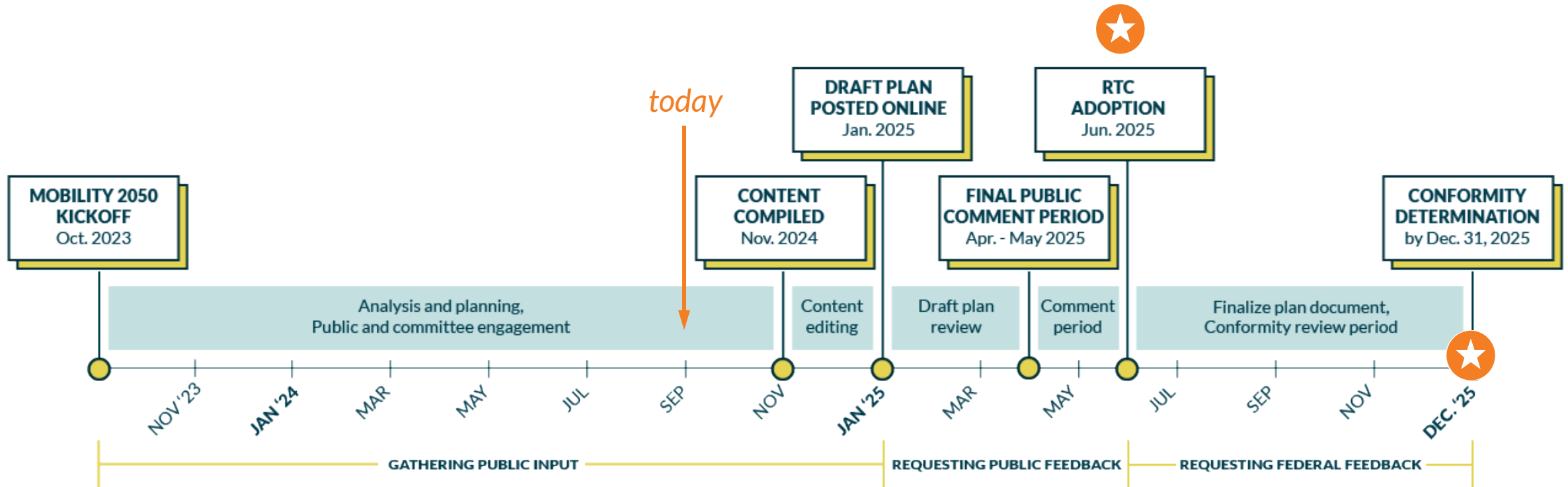


# MOBILITY 2050

*Surface Transportation Technical Committee  
September 27, 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.

# 1

## ***Public Input***

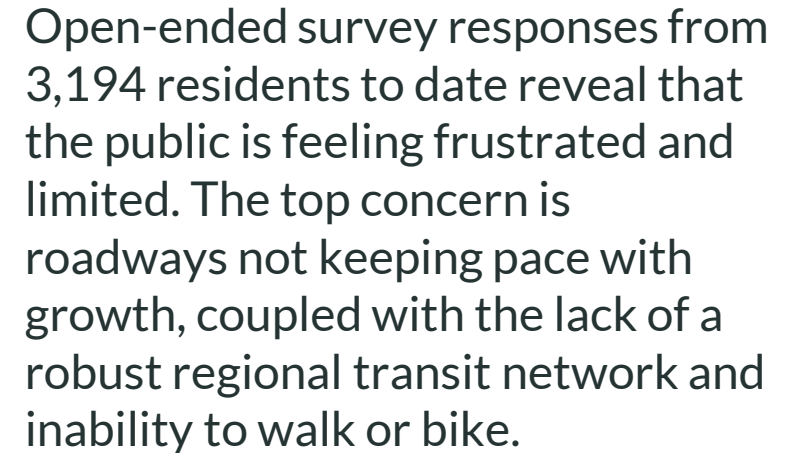
Image: NCTCOG Staff

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

**3,200** + Survey responses collected to date (closes end of 2024)

**2,400** + Open-ended responses collected to date

**370** + Map Your Experience comments Nov. 2023 to present



Open-ended survey responses from 3,194 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.

