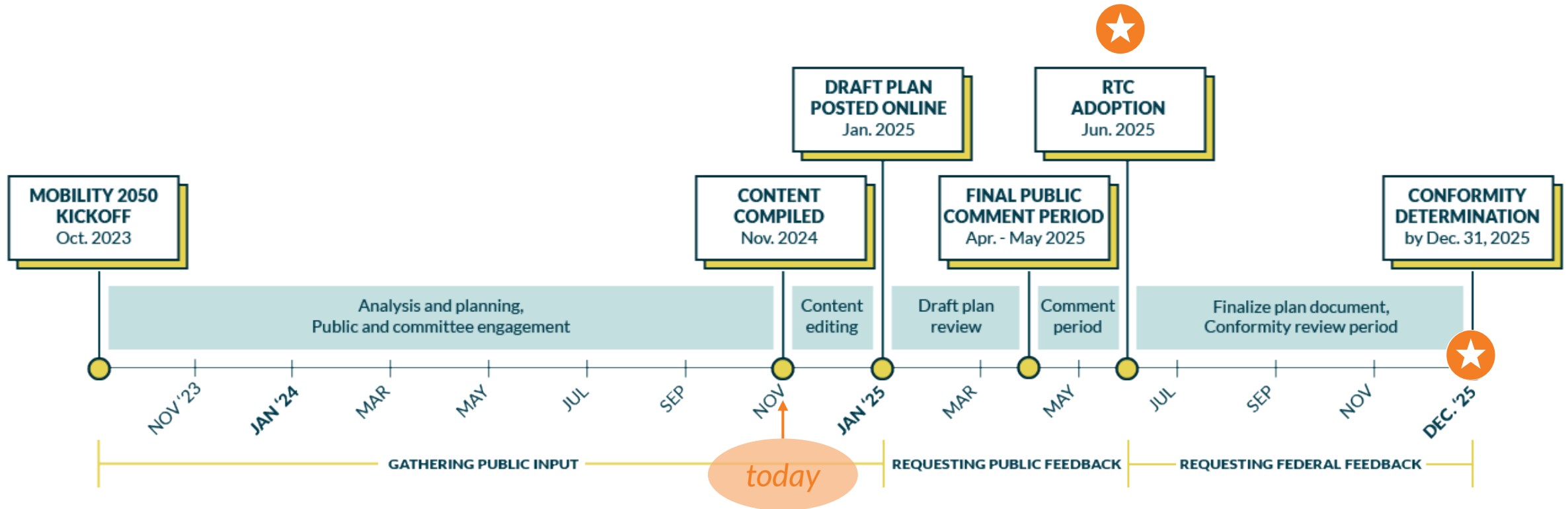


MOBILITY 2050

*NCTCOG Public Meeting
November 11, 2024*

Amy Johnson, Principal Transportation Planner

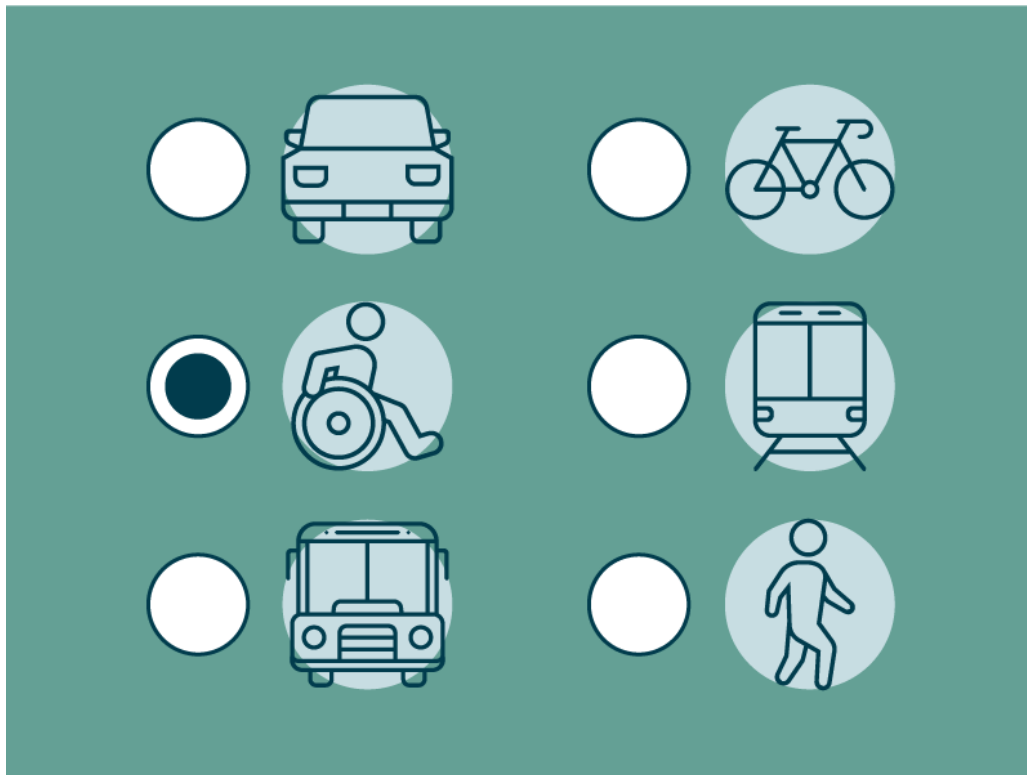
Plan Development Timeline



- Public involvement “input phase” closes at the end of 2024.
- Technical analysis ongoing; now incorporating draft demographics.
- Draft plan expected in early 2025.

There is still time to provide input at www.nctcog.org/M50

Take the Survey/Opinion Poll



Map Your Experience



