

# Memorandum



CITY OF DALLAS

DATE September 24, 2010

TO Members of the Transportation and Environment Committee and Quality of Life Committee: Linda Koop (Chair, Transportation and Environment), Sheffie Kadane (Vice Chair, Transportation and Environment), Pauline Medrano (Chair, Quality of Life), Vonciel Jones Hill (Vice Chair, Quality of Life) Jerry R. Allen, Tennell Atkins, Carolyn R. Davis, Delia Jasso, Angela Hunt, Ron Natinsky, David A. Neumann, Steve Salazar

SUBJECT Vision North Texas – North Texas 2050

At the Joint Transportation and Environment and Quality of Life Committee Meeting on Monday, September 27, 2010, Mike Eastland, Executive Director, North Central Texas Council of Governments, will present a briefing on "Vision North Texas – North Texas 2050. Please feel free to contact me if you need additional information.

A handwritten signature in cursive script, reading "Jill Jordan".

Jill A. Jordan, P.E.  
Assistant City Manager

cc: Honorable Mayor and Members of the City Council  
Mary K. Suhm, City Manager  
Deborah A. Watkins, City Secretary  
Thomas P. Perkins, Jr., City Attorney  
Craig D. Kinton, City Auditor  
Judge C. Victor Lander, Administrative Judge Municipal Court  
Ryan S. Evans, First Assistant City Manager  
Forest E. Turner, Assistant City Manager  
A.C. Gonzalez, Assistant City Manager  
Jeanne Chipperfield, Chief Financial Officer  
Frank Libro, Public Information Office  
Helena Stevens-Thompson, Assistant to the City Manager  
Edward Scott, Director, Controller's Office

# Vision North Texas

## North Texas 2050

Joint Transportation and  
Environment & Quality of Life  
Committee  
September 27, 2010



# What is Vision North Texas?

- Private-public-academic partnership begun in 2004
  - ULI, NCTCOG, UTA are Charter sponsors
- VNT Management Committee provides overall direction
- VNT Advisory Committee provides expert input on wide variety of issues
- VNT Research Team has provides technical support
- Process involves:
  - Extensive stakeholder input
  - Research by experts in diverse fields
  - Direction from regional leaders



# Vision North Texas Objectives

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- Increase awareness about expected growth
- Serve as a forum for dialogue among all stakeholders about critical issues
- Build support for initiatives that create a successful and sustainable future for North Texas

- Fernando Costa, Chair – City of Fort Worth
- Lyle Dresher – Small City (City of Argyle)
- Mike Eastland – North Central Texas Council of Governments
- Lois Finkelman – Environmental (The National Recreation & Park Association)
- Robert Folzenlogen – Development (Hillwood Properties)
- Don Gatzke – University of Texas at Arlington
- Ann Kovitch – Urban Design (Halff Associates)
- Ron Natinsky – City of Dallas
- Danny Scarth – City of Fort Worth
- John Walsh – Urban Land Institute North Texas

# Regional Stakeholders

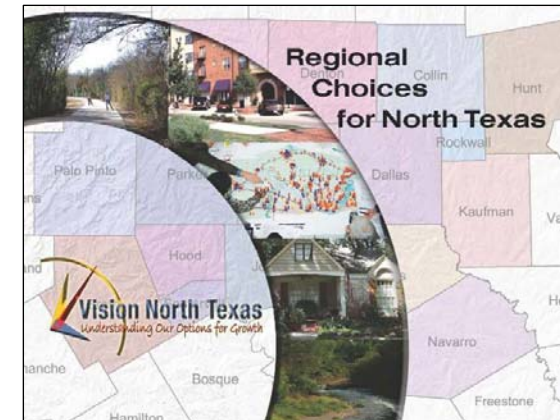
Stakeholders from around the region have been involved and engaged at workshops and Regional Summits throughout the entire process of Vision North Texas



# Vision North Texas Major Events



- Regional Visioning Workshop 2005
- Leadership Summit 2006
- Four Subregional Workshops 2007-2008
- Regional Summit 2008
- NCTCOG General Assembly Workshop June 2009
- Review of Alternative Futures Sept 2009
- Regional Summit March 2010



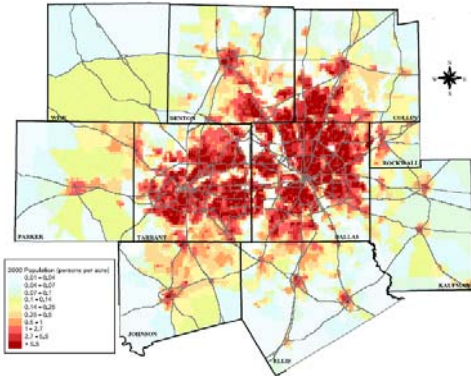
- Increase awareness about expected growth
  - What are the issues that the region faces if we continue with “Business as Usual” growth pattern?
- Serve as a forum for dialogue among all stakeholders about critical issues
- Build support for initiatives that create a successful and sustainable future for North Texas

