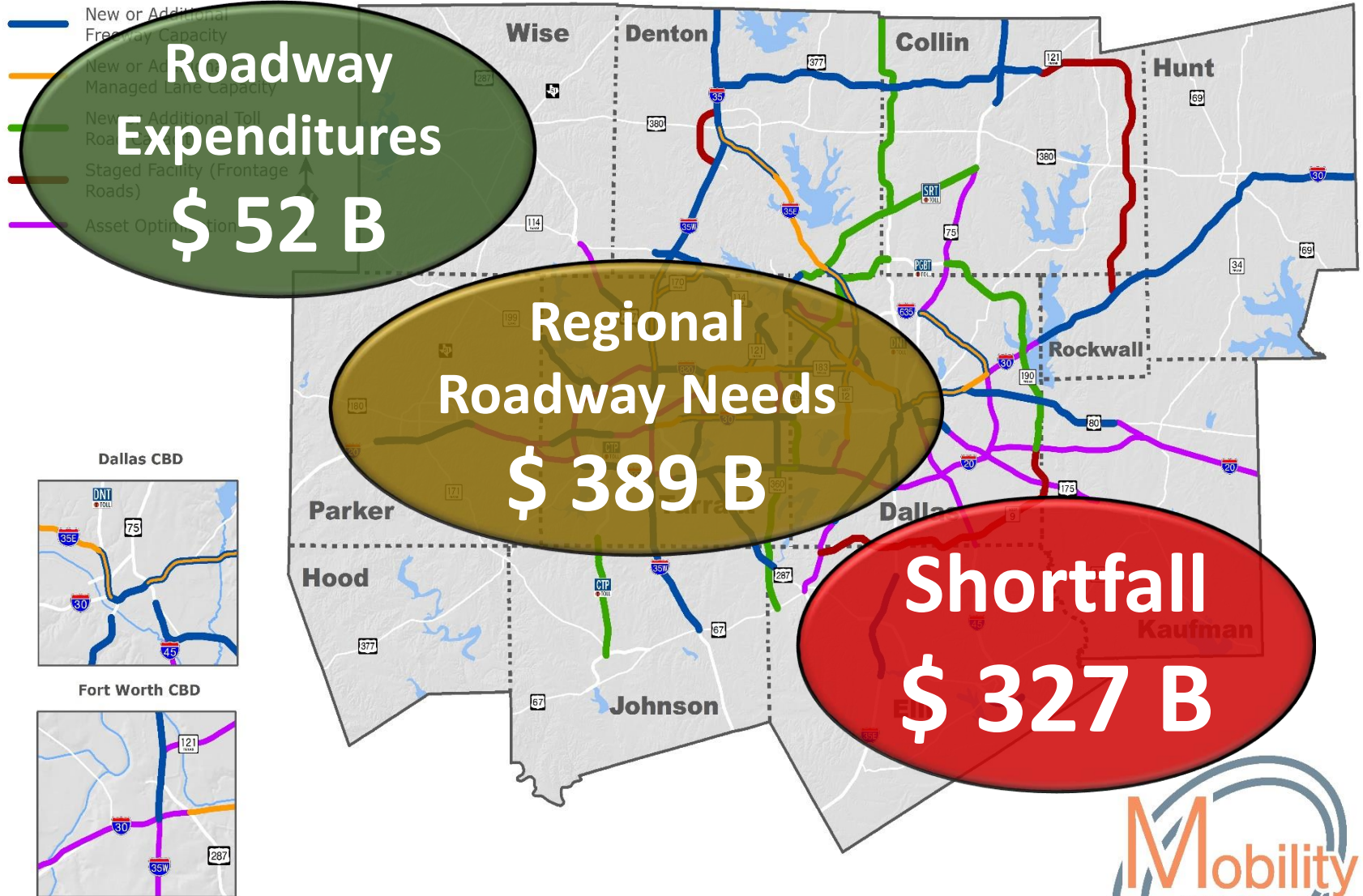
Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.