Public input reflects awareness of the population growth and its impacts.



www.nctcog.org/whatweheard

4,400 +

Survey responses collected to date (closes end of 2024)

3,200 +

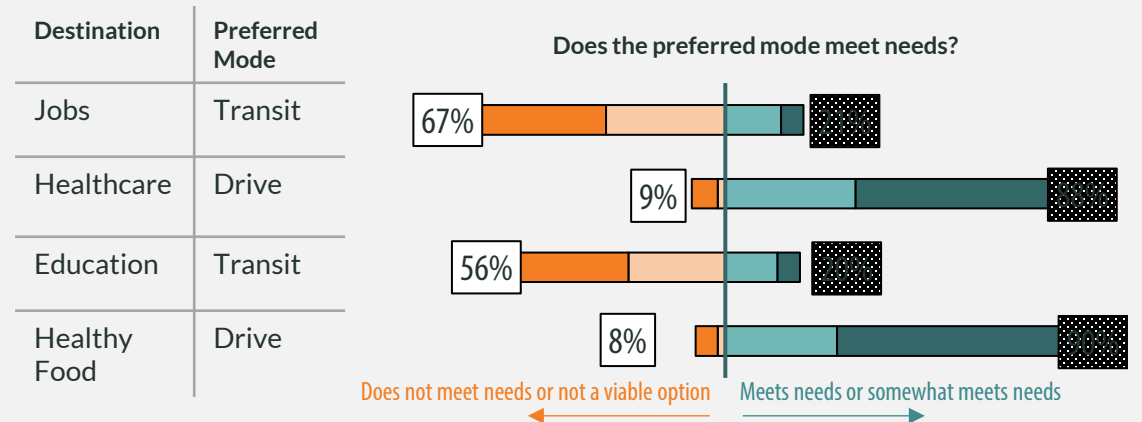
Open-ended responses collected to date

380 +

Map Your Experience comments Nov. 2023 to present

Survey responses to date reveal that the public is feeling frustrated and limited. The top concern is **roadways not keeping pace with growth**, coupled with the **lack of a robust regional transit network** and **inability to walk or bike**.