# Awareness & Dialogue



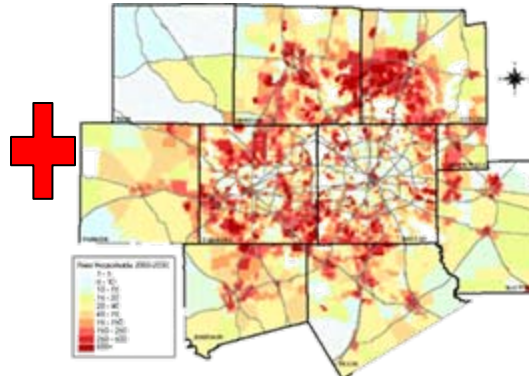
# Projected Growth - BAU

1.9 Million HH



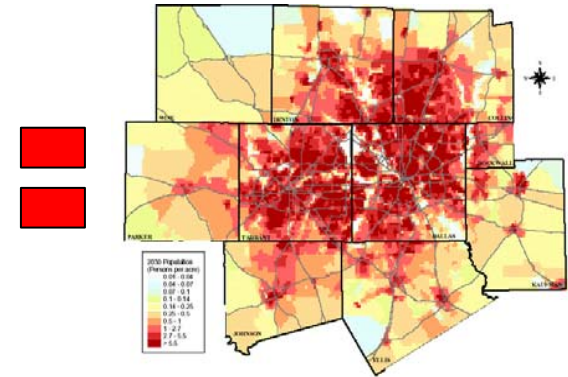
Year 2000

1.5 Million HH

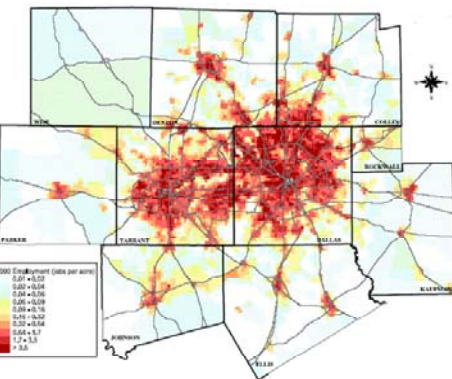


NCTCOG  
2000-2030  
Forecast

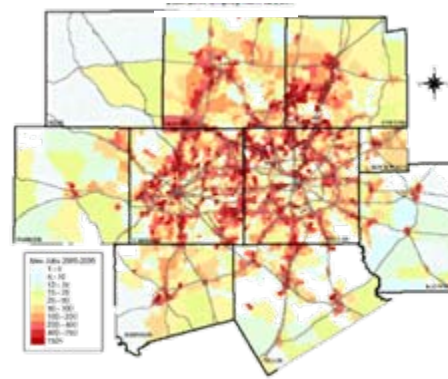
3.4 Million HH



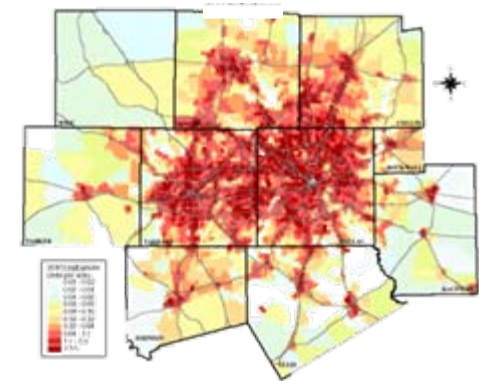
Year 2030



3.1 Million Jobs



2.3 Million Jobs



5.4 Million Jobs

# This is the adopted Mobility 2030 Plan



The Metropolitan  
Transportation Plan

## Funded Roadway Recommendations

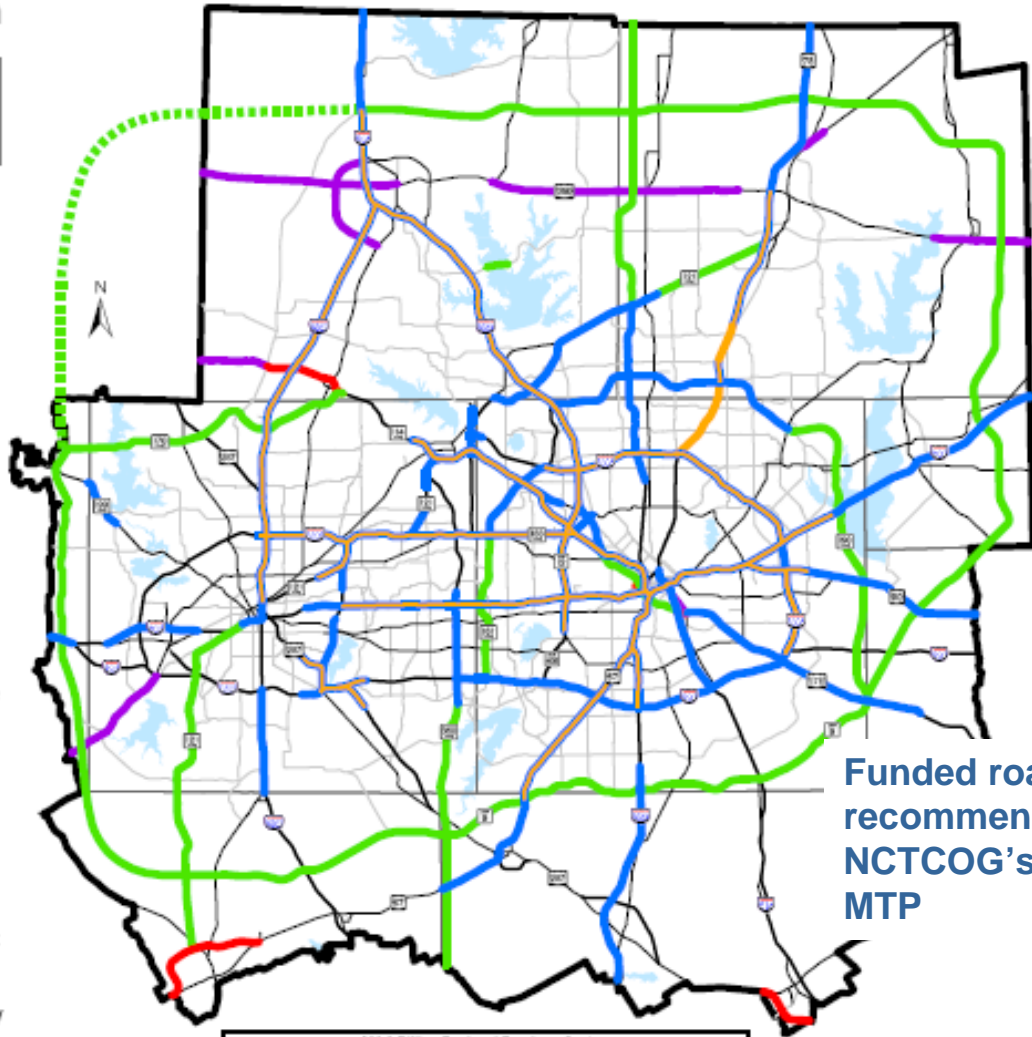
### Legend

- 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



Funded roadway recommendations in NCTCOG's current MTP

