



# 2025 REGIONAL TRANSPORTATION COUNCIL LEGISLATIVE PROGRAM

Rebekah Gongora  
North Central Texas Council of Governments

Regional Transportation Council  
October 17, 2024

# 2025 DRAFT RTC LEGISLATIVE PROGRAM – PREVIOUS TOPICS

## Adequately Fund Transportation

- Included Regional Transit 2.0 Recommendations (3)

## Utilize and Develop Tools

- Included Regional Transit 2.0 Recommendations (4)

## Enhance Safety

## Expand Transportation Options

## Pursue Innovation and Technology

## Improve Air Quality



# 2025 RTC LEGISLATIVE PROGRAM UPDATED CATEGORIES

## Legislation to Actively Pursue

- Includes Regional Transit 2.0 Recommendations (2)

## Legislation to Actively Pursue with Others

- Includes Regional Transit 2.0 Recommendations (2)

## Provide Testimony Upon Request

- Includes Regional Transit 2.0 Recommendations (1)



# TRANSIT 2.0 RECOMMENDATIONS PROPOSED IN LEGISLATIVE PROGRAM

- ✓ Texas Mobility Funds (\$200M/year) for Regional Rail/Class I Railroad
- ✓ Public Sector Funding through Budget Rider
- ✓ Protect Existing Transportation Funding
- ✓ Support Use of Public Private Partnerships for Transit Projects
- ✓ Provide Tools for Transit-Oriented Developments
- ✗ Amend the Local Sales Tax Cap ½ Cent (i.e. Non-transit Cities – Create A Transit Option and Transit Cities – Expand Their Transit or 4A/4B Option)
- ✗ Restrict Non-Transit Cities from Relocating Businesses from Transit Cities



# LEGISLATION TO ACTIVELY PURSUE

- Ensure fair-share allocation of funds for roadway capacity improvements to metropolitan regions **or allow the use of Public-Private Partnerships**
- Support innovative funding methods to expand rail and transit options within the region:
  - **Require expenditure of a portion of the Texas Mobility Fund for regional commuter rail and Class I railroad improvements (~~\$200 million per year~~)**
  - **Support dedicated funding for public transportation and rail via TxDOT budget rider**
- Allocate funds to the existing Texas Rail Relocation and Improvement Fund

*Blue text indicates language added since the last legislative session.*

*Red text indicates changes since the September 12, 2024, RTC meeting.*



# LEGISLATION TO ACTIVELY PURSUE WITH OTHERS

- Protect existing transportation authority dedicated funding, ~~advance Transit 2.0 recommendations~~
- Provide tools to aid transit agencies in facilitating transit-oriented development (TOD) ~~including tax incentives to developers locating in transportation authority member cities~~ and/or funding to supplement TOD financing/public-private partnerships while allowing for cities to maintain the lead and local control in development decisions
- Return approximately \$80 million in air quality user fees to counties for Local Initiatives Projects
- Review with TxDOT and the Legislature options related to the creation of a new State high-speed rail authority



# LEGISLATION TO ACTIVELY PURSUE WITH OTHERS (CONTINUED)

- Improve the safety of the statewide transportation system for all users; lower excessive speed limits, reduce aggressive driving, eliminate driving under the influence, **enforce seat belts; advance automated speed enforcement over 90 mph**
- **Modernize messaging in construction zones through technology and electronic signage; support automated speed enforcement in construction zones**
- Provide counties and cities with expanded tools for land use control to preserve future transportation corridors **and safety needs ~~and support land use, housing, school, and transportation connection policies that best serve growth needs~~**



# PROVIDE TESTIMONY UPON REQUEST

- Identify and pursue additional revenue for all modes of transportation
- Support use of Public-Private Partnerships for roadway and transit projects, and tolled managed lanes through a Metropolitan Planning Organization (MPO)/local decision-making process
- Support a budget rider for Texas MPOs to receive \$100,000 per year for the next two years to complete a safety action plan within their metropolitan region
- Encourage measures that improve bicycle and pedestrian safety and focus on areas with pedestrian movements
- Explore transit and its ability to enhance community safety
- Oppose legislation to increase freight truck weight limits above current law, except where necessary to accommodate alternative fuel trucks





# PROVIDE TESTIMONY UPON REQUEST

- Retain eminent domain authority in current statute to allow planning and development of new and/or expanded transportation corridors, including high-speed rail, commuter rail, freight rail, roadways, and trails
- Support system reliability, congestion relief, and encourage trip reduction strategies for regular workdays and special events
- Support high-speed rail development in Texas and its superior safety history
- Utilize innovation in higher-speed transportation, transit, autonomous vehicles, and freight
- Support the continued collaboration between local governments, the military, the State, and FAA to advance regulations for compatible land use, infrastructure, and the safe operations of unmanned aircraft
- Support broadband expansion as a mode of transportation



# PROVIDE TESTIMONY UPON REQUEST

- Support legislation that improves air quality, including enhancing the emissions inspection/maintenance program, especially for heavy-duty vehicle trucks, reducing heavy-duty truck idling, ending vehicle emissions inspection fraud, and supporting tire disposal programs
- Modernize and increase flexibility in Local Initiative Projects (LIP) through a limited program focused on transportation and air quality improvements
- Protect the Texas Emissions Reduction Plan (TERP) Trust fund and revenue balance to ensure funds are used for TERP purposes, including zero emission vehicle infrastructure investments
- Modernize TERP and ensure flexibility to accommodate innovative approaches to improving air quality and reducing emissions, including the purchase of heavy-duty zero emission vehicles such as hydrogen fuel cell and battery electric vehicles and associated infrastructure



# REQUESTED ACTION

RTC Approval Requested on the 2025 RTC Legislative Program for the 89<sup>th</sup> Texas Legislature

Authorize NCTCOG Staff to Bring Back Transit Authority Funding Item to Incorporate Changes, if Needed, Resulting from Regional Transit 2.0 Funding Recommendations



# QUESTIONS



**Rebekah Gongora**  
Program Manager  
Public Involvement and Government Relations

rgongora@nctcog.org  
(682) 433-0477



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





# 2025 Transportation Alternatives Call for Projects

for the North Central Texas Region

Regional Transportation Council

Karla Windsor, AICP

October 17, 2024



# Eligible Project Activities

## May include:

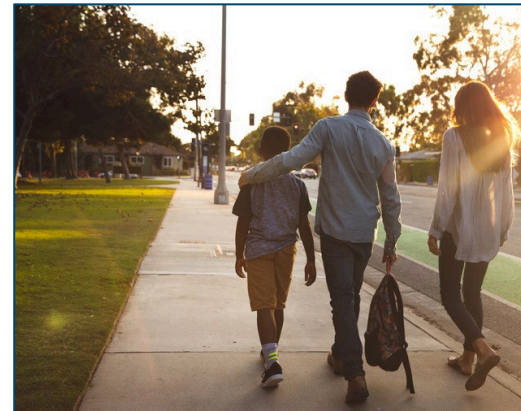
- Safe Routes to School Planning (**NEW**)
- Safe Routes to School Infrastructure Projects
- Shared-Use Paths (Trails)
- On-Street Bikeways
- Sidewalks, Crosswalks, Curb Ramps
- Sidewalks and Bikeways to Transit (e.g., Rail Stations and High Frequency Bus Routes)
- Pedestrian and Bicycle Safety Countermeasures and Technology
- Protected Intersections



# Safe Routes to School Planning (New)

## Overview:

- Plans for multiple schools within a city, county, or School District
- Focused on the safety of children walking and bicycling to school (in lieu of motor vehicle transportation)
- Addresses **Engineering** (Infrastructure) improvements and other strategies such as **Education, Encouragement, Enforcement, Evaluation, and Equity**



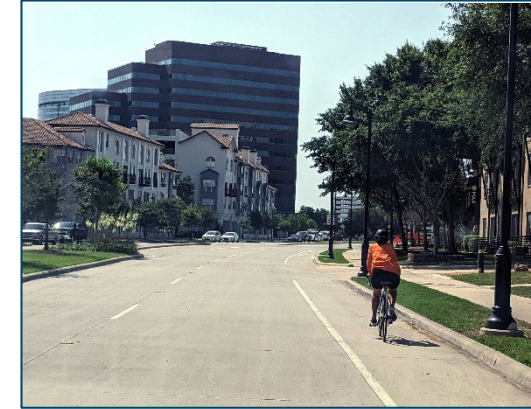
# Funding Priorities

## Connections:

- Regional Connections (e.g. Regional Veloweb)
- Connections to Jobs
- Connections to Schools
- Connections to Transit
- Connections between existing facilities (e.g. creating a connected network)

## Project Readiness

Project feasibility and amount of advance planning completed to date (e.g. schematics or preliminary engineering)





# Funding Overview

Approximately \$50 million in federal funding is anticipated to be awarded.

| <i>Project Activity</i>           | <i>Minimum<br/>Federal Funding<br/>Award per Project<br/>(Targets)</i> | <i>Maximum<br/>Federal Funding<br/>Award per Project<br/>(Targets)</i> |
|-----------------------------------|--|--|
| Construction                      | \$3,000,000  | \$10,000,000   |
| Safe Routes to School<br>Planning | \$200,000  | \$500,000  |



