

1980 Transportation Program

Executive Summary

The annual Transportation Program is the major expression of the total transportation planning process in the Dallas-Fort Worth urbanized area. Prepared by the North Central Texas Council of Governments, as the Metropolitan Planning Organization (MPO) staff, the document is directed and given approval by the Regional Transportation Council as the MPO policy body. Cooperating in the preparation of the document are the State Department of Highways and Public Transportation Regional Planning Office; Dallas and Tarrant Counties; the Cities of Dallas, Fort Worth, Arlington, Garland, Grand Prairie, Irving, Lewisville, Mesquite, Plano and Richardson; Dallas Transit System and CITRAN of Fort Worth; SURTRAN; Dallas/Fort Worth Airport Board; local airport operators; and private transit providers.

The production of the 1980 Transportation Program represents the fruition of the transportation planning process which results annually in a program of action of transportation improvements. This document provides additional information which allows the U.S. Department of Transportation to continue certification of the North Central



Dallas County Judge Garry Weber, Fort Worth Mayor Woodie Woods, Dallas Mayor Bob Folsom, and Tarrant County Judge Mike Moncrief Exchange Resolutions Initiating Regional Transportation Authority

Texas transportation planning process, and to accept the Transportation Improvement Program - Chapter X - as a basis for programming capital and operating funds for highway, transit, and airport projects. As support for the listing of capital improvements summarized in Chapter X, the 1980 Transportation Program includes a review of the following:

- the 1990 Total Transportation Plan, as approved by the Regional Transportation Policy Advisory Committee in 1974, and reaffirmed or modified annually;
- a Transportation System Management Element to provide coordination of the modal elements of the total urban transportation system through operating, regulatory, and service policies so as to achieve maximum efficiency and productivity for the system as a whole; and
- discussion of the regional economy, the population changes in the region, and the transportation system conditions to provide information which is supportive of the planning and management processes.

The Transportation Program is designed to do more than fulfill federal requirements. The annual production of the Program, and the resulting document, also allows detailed scrutiny of the process itself by the local elected officials who serve the area as the transportation policy-makers. By examining this one document, a local policy-maker may become familiar with the existing system, the planning process, and the projects for implementation. It is unquestionably the policy direction of the transportation planning process in North Central Texas that makes the process one that is unique and successful. Through the close relationship maintained between the policy-makers and the transportation planners in the region comes more rapid implementation of planned projects and more meaningful and useful plans and studies.

Approval of Regional Transportation Authority Permissive Legislation

During the 1979 Session of the Texas Legislature, permissive legislation was passed to permit the Dallas-Fort Worth urbanized area to consider establishing a regional transportation authority. The legislation was developed by the Regional Transportation Council. Following the effective date of the legislation, August 27, 1979, the four possible creating entities as provided in the legislation to establish the authority did so by passing identical resolutions. The Tarrant County Commissioners Court, Dallas County Commissioners Court, and Fort Worth City Council passed the resolution September 4, 1979, and the Dallas City Council approved the resolution September 5, 1979. The resolutions establish the authority on a temporary basis, to be confirmed by referendum. The tentative date of the election is August, 1980. Also authorized in the resolutions was the appointment of members to the two interim subregional boards for the authority, as outlined in the legislation. Appointments to the boards must be finalized by November 4, 1979.

The Regional Transportation Council has served in a coordinating role during the establishment process and as the boards are organized. It will continue to provide support as the service program for the regional transportation authority is developed.



Local and State Elected Officials at Signing of Regional Transportation Authority Legislation by Governor Bill Clements

Transportation Improvement Program

The Transportation Improvement Program (TIP) for the Intensive Study Area was developed to provide a list of transportation projects scheduled for immediate implementation compatible with the transportation system delineated in the 1990 Total Transportation Plan. The Transportation Improvement Program includes three elements -- one each for each mode of the system. The Highway Element of the TIP includes projects scheduled for implementation by the local, state, and federal agencies. The Transit Element and the Airport Element list respectively, public transportation and airport projects. Each of the three elements includes projects proposed for the next five years.

