

# Progress On Transit 2.0 Next Steps For DART and Regional Transportation Council

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North Central Texas Council of Governments

March 13, 2025

# TRANSIT 2.0 TASK 5:

## DEVELOP STRATEGIES FOR TRANSIT AUTHORITY BOARD PARTNERSHIPS & TEAMWORK

### Top 5 Focus Areas

Micro Transit to  
Inform Route  
Planning

Next Generation  
Transit Signals

Private Sector  
Service Delivery

Invest in  
Catalytic  
Economic  
Development

Safety / Fare  
Enforcement



# DRAFT REGIONAL TRANSPORTATION COUNCIL (RTC) POLICY – FEBRUARY 2025: TRANSIT 2.0/RTC POLICY WATERFALL

## Draft Transit Authority Policy Waterfall

Step 1: Transit 1.0: Right Size Fixed Routes (Reduce Incentive for Empty Buses), Add Microtransit, Add Shuttle Service, +

Step 2: Transit 2.0 Pillars: Economic Development, Competitive Transit, Crime/Safety, Private Sector Pilot Services, Expand Local Government Corporation

Step 3: Draft Policy for Current Members: Update Infill Station Policy, Update Transit Related Improvement Program (TRIP), and Establish Revenue Sharing Policy

Step 4: On a Limited Application Share Revenue Based on Equity Principles and at Discounted Rates (Pending Transit 2.0 Revenue/Cost Model)

Step 5: RTC Maintains Support for Current Transportation Authority Tax Rates (Expired End of February 2025)



# Possible Risk From New DART Legislation to the Regional Transportation Council

- 1.) Delay in 2050 Mobility Plan/Conformity (Including Reduction in Regional Transit Connections)
- 2.) Potential Roadway Sanctions (Clean Air Act)
- 3.) FIFA 2026 Delivery
- 4.) Loss of Federal Discretionary Grants
- 5.) Reduction of Federal Formula Transit Funds
- 6.) Unclear Role of Transit 2.0
- 7.) Negative Impacts to Federal Performance Measures





**Oppose DART Legislation That Reduces Funding For DART**

**Proposed Near Term Solutions: Regional Transportation Council Mediation and Implementation of Transit 2.0**

**Candidate Long Term Solution: 4 County Transportation Authority with Sub-Regional Boards and Possible Break Out of Regional Rail (Leveling Sales Tax By City)**



# **DRAFT Partnership “Mediation” Position: Two Steps (Much Better Than Current Legislation)**

- 1.) DART Supports Transit 2.0, “Mediation” and Revenue Sharing
- 2.) Transit 2.0 Contains Legislative Path



# Sample Size Problem Claiming Equity

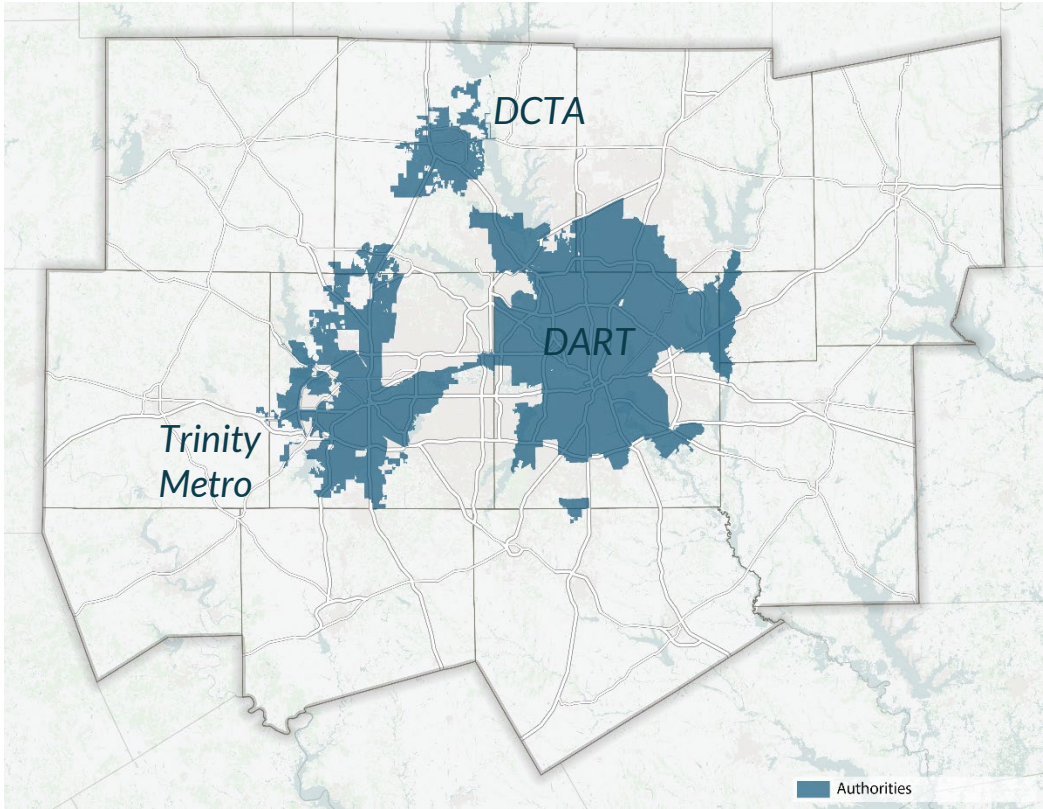
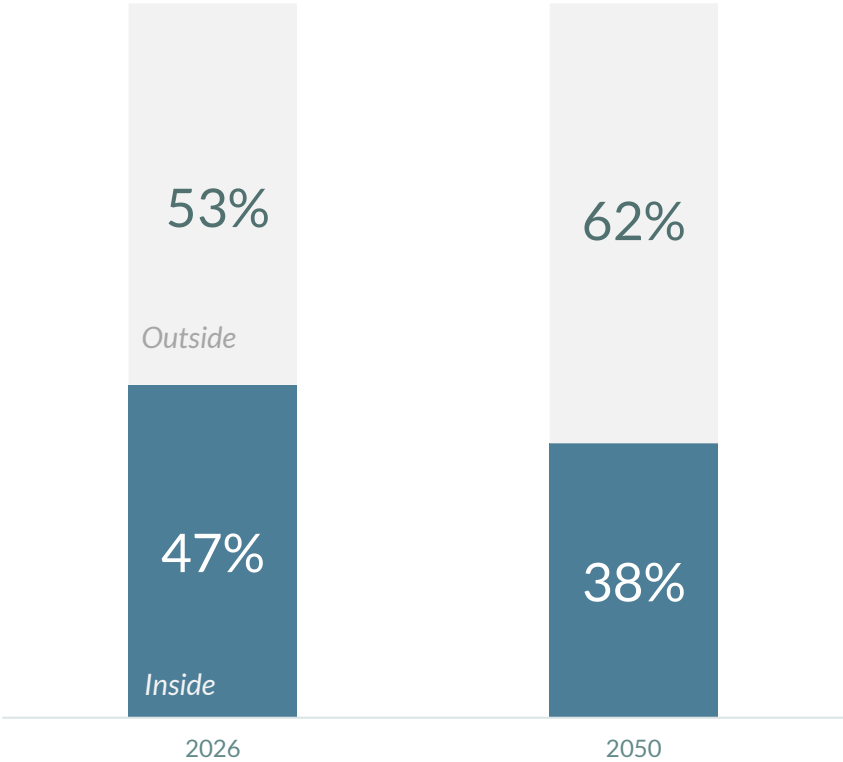
Are all transit sales taxes collected in a city paid by residents of that city (especially with other high-income cities nearby)?

Is a single year of cost data adequate to establish equity especially when a major rail improvement opens the next year in that city?

Is the premise of 25% equity problem supported above?



# The population living inside a transit authority service area is expected to fall from 47% in 2026 to 38% by 2050



# 12-County Sales Tax Impact Region/State Comparison

Item	2013	2024
Region Population	6,796,661	8,342,425
Texas Population	26,448,193	31,290,831
% Region Population	25.7%	26.7%
Region Total Sales Tax	\$7,188,461,931	\$13,719,801,309
State Total Sales Tax	\$25,944,000,000	\$47,160,000,000
% Region Sales Tax	27.7%	29.1%
Ratio	1.078	1.091

**State Donor Impact**  
**(1.091-1.078) \* 47,160,000,000 =**  
**\$612 million/year**

Sources: Texas Comptroller of Public Accounts; US Census Bureau; NCTCOG

Dallas-Fort Worth Sales Tax: Allocation Comparison Summary Reports (<https://comptroller.texas.gov/transparency/local/allocations/sales-tax/>)

State Sales Tax: Annual Tax Collections ([https://comptroller.texas.gov/about/media-center/infographics/2025/bre26-27/collections.php?utm\\_source=chatgpt.com](https://comptroller.texas.gov/about/media-center/infographics/2025/bre26-27/collections.php?utm_source=chatgpt.com))

This analysis was conducted with the assistance of AI tools to support data location. All data was verified with the original source.





# Consolidate Legislation Path Using Transit 2.0 (Need Different Attention From State)

Precedent: State Supported Texas Water Ferries

Need to Reduce TxDOT Rural Funding Needs

RTC Legislative Program:

- Innovative Funding For Transit

- Texas Mobility Fund Allocated to Regions

- Legislative Rider

Transit 2.0 Has Better Options:

- Bigger Boundary, Greater Economic Development at Rail Stations



# **Oppose DART Legislation That Reduces Funding For DART**

## **Proposed Near Term Solutions: Regional Transportation Council Mediation and Implementation of Transit 2.0**



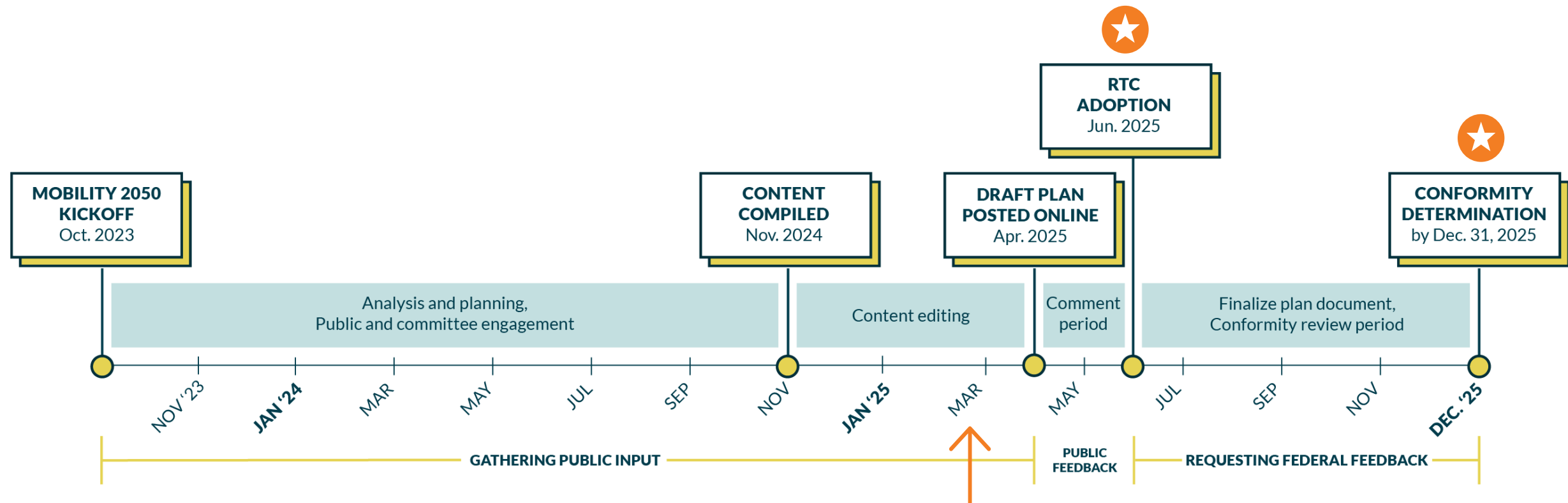
# Progress on Federal Discretionary Grants

Funding Agency	Project Name	Executed? Yes/No	Obligated? Yes/No	Agreement Amount (Total = Federal + Match)
Department of Defense	Community Noise Mitigation Program Grants	No	No	\$4,023,561
Federal Highway Administration	4 Stations	No	No	\$37,500,000
Federal Highway Administration	Safe Streets for All CrossDFW	No	No	\$6,000,000
Federal Transit Administration	VA Station	No	Pre-award Authorized	\$11,897,600
Federal Transit Administration	Pilot Planning Grant Centerline	No	No	\$1,000,000
Federal Highway Administration	North Texas Equitable Electric Vehicle Infrastructure	Yes	Partial, Phase 1 activities only	\$17,990,529
Federal Highway Administration	Texas Hydrogen and Electric Freight Infrastructure Project	Yes	Partial, Phase 1 activities only	\$87,500,000
Federal Highway Administration	East Lancaster Avenue Complete Streets and Transit Technology Project	No	No	\$20,000,000
Federal Highway Administration	Alliance Inland Port Project	No	No	\$80,000,000
TOTAL				\$264,911,690
Projects will be removed when an Agreement is fully executed and obligated.				



