

# CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING INNOVATIVE  
PROJECTS DURING COVID RECOVERY

August 2024

Michael Morris, P.E.  
Director of Transportation

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# TRAVEL BEHAVIOR BY MODE

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Airport Passengers (+18%, Jun)

Toll Road (+13%, Apr)

Managed Lanes (24%, Jun)



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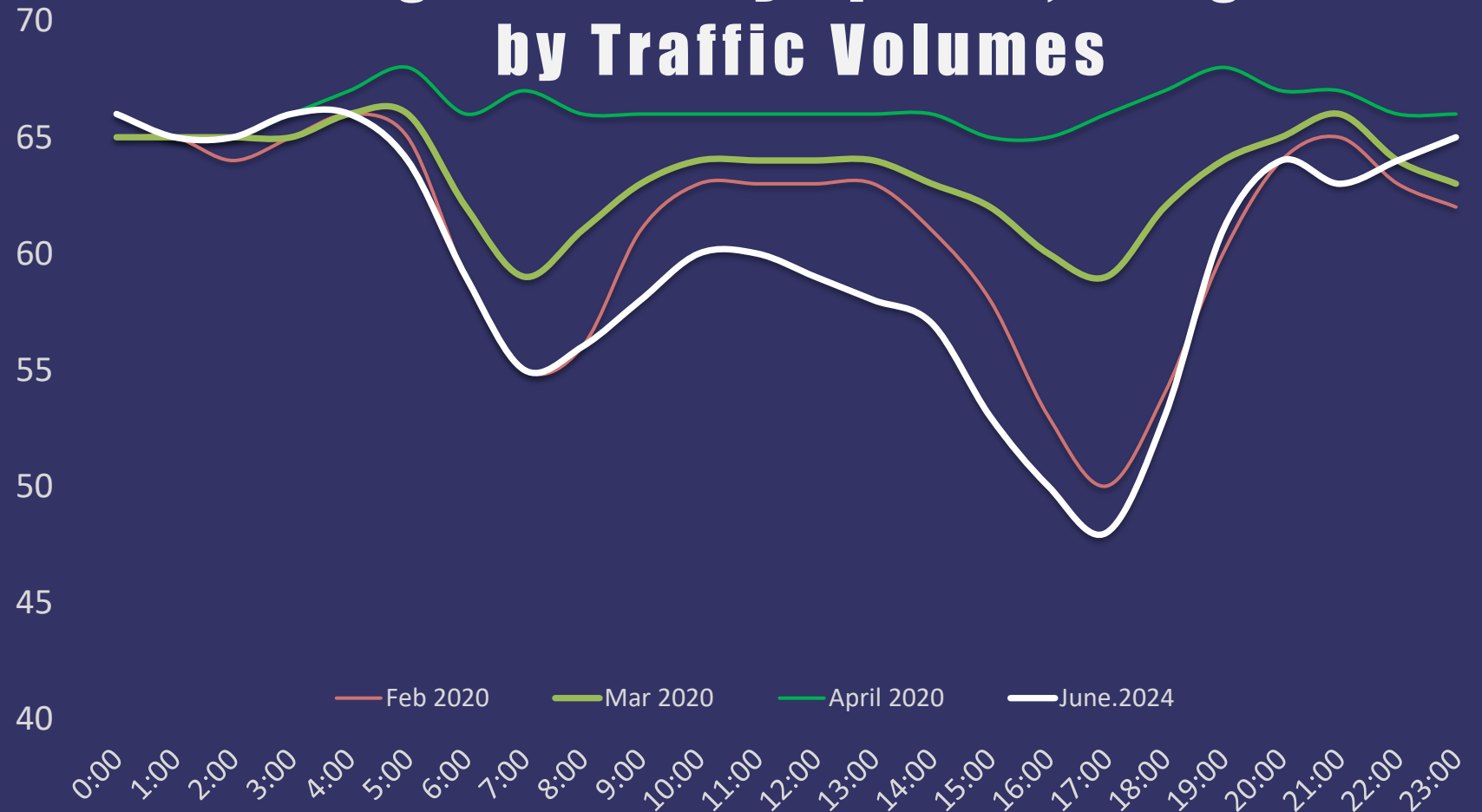
Transit Ridership (-28%, Jun)



# ROADWAY TRENDS

Regional Average  
Freeway Speeds

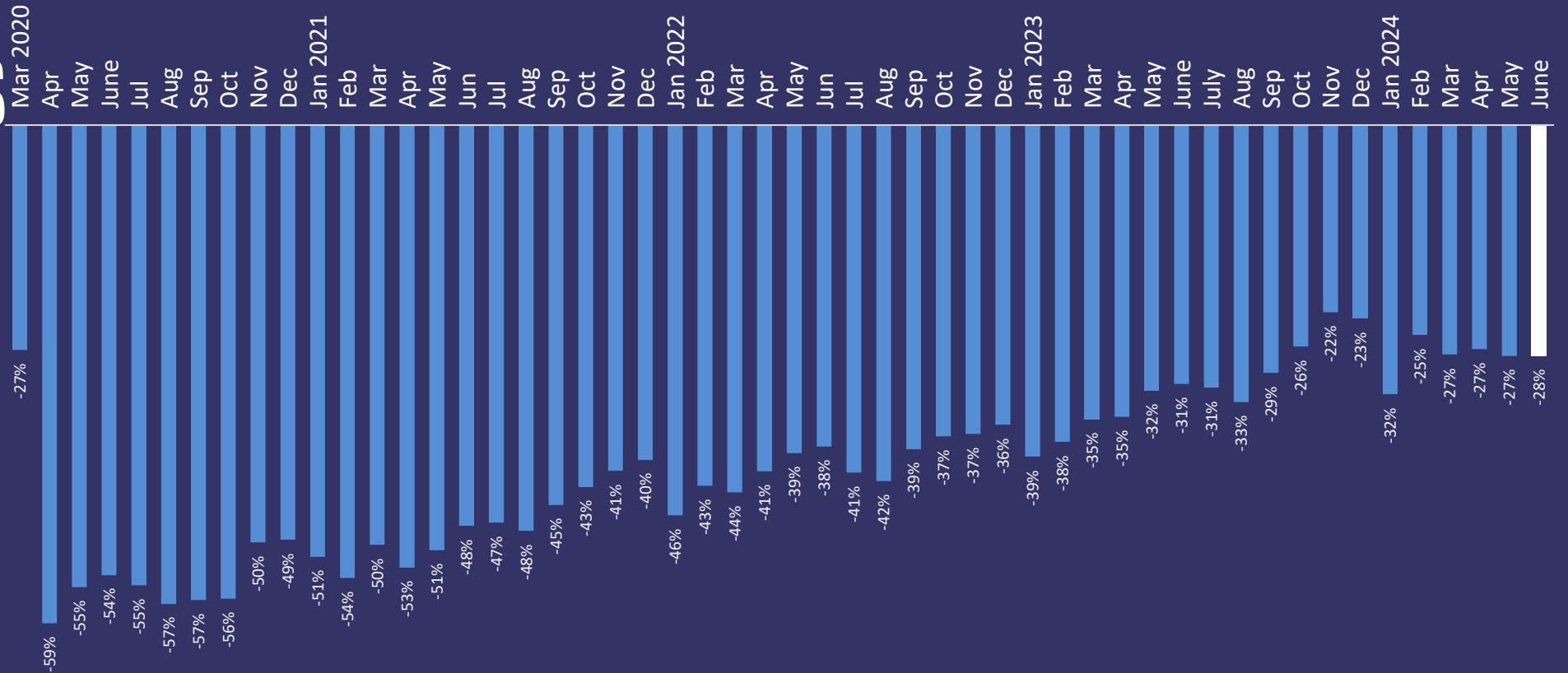
## Average Weekday Speeds, Weighted by Traffic Volumes



# TRANSIT IMPACTS

Weekday Ridership

## Passenger Decrease vs Baseline



Source: DART, DCTA, and Trinity Metro

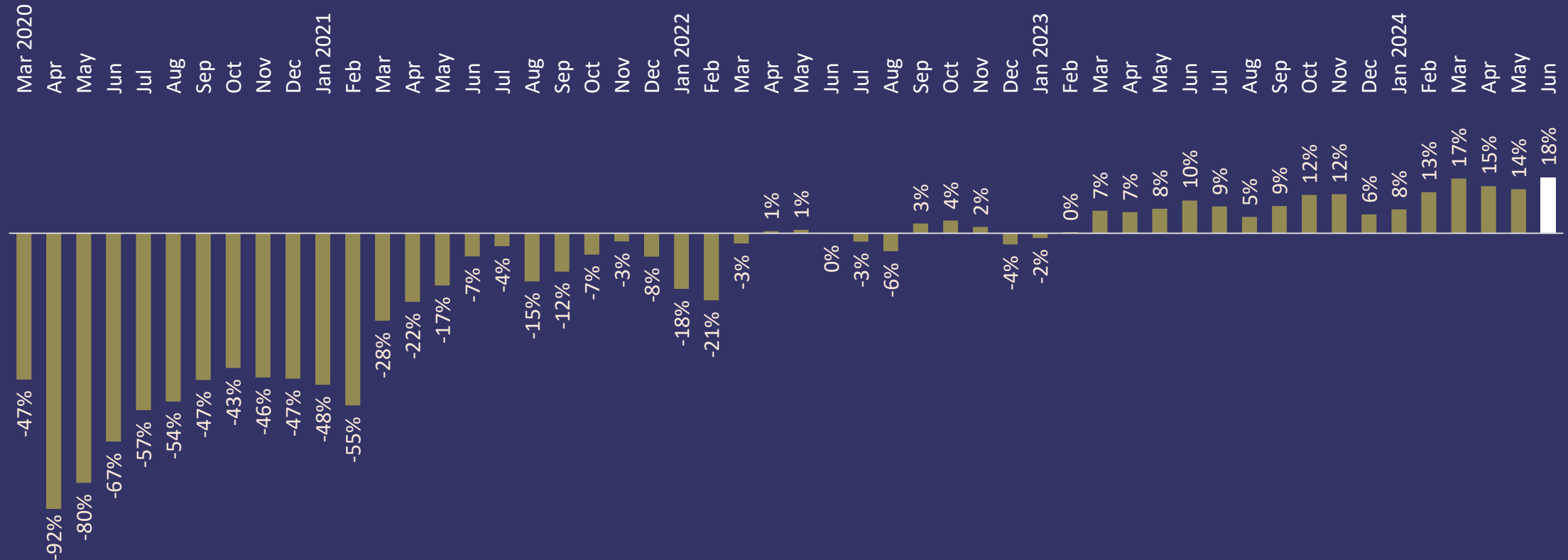
Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

# AIRPORT TRENDS

## Passengers

### Change in Airport Passengers vs Baseline



Source: Dallas Love Field and DFWIA Websites

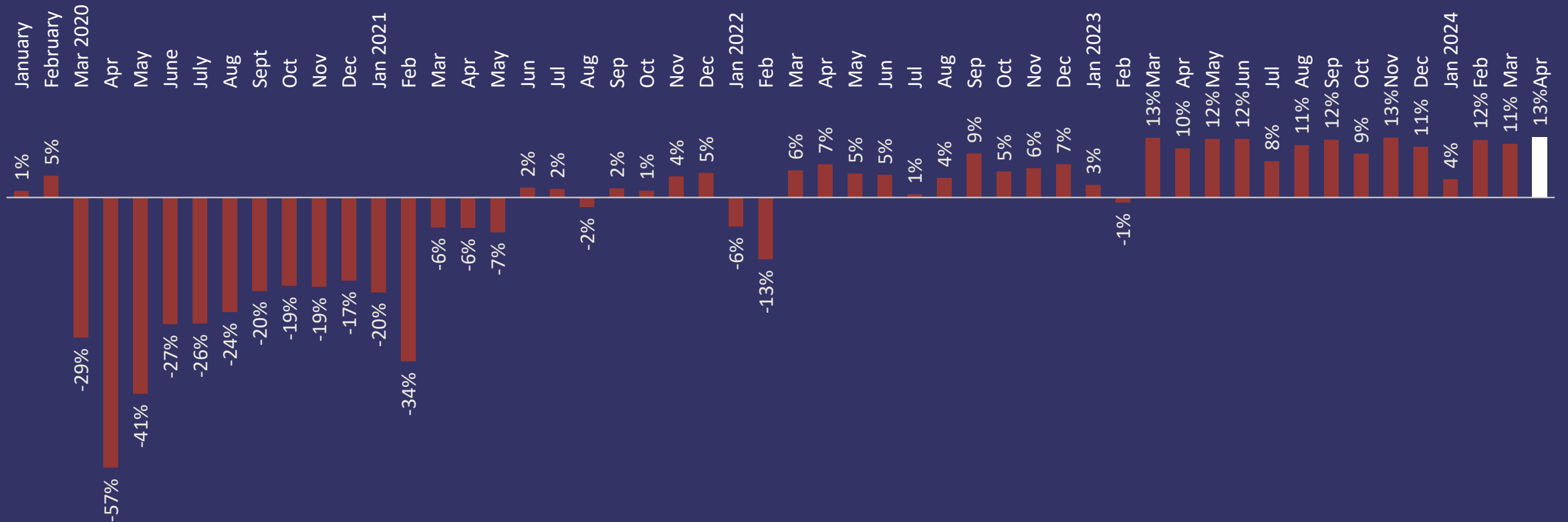
Note: Baseline is March 2019-February 2020.

Note: Airlines experienced many flight cancellations in Dec. 2021 due to omicron variant affecting staff.