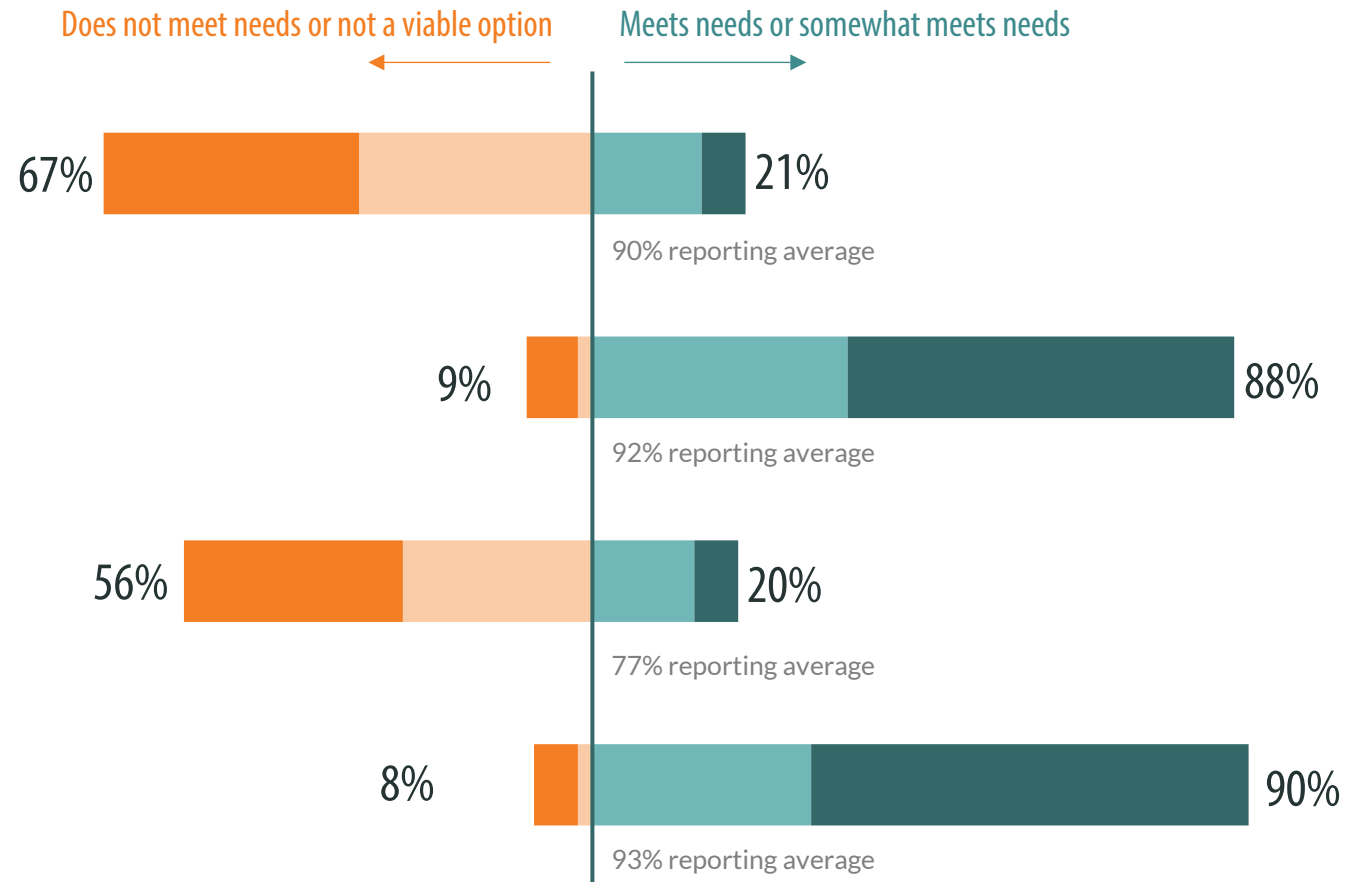
*What should we solve?*

# The transit system's lack of competitiveness with automobiles and limited coverage, service hours, and frequencies top the rankings for transportation pain points.

Rank	What is your biggest pain point when it comes to transportation?	Score
1	<b>Viability of options:</b> an alternative to driving might exist, but is not viable in terms of cost, travel time, service hours, etc.	2.00
2	<b>Availability of options:</b> a mode choice is not available at all	2.11
3	<b>Independence:</b> whether you're in control of when you leave/arrive, the route taken, etc.	2.38
4	<b>Cost or affordability:</b> how the cost of transportation compares to your budget or financial ability	3.04

# DFW residents report that transit is the preferred way to access jobs and education but is not meeting their needs.

Destination	Top-Ranked Modal Preference	Priority Areas
Jobs	Transit	
Healthcare	Roadway	
Education	Transit	
Healthy Food	Roadway	



# 2

## ***Financial Plan: Revenue Forecast***



# Process and Requirements



- 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)