*Surface Transportation Technical Committee*  
*March 28, 2025*

# Plan Development Timeline



- Technical analysis complete
- Plan content being reviewed/formatted
- Public involvement analysis is being summarized



# Major Mobility Plan Components



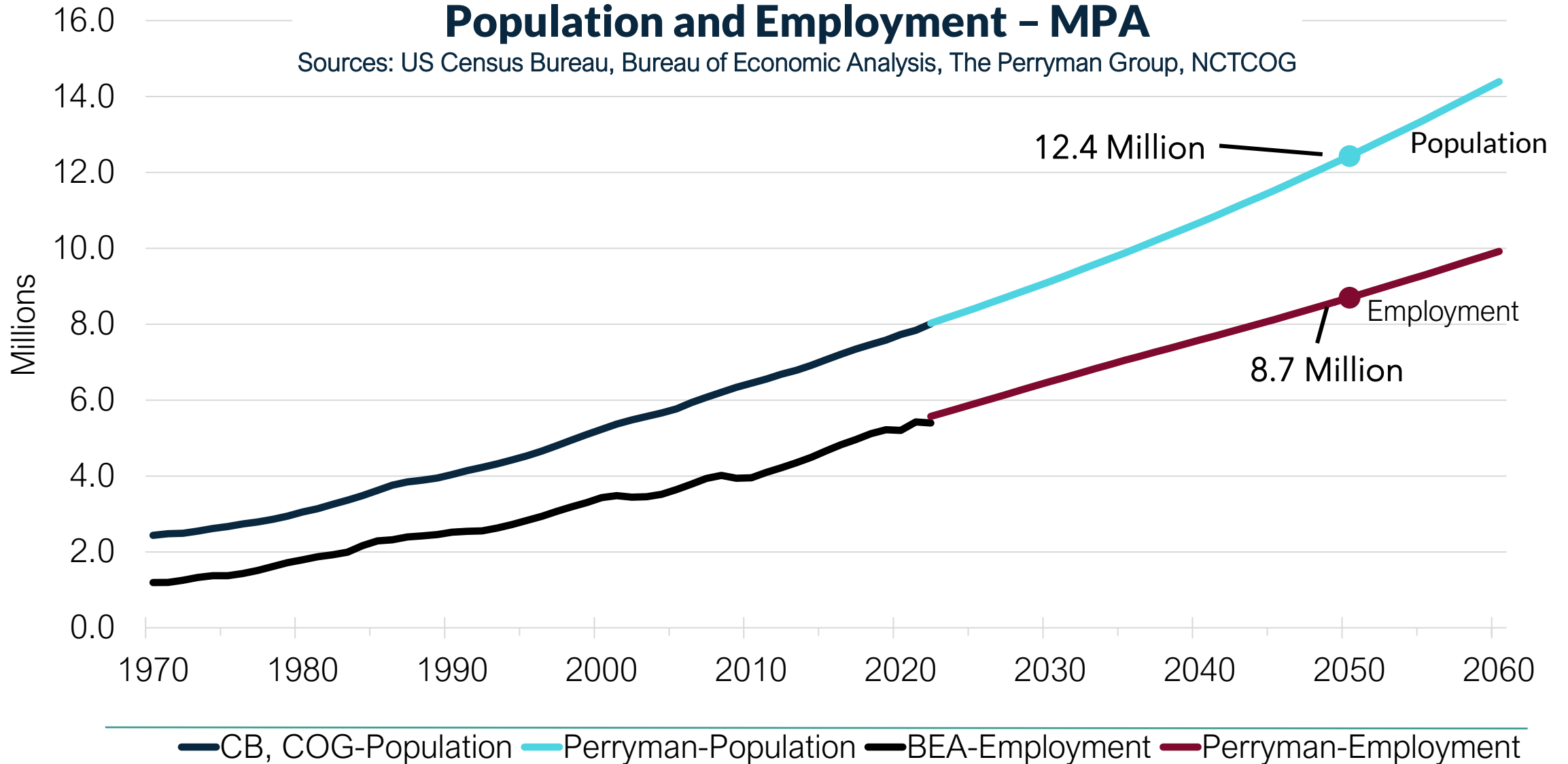
# Draft Financial Plan

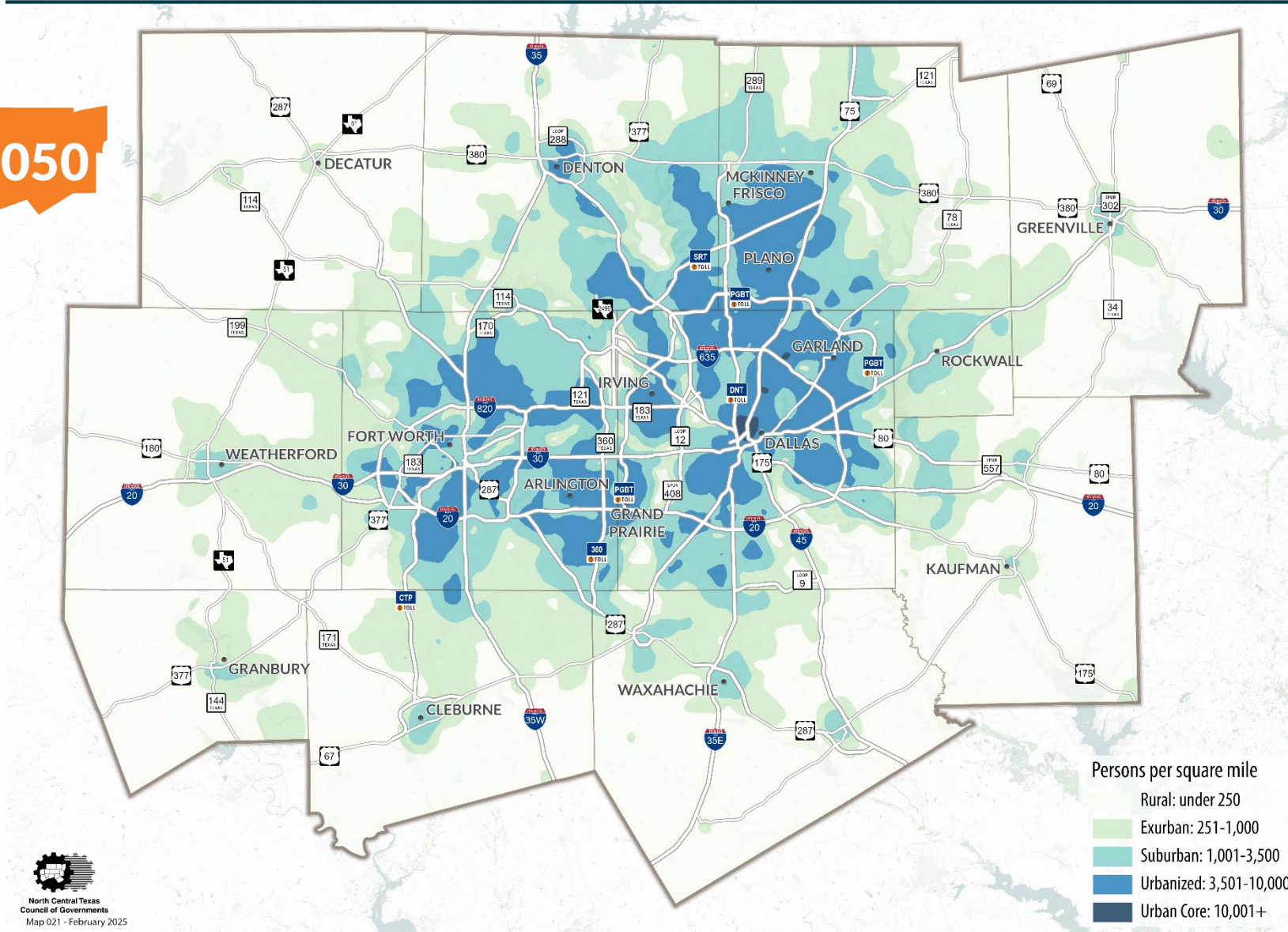
DRAFT	DRAFT Mobility 2050	Mobility 2045 Update <sup>3</sup>	Δ Draft - Previous
Infrastructure Maintenance <sup>1</sup>	\$32.1	30.7	+1.4
Management & Operations	23.9	17.9	+6.1
Strategic Policy Initiatives <sup>2</sup>	6.4	5.3	+1.1
Rail & Bus	56.0	44.9	+11.1
Freeways/Tollways, Managed Lanes, and Arterials	97.4	49.5	+47.9
<b>Total, Actual \$, Billions</b>	<b>\$215.8 B</b>	<b>148.3 B</b>	<b>+67.5 B</b>

*Values may not sum due to independent rounding*

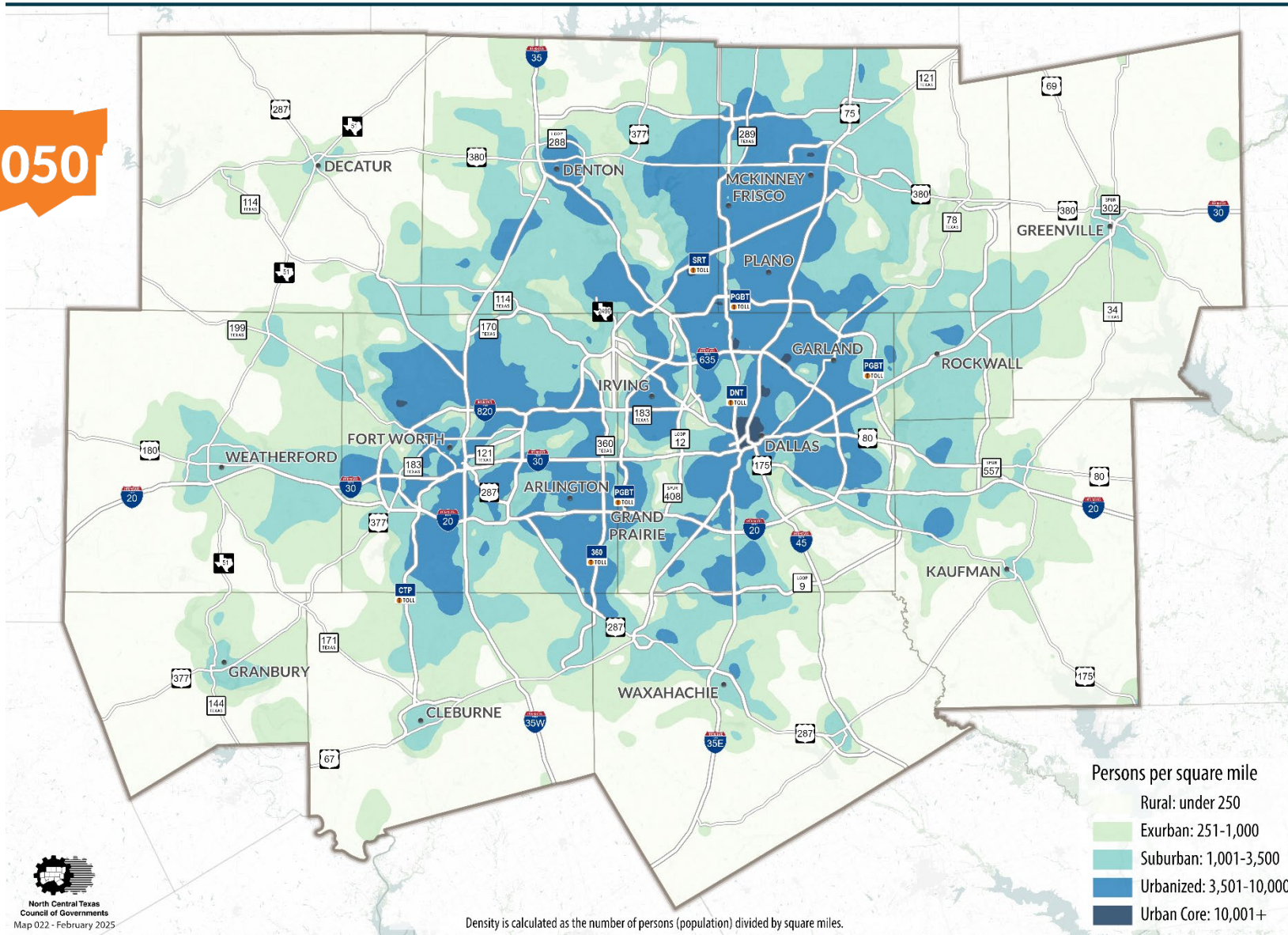
# Historical and Projected Total Population and Employment – MPA