Major Roadway Recommendations

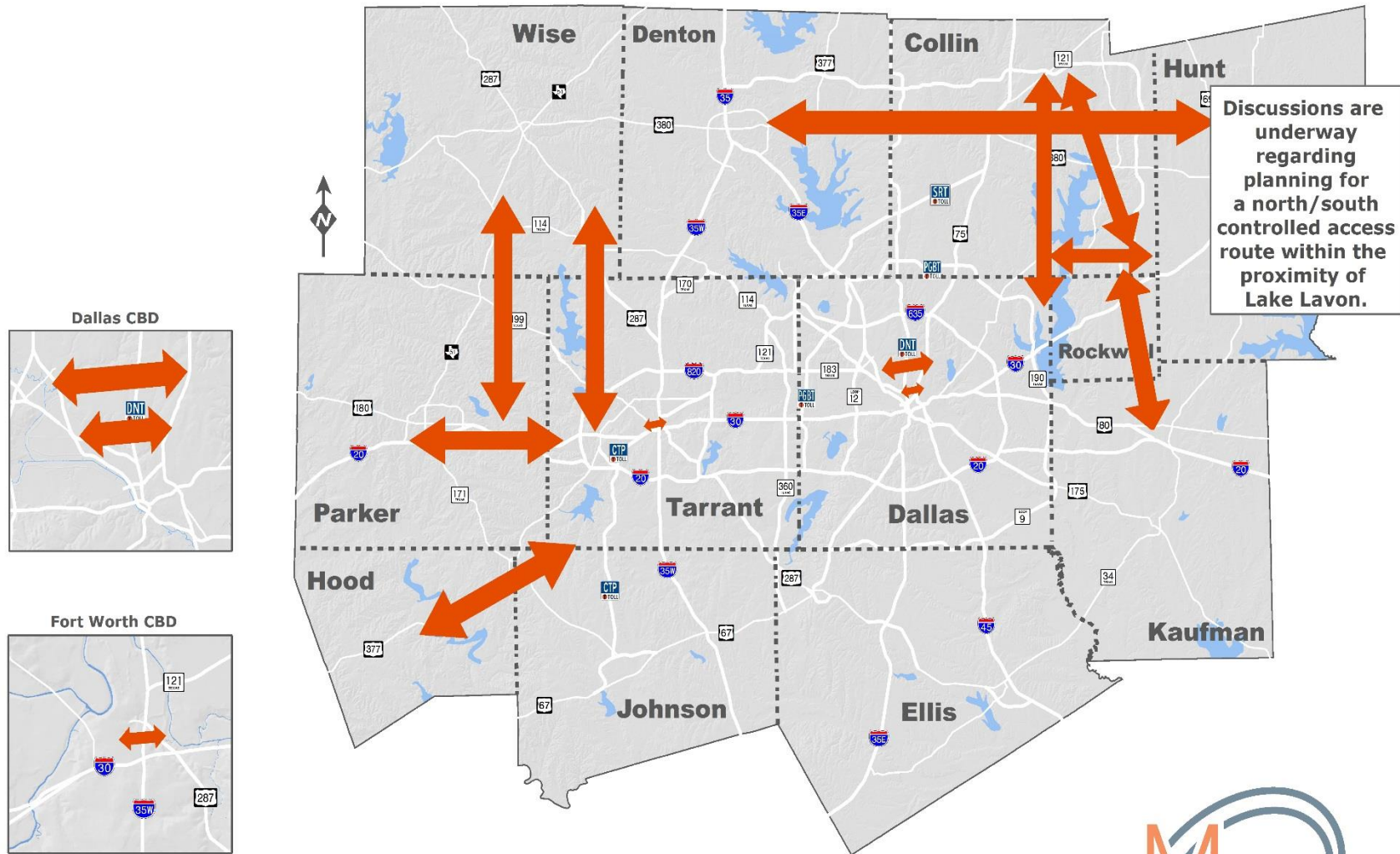
-  New or Additional Freeway Capacity
-  New or Additional Managed Lane Capacity
-  New or Additional Toll Road Capacity
-  Staged Facility (Frontage Roads)
-  Asset Optimization