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

**Revenue Enhancements**

- Equivalent of state gas tax increase
- Equivalent of federal gas tax increase
- Equivalent of registration fee increase

**Baseline Adjustments**

- Continuation of Propositions 1, 7 (state)
- New electric vehicle registration fees
- Surplus tolled managed lane revenue (local/regional revenue)

**Baseline Revenue**

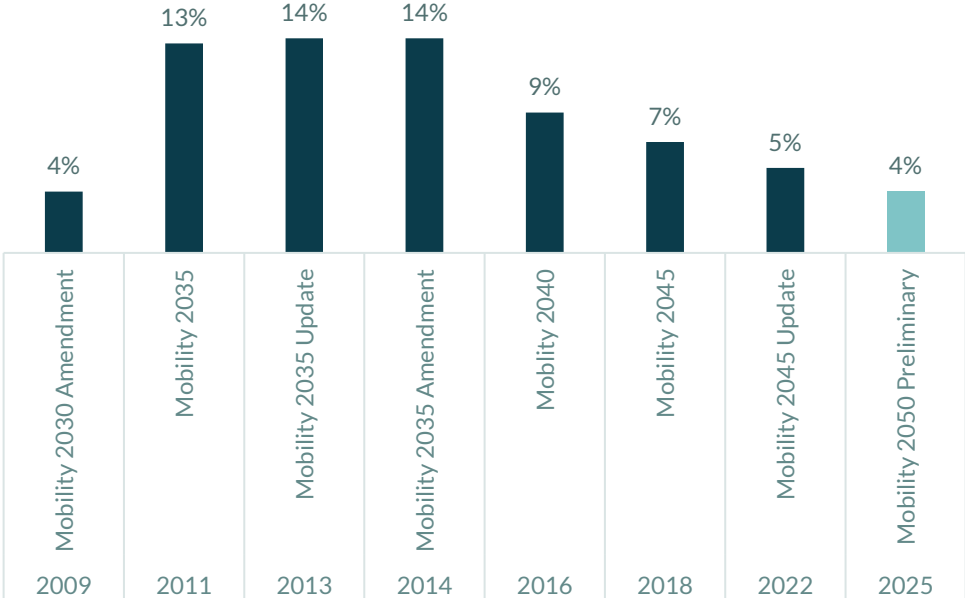
- Traditional federal and state sources – transit and roadway
- Infrastructure Investment and Jobs Act (IIJA) flowing through established channels
- Toll facility revenue
- Local revenue and local contributions

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

DRAFT	DRAFT Mobility 2050	Can be spent on...	Progress/Notes
<b>Traditional Federal/State</b>	~\$80-90 B	Roadways, strategic initiatives	Working with TxDOT on roadway costs
<b>Local Revenue</b>	14 B	Local matching funds, roadways	Draft analysis of local government budgets complete
<b>System/Toll</b>	10 B	Toll roads, tolled managed lanes	Cost equals revenue
<b>Transit</b>	90 B	Transit capital, operating, maintenance, etc.	Draft financials compiled for all regional providers
<b>Revenue Enhancements</b>	8 B	Above categories, as appropriate/allowed	Share of enhancements has fallen due to influx of funds
<b>Total, Actual \$, Billions</b>	<b>~200-210 B</b>	<i>2045 Update: \$148.4 Billion</i>	

# As funds flow from the recent BIL/IIJA, revenue enhancements make up a smaller share than in past plans.

DRAFT	DRAFT Mobility 2050	Mobility 2045 Update
<b>Planning Period</b>	24	22
<b>Total Plan, Billions</b>	~\$200-210	\$148.4
<b>Total Plan/Year</b>	~\$8	\$6.7
<b>Revenue Enhancements as % of Total Plan</b>	3.9%	5.4%



