



Mobility 2050

The Metropolitan Transportation Plan for North Central Texas

Regional Freight Advisory Committee
November 11, 2024

#PlanInProgress



Long-Range Metropolitan Transportation Plan

NCTCOG is federally required to maintain a performance-based, multimodal transportation plan that guides the spending of federal investments and serves as a blueprint for the region's transportation network. The plan includes policies, programs, and projects that aim to **#ConnectNorthTexas**



Must adopt plan within 4 years



Must have a 20-year horizon (expires end of 2025)



Must include financial plan



Consistency with Transportation Improvement Program and other documents



Public Involvement



Air Quality Conformity

Plan Timeline



What's in a Plan: Recommendation Types



What's Changing?

	<i>Mobility 2045 Update</i>	<i>Mobility 2050</i>
Years in plan	2023-2045 (22 years)	2026 -2050 (24 years)
Demographic forecast	11.4 million population forecast 8.1 million employment forecast	Draft forecast out for local review: 12.3 million population 8.6 million employment
Policies, programs, projects	Minor policy, program updates, limited project updates	Comprehensive update to policies, programs, projects
Financial plan	\$148 billion total plan	Preliminary draft revenue of \$200-\$210 billion
Performance measures and goals	New performance measures relative to plan goals	Continue performance measures; assess goals/objectives for public need, policy priority, and financial ability

