Action Background

June 28, 2024 - Surface Transportation Technical Committee Director's Report Item 9

July 11, 2024 - Regional Transportation Council Approval of submittal and local match

~~July 22, 2024~~ - original grant application deadline [updated 7/17/24]

July 25, 2024 - Executive Board Authorization

July 26, 2024 - STTC Endorsement

August 2, 2024 – NEW Grant application deadline

FTA TOD Planning Pilot Grant

- Federal Transit Administration (FTA) Pilot Program for Transit-Oriented Development (TOD) Planning has $10.5 million (FY 2024) available in competitive grants for comprehensive or site-specific planning associated with new fixed guideway and core capacity improvement transit projects

- As required by statute, plans must:
  - Study improving economic development and enabling mixed-use near transit stations
  - Plan to increase ridership potential
  - Examine multimodal connectivity, accessibility, and pedestrian and bicycle transit access
  - Engage the private sector
  - Identify infrastructure needs

- Must have partnership between transit agencies and cities to be eligible

- NEW in 2024 – Planning for affordable housing is highly encouraged (no project won in 2023 without this as part of their application)

TRE TOD Strategic Plan Proposal

Trinity Railway Express (TRE) Transit Oriented Development Strategic Plan

Goal: Increase TOD, density, mixed-income, economic development and ridership on the TRE.
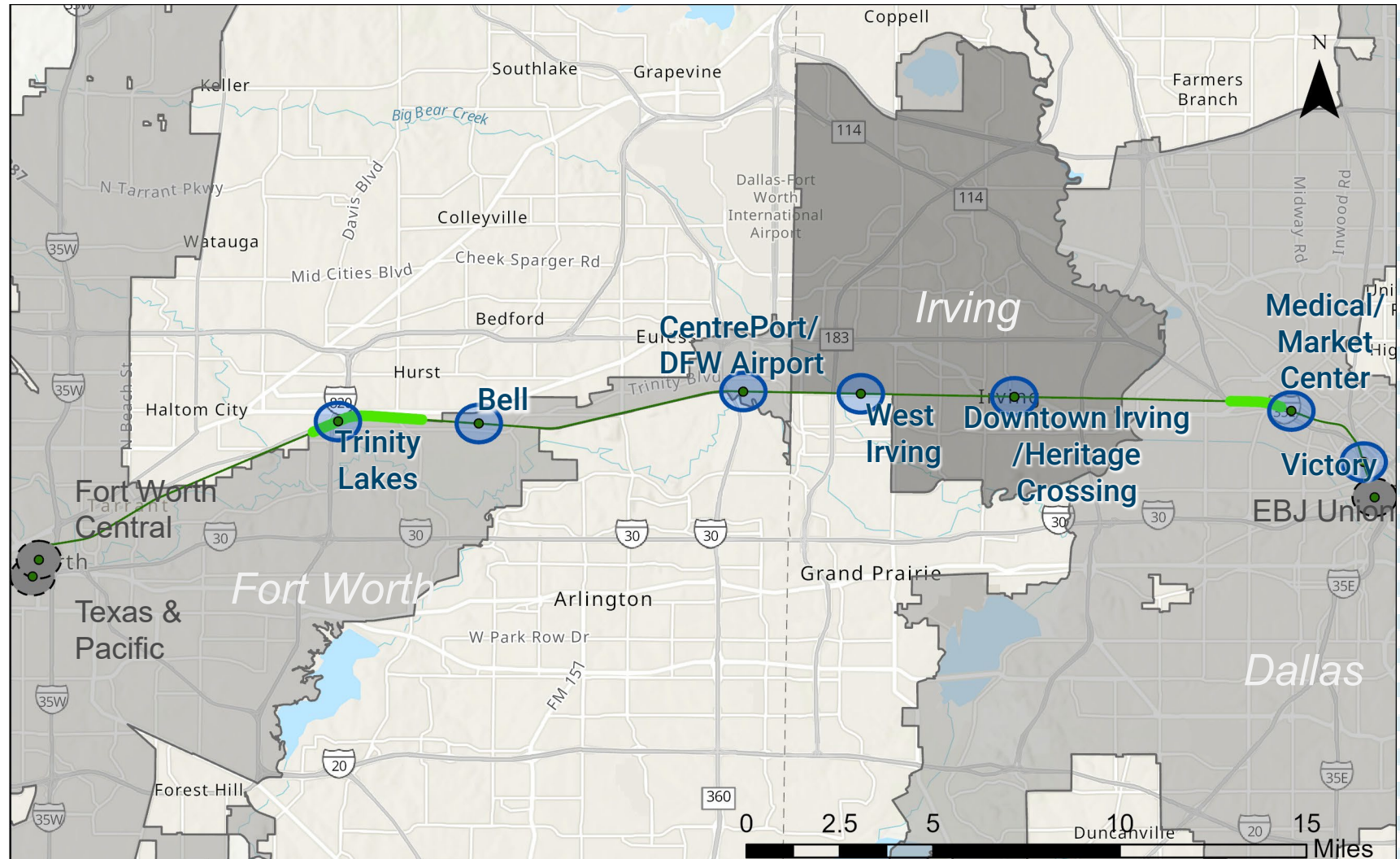
Tasks:

1. Routes to Rail Study to identify and plan for improved pedestrian and bicycle connection to stations.

2. Market Study and Land Use Redevelopment Plan to determine how to increase density, economic development, and affordable housing within context of each station and the region.

3. Public/ Private Financing/ Funding Plan to create guidance for leveraging federal funding and loans and best use of local public/private partnership for TOD.

TRE Stations Included in Pilot Grant

Legend:
- TRE Stations
- TRE BUILD Grant Double Track
- TRE Line
- 1/2 Mile Radius
- Excluded Stations

Stations shown: Trinity Lakes, Bell, CentrePort/DFW Airport, West Irving, Downtown Irving/Heritage Crossing, Medical/Market Center, Victory, EBJ Union, Fort Worth Central, Texas & Pacific

Partnership

NCTCOG coordinated with entities below for letter of intent to partner on planning required for grant application:

- Dallas Area Rapid Transit
- Trinity Metro
- Trinity Railway Express
- City of Fort Worth
- City of Irving
- City of Dallas

Requested Action

Seeking STTC endorsement of:

- Submittal of the FY 2024 FTA TOD Planning Pilot Program grant application for the Trinity Railway Express Transit-Oriented Development Strategic Plan requesting $800,000 in federal funding and an approved $200,000 in RTC Local funds for non-federal match should the project be selected for funding award.

- Staff directed to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP and other planning/administrative documents to incorporate these changes, if awarded funding.

Contact Us

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2025 UNIFIED TRANSPORTATION PROGRAM AND REGIONAL 10-YEAR PLAN UPDATE

Surface Transportation Technical Committee
July 26, 2024

NCTCOG

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
Total Allocation	**$5.426**	**$7.290**	**$6.864**	**$8.094**	**$7.342**	**$6.880**	**$7.930**	**$9.893**	**$9.700**

* Amounts shown in billions

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PROPOSED CATEGORY 12 FUNDING CHANGES

- Through the 2025 UTP, the TTC is proposing to make the following Category 12 changes:
  - Add approximately $740M of new Category 12 funding to the US 380/Spur 399 corridor
  - Remove $25M of previously approved Category 12 funding on IH 30 from IH 45 to Ferguson Road
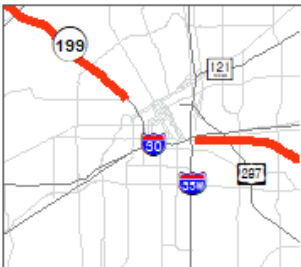
PROJECT PROGRESS SINCE THE 2017 UTP

Project Status	Number of Projects	Total UTP Funding
Completed	30	$843,160,538
Under Construction	94	$7,582,071,333
Future Projects	152	$8,938,820,916
Total	276	$17,364,052,787

Dallas-Fort Worth Regional 10 Year Plan Projects
FY 2017 - FY 2034
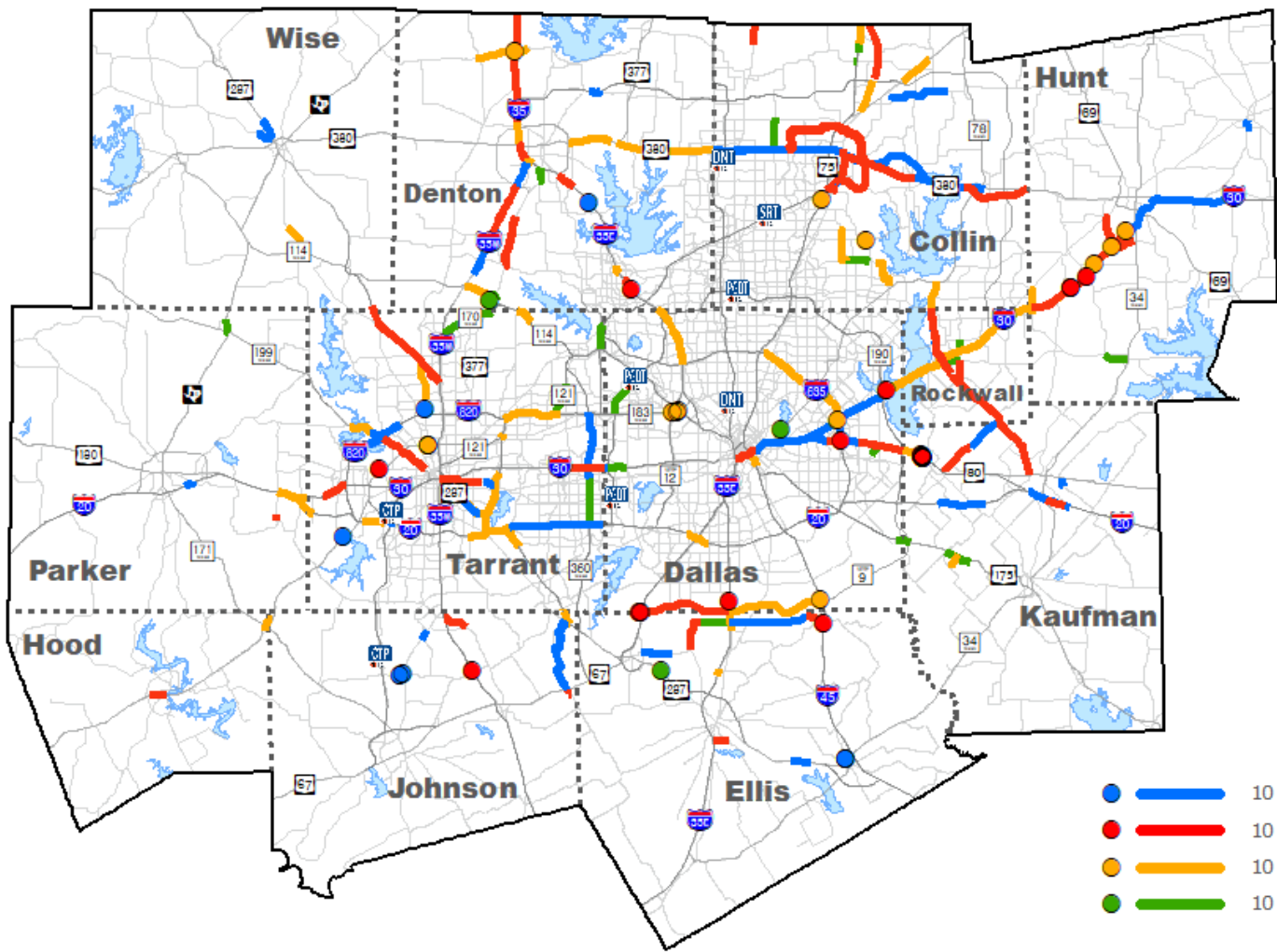
Dallas CBD
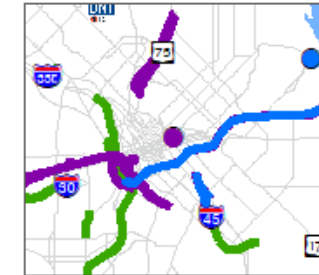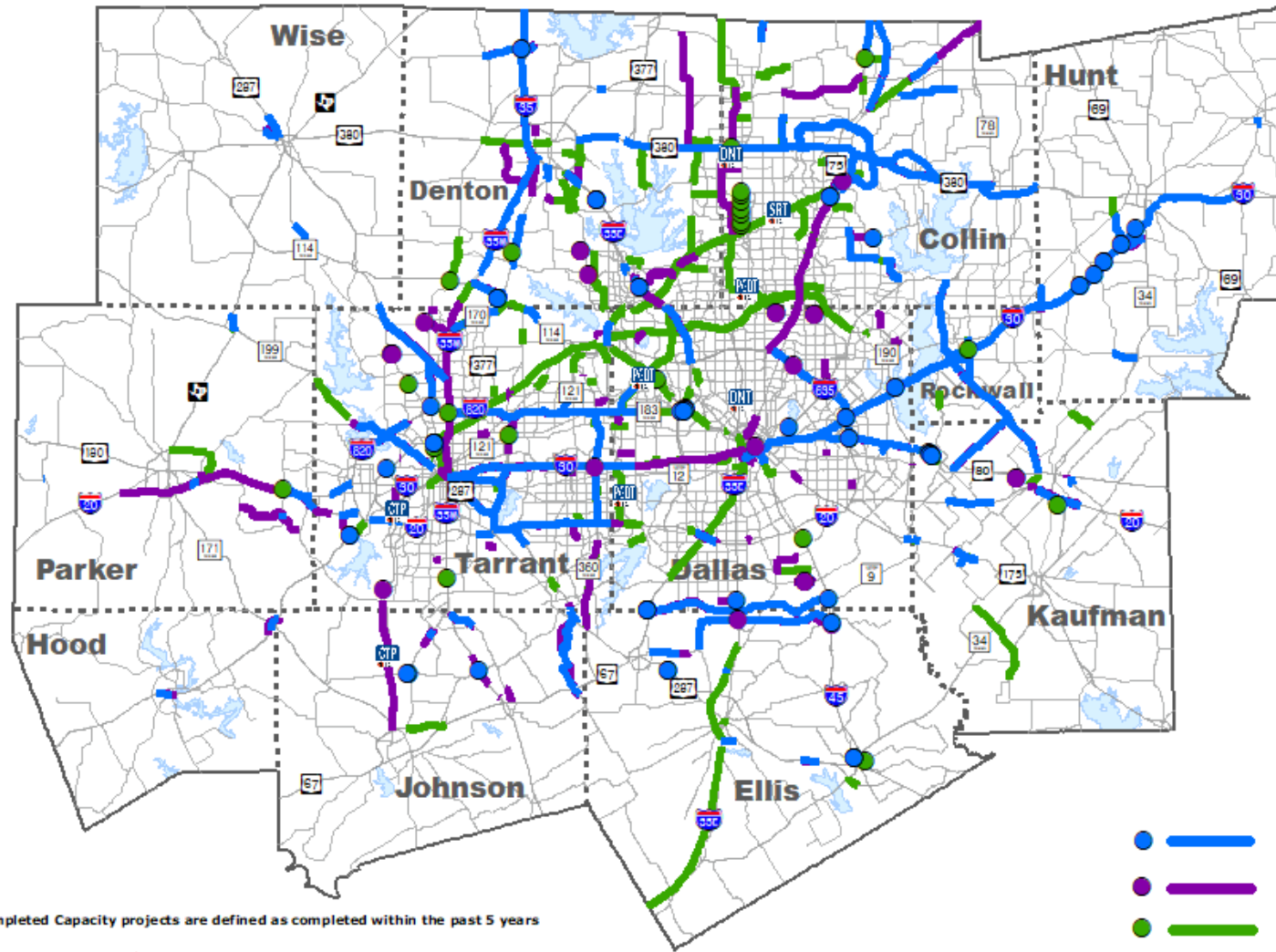
Fort Worth CBD