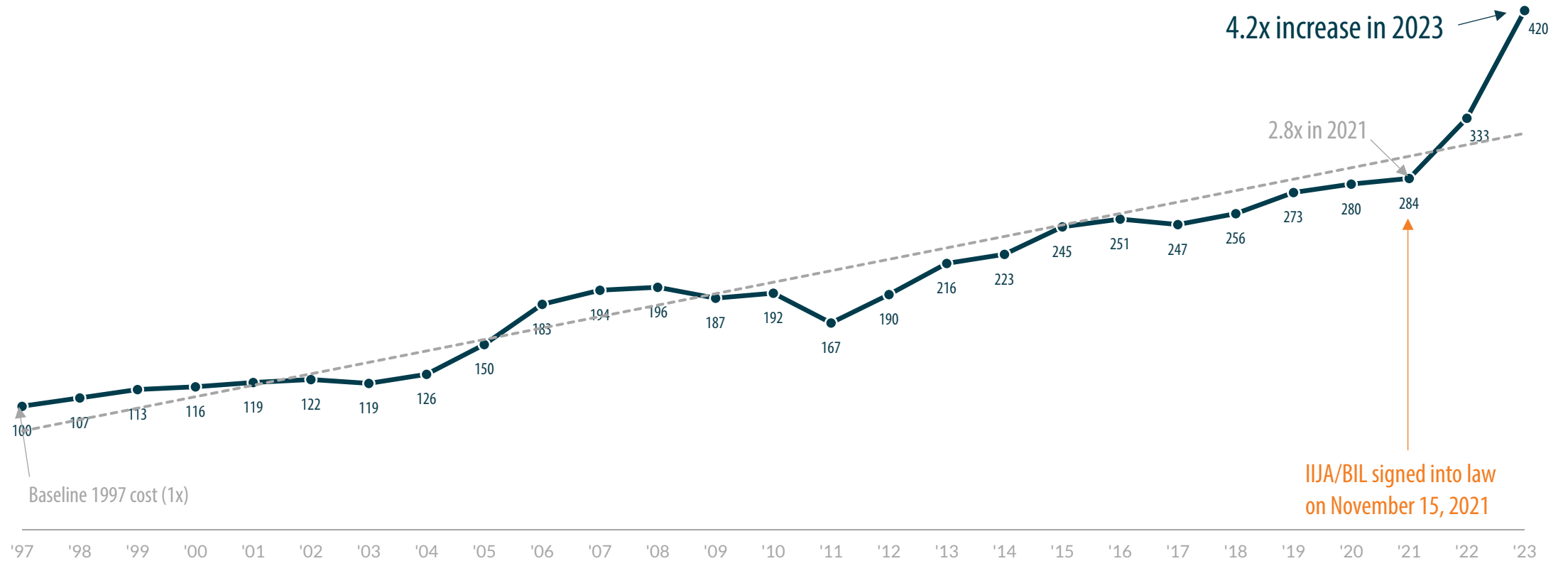
Assumed revenue enhancements over time

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 <sup>3</sup>	Δ Draft - Previous
Infrastructure Maintenance <sup>1</sup>	\$12.3	18.6	-6.3
Management & Operations	40.2	29.8	+10.4
Strategic Policy Initiatives <sup>2</sup>	6.0	5.5	+5.1
Rail & Bus	54.1	44.9	+9.2
Freeways/Tollways, Managed Lanes, and Arterials	Target: 90-100	49.7	+40-50
<b>Total, Actual \$, Billions</b>	<b>~200-210 B</b>	<b>148.4 B</b>	<b>+50-60 B</b>