# FUNDING IMPACT

## NTTA Transactions

### Change in Tollway Transactions vs Baseline



Source: NTTA

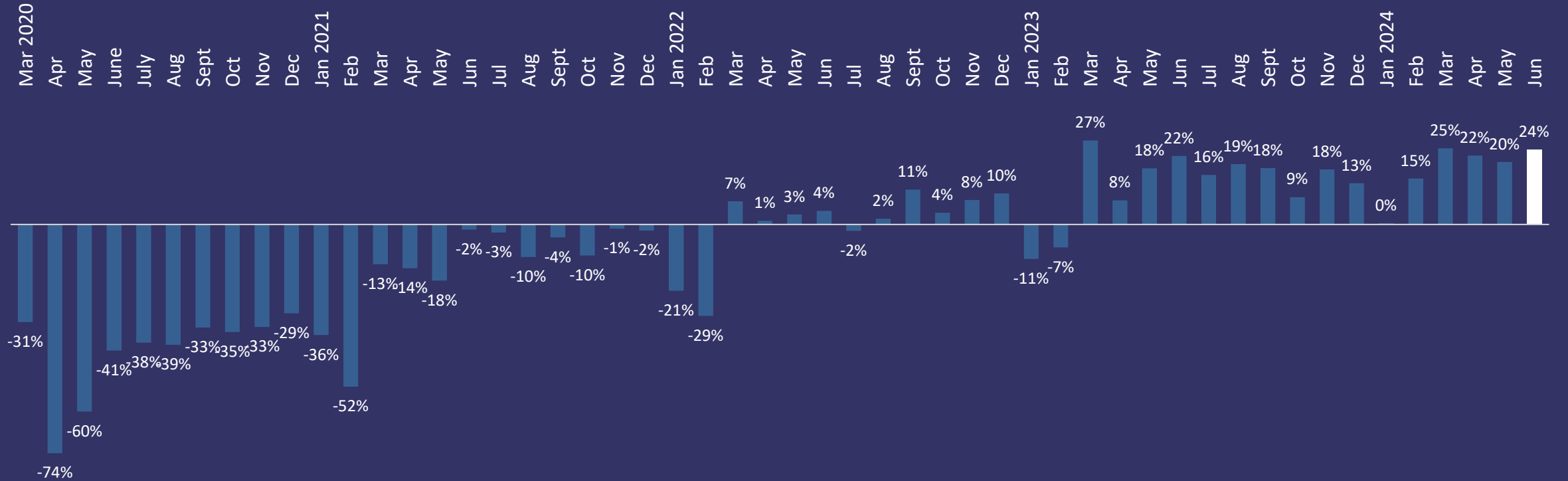
Notes: Baseline is March 2019-February 2020.

Note: Drop in transactions in Feb 2021 due in large part to week-long winter storm.

# FUNDING IMPACT

## I-35E TEXpress Lane Transactions

### Change in Tollway Transactions vs Baseline



Source: Texas Department of Transportation

Notes: Baseline is March 2019-February 2020.

Note: Drop in transactions in Feb 2021 due in large part to week-long winter storm.

# 2025 UNIFIED TRANSPORTATION PROGRAM AND REGIONAL 10-YEAR PLAN UPDATE

Regional Transportation Council  
August 8, 2024



# BACKGROUND

- Texas House Bill 20 requires that Metropolitan Planning Organizations (MPO) develop 10-Year Plans using performance-based planning and project selection methods
- Includes projects funded with:
  - Category 2 (MPO selected)
  - Category 4 (TxDOT District selected)
  - Category 12 (Texas Transportation Commission [TTC] selected)
- The Regional 10-Year Plan was originally approved by the Regional Transportation Council (RTC) in December 2016
- This plan is updated annually in conjunction with the development of TxDOT's Unified Transportation Program (UTP)

# PRINCIPLES FOR THE DEVELOPMENT OF THE REGIONAL 10-YEAR PLAN

- Project should be included in the Metropolitan Transportation Plan
- Focus on “system” versus new, stand-alone projects
- Fully fund existing projects before funding new projects (with a focus on projects letting in the next 2-3 years)
- Ensure equity of county allocations
- Maintain toll lanes/toll managed lanes on selected corridors
- Re-fund previously unfunded projects, when possible
- Ensure all RTC projects are approved in 2025 UTP (including “placeholders”)
- Projects must be scored and should have a score sufficient to qualify for funding

# REGIONAL FUNDING ALLOCATIONS FOR 2017-2025 UTPs

Funding Category*	2017 UTP	2018 UTP	2019 UTP	2020 UTP	2021 UTP	2022 UTP	2023 UTP	2024 UTP	2025 UTP (Proposed)
Category 2	\$3.784	\$3.607	\$3.832	\$3.516	\$2.913	\$2.931	\$3.205	\$3.470	\$3.448
Category 4	\$0.830	\$1.553	\$1.637	\$1.537	\$1.340	\$1.348	\$1.593	\$2.341	\$2.626
Category 12	\$0.812	\$2.130	\$1.395	\$3.041	\$3.089	\$2.601	\$3.132	\$4.082	\$3.626
<b>Total Allocation</b>	<b>\$5.426</b>	<b>\$7.290</b>	<b>\$6.864</b>	<b>\$8.094</b>	<b>\$7.342</b>	<b>\$6.880</b>	<b>\$7.930</b>	<b>\$9.893</b>	<b>\$9.700</b>

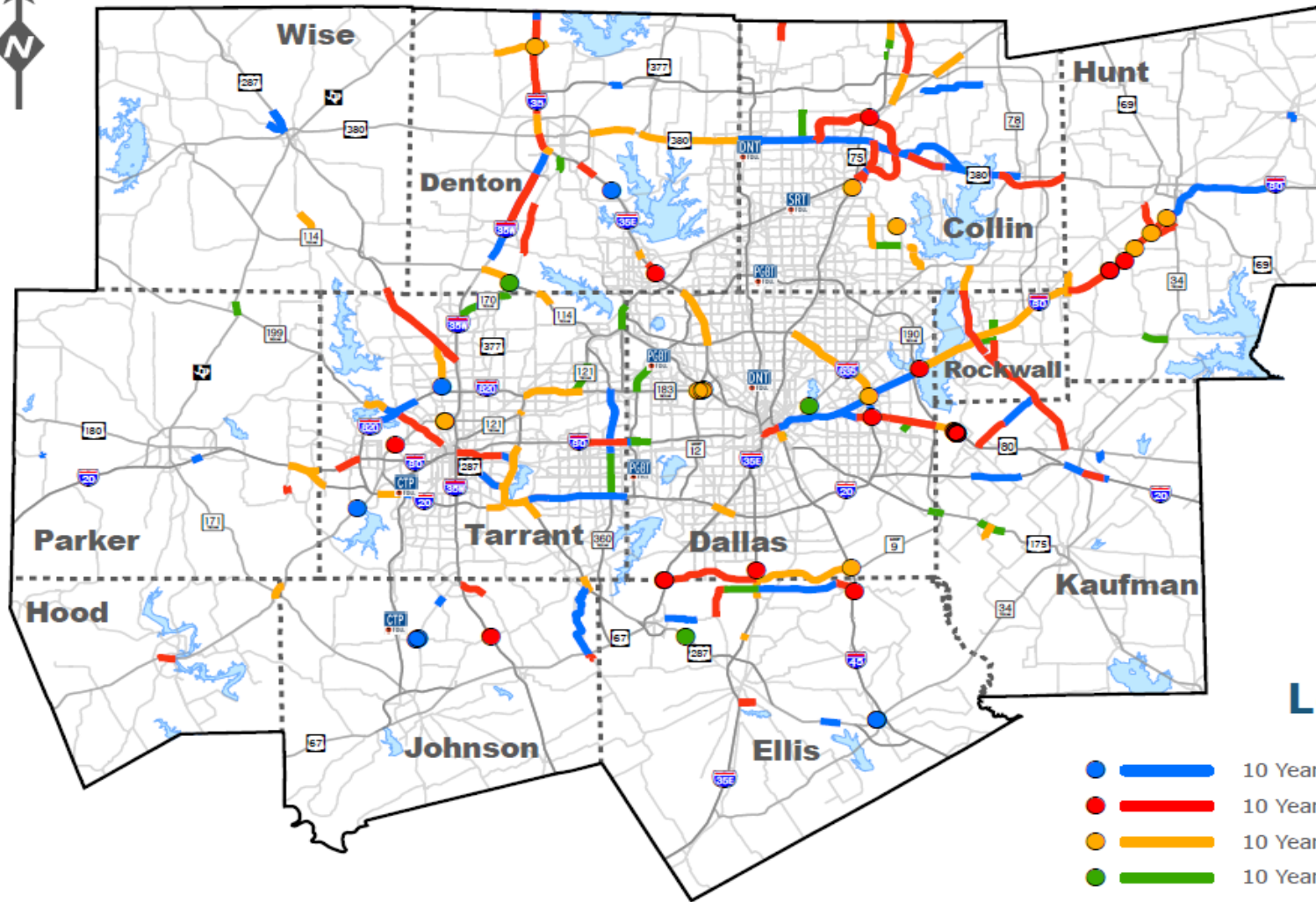
\* Amounts shown in billions

# PROJECT PROGRESS SINCE THE 2017 UTP

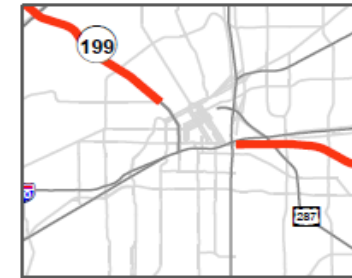
Project Status	Number of Projects	Total UTP Funding
Completed	30	\$831,018,974
Under Construction	94	\$7,531,751,550
Future Projects	152	\$8,938,420,916
<b>Total</b>	<b>276</b>	<b>\$17,301,191,440</b>

# Dallas-Fort Worth Regional 10 Year Plan Projects

FY 2017 - FY 2034



Dallas CBD



Fort Worth CBD

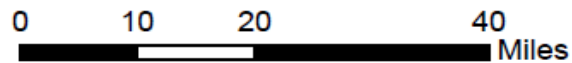
## Legend

- — 10 Year Plan Projects (No Changes)
- — 10 Year Plan Projects (New or Changed)
- — 10 Year Plan Projects (Under Construction)
- — 10 Year Plan Projects (Completed)

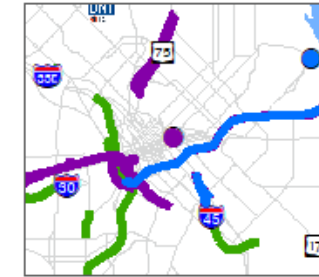
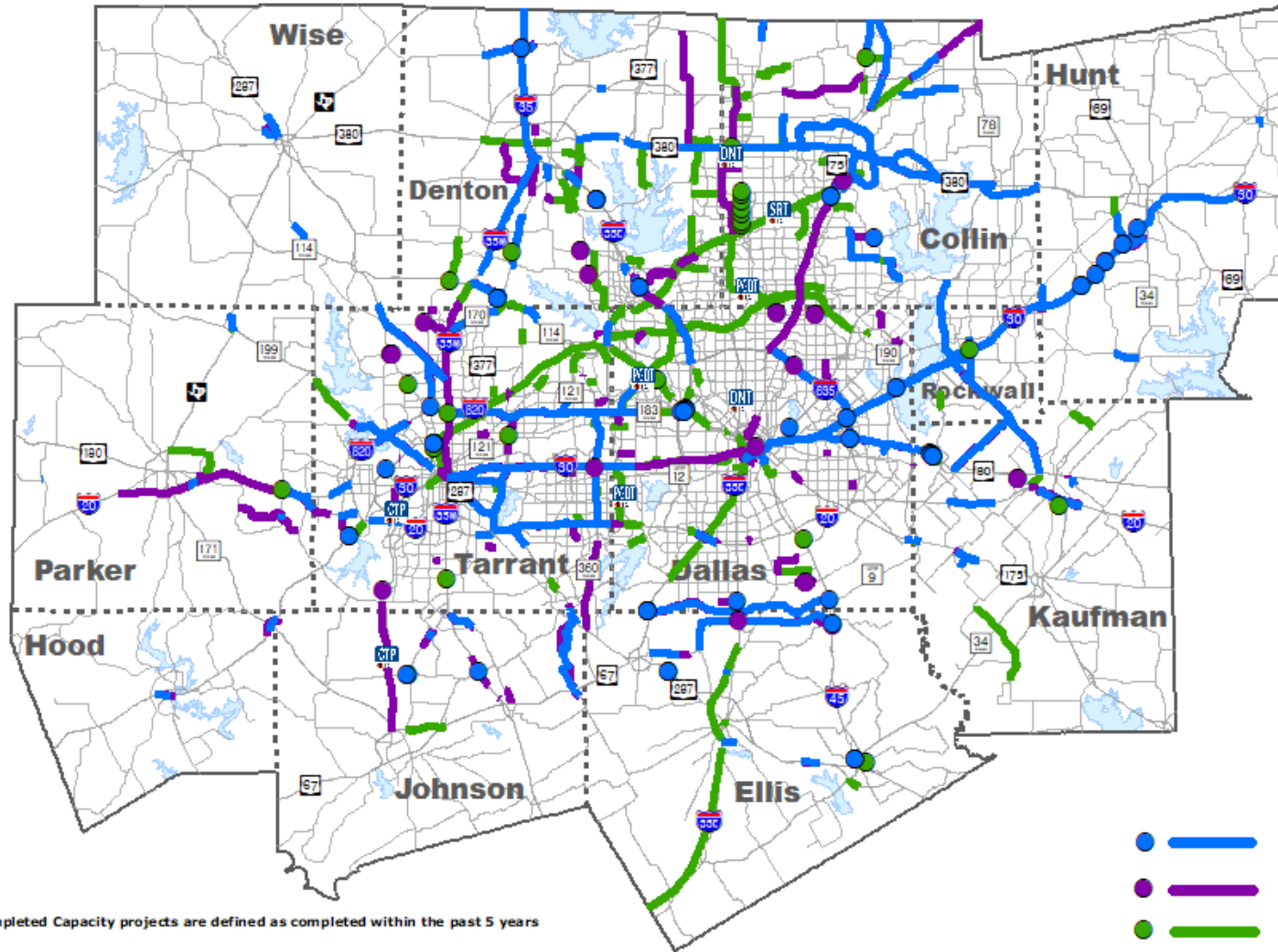
— Mobility 2045 Roadways

- - - County Boundary

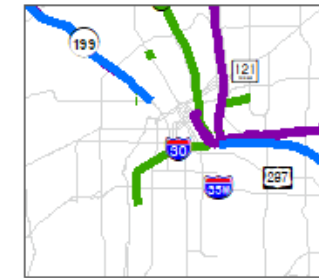
Lakes



# Recently Completed & Active Capacity Transportation Projects including 10 Year Plan Projects



Dallas CBD



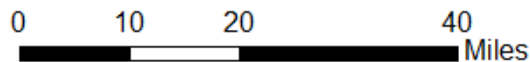
Fort Worth CBD

## Legend

- — 10 Year Plan Projects
- — Active Capacity Project
- — Recently Completed Capacity Project
- Mobility 2045 Roadways
- County Boundary
- Lakes

\*Recently Completed Capacity projects are defined as completed within the past 5 years

\*Active Capacity projects are defined as Under Construction or Fully Funded/Partially Funded