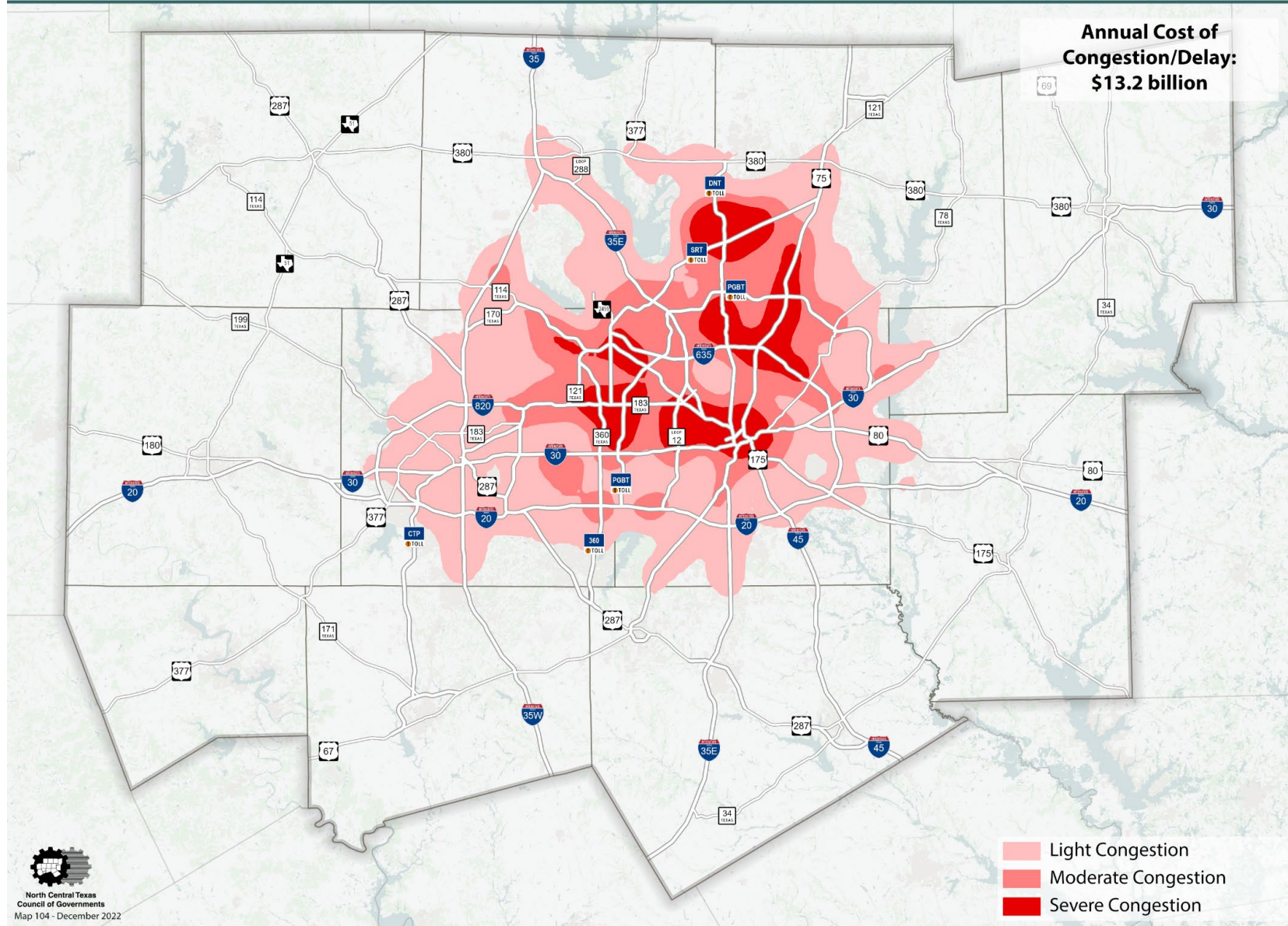
Current Highlighted Efforts

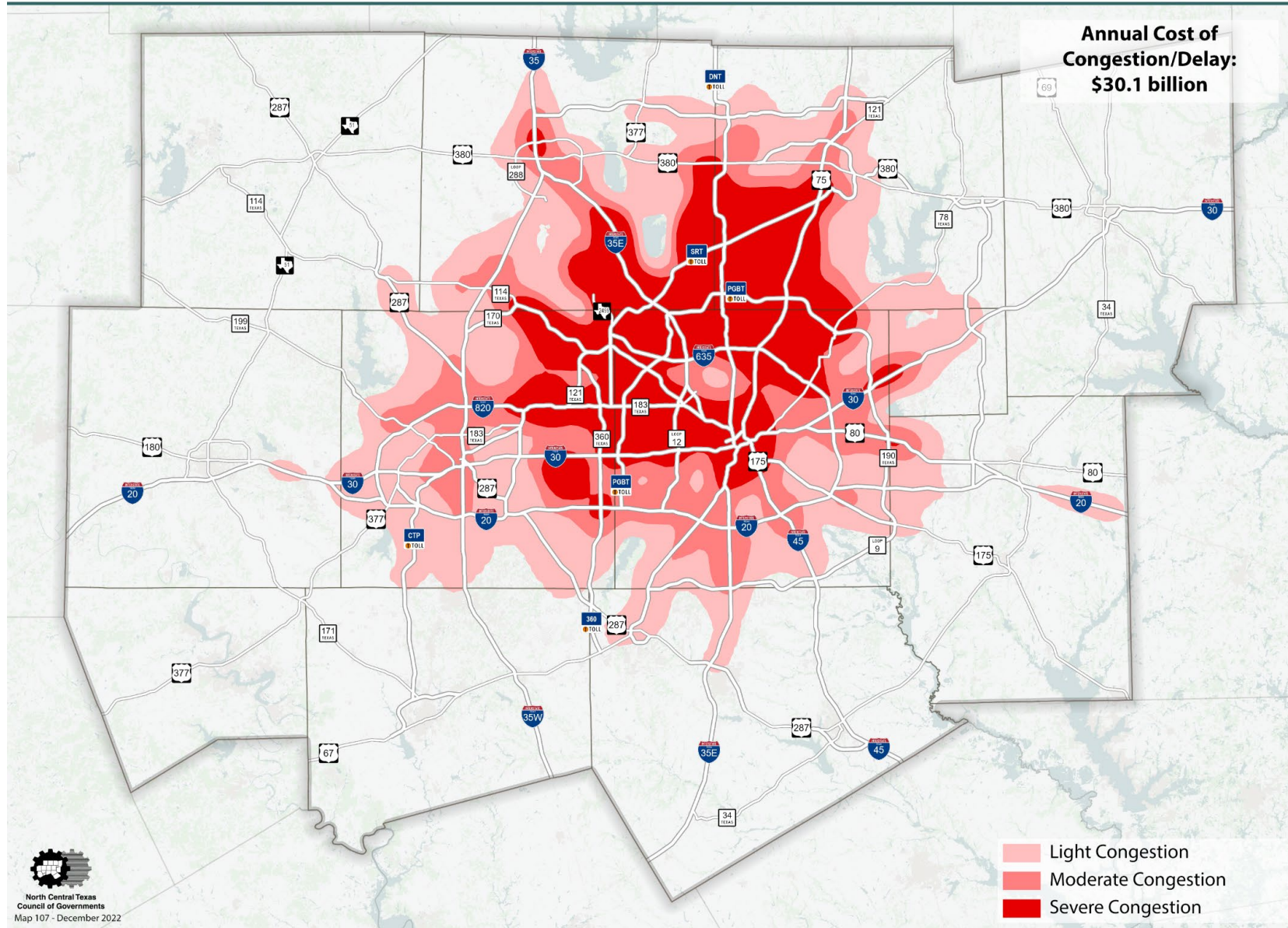
- Technical analysis and forecasting, policy, program, and project review and development
- Public engagement continues through 2024; working to summarize insights received to-date
- Financial plan development: revenue forecasting, compiling project and program costs