Values may not sum due to independent rounding

# 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.

# 3

## *Project Evaluation Overview*

Image: NCTCOG Staff

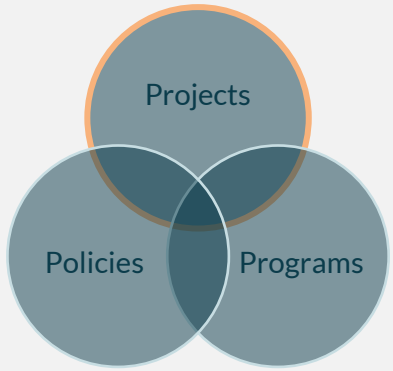


# Project Selection and Prioritization Policy Discussion

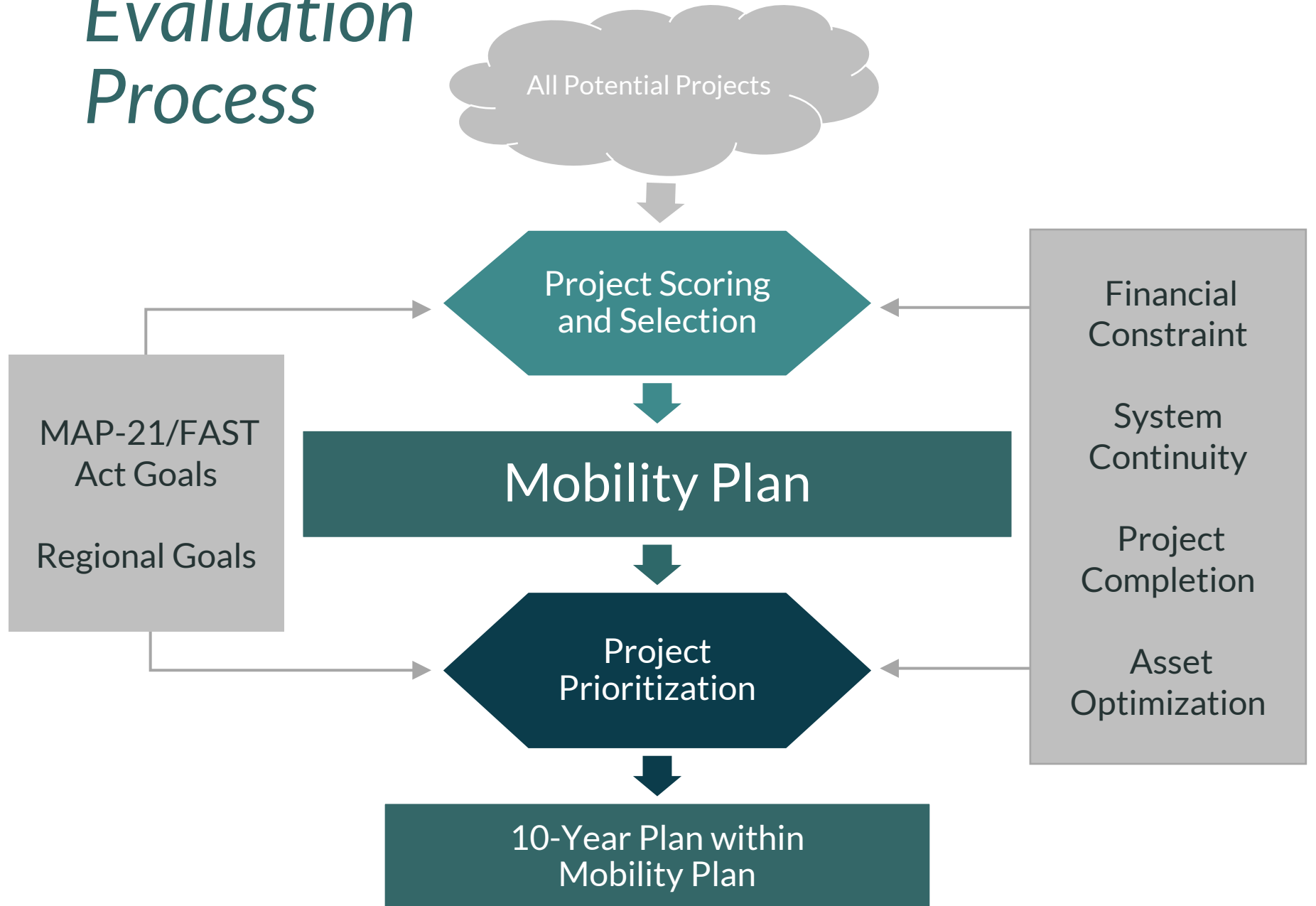
- Shifting Focus on Roadway Projects
  - Moving from large-scale freeway expansions everywhere to selective expansion