APPENDIX J

MAPS REGARDING INDIRECT AND CUMULATIVE EFFECTS OF REGIONAL TOLL AND MANAGED/HOV SYSTEM

Mobility 2030 The Metropolitan Transportation Plan

Funded Roadway Recommendations

Legend

- New Freeway Facilities
- New Tollway Facilities
- Additional Capacity To Existing Freeway/Tollway
- HOV/Managed Lanes
- Improvements to Existing Freeway and HOV/Managed Lanes
- Selected New/Improved Regionally Significant Arterials
- Freeways/Tollways

Fort Worth CBD

Dallas CBD

Corridor specific design and operational characteristics for the Freeway/Tollway system will be determined through ongoing project development.

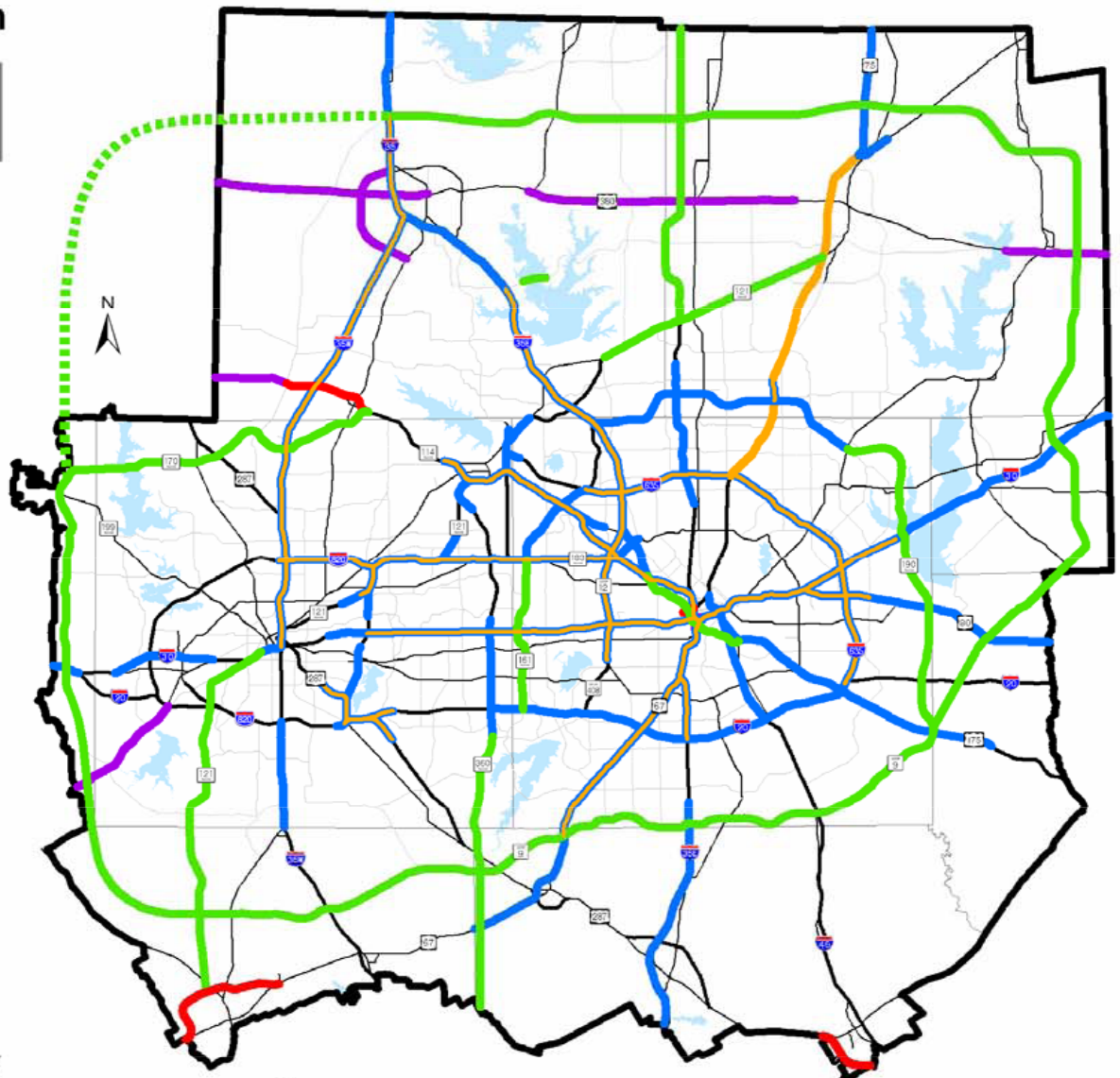
Additional and improved Freeway/Tollway interchanges and service roads should be considered on all Freeway/Tollway facilities in order to accommodate a balance between mobility and access needs.

All Freeway/Tollway corridors require additional study for capacity, geometric, and safety improvements related to truck operations.

New facility locations indicate transportation needs and do not represent specific alignments

Operational strategies to manage the flow of traffic should be considered in the corridors where additional freeway or tollway lanes are being considered.

North Central Texas Council of Governments Transportation



$29.8 Billion Regional Roadway System

Additional Freeway/Tollway lane miles = 3,444
Additional HOV/Managed lane miles = 626