Rank	"What is your biggest pain point?"	Score
1	Viability of options	2.01
2	Availability of options	2.12
3	Independence	2.33
4	Cost or affordability	3.01



Over 3,200 open ended comments from survey participants reveal three main categories of concerns:

Demand for Public Transit



Dense Neighborhoods

Desire for compact, mixed-use neighborhoods around stations

Connectivity

Lack of integration between residential, commercial, and employment centers

Transit-Oriented Development

Concerns of sprawling development lacking transit

Traffic Congestion and Road Condition



Travel Times

Increasing commute times

Road Condition

Reports of poor maintenance and pavement

High Speeds

Lack of law enforcement

Active Transportation Infrastructure



Pedestrian Infrastructure

Insufficient sidewalks and safe walking paths

Unsafe crossings

Multimodal Integration

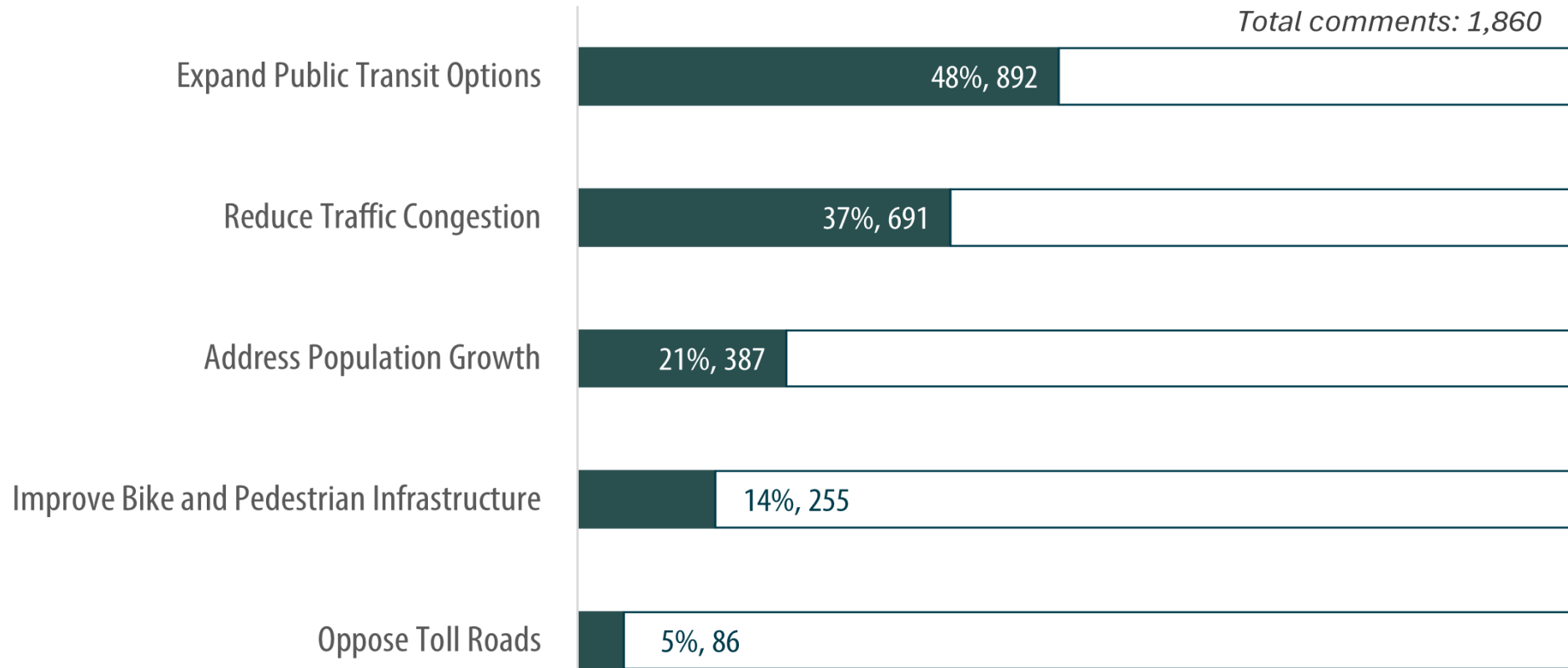
Improved connectivity between transportation modes

Comprehensive Bike Network

Support for extensive bike lanes and trail systems across the region

Open ended responses:
What is the biggest transportation challenge you see for the future in DFW?

Total comments: 1,860



% of comments with tag applied, number of tags applied

Note: multiple tags may be applied to a single comment. Data received up to October 2024.

Keep up with the latest updates at www.nctcog.org/whatweheard

Public input prioritizes more transportation options, especially transit, while the financial planning process guides what we can realistically afford.



