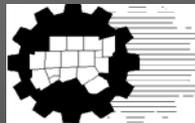


# **Clean Air Through Energy Efficiency (CATEE)**

**Alma Morphis  
Transportation Planner**

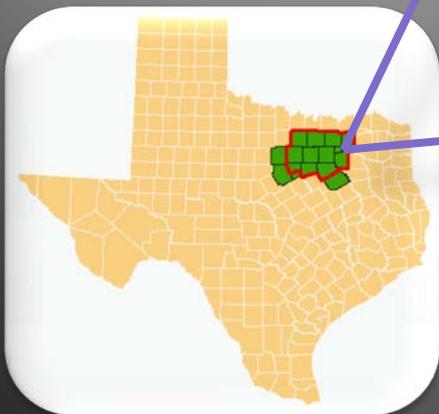
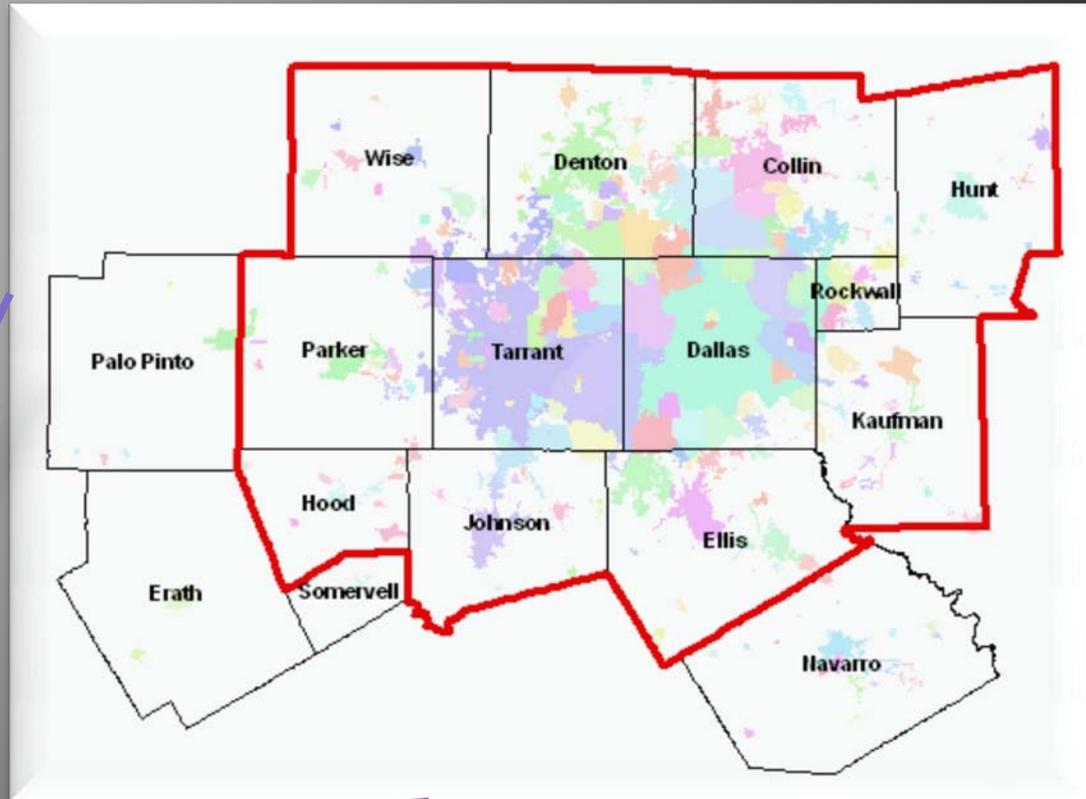
**November 8, 2011**