Major Roadway Recommendations



Roadway Corridors for Future Evaluation



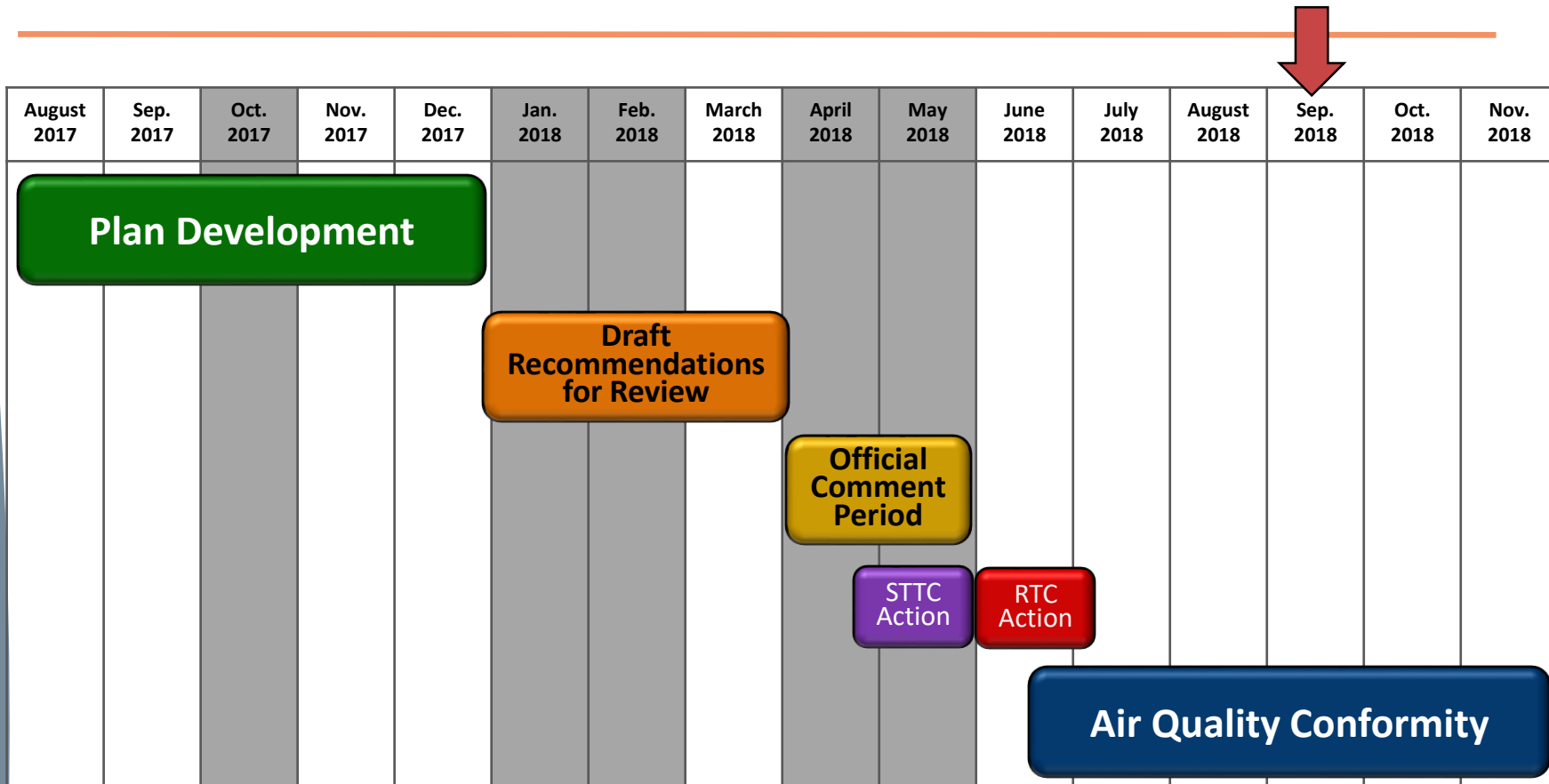
Roadway corridors for future evaluation indicate an identified transportation need and do not represent recommendations or specific alignments. Recommendations may be developed for future MTPs through feasibility analyses, thoroughfare plans, and environmental studies.