Draft Population Forecast: 2019 - 2050

COUNTY FORECAST TARGETS – POPULATION

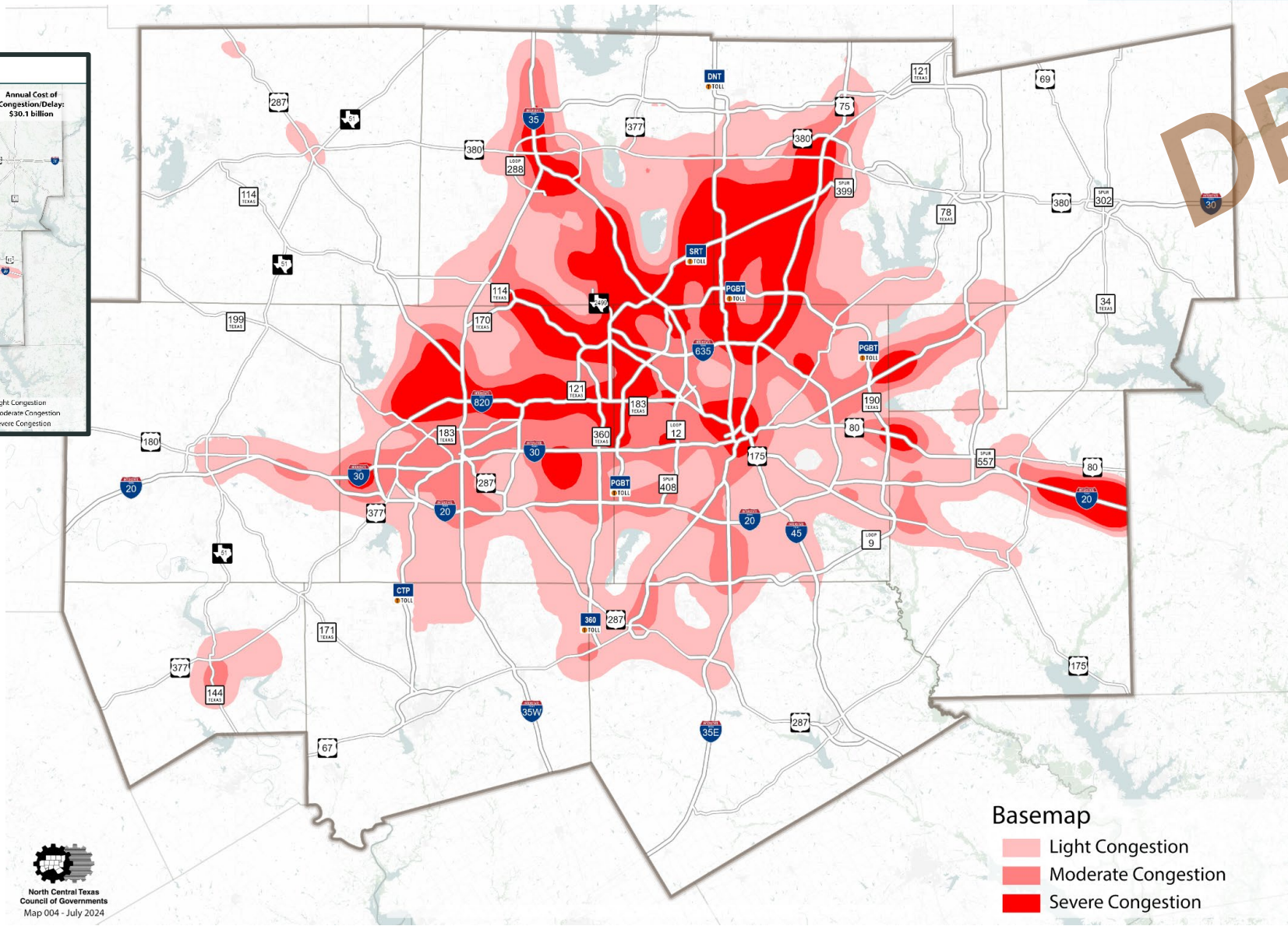
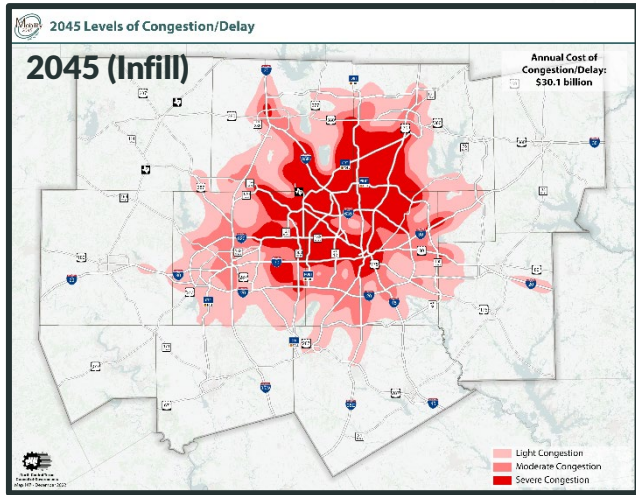
County	2019	2035	2050	2019 – 2050 Change	2019 – 2050 Percent Change	2019 – 2050 Compound Annual Growth Rate
Collin	1,036,595	1,613,969	2,158,340	1,121,745	108.2%	2.4%
Dallas	2,563,285	2,835,539	3,094,330	531,045	20.7%	0.6%
Denton	879,286	1,390,052	1,872,385	993,099	112.9%	2.5%
Ellis	187,453	324,747	452,132	264,679	141.2%	2.9%
Hood	59,934	112,725	162,845	102,911	171.7%	3.3%
Hunt	96,015	152,527	205,848	109,833	114.4%	2.5%
Johnson	174,456	275,089	368,962	194,506	111.5%	2.4%
Kaufman	140,490	234,441	321,673	181,183	129.0%	2.7%
Parker	144,367	263,189	374,523	230,156	159.4%	3.1%
Rockwall	104,942	177,129	245,395	140,453	133.8%	2.8%
Tarrant	2,061,041	2,484,544	2,877,012	815,972	39.6%	1.1%
Wise	67,174	120,815	171,552	104,378	155.4%	3.1%
MPA	7,515,038	9,984,765	12,304,997	4,789,959	63.7%	1.6%