**North Central Texas Council of Governments**

# What is NCTCOG?

# NCTCOG Region



Metropolitan Planning Area (MPA) Boundary



NCTCOG Region

# Largest Metropolitan Areas by Square Miles

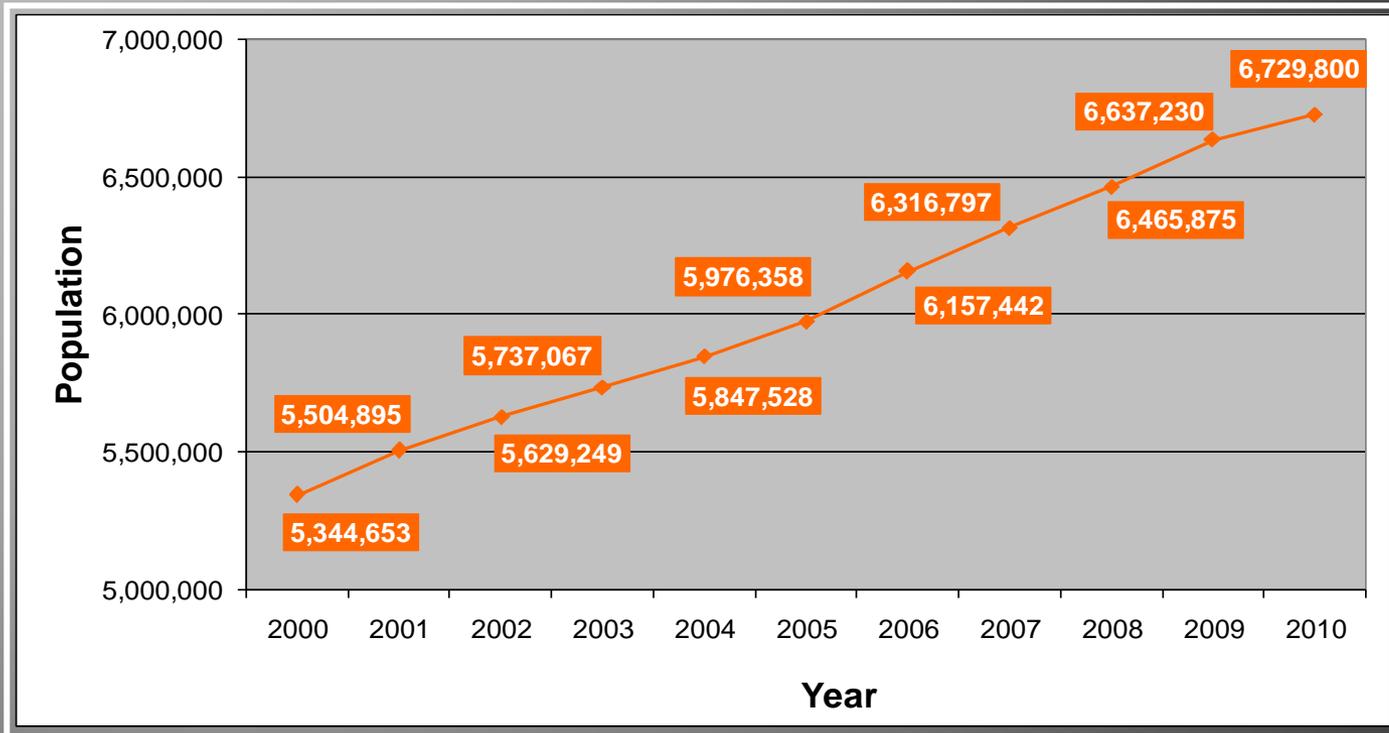
Rank	Sq. Miles	MPO	Primary City
1	38,649	Southern California Association of Governments	Los Angeles, CA
2	9,441	North Central Texas Council of Governments	Dallas-Fort Worth, TX
3	9,338	Maricopa Association of Governments	Phoenix, AZ
4	9,195	Pima Association of Governments	Tucson, AZ
5	8,466	Houston-Galveston Area Council	Houston, TX
6	8,161	Kern Council of Governments	Bakersfield, CA
7	8,089	Regional Transportation Commission of Southern Nevada	Las Vegas, NV
8	7,485	Bay Area MPO / Metropolitan Transportation Commission	San Francisco, CA
9	7,110	Southwestern Pennsylvania Commission	Pittsburgh, PA
10	6,489	Regional Transportation Commission of Washoe County	Reno, NV
11	6,384	Puget Sound Regional Council	Seattle, WA
12	6,189	Sacramento Area Council of Governments	Sacramento, CA
13	6,016	Council of Fresno County Governments	Fresno, CA
14	5,522	Yuma MPO	Yuma, AZ
15	5,151	Association of Monterey Bay Area Governments	Salinas, CA
16	4,838	Tulare County Association of Governments	Visalia, CA
17	4,608	Southeast Michigan COG	Detroit, MI
18	4,586	East-West Gateway Coordinating Council	St. Louis, MO
19	4,573	Atlanta Regional Commission	Atlanta, GA
20	4,409	North Jersey Transportation Planning Authority	Newark, NJ
22	4,096	Chicago Area Transportation Study	Chicago, IL
33	2,726	New York Metropolitan Transportation Council	New York, NY