Sources: US Census Bureau, Bureau of Economic Analysis, The Perryman Group, NCTCOG







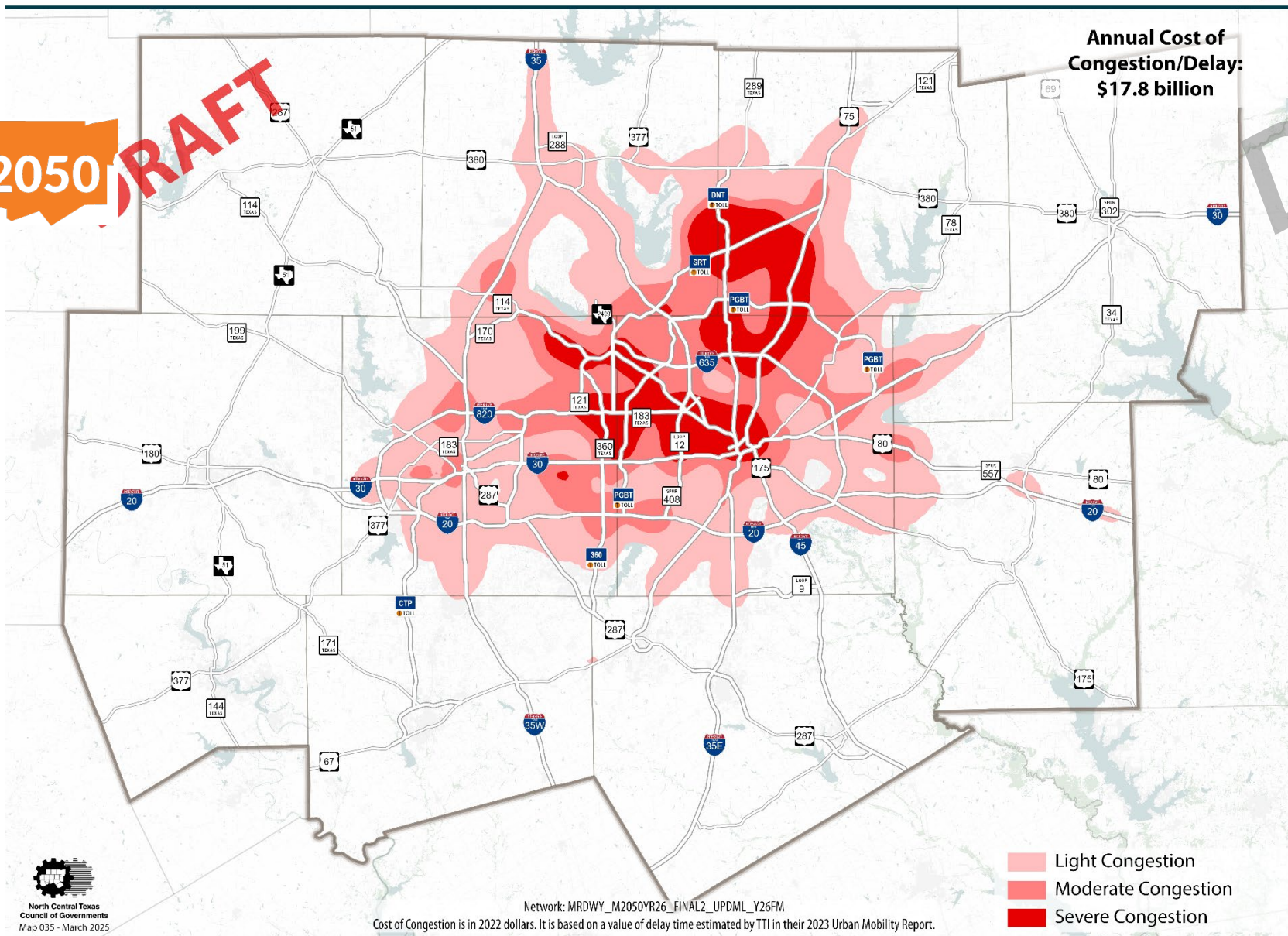




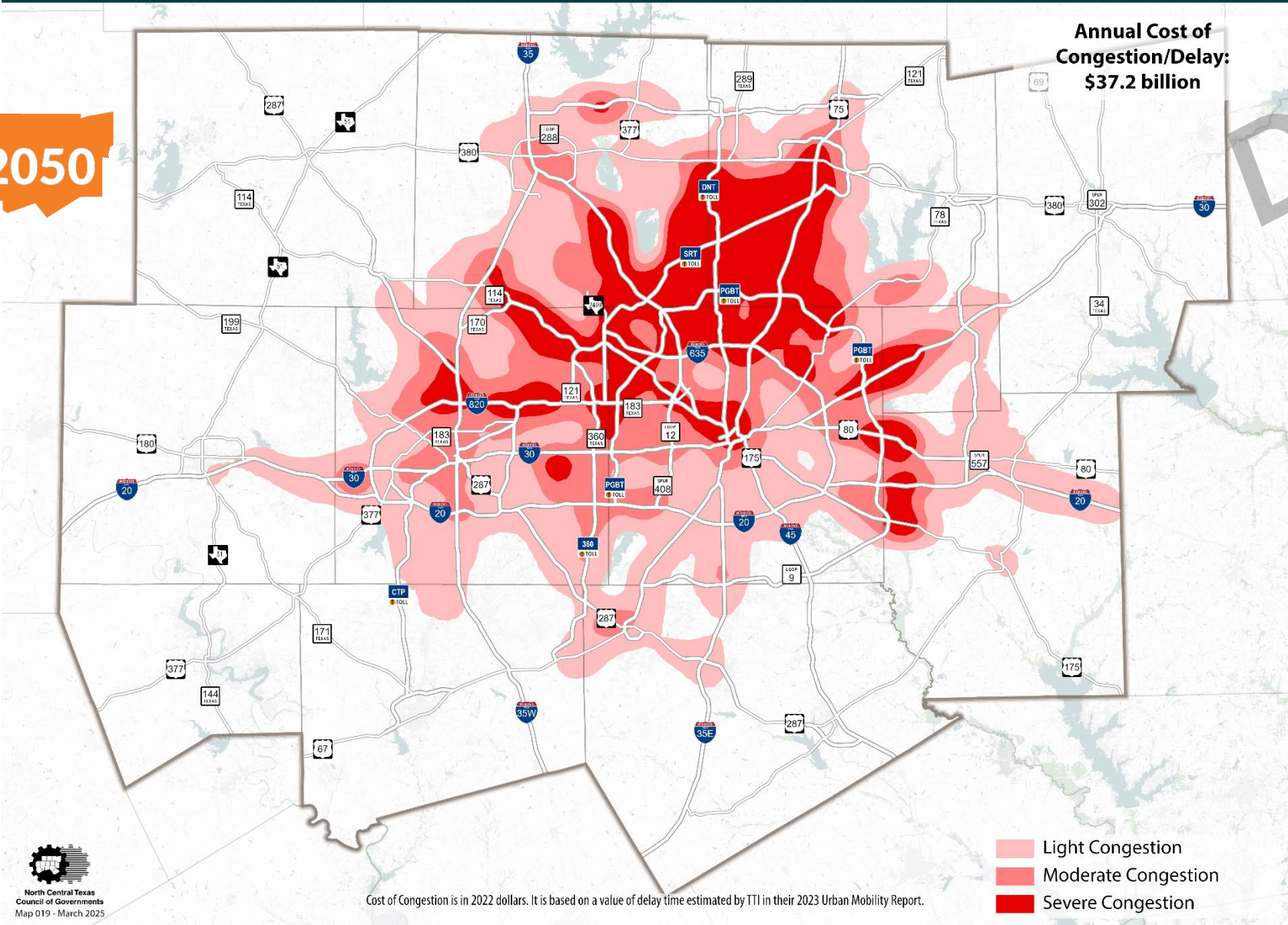
MOBILITY2050

DRAFT

Annual Cost of  
Congestion/Delay:  
\$17.8 billion



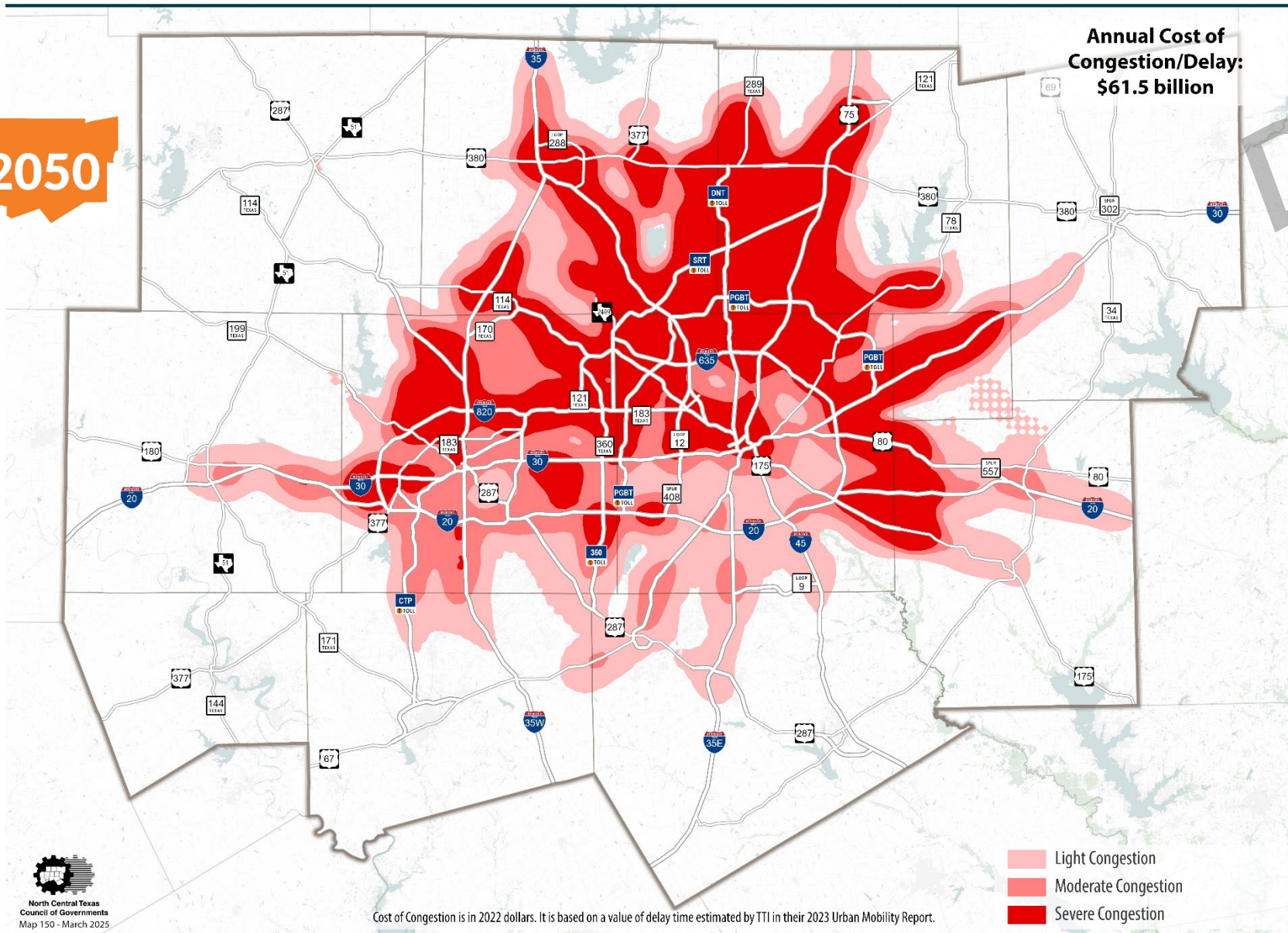




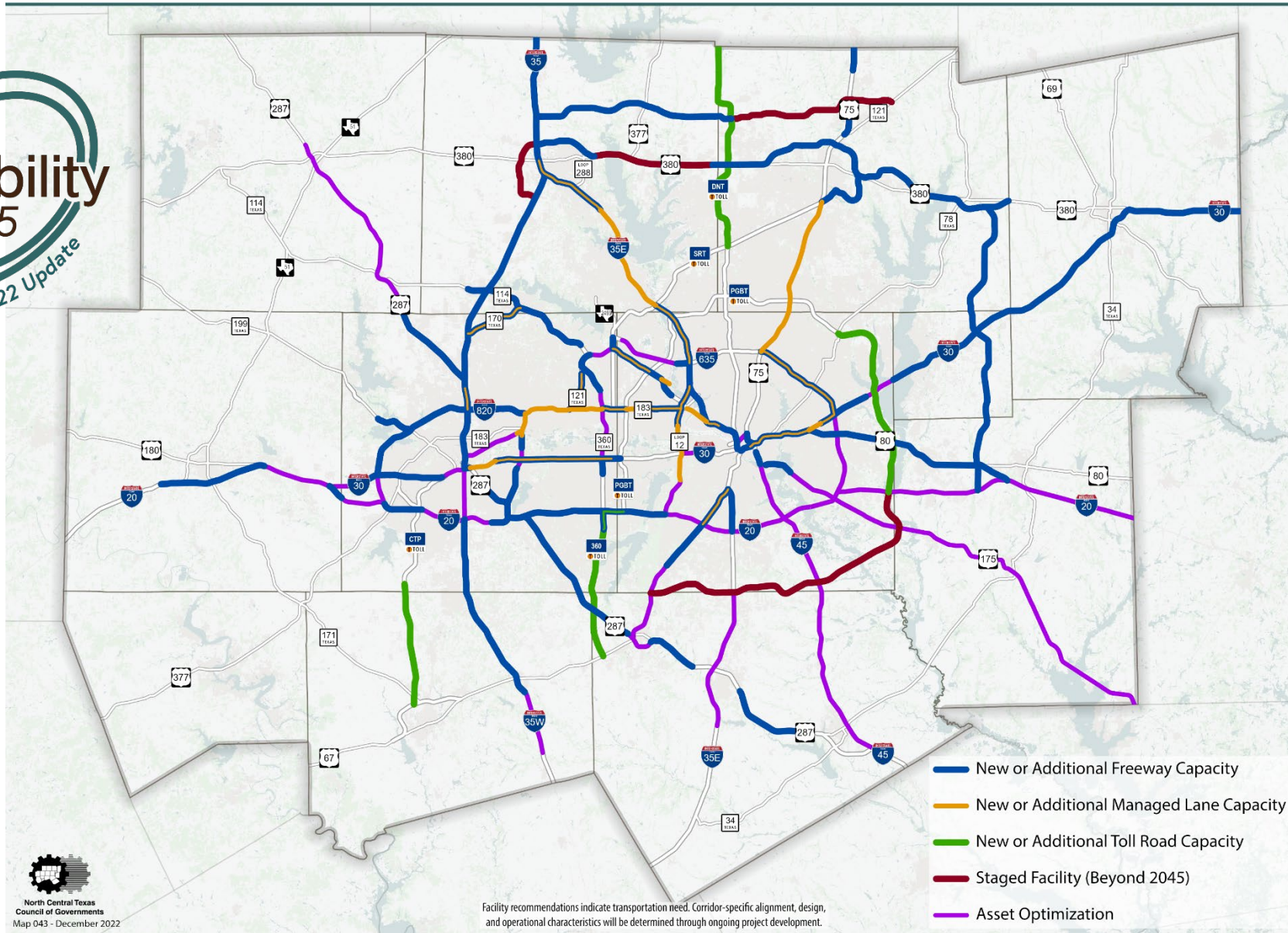
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Annual Cost of  
Congestion/Delay:  