# ACTION REQUESTED

- RTC approval of:
  - The Regional 10-Year Plan project listing, including the proposed changes on the “Planned Projects” and “Let or Completed Project” listings
  - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents as needed to incorporate these changes

# TIMELINE/ACTION

MEETING/TASK	DATE
Funding Targets Received	January 30, 2024
Initial draft list due to TxDOT	February 16, 2024
STTC Information	June 28, 2024
RTC Information	July 11, 2024
Public Involvement	July 2024
STTC Action	July 26, 2024
<b>RTC Action</b>	<b>August 8, 2024</b>
TxDOT Public Involvement for 2025 UTP	July and August 2024
Anticipated TTC Approval of 2025 UTP	August 2024



# CONTACT/QUESTIONS?

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# HIGH-SPEED



# TRANSPORTATION

## Dallas-Fort Worth



North Central Texas  
Council of Governments

August 8, 2024 – Regional Transportation Council

# Proposed Network of Preferred Routes

## Dallas-Fort Worth Future Central Hub for National Rail Network

### Legend

#### Baseline Network

— Long-Distance, Northeast Corridor, State-Supported, Baseline Projects

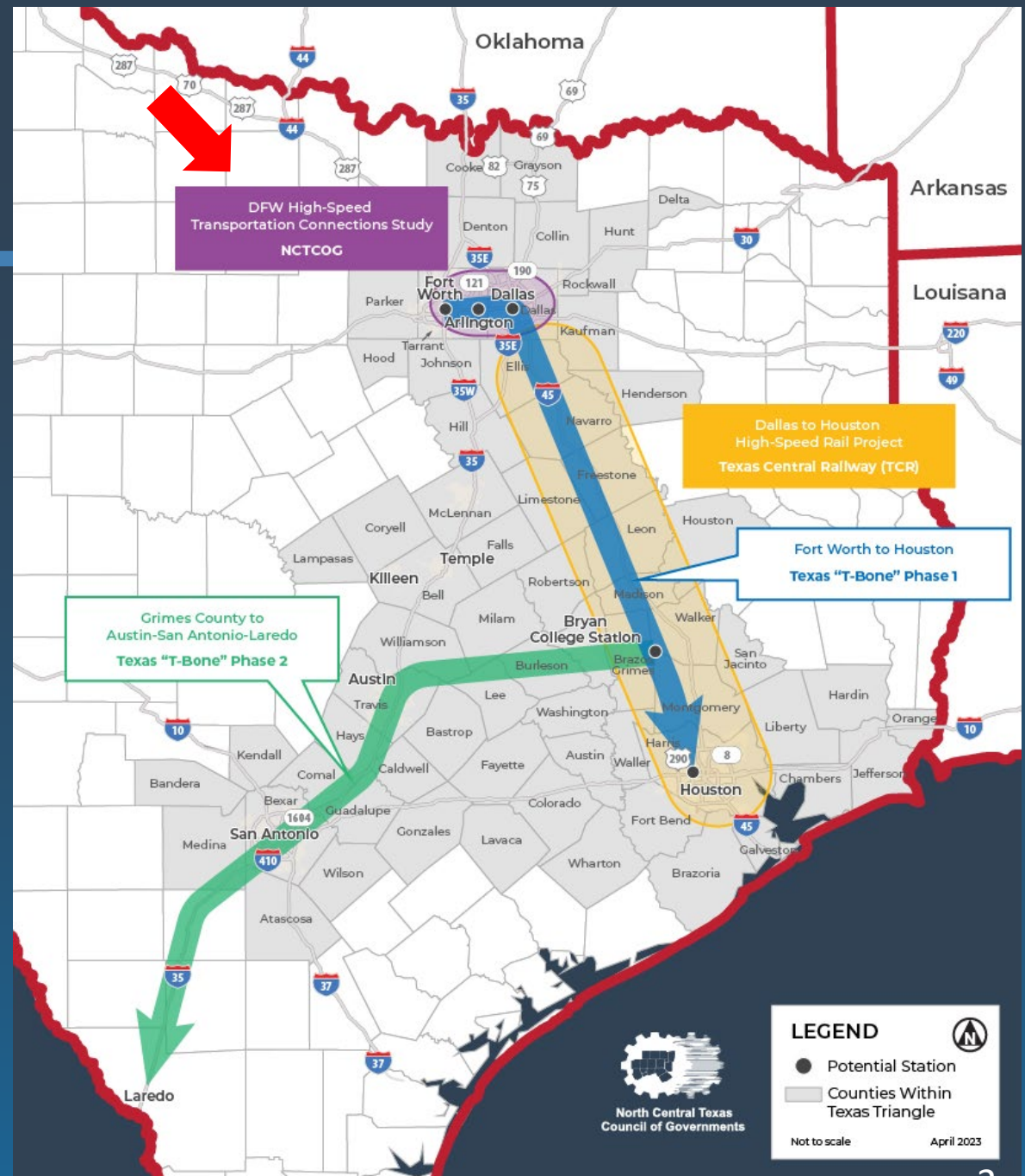
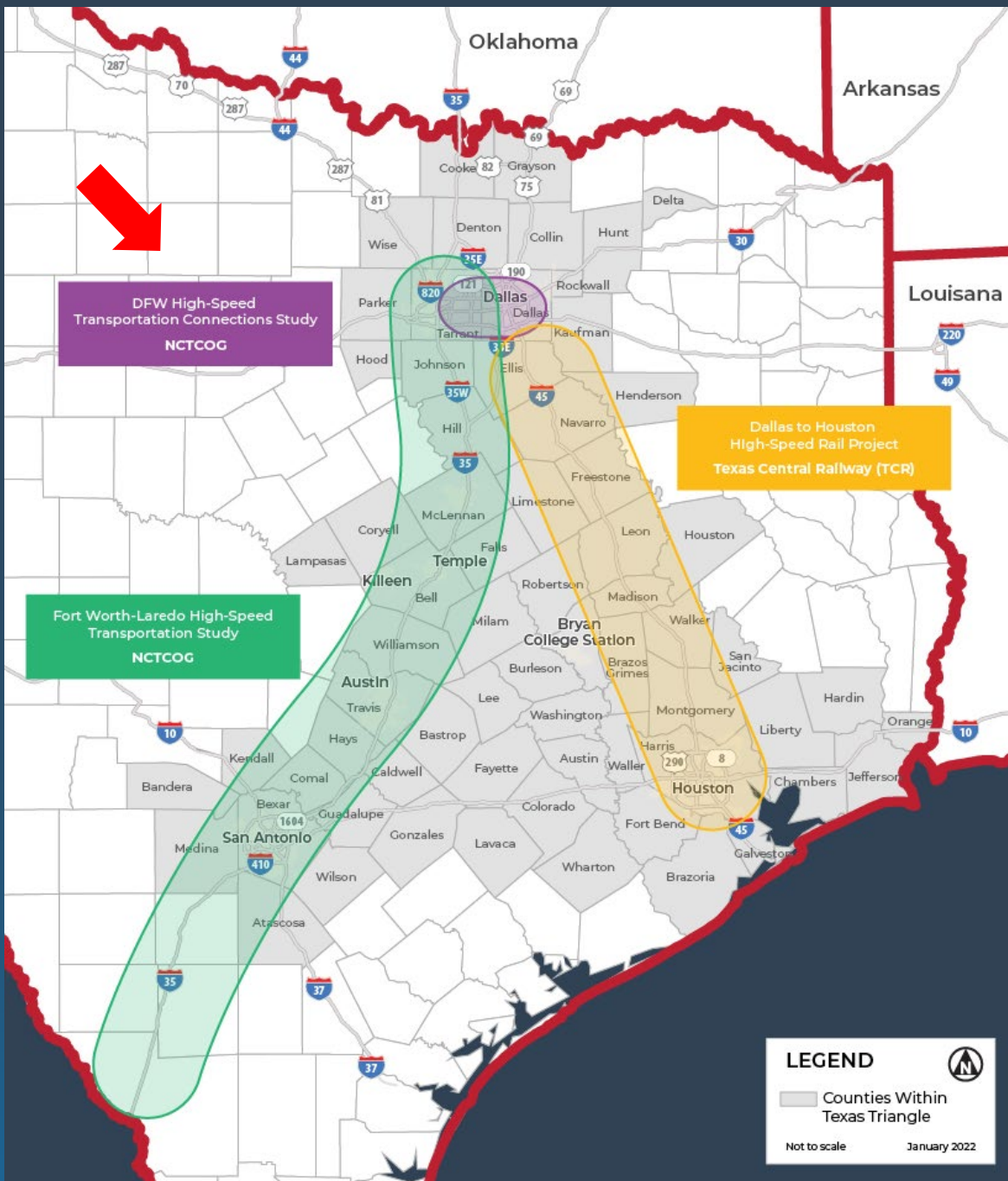
#### Preferred Routes

- Chicago – Miami
- Dallas/Fort Worth – Miami
- Denver – Houston
- Los Angeles – Denver
- Phoenix – Minneapolis/St. Paul
- Dallas/Fort Worth – New York
- Houston – New York
- Seattle – Denver
- San Antonio – Minneapolis/St. Paul
- San Francisco – Dallas/Fort Worth
- Detroit – New Orleans
- Denver – Minneapolis/St. Paul
- Seattle – Chicago
- Dallas/Fort Worth – Atlanta
- El Paso – Billings

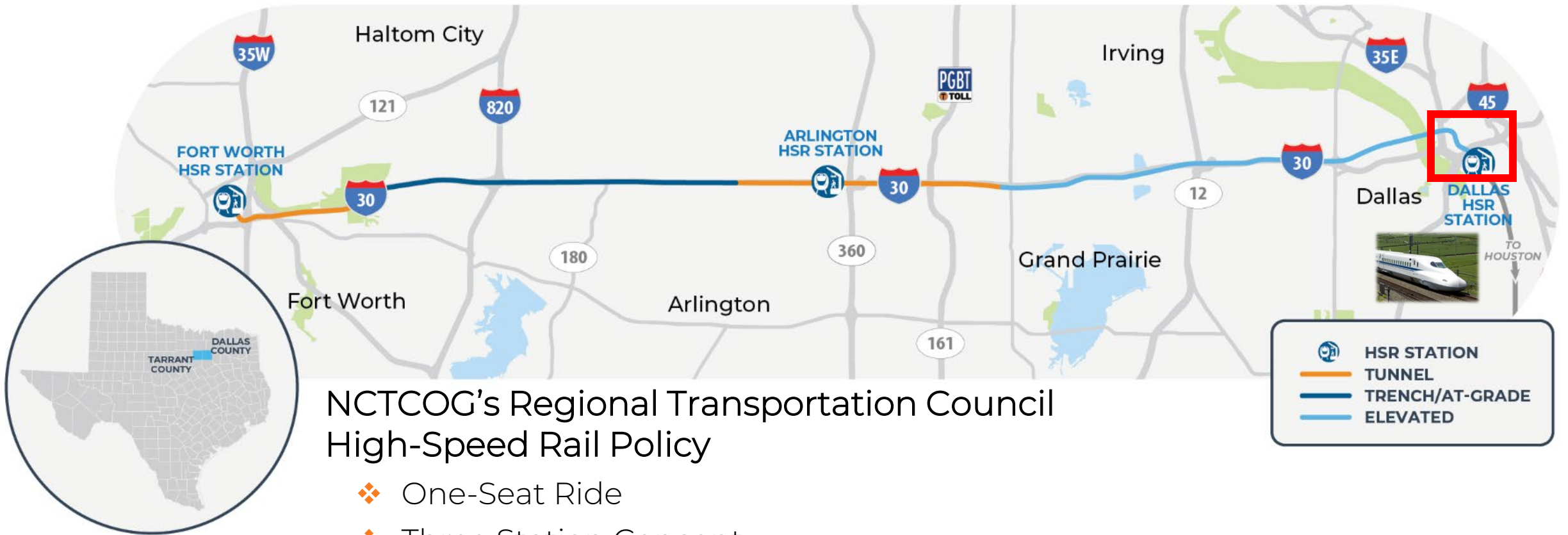
Further analysis and identification of funding after completion of this study would be necessary to advance the preferred routes through project planning and project development activities prior to implementation.

Presented at Regional Working Group Meetings February 2024

\*Potentially 6 new long-distance routes through Dallas-Fort Worth identified in FRA's Long-Distance Service Study



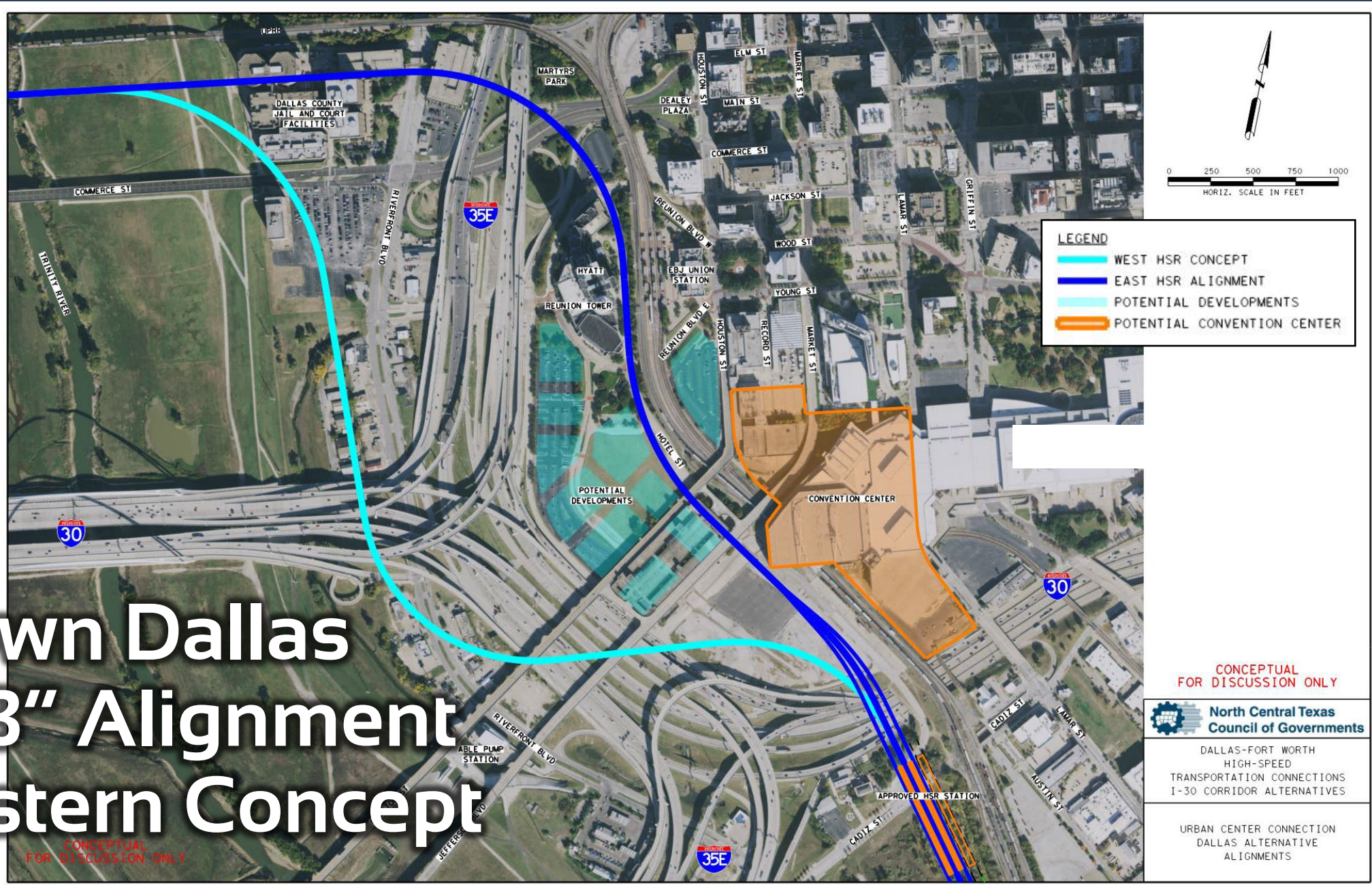
# Alignment for NEPA Review (Early 2024)