Source: Bureau of Transportation Statistics

# 20 Largest Metropolitan Areas by Population

Rank	2006 Population	Metropolitan Statistical Area
1	18,818,536	New York-Northern New Jersey-Long Island, NY-NJ-PA
2	12,950,129	Los Angeles-Long Beach-Santa Ana, CA
3	9,505,748	Chicago-Naperville-Joliet, IL-IN-WI
4	6,003,967	Dallas-Fort Worth-Arlington, TX
5	5,826,742	Philadelphia-Camden-Wilmington, PA-NJ-DE-MD
6	5,539,949	Houston-Sugar Land-Baytown, TX
7	5,463,857	Miami-Fort Lauderdale-Miami Beach, FL
8	5,290,400	Washington-Arlington-Alexandria, DC-VA-MD-WV
9	5,138,223	Atlanta-Sandy Springs-Marietta, GA
10	4,468,966	Detroit-Warren-Livonia, MI
11	4,455,217	Boston-Cambridge-Quincy, MA-NH
12	4,180,027	San Francisco-Oakland-Fremont, CA
13	4,039,182	Phoenix-Mesa-Scottsdale, AZ
14	4,026,135	Riverside-San Bernardino-Ontario, CA
15	3,263,497	Seattle-Tacoma-Bellevue, WA
16	3,175,041	Minneapolis-St. Paul-Bloomington, MN-WI
17	2,941,454	San Diego-Carlsbad-San Marcos, CA
18	2,796,368	St. Louis, MO-IL
19	2,697,731	Tampa-St. Petersburg-Clearwater, FL
20	2,658,405	Baltimore-Towson, MD

# Regional Population



12- County MPA	2005	2035	2040
Household Population*	5,777,272	9,833,378	10,543,336
Employment	3,624,051	6,177,016	6,606,515

\* excludes populations in group quarters such as dormitories, correctional facilities, and nursing homes.

Source: U.S. Census and NCTCOG Annual Population Estimates

# Growth: What Does It Mean?

## Growth Projections for 2030

500 Schools



570,000 Homes



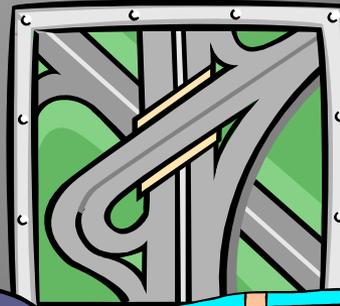
28 Hospitals

11 Malls



267 Neighborhood  
Retail Centers

315,000  
Multi-Family Units



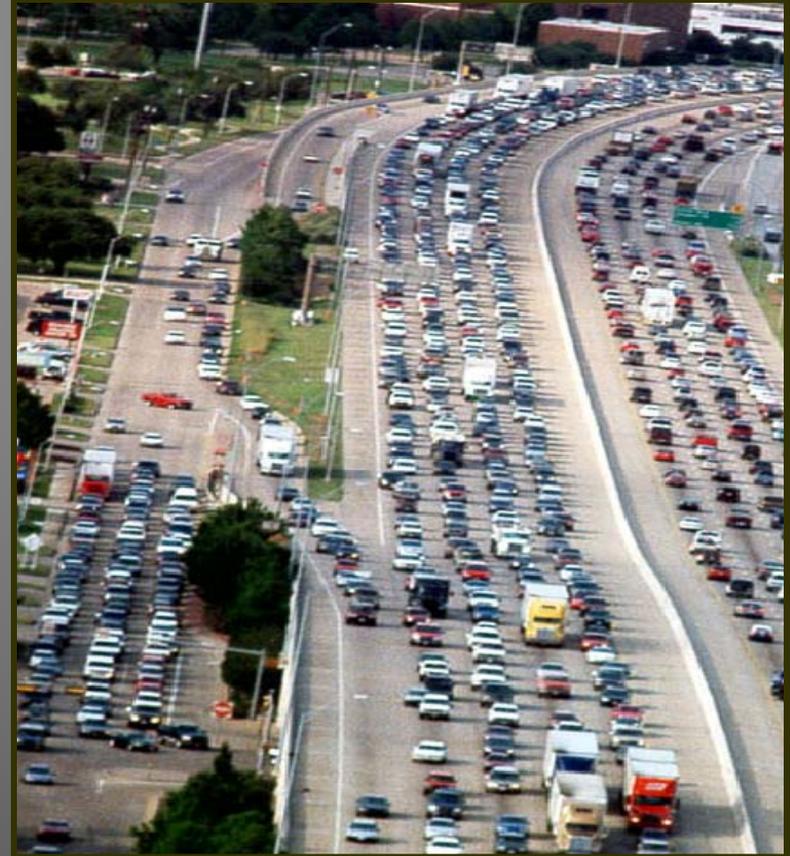
\$70+ Billion of  
Transportation Facilities