Legend

● ━━━ 10 Year Plan Projects (No Changes)
● ━━━ 10 Year Plan Projects (New or Changed)
● ━━━ 10 Year Plan Projects (Under Construction)
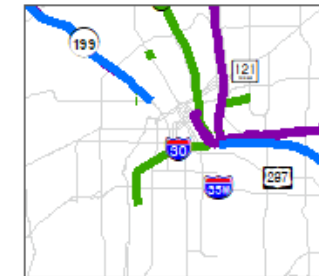● ━━━ 10 Year Plan Projects (Completed)

——— Mobility 2045 Roadways
· · · · · County Boundary
▢ Lakes

North Central Texas
Council of Governments

Date: 6/26/2024

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

*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
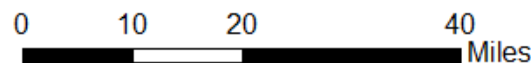
Dallas CBD

Fort Worth CBD

Legend

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

North Central Texas Council of Governments

Date: 6/17/2024

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NEXT STEPS

- Provide an update on the region's Category 2 carryover balances and latest information on West/East non-formula fund tracking
- Bring back any project changes to the committees if the TTC action is different than proposed project listings

ACTION REQUESTED

- Recommend RTC approval of:
  - The Regional 10-Year Plan project listing, including the proposed changes on the "Let or Completed Project" Listing
  - 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**
RTC Action	August 8, 2024
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

July 26, 2024 – Surface Transportation Technical Committee

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

U.S. Department of Transportation
Federal Railroad Administration

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

Dallas to Fort Worth High-Speed Rail Corridor Characteristics

"Top 10" High-Speed Rail Corridors in the World

Location	Line	Line Distance (mi.)	Average Line Speed (mph)
China	Beijing - Shanghai	819	143
Texas	**Fort Worth - Houston**	**271**	**140**
Japan	Tokaido Shinkansen - Nozomi	320	129
France	LGV Sud-Est	266	123
France	LGV Atlantique - Bordeaux	371	122
France	LGV Est (all stops)	273	122
Spain	Madrid - Barcelona	390	122
France	LGV Nord - Calais	209	112
Italy	Turin - Milan	92	97
Germany	Berlin - Hanover	160	93

Alignment for NEPA Review (Early 2024)
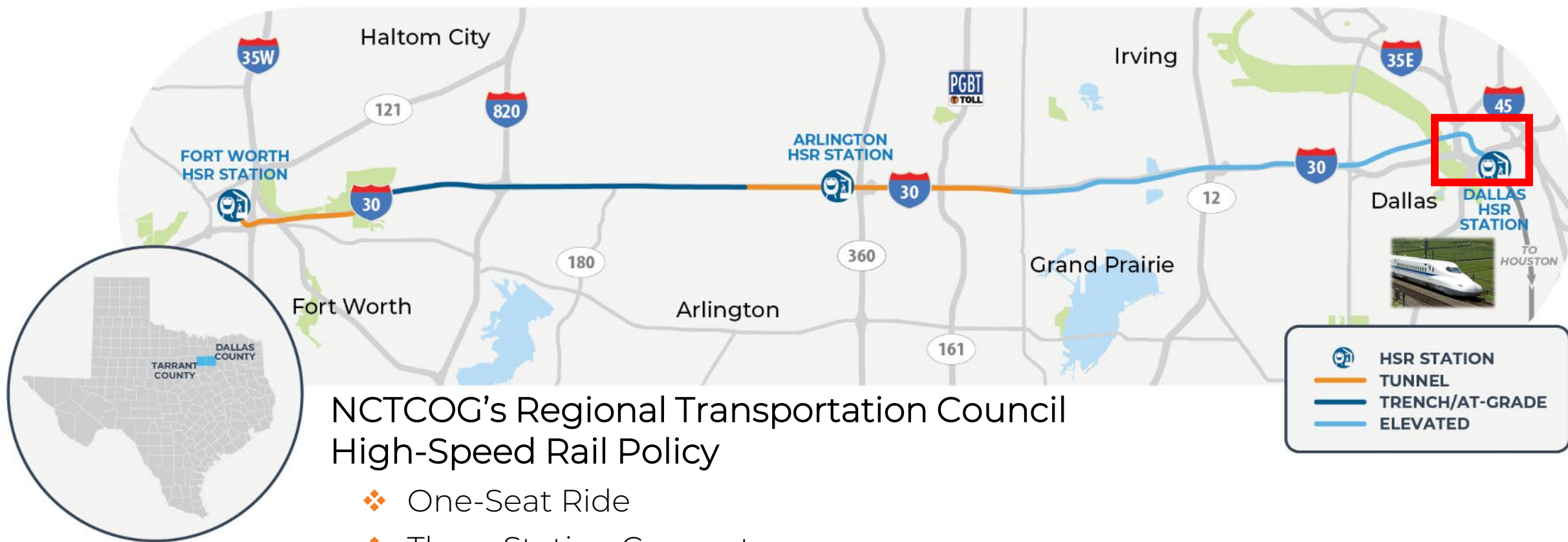
NCTCOG's Regional Transportation Council High-Speed Rail Policy

❖ One-Seat Ride

❖ Three Station Concept

Path to July Workshop

3/06/2024 City Council Briefing by NCTCOG and Amtrak

3/22/2024 Dallas City Manager's Meeting

5/15/2024 National High-Speed Rail Conference: Briefing by NCTCOG and Amtrak

6/12/2024 Dallas Resolution

6/13/2024 RTC Decision to Schedule July Workshop

7/11/2024 July Workshop/RTC Decision on How to Advance

HSR Alignment East of Hyatt with Pedestrian Lobby

7

Leveraging HSR to Create Connections

Reunion Tower / Hyatt Regency

EBJ Union Station / Potential Annex

REUNION BLVD E

Potential Development

S HOUSTON ST

Potential Development

HOTEL ST

Concept Visualization; for illustrative purposes only

8

Potential Connections between Points of Interest in Downtown Dallas

	Connections between Points of Interest	2B. *Elevated* - East of Hyatt Regency Hotel <u>with Pedestrian Lobby</u> (Shown at 3/6/24 Dallas City Council)	Family of Elevated Alignments <u>West of Downtown</u> (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

HSR Alignment Concept West of Downtown
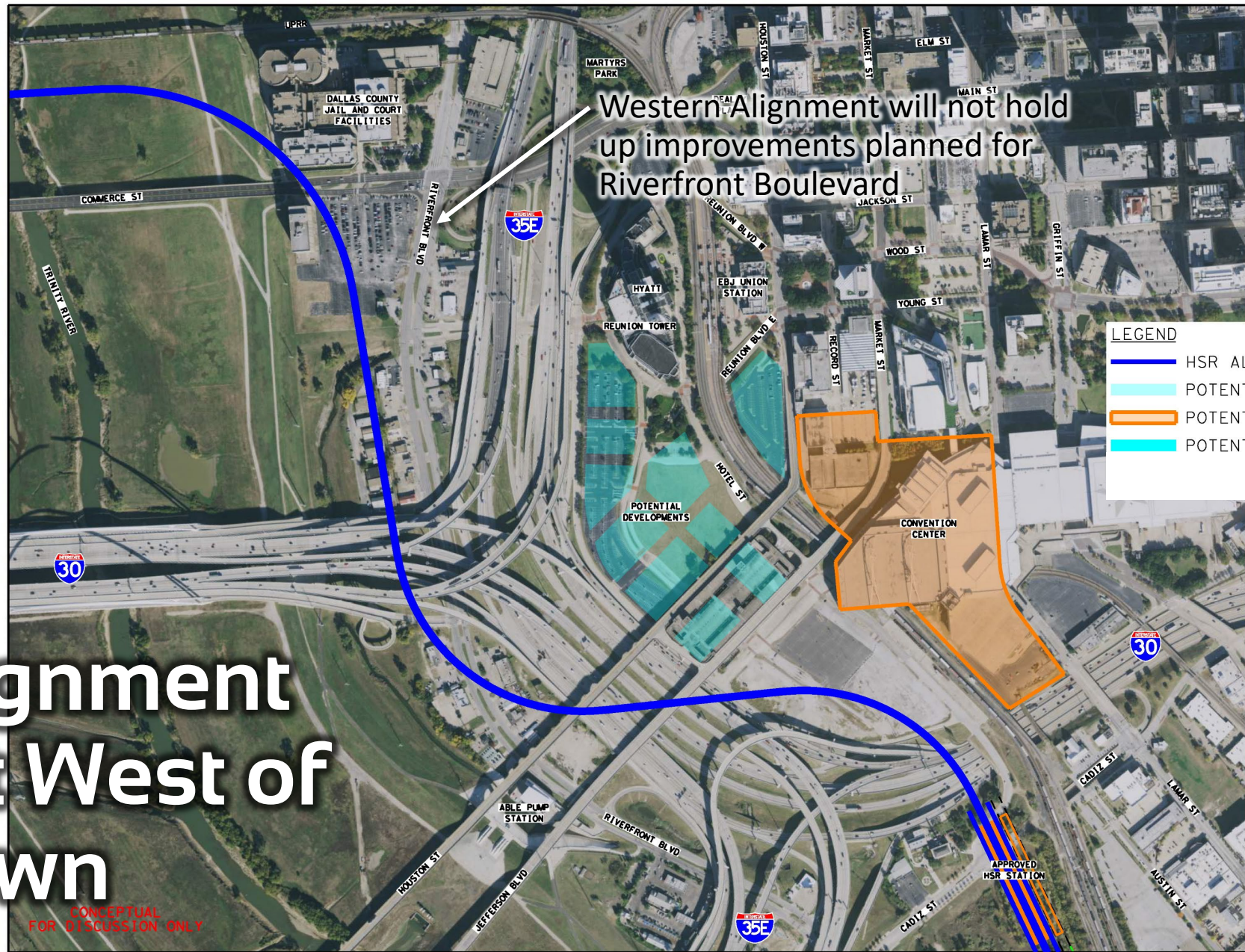
July 11 RTC HSR Workshop

Under newly added "RTC Workshop July 2024" banner on www.nctcog.org/dfw-hstcs:

- RTC Workshop Agenda and Presentation Slides

- Information on Elected Official Briefings

- 3/6/2024 Presentation to Dallas City Council

- Dallas Alignment Whitepapers

- Past Resolutions and Policies

- Responsive Information to Public Comments and City of Dallas Questions

Effects of July Workshop

Federal Transit Administration

TxDOT Dallas District

Federal Railroad Administration

Dallas, Arlington, and Fort Worth/ Economic Development Study

August RTC Action

NEPA Participating & Cooperating Agencies

Trinity Park Conservancy/ Harold Simmons Park

City of Dallas

Amtrak/ Texas Central

Requested STTC Action

- Dallas Alignment Options
  - Concept West of Downtown: Advance planning 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
- Increase available study budget for project team to accomplish actions listed above
  - Currently approved: $12,099,657 (STBG)
  - Seeking approval of additional $1,650,343 (STBG)

