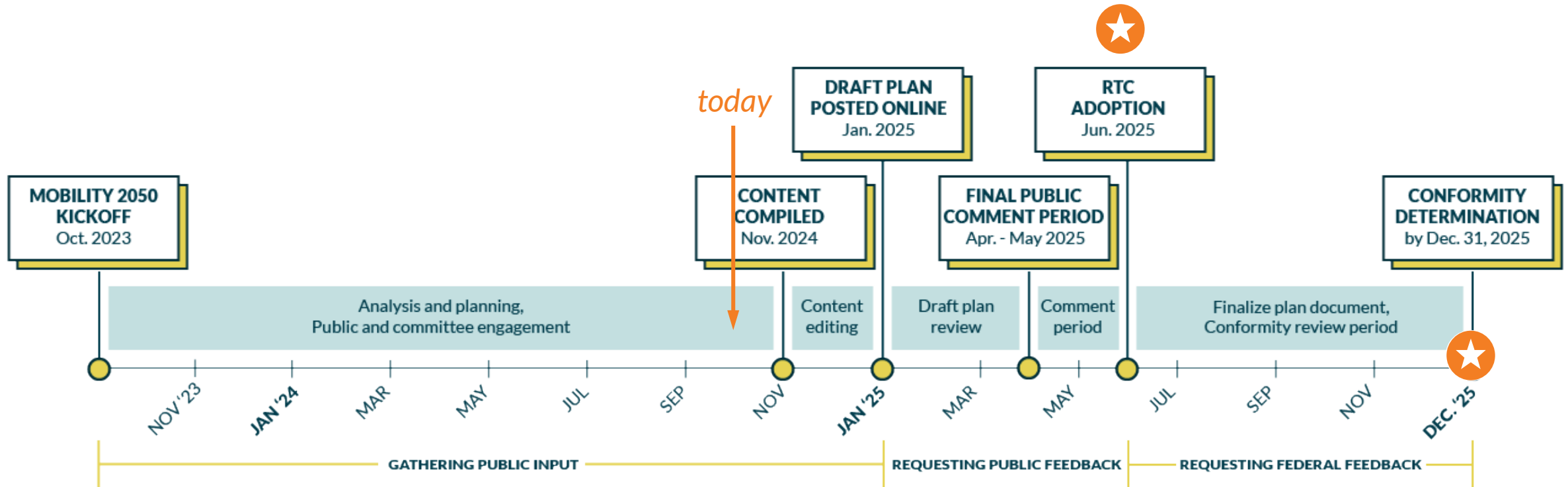


MOBILITY 2050

*Regional Transportation Council
October 17, 2024*

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.

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

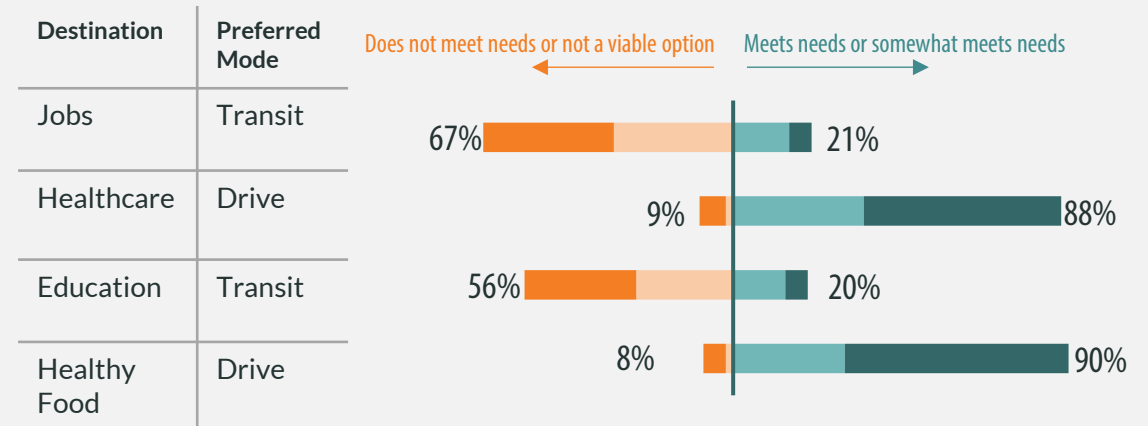
3,600 + Survey responses collected to date (closes end of 2024)