46 Million Square  
Feet of Class A  
Office Space

# Regional Transportation Issues

- Increased Travel Time and Costs
- Ground Level Ozone
- Inadequate Transit
- Decreased Freight Access
- Need for Increased Safety and Security
- Land Use/Transportation Mismatch



# Housing Costs and Affordability

- Average price of a single-family housing unit in Hunt County in 2010 was \$85,708
- Average Annual Pay in 2009 - \$39,671

Housing Value	Monthly Principle and Interest	Monthly Tax *	Monthly Insurance	Monthly Utilities	Monthly Total	Yearly Total	Yearly Income Requirements (H Cost=30% of Income)
\$60,000	\$369	\$144	\$90	\$150	\$753	\$9,037	\$30,125
\$80,000	\$493	\$192	\$100	\$170	\$955	\$11,462	\$38,206
\$100,000	\$616	\$240	\$110	\$190	\$1,156	\$13,874	\$46,248
\$120,000	\$739	\$288	\$120	\$210	\$1,357	\$16,287	\$54,289
\$140,000	\$862	\$336	\$130	\$230	\$1,558	\$18,699	\$62,331
\$160,000	\$985	\$384	\$140	\$250	\$1,759	\$21,112	\$70,372

\* Based on Hunt County Appraisal District 2009 Tax Rate - 0.507534, City of Greenville Tax Rate – 0.71, and Greenville ISD Tax Rate- 1.1844

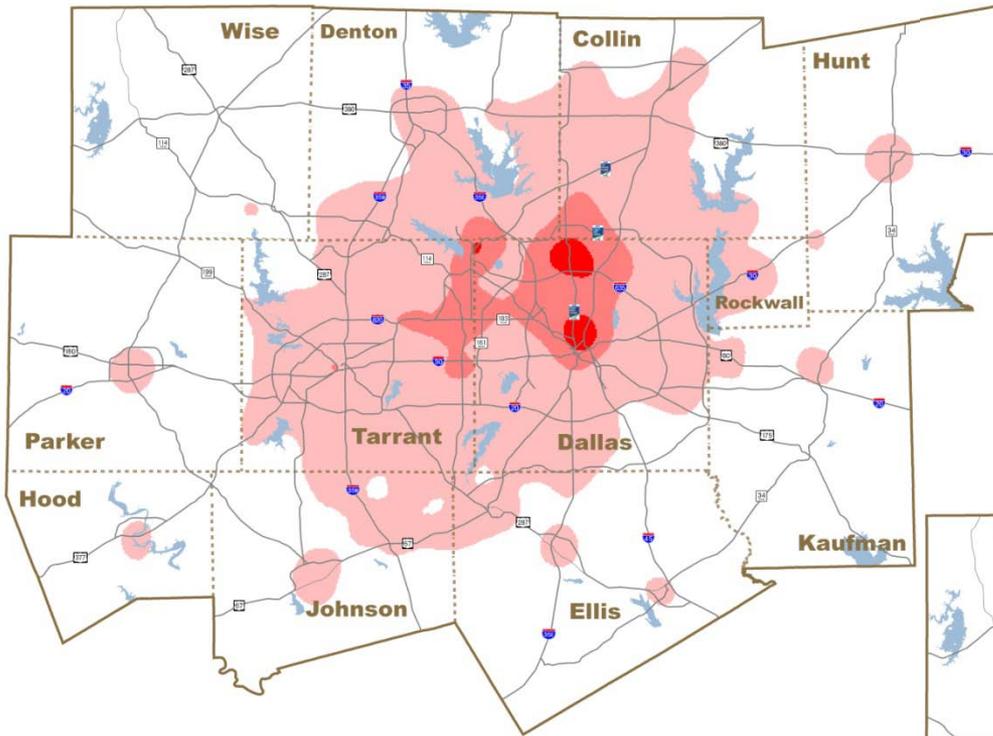
# Housing and Transportation (H+T) Costs

- Average price of a single-family housing unit in 2010 was \$85,708
- Average Annual Pay in 2009 - \$39,671