\$61.5 billion













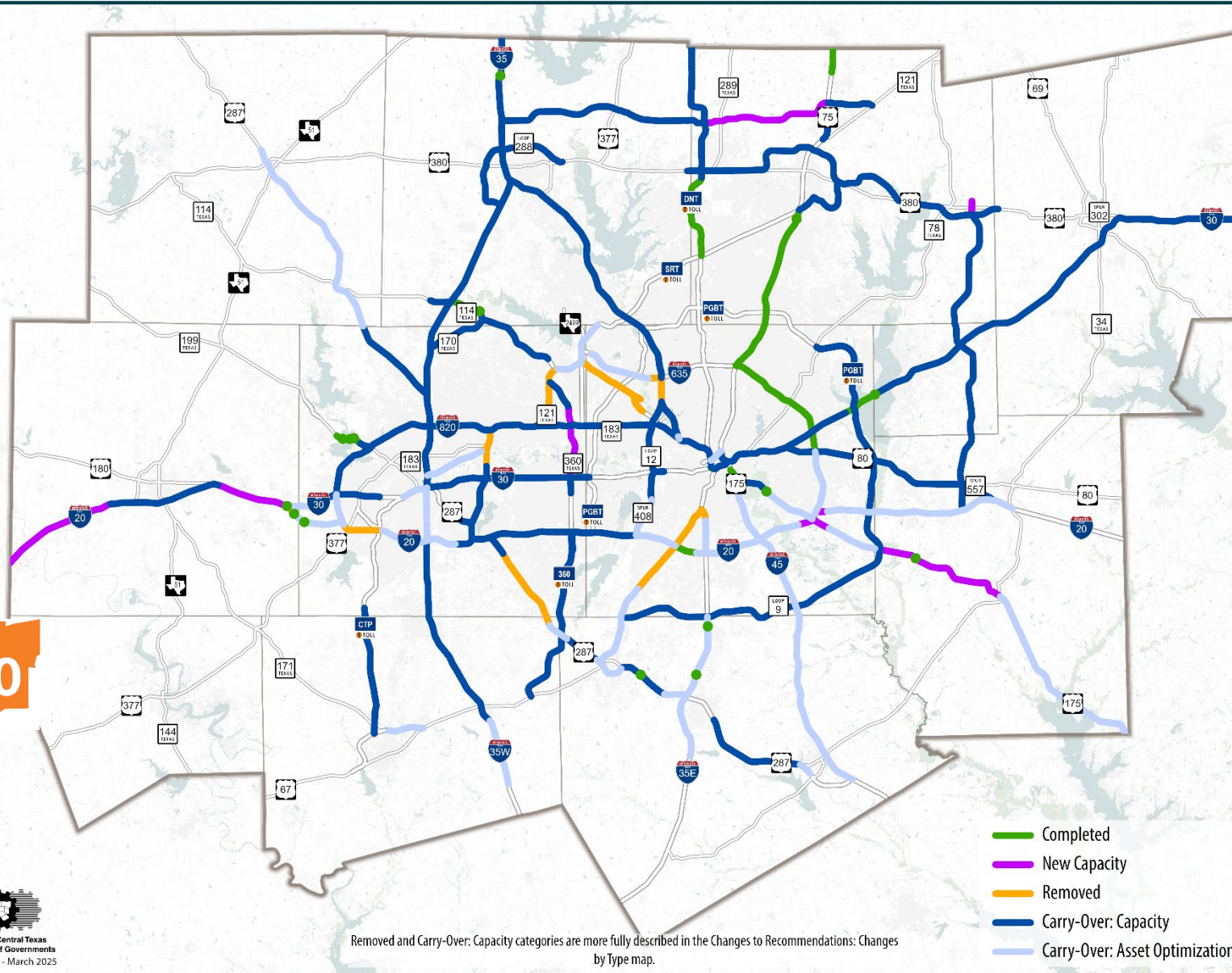
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**MOBILITY2050**



North Central Texas  
Council of Governments  
Map 118 - March 2025



- Completed
- New Capacity
- Removed
- Carry-Over: Capacity
- Carry-Over: Asset Optimization



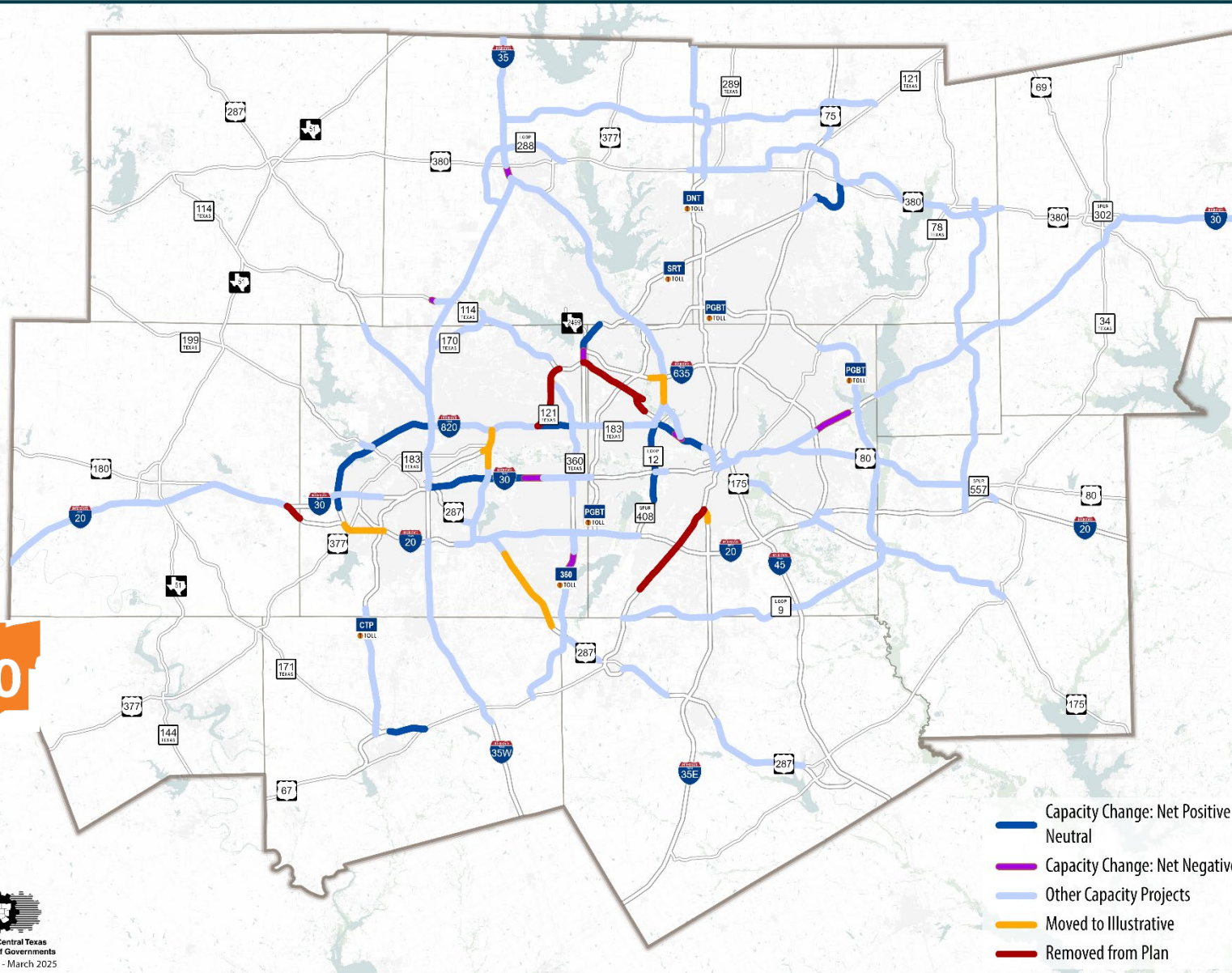
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MOBILITY2050