NEPA: National Environmental Policy Act

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www.nctcog.org/dfw-hstcs

MOBILITY 2050

*The Metropolitan Transportation Plan
for North Central Texas*

Surface Transportation Technical Committee

July 26, 2024

Agenda

① Implications to integrating the demographic forecast

② Public perceptions and needs

③ Program and policy considerations

Timeline

MOBILITY 2050 KICKOFF
Oct. 2023

today

CONTENT COMPILED
Nov. 2024

DRAFT PLAN POSTED ONLINE
Jan. 2025

FINAL PUBLIC COMMENT PERIOD
Apr. - May 2025

RTC ADOPTION
Jun. 2025

CONFORMITY DETERMINATION
by Dec. 31, 2025

Analysis and planning, Public and committee engagement

Content editing

Draft plan review

Comment period

Finalize plan document, Conformity review period

NOV '23   JAN '24   MAR   MAY   JUL   SEP   NOV   JAN '25   MAR   MAY   JUL   SEP   NOV   DEC '25

GATHERING PUBLIC INPUT

REQUESTING PUBLIC FEEDBACK

REQUESTING FEDERAL FEEDBACK

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

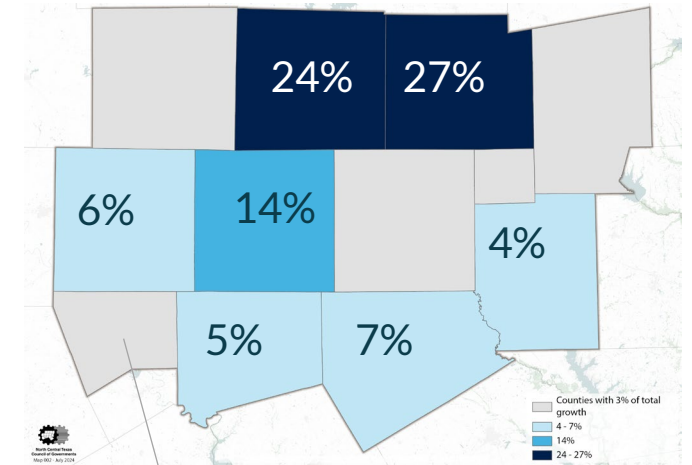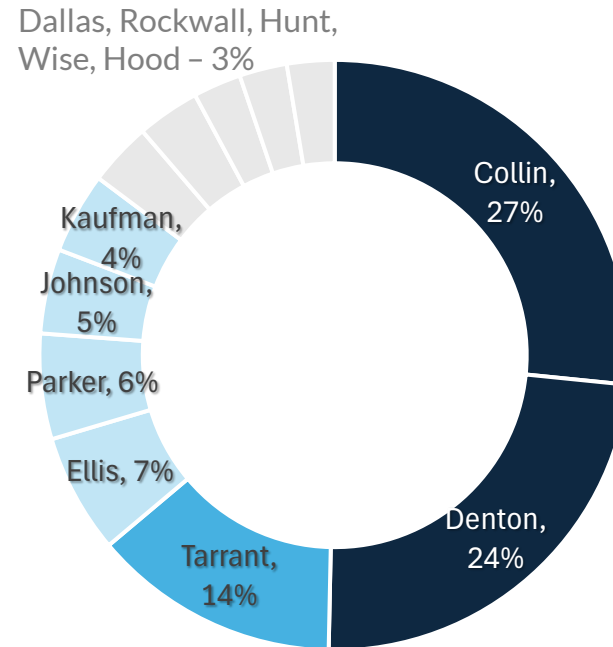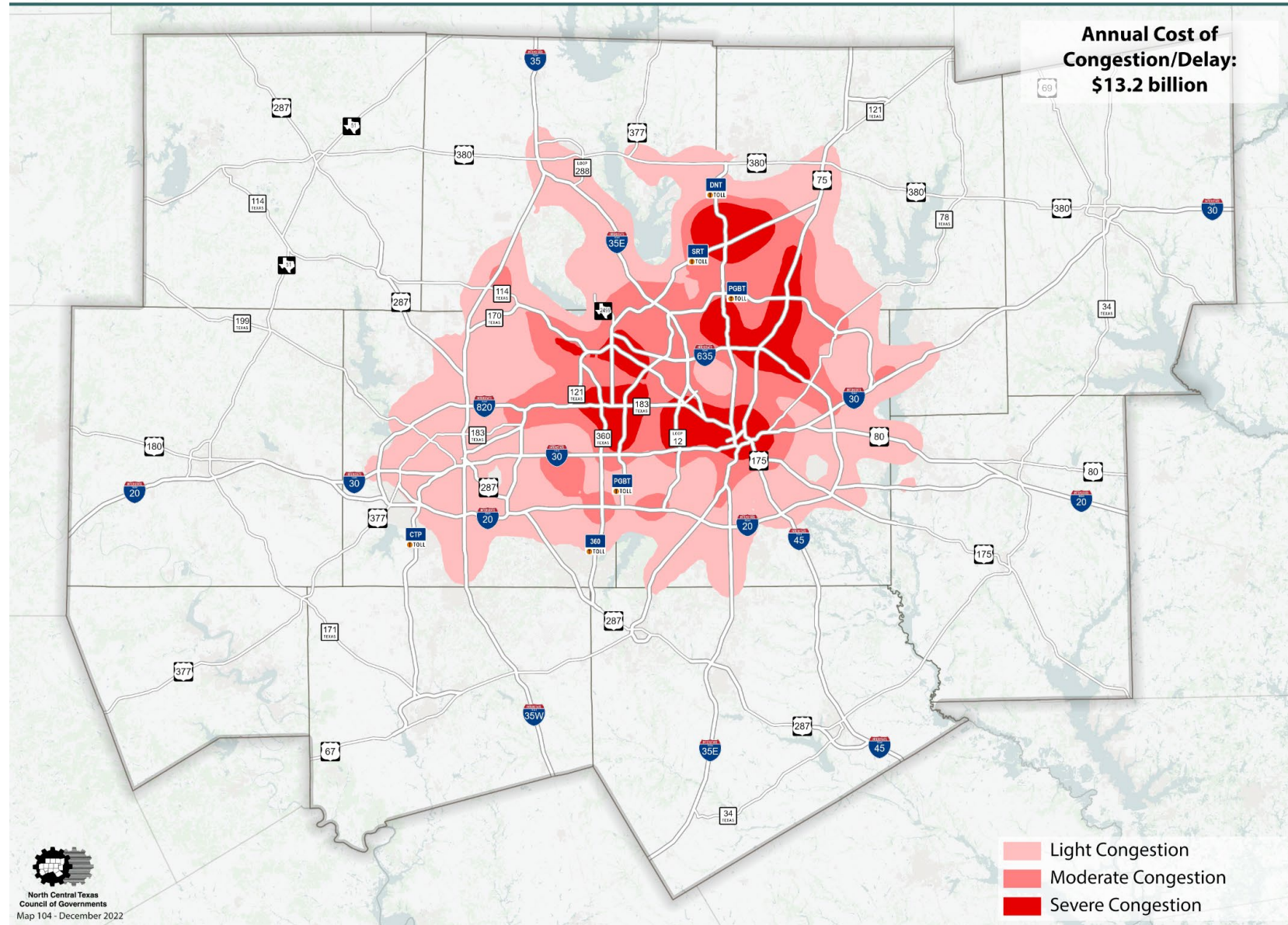*Integrating the demographic forecast*

Outward expansion fueled by Dallas and Tarrant counties approaching holding capacity for low-density development
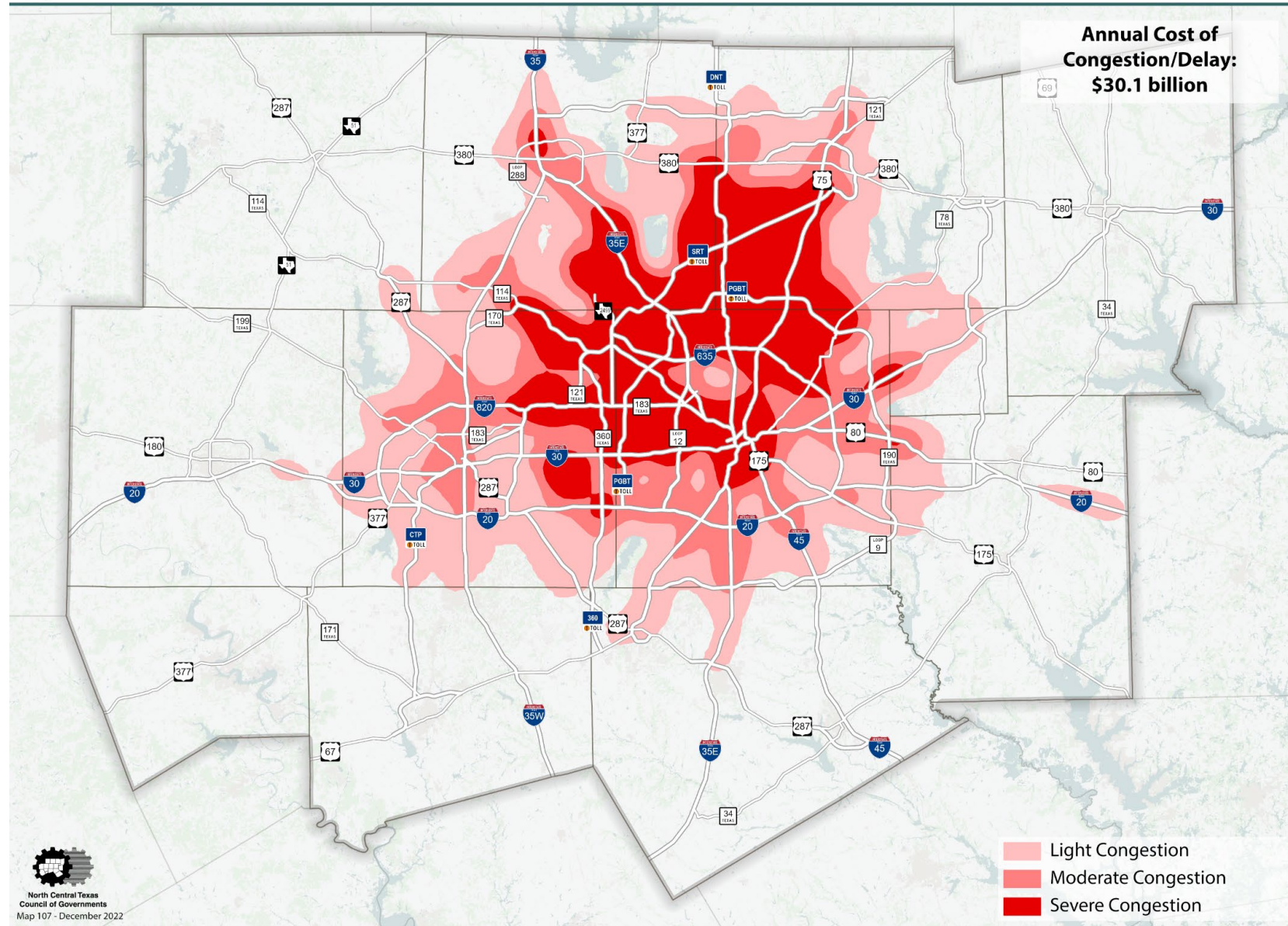
Collin and Denton counties comprise 50% of growth; counties nearest to core see higher growth

DRAFT

County	Absolute Growth	% of Total	Cumulative Total	Core vs Outer
Collin	+935,046	27%	27%	Urbanizing
Denton	+833,980	24%	50%	Urbanizing
Tarrant	+475,932	14%	64%	Core
Ellis	+229,865	7%	70%	Outer
Parker	+202,942	6%	76%	Outer
Johnson	+162,981	5%	81%	Outer
Kaufman	+155,371	4%	85%	Outer
Dallas	+122,104	3%	89%	Core
Rockwall	+121,088	3%	92%	Urbanizing
Hunt	+92,433	3%	95%	Outer
Wise	+91,756	3%	97%	Outer
Hood	+91,507	3%	100%	Outer
Total	**+3,515,004**	**100%**		

Dallas, Rockwall, Hunt, Wise, Hood – 3%

Collin, 27%

Denton, 24%

Tarrant, 14%

Ellis, 7%

Parker, 6%

Johnson, 5%

Kaufman, 4%

24%   27%

6%   14%

5%   7%

4%

Dallas, Rockwall, Hunt, Wise, Hood – 3%

Annual Cost of Congestion/Delay: $13.2 billion

Light Congestion
Moderate Congestion
Severe Congestion

North Central Texas Council of Governments
Map 104 - December 2022

MOBILITY 2050

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Annual Cost of Congestion/Delay: $30.1 billion