Housing Value	Monthly P&I	Monthly Tax	Monthly Insurance	Monthly Utilities	Monthly Transportation Cost*	Monthly Total	Yearly Total	Yearly Income Requirements (H+T Cost=30% of Income)
\$60,000	\$369	\$144	\$90	\$150	\$830	\$1,583	\$18,997	\$63,325
\$80,000	\$493	\$192	\$100	\$170	\$830	\$1,785	\$21,422	\$71,406
\$100,000	\$616	\$240	\$110	\$190	\$930	\$2,086	\$25,034	\$83,448
\$120,000	\$739	\$288	\$120	\$210	\$930	\$2,287	\$27,447	\$91,489
\$140,000	\$862	\$336	\$130	\$230	\$930	\$2,488	\$29,859	\$99,531
\$160,000	\$985	\$384	\$140	\$250	\$930	\$2,689	\$32,272	\$107,572

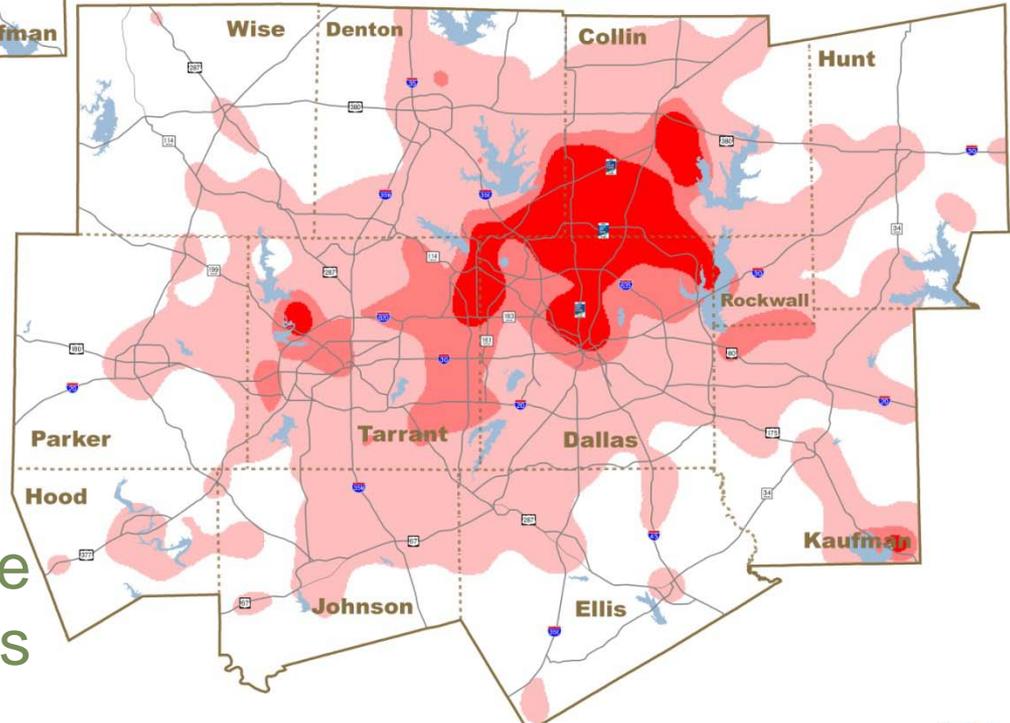
\*Based on estimates from the Center for Neighborhood Technology (CNT) - <http://abogo.cnt.org>  
Average Transportation Cost for DFW Metropolitan Area - \$830 and for Hunt County \$930

# 2012 Congestion Levels

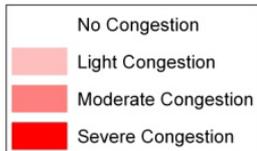


**Cost of Congestion  
\$4.5 Billion Annually**

# 2035 Future Congestion Levels



**Cost of Congestion  
\$10.1 Billion Annually**



# Report: “DFW motorists lose two days a year stuck in traffic.”

- North Texas motorists still waste 48 hours a year stuck in traffic.
- This is a key finding in the 2010 urban mobility report, which was released by the Texas Transportation Institute at Texas A&M University.