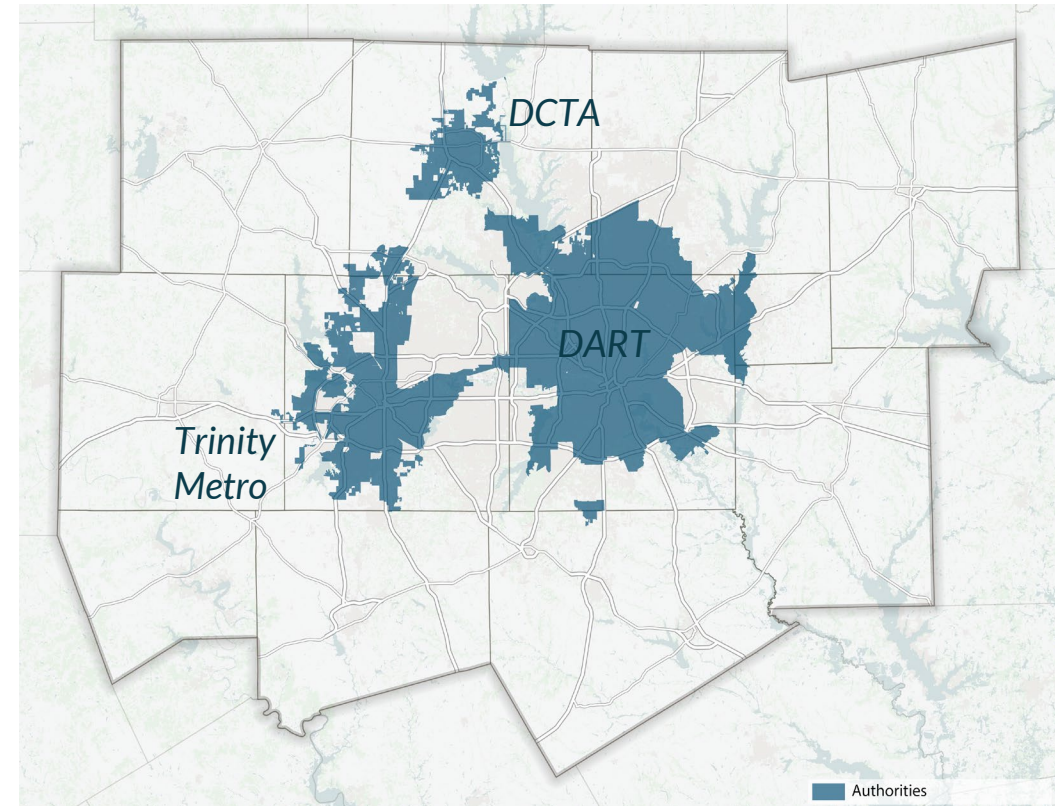
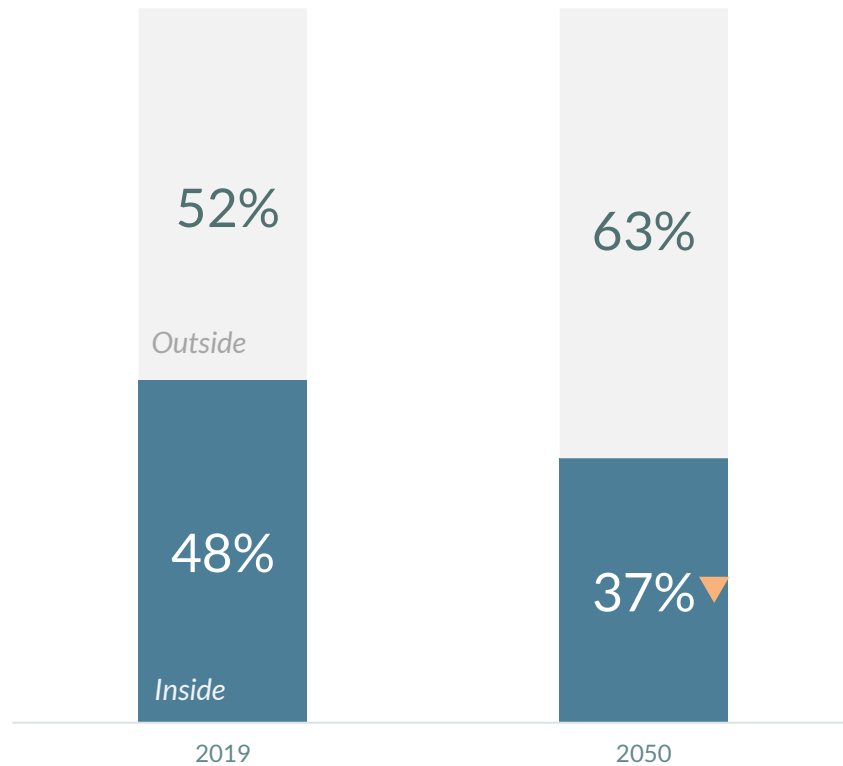
2050 Level of Congestion/Delay (New Baseline Forecast)