Projects that ultimately become a part of the TIP are originated by the agencies proposing the improvements. The lists are collectively reviewed and project priorities established during consideration of the lists by the technical committees. Thus, the collective lists of improvements represent highway, transit, and airport improvements of the urbanized area.

The compilation of highway and transit projects takes on added significance as a singular list of projects, because of regulations now governing the Office of Management and the Budget circular A-95 local review and comment covering all projects receiving any federal funds. Following joint regulations issued by the Urban Mass Transportation Administration and Federal Highway Administration in 1976, A-95 review and comment may take place on the collective Highway and Transit Annual Elements of the Transportation Improvement Program, rather than on a project-by-project basis. The regulations allow that when the Metropolitan Planning Organization for transportation planning is the same as the areawide A-95 clearinghouse, the A-95 review requirements may be mutually satisfied. An arrangement with the regional office of the Federal Aviation Administration allows review of the Airport Element in the same manner. Following approval of the lists by the Regional Transportation Council (as detailed graphically on page 1-6) review and comment on the Annual Elements for highways, transit, and airports is conducted by the staff of the North Central Texas Council of Governments Executive Board, the A-95 clearinghouse in the region. (A detailed discussion of the A-95 review and comment process is included in Chapter X.)

A summary of proposed project funding during the next five years for highway, transit, and airport improvements is presented in Table 1.

TABLE 1

Summary of Transportation Improvement Program for 1980-84

	<u>1980</u>	<u>1981-84</u>	
HIGHWAY ELEMENT			
<u>Urban Functional Classification</u>			
Interstate	\$ 30,615,000	\$328,252,000	
Freeway	30,979,000	197,401	
Principal and Minor Arterials	119,761,000	332,901,000	
Collectors	34,717,000	98,900,000	
Bikeways	380,000	7,169,000	
Park and Ride	166,000	5,700,000	
Rideshare	65,000	320,000	
	<u>\$216,683,000</u>	<u>\$970,643,000</u>	
			<u>\$1,187,326,000</u>
TRANSIT ELEMENT			
<u>Program Category</u>			
Maintenance and Improvement of Existing System	\$ 93,561,000	\$ 84,494,000	
Expansion of Service Area	9,703,000	81,306,000	
Major System Improvements	8,138,000	172,697,000	
	<u>\$111,402,000</u>	<u>\$338,497,000</u>	
			\$ 449,899,000
AIRPORT ELEMENT			
<u>Program Category</u>			
Improvements to Existing General Aviation and Reliever Airports	\$ 19,124,000	\$ 740,000	
Improvements to Existing Air Carrier Airports	359,050,000	32,550,000	
Major Airport System Plan Improvements	39,424,000	- 0 -	
	<u>\$417,598,000</u>	<u>\$ 33,290,000</u>	
			\$ 450,888,000
TRANSPORTATION IMPROVEMENT PROGRAM			
Total	\$745,683,000	\$1,342,430,000	\$2,088,113,000

Examination of the Long-Range Plan

In November, 1974, the Regional Transportation Policy Advisory Committee adopted the first multi-modal transportation plan to be developed for the North Central Texas Region, the Total Transportation Plan for the North Central Texas Region for 1990. This plan, which was developed as a result of nine months of intensive evaluation of highway, public transportation, and airport system alternatives, was reaffirmed by the Policy Advisory Committee in November, 1975, November, 1976, August, 1977, and August 1978. The plan is officially reevaluated and reviewed annually as part of the preparation of the Transportation Program.

Although there is general recognition that financial limitations will not permit the complete accomplishment of the 1990 Total Transportation Plan by 1990 and further, that energy, air quality, and urban form concerns justify reassessment of the 1990 Total Transportation Plan, no major plan revisions are recommended at this time. It is anticipated that the development of major revisions will be done as a part of an orderly analytical process during 1979-84 and will result in the preparation by the Regional Transportation Council of the 2000 Total Transportation Plan.