Star-Telegram

# How NCTCOG is Addressing the Region's Issues...

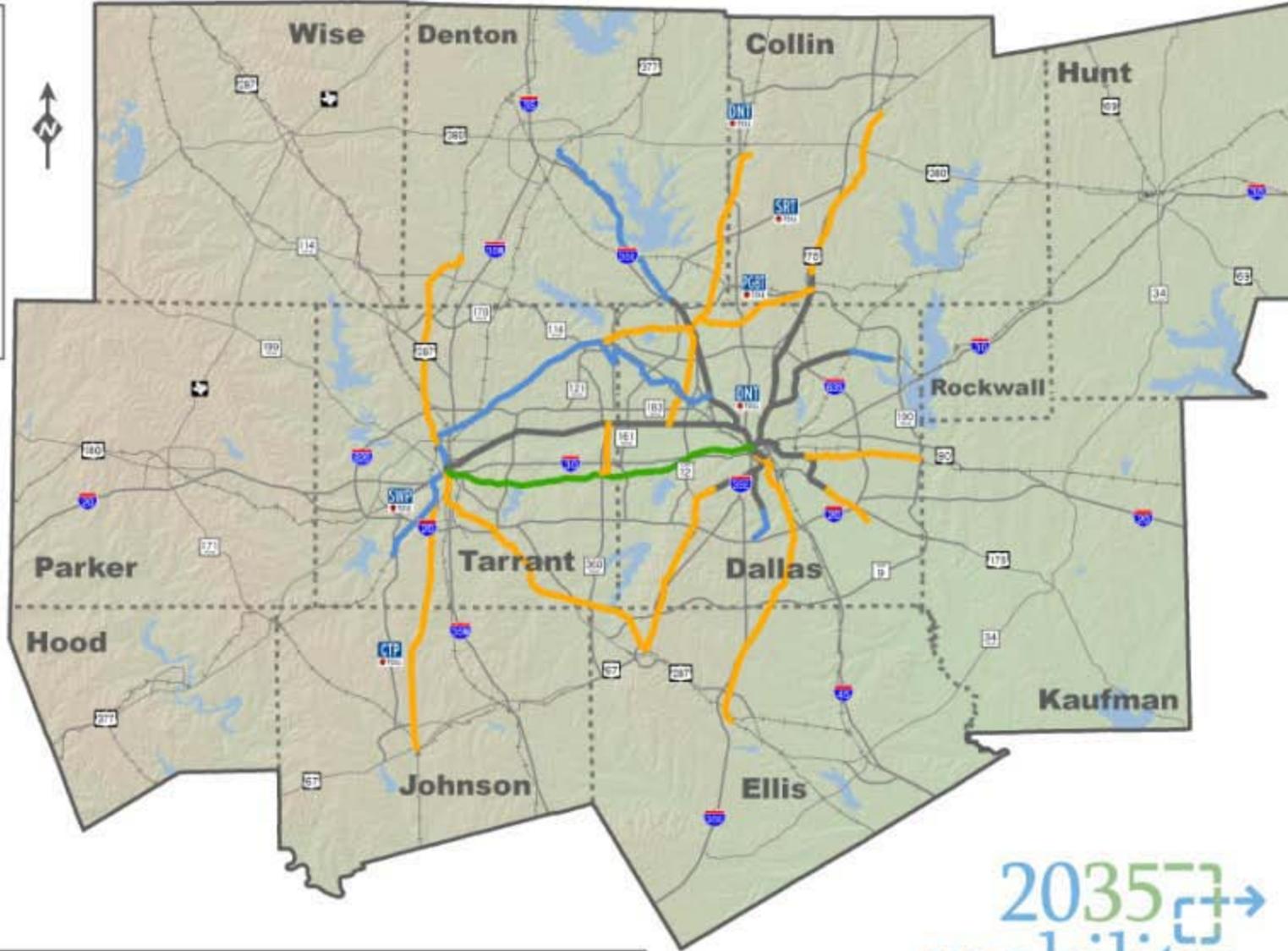
# Funded Recommendations Passenger Rail Improvements

**Legend**

**Funding Sources**

- Public
- Public and Private
- HSR/Regional Rail Integrated Corridor\*
- Completed Projects

—+—+— Rail Lines



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.