# Funding Overview, cont.

## Construction-implementation projects

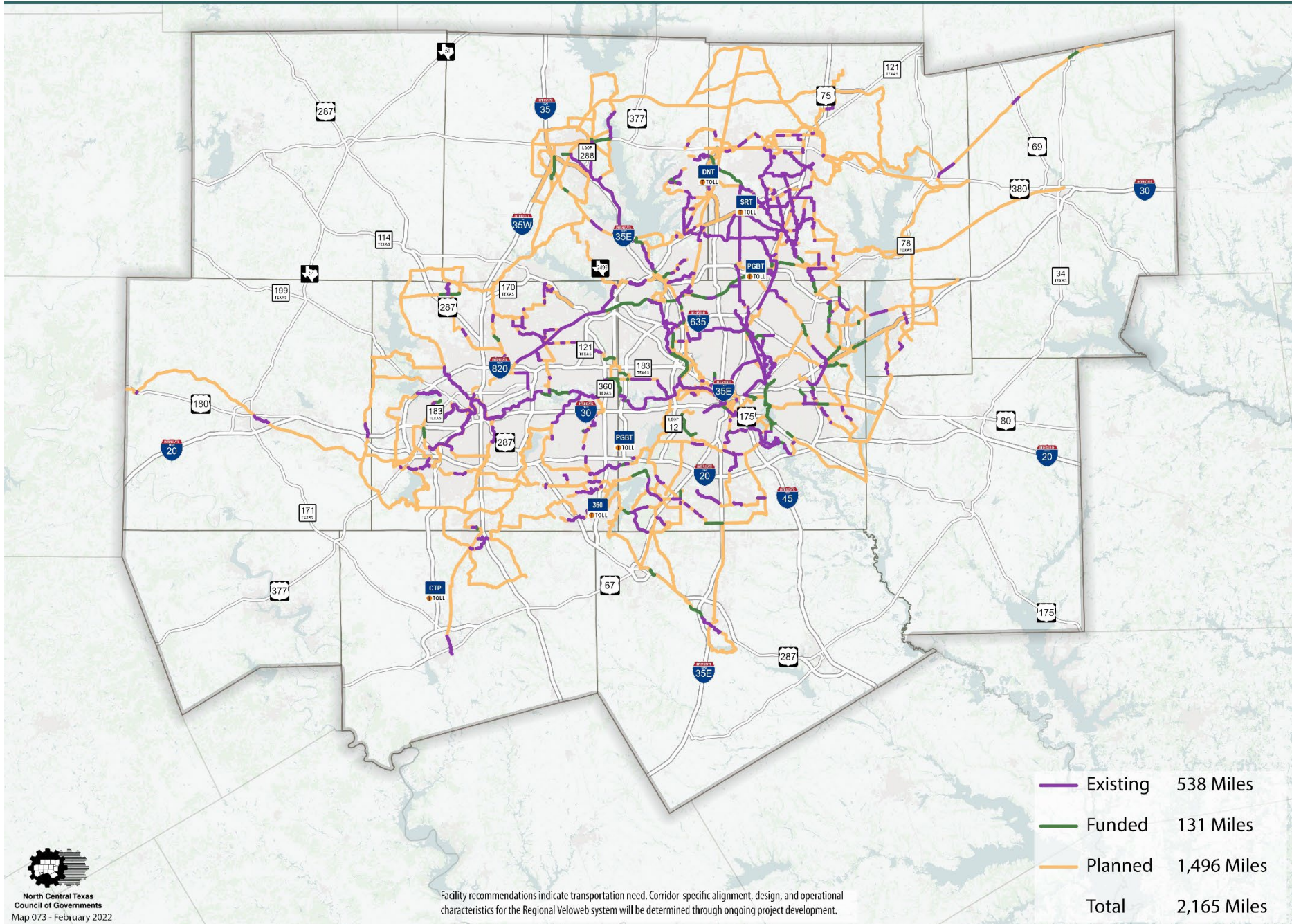
- Engineering and Environmental Phases: 100 percent locally funded
- Construction Phases: Minimum 20 percent local match\*

**Safe Routes to School planning: Minimum 20 percent local match\***

## **\*Local match must be cash or Transportation Development Credits (TDCs)**

- Agencies may request use of TDCs (in lieu of a local match) if qualified through the MTP Policy Bundle process, *OR*
- Agencies may request Regional Transportation Council (RTC) “Regional” TDCs (in lieu of a local match) for projects implementing the Regional Veloweb as identified in Mobility 2045 (2022 Update). Use of Regional TDCs will be limited to two applications per agency.
- No in-kind contributions.

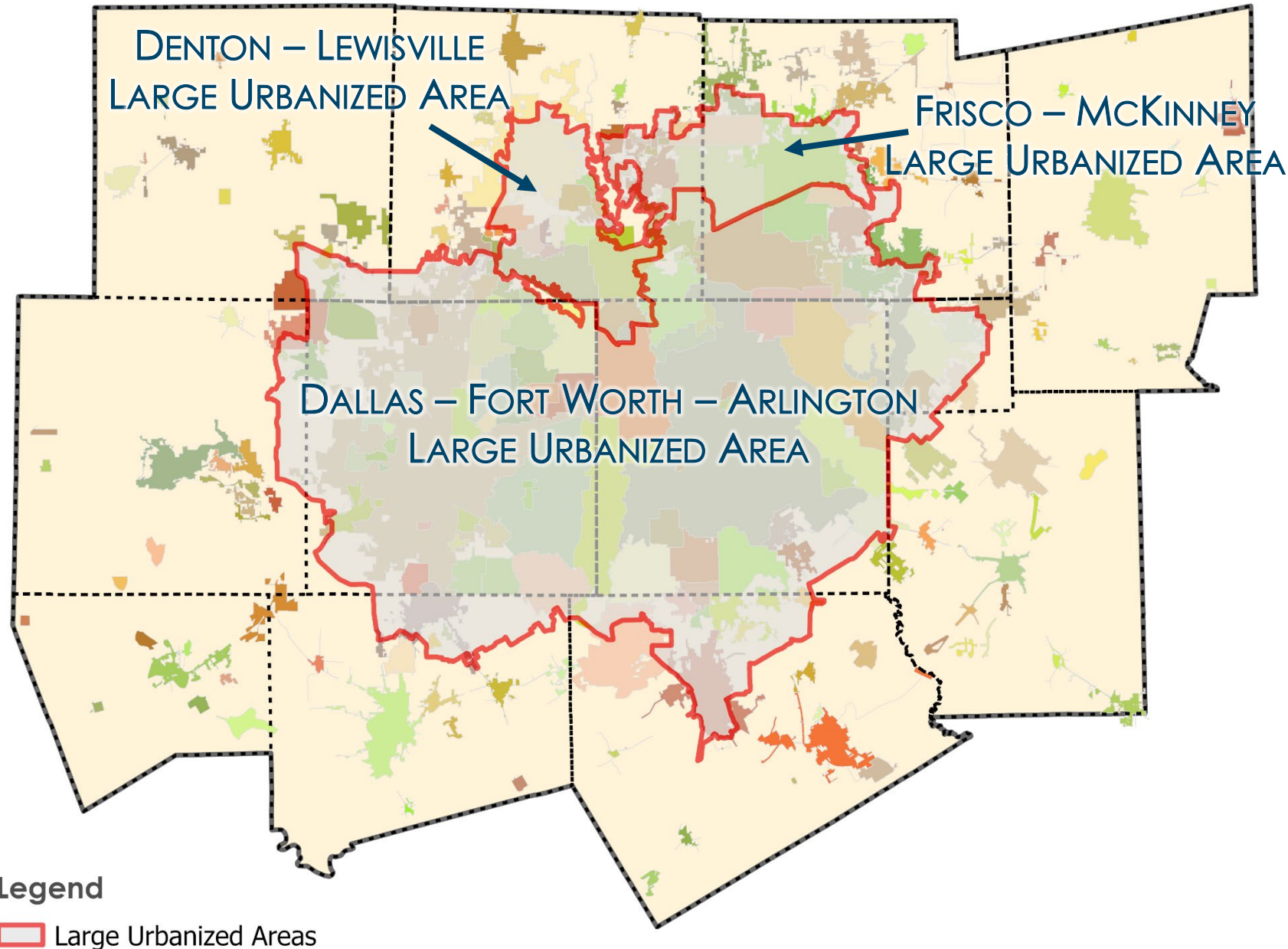




# Eligible Project Areas

All proposed projects must be within one of the three large urbanized areas (exceeding 200K population)

NOTE: the TxDOT Statewide TA Call for Projects is anticipated to open January 2025



# Program Rules (Required Documentation)

## **Letter of Local Funding Commitment**

Confirm the availability of the local match contribution or requested use of TDCs.

## **Right-of-Way/Easement**

Property must be under public ownership. If easement cannot be obtained by deadline, a consent letter from the “public” property owner or utility company is required. Pending easements on private properties are not eligible.

If Applicable:

## **Railroad Right of Entry Letter/Agreement**

(if project is in railroad right-of-way)

## **TxDOT District Engineer Letter of Consent**

(if project is in TxDOT right-of-way)

## **Letter of Support from School District Superintendent or Top Administrator**

(SRTS applications)

## **Documentation of Support from Supporting Entity**

(if project includes or crosses another jurisdiction)



# Program Rules, cont.

Project sponsor must execute an agreement (AFA) with TxDOT within one year of the funding award by the RTC.

Projects must advance to construction within three fiscal years of the funding award by the RTC or the funding may be reprogrammed.

Projects must be implemented consistent with the funding application as approved by the RTC and as included in the project agreement with TxDOT.