in outer counties and asset optimization in areas lacking right-of-way.
  - Rehabilitation and alternative solutions in core urban areas approaching build-out.
- Strategic Investments in Transit & Active Transportation
  - Transit 2.0: Encouraging 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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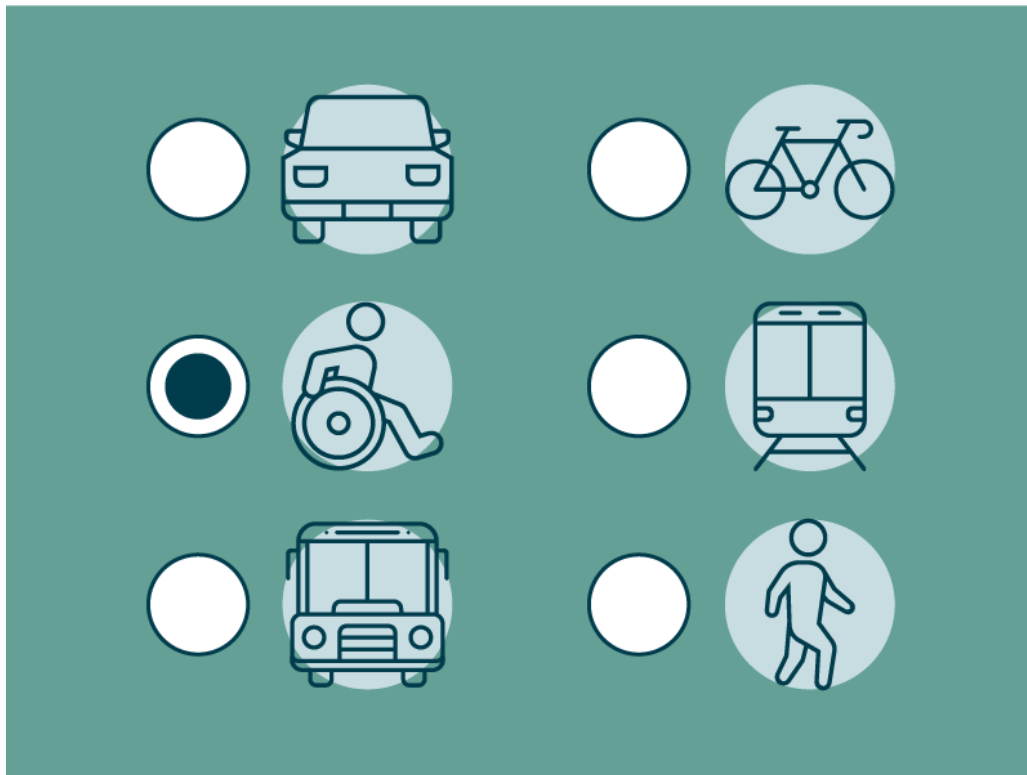
Brendon Wheeler, P.E., CFM