North Central Texas  
Council of Governments  
Map 120 - March 2025

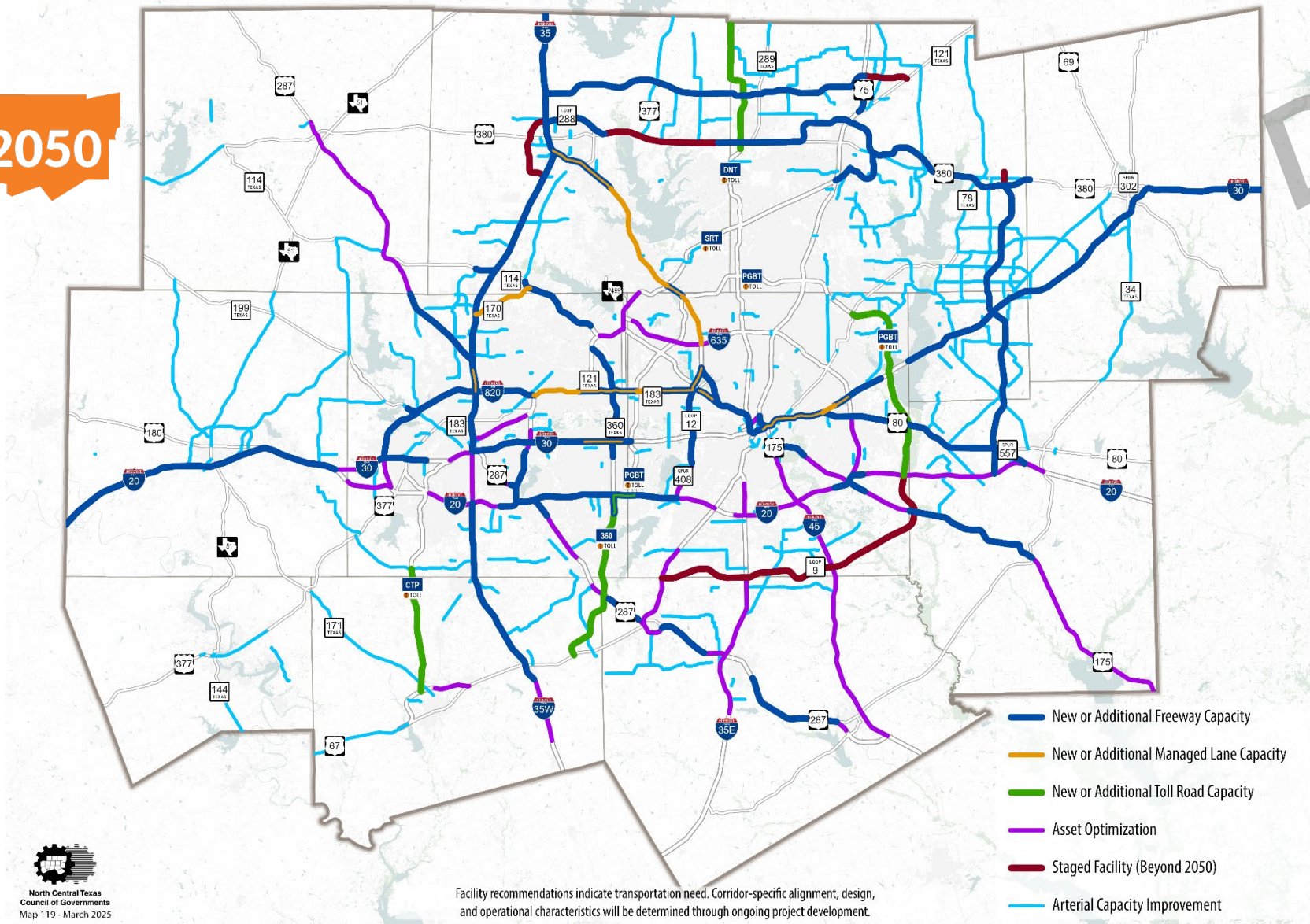


- Capacity Change: Net Positive or Neutral
- Capacity Change: Net Negative
- Other Capacity Projects
- Moved to Illustrative
- Removed from Plan