# Anticipated Schedule

| Milestone  | Date                          |
|--|-------------------------------|
| Bicycle and Pedestrian Advisory Committee<br>- Information on Call for Projects                                | August 21, 2024               |
| Surface Transportation Technical Committee<br>- Action on Call for Projects                                    | September 27, 2024            |
| <b>Regional Transportation Council</b><br>- Action on Call for Projects  | <b>October 17, 2024</b>       |
| <b>Call for Projects Opens</b>   | <b>October 25, 2024</b>       |
| Call for Projects Public Workshop  | October 29, 2024              |
| <b>Call for Projects Closes (Applications Due)</b>   | <b>January 17, 2025, 5 PM</b> |
| Review of Projects / Scoring by NCTCOG Staff   | January - March 2025          |
| Public Meeting   | April 2025                    |
| Surface Transportation Technical Committee<br>- Action to Approve Recommended Projects                         | April 25, 2025                |
| Regional Transportation Council<br>- Action to Approve Recommended Projects                                    | May 8, 2025                   |
| Deadline for Project Sponsors to Submit Transportation Improvement Program Modifications (November 2025 Cycle) | June 27, 2025                 |
| Deadline for Project Sponsors to Execute Agreements with TxDOT   | May 8, 2026                   |
| Deadline for Project Sponsors to Open Bids and Obligate Funds  | August 31, 2028               |

# Requested Action

Regional Transportation Council Approval of:

Elements related to program rules, eligible activities, eligible project areas, schedule, funding and use of Transportation Development Credits for the 2025 Transportation Alternatives Call for Projects for the North Central Texas Region





# Contact Us



**Daniel Snyder, AICP**

Senior Transportation Planner

[dsnyder@nctcog.org](mailto:dsnyder@nctcog.org)

(817) 608-2394



**Devia Joshi**

Transportation Planner

[djoshi@nctcog.org](mailto:djoshi@nctcog.org)

(682) 320-2842



**Kevin Kokes, AICP**

Program Manager

[kkokes@nctcog.org](mailto:kkokes@nctcog.org)

(817) 695-9275



**Shawn Conrad, PhD**

Program Manager

[sconrad@nctcog.org](mailto:sconrad@nctcog.org)

(817) 704-5695



**Karla Windsor, AICP**

Senior Program Manager

[kwindsor@nctcog.org](mailto:kwindsor@nctcog.org)

(817) 608-2376





RTC PRESENTATION

# AIR QUALITY MONITORING POLICY

Jenny Narvaez | Program Manager | 10.17.2024

# Air Quality in North Central Texas

Currently in nonattainment for ozone

Potential for being designated nonattainment for fine particulate matter (PM<sub>2.5</sub>)

Associated health and economic impacts

- Respiratory and cardiovascular impacts

- Healthcare and labor costs

- Section 185 fees (NAAQS Ozone Standard 2008; 2028)

Projected population increase for region to over 12 million



# History for Local Monitoring Efforts

Local entities engaged in non-regulatory monitoring

Local government's request for regional air monitoring program (3/2019)

- Support decisions to enhance public health

NCTCOG Air Quality Health Task Force (12/2019)

Consistency

Spatial coverage

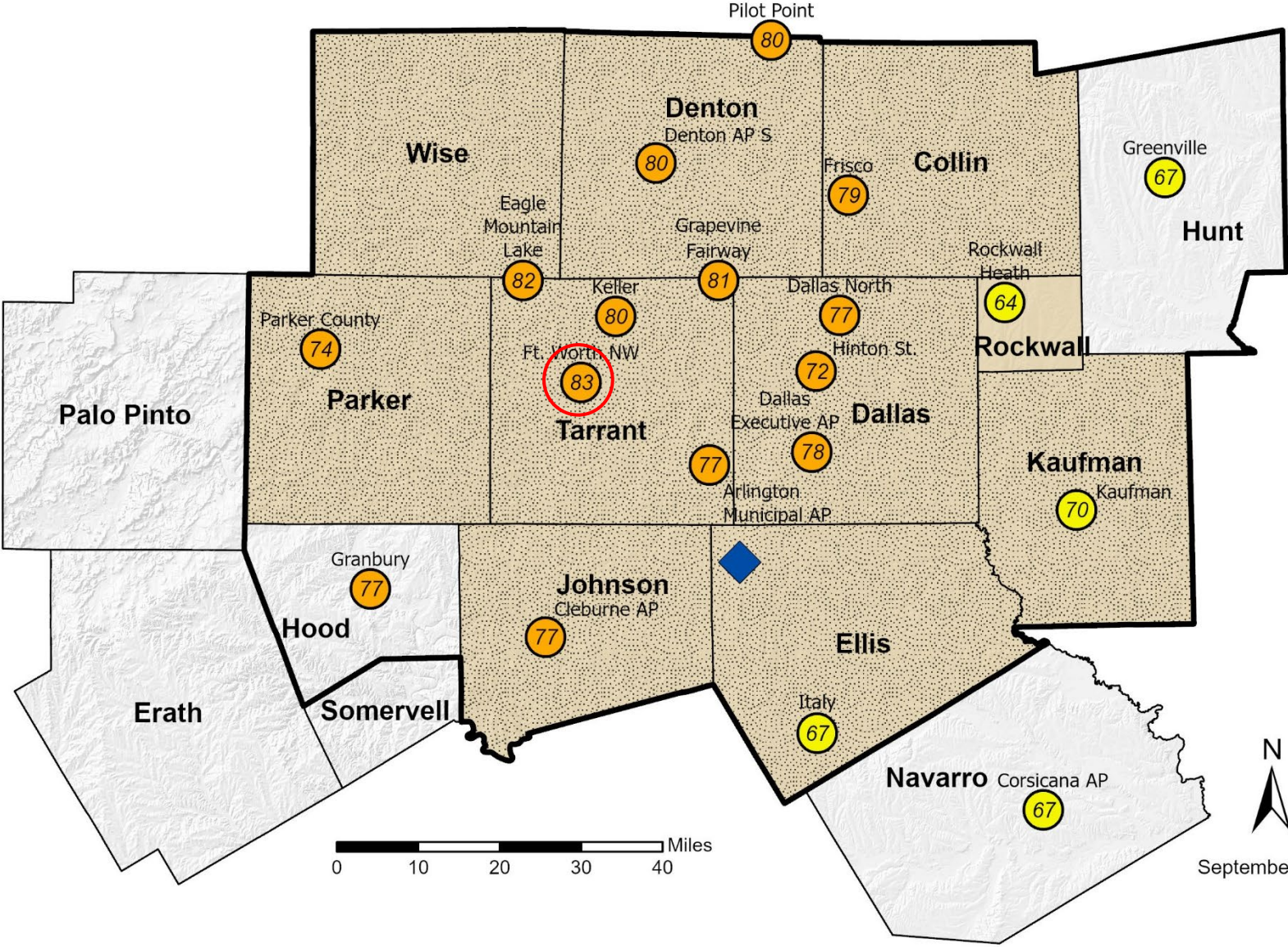
Temporal coverage

Seasonal changes

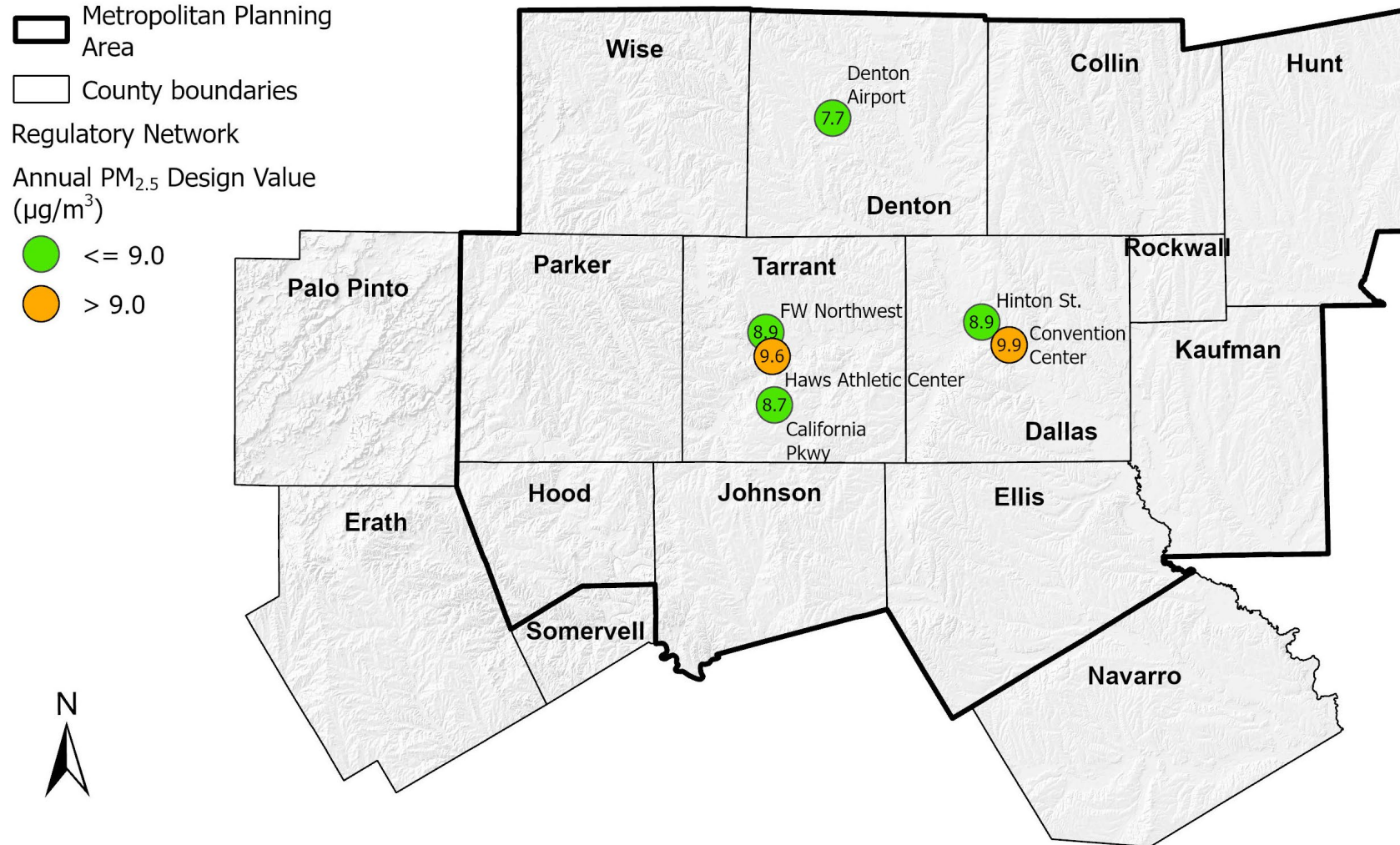
Special areas of interest (e.g., Hot-Spot-Detection, local industries, LIDAC, major transportation arteries)