Program Manager

[bwheeler@nctcog.org](mailto:bwheeler@nctcog.org) | 682-433-0478

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

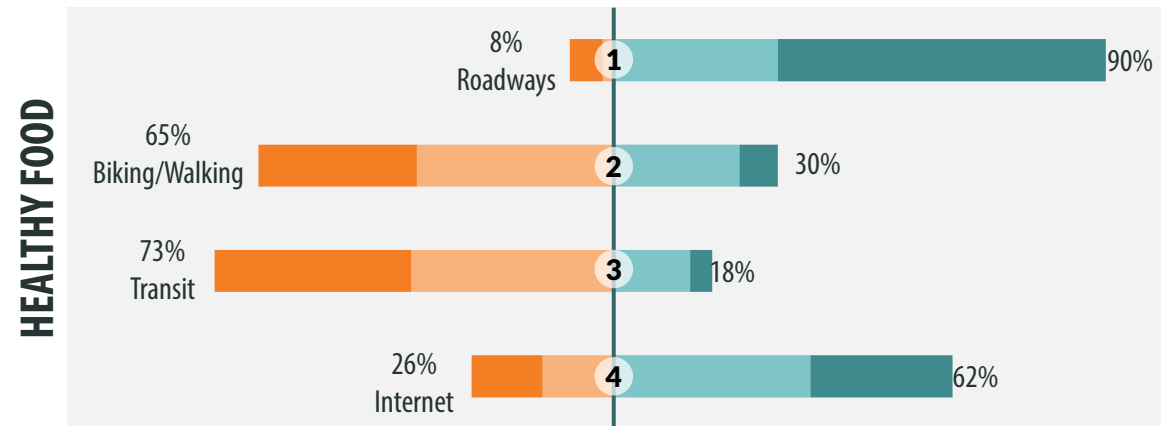
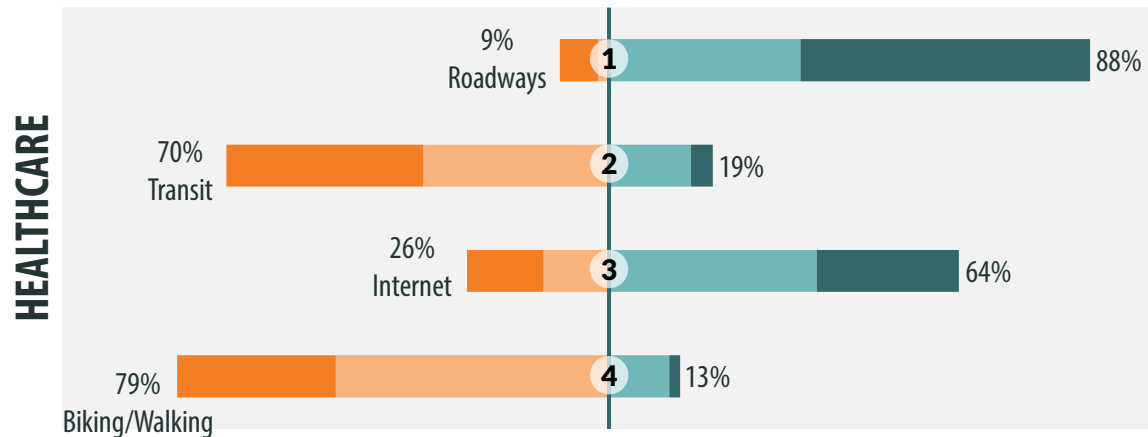
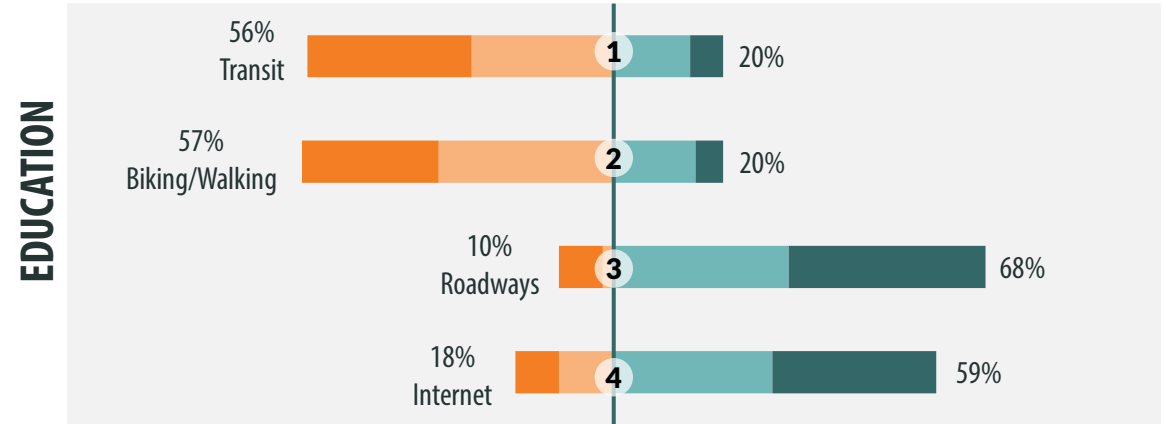
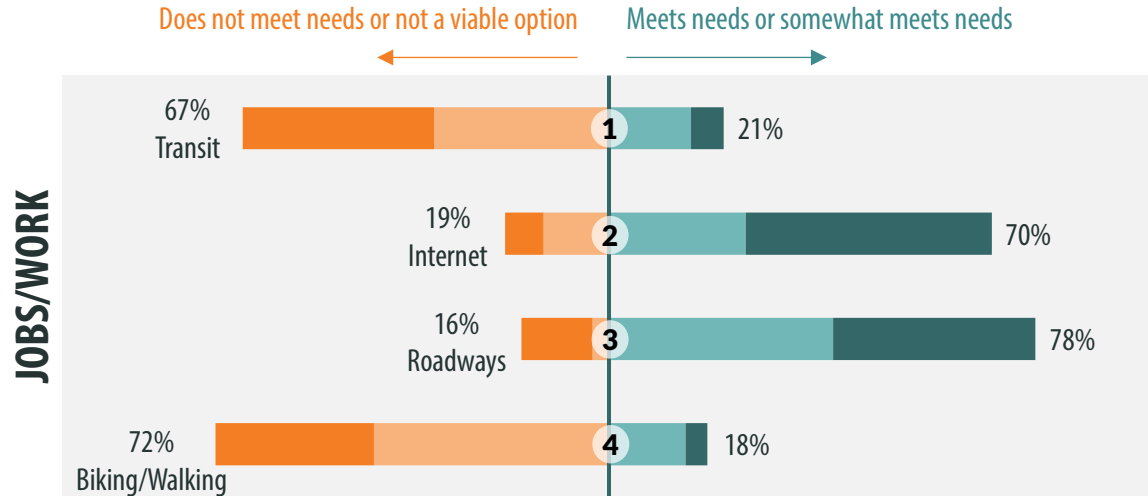
## Take the Survey/Opinion Poll



## Map Your Experience



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



A recent analysis showed the plan's existing goals are broad enough to support addressing public need and policy priority.

### **Mobility**

- Improve the availability of transportation options for people and goods.
- Support travel efficiency measures and system enhancements targeted at congestion reduction and management.
- Ensure all communities are provided access to the regional transportation system and planning process.

### **Quality of Life**

- Preserve and enhance the natural environment, improve air quality, and promote active lifestyles.
- Encourage livable communities which support sustainability and economic vitality.