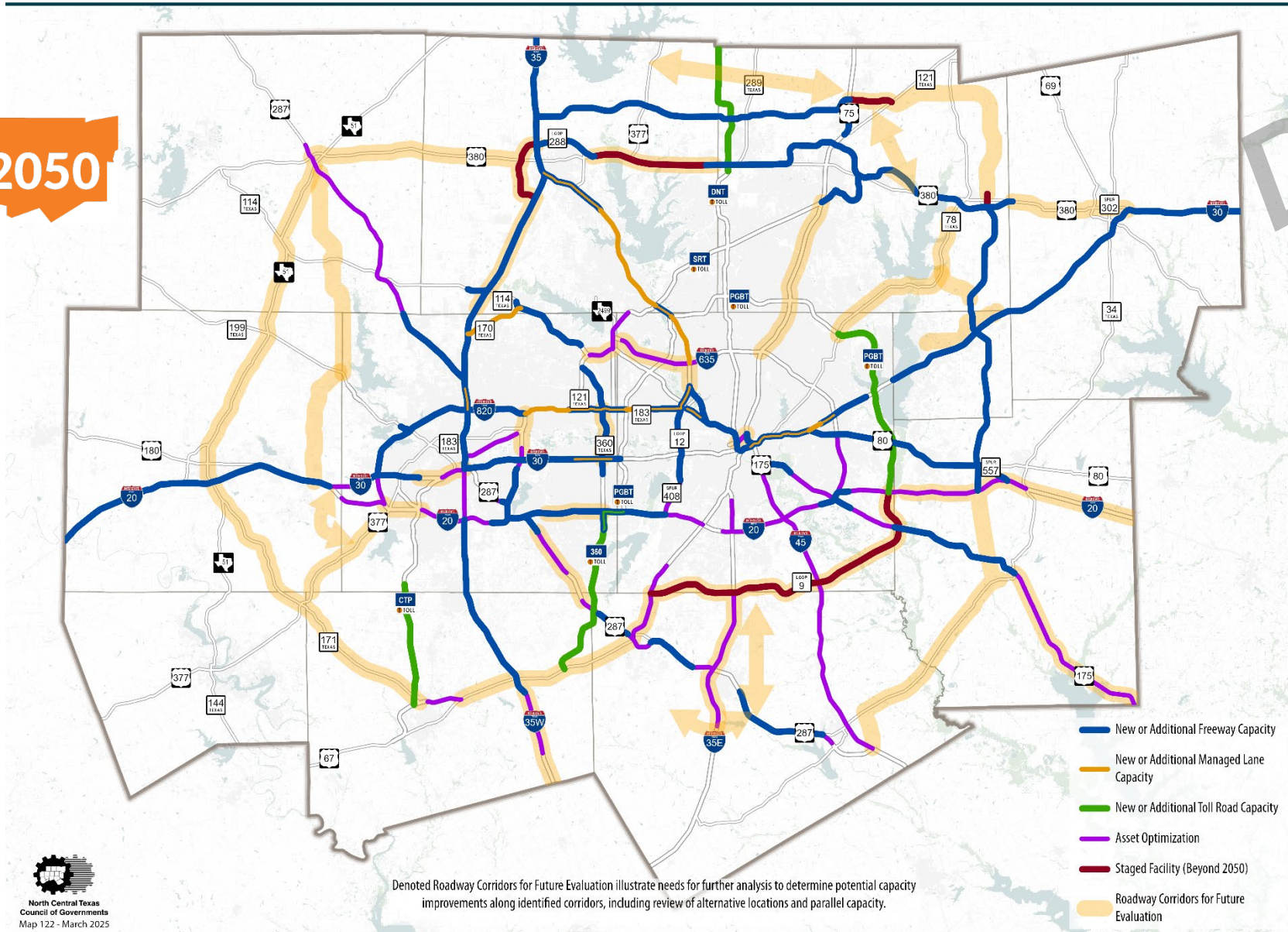


# MOBILITY2050

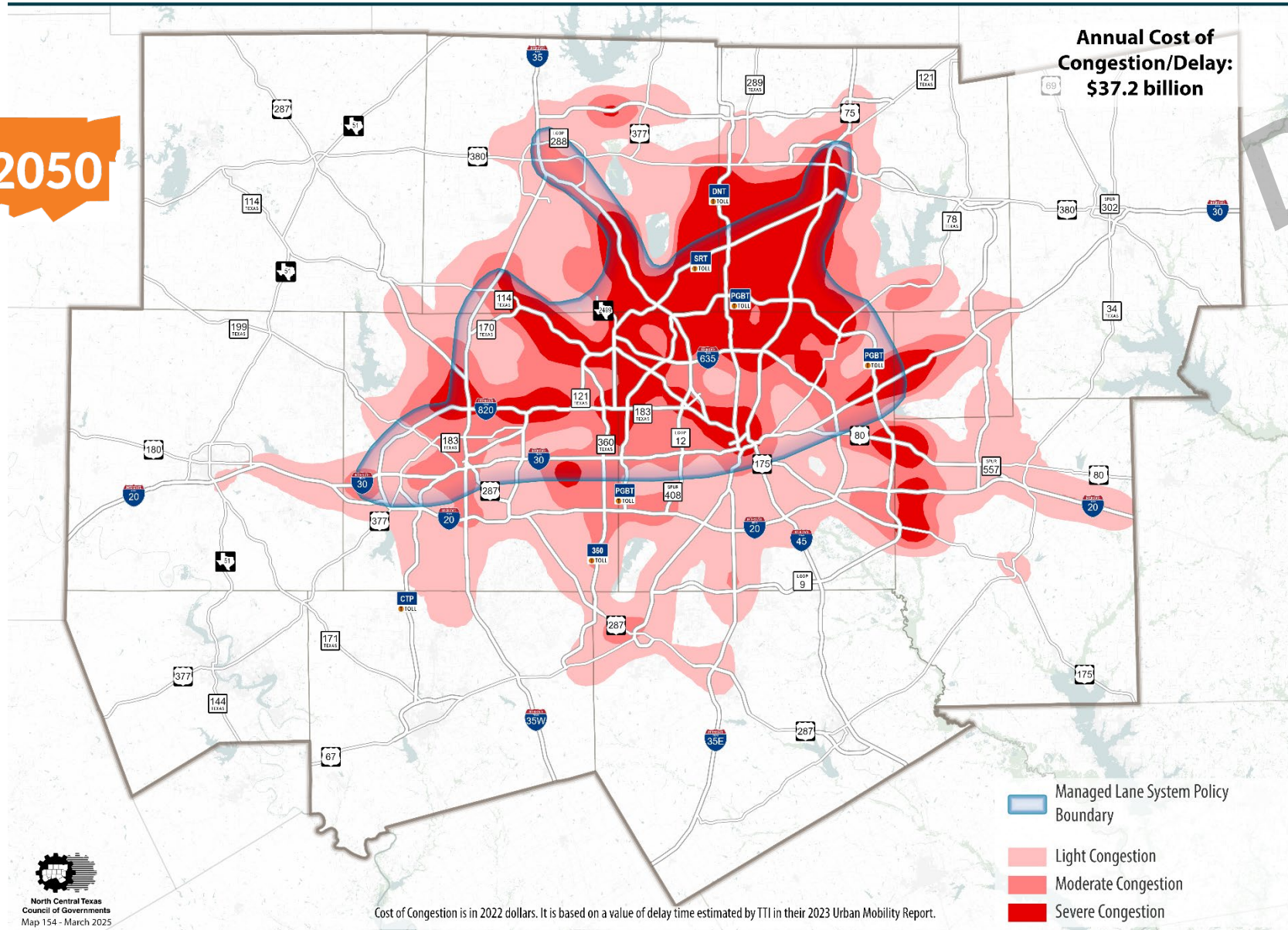
# DRAFT









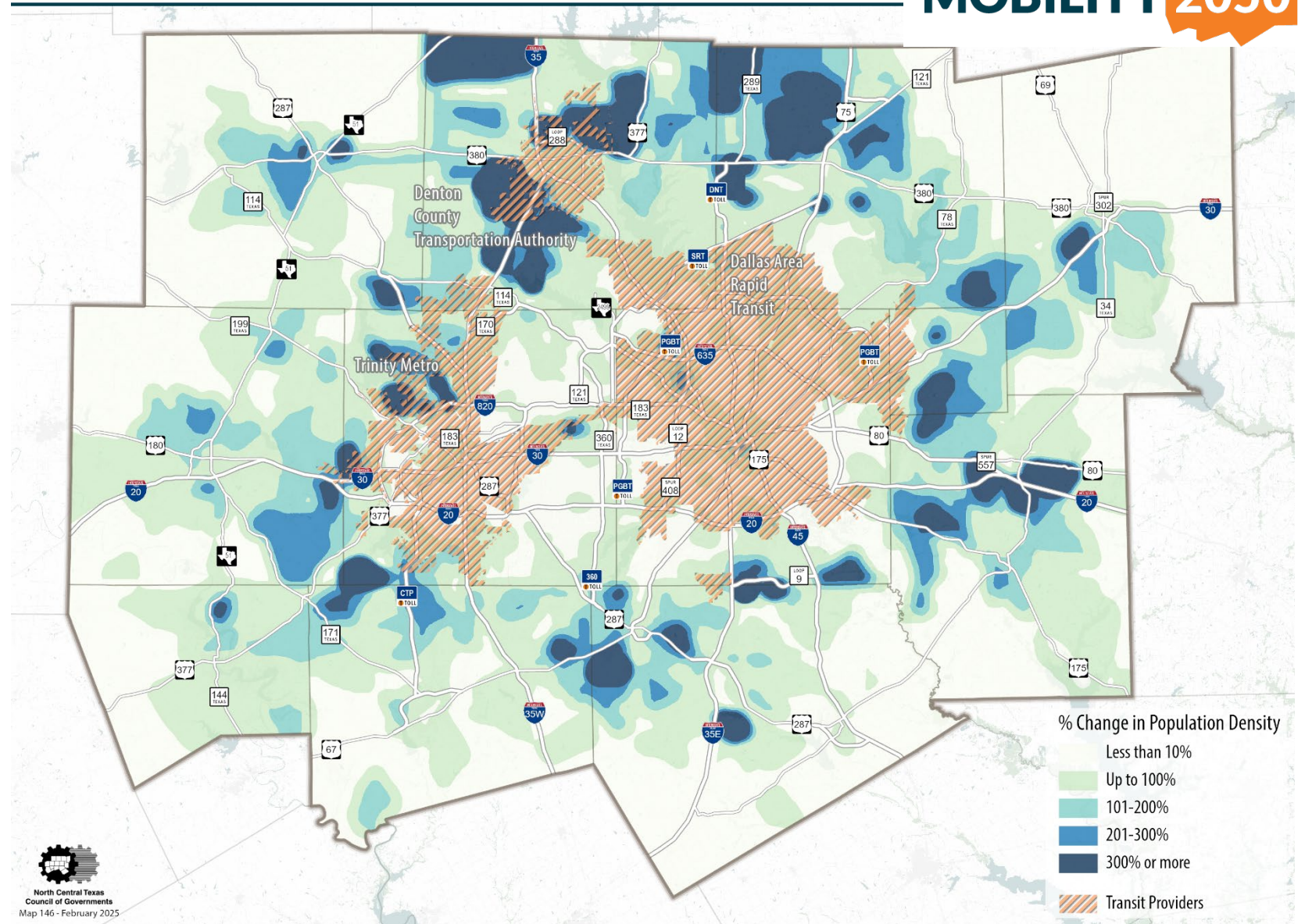
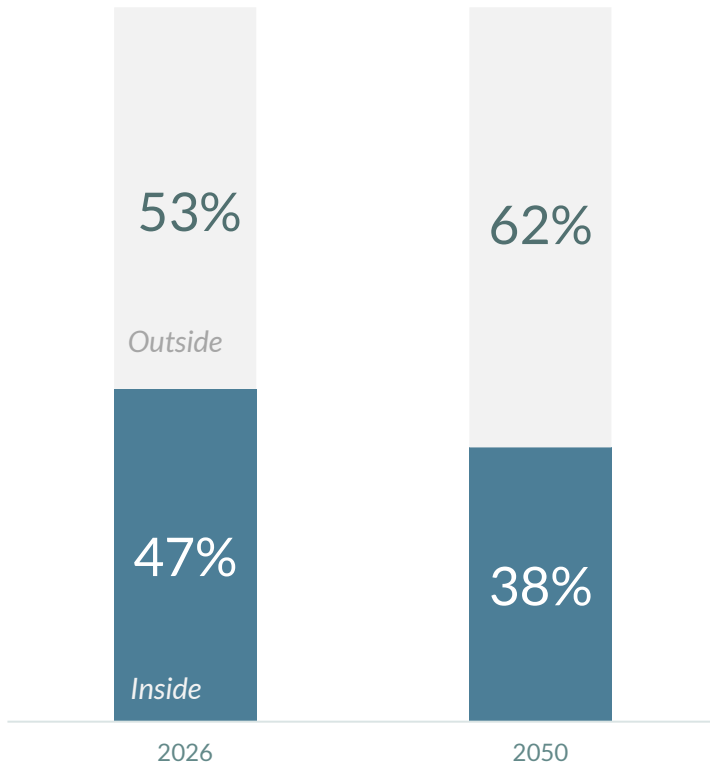








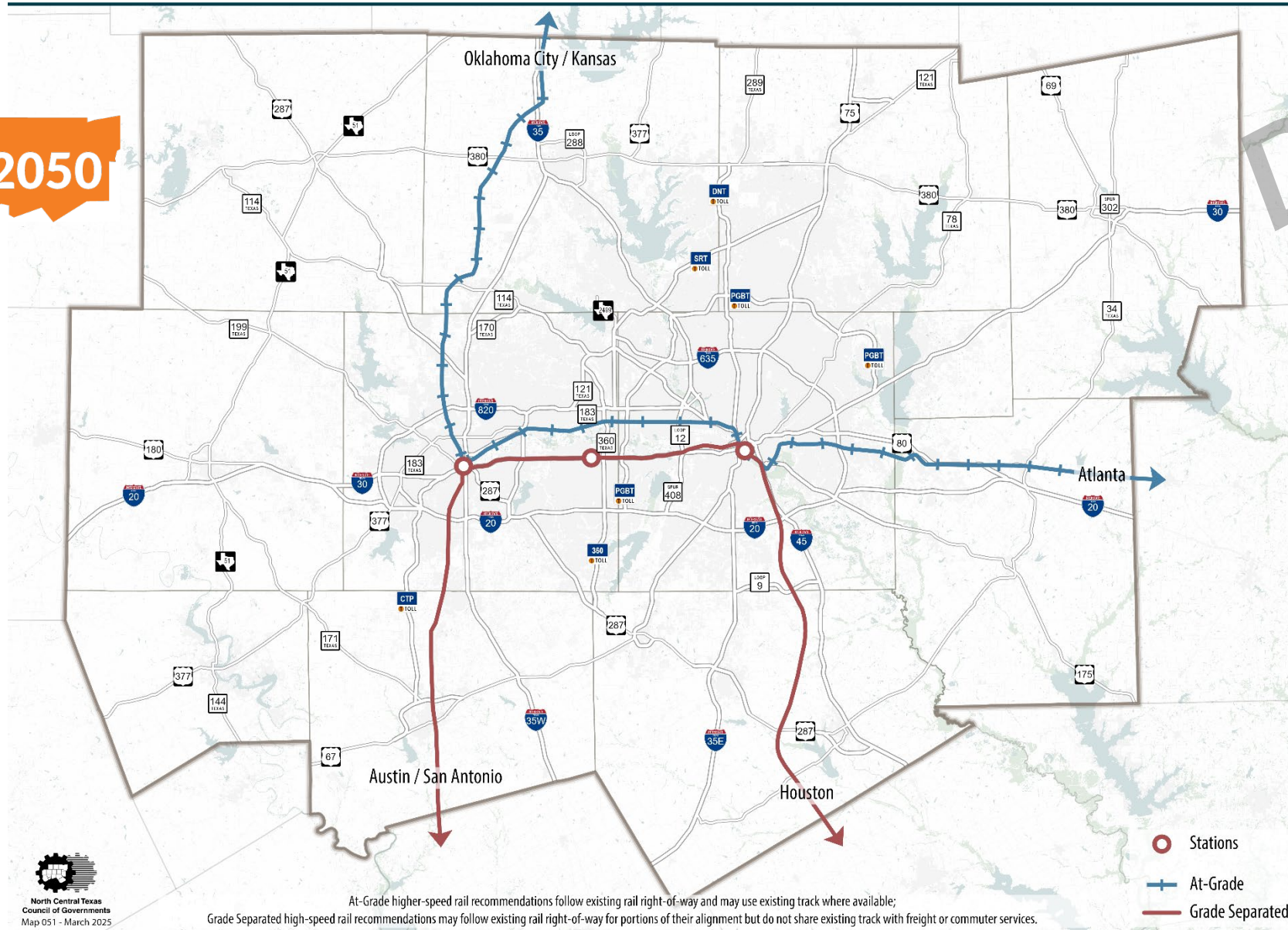
# Population within Transit Authority Service Areas









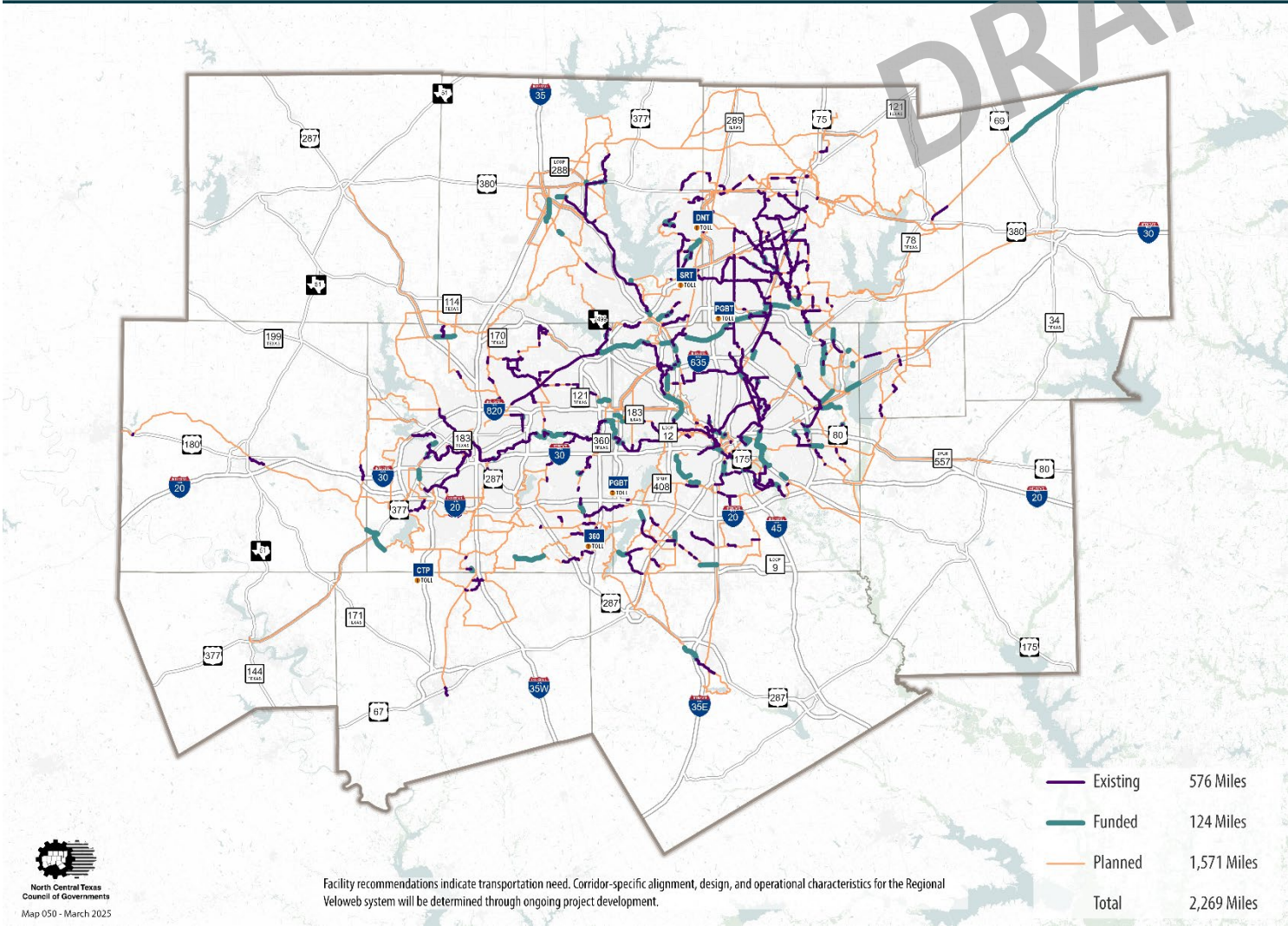


# Active Transportation Recommendations

Regional Veloweb

MOBILITY2050

## MOBILITY2050





# The Nondiscrimination Analysis of Mobility 2050 projects found no disparate impacts.

## What is it?

The analysis evaluates whether transportation investments in Mobility 2050 disproportionately impact protected populations (minority and low-income communities) under Title VI of the Civil Rights Act.