# Ozone Nonattainment as of September 30, 2024



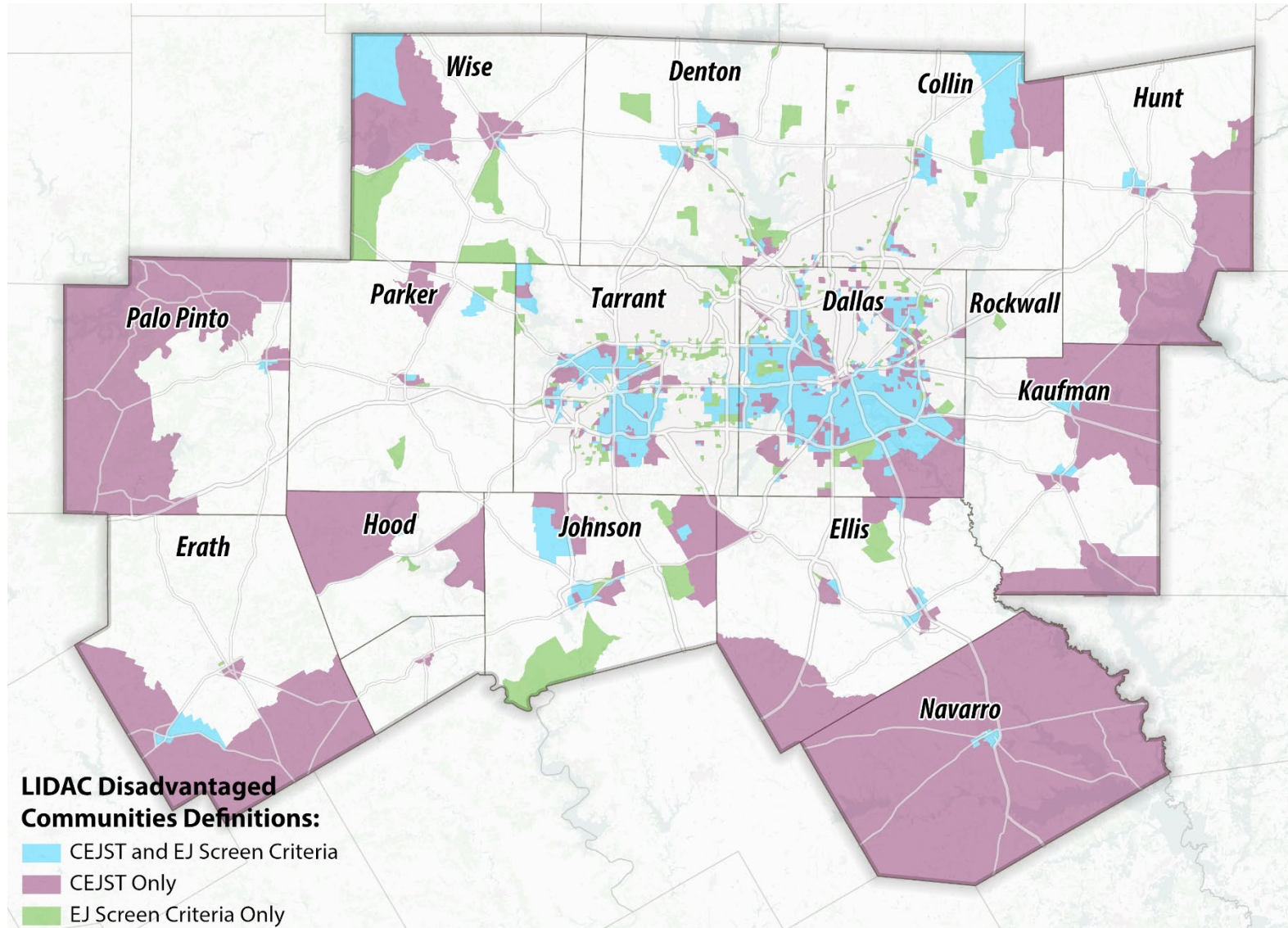
# 2023 PM<sub>2.5</sub> Annual Design Values



Source: EPA  
September 2024



# Disadvantaged Communities



# Non-Regulatory versus Regulatory

## Non-Regulatory

- NSIM – Non-Regulatory Supplemental and Informational Monitoring (Sensors or Monitors)
- Spatiotemporal Variability<sup>1)</sup>
- Comparison<sup>2)</sup>
- Measurement Inputs for Advanced Air Quality Modeling, Long-Term Trends<sup>3)</sup>
- Medium to Low-Cost Sensors, Low Maintenance

1) Daily trends  
Gradient studies  
Air quality forecasting  
Citizen science  
Education

2) Hotspot detection  
Data fusion  
Emergency response  
Supplemental monitoring

3) Long-term changes  
Epidemiological studies  
Model verification  
Transport

## Regulatory

- Compliance with AQ Monitoring Standards (NAAQS)
- Limited Monitoring Devices
- High accuracy, high maintenance
- High costs





# Why a Non-Regulatory Monitoring Network?

Track Movement of Air Pollutants Into and Within DFW

Improve Information about Spatial and Temporal Pollution Distribution

Assist With Impactful Control Measures

Transportation (STTC/RTC)

Other Sources

Correlate to Health Impacts

Core Sample Size May Have Erroneous Results



# Air Quality Monitoring Policy

## Identify Funding Sources

Federal, state, and local funding opportunities

Explore innovative financing options

## Develop Partnerships: local governments and industry leaders

Identify suitable locations for monitor deployment

Local community engagement

Ensure reputable technology

## Implementation and Deployment

High-quality, non-regulatory monitors

Proper installation and maintenance

Data management and storage



# Air Quality Monitoring Policy

## Public Engagement and Communication

- Display air quality data collected from monitors
- One-stop-shop for air quality and health data results
- Develop educational materials
- Engage residents and stakeholders

## Evaluation and Reporting

- Assess performance and impact of air quality monitors
- Provide updates on findings and insights gained
- Adjust strategies and actions based on evaluation

## Ongoing Effort to Bring Low-Cost Monitors to Region

- Enhance spatial coverage and evaluate local condition



# Requested RTC Action

Staff requests RTC approval of the

## **Air Quality Monitoring Policy to**

- ✓ Develop local partnerships
- ✓ Pursue upcoming federal and other funding opportunities
- ✓ Extend the non-regulatory monitoring network
- ✓ Develop and provide a collective source for health-related air quality information
- ✓ Enhance public engagement and information



# For More Information

**CHRIS KLAUS**  
Senior Program Manager  
[cklaus@nctcog.org](mailto:cklaus@nctcog.org)  
817-695-9286

**JENNY NARVAEZ**  
Program Manager  
[jnarvaez@nctcog.org](mailto:jnarvaez@nctcog.org)  
817-608-2342

**VIVEK THIMMAVAJJHALA**  
Transportation System Modeler  
[vthimmavajjhala@nctcog.org](mailto:vthimmavajjhala@nctcog.org)  
817-704-2504

**DANIELA TOWER**  
Air Quality Planner  
[dtower@nctcog.org](mailto:dtower@nctcog.org)  
817-704-5629

**ANALISA GARCIA**  
Air Quality Planner  
[agarcia@nctcog.org](mailto:agarcia@nctcog.org)  
817-695-9170

<https://www.nctcog.org/trans/quality/air>





Certification of Emerging and Reliable  
Transportation Technology

# Swyft Cities Update

Jeff Hathcock | Regional Transportation Council Meeting  
October 17, 2024



# CERTT PROGRAM

Certification of **Emerging** and **Reliable** Transportation Technology

Provide **transparent process** for RTC coordination with providers of new technology

Periodic solicitation/opportunity for new technology applications

Ensure **level playing field** for providers and local governments

**Convert** certification facility into commercial application, meeting long-range transportation needs



# RTC Policy P22-02

## Process:

- 1) NCTCOG staff to ensure technology solution conforms to policy guidance and long-range transportation need (MTP).
- 2) NCTCOG staff to brief RTC; RTC to take action on initiating process.
- 3) Solicit local government interest in submitting potential locations.
- 4) Technology provider to determine preferred location to pursue.
- 5) RTC to initiate development activities; NCTCOG staff to provide support.





# CERTT Applicant Status

| Applicant/<br>Technology<br>Provider | Technology/Mode   | Market<br>Solution                   | Purpose/Benefit  | Status  |
|--------------------------------------|---|--------------------------------------|--|---|
| TransPod<br>(Round 1)                | Hyperloop (ultra-high-speed pod in near vacuum environment) | Statewide/<br>Intercity/<br>Regional | People and Goods/<br>Air Quality, and<br>Congestion<br>Reduction | Periodic staff coordination;<br>TransPod is pursuing<br>statewide corridor effort                           |
| JPods<br>(Round 1)                   | Personal Rapid Transit<br>(elevated pod/modern<br>gondola)  | Local/Sub-<br>Regional               | People/Air Quality<br>and Congestion<br>Reduction                | Completed staff<br>coordination;<br>JPods is pursuing local<br>interest outside of CERTT<br>Program         |
| Swyft Cities/<br>Whoosh<br>(Round 2) | Personal Rapid Transit<br>(elevated pod/modern<br>gondola)  | Local/Sub-<br>Regional               | People/Air Quality<br>and Congestion<br>Reduction                | Regular staff coordination;<br>Swyft Cities is actively<br>pursuing projects and<br>certification structure |



# Swyft Cities/Whoosh

Personal rapid transit (PRT) system using overhead fixed-cable gondola-like pods (6 passengers/pod)

Low-speed network that runs along/within existing public right-of-way

Proofs of concept in Christchurch, NZ

Use of private financing and can support planning of special districts, P3s, etc.