January 11, 2007

Figure 1

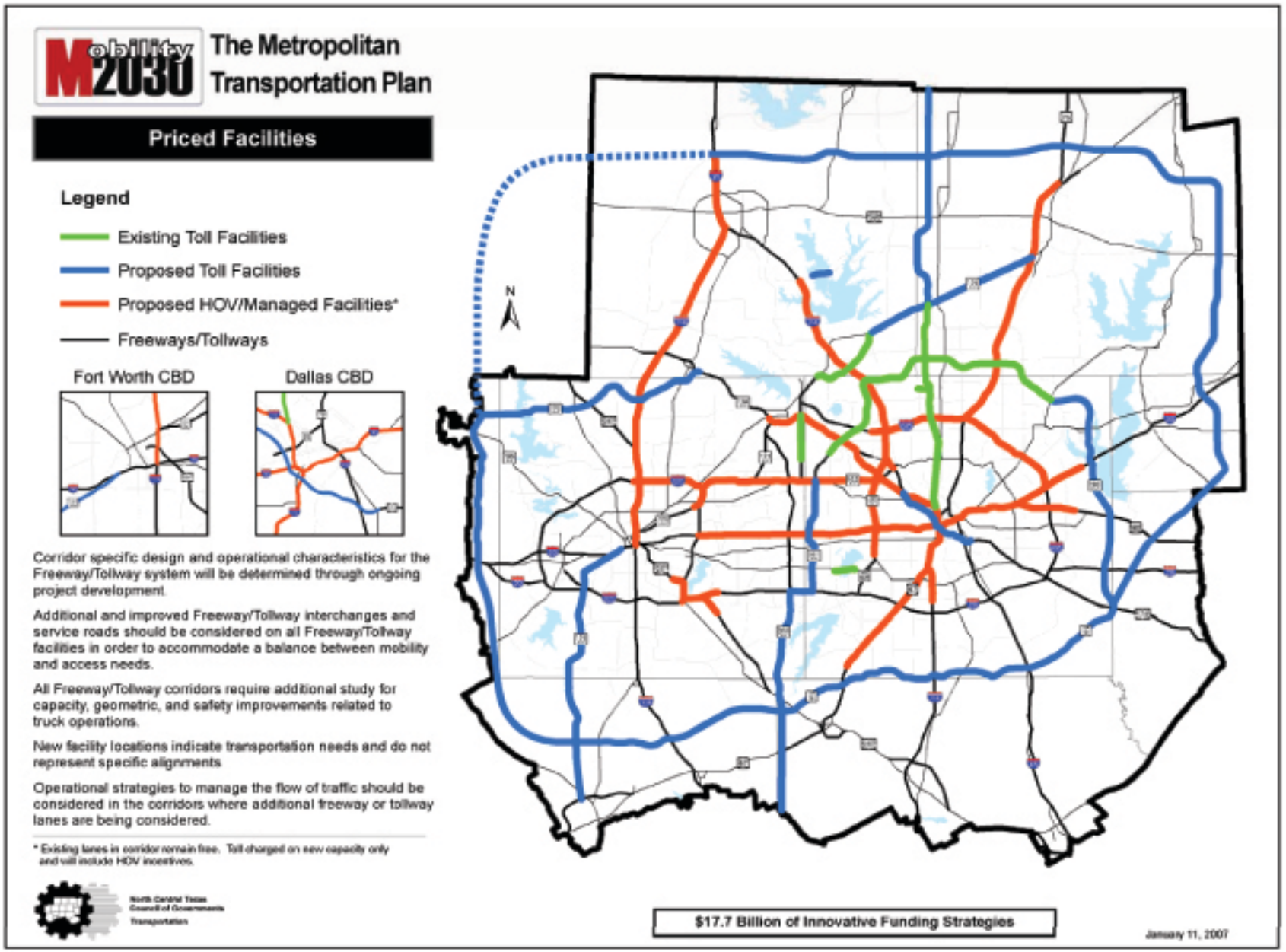

Mobility 2030
The Metropolitan Transportation Plan
Priced Facilities
Legend
Existing Toll Facilities
Proposed Toll Facilities
Proposed HOV/Managed Facilities*
Freeways/Tollways
Fort Worth CBD
Dallas CBD
N
Corridor specific design and operational characteristics for the Freeway/Tollway system will be determined through ongoing project development.
Additional and improved Freeway/Tollway interchanges and service roads should be considered on all Freeway/Tollway facilities in order to accommodate a balance between mobility and access needs.
All Freeway/Tollway corridors require additional study for capacity, geometric, and safety improvements related to truck operations.
New facility locations indicate transportation needs and do not represent specific alignments.
Operational strategies to manage the flow of traffic should be considered in the corridors where additional freeway or tollway lanes are being considered.
* Existing lanes in corridor remain free. Toll charged on new capacity only and will include HOV incentives.
North Central Texas Council of Governments Transportation
$17.7 Billion of Innovative Funding Strategies
January 11, 2007

Figure 2

Mobility 2030 The Metropolitan Transportation Plan

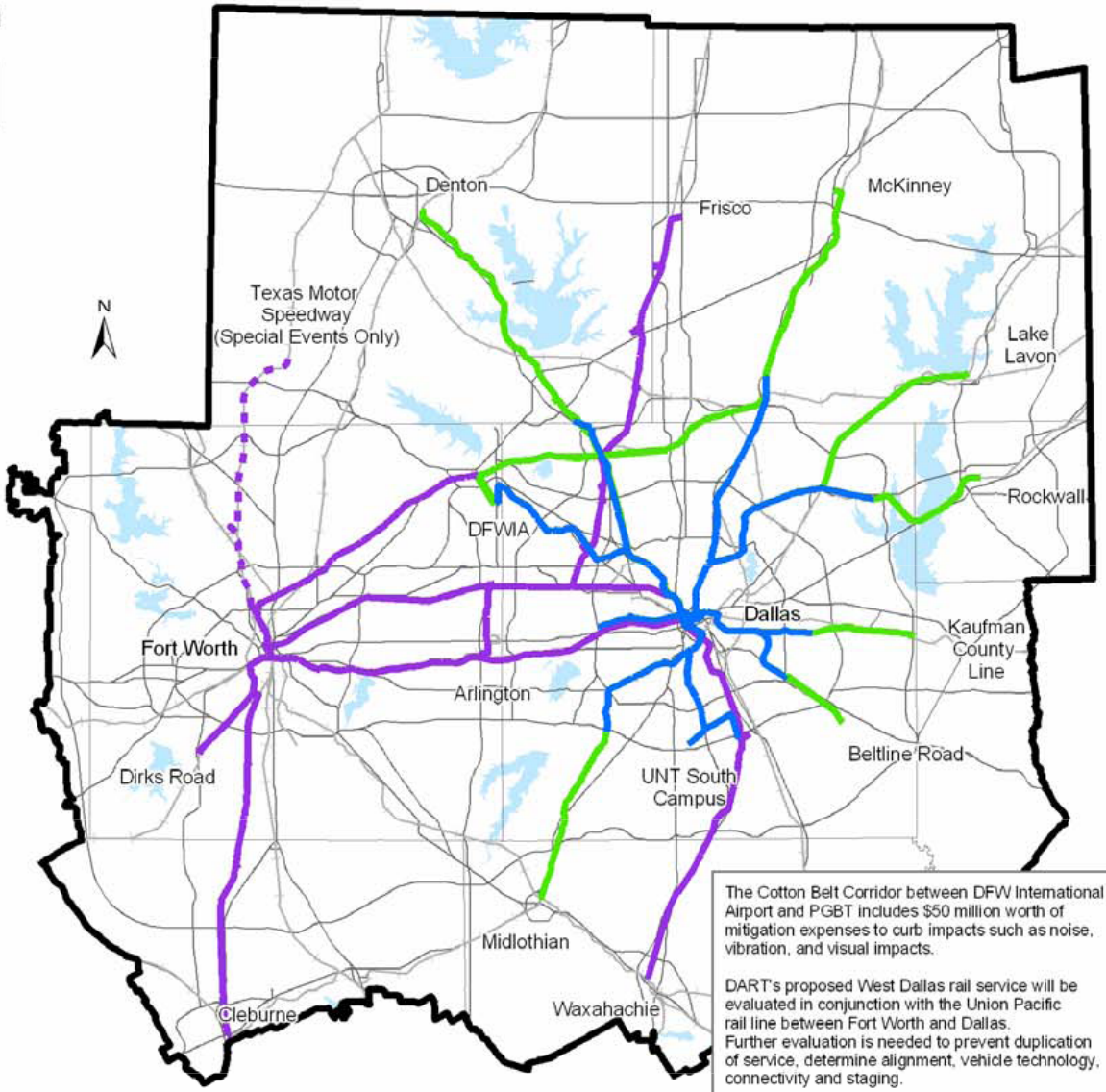
Passenger Rail Recommendations

Legend

- Light Rail
- Light Rail - New Technology
- Regional Rail
- Regional Rail - Special Events Only
- Existing Rail Corridors
- Highways

Fort Worth CBD

Dallas CBD



Corridor specific design and operation 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.