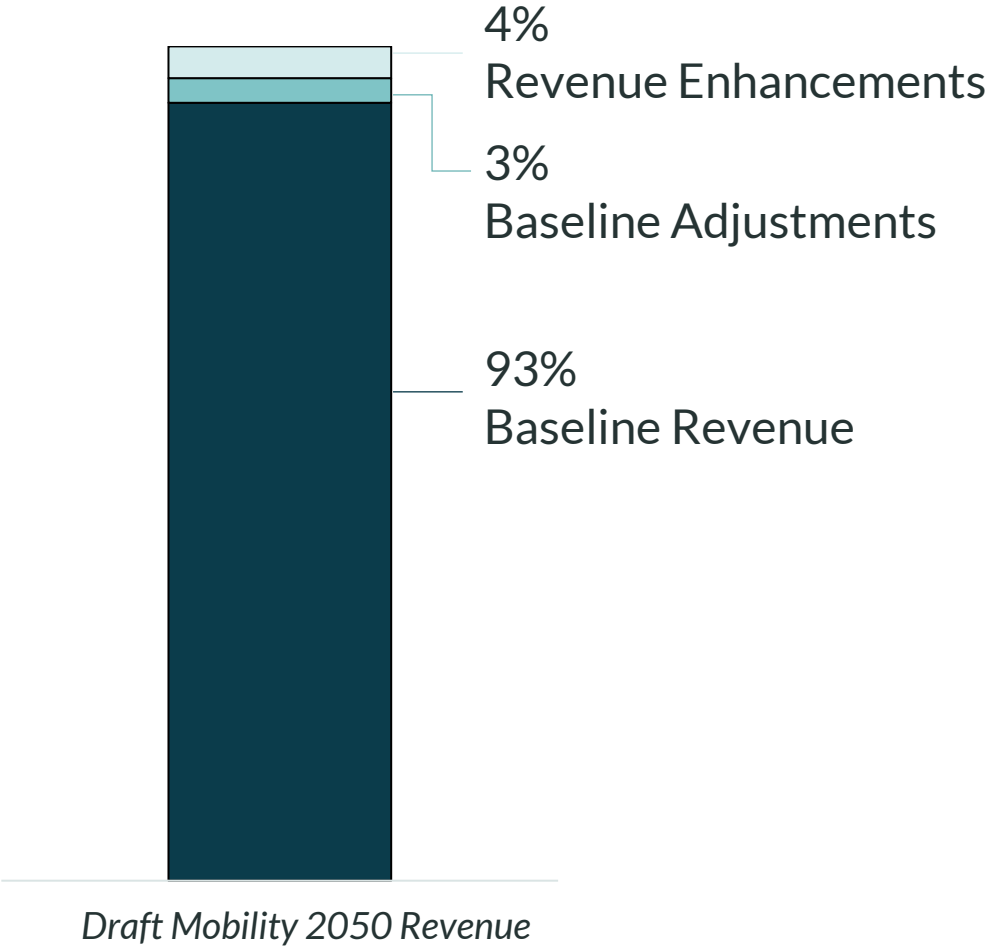
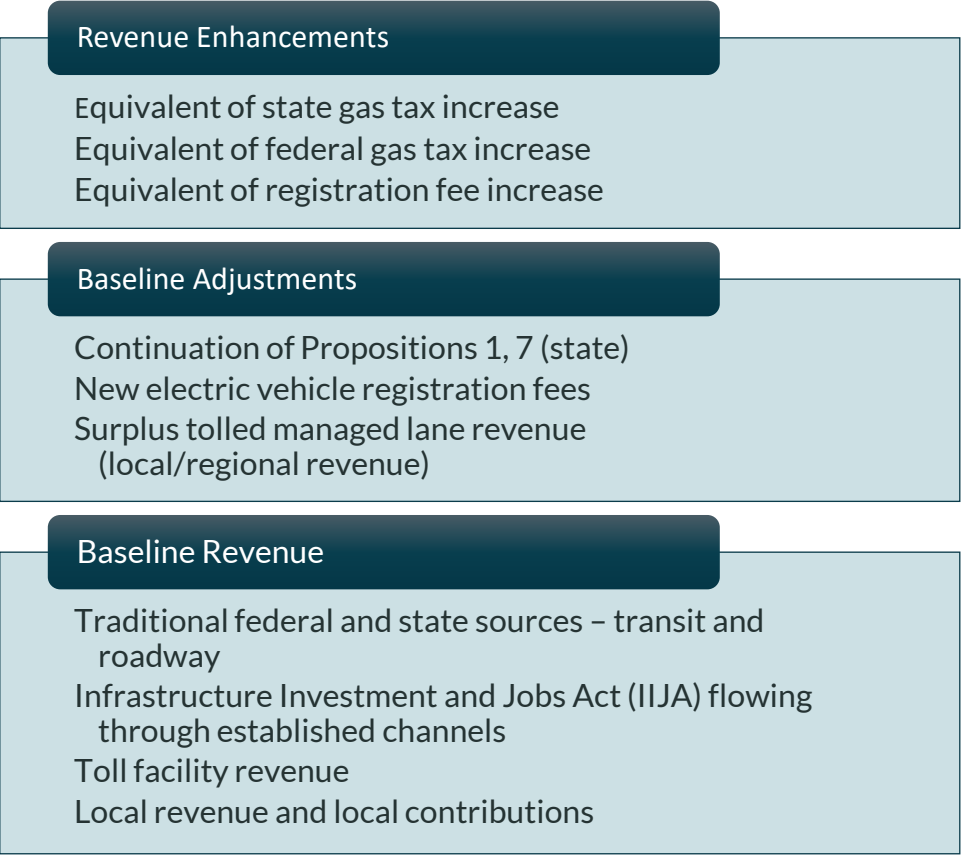
- Must include all reasonably expected revenue sources, including private
- Cost must be reflected in “year of expenditure” dollars
- Cannot spend more than we reasonably expect to receive over life of plan (financial constraint rule)

