

## North Texas 2050 Action Package

<b>Issue</b>		<b>Transportation</b>	
Action Tool Title		Controlled-access facilities	
<b>Description of the tool:</b>		Implementation of High Occupancy Vehicle (HOV) and/or managed facility	
How Well Does It Work?			
<b>How valuable is this tool? How important is its contribution to achieving North Texas' vision for the future?</b>		Images to illustrate the tool:	
<p>A critical component of the Dallas-Fort Worth (DFW) Metropolitan Transportation System is the regional freeway and tollway systems, which are typically characterized by controlled-access general purpose lanes, high occupancy vehicle (HOV) lanes, managed lanes, and frontage roads. Despite ongoing technological advances, expanded transit systems, and increased awareness/sensitivity to environmental concerns, there will continue to be significant demand placed on the regional freeway/tollway systems. The continued demand will warrant continued system improvement and expansion well into the future. All proposed congestion management system strategies, rail and bus transit recommendations, and HOV and/or managed facility recommendations are included in the <a href="#">Mobility 2030: The Metropolitan Transportation Plan for the Dallas-Fort Worth Area, 2009 Amendment</a> prior to analyzing additional capacity needs. This approach assumes that the travel demand is first met through those projects and strategies that have the most air quality benefits and are generally lower in cost before adding single occupant vehicle capacity.</p>			
<b>How does it actually work?</b>			
<p>The process to evaluate potential improvements and identify specific recommendations on controlled-access facilities in the Mobility Plan 2030-2009 Amendment were developed in such a way that the most beneficial air quality projects and programs were evaluated first, and the more traditional major capital intensive projects, if they could be afforded both from a financial and air quality standpoint, were evaluated next. To begin evaluating projects for inclusion in the plan, the recommendations from previous metropolitan transportation plans were reviewed. Discussions with the Texas Department of Transportation (TxDOT) and the North Texas Tollway Authority (NTTA) were conducted to ensure that the proposed recommendations reflect the latest results from all ongoing corridor studies, environmental assessments, environmental impact statements, and advanced planning studies.</p>			
<b>What are the costs and who will they affect?</b>		<b>What are the benefits and who will they help?</b>	
Federal and State Funds		Local Governments in travel demand management	
		Decreased traffic congestion in the NorthTexas Region	
<b>What are the biggest stumbling blocks?</b>		<b>How can they be addressed?</b>	
Ongoing Funding		Seek Federal and State Funds	
Local Government Partnership		Innovative Partnerships	
ROW acquisition		Innovative Partnerships	
Who Would be Responsible?			
<b>Primary (lead) responsibility</b>		NCTCOG	
<b>Secondary responsibility</b>		Local Governments	
<b>Need for coordination</b>		Federal, State and Local Transportation agencies	

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<b>How Should it be Funded?</b>		
<b>Primary (lead) responsibility</b>	Regional Transportation Council (RTC) and NCTCOG	
<b>Secondary responsibility</b>	Local Governments	
<b>How Does It Connect?</b>		
<b>What other VNT issues are helped by this tool?</b>	Diverse, Distinct Communities	
<b>What other VNT issues could be hurt by this tool?</b>	Connected Centers	
<b>How Should It Be Implemented?</b>		
<b>What will be done?</b>	<b>When will it happen?</b>	
<ul style="list-style-type: none"> <li>• First step for action</li> <li>• Following steps for action</li> </ul> add additional steps as appropriate	Under Implementation	
<b>What Examples Can We Follow?</b>		
North Texas Case Studies	<a href="http://www.nctcog.org/TRANS/corridor/studies.asp">http://www.nctcog.org/TRANS/corridor/studies.asp</a>	
Other Texas Case Studies		
Other U.S. Case Studies		
Supporting Research		
Related Information		
<b>Acknowledgements</b>		
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