## NCTCOG's Regional Transportation Council High-Speed Rail Policy

- ❖ One-Seat Ride
- ❖ Three Station Concept

# Downtown Dallas HSR "2B" Alignment and Western Concept



# Potential Connections between Points of Interest in Downtown Dallas

Connections between Points of Interest		2B. Elevated -	
		East of Hyatt Regency Hotel with Pedestrian Lobby (Shown at 3/6/24 Dallas City Council)	Family of Elevated Alignments West of Downtown (7/11/24 RTC Workshop)
6	Hyatt Regency Hotel to Union Station	✓	✗
5	Convention Center to Union Station	✓	✗
4	Convention Center to Convention Center Hotels	✓	✗
3	High Speed Rail to Union Station	✓	✗
2	High Speed Rail to Convention Center Hotels	✓	✗
1	High Speed Rail to Convention Center	✓	?

Note: Connections between points of interest considered to be direct, air conditioned/comfortable, and ADA accessible

# Coordination Following July RTC Workshop







# Federal Transit Administration Process

NCTCOG Focus:  
Public-Private Partnerships

Alternatives  
Analysis  
(2 years)

Pre-NEPA  
Refinement  
(2 years)

NEPA  
(1 year?)

Explore Opportunities for Funding and  
Implementation by P3 or Amtrak

2020

2021

2022

2023

2024

2025

2026

2027

We are here

## Federal Railroad Administration Process

NCTCOG Focus:  
Federal Funding

Corridor Identification  
and Development Program

NEPA: National Environmental Policy Act



# Requested RTC Action to Staff

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- Dallas Alignment Options
  - Concept West of Downtown: Advance engineering and stakeholder coordination
  - Alignment East of Hyatt with Pedestrian Lobby (2B): Review opportunities in NEPA to maintain option pending results of Dallas' Economic Impact Study
- Continue advancing High-Speed Rail through NEPA process; coordinate with Federal Transit Administration and Federal Railroad Administration on appropriate process and schedule in NEPA (no significant delays anticipated)



# Requested RTC Action to Staff (Continued)

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- Amtrak will provide comment / initial concerns on moving away from Alignment Option 2B; Respond to Amtrak's position
- Increase available study budget for consultant team to accomplish actions listed above
  - Currently approved: \$12,099,657 (STBG)
  - Seeking approval of additional \$1,650,343 (STBG)



# Contacts

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North Central Texas Council of Governments

# Safe Streets and Roads for All Grant Submission

**Regional Transportation Council  
08.08.2024**

**Karla Windsor**

# Safe Streets & Roads for All (SS4A) Grant Program

- ❑ Created through the Bipartisan Infrastructure Law (BIL)
- ❑ Purpose: prevent deaths and serious injuries on our roadways
  - Focus on comprehensive safety action planning and implementing projects/strategies identified in safety action plans
- ❑ \$1.26B for FY 2024 available
- ❑ One application per agency allowed each cycle
- ❑ NCTCOG staff would like to pursue a planning project



# Safe Streets & Roads for All Grant Program

## Funding Availability

**\$580 Million**

- Planning/Demonstration  
(National)

**\$657 Million**

- Implementation  
(National)

**< 15% per State**

- Overall Program

## Minimum Award

**\$100,000**

- Planning/Demonstration

**\$2.5 Million**

- Implementation

## Maximum Award

**\$10 Million**

- Planning/Demonstration

**\$25 Million**

- Implementation

## Cost Sharing

80% Federal | 20% non-Federal

## Applicant/Condition Eligibility

1. MPOs
2. Political Subdivision of a State  
(City, Town, County, Transit Agency, Special District, etc.)
3. Tribal Government
4. Multi-Jurisdictional Group of Above Entities



# Safe Streets & Roads for All (SS4A) Grant Program

## Three opportunities to submit planning and implementation applications

- Cycle 1: April 4, 2024 – planning and demonstration grants
- Cycle 2: May 16, 2024 – planning and demonstration grants and implementation grants
- **Cycle 3: August 29, 2024 – planning and demonstration grants**
- NCTCOG applied for Cycle 2 planning and demonstration funding





# NCTCOG Regional Active Transportation Safety Grant Application

## Advancing Safe Regional Active Transportation Connections to Rail Stations

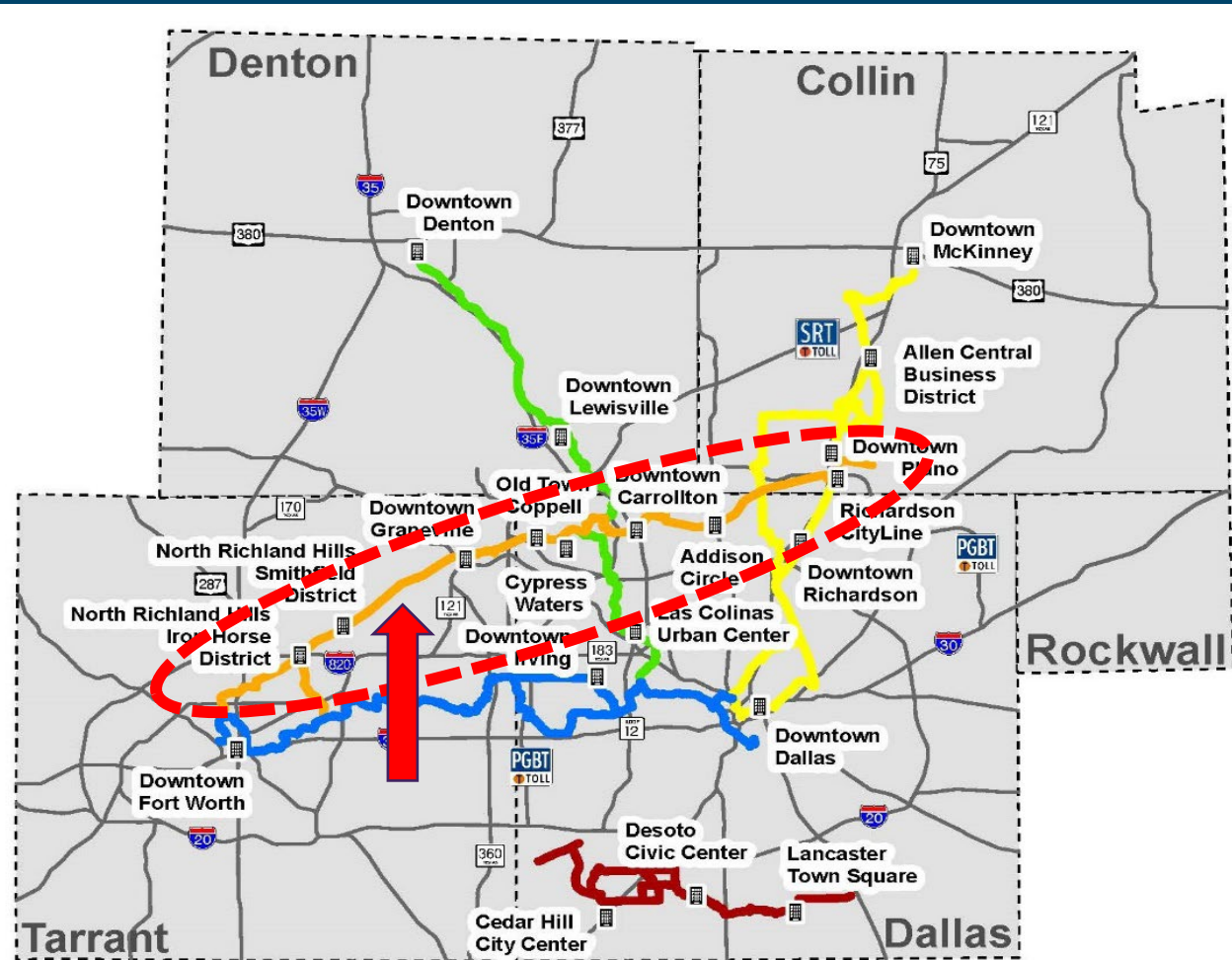
Conducting in-depth planning and feasibility study to implement regional trail and on-street bikeway alignments that provide safe connections to passenger rail stations in northeast Tarrant County:

### Focus of the additional study

- Finalize planned regional alignments for future construction through the cities of Fort Worth, Haltom City, North Richland Hills, and Richland Hills
- Assess safe connections to various TEXRail stations and the Trinity Lakes TRE station
- Assess safe crossings of significant barriers including major arterial roadways, highways, freight railroads, and waterways
- Develop an action plan, schematics, and opinions of construction cost for recommended alignments and safety countermeasures



# Highlighted Regional Trail Corridors



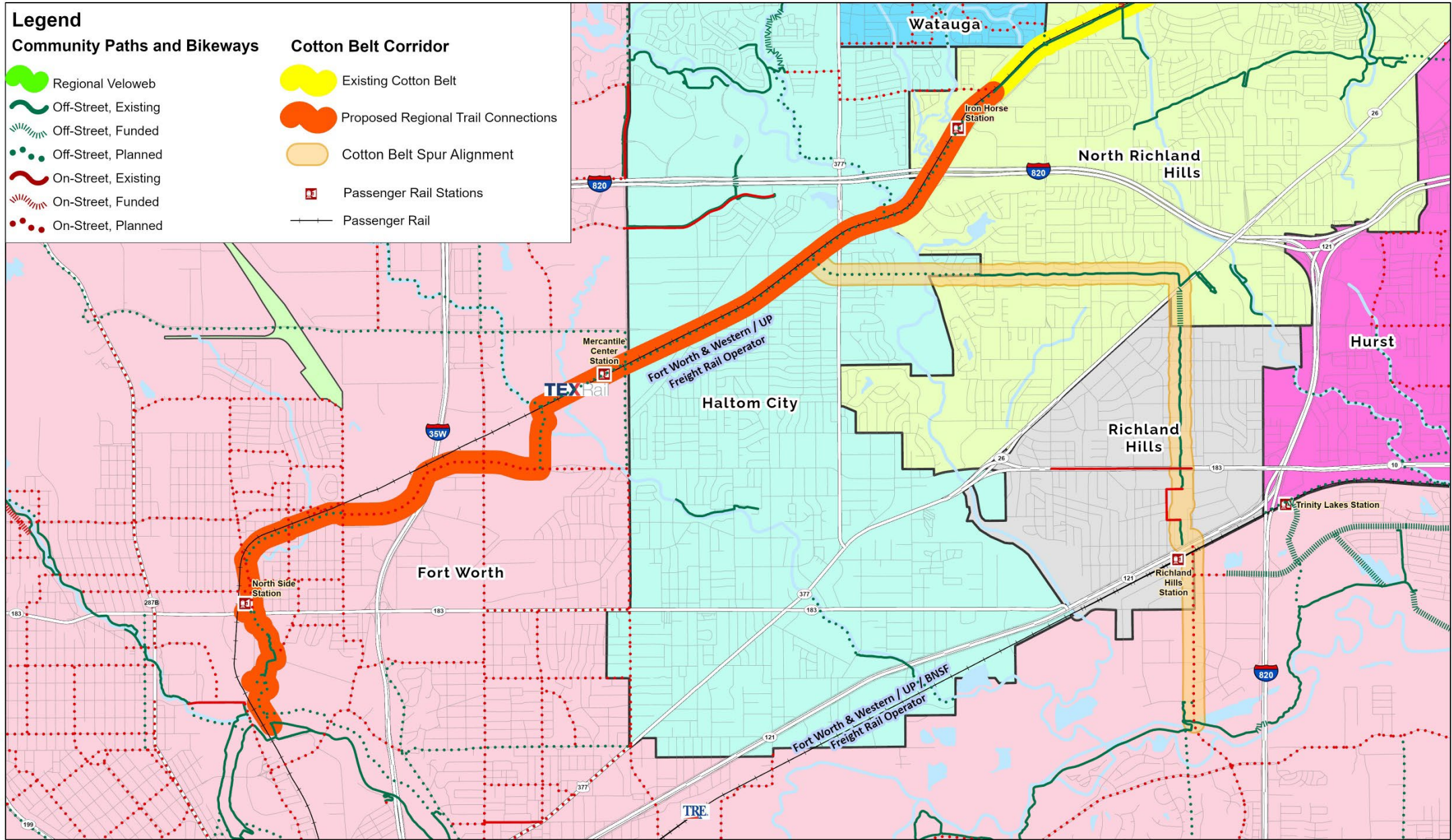
Cotton Belt Corridor  
from Plano to Fort Worth  
approximately 65.8 miles

-  Fort Worth to Dallas Regional Trail Corridor
-  Cotton Belt Regional Trail Corridor
-  McKinney to Dallas Regional Trail Corridor
-  Denton to Dallas Regional Trail Corridor
-  Southern Dallas County Regional Trail Corridor



North Central Texas  
Council of Governments  
Transportation Department

# Cotton Belt Trail Western Extension Study Area



**Legend**

**Community Paths and Bikeways**

- Regional Veloweb
- Off-Street, Existing
- Off-Street, Funded
- Off-Street, Planned
- On-Street, Existing
- On-Street, Funded
- On-Street, Planned

**Cotton Belt Corridor**

- Existing Cotton Belt
- Proposed Regional Trail Connections
- Cotton Belt Spur Alignment
- Passenger Rail Stations
- Passenger Rail

# NCTCOG Regional Safe Streets Planning/Demonstration Grant Application

## Anticipated Budget

Total Planning Budget	Federal (SS4A)	Non-Federal Match	Match Source
\$2,000,000	\$1,600,000	\$400,000	RTC Local



# Schedule

Date	Milestone
March 1, 2024	NOFO Released
<b>August 8, 2024</b>	<b>RTC Action</b>
August 22, 2024	Executive Board
August 23, 2024	STTC Action (Endorsement)
August 29, 2024	Applications Due



# Requested Action

- Approve the NCTCOG planning grant application for the FY 2024 Safe Streets and Roads for All (SS4A) Discretionary Grant program.
- Approve the use of \$400,000 in Regional Transportation Council Local funds for non-federal match should the project be selected for funding.
- Approve staff to administratively amend the TIP/STIP and other planning/administrative documents to incorporate these changes should the project be selected for funding.