All existing railroad rights-of-way should be monitored for potential future transportation corridors. New facility locations represent transportation needs and do not reflect specific alignments.

Institutional structure being reviewed for the region.

The need for additional rail capacity in the Dallas CBD, Fort Worth CBD, DFW International Airport, and other inter-modal centers will be monitored. A grade separation is needed for the Dallas CBD second alignment.

397 Additional Rail Miles
$9.6 Billion

The Cotton Belt Corridor between DFW International Airport and PGBT includes $50 million worth of mitigation expenses to curb impacts such as noise, vibration, and visual impacts.

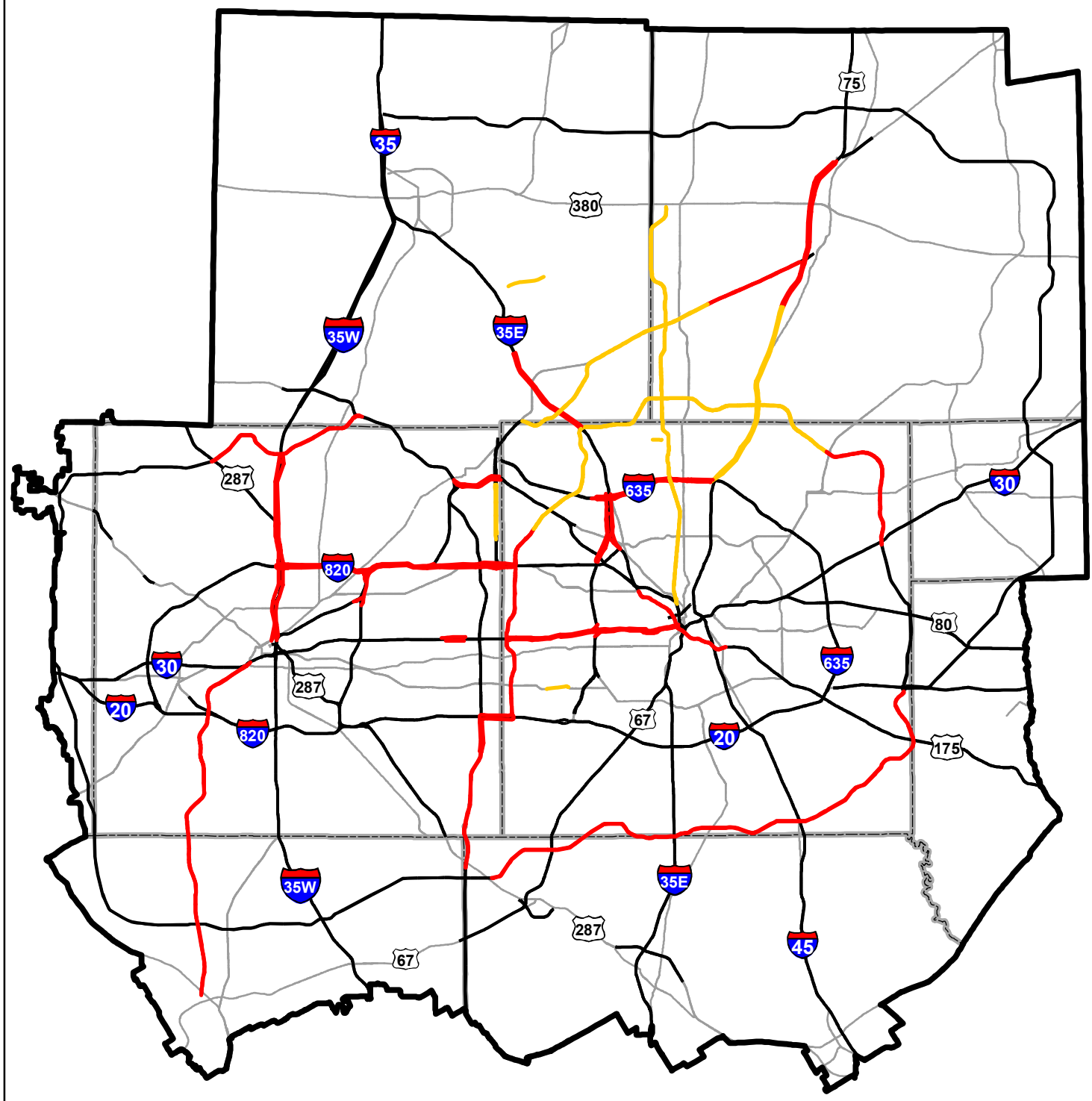
DART's proposed West Dallas rail service will be evaluated in conjunction with the Union Pacific rail line between Fort Worth and Dallas. Further evaluation is needed to prevent duplication of service, determine alignment, vehicle technology, connectivity and staging.

DART's proposed SouthPort rail line extension will be evaluated in conjunction with the Dallas to Waxahachie rail service. Further evaluation is needed to prevent duplication of service, determine alignment, vehicle technology, connectivity and staging.

North Central Texas Council of Governments
Transportation

January 11, 2007

Figure 3



Legend

- Existing Facilities (2009)
- Open to Traffic by 2015
- Mobility 2030 Roadway Network
- MPA Boundary
- County Boundaries