Local applications could include service extensions from transit hubs, barrier crossings, dense/mixed use center circulator



# CERTT Proposals Received: Interest in Swyft Cities/Whoosh Technology

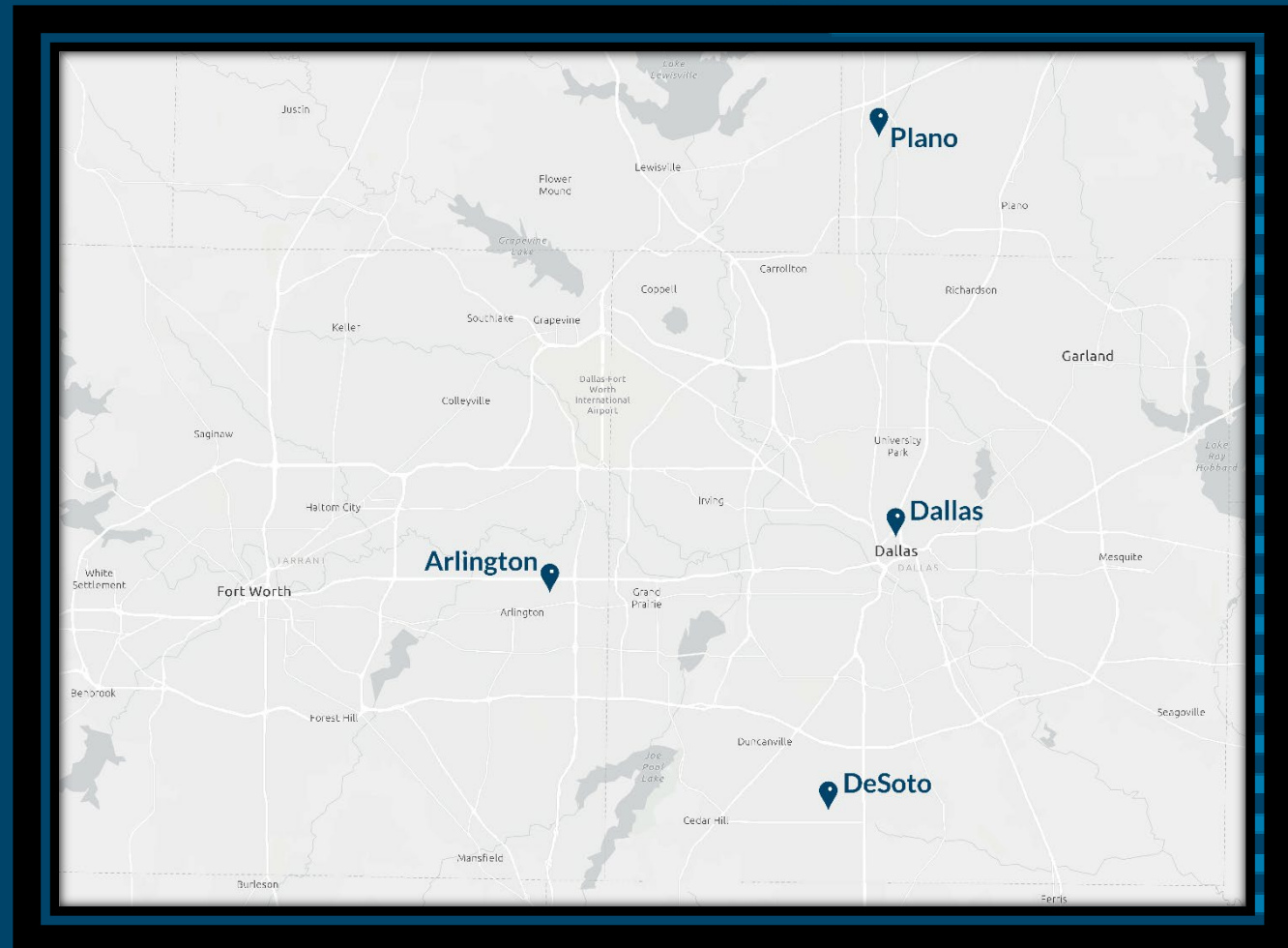
Arlington

Dallas

Desoto

Plano

Others have reached out to Swyft Cities directly



# Recent Progress

- Interest at national ASCE Conference
- Investigation of process/requirements for new technology certification
- Staff coordination with Swyft Cities and local governments in project development discussions and identification of roles/risks
- NCTCOG provided Letter of Commitment for City of Arlington's SMART Grant application (feasibility study)
- Included consideration for Swyft Cities and other technologies in scoping for Legacy Area ATN Planning Study in Plano



# Next Steps

Swyft Cities: steps 4 and 5 continue in tandem

- Swyft Cities pursuing initial project and certification
  - Planning, funding, certification, and organization model that meets the needs of all parties
  - Initial project not intended to be only location
- NCTCOG staff continue providing support to Swyft Cities and local governments in project development discussions

TransPod: working to identify statewide program/interest

CERTT: continued monitoring for new technology proposals



# CONTACT US



Jeff Hathcock

Program Manager

[jhathcock@nctcog.org](mailto:jhathcock@nctcog.org) | 817-608-2354



Mike Johnson

Principal Transportation Planner

[mjohnson@nctcog.org](mailto:mjohnson@nctcog.org) | 817-695-9160



Savannah Briscoe

Transportation Planner

[SBriscoe@nctcog.org](mailto:SBriscoe@nctcog.org) | 817-608-2347



Valerie Alvarado

Transportation Planner

[VAlvarado@nctcog.org](mailto:VAlvarado@nctcog.org) | 817-640-4428

Additional imagery provided by Swyft Cities, JPods, and TransPod



Certification of Emerging and Reliable  
Transportation Technology (CERTT) Program





NCTCOG PRESENTATION

# Community School Siting Issues and Opportunities

Karla Windsor

Regional Transportation Council

October 17, 2024

# Regional Transportation Council Policy Supporting School Districts (2013)

## Active Transportation:

Advocate for:

- Safe Routes to School Program
- Precious Cargo Program
- Transportation Alternatives Program



## Outreach & Engagement:

- Engage students to design the cover of Progress North Texas
- Advocate for Science, Technology, Engineering, and Mathematics (STEM) fields



RTC Policy Supporting School Districts

## School Siting:

- Pilot school siting Programs
- School bus stop coordination
- Technical assistance for school districts



## Air Quality:

- RTC Clean Fleet Vehicle Policy
- Clean school bus Programs
- Energy audit Programs
- Vehicle idling-reduction Programs
- Air quality-friendly contracting initiatives





# Complexity by the Numbers

In the 12 counties:

Total Public Schools: 1,869

- Elementary schools: 1,207
- Middle schools: 361
- High schools: 301

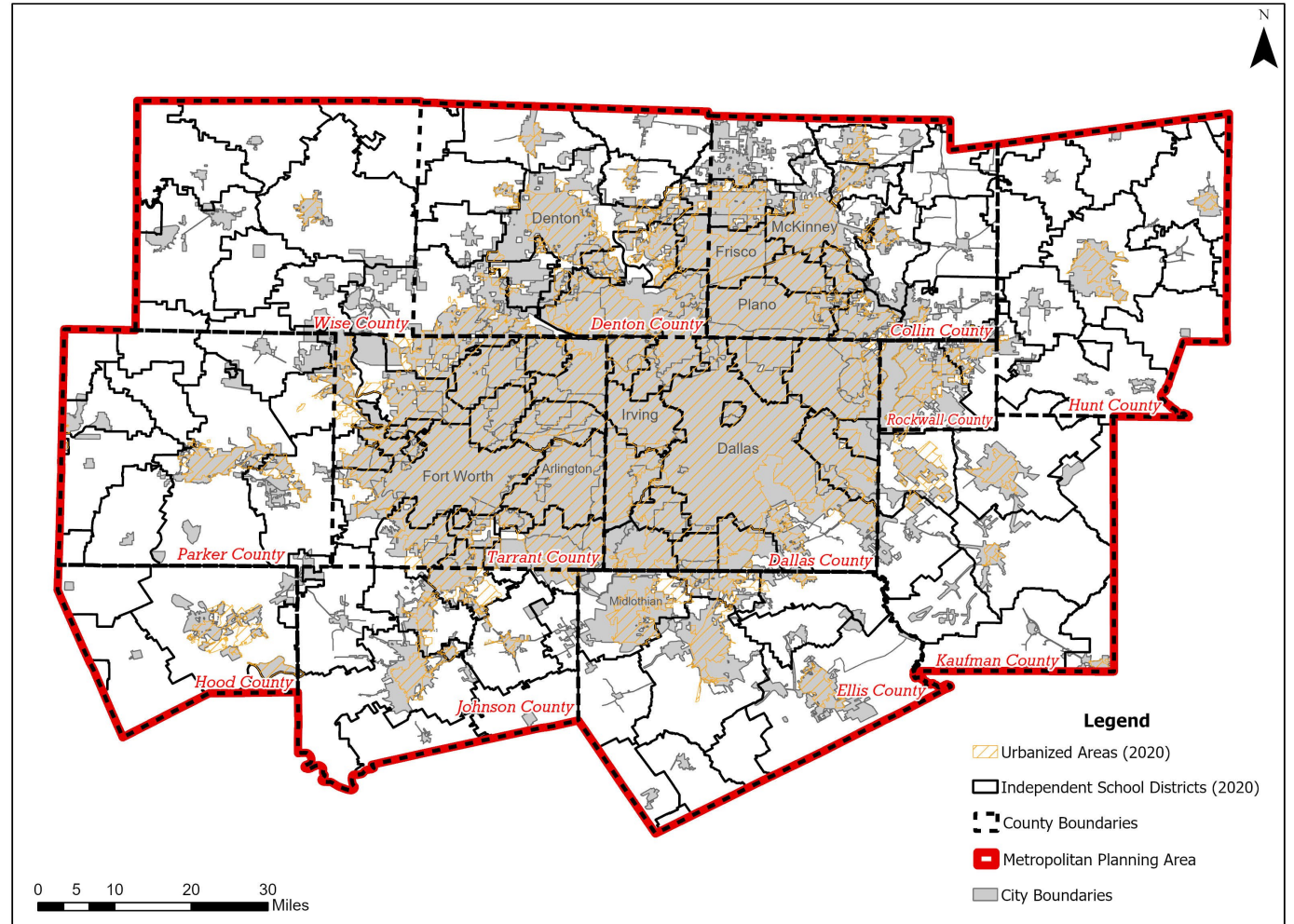
Total Private and Charter

- Schools: 569
- Charter: 225
- Private: 344

Independent School Districts: 143

**Rapid growth anticipated**

Metropolitan Planning Area, Urbanized Areas, Cities and ISDs



# Population Growth

Region Total  
Population

2023: 8.2 Million  
2045: 11.2 Million  
**Change: 3 Million**

Region K-12  
Children  
Population

2023: 1.4 Million  
2045: 1.9 Million  
**Change: 500,000**

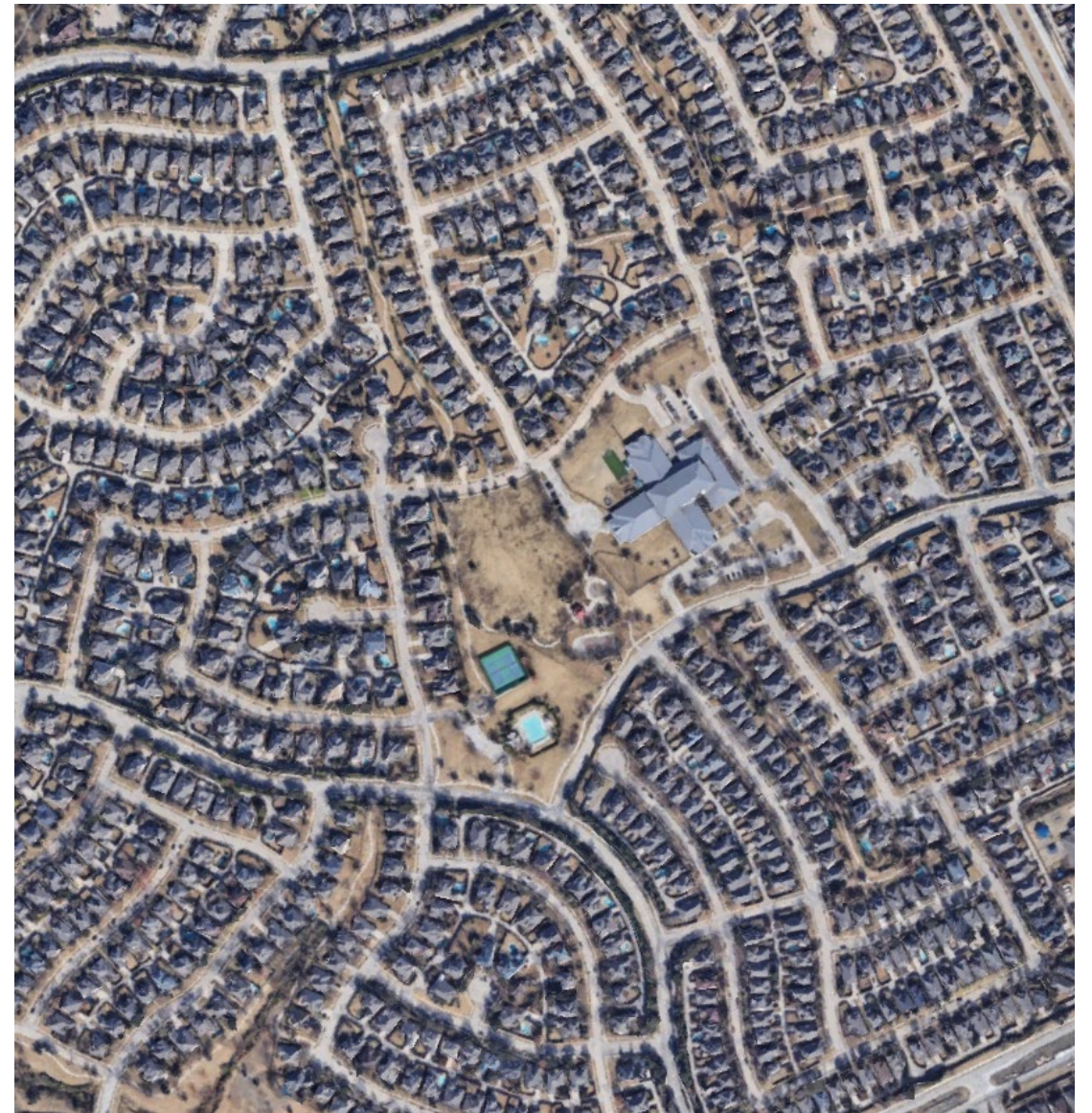
**K-12 Children  
Change 2023-2045**

Tarrant County: 119,852

Dallas County: 119,360

Collin County: 116,815

Denton County: 102,321



**42 Percent of Future Population Growth Projected to Occur Outside 2020 City Boundaries**

# The School Siting Problem

## For students/parents

- Traffic safety walking/bicycling to school
  - Location of schools (small in neighborhood on local street vs. large in outskirts on major arterial)
  - Distance
  - Barriers
  - Design of roadways
  - Design of school campuses
- Personal safety of students (real or perceived)
- Fewer students walking/biking to school means:
  - More congestion
  - Less student safety
  - Decreased air quality



Imagery provided by Google Earth



# The School Siting Problem

## For cities/ISDs

- Poor school siting = difficult and costly additional investment/retrofitting later
- Transportation/Water/Sewer Infrastructure to Schools is not always coordinated
- Student pedestrian injuries/deaths from collisions are community tragedies to be avoided
  - Reactive solutions/retrofitting are:
    - Expensive
    - Less ideal
    - Take time
- School crossing guard implementation and management is major concern
- Charter schools are uncharted waters presenting unique challenges



# NCTCOG School Siting History

- 2011- School Siting and Land Use Connections (McKinney ISD/City of McKinney)
- 2012 - School Siting and Transportation (Denton ISD/City of Denton)
- 2013 - RTC School Policy Meeting
- 2015 - Community Schools and Transportation
- 2019 - School Siting and Collaboration Workshop



# How can NCTCOG help with school siting issues?

- Update Regional Transportation Council policy supporting school districts?
- Legislative change?
- Guiding documents?
- Require a formal agreement between cities and ISDs?
- Workshops with cities, ISDs, counties, etc.?
- Trainings, formal/informal?
- Other ideas?



# Approaches from Other Regions

## Puget Sound Regional Council in Seattle, WA

- Legislative task force on school siting
- Vision 2050 School Siting Implementation Briefing

## Chicago Metropolitan Agency for Planning

- Impacts of School Siting report:
  - Schools near neighborhoods, revisit acreage requirements
  - School siting collaboration program



# How can NCTCOG help with school siting issues?

Take our brief **3 question** survey:  
<https://tinyurl.com/NCTCOGschoolsiting>



Next steps: review results, report back with work plan





# Contact Us



Karla Windsor, AICP  
Senior Program Manager  
[kwindsor@nctcog.org](mailto:kwindsor@nctcog.org)



Shawn Conrad, PhD  
Program Manager  
[sconrad@nctcog.org](mailto:sconrad@nctcog.org)



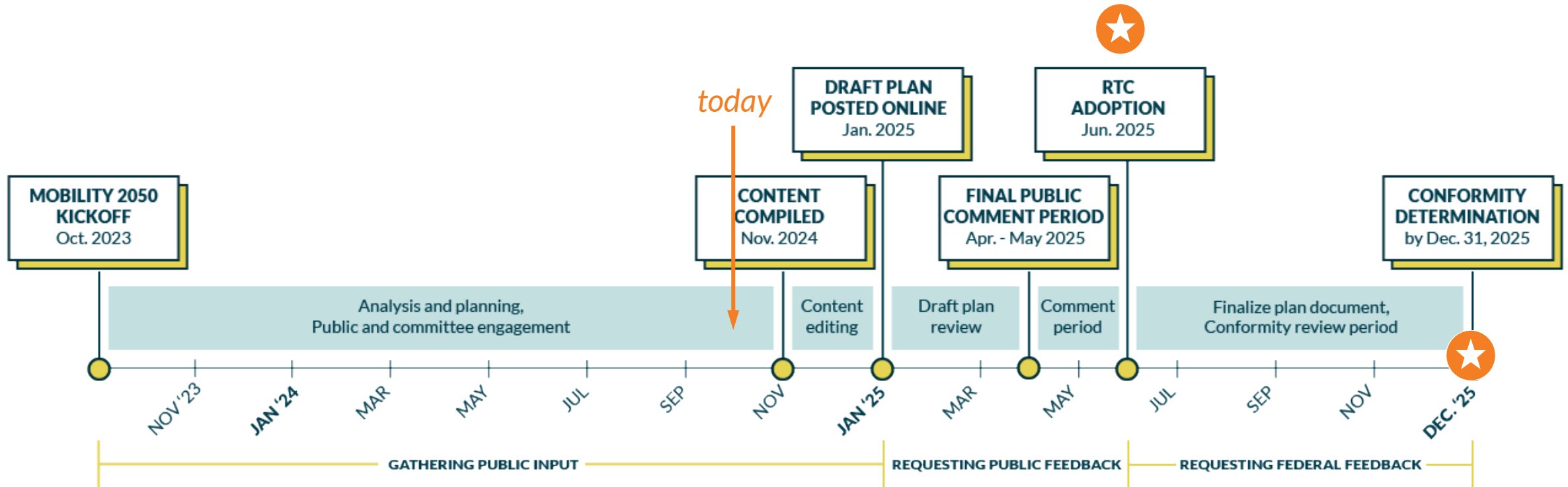
Devia Joshi  
Transportation Planner  
[djoshi@nctcog.org](mailto:djoshi@nctcog.org)