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

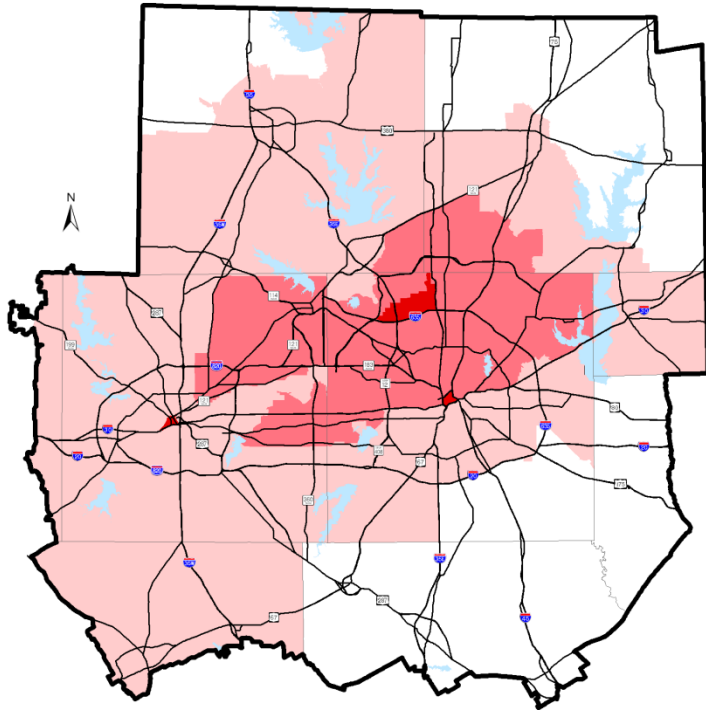
Operational strategies to manage the flow of traffic should be considered in the corridors where additional freeway or tollway lanes are being considered.

<p>96.9 Billion Regional Roadway System</p> <p>Additional Freeway/Tollway lane miles = 3,500</p> <p>Additional HOV/Managed lane miles = 730</p>
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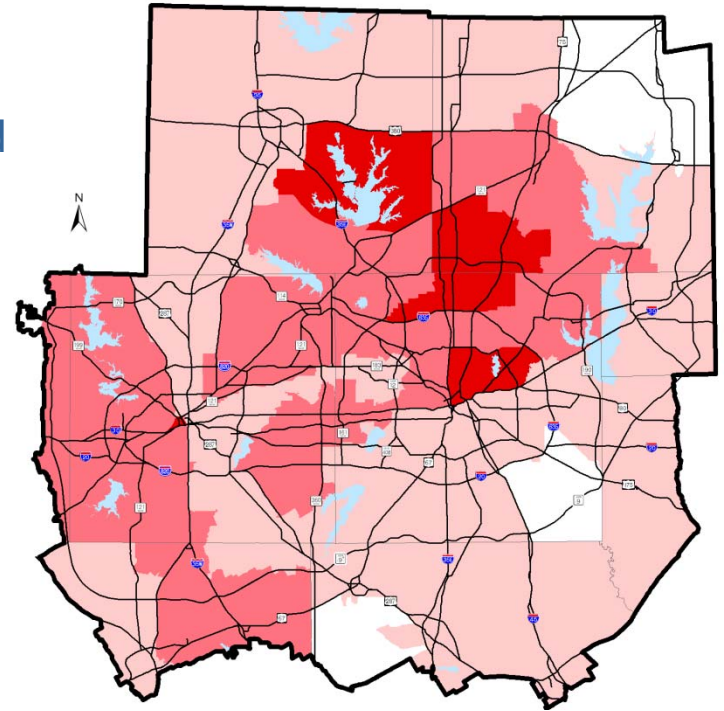
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Council of Governments  
Transportation

# Even with \$71 billion we'd have more congestion in 2030



2007

- Rail
- HOV/ Managed
- Tollways
- Freeways
- Intelligent Transportation Systems
- And more