0 5 10 20 Miles

N

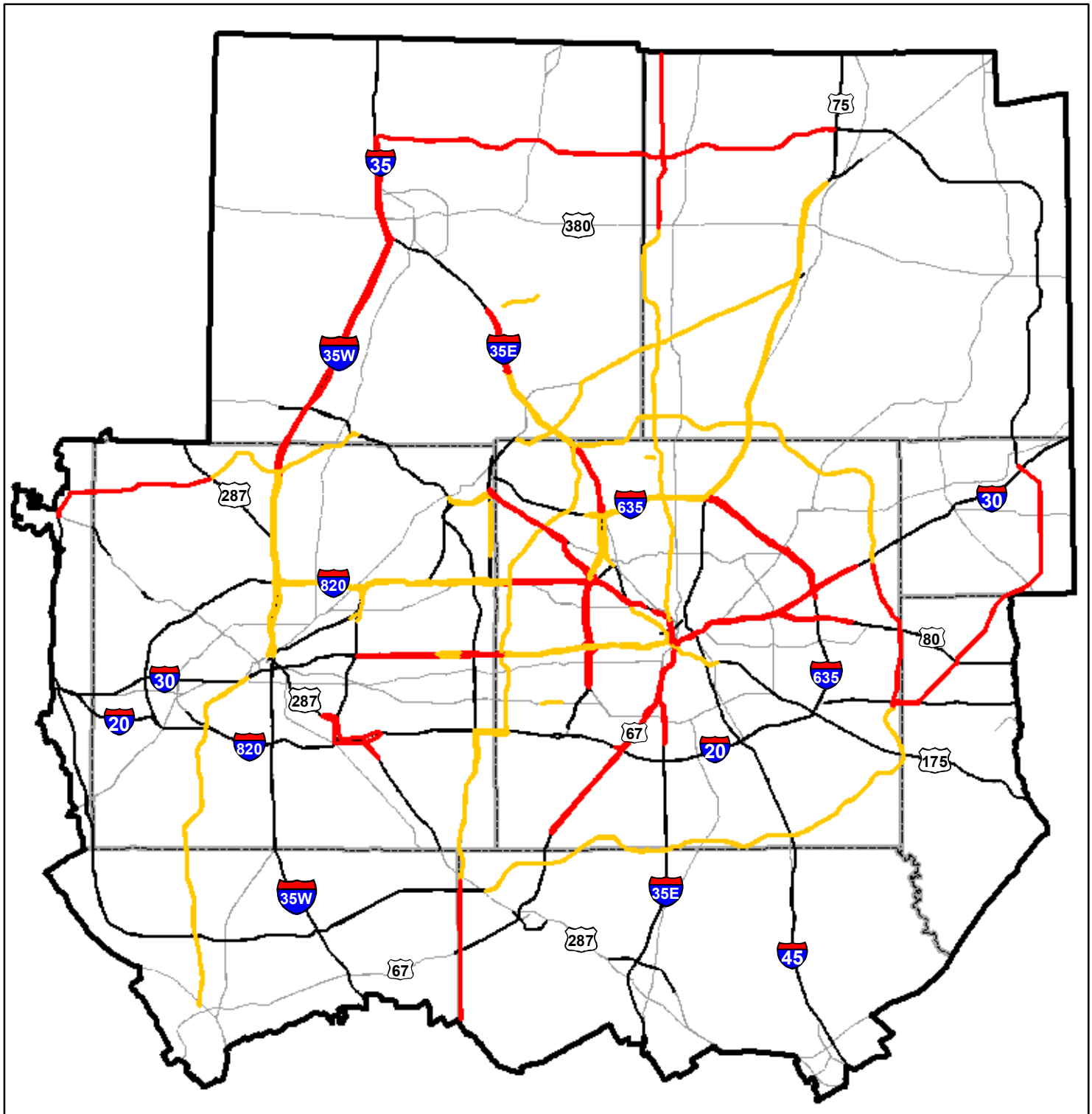
Texas Department of Transportation

Texas Department of Transportation
Tarrant County

2015 Priced Facility Network

Figure 4

Date Created: May 2008



Legend

- Existing 2015 Facilities
- Open to Traffic by 2025
- Mobility 2030 Roadway Network
- MPA Boundary
- County Boundaries

0 5 10 20 Miles

N

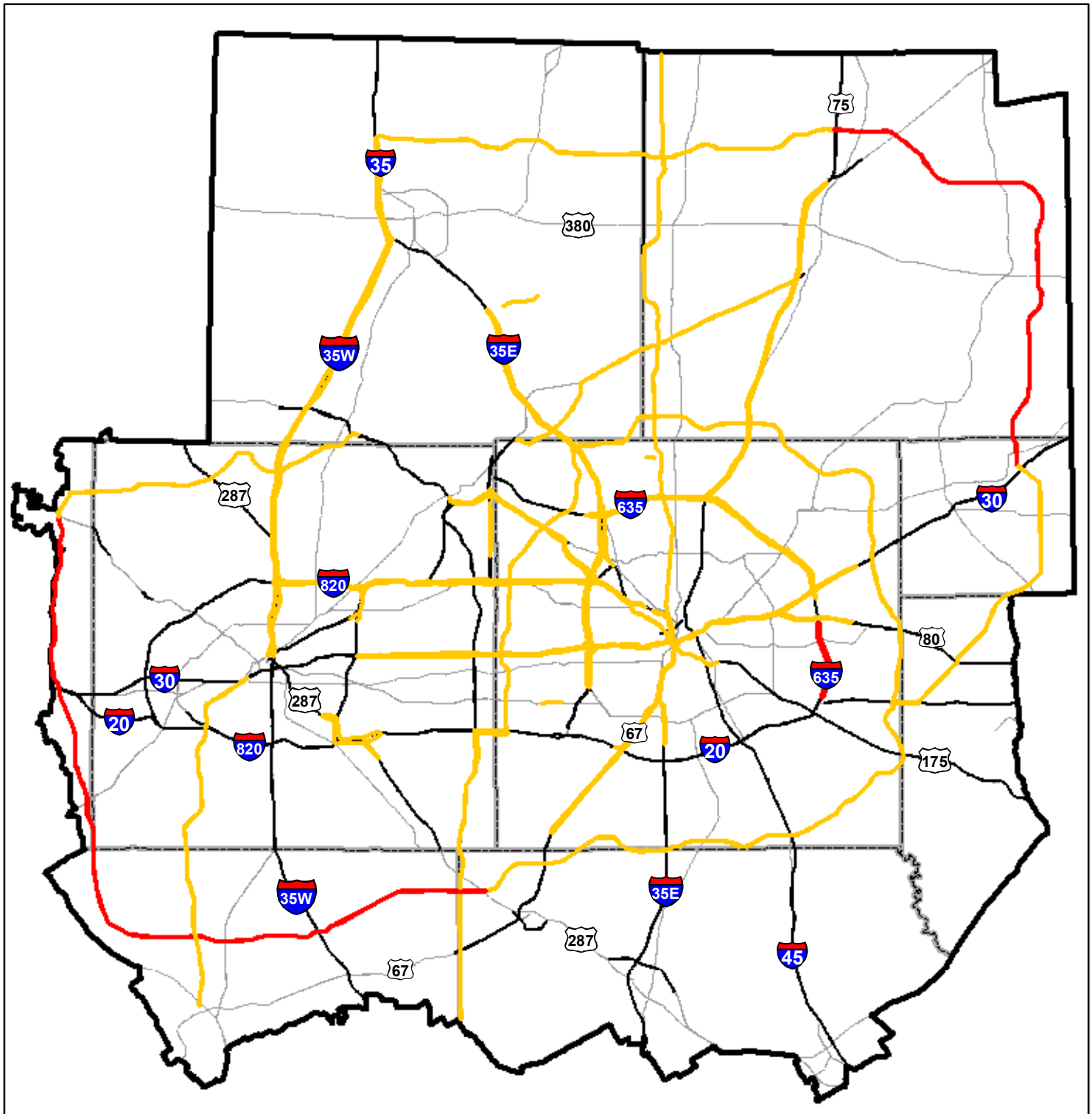
Texas Department of Transportation

Texas Department of Transportation
Tarrant County

2025 Priced Facility Network

Figure 5

Date Created: May 2008



Legend

- Existing 2025 Facilities
- Open to Traffic by 2030
- Mobility 2030 Roadway Network
- MPA Boundary
- County Boundaries