# CONTACT US

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Program Manager

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# Regional Transit 2.0: Policy Oversight ("Project Review Committee")

Task	Lead Local Entity	Oversight Members (RTC Members)		Lead NCTCOG Staff	Transit Authority Lead	Lead Consultant
		Primary	Secondary			
1 – Project Management	RTC Staff	N/A	N/A	Michael Morris April Leger	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	InfraStrategies  McKinsey
2 – Develop Transit Legislative Program	RTC	RTC Committee of the Whole	-	Amanda Wilson Rebekah Gongora	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	InfraStrategies
3 – Develop Strategies to Increase Transit Authority Membership	Transportation Authorities	DART, DCTA, Trinity Metro Representatives	Cities/Counties	Karla Windsor	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	InfraStrategies
4 – Develop Collaborations Between Existing Transit Authorities	Transportation Authorities	DART, DCTA, Trinity Metro Representatives	RTC Committee of the Whole	Karla Windsor	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	InfraStrategies
5 – Develop Strategies for Authority Board Partnerships & Teamwork	Transportation Authorities Member Cities	DART, DCTA, Trinity Metro Representatives	DART, DCTA, Trinity Metro Member Cities	Michael Morris	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	McKinsey



# Regional Transit 2.0: Policy Oversight ("Project Review Committee") continued

Task	Lead Local Entity	Oversight Members (RTC Members)		Lead NCTCOG Staff	Transit Authority Lead	Lead Consultant
		Primary	Secondary			
6 – Develop Strategies for In-Fill Development	Member Cities	DART, DCTA, Trinity Metro Member Cities	DART, DCTA, Trinity Metro Representatives	Karla Windsor	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	InfraStrategies
7 – Review of Fare Collection Strategies	Transportation Authorities	DART, DCTA, Trinity Metro Representatives	Cities/Counties	Amanda Wilson Rebekah Gongora	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	InfraStrategies
8 – Develop Recommendations for Transit Authority/Member City Paradox	Transportation Authorities  Member Cities	DART, DCTA, Trinity Metro Representatives	DART, DCTA, Trinity Metro Member Cities	Michael Morris	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	McKinsey
9 – Final Report	RTC Staff	RTC Committee of the Whole	-	All NCTCOG Staff	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	InfraStrategies  McKinsey

# TOPICS FOR THE 2025 RTC LEGISLATIVE PROGRAM

## Adequately Fund Transportation

- Including Regional Transit 2.0 Funding Related Recommendations

## Utilize Tools and Expand Transportation Options

- Including Regional Transit 2.0 Non-Funding Related Recommendations (Land Use, Membership, Etc.)

## Enhance Safety

## Pursue Innovation and Technology

## Improve Air Quality



# TIMELINE

The Regional Transportation Council will be presented with a list of proposed topics to support in advance of the 89<sup>th</sup> Legislature. Action will be sought in October 2024.



# CONTACT US



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NCTCOG Legislative Updates: [www.nctcog.org/legislative](http://www.nctcog.org/legislative)

Implications to

**MOBILITY**  **2050**

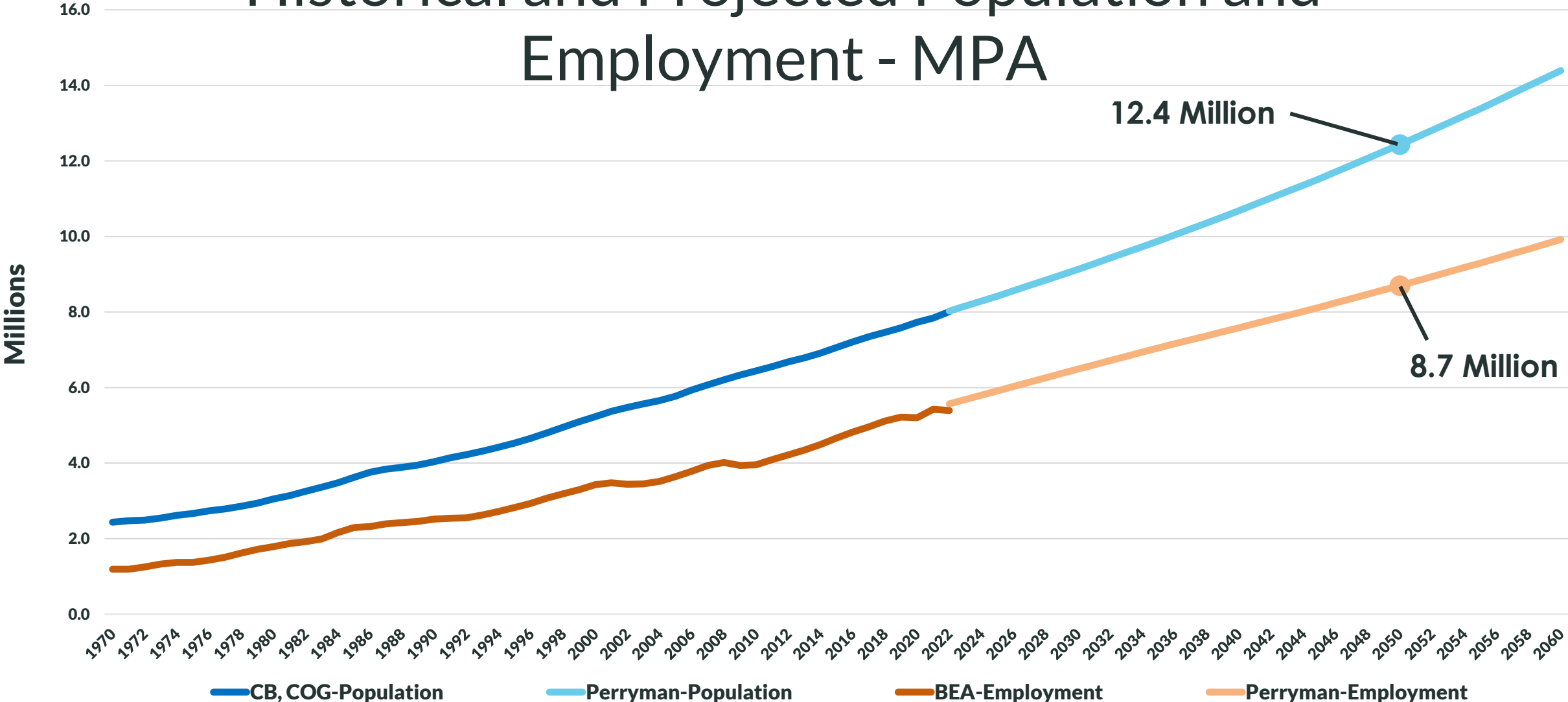
*(The Metropolitan Transportation Plan  
for North Central Texas)*

Based on New Demographics

Regional Transportation Council

August 8, 2024

# Historical and Projected Population and Employment - MPA



Source: U.S. Census Bureau, Bureau of Economic Analysis, The Perryman Group, NCTCOG

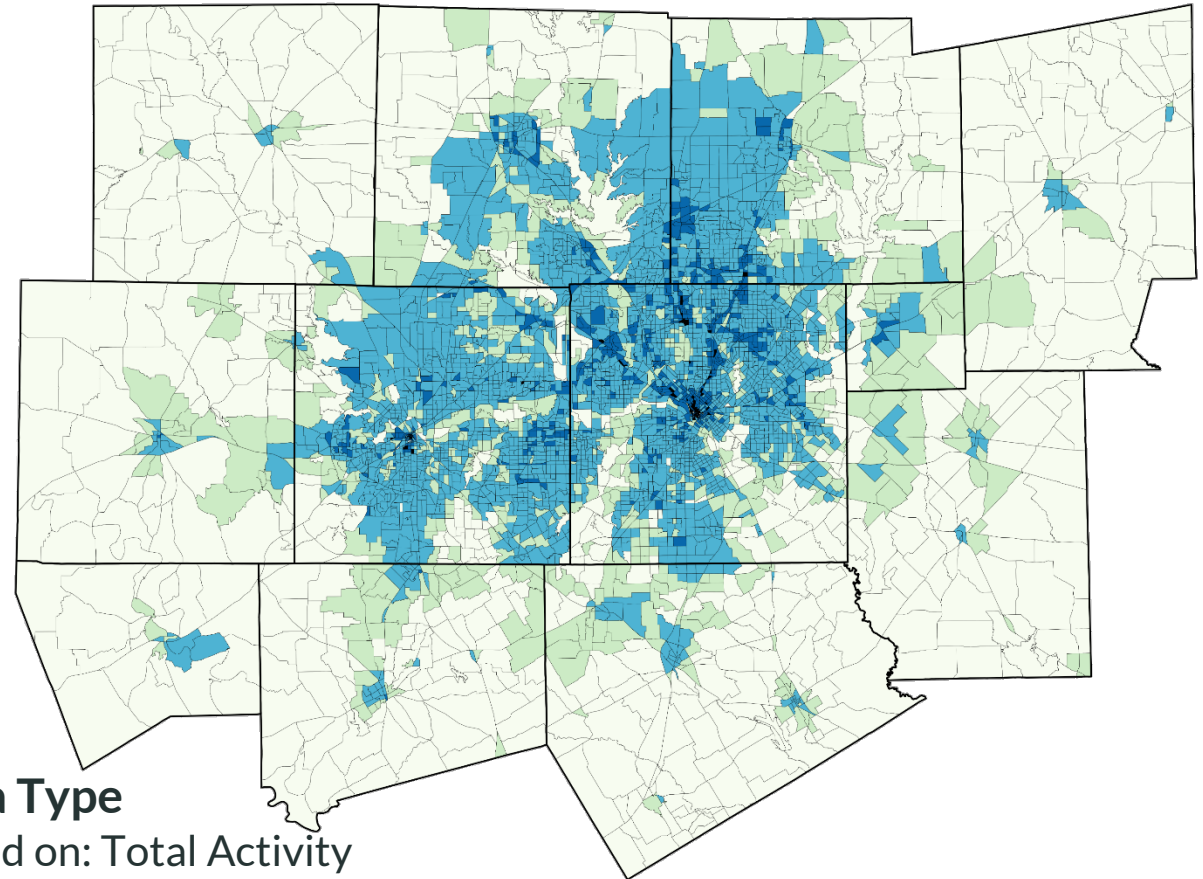
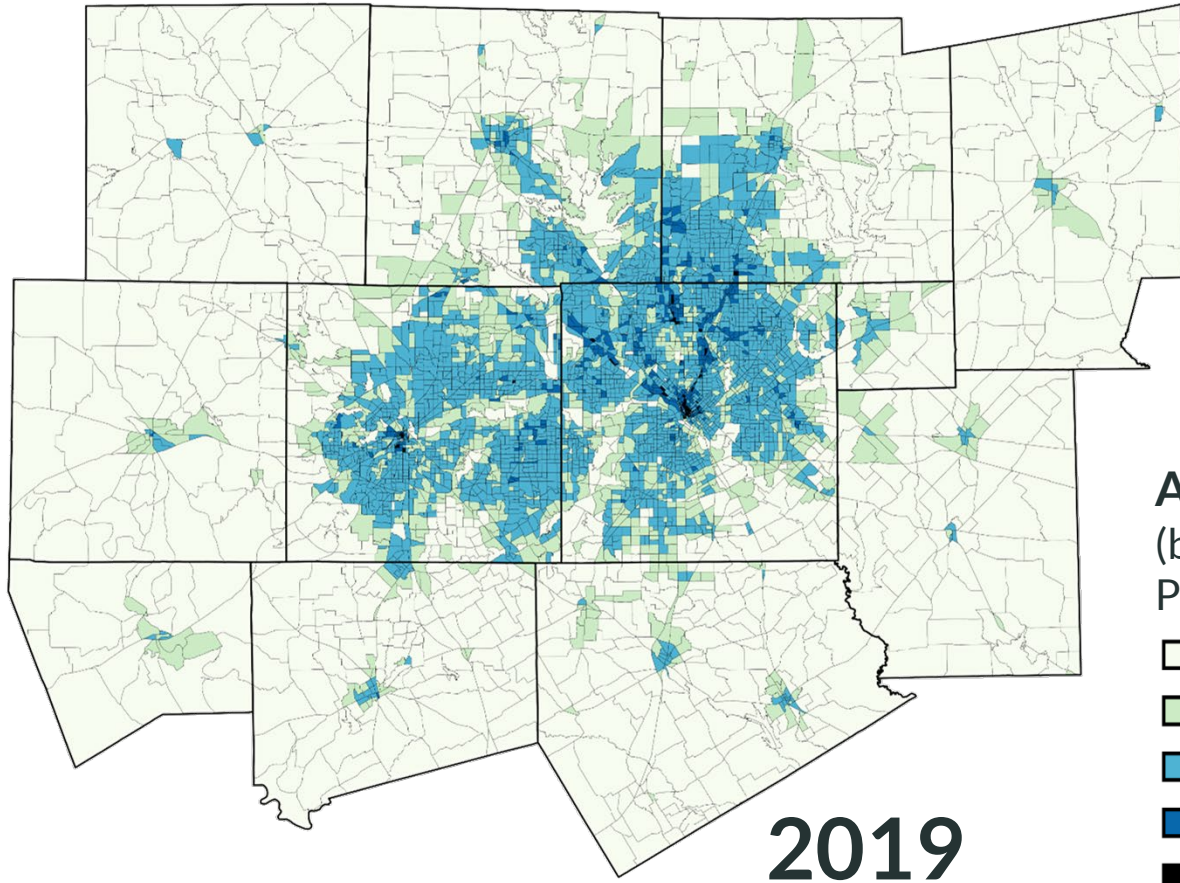
# Forecast 2050