2,700 + Open-ended responses collected to date

370 + 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



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



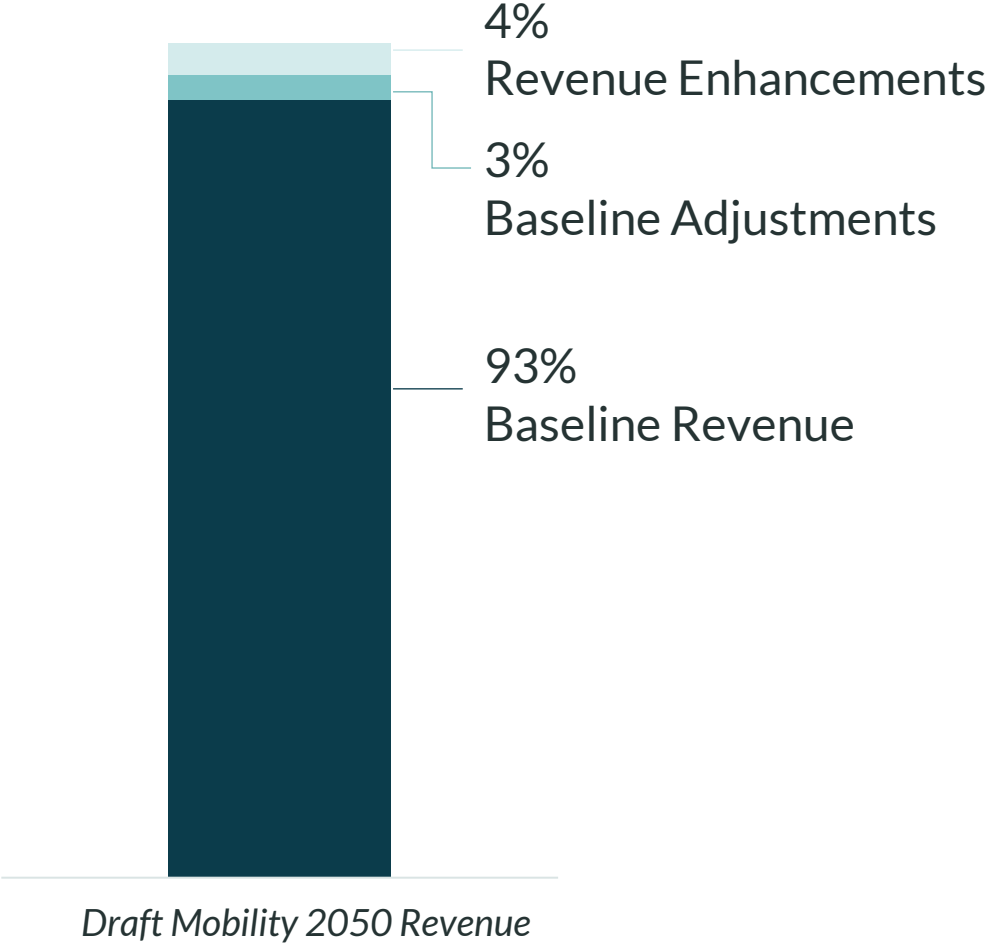
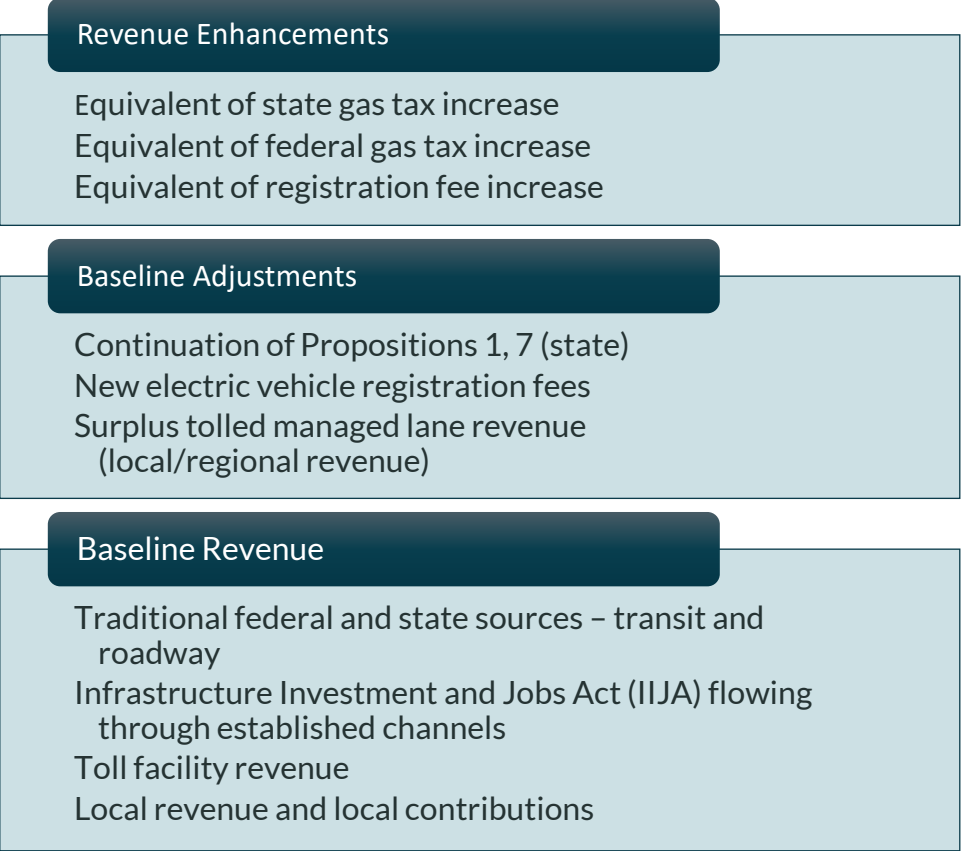
- Must include all reasonably expected revenue sources, including private
- Cost must be reflected in “year of expenditure” dollars
- Cannot spend more than we reasonably expect to receive over life of plan (financial constraint rule)