Light Congestion
Moderate Congestion
Severe Congestion

North Central Texas Council of Governments
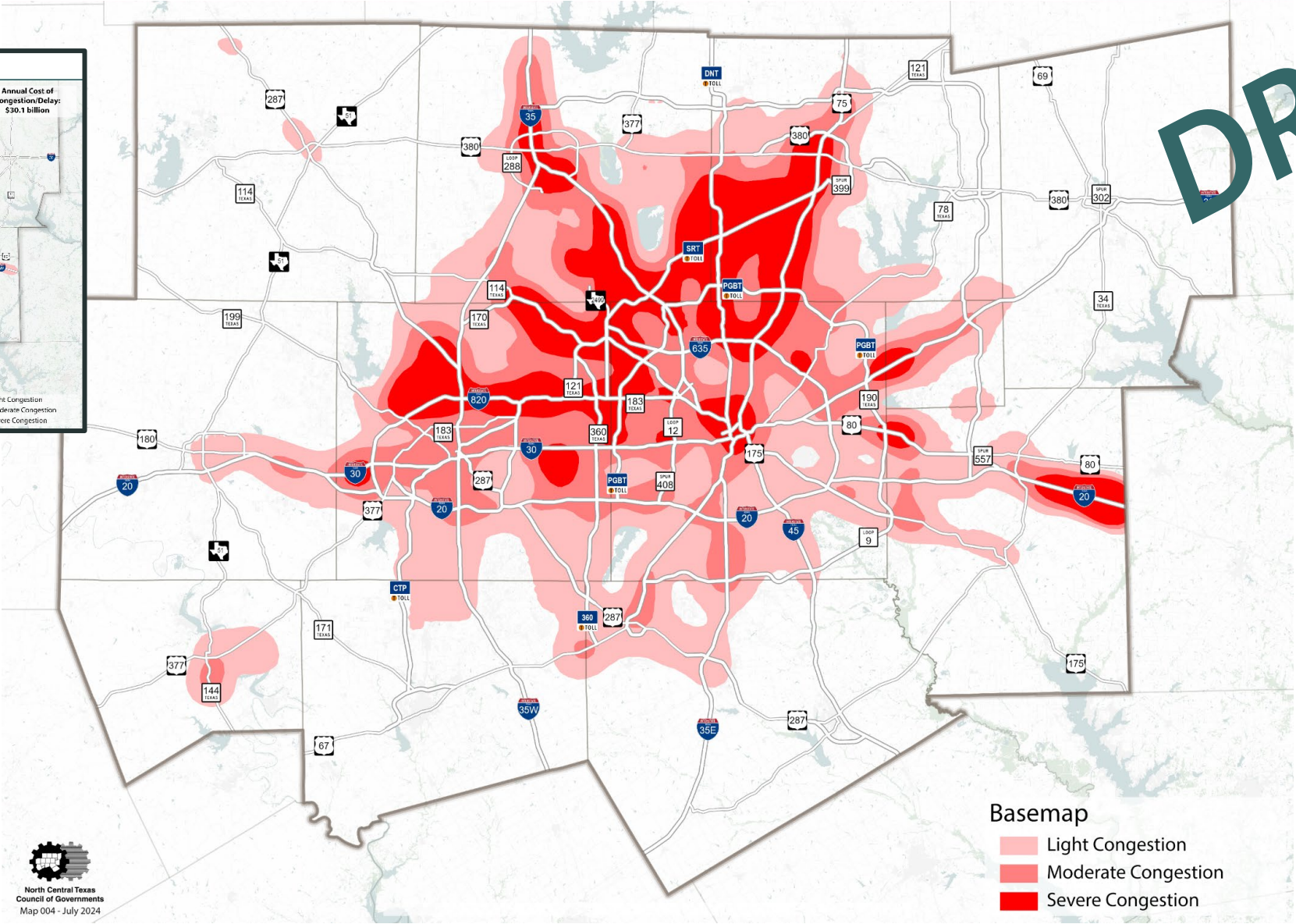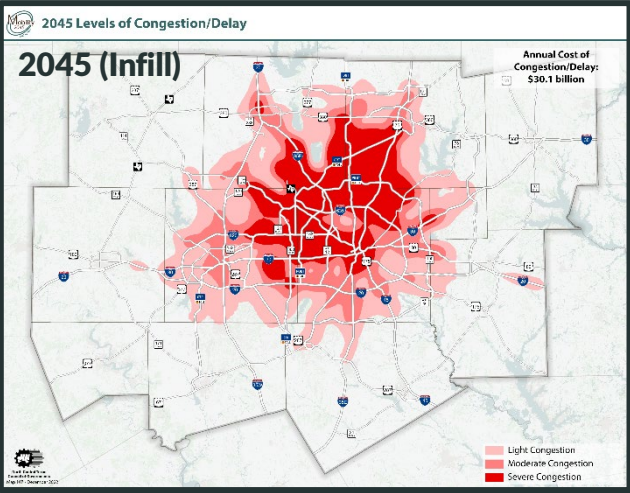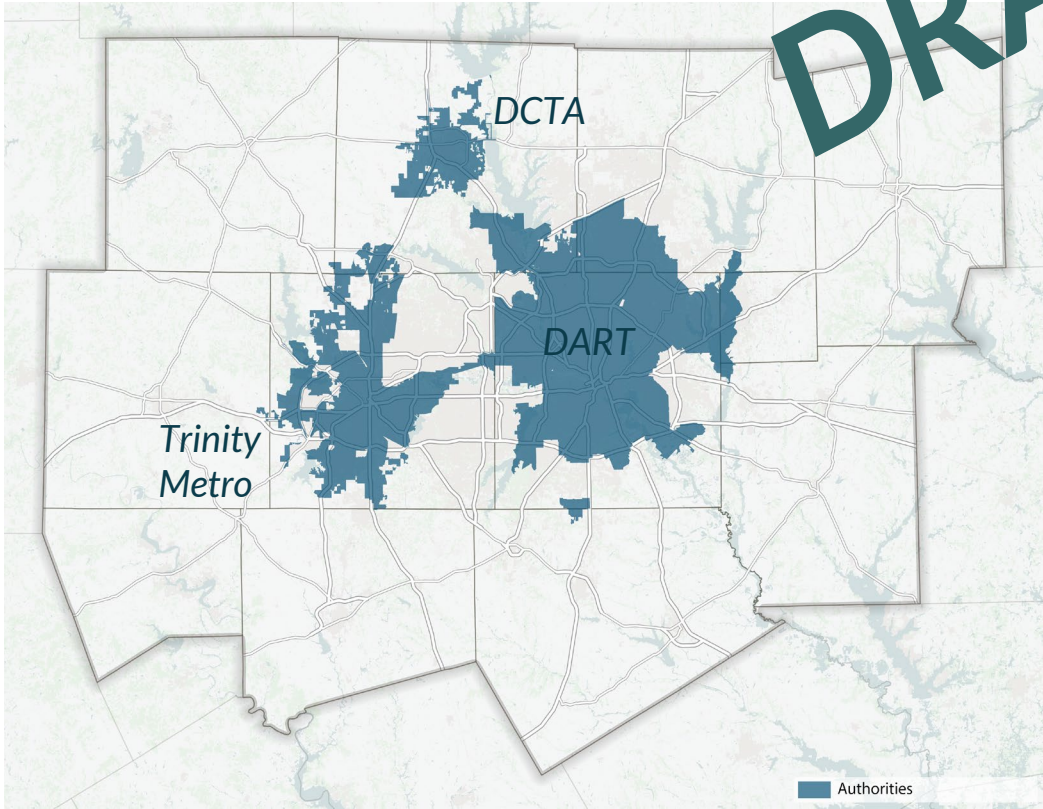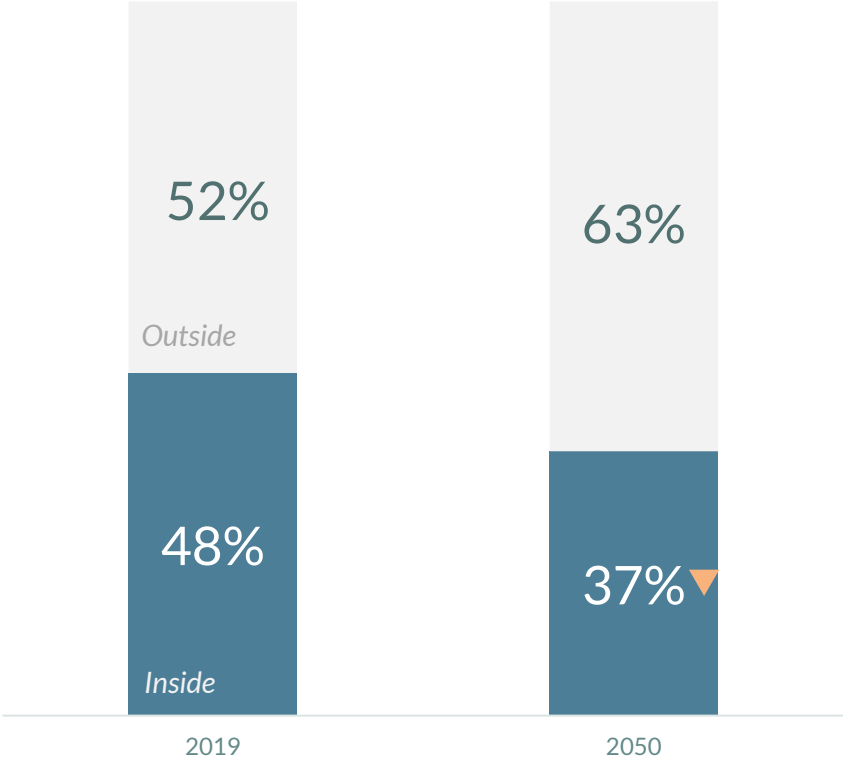Map 107 - December 2022

MOBILITY 2050

2050 Level of Congestion/Delay (*New Baseline Forecast*)

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

DRAFT
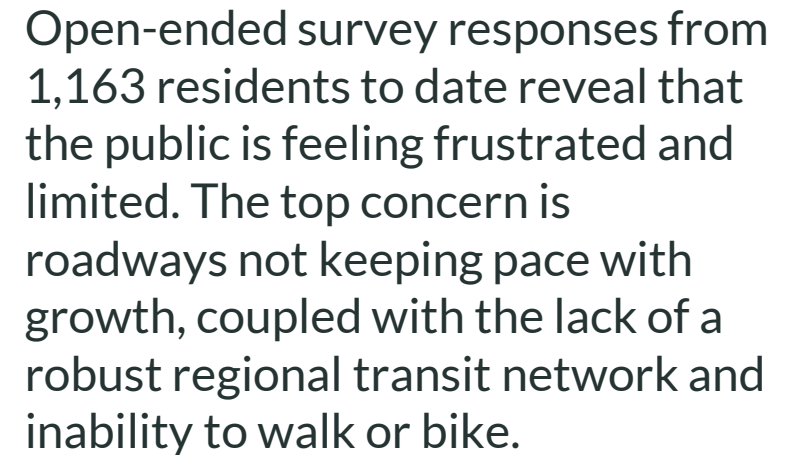
Public perceptions and needs/ emerging policy priorities

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?

MOBILITY 2050

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

Legend: Not a viable option | Doesn't meet needs | Somewhat meets needs | Meets needs | *Reported preference*

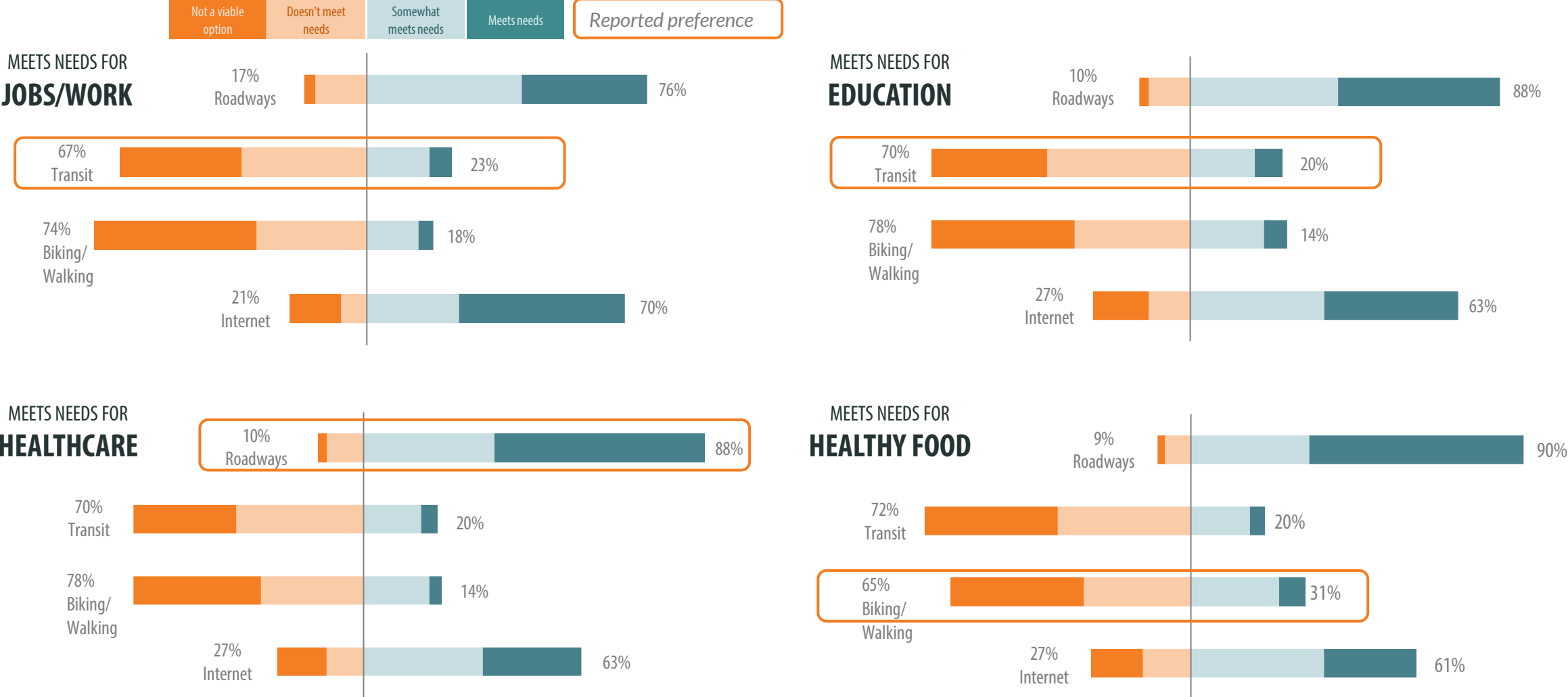**MEETS NEEDS FOR JOBS/WORK**
- 17% Roadways — 76%
- 67% Transit — 23% *(Reported preference)*
- 74% Biking/Walking — 18%
- 21% Internet — 70%

MEETS NEEDS FOR EDUCATION
- 10% Roadways — 88%
- 70% Transit — 20% *(Reported preference)*
- 78% Biking/Walking — 14%
- 27% Internet — 63%

MEETS NEEDS FOR HEALTHCARE
- 10% Roadways — 88% *(Reported preference)*
- 70% Transit — 20%
- 78% Biking/Walking — 14%
- 27% Internet — 63%

MEETS NEEDS FOR HEALTHY FOOD
- 9% Roadways — 90%
- 72% Transit — 20%
- 65% Biking/Walking — 31% *(Reported preference)*
- 27% Internet — 61%

MOBILITY 2050

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

Take the Survey/Opinion Poll
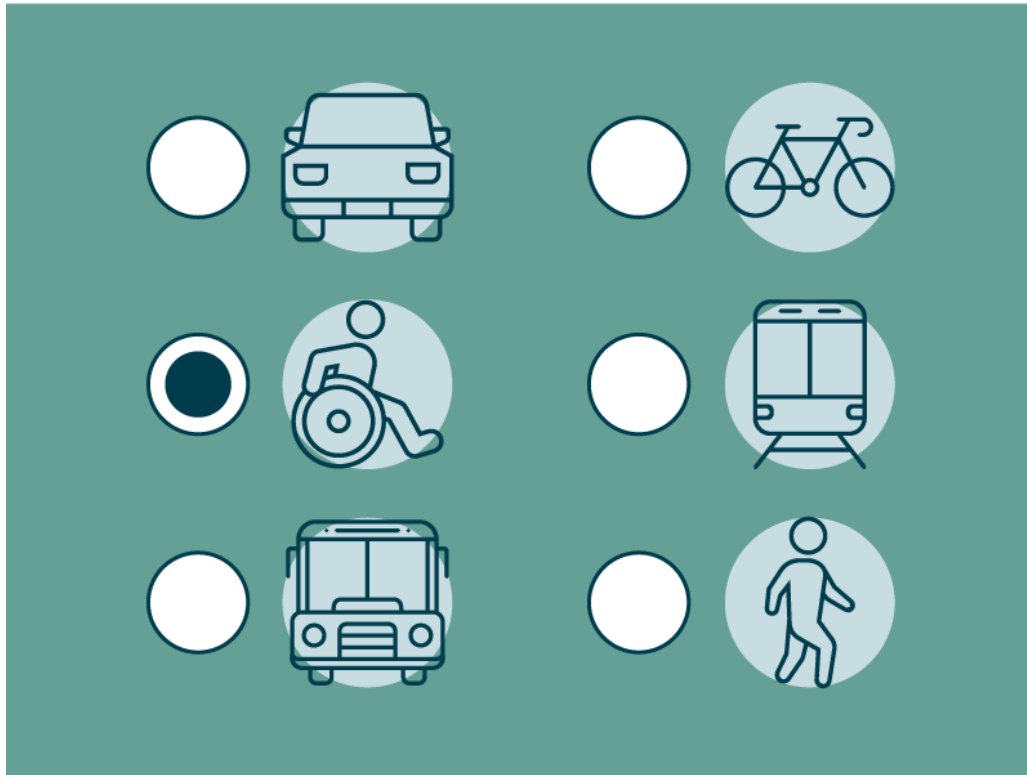
Map Your Experience

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

Schedule

Milestone/Activity	Date
~~Mobility 2050 Preparation~~	~~Ending December 2023~~
~~Mobility 2050 Kickoff~~	~~January – February 2024~~
Planning & Technical Analysis	January – November 2024
Draft Plan Published	Early 2025
Feedback, review, and revision of draft plan	Early 2025 – May 2025
RTC Adoption	Summer 2025
Federal Conformity Determination	December 2025

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Certification of Emerging and Reliable Transportation Technology

Swyft Cities Update

BRENDON WHEELER, P.E.