## Regional Control Totals

	2019	2050 Control Total	2019 – 2050 Change	2019 – 2050 % Change
Population	7,515,038	12,429,673	4,914,635	65.4%
Employment	5,213,776	8,698,026	3,484,250	66.8%
<b>2050 Population/Employment Ratio</b>		<b>1.43</b>		

Source: U.S. Census Bureau, Bureau of Economic Analysis, The Perryman Group, NCTCOG

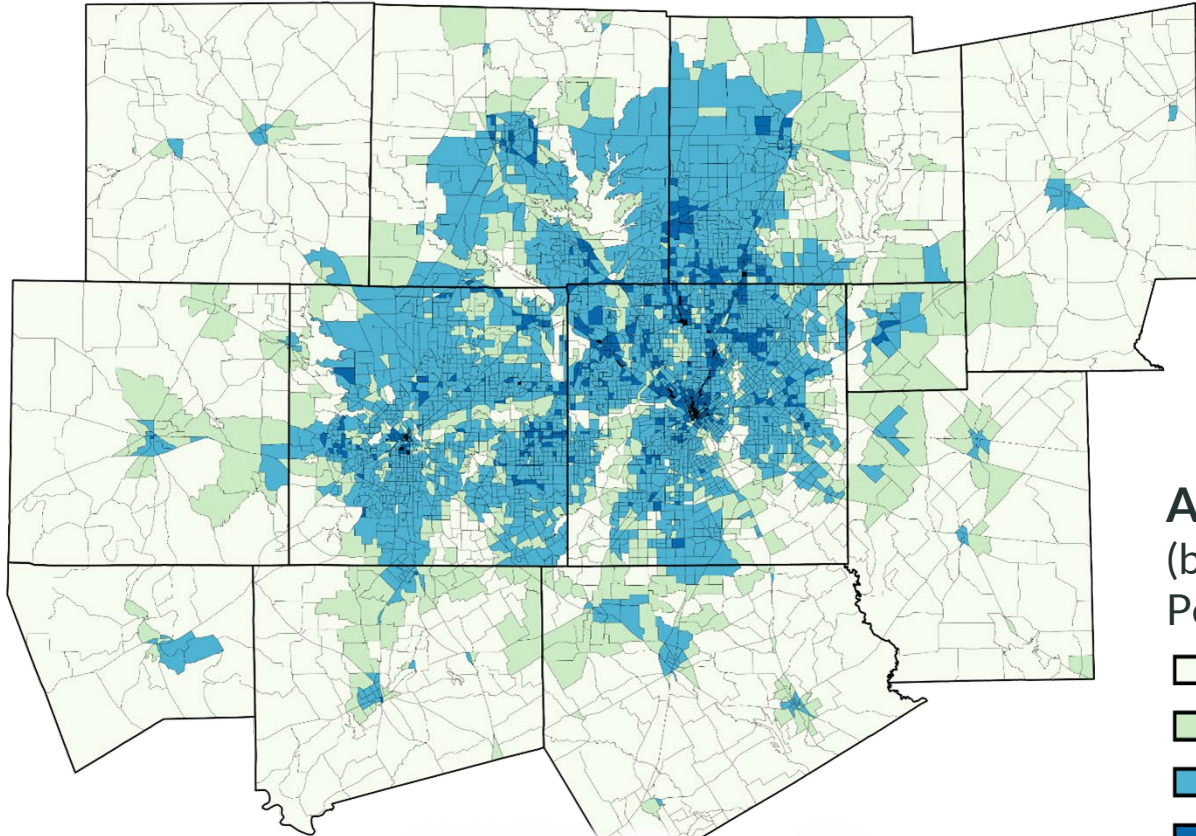
# Forecast 2050 Total Activity



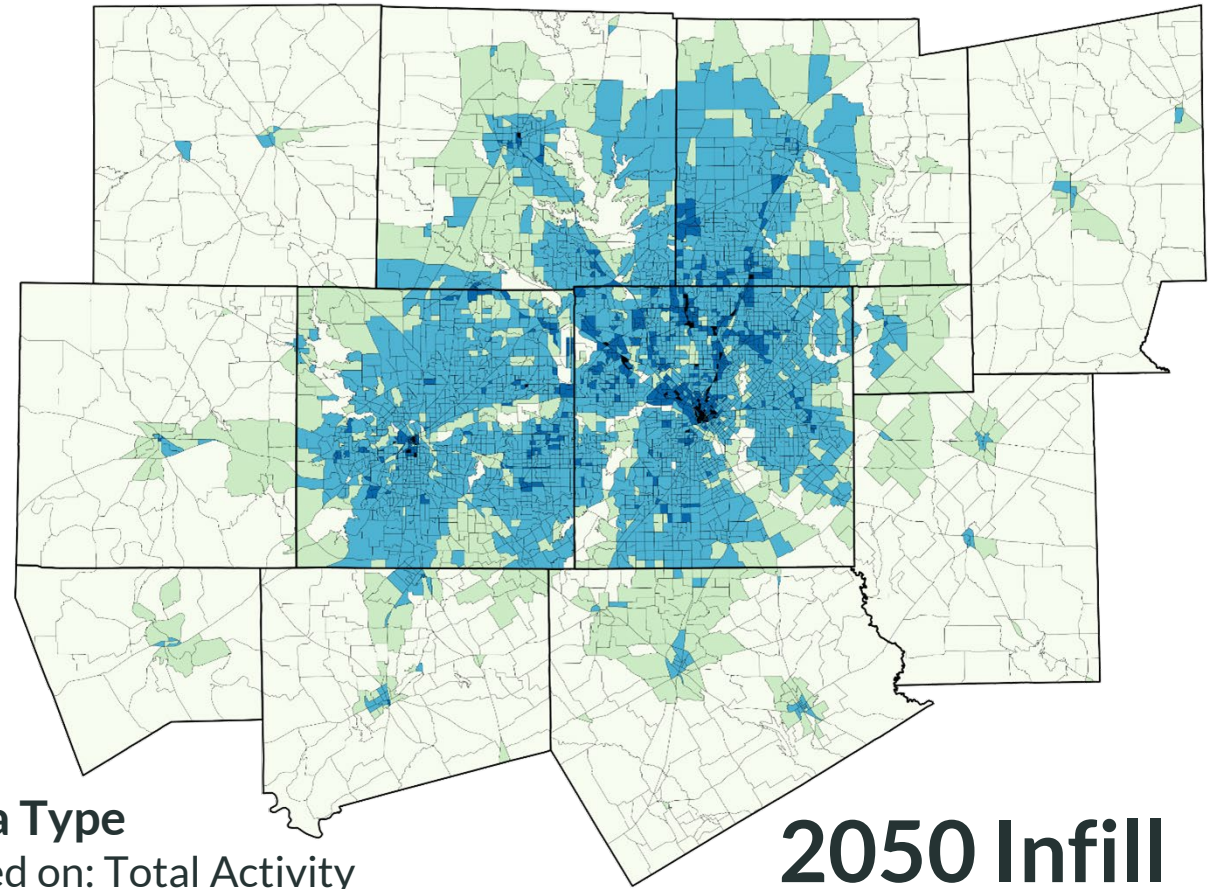
- Area Type**  
(based on: Total Activity  
Per Square Mile)
- Rural
  - Suburban Residential
  - Urban Residential
  - Outer Business District
  - Central Business District



# Forecast 2050 Total Activity








**2050 Baseline**

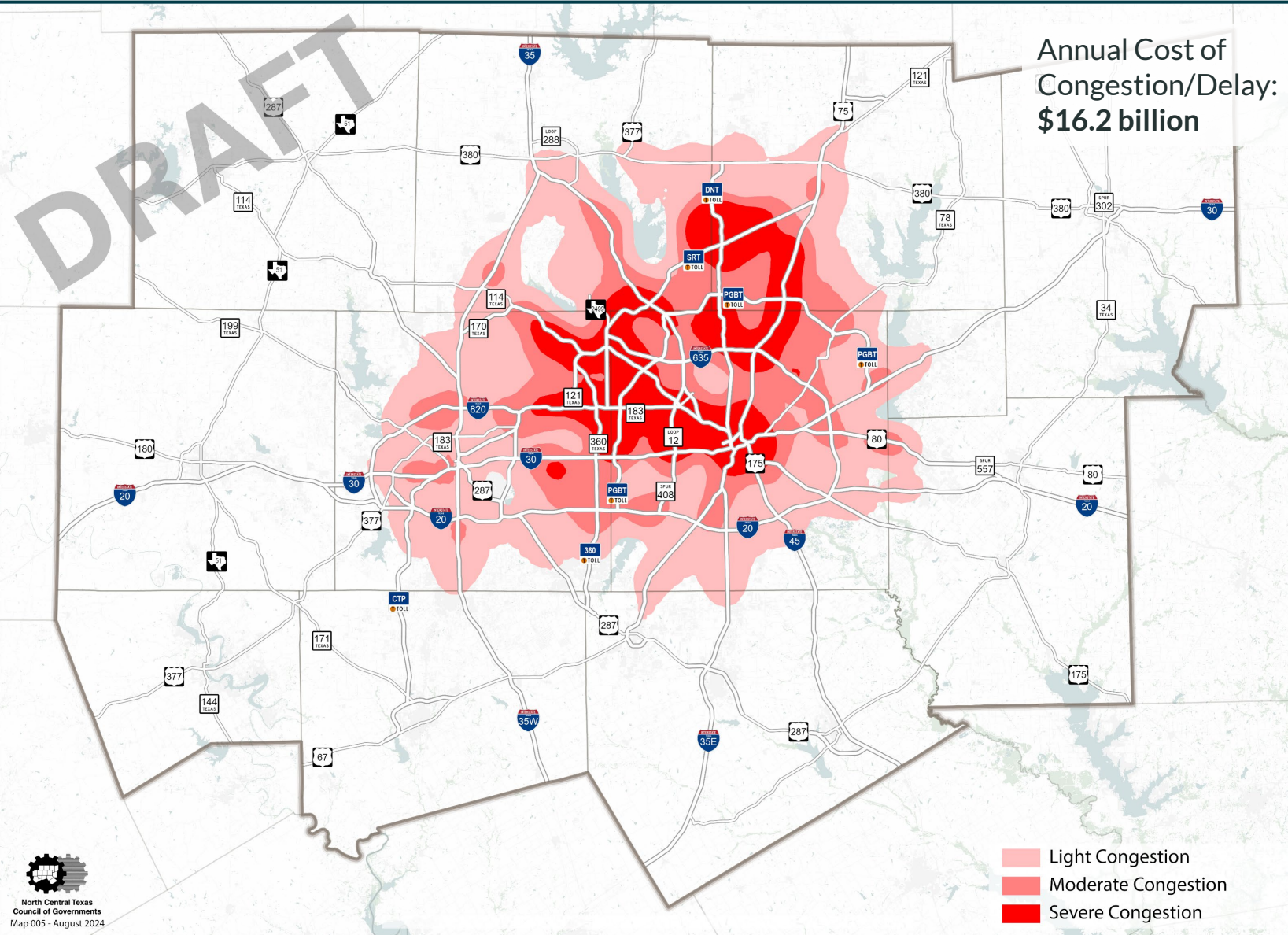


**2050 Infill**

## Area Type

(based on: Total Activity Per Square Mile)

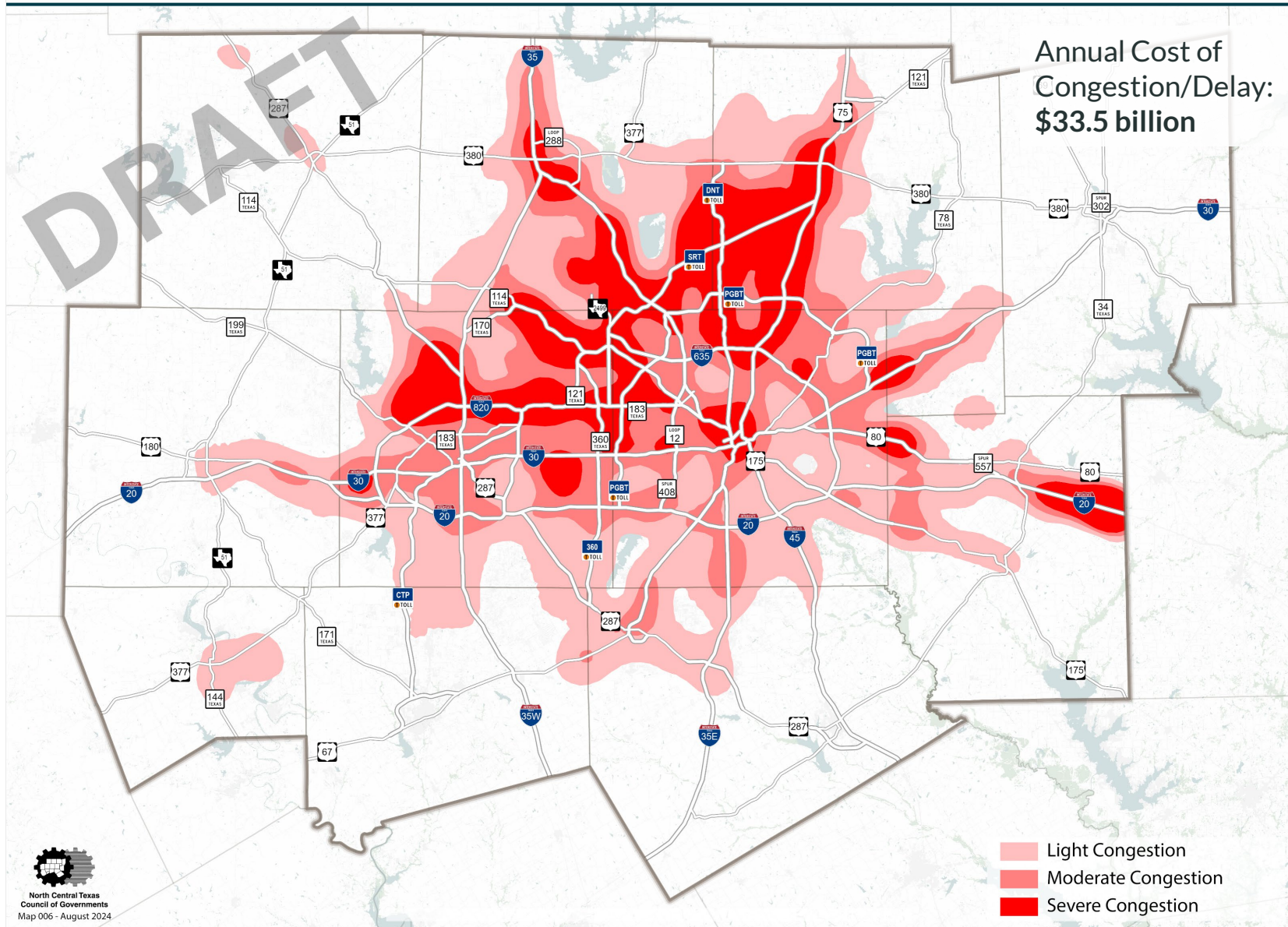
-  Rural
-  Suburban Residential
-  Urban Residential
-  Outer Business District
-  Central Business District