# The Regional Transportation Council's Sustainable Development Policy

**Utilize Existing System Capacity**

Single use area type, non-transit, connected to existing infrastructure

Infill rail

Commuter rail/light rail in single use areas

**Improve Rail Mobility**

Infill mixed use with rail access

Infill mixed use

Mixed use with rail

**Promote Mixed Use**

Stand alone mixed use

**Improve Access Management**

Shared drives/parking, spacing of turns/signals

# Regional Initiatives to Promote Great Urban Places

## Sustainable Development Initiatives

- SD Funding Program
- Alternative Futures Scenarios
- Bicycle and Pedestrian Program
- Transit-Oriented Development
- EPA Brownfields Cleanup Funding
- Context Sensitive Design
  - Mixed-Use Developments

## Center of Development Excellence

- CLIDE Awards – Celebrating Leadership in Development Excellence
- Principles of Development Excellence



# Sustainable Development Funding Program Summary of Calls for Projects

	<b>2001</b>	<b>2005-2006</b>	<b>2009-2010</b>
<b><i>Total Funding</i></b>	<b>\$40.8 Million</b>	<b>\$40 Million</b>	<b>\$44.8 Million</b>
<b><i>Funding Source</i></b>	<b>CMAQ &amp; STP-MM</b>	<b>RTC Local</b>	<b>RTR/Federal &amp; Local</b>
<b><i>Infrastructure</i></b>	<b>14 Selected for Funds</b>	<b>24 Selected for Funds</b>	<b>26 Selected</b>
<b><i>Planning</i></b>	<b>2 Regional Projects Selected for Funds</b>	<b>10 Selected for Funds</b>	<b>9 Selected</b>
<b><i>Landbanking</i></b>	<b>Not Eligible</b>	<b>3 Selected for Funds</b>	<b>Not Eligible</b>

# Transit-Oriented Development

## Benefits of Transit-Oriented Development

Reduced Traffic Congestion

Reduced Household Spending on Transportation

Improved Air Quality

Reduced Greenfield Development

Reduced Car Accidents and Injuries

Higher, More Stable Property Values

Better Places to Live, Work, and Play

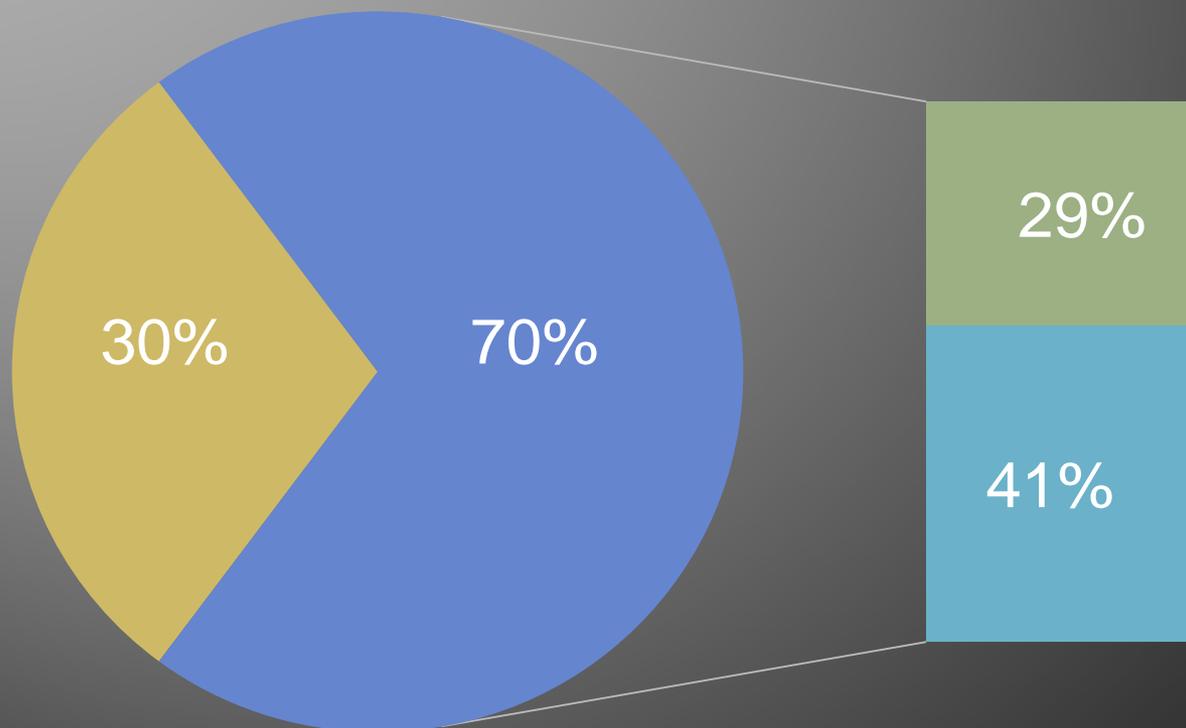
Housing options / address changes in family structures:  
singles, empty-nesters, retirees, etc.