2030

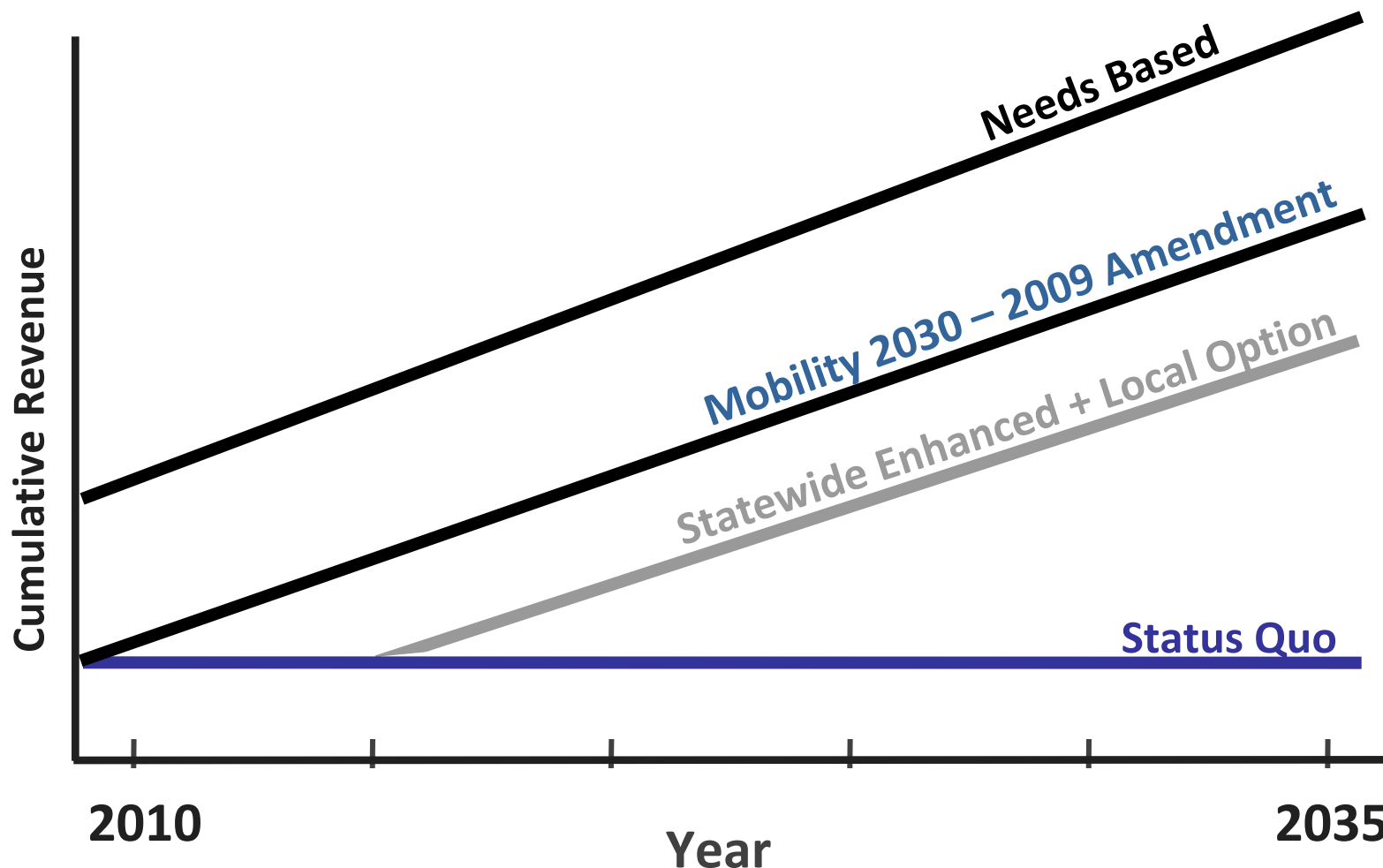
## Legend

- Areas with No Congestion
- Areas with Light Congestion
- Areas with Moderate Congestion
- Areas with Severe Congestion
- Roadways