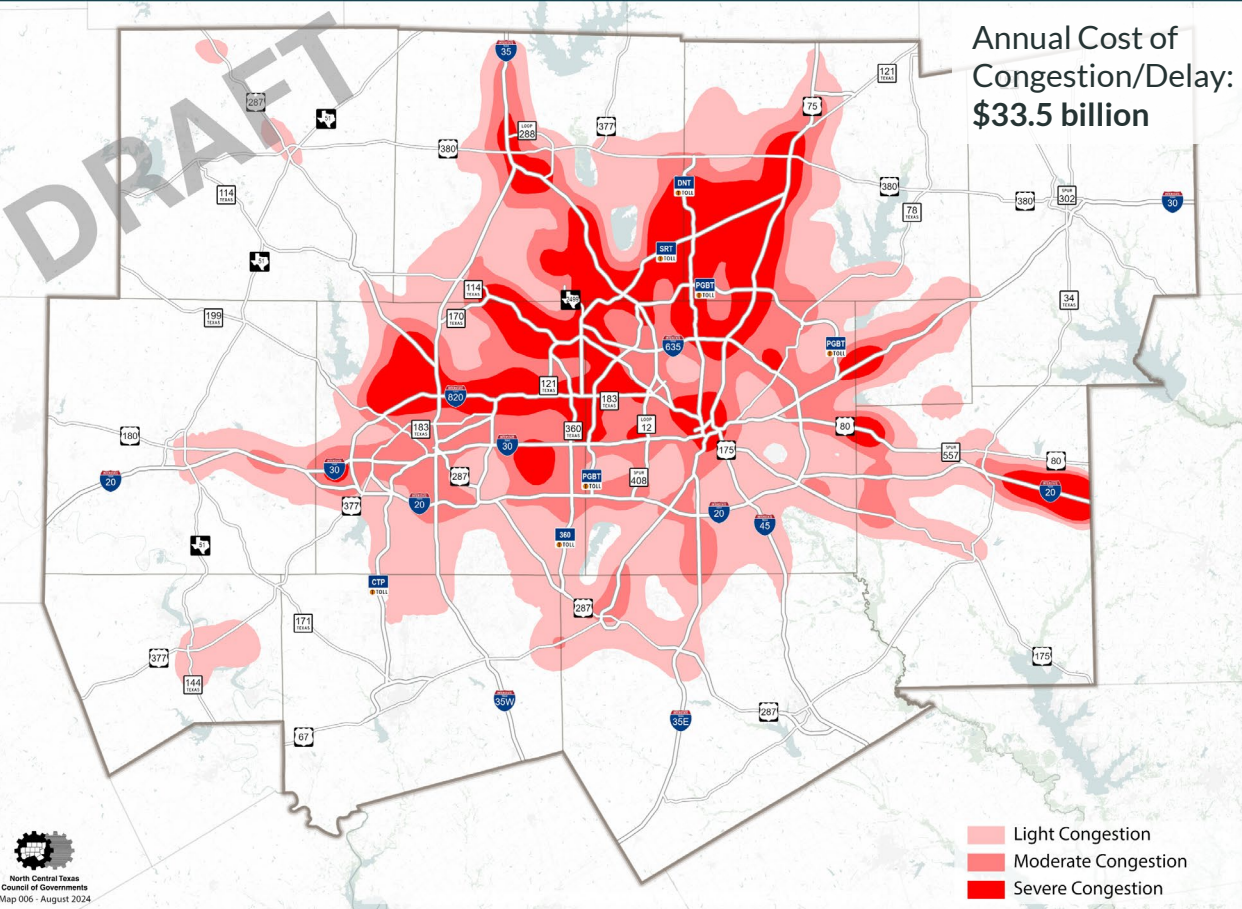
North Central Texas  
Council of Governments  
Map 005 - August 2024

Annual Cost of  
Congestion/Delay:  
**\$16.2 billion**

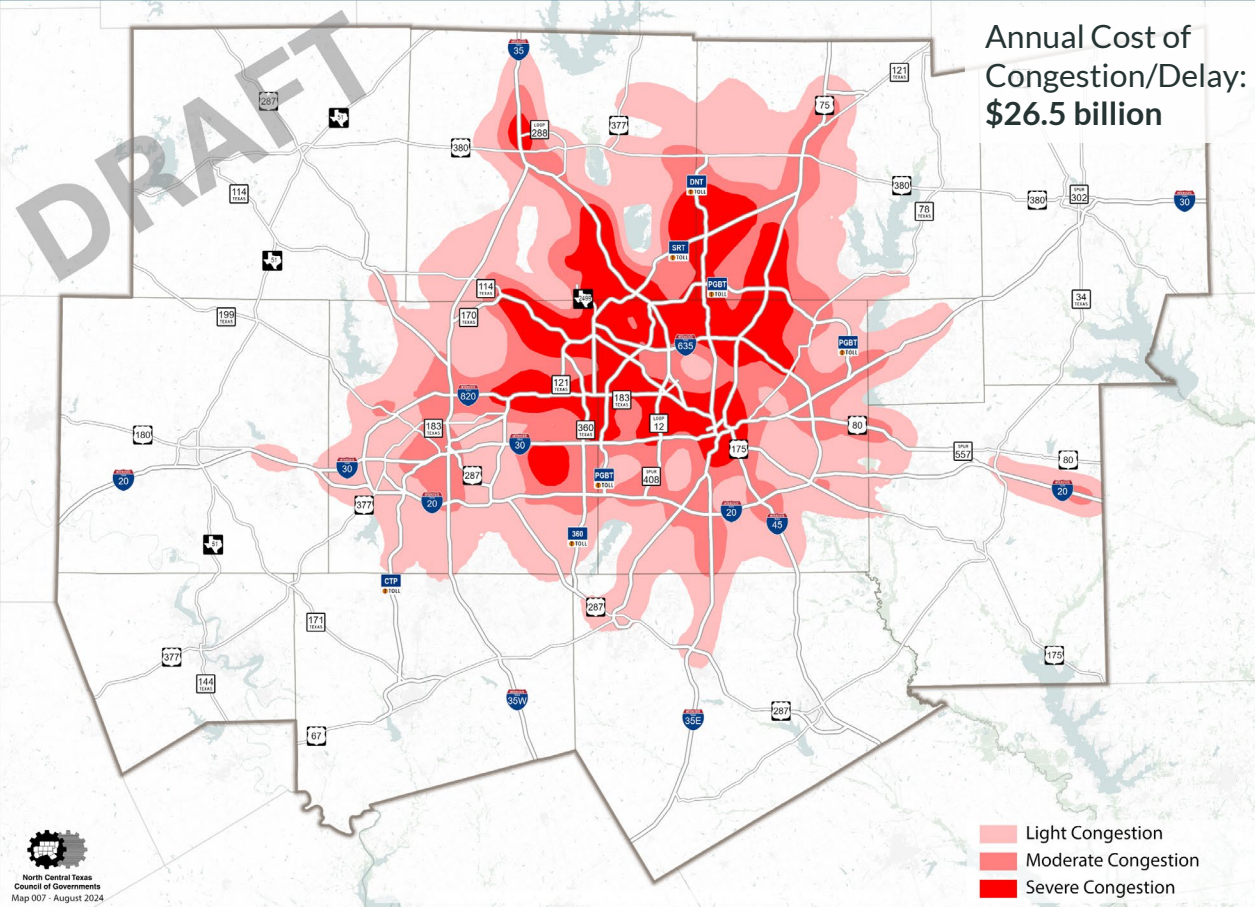
- Light Congestion
- Moderate Congestion
- Severe Congestion



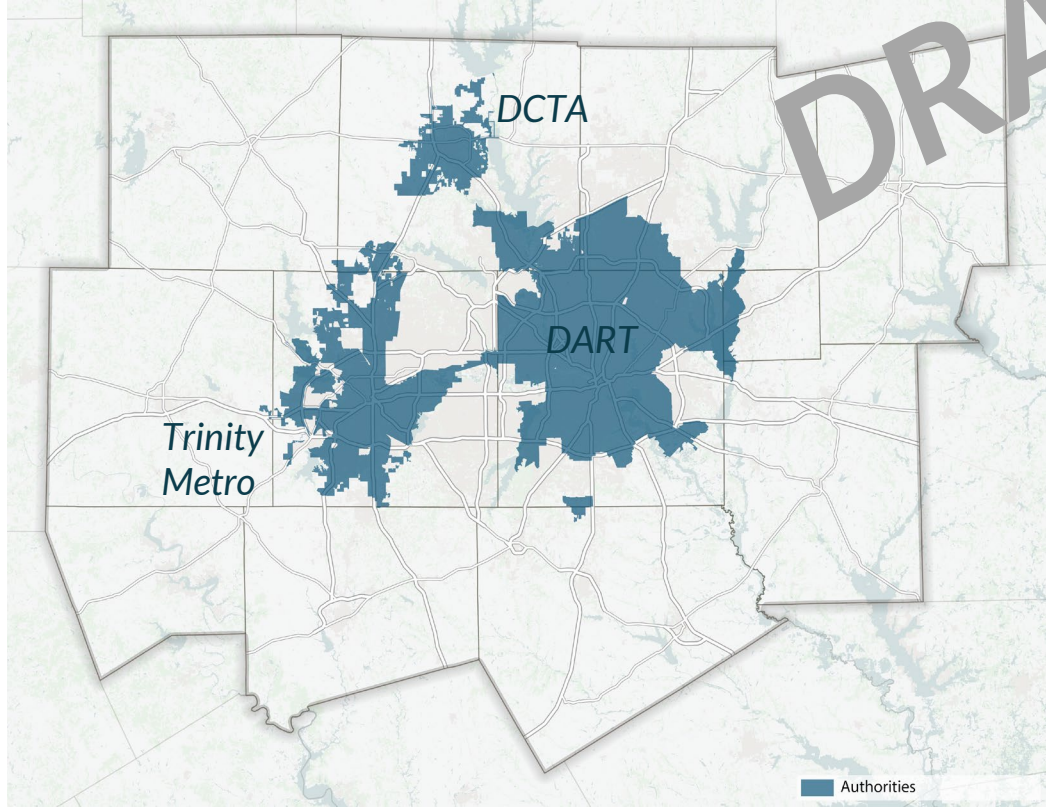
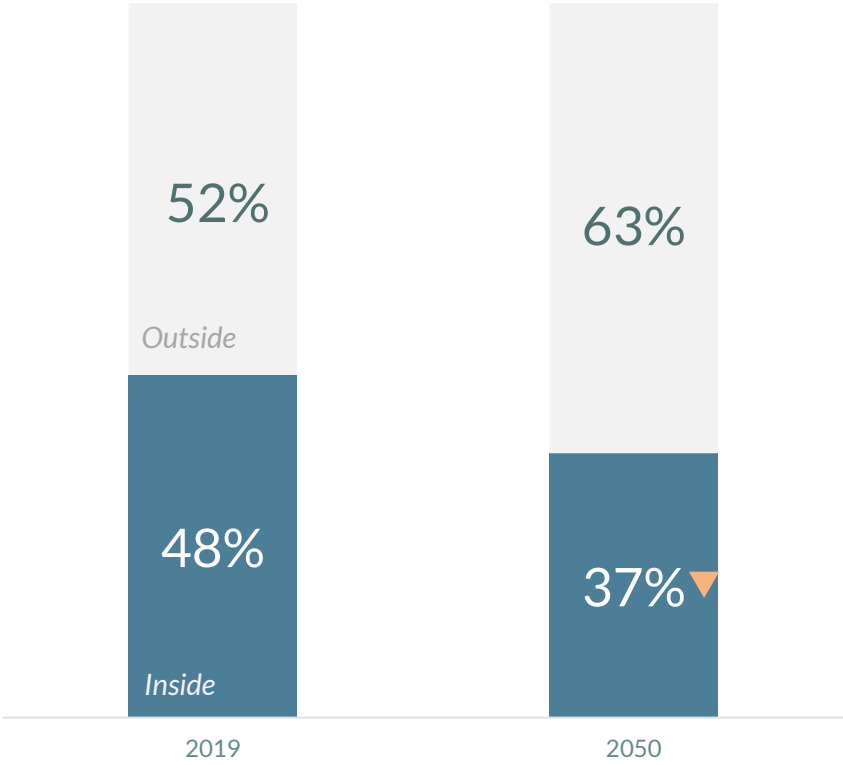
# 2050 Level of Congestion (New Baseline)