## Why do we do it?

Federal law requires MTPs to assess whether projects result in disparate benefits or burdens to different population groups, ensuring fair access to transportation improvements.



## What did we find?

The analysis of job access and congestion levels found **no disparate impacts**. Mobility improvements benefit both protected and non-protected populations, with similar changes in congestion.

# Schedule to Adoption

Time Frame	Milestone
January 2025	Financial Plan and Emerging Focus for Plan (Information)
March 2025	Demographic Review and Plan Recommendations (RTC Action, STTC Information)
April-May 2025	Required 60-day Public Comment Period May – STTC Action (Plan and Air Quality)
June 2025	RTC Action to Adopt Mobility 2050
July – December 2025	Federal Transportation Conformity Review Period

*Further details on all Policies, Programs, and Projects in  
Mobility 2050 can be found online at  
[www.nctcog.org/planinprogress](http://www.nctcog.org/planinprogress).*

# Mobility Plan Contacts



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# FEDERAL AND STATE LEGISLATIVE UPDATE

**JACKIE NOLASCO**

**NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS**

**Surface Transportation Technical Committee**

**March 28, 2025**

# FEDERAL UPDATE

## FY25 APPROPRIATIONS

Government funding bill passed – March 15

A full-year Continuing Resolution (CR) signed into law, maintaining FY24 funding levels through September 30

- CR continues FY24 funding levels with a \$10.5 billion increase
- Increases defense spending by \$6 billion
- \$753 million increase for FAA operations to sustain air traffic services and safety oversight
- Total discretionary appropriations for USDOT reduced by \$1.9 billion; removes FY25 earmarks



**November 12, 2024**

Bill Filing for the 88<sup>th</sup>  
Texas Legislature  
Began

**January 14, 2025**

89<sup>th</sup> Session of the  
Texas Legislature  
Convenes

**March 14, 2025**

Bill Filing Deadline  
(Excluding Local Bills)

**June 2, 2025**

Final Day of the 89<sup>th</sup>  
Regular Session

**June 22, 2025**

Last Day Governor  
Can Sign or Veto Bills

# 89<sup>th</sup> TEXAS LEGISLATURE - DATES OF INTEREST





# TEXAS LEGISLATURE – STATE BUDGET

## SB 1

- Senate Finance Committee approved Committee Substitute of SB 1 on March 19
- Full Senate debated and approved CSSB 1 on March 25
  - \$336 billion in All Funds, \$153 billion in General Revenue (4.5% increase over FY24-25)

## HB 1

- House Appropriations Committee approved subcommittee recommendations on March 24
- 26 amendments have been pre-filed related to the DFW area; funding for Heartland Flyer recommended for Article XI (wish list)
  - Proposed Increased Funding for Aviation & Infrastructure; New Transportation Initiatives; Strategic Planning & Emerging Technologies

**Next Steps:** House Appropriations will take up SB 1 on March 31, Full House to debate in early/mid April, then House and Senate go to Conference Committee to work out the differences



# TEXAS LEGISLATURE

## RECENT SENATE ACTIONS

**SB 1555 (Nichols):** Establishes a grant program for railroad grade separation projects

- Passed Senate Transportation 3/12, Full Senate 3/25
- TxDOT would award grants for rail intersections at off-system roadways
- Awarded to political subdivisions of the state
- Ten percent local match

**SB 35 (Nichols):** Would reduce the number of design-build contracts TxDOT could enter into from six to two per biennium

- Passed Senate Transportation 3/12, Senate 3/19



# TEXAS LEGISLATURE

## HOUSE ENVIRONMENTAL REGULATIONS COMMITTEE

Met on Thursday, March 27

**HB 1361 (Hernandez):** Would distribute low-income vehicle repair assistance, retrofit, and accelerated vehicle retirement program (LIRAP) funds to counties for transportation/air quality programs

- TCEQ would distribute funds by January 1, 2026, and must be used by September 1, 2029
- If approved, would return \$176.2 million back to counties, approximately \$88 million to the DFW region
- Written testimony was provided

**HB 464 (Gonzalez):** Would establish a grant program to support counties in eliminating illegally disposed of scrap tires from inland or coastal waters, public rights-of-way, and other public lands



# TEXAS LEGISLATURE

## HOUSE TRANSPORTATION FUNDING SUBCOMMITTEE

Will meet on Monday, March 31 at 10 a.m.

**HB 1288 (Landgraf):** Would remove a specific provision affecting how the Texas Transportation Commission makes discretionary funding decisions, potentially altering their allocation processes

**HB 1402 (Harris):** Would prohibit the use of public funds for roadway alterations related to the construction of high-speed rail projects by either public or private entities in Texas

**HB 2323 (Shaheen):** Would mandate the cessation of tolls on toll projects once their costs and associated bond obligations are fully paid off, outlining the conditions under which these roads are integrated into either the state highway system or local county road systems



# TEXAS LEGISLATURE

## TRANSIT BILLS FILED, NO ACTION AT THIS TIME

Specific to Chapter 452, Subchapter O

**HB 3187 (Shaheen)/SB 1557 (Paxton):** Relating to powers of regional transportation authorities

- DART member cities could use up to 25% of sales and use tax for a general mobility program (for streets, sidewalks, drainage), modify election withdrawal from every 6 years to 3 years, and set conditions for tax rate changes and debt obligations

**SB 2118 (Parker)/HB 5049 (Shaheen):** Relating to the composition and authority of certain subregional boards of regional transportation authorities

- Changes composition to one representative per city, Dallas has three votes, presiding officer rotates with two-year terms, and member staggered two-year terms



# CONTACT US



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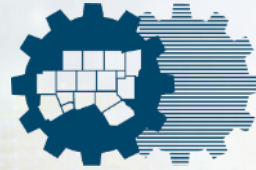
Government Relations

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







NCTCOG

# 2025 TITLE VI PROGRAM UPDATES

SURFACE TRANSPORTATION TECHNICAL  
COMMITTEE

3.28.2025

# TITLE VI OF THE CIVIL RIGHTS ACT OF 1964



## WHO IS PROTECTED

Prohibits discrimination on  
the basis of race, color, or  
national origin



## WHO MUST COMPLY

Any program or activity that  
receives federal funds or  
other federal assistance



# NCTCOG TITLE VI PROGRAM



## FREQUENCY

Update every three years



## CONTENTS

Describe how NCTCOG implements Title VI nondiscrimination efforts and monitors subrecipients



## REVIEW

Submit to Federal Transit Administration for review



# TITLE VI/NONDISCRIMINATION POLICY STATEMENT

The North Central Texas Council of Governments (NCTCOG), as a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person shall on the grounds of race, religion, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any Agency programs or activities.





# TITLE VI PROGRAM UPDATES OF NOTE

List of transit-related Title VI investigations, complaints, and lawsuits (none)

Summary of outreach efforts made since the last Title VI Program submission

Schedule of subrecipient Title VI Program submissions

Impacts of the distribution of state and federal funds in the aggregate for public transportation projects



Image Provided By Getty





# TIMELINE

Meeting/Task	Date
Public Meeting, Launch of 45-Day Public Comment Period	March 10, 2025
STTC Information	March 28, 2025
Close of Public Comment Period	April 8, 2025
RTC Information	April 10, 2025
STTC Action – Title VI/Nondiscrimination Policy Statement, Title VI Program	April 25, 2025
RTC Action – Title VI/Nondiscrimination Policy Statement, Title VI Program	May 8, 2025
Executive Board	May 22, 2025
Submittal Deadline	May 31, 2025



# CONTACT US



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NCTCOG PRESENTATION

# DEVELOPMENT OF THE 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Surface Transportation Technical Committee

March 28, 2025

# TIP DEVELOPMENT PROCESS

1. Review all existing projects and gather information on additional locally funded projects of regional significance
2. Make needed revisions to existing project scopes, schedules, and/or funding
3. Develop TIP Document and project listings
4. Financially constrain project listings based on estimated revenue
5. Conduct Mobility Plan and Air Quality review
6. Solicit public review (process, document, project listings)
7. Finalize project listings and document and submit to partners



# PROJECT UPDATES

- Project updates will be solicited via e-mail and/or meetings with project sponsors.
- Meetings will be in-person or via Microsoft Teams.
- Who needs to attend meetings?
  - Staff from appropriate departments (Transportation/Public Works/Engineering, Parks, etc.) that can answer questions about the status of projects in question
  - Fiscal managers to answer questions about expenditures, agreements, and invoicing
  - Texas Department of Transportation (TxDOT) staff will be present to help set realistic expectations regarding timing and answer questions about the process





# EXPECTATIONS FOR PROJECT STATUS UPDATES

- Information is needed by phase
  - Engineering/Environmental Clearance
  - Right-of-Way (ROW)
  - Utilities
  - Construction/Implementation
- Start and End Dates
  - Estimated dates (month and year) if phase has not been started/completed
  - Actual dates (month and year) if phase has been started/completed
  - Dates provided must be realistic given the realities of project implementation steps (agreement execution, TxDOT review time, possible eminent domain proceedings, etc.)



# REQUESTS FOR PROJECT MODIFICATIONS

- TIP Development is a venue for requesting:
  - Changes to project scope or limits
  - Funding Changes
    - Advancing or delaying a project (subject to financial constraint)
    - Requests for additional funding will be taken during the meetings, and reviewed against funding availability
    - Cost savings at project completion
    - Certain changes may or may not be possible depending on available funds
  - Changes to Implementing Agency



# FOCUS AREAS

- Timely implementation of projects:
  - Projects with Congestion Mitigation and Air Quality Improvement Program (CMAQ), Surface Transportation Block Grant (STBG), and Transportation Alternatives Set-Aside (TASA) funds to avoid potential lapse and/or accumulation of carryover balances
  - Projects on the MPO Milestone Policy List
  - Projects on the Federal Highway Administration (FHWA) Inactive List or Preliminary Engineering (PE) Audit List
- Requests for projects to be placed in the first year of the new TIP (FY2027)
- Closing out completed projects with RTR Funds



# RESPONSES FROM PROJECT SPONSORS

- TIP Development is typically an approximately 18-month process.
- TxDOT is proposing an accelerated schedule with the goal of getting earlier TIP approval.
- To accommodate this shortened schedule, timely and complete responses are critical.
- If complete responses are not received by the established deadline, NCTCOG will coordinate with TxDOT to slot projects based on available information.
- Lack of timely submittals/responses to TxDOT (agreements, design plans, environmental clearance documents, etc.) will lead to projects being pushed out to later years of the TIP.





# DRAFT TIMELINE

Meeting/Task	Date
Solicit updates from Implementing Agencies	April-June 2025
Development of TIP Listings and Document	April-October 2025
Draft Listings - STTC Information	October 2025
Draft Listings - RTC Information	November 2025
Public Meeting - Draft Listings and Document	December 2025
Final Listings and Document - STTC Action	December 2025
Final Listings and Document - RTC Action	January 2026
Initial Submittal to TxDOT (starts TxDOT review period)	February 2026
Final Submittal to TxDOT	May 2026
Anticipate TxDOT Commission Approval (for STIP)	July 2026
Anticipate Federal/State Approval (STIP)	August/September 2026

# QUESTIONS/COMMENTS?

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# **Regional Transit Performance Measure Targets Update**

Ezra Pratt

Surface Transportation Technical Committee | 3.28.2025

# Federal Performance Measure Schedule

Rulemaking	Next Anticipated STTC Action	Next Anticipated RTC Action	Target-Setting Schedule
PM1 – Roadway Safety	Early 2025 (Information Only)	Early 2025 (Information Only)	Targets established as reductions over 5-year period
PM2 – Pavement and Bridge	February 2025	March 2025	Biennial
PM3 – System Performance, Freight, and CMAQ (Part 1)	August 2024	September 2024	Biennial
PM3 – System Performance, Freight, and CMAQ (Part 2)	February 2025	March 2025	Biennial
PM3 - Greenhouse Gas Emissions	N/A (Implementation suspended)		
Transit Safety (PTASP)	Early 2025	Early 2025	Every 4 Years
Transit Asset Management	Late 2026	Late 2026	Every 4 Years





# Public Transportation Agency Safety Plan (PTASP)



Source: NCTCOG Staff



# PTASP Overview

**Public Transit Agency Safety Plans (PTASPs)** are a means for transit providers and MPOs to monitor and improve the agency of transit systems under their jurisdiction.