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.



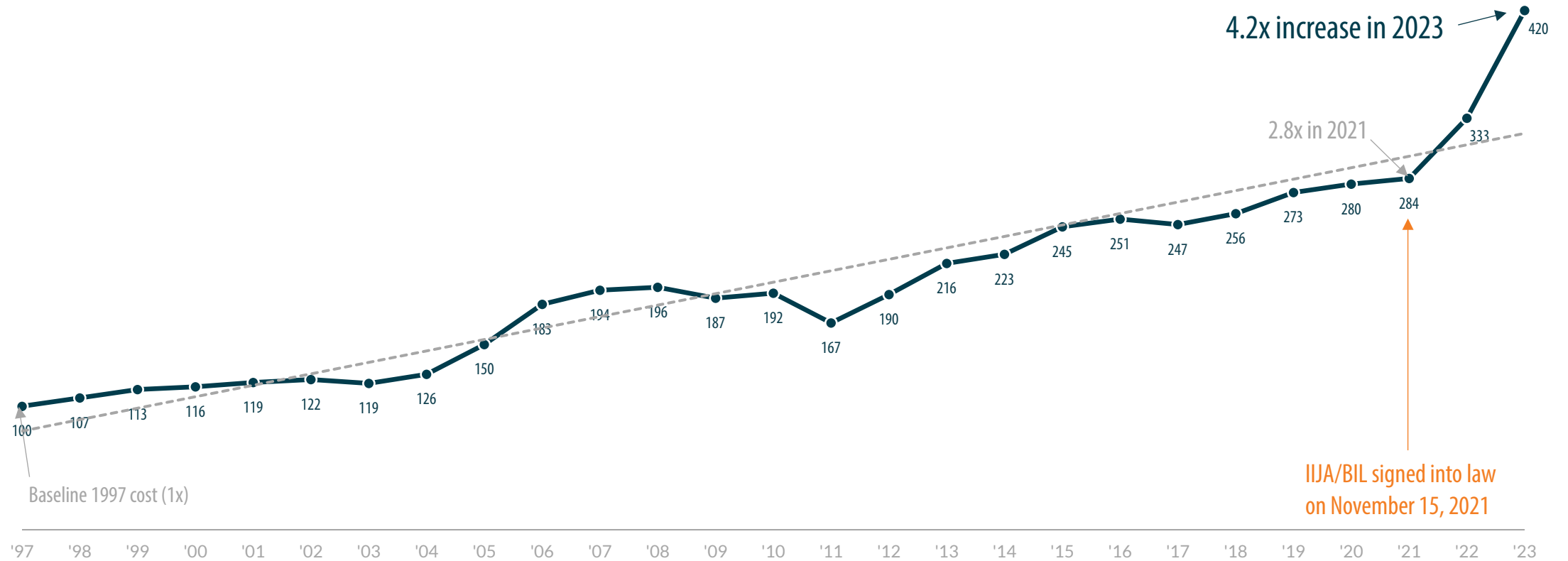
The preliminary financial plan is in progress as we compile costs and refine revenues with the latest data.