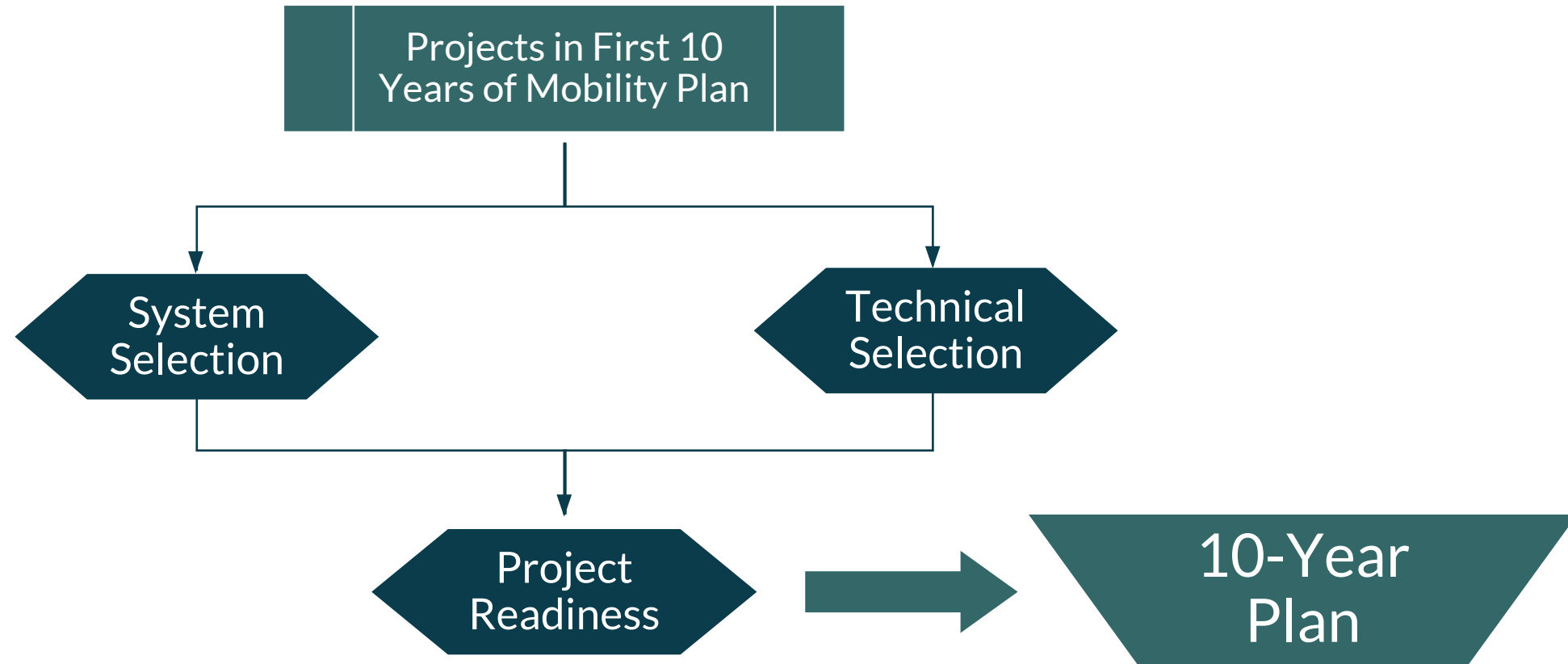
### **System Sustainability**

- Ensure adequate maintenance and enhance the safety and reliability of the existing transportation system.
- Pursue long-term sustainable revenue sources to address regional transportation system needs.

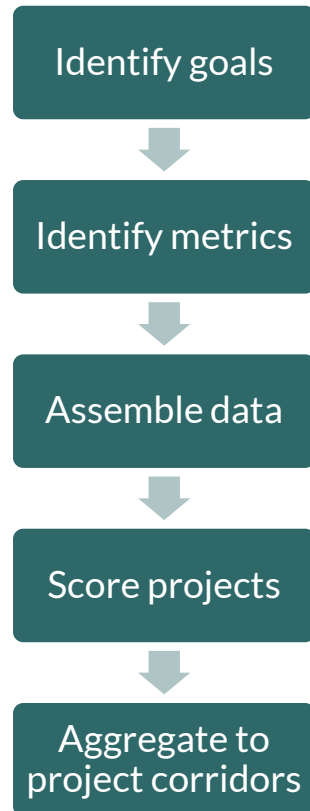
### **Implementation**

- Provide for timely project planning and implementation.
- Develop cost-effective projects and programs aimed at reducing the costs associated with constructing, operating, and maintaining the regional transportation system.

# Project Prioritization



# Project scoring and selection



## MAP-21/FAST and Regional Goals

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