North Central Texas
Council of Governments

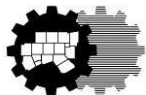
March 9, 2018

Mobility 2045 Schedule

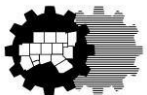


Notes:

- Public meetings held during highlighted months.
- Regional Transportation Council action on Mobility 2045 Plan scheduled for June 14, 2018.



High-Speed Rail

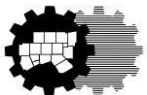


DFW High-Speed Rail

- **Connected System**
- **“One Seat Ride”**
- **Three Stations**
 - Fort Worth
 - Arlington
 - Dallas

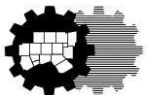


Source: Getty Images

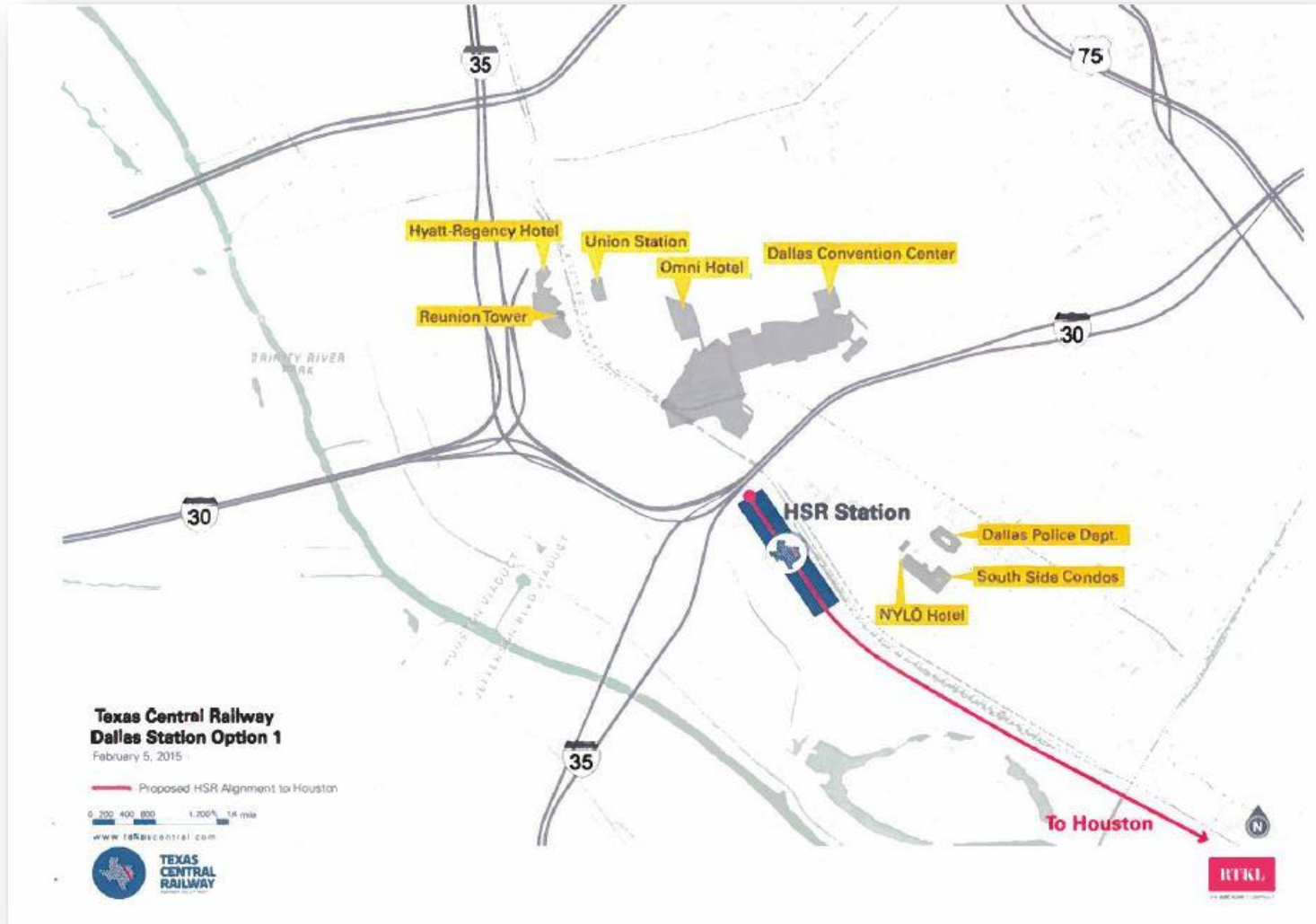


Dallas to Houston Current Activity

- **Building the Bullet Train Every Day**
- **Working with Design/Build Partner**
- **Land Option Program**
- **Preparation for Construction Activity**
- **Released DEIS**
 - **Comments Received**
 - **Record of Decision Expected 4Q 2018**