Provider targets are established annually, while regional safety targets are established every four years.

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The five required performance measures are listed below:

- **Safety Events** (total number of reportable events and rate per total vehicle revenue miles by mode)
- **Fatalities** (total number of reportable fatalities and rate per total vehicle revenue miles by mode)
- **Injuries** (total number of reportable injuries and rate per total vehicle revenue miles by mode)
- **Assaults on Transit Workers** (total number of reportable assaults on transit workers and rate per total vehicle revenue miles by mode) **[New Measure added in April 2024]**
- **System Reliability** (mean distance between major mechanical failures by mode)



# PTASP Measures & Targets – Current Performance

NCTCOG Regional PTASP Safety Performance Targets	Desired Trend Indicating Improvement	FY 2023** Performance	Current Target
Total Major Events	➡	303	490
Major Events Rate*	➡	0.400	0.770
Total Fatalities	➡	5	0
Fatalities Rate*	➡	0.007	0.000
Total Injuries	➡	396	143
Injuries Rate*	➡	0.523	0.220
System Reliability (Average Miles between Major Mechanical Failures)	➡	26,544	19,841

\* Rate per 100,000 Vehicle Revenue Miles

\*\* Most recent data from the National Transit Database



# PTASP Overview (Cont.)

## New Performance Measures

The following additional measures were introduced in the revised PTASP Final Rule, released in April 2024 by Federal Transit Administration (FTA):

- Breakdown by total collisions, pedestrian collisions, and vehicular collisions
- Additional data on fatalities, injuries, and assaults specific to transit workers

## Regional Target Methodology

- The overall goal of the targets is to achieve a **10%** improvement from the regional baseline average performance by 2029
- However, fatality targets are set to zero, in line with the regional safety position that, “Even one death in the transportation system is unacceptable”
- In the case of system reliability, **more** miles between major mechanical failures is better





# PTASP Measures & Targets - Draft Updated Targets

NCTCOG Regional PTASP Safety Performance Targets	Desired Trend Indicating Improvement	FY2020-FY2023 Baseline Average	New Draft Target
Total Major Events	➡	241	217
Major Events rate*	➡	0.355	0.320
Collisions rate*	➡	0.188	0.169
Pedestrian Collisions rate*	➡	0.098	0.088
Vehicular Collisions rate*	➡	0.067	0.061
Total Fatalities	➡	10	0
Fatalities rate*	➡	0.015	0.000
Transit Worker Fatalities rate*	➡	0.008	0.000
Total Injuries	➡	271	244
Injuries rate*	➡	0.397	0.357
Transit Worker Injuries rate*	➡	0.037	0.033
Total Assaults on Transit Workers	➡	5	5
Assaults on Transit Workers rate*	➡	0.007	0.006
System Reliability (Average Miles between Major Mechanical Failures)	➡	20,751	22,826

\* Rate per 100,000 Vehicle Revenue Miles  
 \*\* Most recent data from the National Transit Database

# Addressing PTASP Measures

All PTASP performance measures stand to be improved by policies, programs, and projects that are recommended by the Mobility 2045 Update

Policy TR3-007: Implement safety, management and operations, and multimodal system integration projects and programs as appropriate.

RAISE, BUILD, and other discretionary grant awards with transit infrastructure components

Numerous projects being implemented by transit providers

- DART removal of mid-platform pedestrian crossings at all rail stations
- Investments in multimodal enhancements at and near major transit centers



# Transit Asset Management (TAM)

Image Provided by: DCTA



Image Provided By: Trinity Metro



Source: NCTCOG Staff



# TAM Overview

**Transit Asset Management (TAM)** is a business model that prioritizes funding based on the condition of transit assets to achieve or maintain transit networks in a state of good repair.

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TAM supports a series of practices to achieve a transit state of good repair, including, but not limited to:

- Regular maintenance
- Inspections
- Tracking asset condition over time
- Planning for maintenance and replacement costs
- Replacing each asset at the appropriate time





# TAM Measures & Targets

Asset Category	Metric	Desired Trend Indicating Improvement	Fiscal Year 2023 Performance* (Large Agencies)	Adopted Target (Large Agencies)	Fiscal Year 2023 Performance* (Small Providers)	Adopted Target (Small Providers)
Rolling Stock (Transit Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the Federal Transit Administration (FTA) Default Useful Life Benchmark or custom agency benchmarks		1.9%	0%	14.4%	5%
Equipment (Support Vehicles)			67.5%	25%	66.7%	25%
Infrastructure (Rail Track)	Rail track segments with performance restrictions		0%	0%	0%	0%
Facilities (Buildings, Stations, Park & Rides)	Transit facilities rated below “Adequate” (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale		6.0%	0%	5.9%	0%

\* Most recent data from the National Transit Database



# Addressing TAM Measures

All TAM performance measures stand to be improved by policies, programs, and projects that are recommended by the Mobility 2045 Update

## Program TR3-010: Transit Enhancements and Mobility Improvements Program

Regular maintenance of transit assets and the purchasing of new vehicles in cooperation with the region's transit agencies and NCTCOG's subrecipients of FTA funding

- Includes the NCTCOG-led Cooperative Vehicle Procurement Program for small transit providers throughout the region
- Several other major rolling stock investments in recent years, such as new trainsets for TRE and TEXRail



# Transit Performance Measures & PTASP Regional Target Update Schedule

Action	Date
<del>Coordination with Regional Transit Providers on Draft PTASP Targets</del>	<del>Early March 2025</del>
STTC Information on TAM/PTASP Performance and Draft Updated PTASP (Transit Safety) Targets	March 28, 2025
NCTCOG Hybrid Public Meeting on TAM/PTASP Performance and Draft Updated Transit Safety Targets	April 7, 2025
RTC Information on TAM/PTASP Performance and Draft Updated Transit Safety Targets	April 10, 2025
STTC Action to Recommend Adoption of New Regional Transit Safety Targets	April 25, 2025
RTC Action to Adopt New Regional Transit Safety Targets	May 8, 2025



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# Collin County Mixed-Use Development Study

Surface Transportation Technical  
Committee

March 28, 2025

Shawn Conrad | Land Use & Mobility Options Team



# Project Overview

## **Technical Assistance Request**

- Submitted December 2020 by Collin County and Cities of Allen, Frisco, Garland, McKinney, Plano, Richardson, and Wylie
- Incorporated into FY2022-2023 UPWP
- Purpose: assess the traffic impact of mixed-use development (MXD)
  - In suburban settings
  - With and without transit
  - Compared to traditional suburban developments



# Purpose of Study

## **Technical Assistance Request**

- Clarify whether mixed-use developments produce less congestion than traditional (segregated) development
- Help inform infill/densification attempts
  - Needed to respond to public opposition to multifamily development due to traffic generation
  - Needed to justify a “leap of faith” when retail/office uses follow multifamily later; congestion reductions may not be immediate



# Study Methods

- **Literature Review:** Methods, MXD definitions, benefits/challenges, best practices
- **Inventory:** MXD projects in Collin County
- **Typology:** Development types, MXD and non-MXD for use in study
- **Trip Generation Pilot Analysis:** Pilot use of EPA Mixed Use Trip Generation Tool to model trips from subset of MXDs in inventory
- **Analysis:** High-level analysis of model output
- **Results:** Preliminary results for further study
- **Recommendations:** Achieving optimal MXD outcomes





# Literature Review

Overall, MXD *can* result in reduced vehicle miles traveled (VMT) in vicinity relative to segregated development, due to:

- Internalization of trips
- Mode switch
- Reduced trip lengths

But, it's complicated:

- Context/scale dependent
- Built form dependent
- Policy dependent



# Development Typology

More dense  
More integrated uses  
Smaller geographic area

Less dense  
Less integrated uses  
Larger geographic area

**Type 1 MXD:** Vertically-integrated buildings



Richardson Brick Row (7 acres)

Smaller development, 1-3 buildings  
Vertical, 2 or more uses in each building  
Non-residential at least one-third

**Type 2 MXD:** Vertically- or horizontally-integrated developments



McKinney Adriatica (38 acres)

Larger development  
Vertically or horizontally-integrated uses  
Internal connecting streets / walkways  
Non-residential at least one-third

**Type 3 MXD:** Vertically-integrated mixed-use area



Downtown Plano (44 acres)

Clusters of “vertically-integrated buildings” (example includes four)  
Within walkable distance of each other

**Type 4:** Conventional Small Downtown Area



Frisco Square (65 acres)

Horizontal mix of uses across mostly single-use buildings  
Within walkable distances of each other

**Type 5:** Segregated Suburban Development



El Dorado Pkwy/Coit Rd, Frisco (171 acres)

Little to no mix of uses  
Mostly auto-oriented  
Uses spread out over large area and segregated



# Trip Generation Pilot Analysis

## EPA Mixed-Use Trip Generation Tool

Addresses challenges with standard (ITE) trip generation methods applied to MXD

Data collected through NCTCOG sources, Census, and requests to cities

**Inputs:** site characteristic, demographic, employment, land use, travel, area VMT data

**Outputs:** VMT and # trips generated, comparison to ITE method output

<https://www.epa.gov/smartgrowth/mixed-use-trip-generation-model>



# Sites Included in Trip Generation Pilot Analysis

Name	City	Size	Type
Watters Creek	Allen	27.96	Vertically or horizontally integrated development (Type 2)
Adriatica	McKinney	37.75	Vertically or horizontally integrated development (Type 2)
CityLine (TOD)	Richardson	104.64	Vertically or horizontally integrated development (Type 2)
Legacy Town Center	Plano	261.21	Vertically or horizontally integrated development (Type 2)
Downtown Plano (TOD)	Plano	44.16	Vertically integrated mixed-use area (Type 3)
Legacy Commons	Frisco	25.56	Conventional Small Downtown Area (Type 4)
Downtown Garland (TOD)	Garland	81.09	Conventional Small Downtown Area (Type 4)
Teel Pkwy & Main St	Frisco	209.2	Segregated Suburban Development (Type 5)
Coit Rd & El Dorado Pkwy	Frisco	171.5	Segregated Suburban Development (Type 5)





# Study Results Key Takeaways

Vehicle miles traveled and # of trips generated by MXD were not explained solely by density

MXD may or may not result in immediate travel efficiencies depending on context factors such as:

- Development design
- Development size
- Surrounding land use types
- Mix of land uses incorporated
- TOD or not; transit availability
- Demographics
- More

When MXD does not result in travel efficiencies:

- Can still have other benefits – tradeoffs
- May still realize travel efficiencies after mix of uses realized or larger MXD area develops



# Key Recommendations

## Conduct Comprehensive Study

- Confirm whether MXD can increase travel efficiencies compared to non-MXD

## For Optimal MXD Outcomes (from study results and literature review):

- **Encouraging MXD:** Adopt a definition, focus on messaging. Consider tradeoffs.
- **Land Use Policy:** Consider mixed use zoning, form-based codes, design standards, etc. Plan for large MXD clusters to develop over time.  
*NCTCOG Sustainable Zoning Guidebook:* [www.nctcog.org/zonedev](http://www.nctcog.org/zonedev)
- **Land Use Mix:** Encourage mix of uses supporting residents' daily needs. Zoning tools, economic development incentives to promote.
- **Economic Development:** Walkable places attractive to many employers / workforces. Streamlined permitting to encourage MXD.



# Implications for Transit 2.0

Demographics forecasts show more urban infill needed, especially in transit-supportive areas.

Provides recommendations for cities to address concerns about MXD / density and how to encourage optimal outcomes.



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# Key Overall Results

## Modeled VMT

- Lowest = Type 2 MXD Development
- Highest = Type 5 Segregated Suburban
- Two MXDs with higher densities had lowest VMT / # trips
- 2 of 3 non-MXD had higher VMTs
- TOD MXDs had lower VMT than non-TOD
- Similar patterns for # of trips

## Retail Uses Analysis

- Type 3 MXD Area had highest number of everyday retail uses
- Near equal balance of everyday vs. boutique retail use types for TOD compared to non-TOD sites