While we see the revenue flowing from the BIL/IIJA, costs have risen, tempering the buying power of the funds.

DRAFT	DRAFT Mobility 2050	Percent Change from Mobility 2045 Update	Can be spent on . . .
Traditional Federal/State	~\$80-90 B	+96%	Roadways, strategic initiatives
Local Revenue	14 B	-33%	Local matching funds, roadways
System/Toll	10 B	+25%	Toll roads, tolled managed lanes
Transit	90 B	+36%	Transit capital, operating, maintenance, etc.
Revenue Enhancements	8 B	+14%	Above categories, as appropriate/allowed
Total, Actual \$, Billions	~200-210 B	+43%	

\$60+ billion increase from Mobility 2045 Update

The revenue forecast process establishes baseline revenue, adds new or regional sources, and incorporates potential future enhancements.



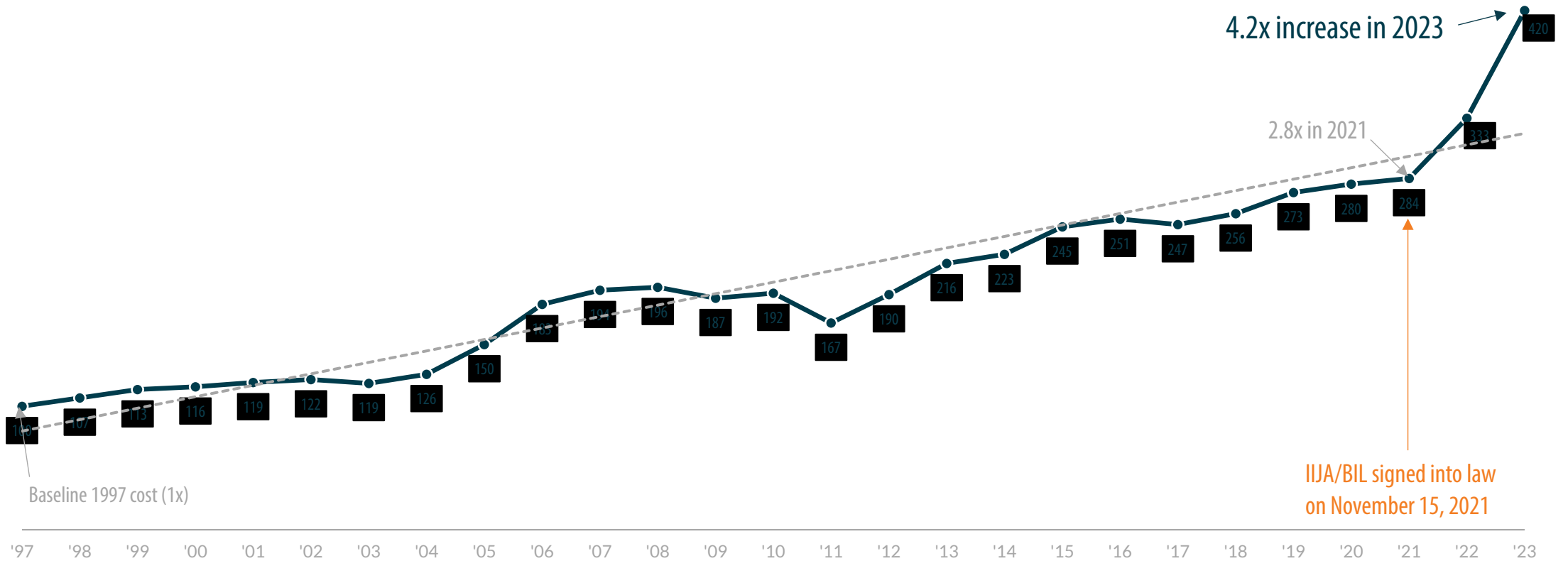
The preliminary financial plan is in progress as we compile costs and refine revenues with the latest data.

DRAFT	DRAFT Mobility 2050	Mobility 2045 Update ³	Δ Draft - Previous
Infrastructure Maintenance¹	\$12.3	18.6	-6.3
Management & Operations	40.2	29.8	+10.4
Strategic Policy Initiatives²	6.0	5.5	+0.5
Rail & Bus	54.1	44.9	+9.2
Freeways/Tollways, Managed Lanes, and Arterials	<i>Target: 90-100</i>	49.7	+40-50
Total, Actual \$, Billions	~200-210 B	148.4 B	+50-60 B

Values may not sum due to independent rounding