DRAFT	DRAFT Mobility 2050	Mobility 2045 Update ³	Δ Draft - Previous
Infrastructure Maintenance ¹	\$12.3	18.6	-6.3
Management & Operations	40.2	29.8	+10.4
Strategic Policy Initiatives ²	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.
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.

Project Selection and Prioritization Policy Discussion

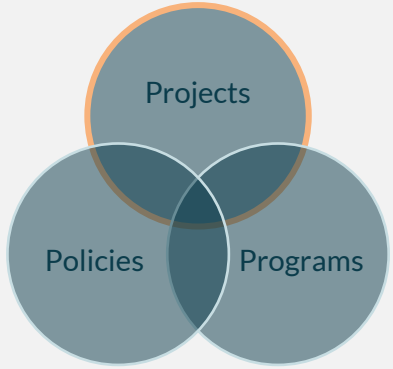
Shifting Focus on Roadway Projects

- From large-scale freeway expansions everywhere to targeted expansion and asset optimization in areas lacking right-of-way.
- Rehabilitation and alternative solutions in core urban areas approaching build-out.

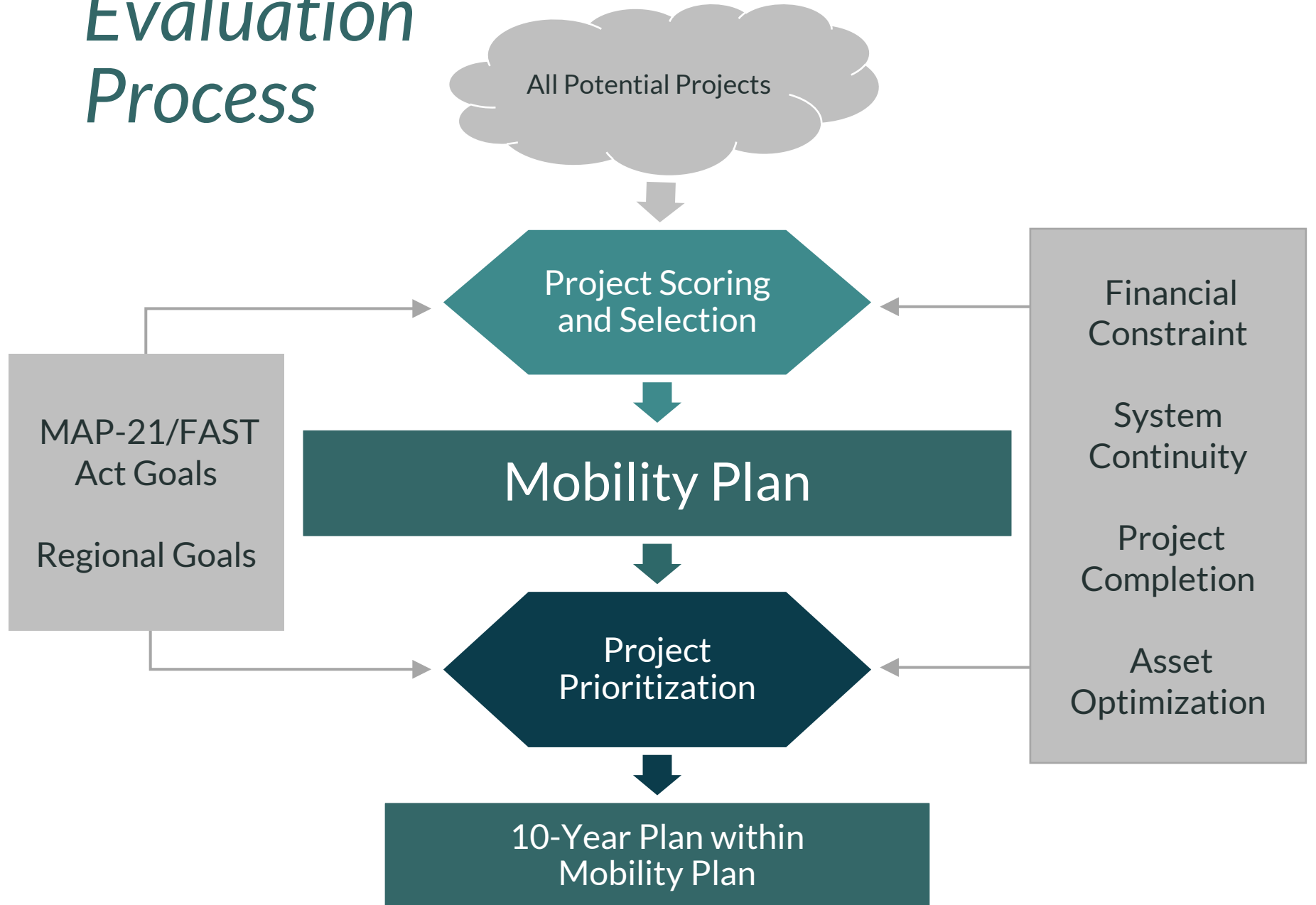
Strategic Investments in Transit & Active Transportation