# 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.

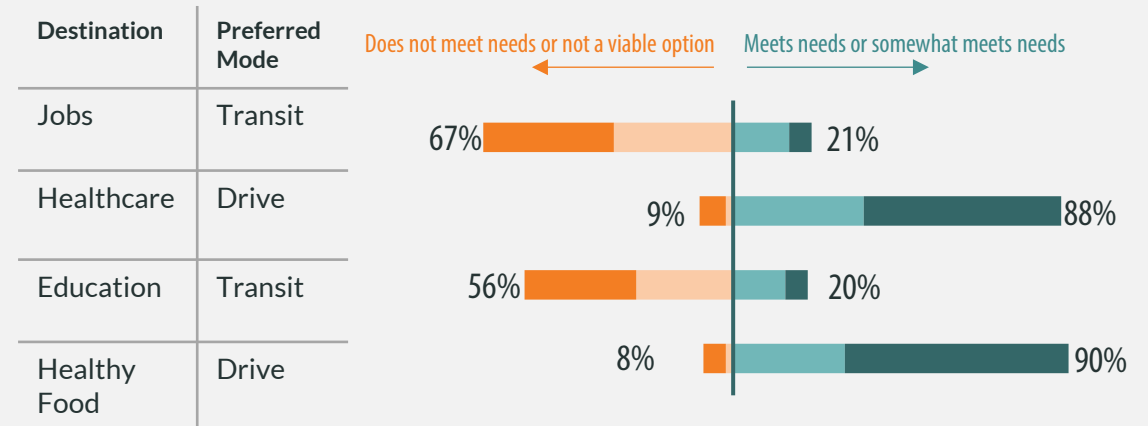
**3,600** + Survey responses collected to date (closes end of 2024)

**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.



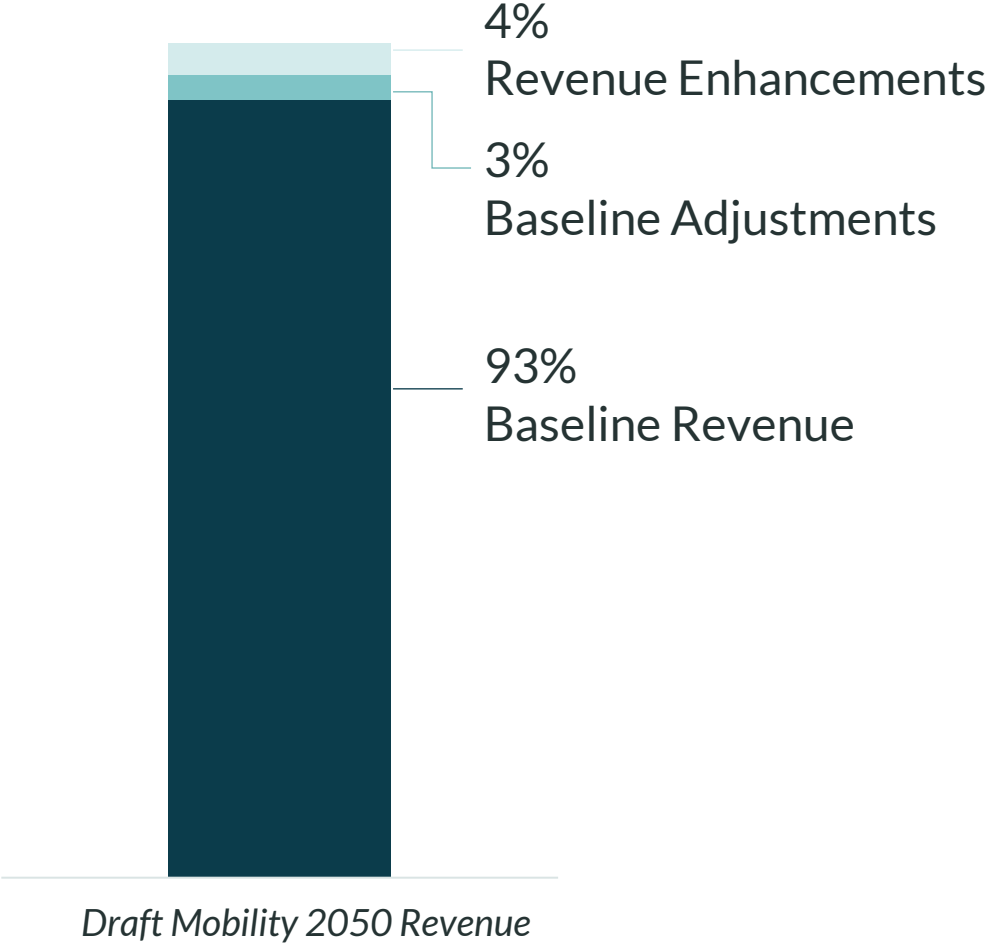
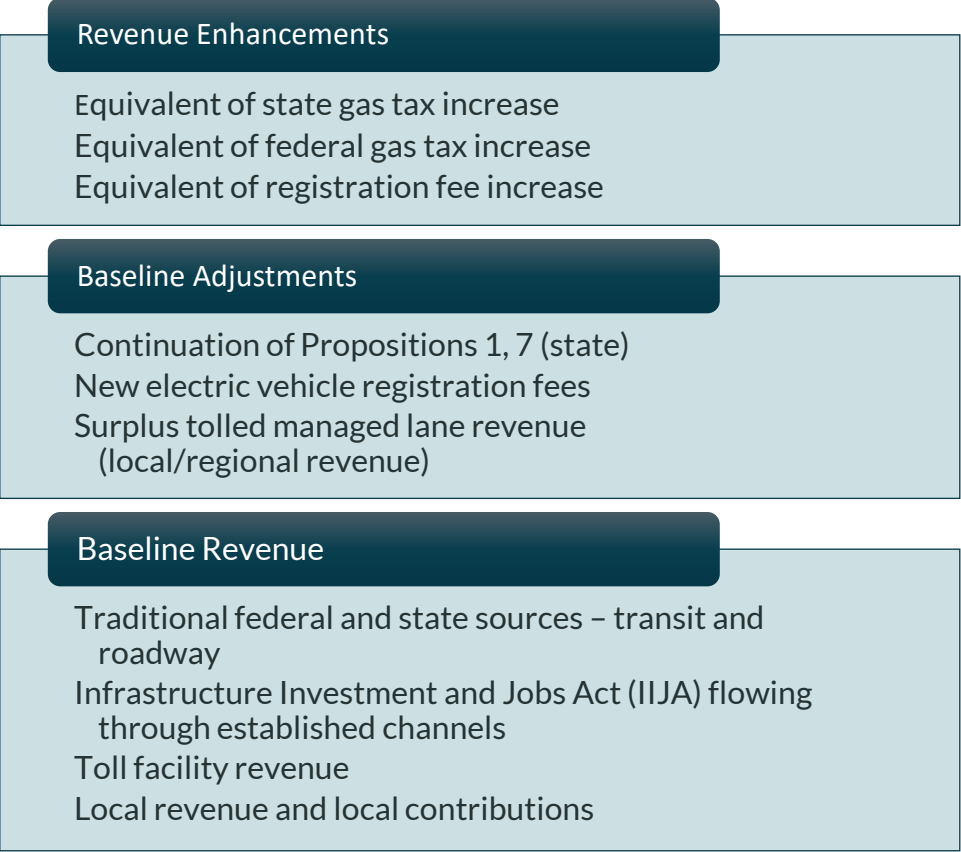
- Must include all reasonably expected revenue sources, including private
- Cost must be reflected in “year of expenditure” dollars
- Cannot spend more than we reasonably expect to receive over life of plan (financial constraint rule)

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 . . .                         |
|-----------------------------------|---------------------|--|---|
| <b>Traditional Federal/State</b>  | ~\$80-90 B          | +96%                                     | Roadways, strategic initiatives               |
| <b>Local Revenue</b>              | 14 B                | -33%                                     | Local matching funds, roadways                |
| <b>System/Toll</b>                | 10 B                | +25%                                     | Toll roads, tolled managed lanes              |
| <b>Transit</b>                    | 90 B                | +36%                                     | Transit capital, operating, maintenance, etc. |
| <b>Revenue Enhancements</b>       | 8 B                 | +14%                                     | Above categories, as appropriate/allowed      |
| <b>Total, Actual \$, Billions</b> | <b>~200-210 B</b>   | <b>+43%</b>                              |   |

*\$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.