0 5 10 20 Miles

N

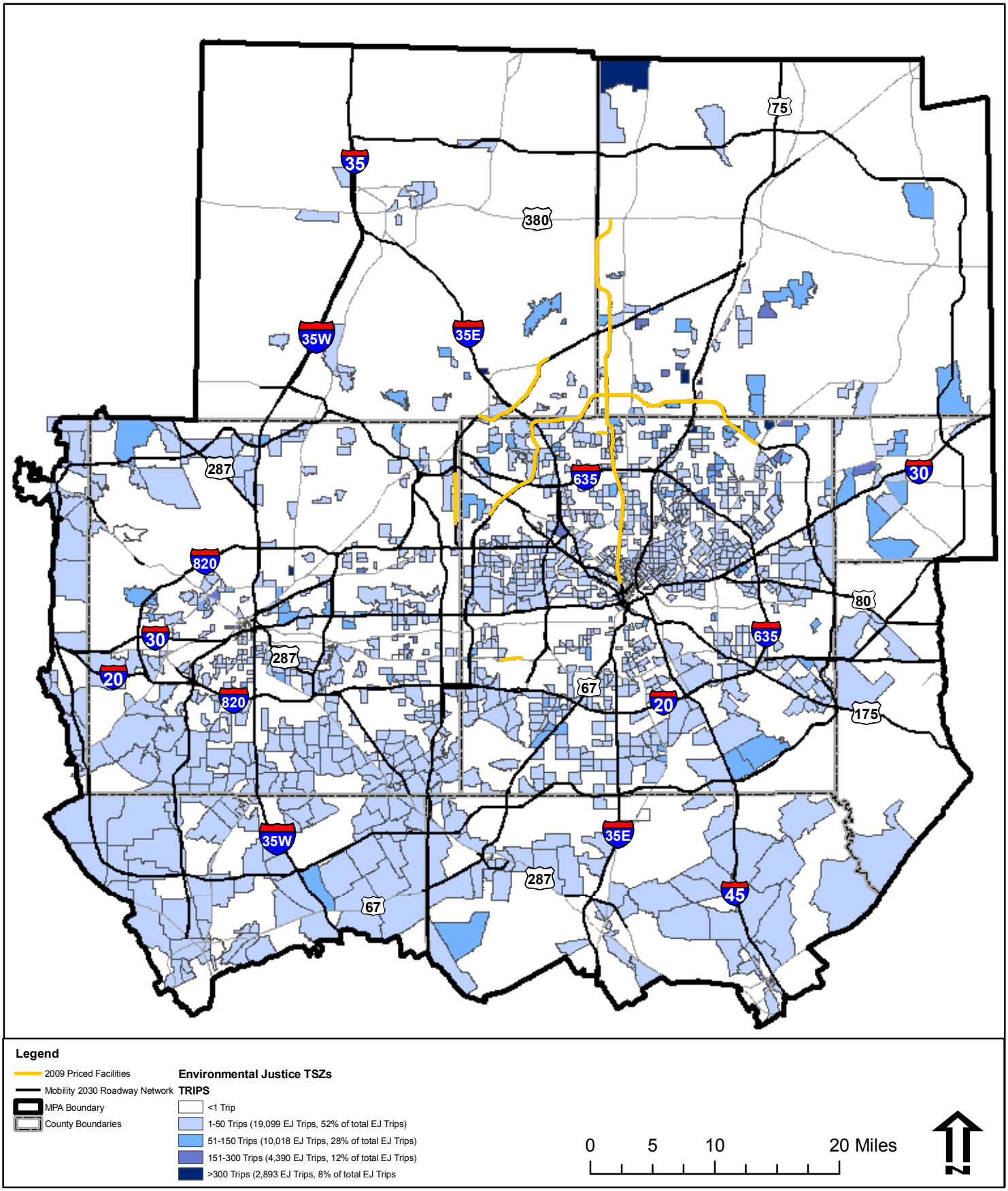
Texas Department of Transportation

Texas Department of Transportation
Tarrant County

2030 Priced Facility Network

Figure 6

Date Created: May 2008



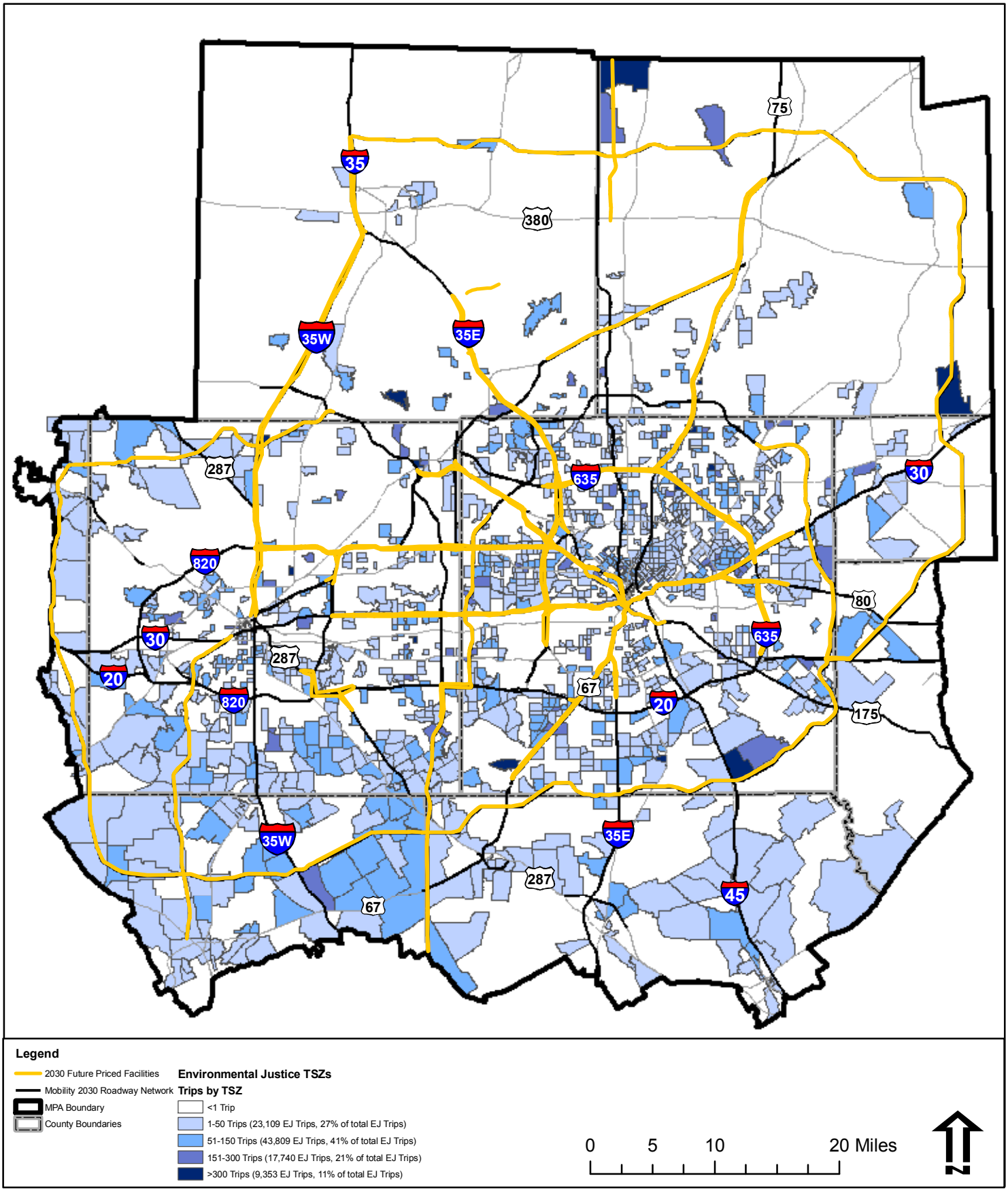
Texas Department of Transportation

Texas Department of Transportation
Tarrant County

Environmental Justice Traffic Survey Zones: Daily Trips on Existing (2009) Priced Facilities

Figure 7

Date Created: May 2008



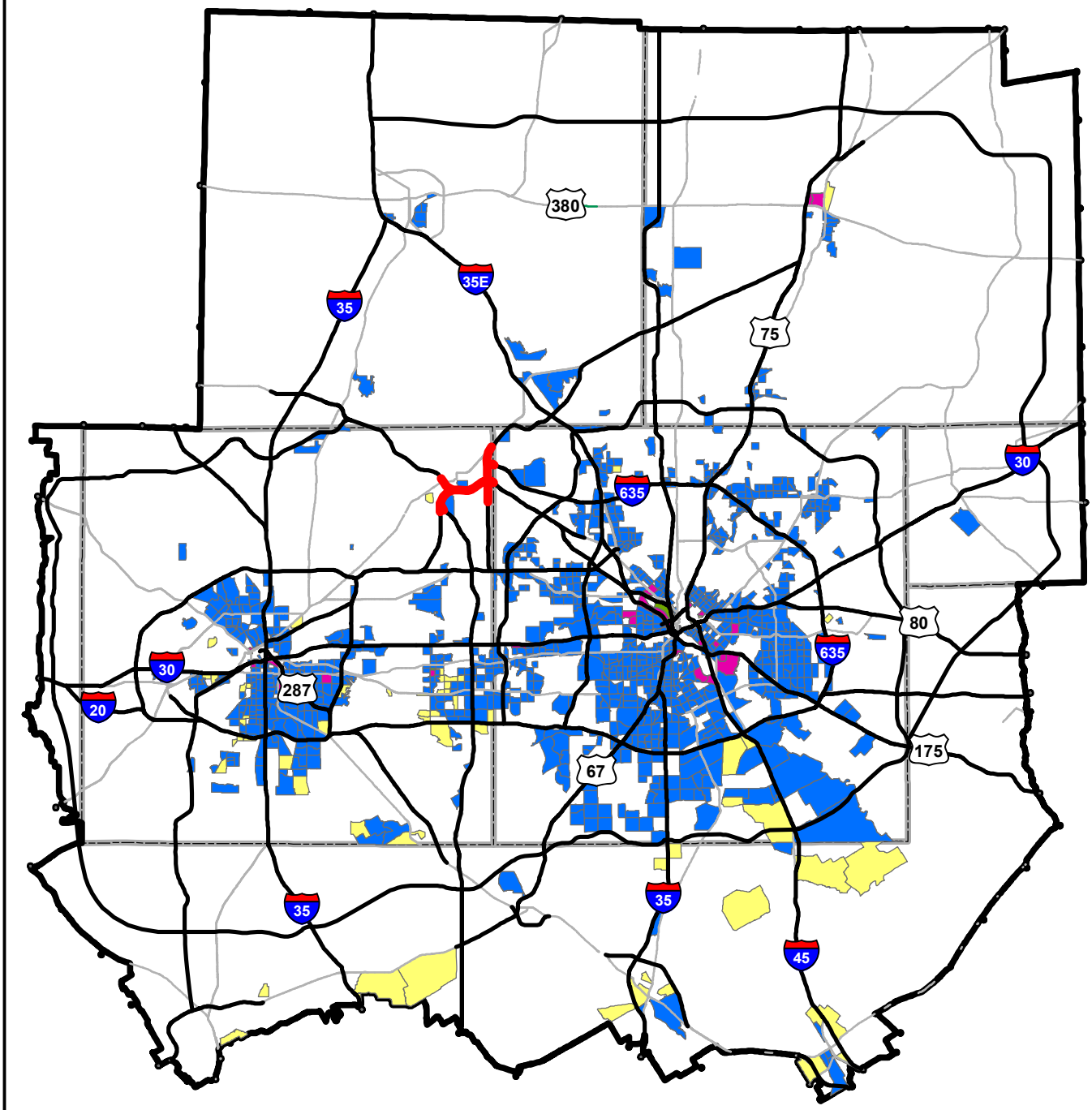
Texas Department of Transportation

Texas Department of Transportation
Tarrant County

Environmental Justice Traffic Survey Zones: Daily Trips on Future (2030) Priced Facilities

Figure 8

Date Created: May 2008



Legend

- **Proposed project**
- **Mobility 2030 Roadway Network**
- **MPA Boundary**
- **County Boundaries**

Environmental Justice TSZs Generating 1 or more trips on SH 121/SH 114 Funnel

- Low-income > 50%
- Minority > 50%
- Minority & Low-income combined > 50%
- Minority > 50% and Low-income > 50%