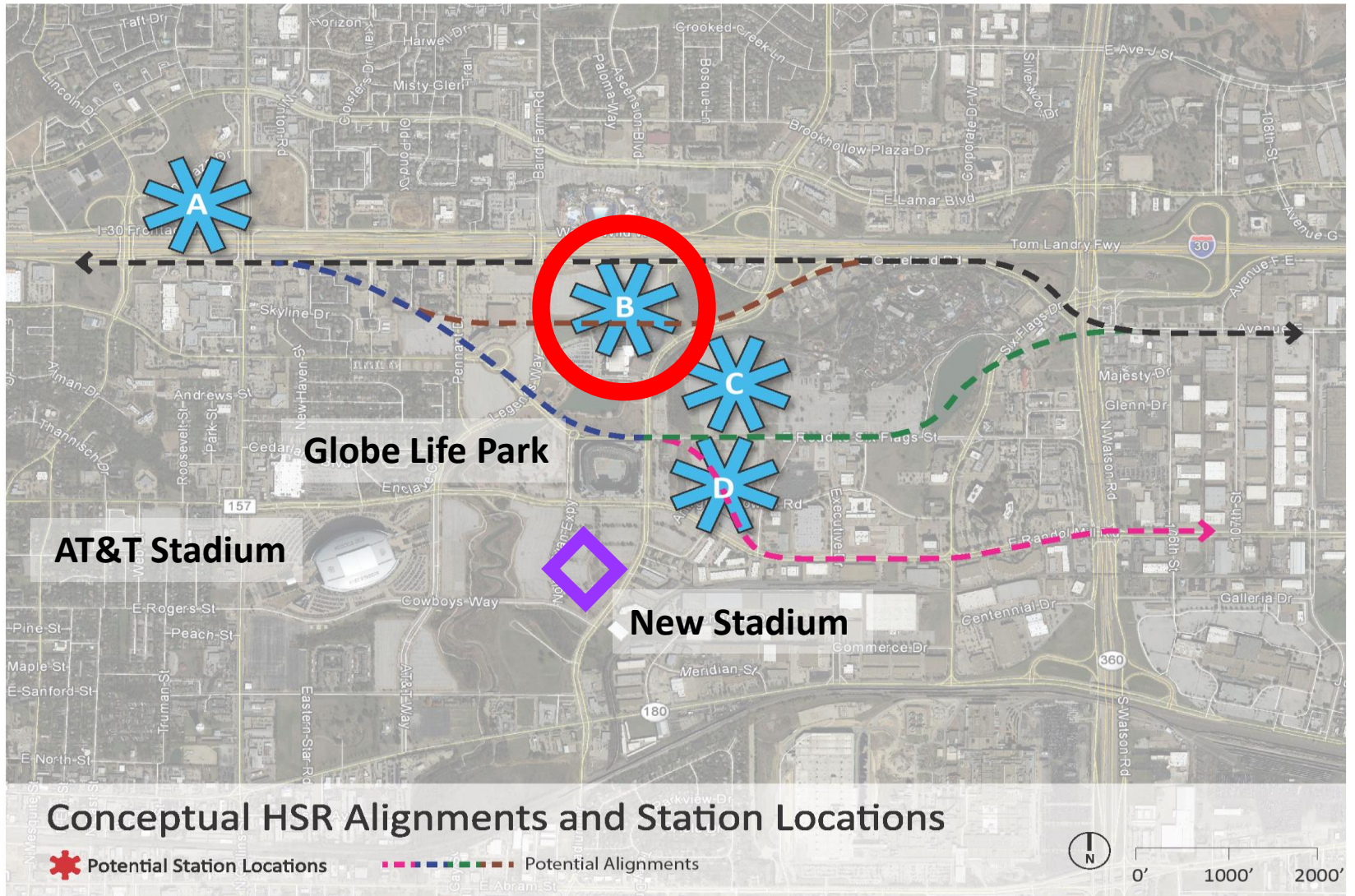


Downtown Dallas Station



Source: Texas Central Partners

Potential Arlington Station and Alignment Options