DRAFT



North Central Texas Council of Governments
Map 004 - July 2024

The population living inside a transit authority service area is expected to fall from 48% in 2019 to only 37% by 2050.

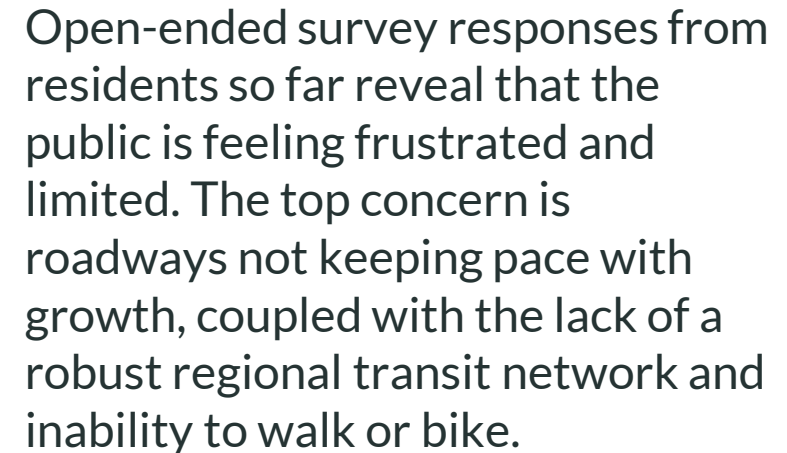


Public input reflects awareness of the population growth and its impacts.