## Demographic Changes:

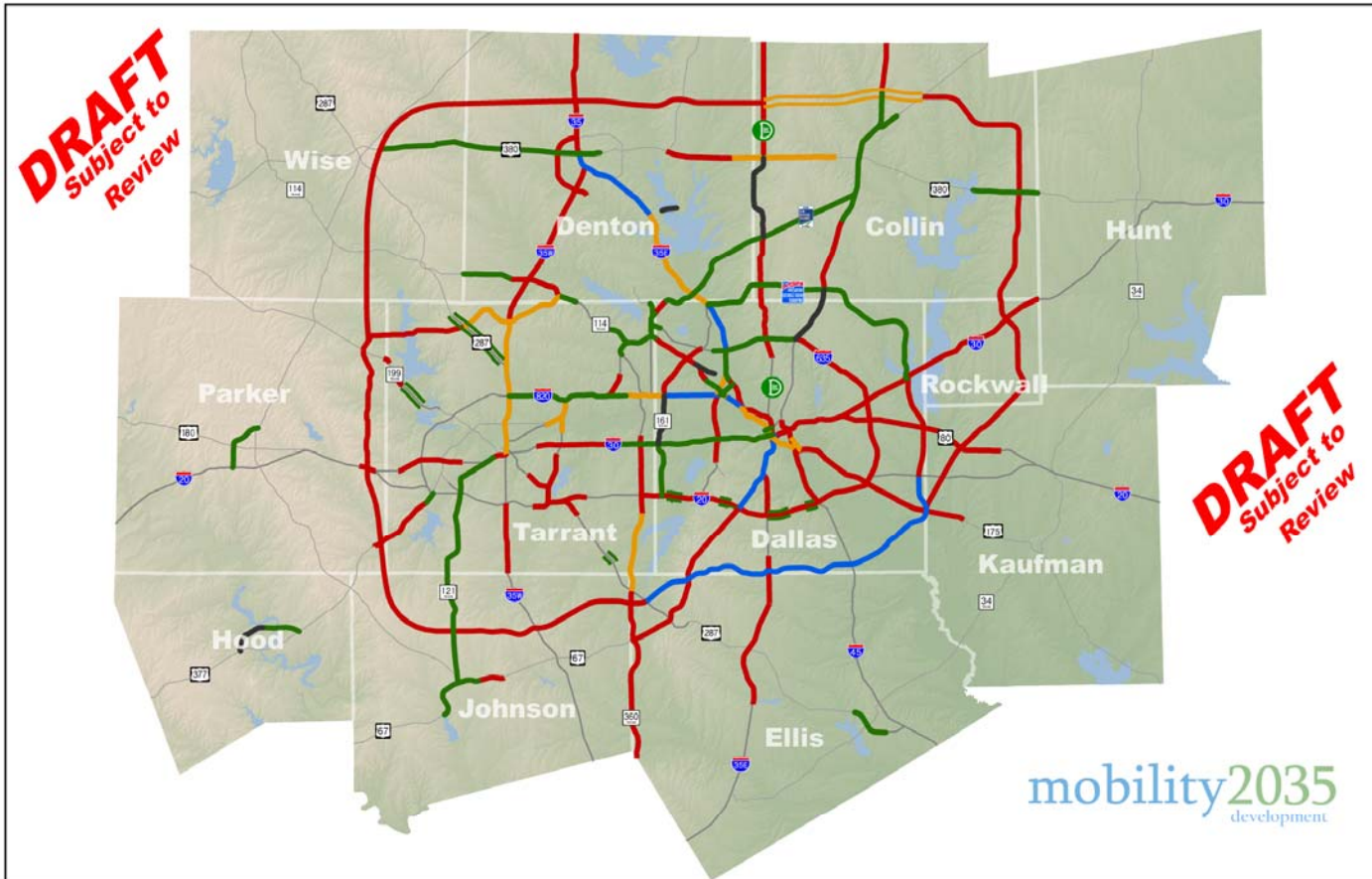
- 2.6 million additional persons
- 1.6 million new jobs

# Now examining financial scenarios for 2035



NCTCOG's Transportation Department is evaluating three financial scenarios for the next MTP based on different levels of funding: Status Quo, Statewide Enhanced, and Statewide Enhanced + Local Option (Local Initiative)

# Status Quo Financial Scenario



- Fewest projects “Under Construction / Funded” (green) in this scenario

- Several projects shown as “Partially Funded / Potential Funding Available” (yellow)

- Many projects would be removed from plan (red)

Less Cumulative Revenue

## Status Quo Financial Scenario\* - Roadway

- Possible Projects Affected by Current Funding Constraints**
- Complete
  - Under Construction / Funded
  - Partially Funded / Potential Funding Available
  - Local / Private Participation
  - Unfunded
  - Major Roads



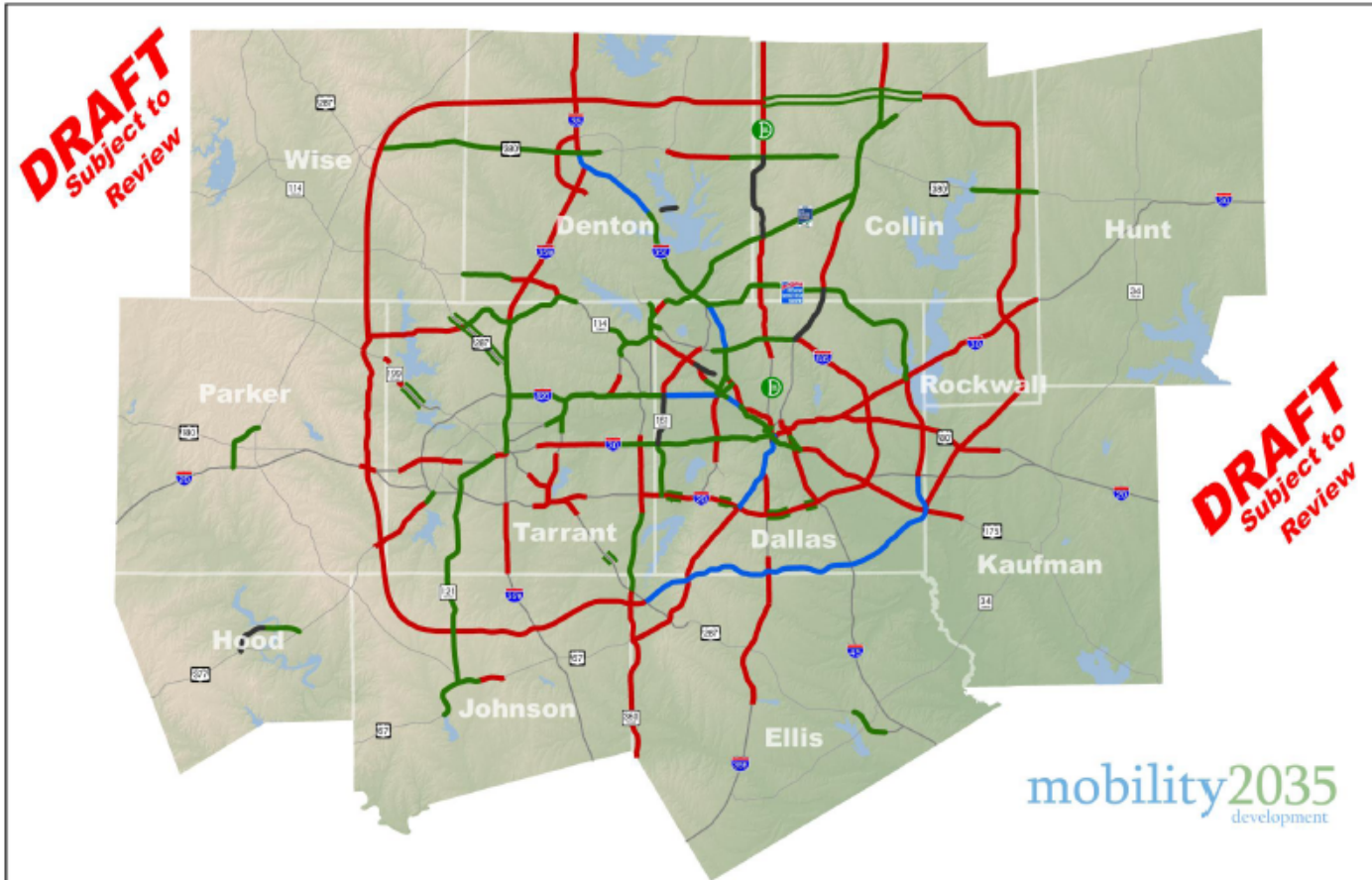
\*Roadway projects identified as unfunded or partially funded in TxDOT Unified Transportation Plan or through pricing options.