Fort Worth Station Location Results

E. ITC – 127

G. Central Rail – 121

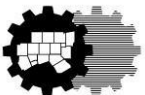
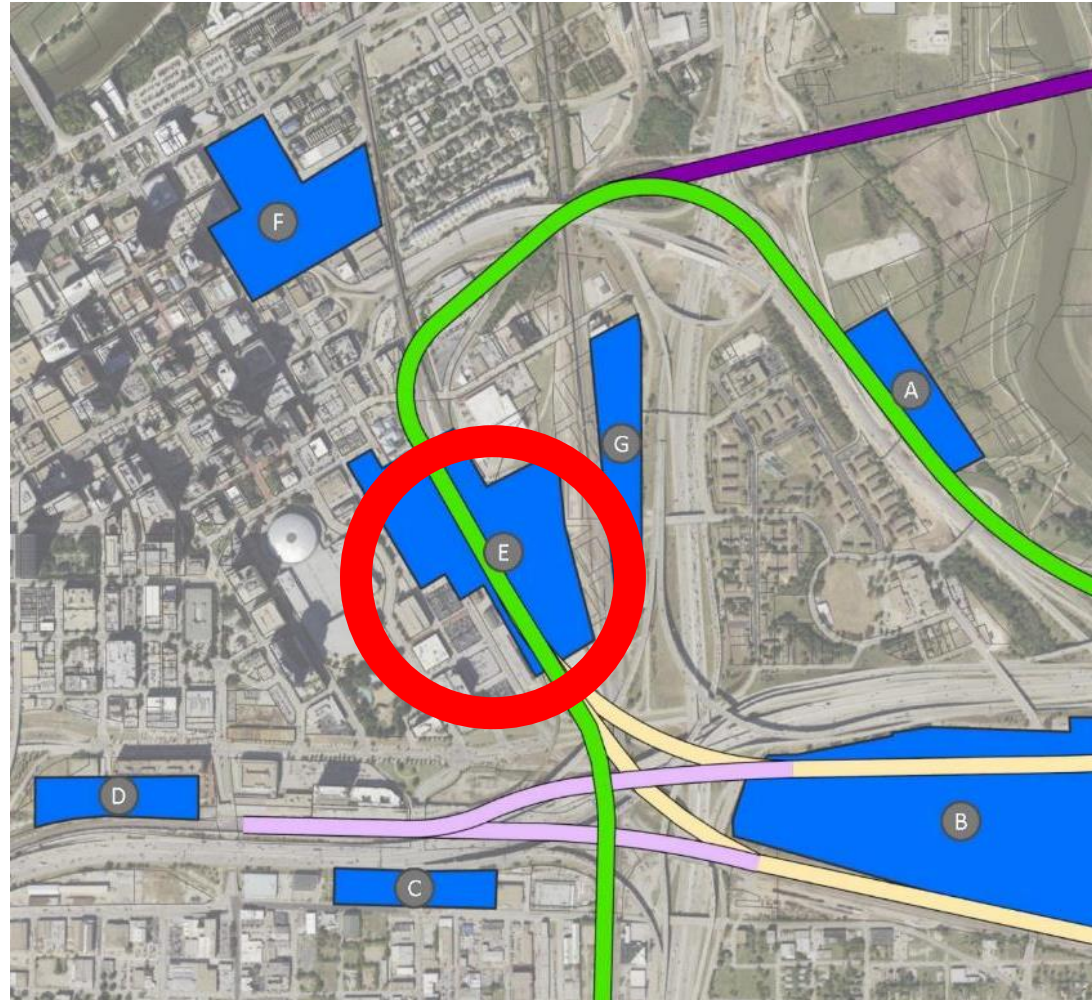
F. East Sundance – 115