4,282 + Survey responses through October 2024

3,135 + Open-ended responses collected through October 2024

418 + Map Your Experience comments through October 2024



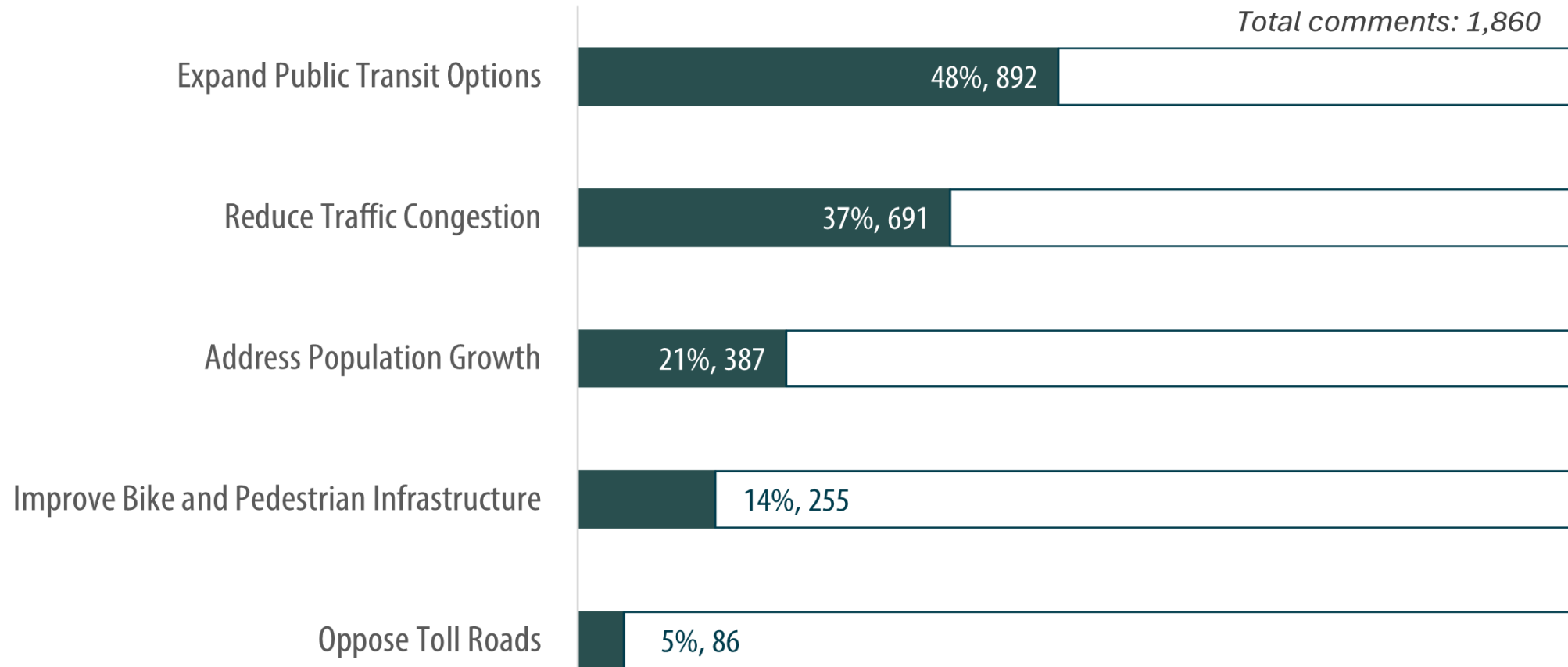
Open-ended survey responses from residents so far reveal that the public is feeling frustrated and limited. The top concern is roadways not keeping pace with growth, coupled with the lack of a robust regional transit network and inability to walk or bike.

What should we solve?

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.

Public concerns of rapid development outpacing infrastructure improvements have implications for safe and efficient freight movement.



Infrastructure Safety & Congestion

- High Speed Limits
- Poor Road Conditions
- Increasing Travel Times
- Lack of Law Enforcement



Connectivity & Environmental Impact

- Truck Emissions
- Residential and Industrial Zone Misalignment
- At-Grade Crossing Conflict



Coordination & Strategies

- Long-Lasting, Multi-Modal Solutions
- Communication Enhancement with Officials
- Tech Integration (e.g., drone traffic monitoring)

Emerging Policy Priorities

What is not changing?

- Continuity of projects over long project development cycles
- Goals and goal themes remain in sync with overall public and policy priority

What are items to examine?

- Safety as a priority, including performance measures, modal safety issues, and strategies
- How to generate infill development/density to support alternatives to driving
- Transit 2.0 guidance for policies to support transit system strategy
- Funding and cost of implementing projects

Freight-Related Policies

FP3-001: Foster regional economic activity through safe, efficient, reliable freight movement while educating elected officials and the public regarding freight's role in the Dallas-Fort Worth region's economy.

FP3-002: Encourage the freight industry to participate in freight system planning and development to improve air quality and delivery time reliability.

FP3-003: Identify and maintain regional freight networks to meet business and consumer demand benefiting everyday life.

FP3-004: Enhance intermodal freight activity through innovation, facility development, and improved connections to the freight network

FP3-005: Enhance freight-oriented land-use sustainability by requiring local governments to adopt compatible zoning requirements and address environmental justice concerns pertaining to freight-oriented developments and land use conflicts. Work with local governments as needed to address specific land use issues related to freight.

FP3-006: Incorporate technological advancements into the regional freight network with both public and private partnerships.

FP3-007: Improve efficiency by promoting safety, mobility, and accessibility on freight networks.

FP3-008: Monitor freight traffic annually along major corridors and major freight facilities.

FP3-009: Incorporate freight analysis using the Freight Economic Analysis Tool and involve the freight community in the planning process of goods movement projects.