- Transit 2.0: Encourage context-sensitive urban density near transit and multimodal options to accommodate population growth.
- 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

Contact Us



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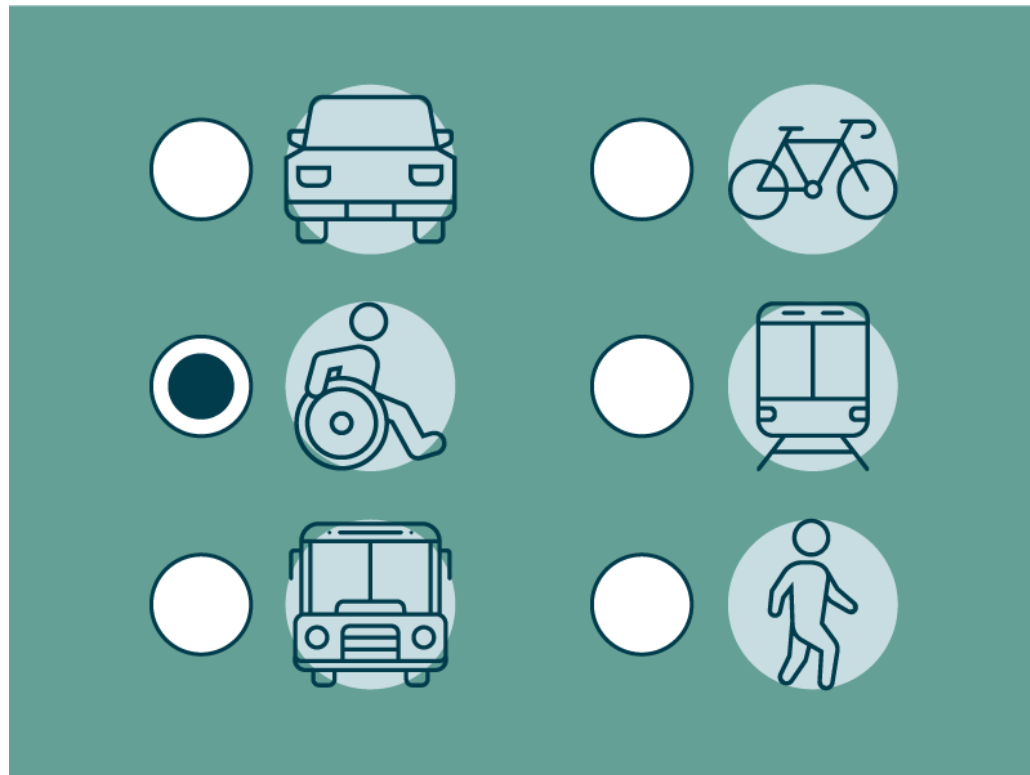
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Please share: there is still time to provide input at www.nctcog.org/M50

Take the Survey/Opinion Poll



Map Your Experience