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

July 26, 2024

CERTT

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

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

CERTT Proposals Received: Interest in Swyft Cities/Whoosh Technology

Arlington

Dallas

Desoto

Plano

Others have reached out to Swyft Cities directly
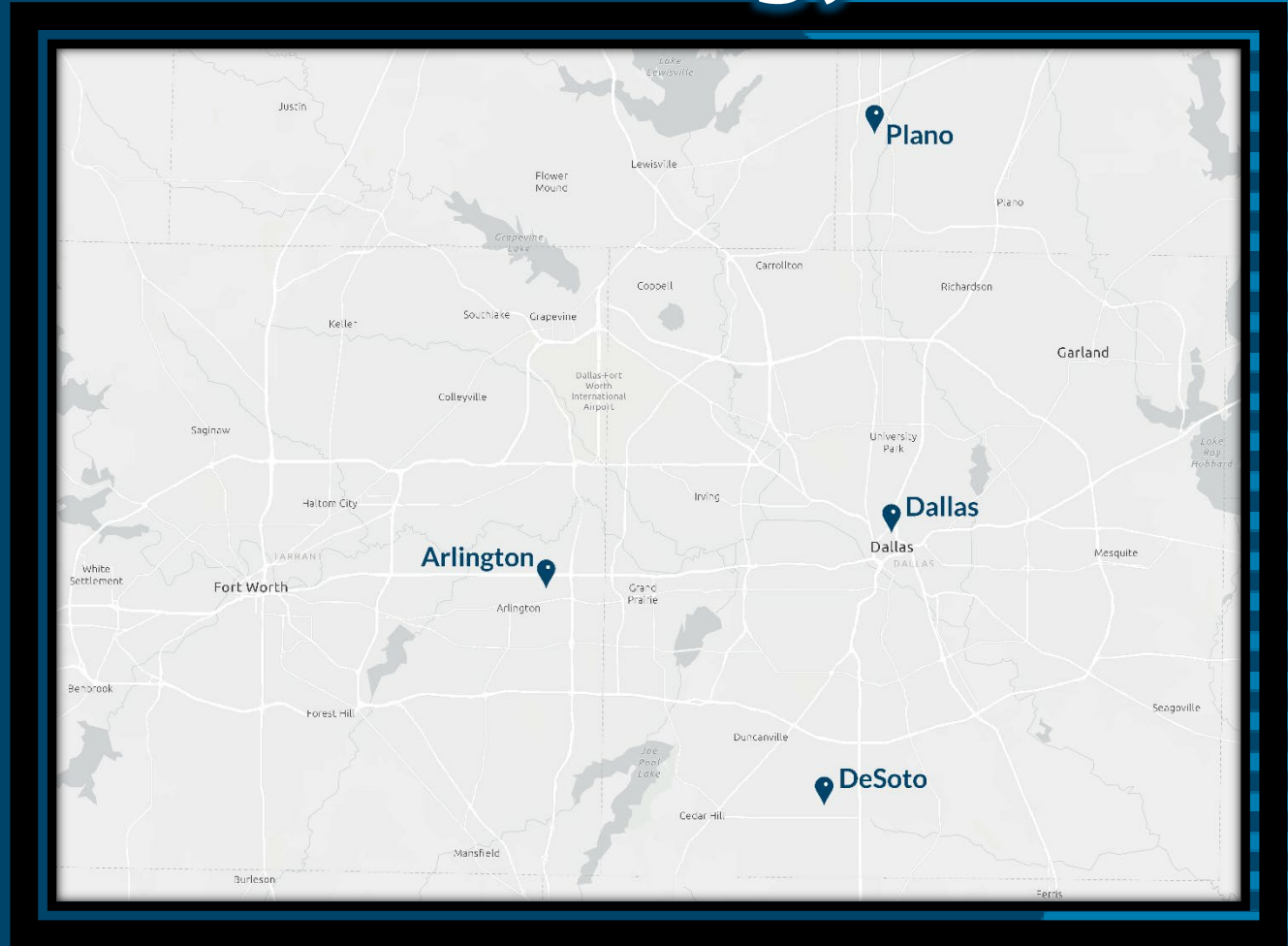
Certification of Emerging and Reliable Transportation Technology (*CERTT*) Program

CERTT

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)

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

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Additional imagery provided by Swyft Cities, JPods, and TransPod

Certification of Emerging and Reliable
Transportation Technology (*CERTT*) Program

CERTT

TransPod

Hyperloop system for longer-range travel of people and goods

Fully electric; can incorporate solar panels on top
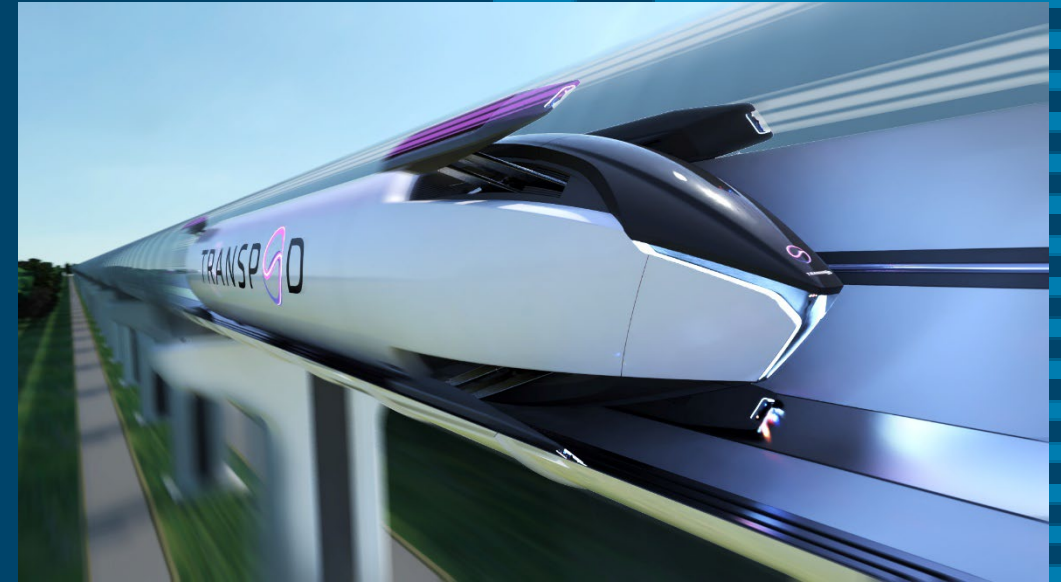
Pursuing certification in Canada and Europe

Advancing 185-mile project in Alberta with private financing; contingency plan in place (revert to high-speed rail)

2023 TRANSPORTATION SAFETY PROGRAM PERFORMANCE MEASURES REPORT

Surface Transportation Technical Committee

Camille Fountain
Senior Transportation Planner
July 26, 2024

North Central Texas Council of Governments

DRIVE AWARE north texas

2019 - 2023 Crash Statistics: 12-County MPA

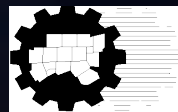| 2019 - 2023 Crashes						
County	2019	2020	2021	2022	2023	% Change 2022-2023
Collin	13,942	10,270	12,378	13,824	14,846	6.88%
Dallas	55,267	48,297	55,369	54,555	52,121	-4.67%
Denton	12,193	9,556	11,409	11,966	12,263	2.42%
Ellis	2,798	2,842	3,303	3,231	3,403	5.05%
Hood	799	709	804	812	843	3.68%
Hunt	1,365	1,362	1,782	1,604	1,714	6.42%
Johnson	2,392	2,191	2,776	2,736	2,780	1.58%
Kaufman	2,015	1,956	2,226	2,282	2,355	3.10%
Parker	2,201	2,035	2,640	2,525	2,644	4.50%
Rockwall	1,588	1,422	1,748	1,861	2,152	13.52%
Tarrant	32,465	27,431	30,724	29,009	29,058	0.17%
Wise	931	901	1,022	1,148	1,152	0.35%
Total	**127,956**	**108,972**	**126,181**	**125,553**	**125,331**	**-0.18%**

2019 - 2023 Fatality Statistics: 12-County MPA

2019 - 2023 Fatalities						
County	2019	2020	2021	2022	2023	% Change 2022-2023
Collin	53	64	50	76	62	-22.58%
Dallas	271	333	352	354	334	-5.99%
Denton	52	59	66	49	51	3.92%
Ellis	27	49	36	33	37	10.81%
Hood	12	10	12	10	9	-11.11%
Hunt	25	26	38	15	35	57.14%
Johnson	39	20	39	36	31	-16.13%
Kaufman	32	33	36	26	23	-13.04%
Parker	26	21	28	15	24	37.50%
Rockwall	2	7	10	6	12	50.00%
Tarrant	171	189	227	210	217	3.23%
Wise	14	11	21	23	22	-4.55%
Total	724	822	915	853	857	0.47%

2023 Contributing Factors – Serious Injury and Fatal Crashes

	Top Ten Contributing Factors — Limited Access Facilities Only	2022	2023
1	Speeding (Overlimit / Unsafe Speed / Failed to Control Speed)	30.56%	30.54%
2	Driver Related (Distraction in Vehicle / Driver Inattention / Road Rage / Followed Too Closely / Cell/Mobile Device Use (Texting / Other / Unknown - [0.08%])	16.24%	15.19%
3	Failed to Drive in Single Lane	10.33%	10.36%
4	Impaired Driving (Intoxicated: Alcohol/Drug / Had Been Drinking / Taking Medication / Fatigued or Asleep)	11.89%	9.30%
5a	Changed Lane When Unsafe	7.34%	8.54%
5b	Faulty Evasive Action	8.05%	8.54%
6	Pedestrian Failed to Yield Right of Way to Vehicle	5.56%	4.76%
7	Disabled/Parked in Traffic Lane	3.70%	4.31%
8	Fleeing or Evading Police	1.00%	1.21%
9	ILL or Sick	1.14%	1.13%
10	Wrong Way Driving (Wrong Way - One Way Road / Wrong Side - Approach or Intersection)	1.78%	1.06%

Note: *Contributing Factor Analysis includes Primary, Secondary, and Tertiary Contributing Factors on limited access facilities.*
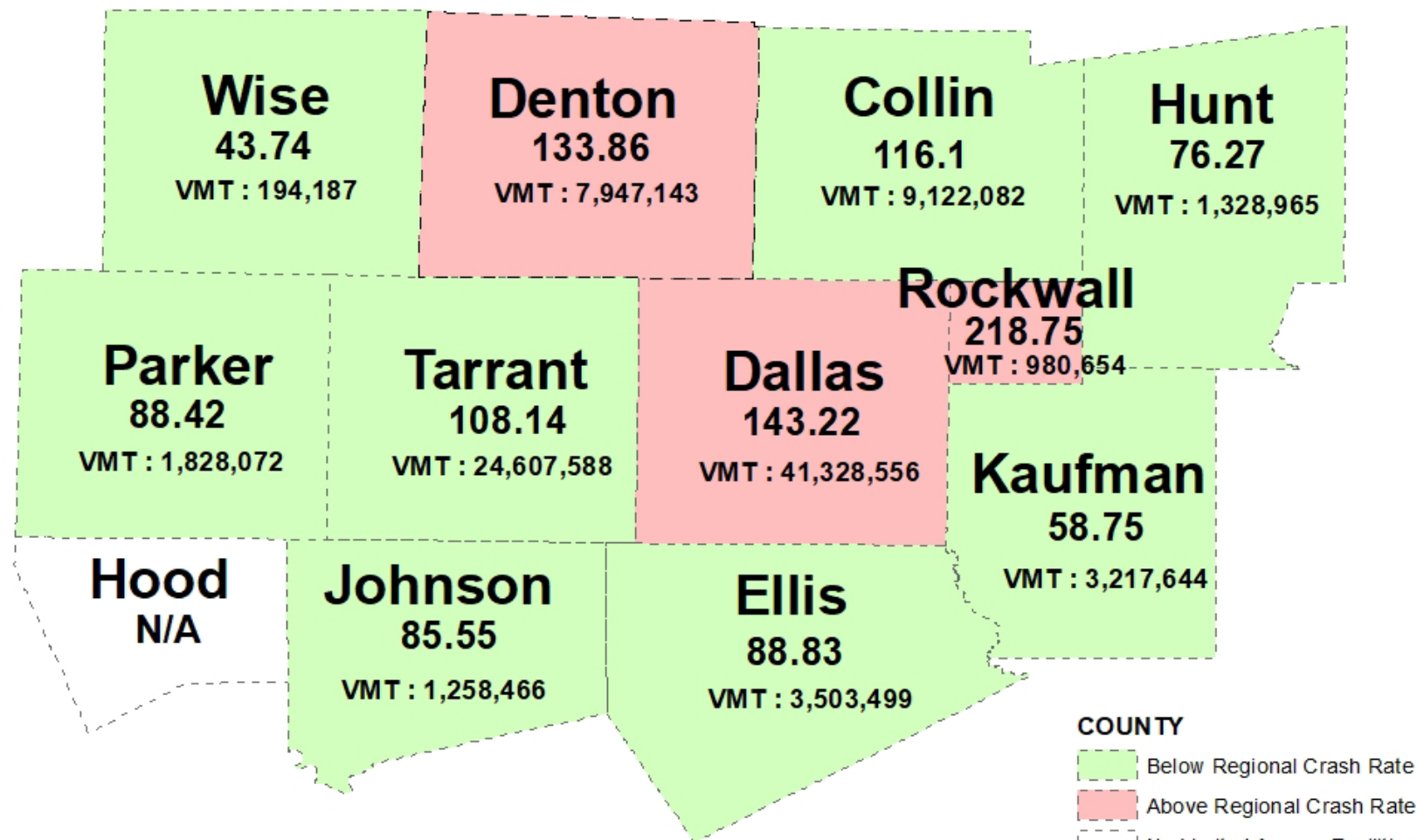
2023 Regional Crash Pyramid: 12-County

803 Fatal Crashes

41,564 Injury Crashes

Five Injury Crashes Every Hour

77,954 Property Damage Crashes *(Non-Injury Crashes)*

125,331 Total Crashes

On average, each injury crash requires
- 2 Law Enforcement
- 4 Fire/Rescue
- 2 Emergency Medical Services
- <u>1 Towing and Recovery</u>
- 9 Responders

Note: The 803 fatal crashes resulted in 857 fatalities.