FP3-010: Improve air quality related to freight through adopting local ordinances prohibiting truck engine idling.

FP3-011: Improve railroad safety through public education, innovation, and partnering with local governments to address railroad crossing safety improvements.

FP3-012: Improve truck parking throughout the region and identify funding sources to assist with the creation of new truck parking.

FP3-013: Encourage regional railroads to participate in rail system planning, identifying issues, and the development of integrated operations with local commuter rail agencies.

FP3-014: Enhance freight movements through identifying specific freight focused issues.

Freight-Related Programs

FP2-001: Data Collection

FP2-002: Freight System/Network Planning

FP2-003: Freight Outreach Activities

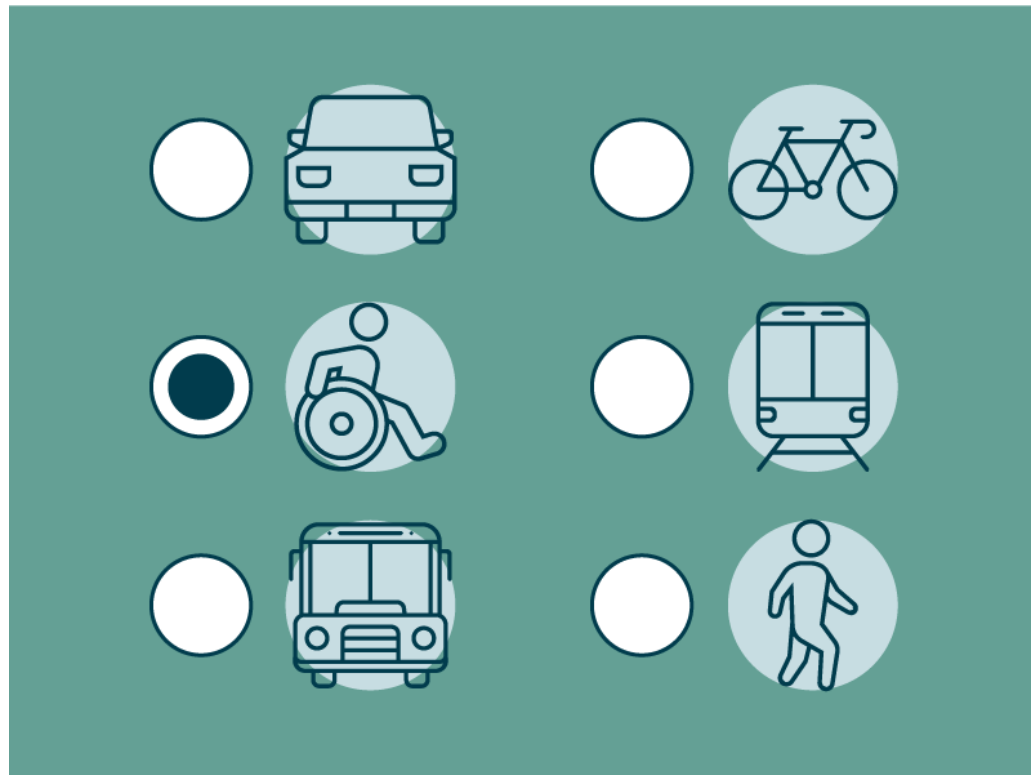
FP2-004: North Texas Multimodal
Operations, Velocity, Efficiency, and Safety
Program (NT MOVES)

FP2-005: Land-Use Planning



If you haven't already, there's still time to provide input at www.nctcog.org/M50

Take the Survey/Opinion Poll



Map Your Experience



Stay Connected



Website

nctcog.org/planinprogress



Social media

@nctcogtrans

#PlanInProgress



Public Meetings

nctcog.publicinput.com/#events



Public Input Platform

publicinput.com/mobility2050



Email Us

mobility2050@publicinput.com



Take the Survey

nctcog.org/mobility2050survey



Contact Us



Amy Johnson

Principal Transportation Planner

ajohnson@nctcog.org | 817-704-5608



Website

www.nctcog.org/PlanInProgress