0 5 10 20

N

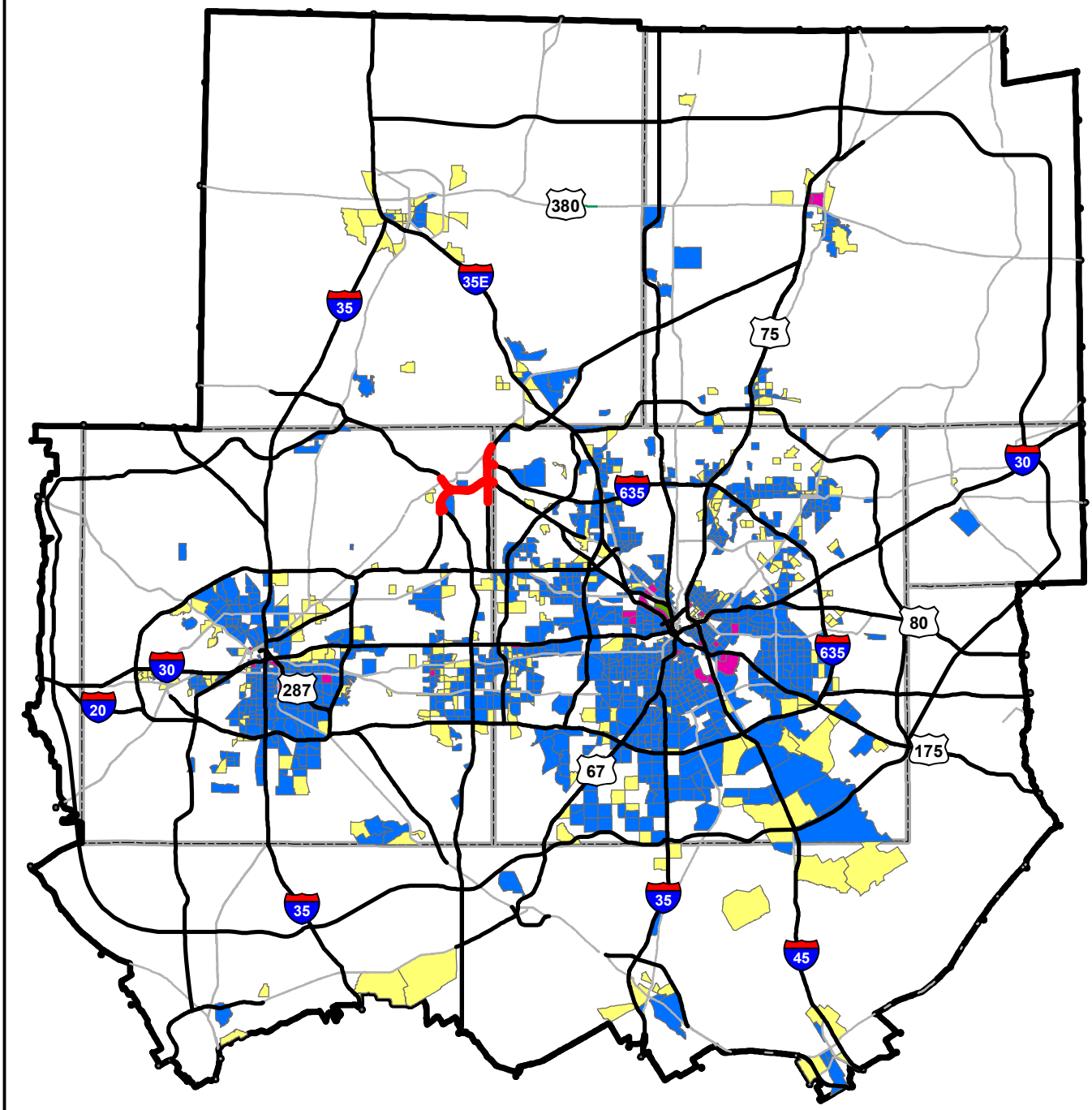
Texas Department of Transportation
Tarrant County

Environmental Justice Traffic Survey Zones: 2030 No Build Alternative

SH 121 / SH 114 Funnel

Figure 9

Date Created May 2008



Legend

- Proposed project
- Mobility 2030 Roadway Network
- MPA Boundary
- County Boundaries

Environmental Justice TSZs Generating 1 or more trips on SH 121/SH 114 Funnel

- Minority > 50% and Low-income > 50%
- Minority > 50%
- Low-income > 50%
- Minority & Low-income combined > 50%

0 5 10 20

N

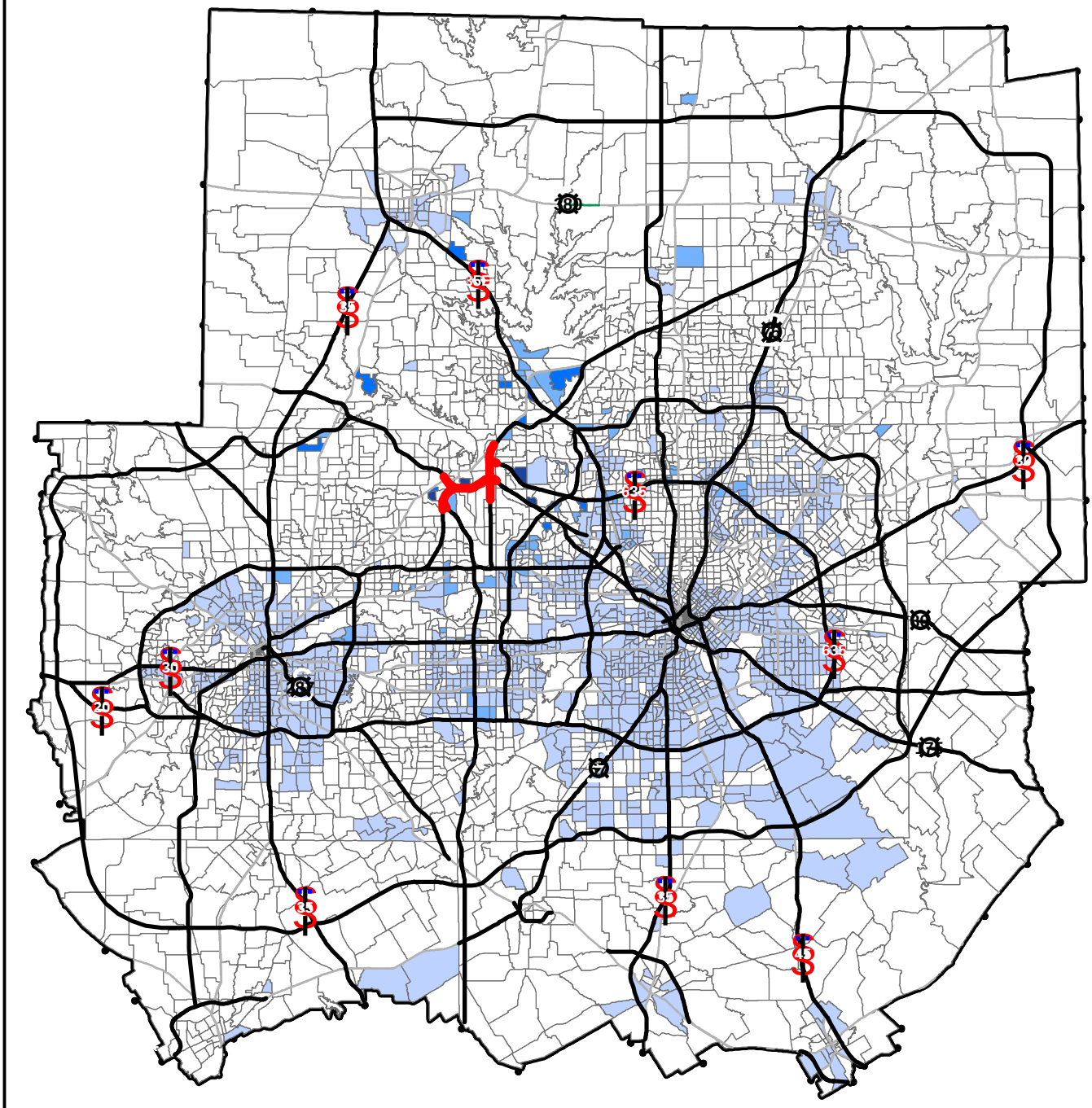
Texas Department of Transportation
Tarrant County