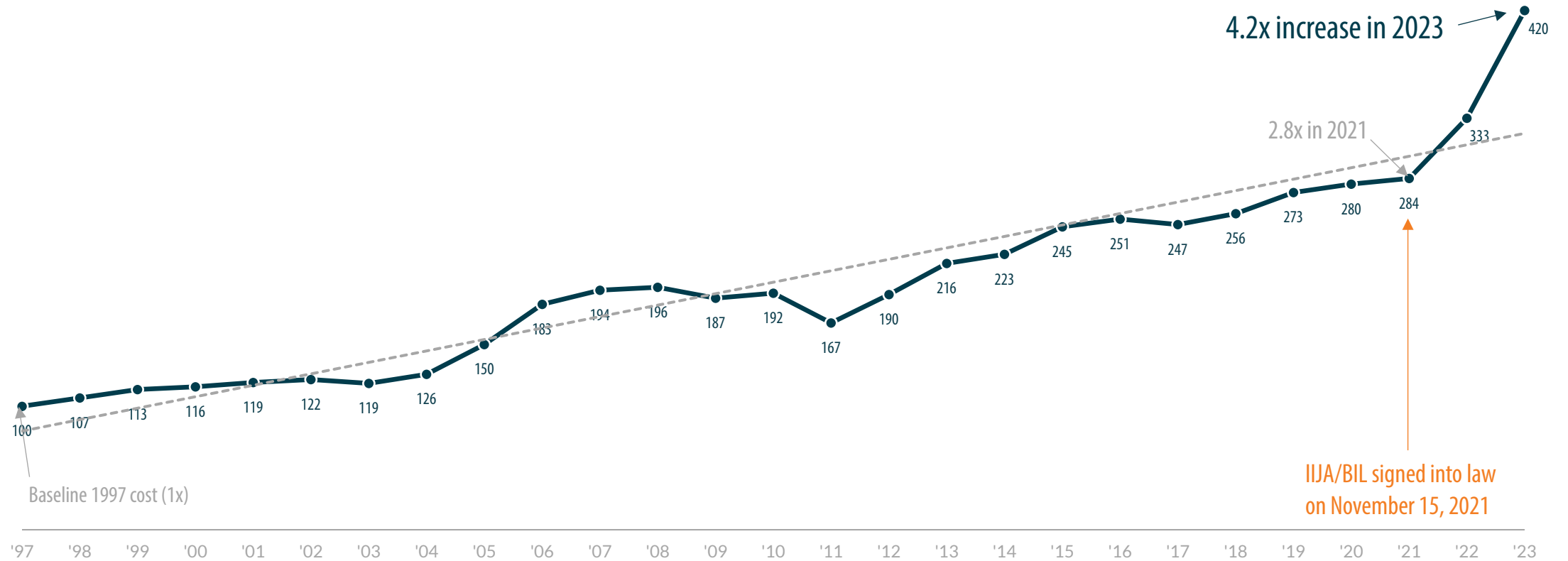
| DRAFT   | DRAFT Mobility 2050   | Mobility 2045 Update <sup>3</sup> | Δ Draft - Previous |
|---|-----------------------|-----------------------------------|--------------------|
| Infrastructure Maintenance <sup>1</sup>         | \$12.3                | 18.6                              | -6.3               |
| Management & Operations                         | 40.2                  | 29.8                              | +10.4              |
| Strategic Policy Initiatives <sup>2</sup>       | 6.0                   | 5.5                               | +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             |
| <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

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

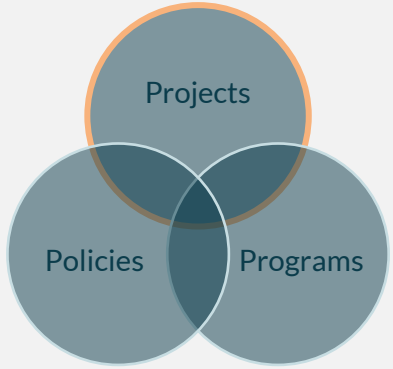
## Shifting Focus on Roadway Projects

- 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.

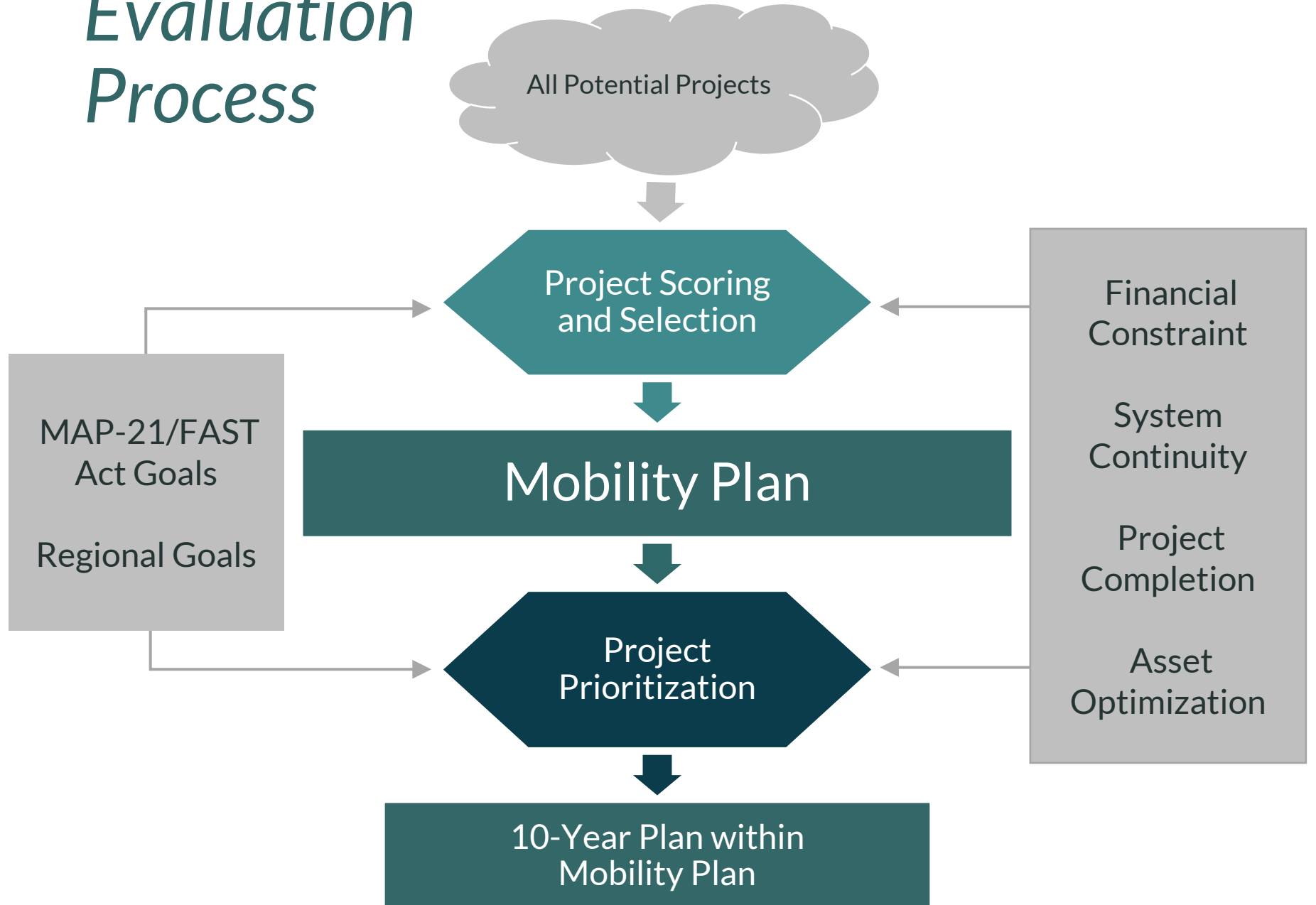
## Strategic Investments in Transit & Active Transportation

- 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



Amy Johnson

Principal Transportation Planner

[ajohnson@nctcog.org](mailto:ajohnson@nctcog.org) | 817-704-5608



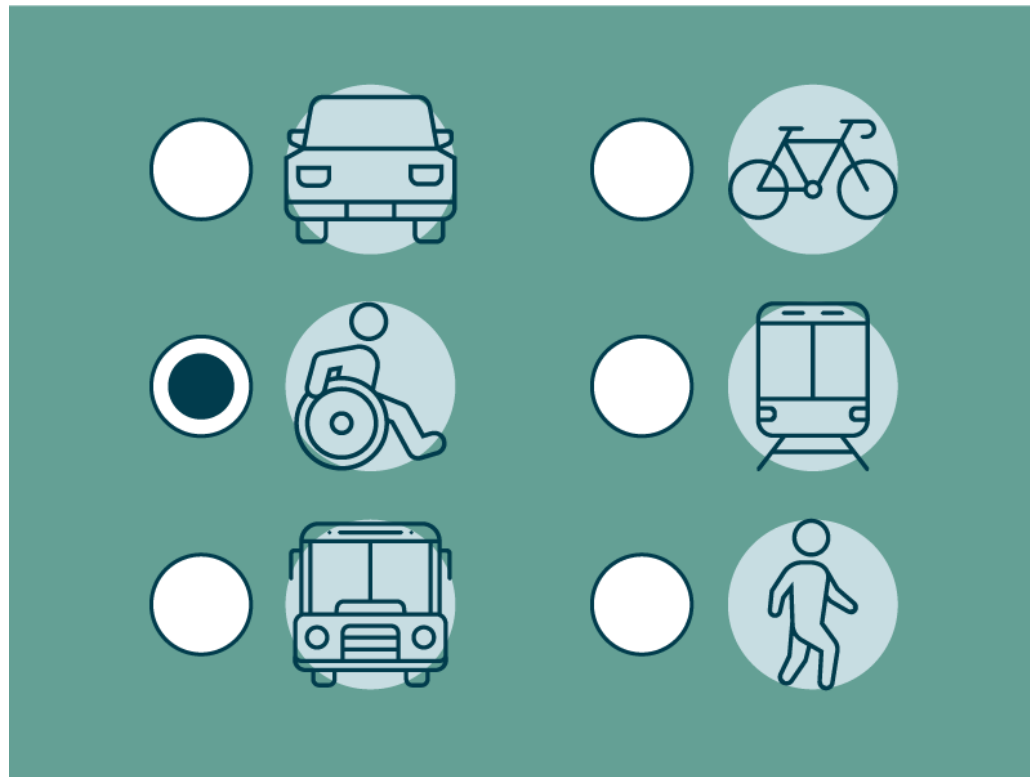
Brendon Wheeler, P.E., CFM

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