Construction at State Highway 360 and Abrams Street



Dallas Transit System's Hop-A-Bus for Downtown Circulation

Evaluation of the Existing Transportation System

While it is difficult to quantify the performance of the transportation system as a whole, it is important to note certain expressions of the system's ability to meet the demands of the region. Chapter III of this Program presents data showing the system as it is today. Such figures as auto occupancy and accident statistics are included to allow a better understanding of current utilization of the highway system in this area. For example, information indicates that auto occupancy, which is most influenced by trip distance and income, continued to decrease following the 1973 oil embargo. However, with recent price hikes for gasoline and the emergence of lines at local gas stations, the figure is expected to rise during the next year.

Transportation System Management Process

The transportation planning process has been modified to increase the emphasis on improving urban mobility through better management of the existing transportation system. With decreasing availability of resources, it is imperative that efficient utilization be made of all existing facilities. These concepts define the nature of transportation system management (TSM). The Transportation System Management Element for the 1980 Transportation Program describes the TSM planning process and updates previous TSM lists with revisions and additions.

The Transportation System Management process emphasizes the role of local staffs as the managers of the transportation system. In order for this management process to work, these professionals must be able to identify appropriate TSM strategies, design TSM projects, implement the projects, and monitor the performance of the system as a result of the project.



Riders Boarding Express Bus at Garland's Second Park-and-Ride Lot in South Garland

An analysis of the 1980 Annual Element of the Transportation Improvement Program reveals that the local transportation planning process had produced a significant TSM effort. As shown in Table 2, the Highway Element, the Local Thoroughfare Element, and the Transit Element each contain investments in transportation system management strategies. Investments totaling \$43,074,000 are identified in the 1980 Transportation Improvement Program Annual Element for TSM projects.



Hurst Mayor B.J. Hampton Boarding First Bus Serving SURTRAN Park-and Ride from Northeast Mall

TABLE 2

Cost Summary of Transportation System Management Projects in the 1980 TIP Annual Element

	Highway Element	Local Thoroughfare Element	Transit Element	Total
I. Actions to Ensure the Efficient Use of Existing Road Space eg. traffic operations improvements, preferential treatment for transit and high-occupancy vehicles, pedestrian and bicycle planning and facilities, management and control of parking	\$13,133,000	\$ 1,120,000 728,000	\$ 1,005,000 7,390,000	\$ 12,404,000 21,251,000
II. Actions to Reduce Vehicle Use in Congested Areas eg. carpool and vanpool programs	100,000	177,000		277,000
III. Actions to Improve Transit Service eg. park and ride facilities, bus replacement programs, provisions of bus shelters	2,300,000	-	14,853,000	17,153,000
IV. Actions to Increase Transit Management Efficiency eg. transit system marketing, fare policy studies, two-way radios in buses, transit management information systems	-	-	4,393,000	4,393,000
TSM Total	\$ 15,533,000	905,000	26,636,000	43,074,000
Annual Element Total	\$123,654,000	92,951,000	111,402,000	328,007,000
Percent of Total Program	13%	1%	24%	13%

Special Efforts for the Elderly and the Handicapped

Improved transportation for the elderly and the handicapped citizens in the North Central Texas Region has been an explicit goal of the transportation planning process since 1975. A formal study of the elderly and handicapped transportation problems and requirements was stimulated by the Urban Mass Transportation Administration's proposed regulations of February 26, 1975. A plan was initiated under the draft regulations and completed in April, 1975. Following release of the final regulations, minor modifications were made to the report Transportation Options for the Elderly and the Handicapped, and it was approved by the Regional Transportation Council September 21, 1976.



Mobility Impaired Transportation System (MITS) Employee Assists Passenger on the City of Fort Worth Vehicle

The study and plan for elderly and handicapped transportation improvement represents a model effort in cooperative regional transportation planning. While a comprehensive approach towards the improvement of transportation for the elderly and handicapped citizens of the Dallas-Fort Worth area naturally will take some time to implement, the cities have moved rapidly in the implementation of the most significant recommendations of the plan.

The 1980 Transportation Program contains a chapter devoted solely to the discussion of transportation planning for the special needs of the elderly and the handicapped. Chapter VIII details the existing system of transportation services for the elderly and handicapped citizens of the urbanized area, and reviews the recommendations of the Plan for improvements to the system. Also included in the chapter is a discussion of the status of implementation of the recommendations.