NCTCOG Regional Perspective

Population
- 2017: 7.2 Million
- 2040: 10.7 Million
- 4th Largest Metropolitan Area by Population
- 1 Million People Added Per Decade Since 1960

Area
- 12 Counties
- 9,441 Square Miles
- 2nd Largest Metropolitan Planning Area by Land Area

Lane Miles
- Freeways: 4,665 in 2013 / 5,253 by 2035
- Priced Facilities: 672 in 2013 / 2,000 by 2035

Economy
- Home to 22 Fortune 500 Firms
- Projected to be ranked 11th globally in metro GDP
- Represents 32% of State’s Economy
Dallas-Fort Worth MPO Governance

Transportation Decisions
- Regional Transportation Council (Created 1974)
  - 27 City Elected Officials
    - Each Represents ~260,000 Residents
  - 10 County Elected Officials
  - 7 Transportation Providers

Three Urbanized Areas

Fiduciary Agent
- NCTCOG Executive Board (Created 1966)
  - 18 Members
Mobility 2045 Prioritization and Expenditures

<table>
<thead>
<tr>
<th>Category</th>
<th>Expenditures (in billions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximize Existing System</td>
<td></td>
</tr>
<tr>
<td>Infrastructure Maintenance</td>
<td>$37.5</td>
</tr>
<tr>
<td>Management and Operations</td>
<td>$9.5</td>
</tr>
<tr>
<td>Growth, Development, and Land Use Strategies</td>
<td>$3.2</td>
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<tr>
<td>Strategic Infrastructure Investment</td>
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<tr>
<td>Rail and Bus</td>
<td>$33.3</td>
</tr>
<tr>
<td>HOV/Managed Lanes</td>
<td>$52.0</td>
</tr>
<tr>
<td>Freeways/Tollways and Arterials</td>
<td></td>
</tr>
</tbody>
</table>

*Total Expenditures*: $135.4 billion

*Actual dollars, in billions. Values may not sum due to independent rounding.
Leveraging/Innovative Funding

Private Funding: $2.13 B + $0.5 B (maint.)
Public Funding: $0.55 B

Private Funding: $2.56 B + $0.8 B (maint.)
Public Funding: $0.83 B
DFW Congestion Levels

$28 Billion Roadway Infrastructure Investment Since 2000

Dallas-Fort Worth's congestion is offset with transportation investments.

Sources: TomTom Traffic Index 2013, 2014, 2015 and 2016 Data; North Central Texas Council of Governments
Managed Lanes Evolution

- HOV
- Tolled Managed
- Dynamically Priced
- Guaranteed Transit
- Early Deployment Vehicle Technology
- Driverless Trucks
AVs and Cities

Robo-taxis
AV Shuttles
Buses
Delivery
Personal Mover
Freight
High-Speed Rail Recommendations

Corridor-specific alignment, design, and operational characteristics for the intercity passenger, regional passenger, and freight rail systems will be determined through capacity evaluation and ongoing project development. Refined rail forecasts are necessary to determine technology and alignment in future rail corridors.
Keys to Success

Use a Data-Driven Approach
Solve Multiple Problems Together
Three Lenses: Neighborhood, Regional, International Logistics
Constantly Innovate
Include Everyone in the Process
Give Others Credit
Provide Leadership, Especially on Difficult Issues