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July 14, 2010

# Statewide Enhanced Financial Scenario



Projects shown as “Partially Funded / Potential Funding Available” in the Status Quo scenario are shown as “Under Construction / Funded” (green) in this scenario

## Statewide Enhanced Financial Scenario\* - Roadway

- Possible Projects Affected by Current Funding Constraints**
- Complete
  - Under Construction / Funded \*
  - Local / Private Participation
  - Unfunded
- Major Roads



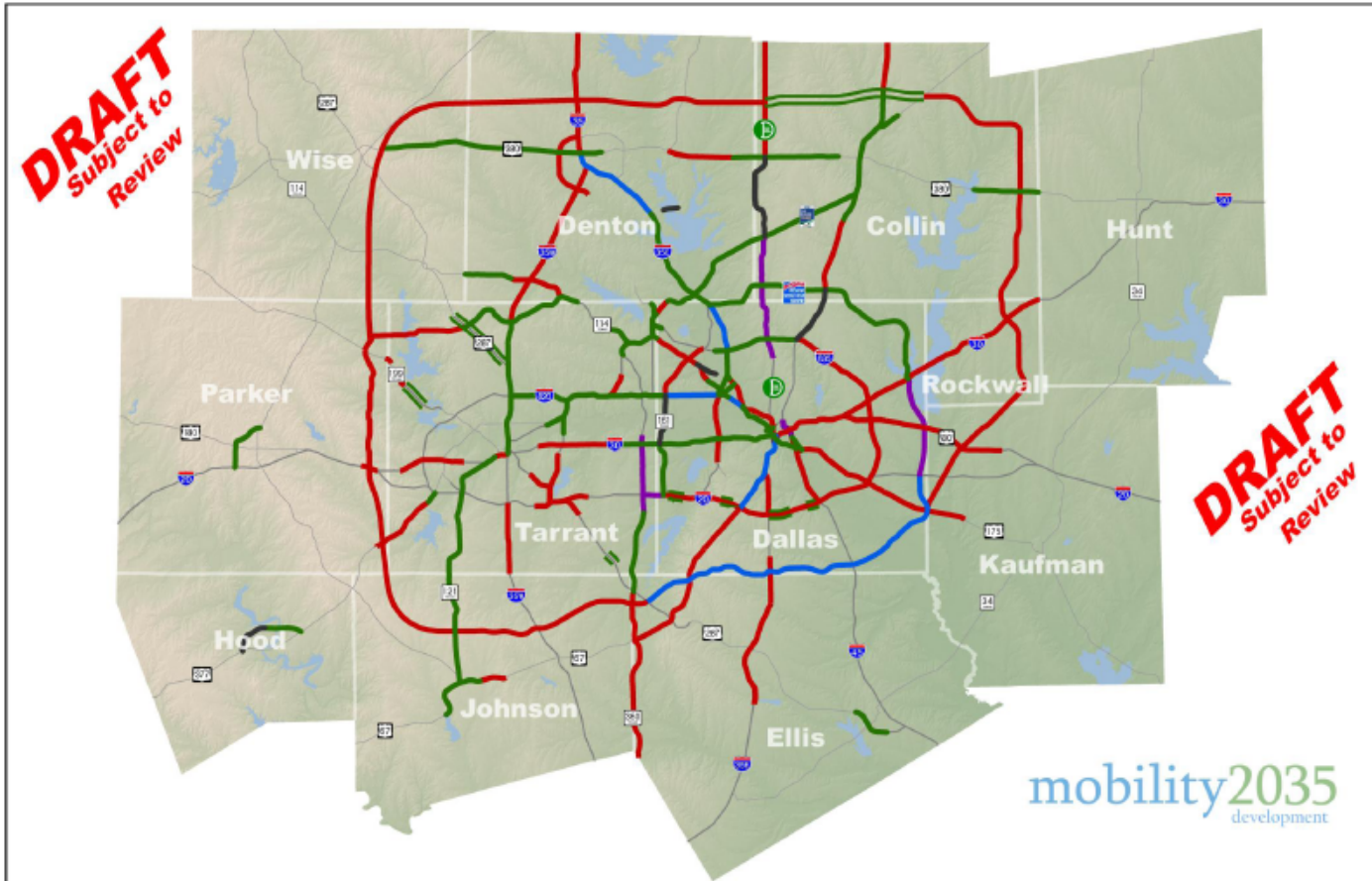
\*Roadway improvements are based on the assumption that Statewide Enhanced dollars go toward capacity improvement rather than maintenance. Additional funding for projects require legislative action.