DRIVE AWARE north texas

Traffic Incident Management Attendance

➢ First Responders Training (2003-2023): **3,596 1ˢᵗ Responders**

Police, 1,831
Fire, 561
Courtesy Patrol, 549
Tow, 123
DPS, 277
Other, 225
EMS/ME, 30
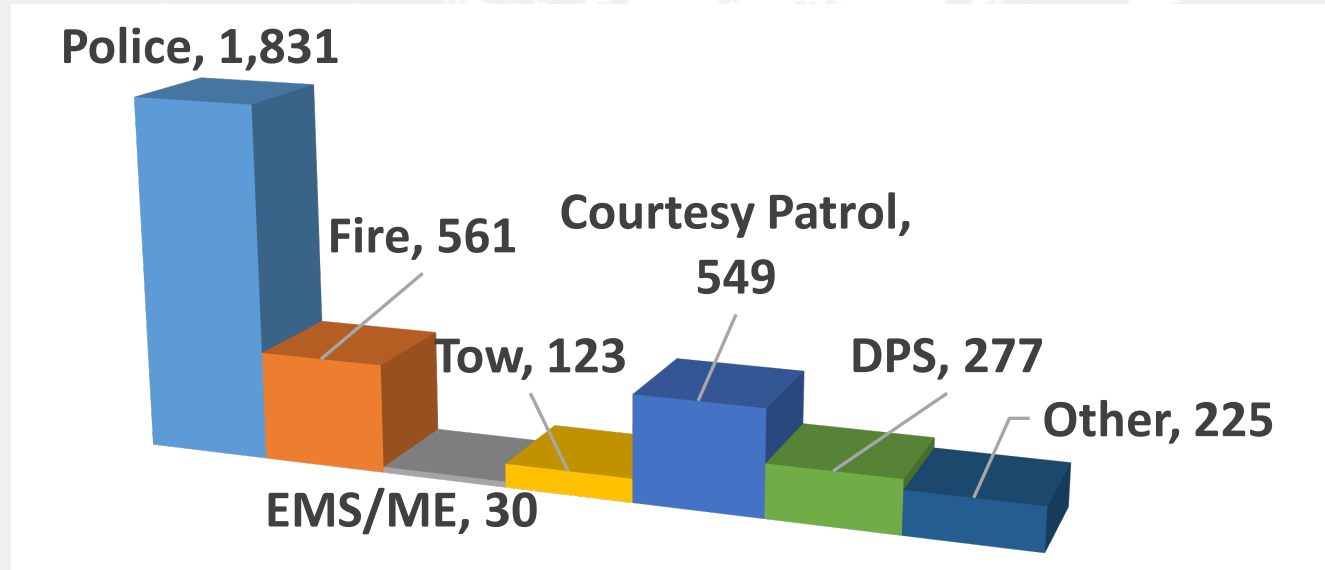
➢ Executive Level Training (2005-2023): **1,205 Executives**

Police	Fire	City Staff	Elected Officials	Public Works/ Strategic Services Transportation	Medical Staff	Other	Total (February 2005 -November 2023)
498	240	42	15	70	23	317	**1,205**

2023 Roadside Assistance Patrol Struck-By Statistics

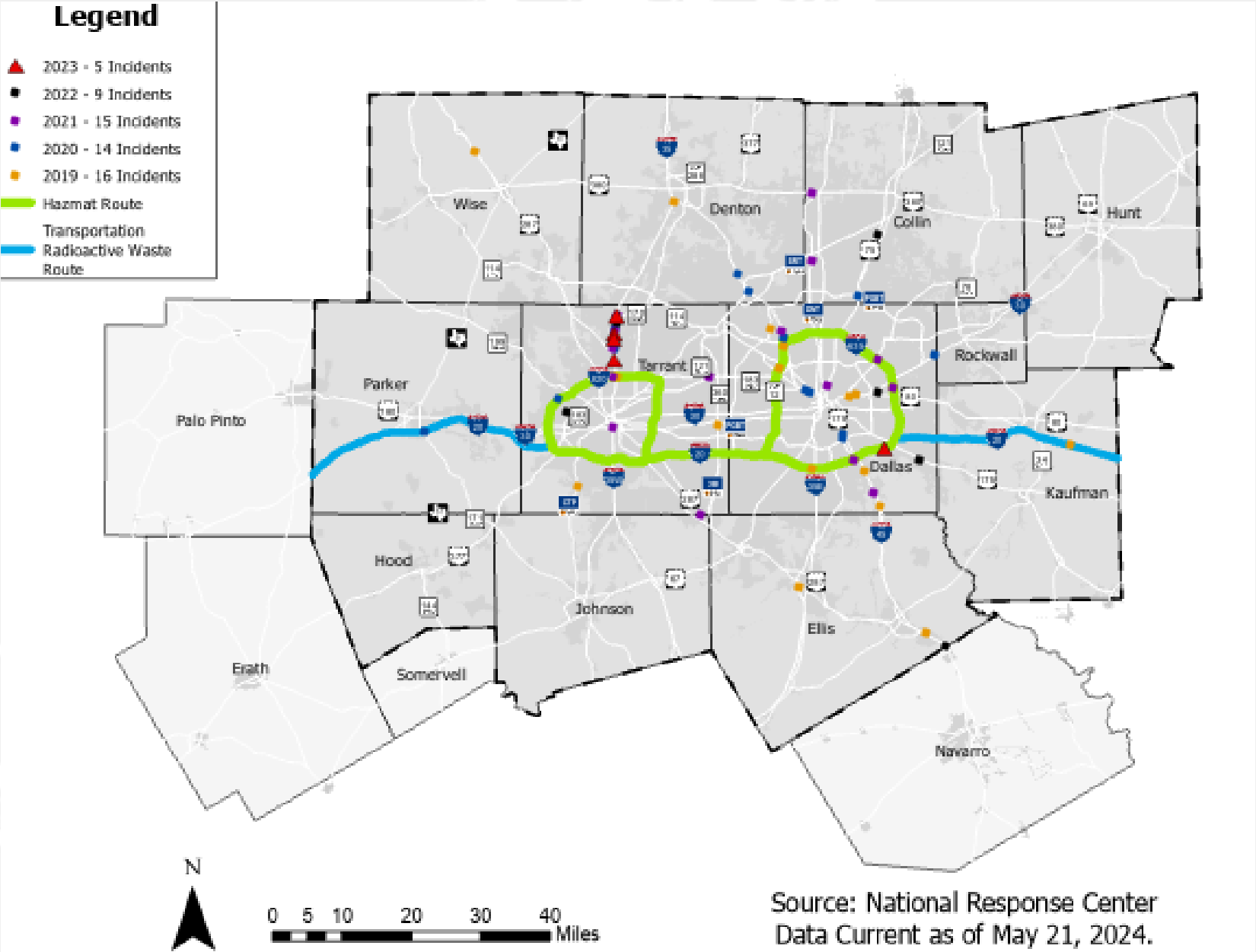## NCTCOG Roadside Assistance Patrol 'Non-Fatality' Struck-Bys

Roadside Assistance Patrol	Dallas County	LBJ Express	NTE Express	NTTA	Tarrant County	NCTCOG Region
2020	23	0	1	15	2	41
2021	18	0	10	19	2	39
2022	34	3	0	16	0	50
2023	15	7	6	*	0	15

Note:
**Information collected directly from regional mobility assistance patrol providers.

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2023 HazMat Incidents: 16 Counties

Legend

- 2023 - 5 Incidents
- 2022 - 9 Incidents
- 2021 - 15 Incidents
- 2020 - 14 Incidents
- 2019 - 16 Incidents
- Hazmat Route
- Transportation Radioactive Waste Route

Source: National Response Center
Data Current as of May 21, 2024.

County	2022	2023
Collin	2	0
Dallas	4	1
Denton	0	0
Ellis	1	0
Erath	0	0
Hood	0	0
Hunt	0	0
Johnson	0	0
Kaufman	0	0
Navarro	0	0
Parker	0	0
Palo Pinto	0	0
Rockwall	0	0
Somervell	0	0
Tarrant	2	4
Wise	0	0
Total	9	5

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Regional Roadside Assistance Patrol Program

| Roadside Assistance Program Performance Measures		
Agency	2022 Assists	2023 Assists
Dallas County Operations	54,301	50,207
Tarrant County Operations	25,638	24,617
NTTA	49,372	50.265
NTE Express	4,261	4,806
LBJ Express	3,602	3,501

Note: The hours shown are the Dallas County Roadside Assistance Patrol's new hours of operation, as of July 6, 2024.

CRASHES INVOLVING IMPAIRED DRIVERS: 2019-2023
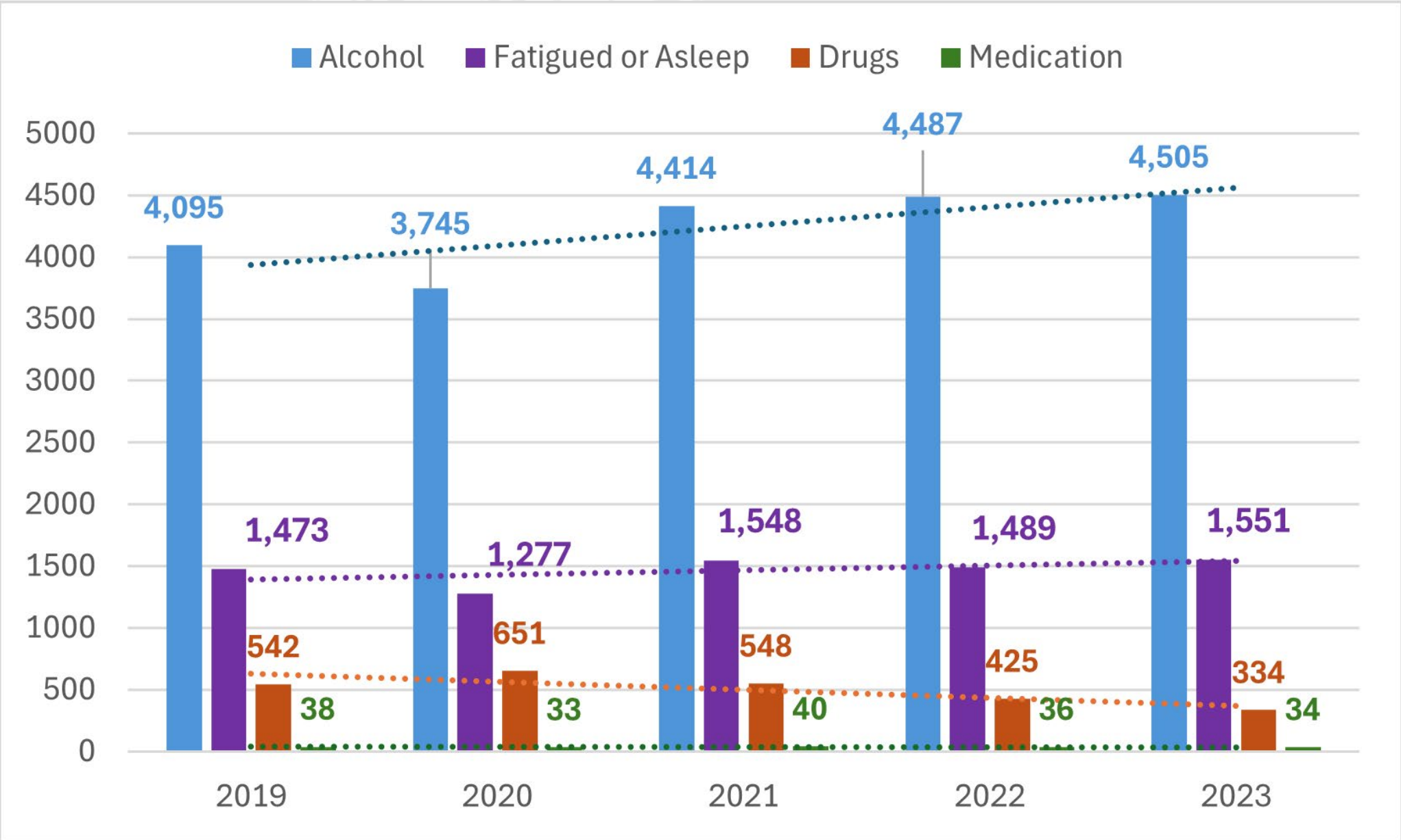
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Annual Safety Report available here:
https://www.nctcog.org/trans/quality/safety/transportation-safety

DRIVE AWARE north texas

NCTCOG PRESENTATION

Community School Siting Issues and Opportunities

Surface Transportation Technical Committee | July 26, 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