Source: DART, Fair Park Station Opening – Green Line

## 2005-2006 Sustainable Development Call for Projects \$40M\* Available

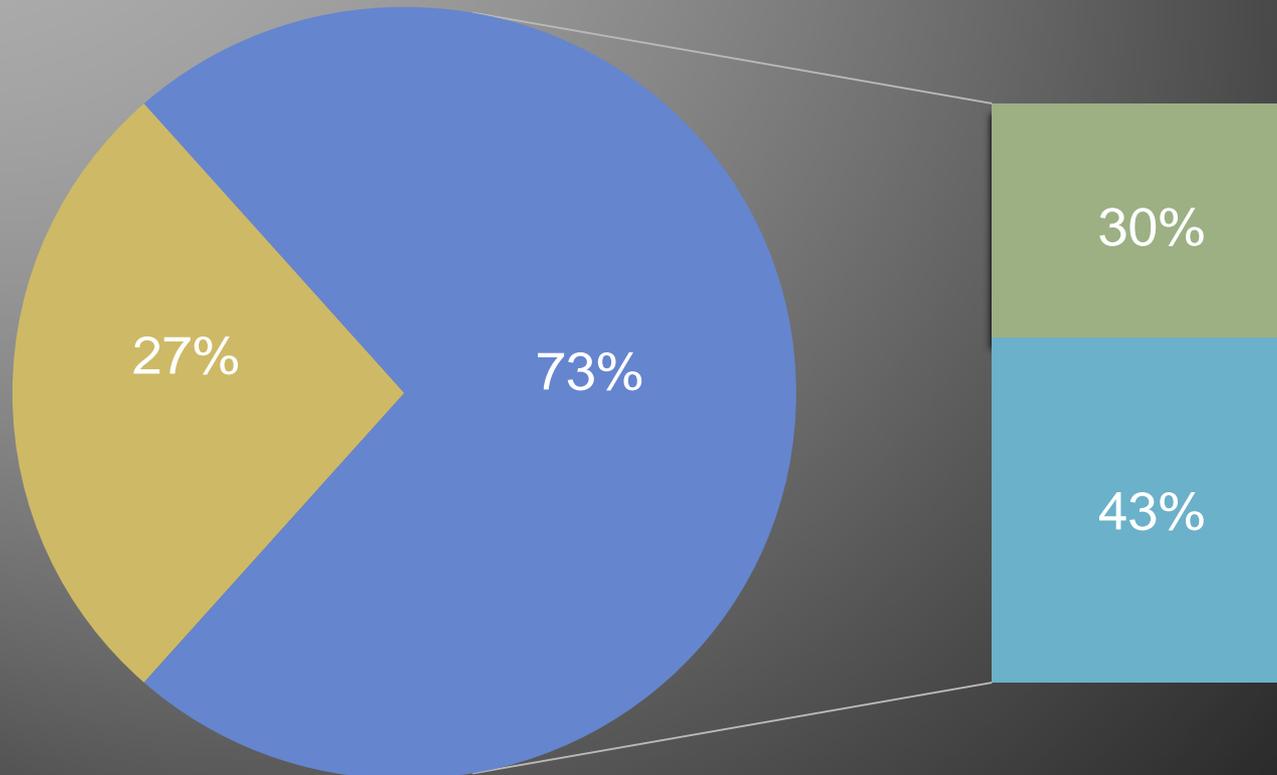
- Funding for All Other SD Projects \$11,857,325
- TOD Projects for Existing Stations \$11,691,775
- TOD Projects for Future Stations \$16,450,900
- TOD Projects Total Funding \$28,142,675



Note: \*Numbers are approximate. Data only represents NCTCOG's 80% Total Project Funding

## 2009-2010 Sustainable Development Call for Projects \$44.8M\* Available

- Funding for All Other SD Projects \$12,062,618
- TOD Projects for Existing Stations \$13,266,253
- TOD Projects for Future Stations \$19,471,129
- TOD Projects Total Funding \$32,737,382



Note: \*Numbers are approximate. Data only represents NCTCOG's 80% Total Project Funding.

# NCTCOG TOD Programs

## TOD Planning Studies

Working with Cities and Consultants

## TOD Implementation Group

Working with Cities and Internal  
NCTCOG staff

Education for the Region's Partners

Brownfields RLF Program

Working Group – Starting in 2012



# Sustainable Development TOD Program

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[www.nctcog.org/trans/sustdev](http://www.nctcog.org/trans/sustdev)