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# Local Initiative Financial Scenario



Several roads identified as “unfunded” in the Statewide Enhanced scenario are shown as funded by “local initiative” (purple) in this scenario

More Cumulative Revenue

## Local Initiative Financial Scenario\* - Roadway

- Possible Projects Affected by Current Funding Constraints**
- Complete
  - Under Construction or Funded
  - Local / Private Participation
  - Local Initiative \*
  - Unfunded
  - Major Roads



\* Additional funding for projects requires legislative action.

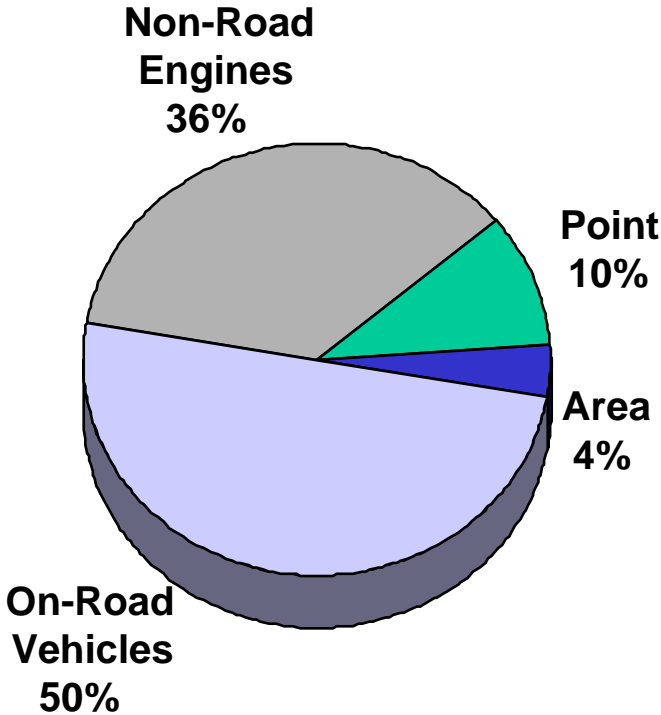


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# Projected Growth & Air Quality

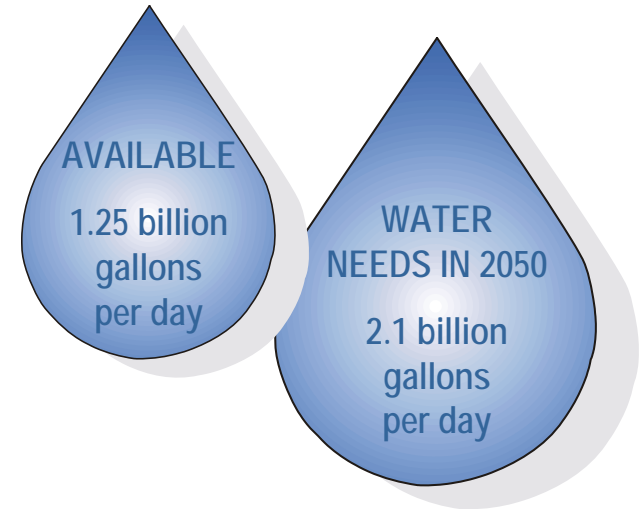
- Urbanized area of the region violates the 8-hour federal health standard for ground level ozone
- Transportation funding is dependent on air quality conformity
- Mobile Sources are the leading cause of Nitrogen Oxide emissions
- TCEQ is in the process of developing an 8-hour ozone attainment demonstration State Implementation Plan



Source: Revisions To The State Implementation Plan for the Control of Ozone Air Pollution - Attainment Demonstration for the Dallas/Fort Worth Ozone Nonattainment Area, TNRCC, February 24, 1999, Figure 2.7-4

# Projected Growth & Water Supply

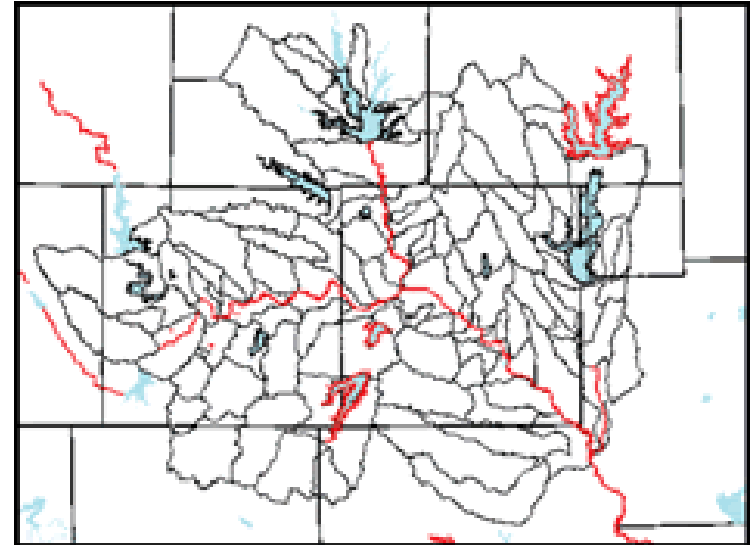
- By 2050, DFW urban counties<sup>1</sup> will require 2.1 billion gallons per day
- Available supplies would provide 1.25 billion gallons per day, representing a significant shortfall
- Satisfying demand will require:
  - Development of a major lake in East Texas and/or purchase of developed water from Oklahoma or other Texas sources
  - Increased reuse of treated wastewater
  - Local conservation programs
  - Protection of existing sources