Active Transportation

RTC Policy Supporting School Districts

School Siting

Outreach & Engagement

Air Quality

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

Legend
- Urbanized Areas (2020)
- Independent School Districts (2020)
- County Boundaries
- Metropolitan Planning Area
- City Boundaries
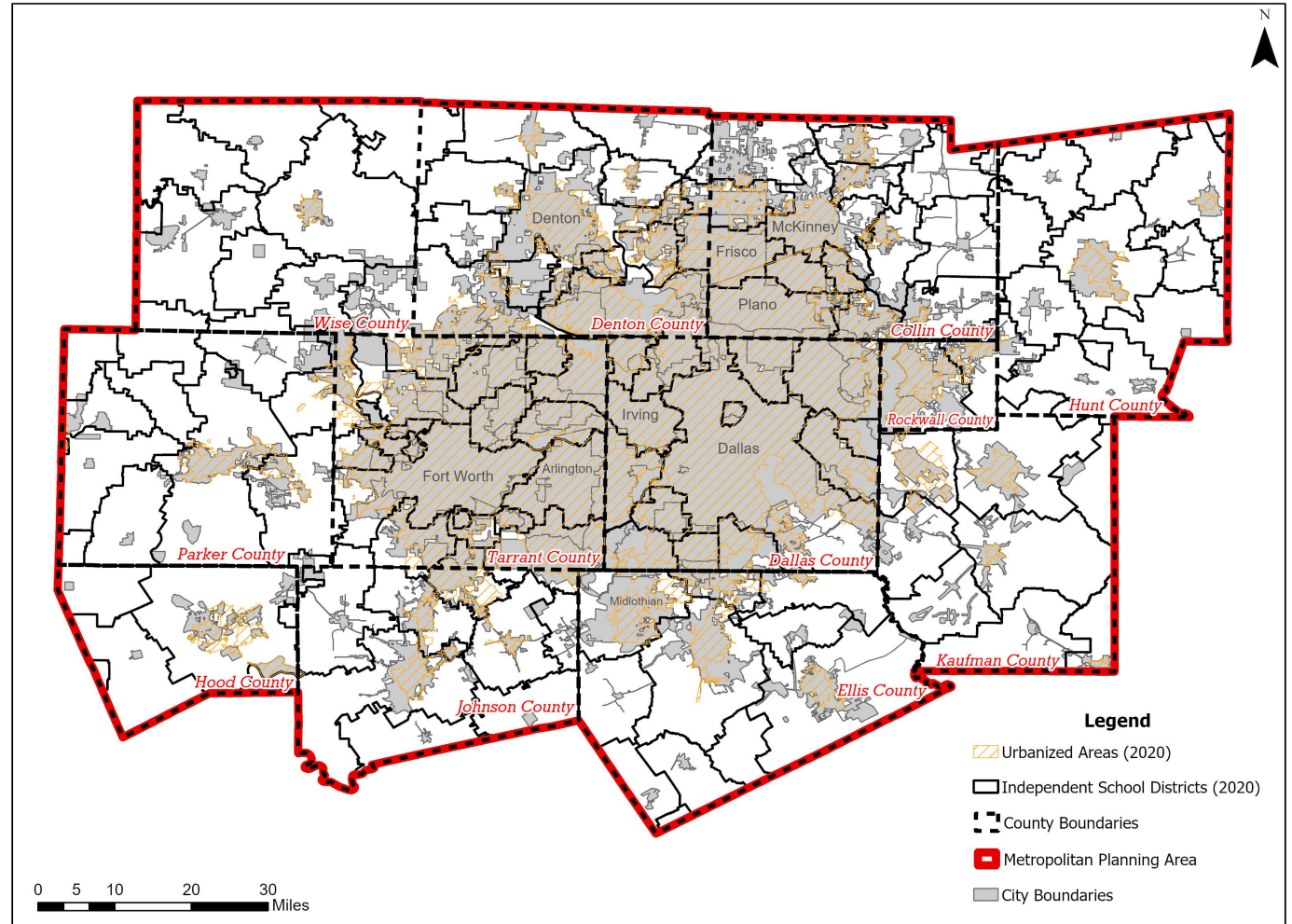
Population Growth

Region Total Population

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

Region K-12 Children Population

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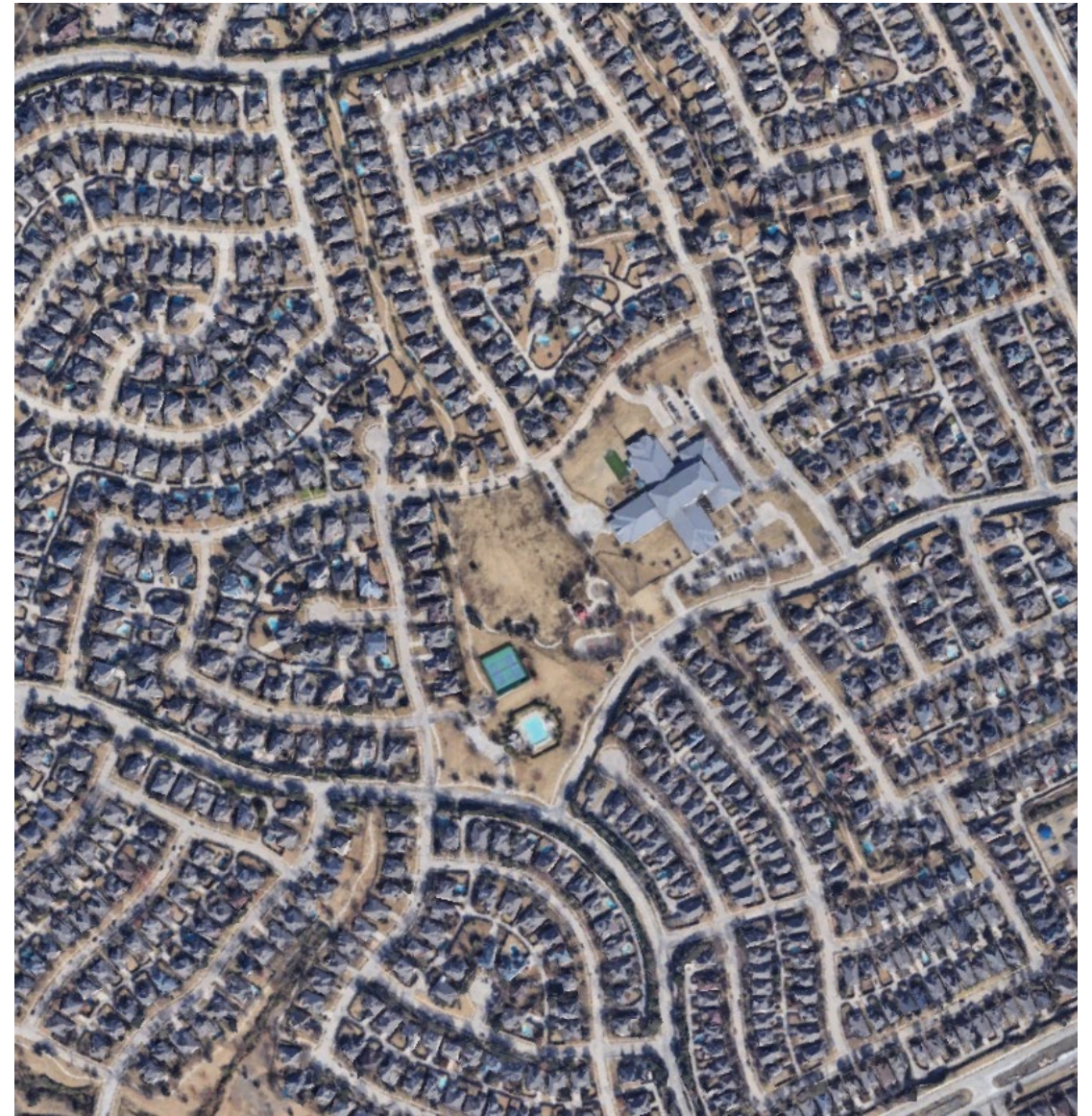2045: 1.9 Million
Change: 500,000

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 Problem

For students

- Placement/design of schools can increase likelihood of traffic issues

- Traffic issues around schools can create safety concerns for students walking or biking to school

- Current trend of fewer students walking or biking to school can lead to increased congestion, decreased student safety, and decreased air quality around schools

For cities/ISDs

- Increased population growth overburdening existing schools

- Growth tends to be uncoordinated, resulting in poorly placed new schools with safety, social, traffic, and environmental impacts

- Difficult and costly additional investment/retrofitting of transportation systems for safety and infrastructure may then be needed later

- Reactive solutions/retrofitting are expensive, less ideal, and take time

- School crossing guard implementation and management has emerged as major concern due to traffic safety issues around schools
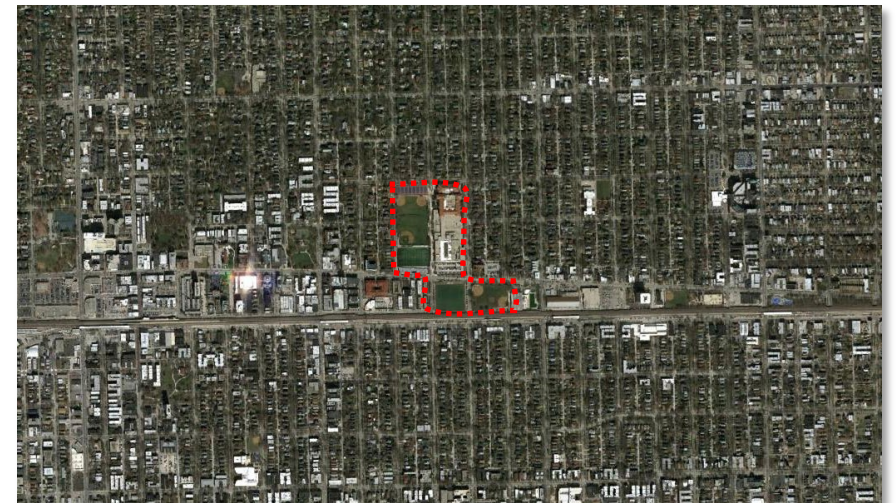
Example of School Siting Challenges

- Increasing school capacity to accommodate population growth

- Availability and cost of suitable land for school sites

- Elementary schools on arterial streets

- Insufficient queuing space for cars, causing backups on arterials

- Use of unauthorized pick-up and drop-off sites, impacting safety

- Lack of adequate bicycle and pedestrian access

- Lack of coordinated planning results in fiscal, health, safety, and congestion impacts

School site detached from surrounding neighborhoods with poor street connectivity

School site integrated into neighborhoods with good street connectivity

Community School Siting Issues and Opportunities

Example of School Siting Solutions: City of Frisco

- Small campus model
- Monthly city/Independent School District (ISD) meetings
  - Site selection and infrastructure needs
  - School traffic operations
- Ongoing coordination triggered by:
  - Demographic projections
  - School site selection
  - Infrastructure needs
  - Design of school
  - School traffic and pedestrian issues

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?

NCTCOG School Siting Workshops

- School siting workshops have included:
  - Background on the importance of proactive school placement
  - Safety and traffic considerations for students and parents
  - Suggestions for interagency coordination to achieve these goals
- Past workshops touching on school siting (localized or larger group):
  - 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

Approaches from Other Regions

- Puget Sound Regional Council in Seattle, WA
  - Legislative task force on school siting created in 2015, including state lawmakers, school district reps., and others
  - Created the Vision 2050 School Siting Implementation Briefing. Vision 2050 is the long-range plan for the region

- Chicago Metropolitan Agency for Planning
  - Impacts of School Siting report: recommends schools be close to where people live and that acreage requirements be revisited
  - Recommends a program that brings planners, school officials, and others together to implement a planning process for school districts

Next Steps

- Respond to survey – best way to move forward

- Evaluate and distribute survey results

- Develop work plan

https://tinyurl.com/NCTCOGschoolsiting

Contact Us

Karla Windsor, AICP
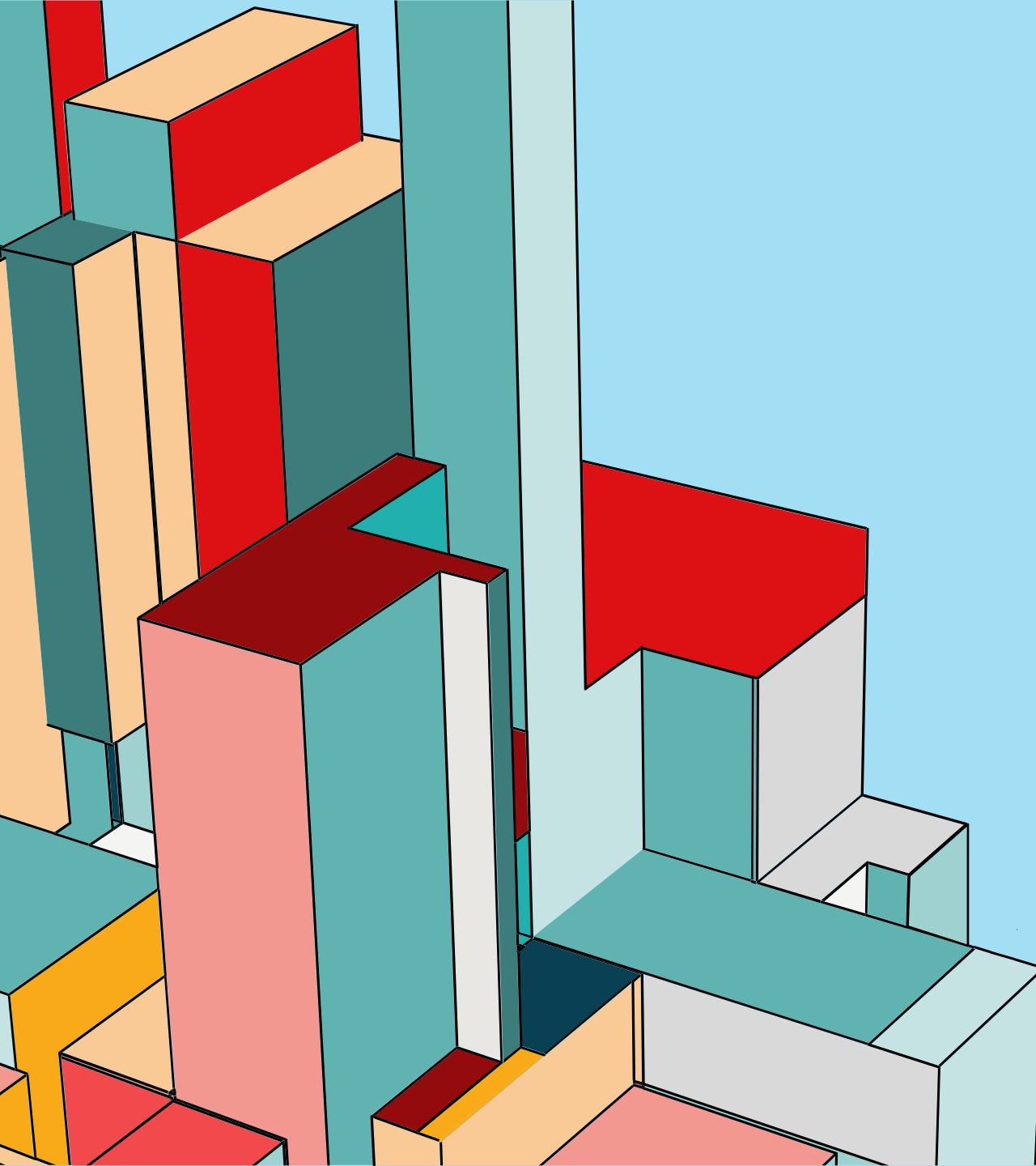Senior Program Manager
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FORECAST 2050

SURFACE TRANSPORTATION
TECHNICAL COMMITTEE
JULY 26, 2024

2019 SMALL AREA ESTIMATES
BASE DATA

- NCTCOG's **Small Area Estimates Program** develops sub-county estimates of households, population, and employment.