1. Infrastructure Maintenance includes roadway maintenance and asset optimization.
2. Strategic Policy Initiatives takes place of Growth, Development, and Land Use to reflect growing policy priorities for safety, technology, and equity, air quality, and sustainable development.
3. The Mobility 2045 Update comparison figures have been reorganized for this purpose into the Mobility 2050 categories to reflect an apples-to-apples comparison.

Even with increased funding, surging costs in the short term are likely to create financial constraint issues for this plan.



Annual Average Highway Cost Index (HCI), 1997 base, TxDOT and NCTCOG. In 2017, TxDOT moved to a 2012 base, and NCTCOG calculates a rebased value for historical data and forecasting purposes.

* Historical data not available for 1998. Since 1997 is the index base year, it is set to 100. 1998 represents a calculated average of 1997 and 1999 values.

Optimizing Roadways and Enhancing Transit Options

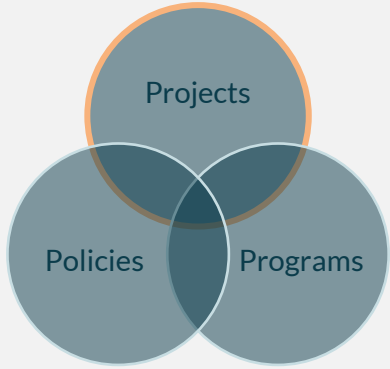
Shifting Focus on Roadway Projects

- Financial constraints mean a shift from large-scale freeway expansions everywhere to targeted expansion and asset optimization in areas lacking right-of-way.
- Demographic forecasts point to rehabilitation and alternative solutions in core urban areas approaching build-out.