C. Southside – 96

A. Butler – 89

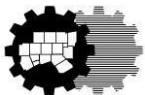
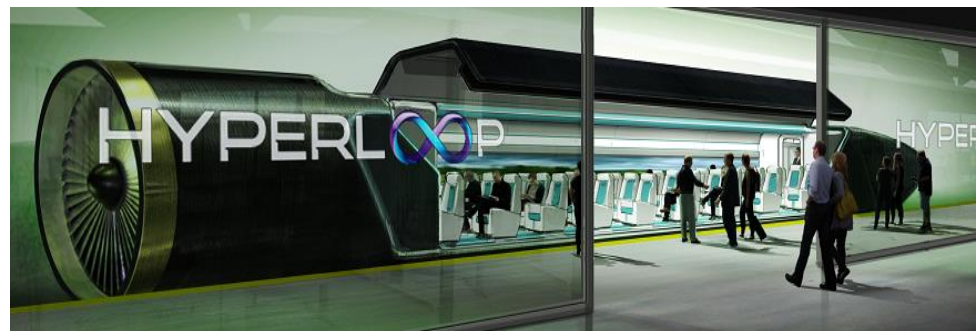
D. T&P – 86

B. East Lancaster – 81

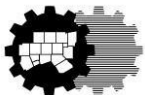


What is Hyperloop?

- **New Mode of Transportation Consisting of Moving Passenger and Cargo Vehicles Through a Near-Vacuum Tube Using Electric Propulsion**
- **Autonomous Pod Levitates Above the Track and Glides at 700+ MPH Over Long Distances**

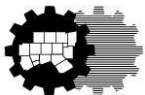


Hyperloop Test Track



Current NCTCOG Efforts

- **Completed Station Area Studies**
- **Coordinating with Other MPOs**
 - Fort Worth to Laredo Corridor
 - Preparing for Procurement
- **Preparing for EIS Procurement**
 - Fort Worth to Dallas
- **Assisting Local Governance Entity Creation**



Questions?

Mobility 2045

Dan Lamers

Senior Program Manager

dlamers@nctcog.org

(817) 695-9263

Transit

Shannon Stevenson

Program Manager

sstevenson@nctcog.org

(817) 608-2304

Mobility 2045

Kevin Feldt

Program Manager

kfeldt@nctcog.org

(817) 704-2529

Air Quality

Jenny Narvaez

Principal Planner

jnarvaez@nctcog.org

(817) 608-2342

www.nctcog.org/mobility2045