- Estimates for 2019 were developed to add to a time series including 2000, 2005, 2010, and 2015.

- Small Area Estimates Program uses data from federal sources along with:
  - Other NCTCOG data, such as the geospatial data layers
  - NCTCOG's Annual Estimates Program (population and housing estimates)
  - Aerial imagery (orthophotos) available through NCTCOG's Spatial Data Cooperative Program

2019 SMALL AREA ESTIMATES
DATA SOURCES USED FOR ALLOCATION

Employment	Households & Population
US Census LEHD Origin-Destination Employment Statistics	Decennial US Census Data
NCTCOG Major Employers	US Census Bureau Annual Estimates
NCTCOG Land Use	NCTCOG Annual Estimates
NCTCOG Features and Developments	NCTCOG Land Use
Parcel Data from Local Appraisal Districts	NCTCOG Features and Developments
SDCP Aerial Imagery	Parcel Data from Local Appraisal Districts
Nighttime Lights	NCTCOG Subdivisions
	SDCP Aerial Imagery

FORECAST 2050
REGIONAL CONTROL TOTALS

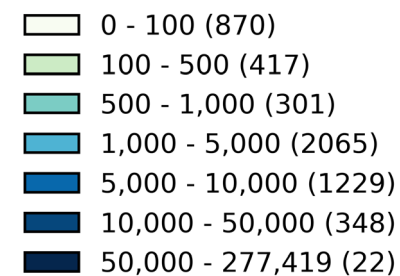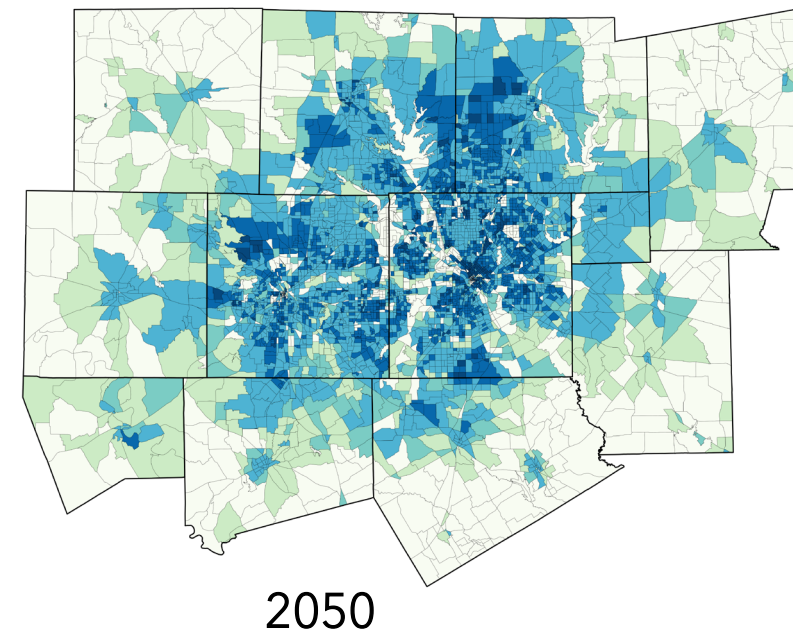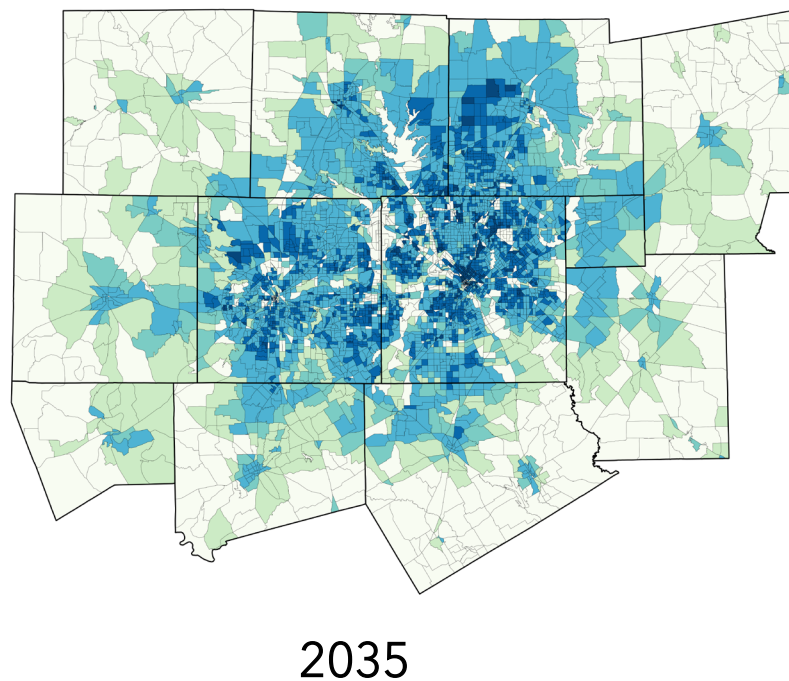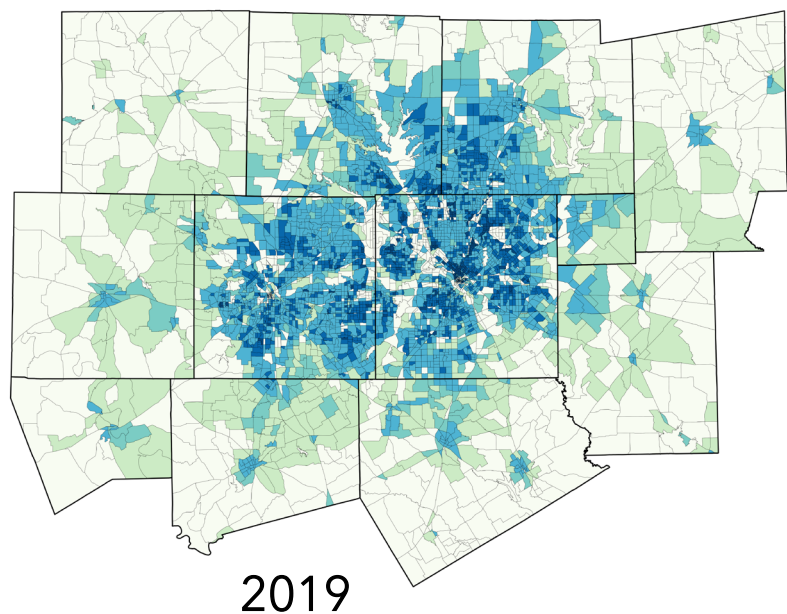|	2022	2050 Control Total	2022 – 2050 Change	2022 – 2050 % Change
Population	8,010,058	12,429,673	4,419,615	55.2%
Employment	5,878,904	8,698,026	2,819,122	48.0%

2050 Population/Employment Ratio	1.43

FORECAST 2050
COUNTY 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%**

Forecast 2050
Population Density

2019

2035

2050

0 - 100 (870)
100 - 500 (417)
500 - 1,000 (301)
1,000 - 5,000 (2065)
5,000 - 10,000 (1229)
10,000 - 50,000 (348)
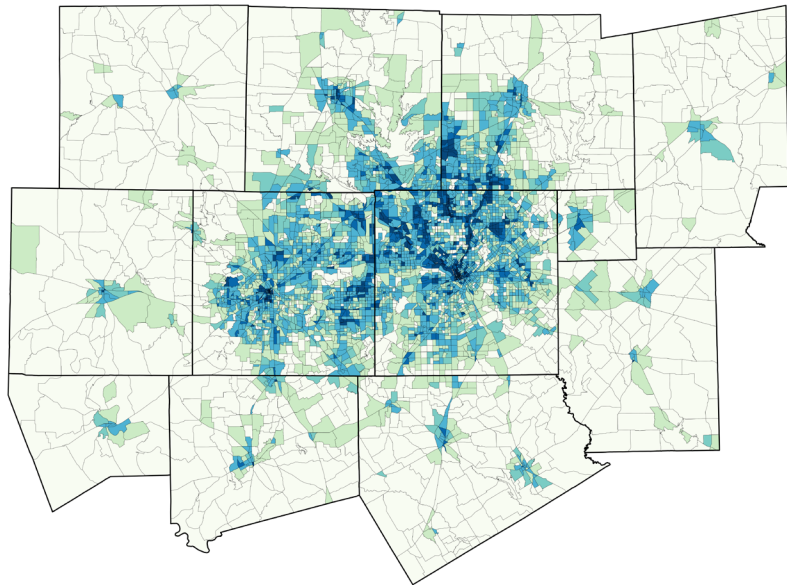50,000 - 277,419 (22)
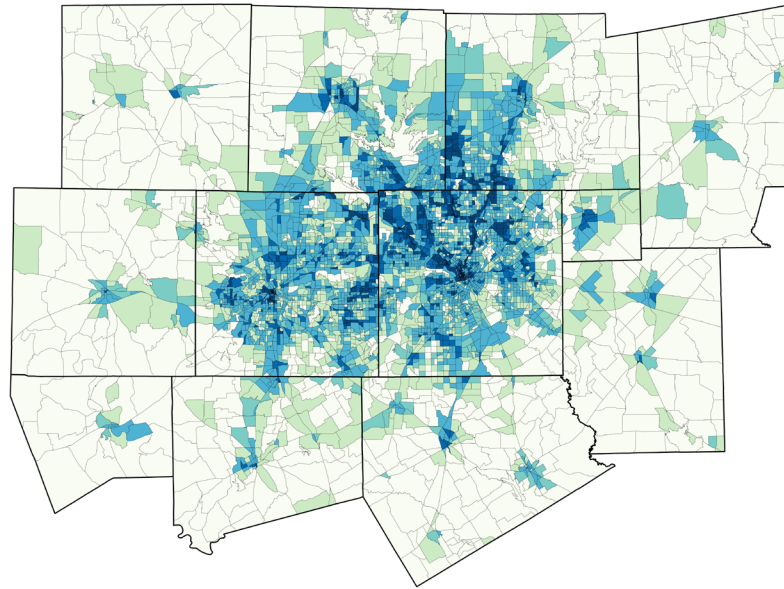
FORECAST 2050
COUNTY TARGETS – EMPLOYMENT

County	2019	2035	2050	2019 – 2050 Change	2019 – 2050 Percent Change	2019 – 2050 Compound Annual Growth Rate
Collin	661,917	968,540	1,256,073	594,155	89.8%	2.1%
Dallas	2,341,703	2,806,213	3,241,610	899,907	38.4%	1.1%
Denton	426,842	709,055	972,523	545,681	127.8%	2.7%
Ellis	86,847	141,142	190,122	103,275	118.9%	2.6%
Hood	30,736	51,156	70,391	39,655	129.0%	2.7%
Hunt	46,302	70,471	93,498	47,196	101.9%	2.3%
Johnson	79,358	123,112	163,066	83,708	105.5%	2.4%
Kaufman	56,647	101,043	143,654	87,007	153.6%	3.0%
Parker	69,500	116,462	162,348	92,848	133.6%	2.8%
Rockwall	54,991	94,844	132,965	77,974	141.8%	2.9%
Tarrant	1,323,107	1,739,802	2,128,073	804,966	60.8%	1.5%
Wise	35,786	54,309	72,161	36,375	101.6%	2.3%
MPA	**5,213,736**	**6,976,148**	**8,626,482**	**3,412,747**	**65.5%**	**1.6%**

Forecast 2050
Employment Density

2050

2035

2019

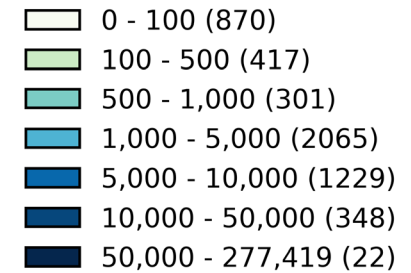|	
	0 - 100 (870)
	100 - 500 (417)
	500 - 1,000 (301)
	1,000 - 5,000 (2065)
	5,000 - 10,000 (1229)
	10,000 - 50,000 (348)
	50,000 - 277,419 (22)
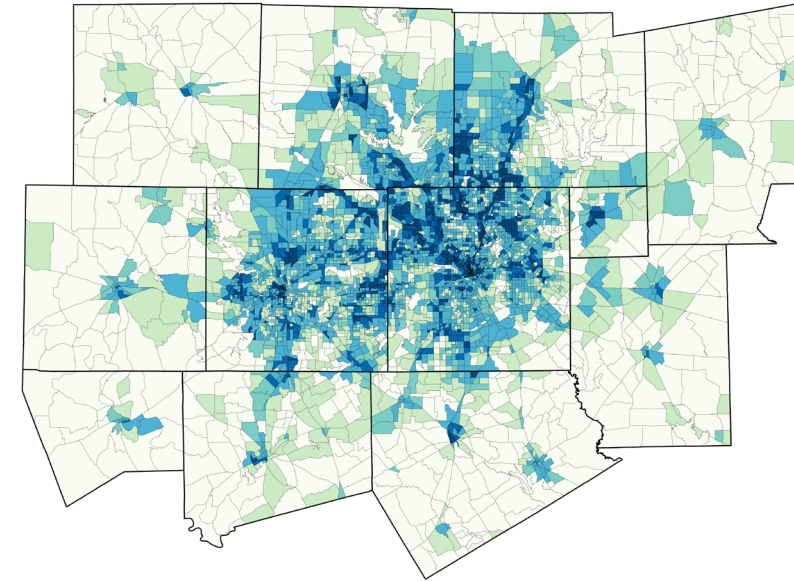
FORECAST 2050
LOCAL REVIEW

- While the best available data were used, there are likely to be imperfections in the base-period data.

- Statistical modeling is inherently subject to various types of error.

- Local review provides additional information that NCTCOG staff can use to refine the forecasts.

- Focus of local review:

  - Correctable errors in the base data

  - Activity that has either occurred or is certain to occur, but was not captured by the models

FORECAST 2050
LOCAL REVIEW

- Review covers

  - Households, population, and employment

  - 2019 (base data) and 2035, 2050 (model output)

- Submitted information must be specific, detailed, and verifiable.

- NCTCOG staff will review all submissions and reconcile any conflicting inputs.

- Final data will reflect results of local review.

Participation is strongly encouraged and much appreciated!

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