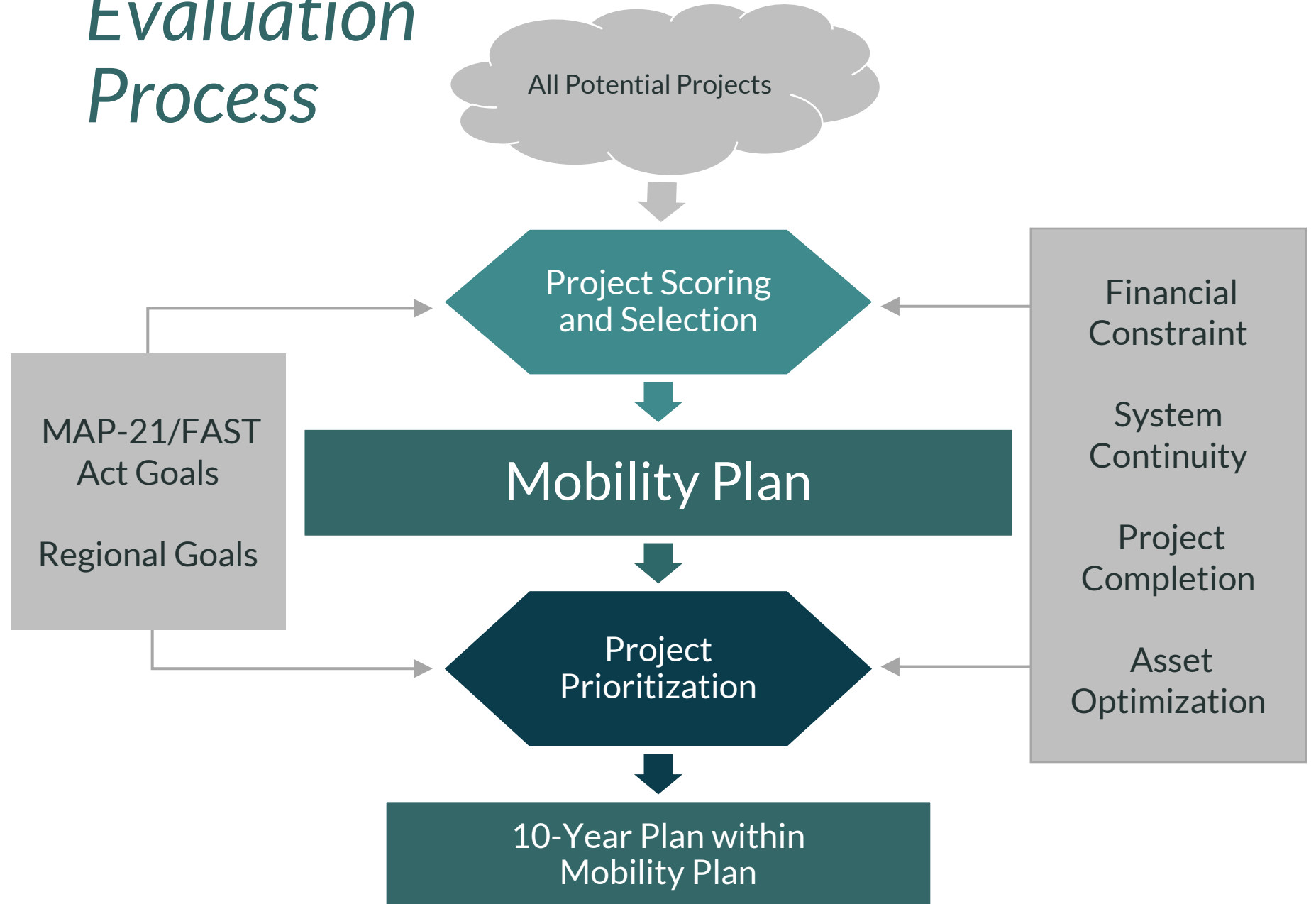
Strategic Investments in Transit & Active Transportation

- Transit 2.0: Encourage context-sensitive urban density near transit and multimodal options to accommodate population growth and provide viable options.
- Expand and promote alternative modes of travel like transit as competitive with automobiles.

Foundation of the Plan



Evaluation Process



MAP-21/FAST Act and Regional Goals

- Congestion Reduction
- System Reliability
- Safety
- Infrastructure Condition
- Freight Movement
- Economic Vitality
- Environmental Sustainability
- Reduced Project Delivery Delay

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