<sup>1</sup> Collin, Dallas, Denton, Tarrant Counties from Final Draft 2011 Region C Water Plan

# Projected Growth & the Environment

- Each of our major rivers have sections that do not meet the state's designated water quality standards
- Storm water runoff from increases in impervious area may cause flooding, stream bank erosion, and pollution of streams and lakes
- More than 100 local governments are required in state-issued permits to address storm water pollution from development & redevelopment
- Loss of open space & Insufficient natural areas with functioning ecological systems in developed areas



# Vision North Texas Objectives

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- Increase awareness about expected growth
- Serve as a forum for dialogue among all stakeholders about critical issues
  - How can we better accommodate anticipated growth?
- Build support for initiatives that create a successful and sustainable future for North Texas

# Vision North Texas Approach

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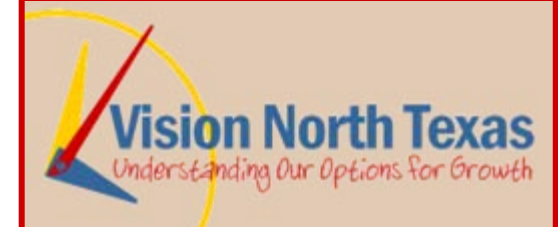


- Vision North Texas has and will continue to seek collaborative solutions to solve regional problems
- VNT seeks to better accommodate future growth by promoting more efficient development patterns and practices to the region
  - NOT by limiting growth
  - NOT by dictating where growth should occur
- We start with the VNT “Vision” and “Guiding Principles”

# A Vision for North Texas

North Texas is recognized worldwide as a region that sustains its economic success and vitality because it contains many distinctive and highly desirable communities, supports innovative people and businesses and nurtures its varied natural assets.

- It contains diverse neighborhoods, mixed use centers and communities that appeal to people of all income levels and at all stages of their lives.
- It is a preferred location for the employees and businesses that comprise the broad-based and innovative local economy.
- It offers residents and businesses access to resources and opportunities that lead to their long-term success.
- It protects, manages and enhances critical natural areas and uses energy and natural resources responsibly.
- It supports resilient and effective responses to change through collaboration and cooperation within the region.



# VNT Guiding Principles

- 1. Development Diversity** – Meet the needs of changing markets by providing a mix of development options and land use types in communities throughout the region.
- 2. Efficient Growth** – Promote reinvestment and redevelopment in areas with existing infrastructure, ensure that new infrastructure supports orderly and sustainable growth, and provide coordinated regional systems of natural and built infrastructure.
- 3. Pedestrian Design** – Create and connect pedestrian-(and bicyclist) oriented neighborhoods, centers and places throughout the region.



- 4. Housing Choice** – Sustain and facilitate a range of housing opportunities and choices that meet the needs of residents of all economic levels and at all stages of life.
- 5. Activity Centers** – Create mixed use developments that are centers of neighborhoods and community activities and serve as hubs of non-automobile transportation systems.
- 6. Environmental Stewardship** – Protect, retain or enhance the region's important natural assets (including its air, water, land and forests) and integrate these natural features and systems into the character of the region's communities and the experiences of its residents.



# VNT Guiding Principles

**7. Quality Places** – Strengthen the identities of the region’s diverse communities through preservation of significant historic structures and natural assets, creation of new landmarks and gathering spaces, use of compatible architectural and landscape design, and support for the activities and institutions that make each community unique.

**8. Efficient Mobility Options** – Invest in transportation systems, facilities and operations that provide multi-modal choices for the efficient and sustainable movement of people, goods, and services.

**9. Resource Efficiency** – Design buildings, sites, communities and regional systems to use water, energy, and renewable resources responsibly, effectively and efficiently, and to retain non-renewable resources for the use of future generations.

**10. Educational Opportunity** – Provide opportunities for all North Texans to have access to the schools, people and technology they need for success in learning throughout their lives.



**11. Healthy Communities** – Identify and support functional, sustainable infrastructure and institutions that offer North Texans access to affordable, nutritious foods, opportunities for physical activity, and access to wellness and primary care services.

**12. Implementation** – Achieve the region’s vision by adoption of compatible comprehensive plans and ordinances for cities and consistent investment plans for regional systems; involve citizens and stakeholders in all aspects of these planning processes.

# Vision North Texas Objectives

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- Increase awareness about expected growth
- Serve as a forum for dialogue among all stakeholders about critical issues
- Build support for initiatives that create a successful and sustainable future for North Texas
  - What are the next steps to move the initiative forward?

# VNT Moving Forward

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- Promote the VNT Vision, Principles, and recommendations to elected officials, development interests, and the public
- Create working committee(s) of public and private entities to provide input on specific initiatives
- Develop better tools for demographic and transportation forecasting to allow for testing different development scenarios
- Conduct research on existing and emerging best practices for sustainable development

# VNT Moving Forward



- Develop tools and processes that can foster more sustainable development
  - Seek more compact, mixed-use, walkable development with access to transit
  - Have local comprehensive plans embrace the 12 guiding principles
  - Better use existing infrastructure & support economic development through infill and reinvestment
  - Do “greenprinting” to preserve green spaces and natural assets
  - Promote uniqueness of existing “separate communities”
  - Increase local food production & improve access to healthy foods