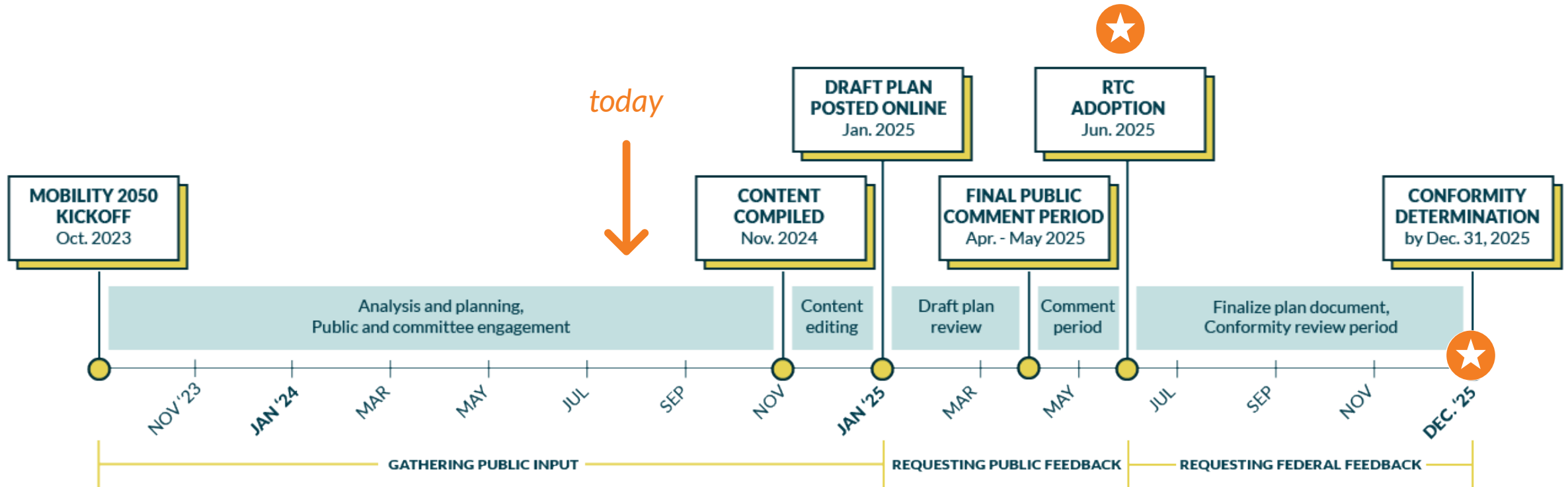
# 2050 Level of Congestion (Infill Alternative)



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



# Timeline to Develop Mobility 2050



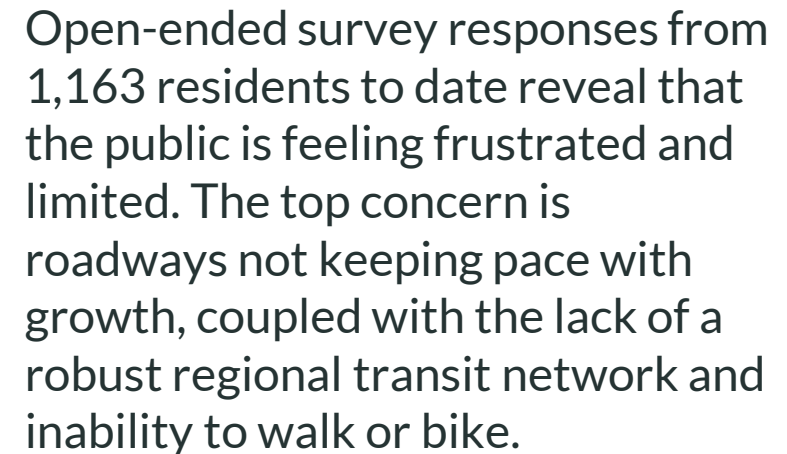
Key driver for Mobility 2050 schedule:  
End of 20-year horizon for 2045 by the end of 2025

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

**2,000** + Survey responses through June 2024

**1,100** + Open-ended responses collected through June 2024

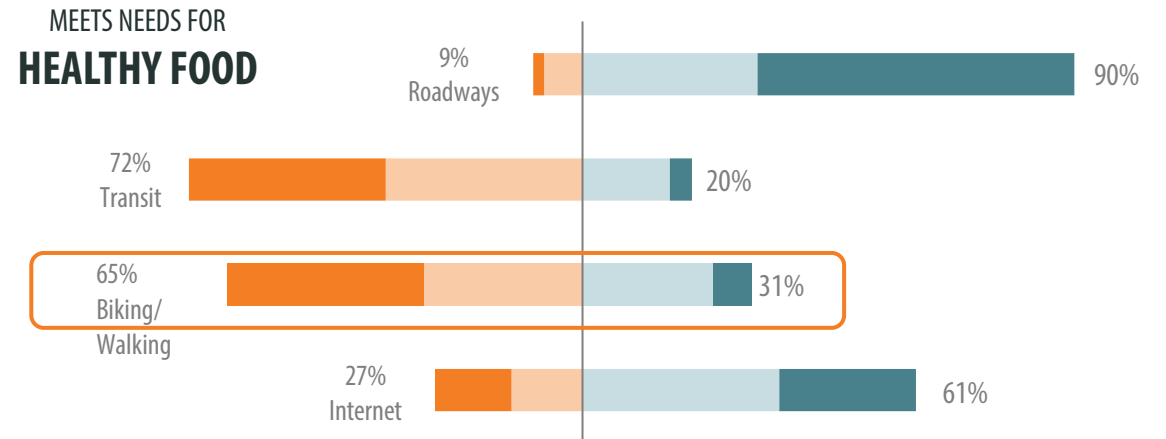
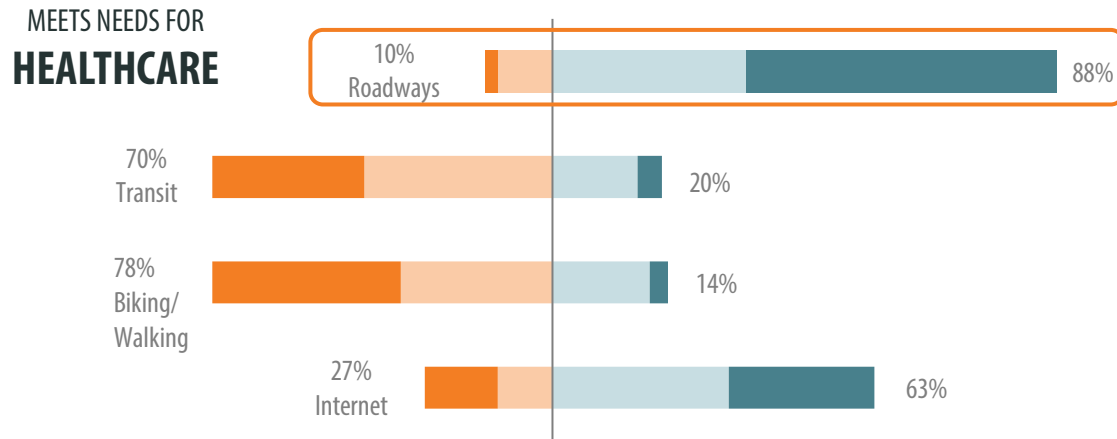
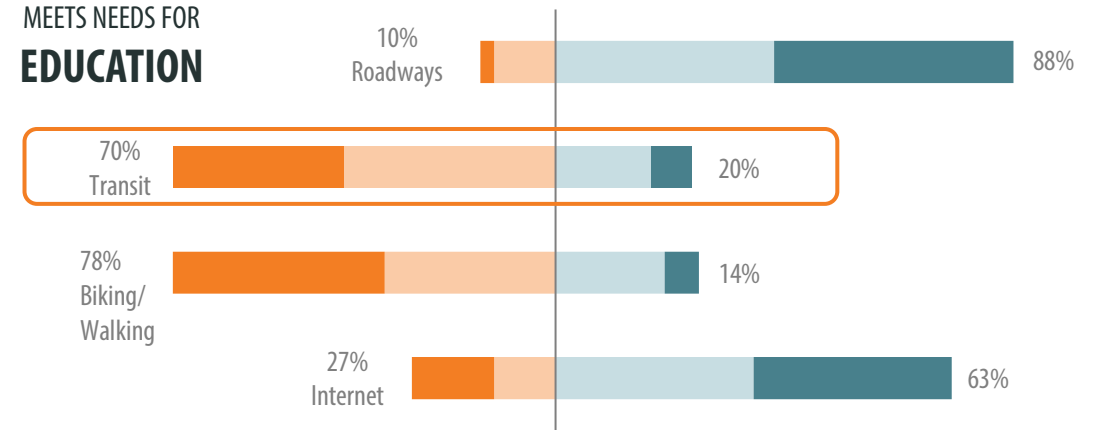
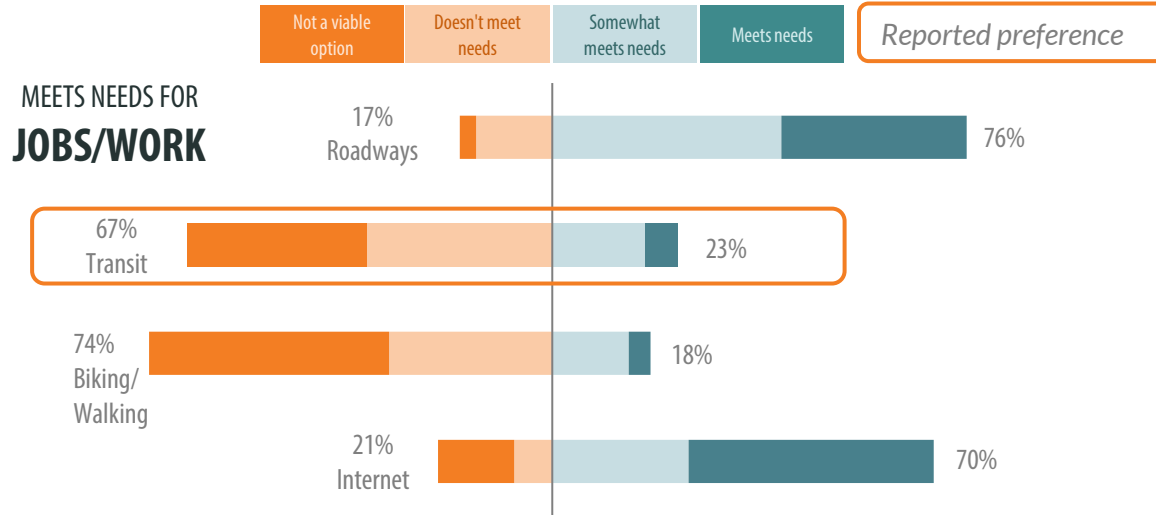
**300** + Map Your Experience comments through June 2024



Open-ended survey responses from 1,163 residents 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.

*What should we solve?*

# Transit and active transportation are the most needed modal investments, according to members of the public

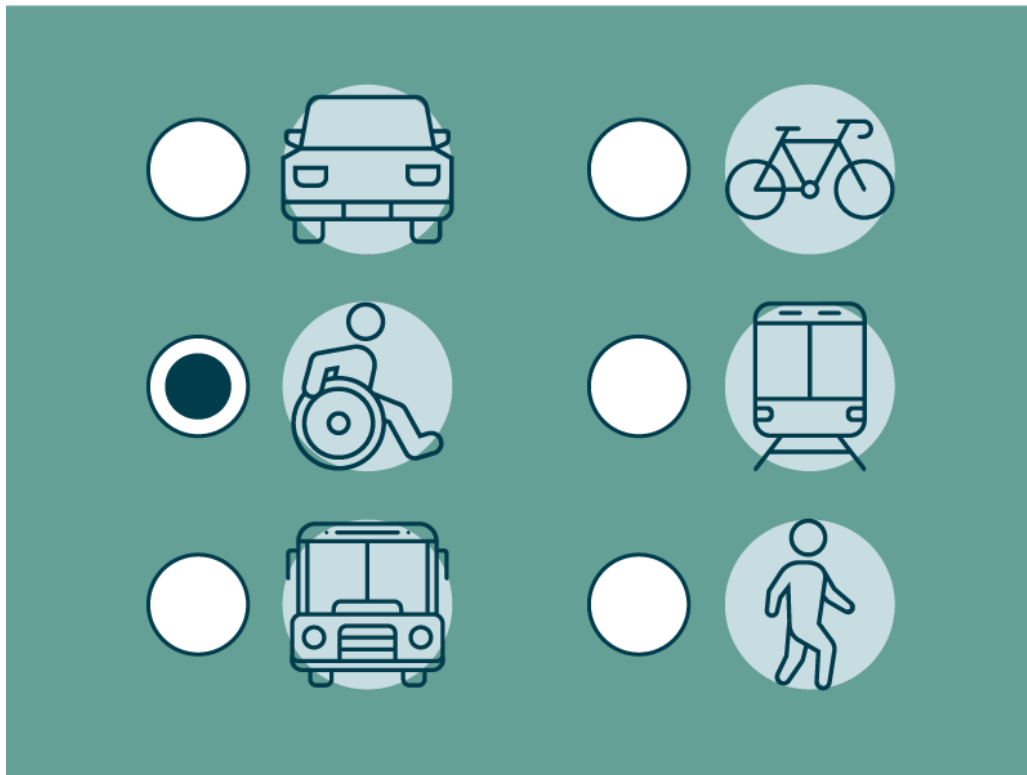


Source: Mobility 2050 non statistically valid survey, n=2,082. Four ranking questions paired with a preference question to gauge how the transportation system is working for people. Totals do not include N/A responses, which are on average 11% of totals for each mode. Because of this exclusion, chart totals do not sum to 100%. Data represent a snapshot in time from November 2023 through May 2024.



# Please share: there is still time to provide input at [www.nctcog.org/M50](http://www.nctcog.org/M50)

## Take the Survey/Opinion Poll



## Map Your Experience



# Emerging policy priorities

## *What is not changing?*

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

## *What are items to examine?*

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

# Thank you – Demographic Forecasting Collaboration

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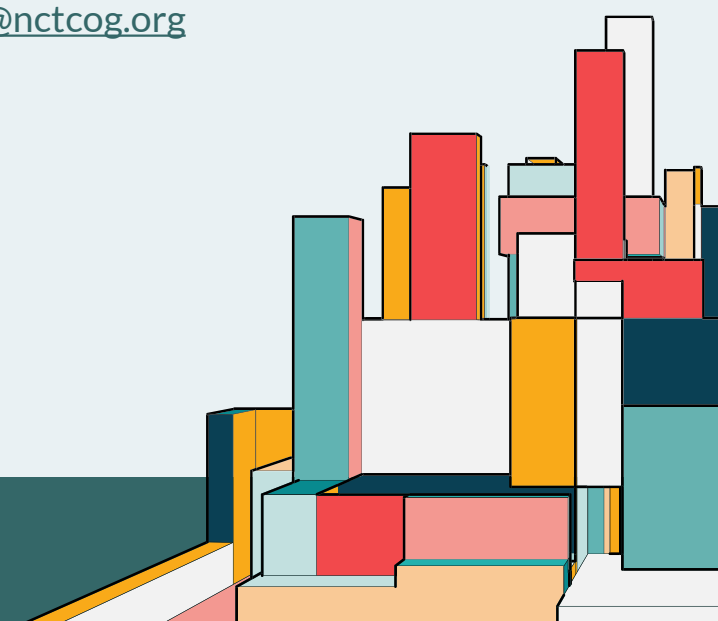
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