Environmental Justice Traffic Survey Zones: 2030 Build Alternative

SH 121 / SH 114 Funnel

Figure 10

Date Created May 2008



Legend

- Proposed project
- Mobility 2030 Roadway Network
- MPA Boundary
- County Boundaries

Environmental Justice TSZs
Trips

- <1
- 1-25 Trips (8423 EJ Trips, 62% of total EJ Trips)
- 26-75 Trips (2803 EJ Trips, 21% of total EJ Trips)
- 76-150 Trips (1174 EJ Trips, 9% of total EJ Trips)
- >150 Trips (1100 EJ Trips, 8% of total EJ Trips)

0 5 10 20

R

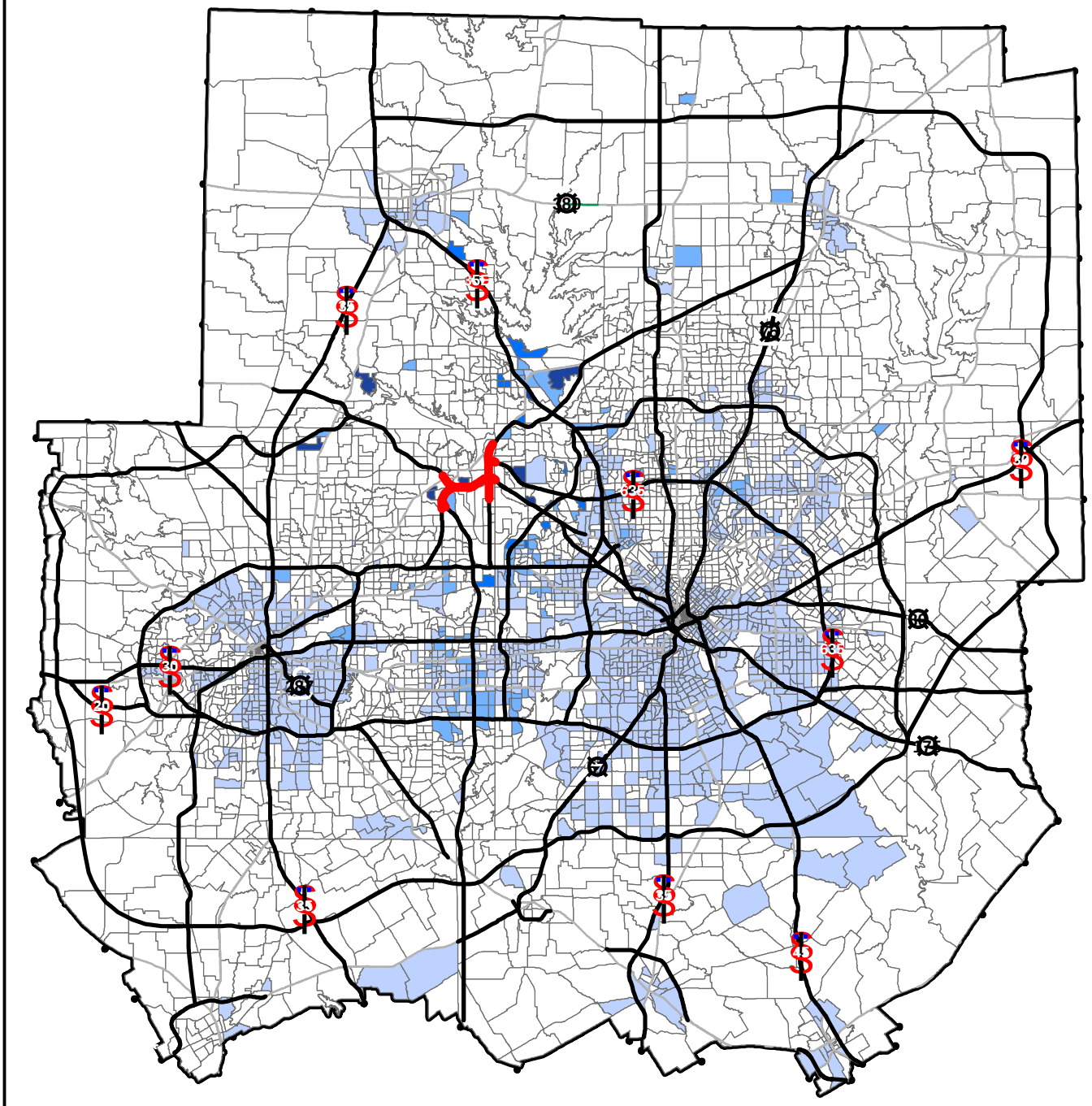
Texas Department of Transportation
Tarrant County

Environmental Justice Traffic Survey Zones: 2030 Daily Trips on No-Build Alternative

SH 121 / SH 114 Funnel

Figure 11

Date Created: Sept 2008



Legend

- Proposed project
- Mobility 2030 Roadway Network
- MPA Boundary
- County Boundaries

Environmental Justice TSZs
Trips

- <1 Trip
- 1-25 Trips (9423 EJ Trips, 56% of total EJ Trips)
- 26-75 Trips (4161 EJ Trips, 24% of total EJ Trips)
- 76-150 Trips (1340 EJ Trips, 8% of total EJ Trips)
- >150 Trips (1974 EJ Trips, 12% of total EJ Trips)

0 5 10 20

R

Texas Department of Transportation
Tarrant County

Environmental Justice Traffic Survey Zones: 2030 Daily Trips on Build Alternative

SH 121 / SH 114 Funnel

Figure 12

Date Created: Sept 2008