

# 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM DRAFT LISTINGS

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Surface Transportation Technical Committee

April 27, 2018

# A COOPERATIVE EFFORT

## Local Governments

- Cities
- Counties

## Texas Department of Transportation


- Dallas District
- Fort Worth District
- Paris District

## Transit Agencies

- DART
- Trinity Metro
- DCTA

## Transportation Agencies

- North Texas Tollway Authority
- DFW Airport



North Central Texas Council of Governments

**2019-2022** Transportation Improvement Program for North Central Texas

# 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP): DEVELOPMENT PROCESS

- Review existing projects and gather information on additional locally funded projects.
  - Make needed revisions to existing project schedules, funding, and/or scope.
  - Develop revised project listings.
  - Financially constrain project programming based on estimated future revenues.
  - Conduct Mobility Plan and Air Quality conformity review.
  - Solicit public input.
- Finalize project listings and submit to the Texas Department of Transportation (TxDOT) and Federal Highway Administration (FHWA).

# SCOPE OF PROGRAMMING

- \$6.22 Billion in the 2019-2022 TIP (Roadway and Transit)
  - \$3.34 Billion in Federal Commitments
  - \$0.98 Billion in State Commitments
  - \$0.14 Billion in Regional Commitments
  - \$1.36 Billion in Local Commitments
  - \$0.40 Billion in Transit Commitments
- 1,107 Active Projects (Roadway and Transit)
- 76 Implementing Agencies (Roadway and Transit)



# REQUESTED ACTION

- Recommend RTC approval of:
  - The projects and project changes shown in the 2019-2022 TIP roadway double entry report and transit listings (Electronic Item 3.2)
  - Amending the Unified Planning Work Program (UPWP) and other planning/administrative documents
- Only projects in FY 2019-2022 will be included in the new TIP
  - Projects in FY 2023+ will be included in an appendix to allow project development activities to continue.

# TIMELINE

May – October 2017	Conducted meetings with implementing agencies
August 2017 – February 2018	Data entry and financial constraint
February - March 2018	Presented draft listings to STTC and RTC for Information
<b>April 2018</b>	Conduct public meetings <b>Present final listings to STTC for Action</b>
May 2018	Present final listings to RTC for Action
June 2018	Transmit final document to TxDOT
August 2018	Anticipate approval of the STIP by Texas Transportation Commission
October/November 2018	Anticipate federal approval of the STIP

# 2019-2022 TIP DEVELOPMENT: QUESTIONS/COMMENTS

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**Brian Dell**

Transportation Planner III

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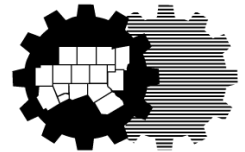
[bdell@nctcog.org](mailto:bdell@nctcog.org)

# MPO PLANNING MEMORANDUM OF UNDERSTANDING

Surface Transportation Technical Committee

April 27, 2018

Ken Kirkpatrick  
Counsel for Transportation



**North Central Texas  
Council of Governments**

# BACKGROUND

Purpose:

- 1) Determine Mutual Responsibilities in Carrying Out Metropolitan Transportation Planning Process
- 2) Outline Responsibilities Related to the Development, Sharing, Selection, and Reporting of Transportation Performance Measures

Parties: MPO, State, Public Transportation Operators

Required by: 23 CFR 450.314

When: May 27, 2018

# MPO PLANNING MOU ELEMENTS

Section 1: Purpose

Section 2: Responsibilities of All Parties

Section 3: Performance Based Planning and  
Programming

- Development of Performance Data
- Selection of Performance Targets
- Reporting of Performance Targets

Section 4: Responsibilities of MPO

Section 5: Responsibilities of Public Transportation  
Operators

# REQUESTED ACTION

Recommend Regional Transportation Council  
Approval of the MPO Planning MOU in  
Substantial Form as Electronic Item 4.2.

# TIRE RECYCLING PROGRAM

**Surface Transportation Technical Committee**

**April 27, 2018**

**Michael Morris and Jenny Narvaez  
NCTCOG**



North Central Texas  
Council of Governments



# TIRE RECYCLING PROGRAM

## The Problem

Improperly discarded tires lead to a number of harmful effects on:

The environment

Human health

Safety



# TIRE RECYCLING PROGRAM

## The Solution

Scrap tire recycling and collection programs would:

Improve the environment

Increase safety

Create jobs



# TIRE RECYCLING PROGRAM

## Implementation of Program

### **Mobility 2045 – Language inclusion into the Environmental Considerations Chapter**

*“Transportation-related businesses also can support healthy communities and the environment. For example, byproducts of transportation that may otherwise be dumped in the natural environment or stored at landfills can be recycled into new transportation sources, such as crumb rubber asphalt or railroad ties. This process promotes healthy communities by eliminating a potential breeding ground for mosquitoes when rainwater collects in abandoned transportation byproducts, such as tires.”*

**Continue discussions with Regional Transportation Council and local governments to implement regional program**

**Include in forthcoming Metropolitan Transportation Plan Policy Bundle**

# TIRE RECYCLING PROGRAM

## Requested Action

**Recommend Surface Transportation Technical Committee Approval of:**

**Adding Tire Recycling Program language to Mobility 2045 for incorporation into the Metropolitan Transportation Plan Policy Bundle**

**Allow staff to engage the Committee, Regional Transportation Council and local governments to advance conversations for policy implementation**

# TIRE RECYCLING PROGRAM

## Contact

**Jenny Narvaez**  
**Principal Air Quality Planner**  
**(817) 608-2342**  
**[jnarvaez@nctcog.org](mailto:jnarvaez@nctcog.org)**

# **Mobility 2045 Update and Associated Transportation Conformity Analysis**

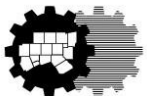
**Surface Transportation Technical Committee**

**April 27, 2018**






# Mobility 2045 Update

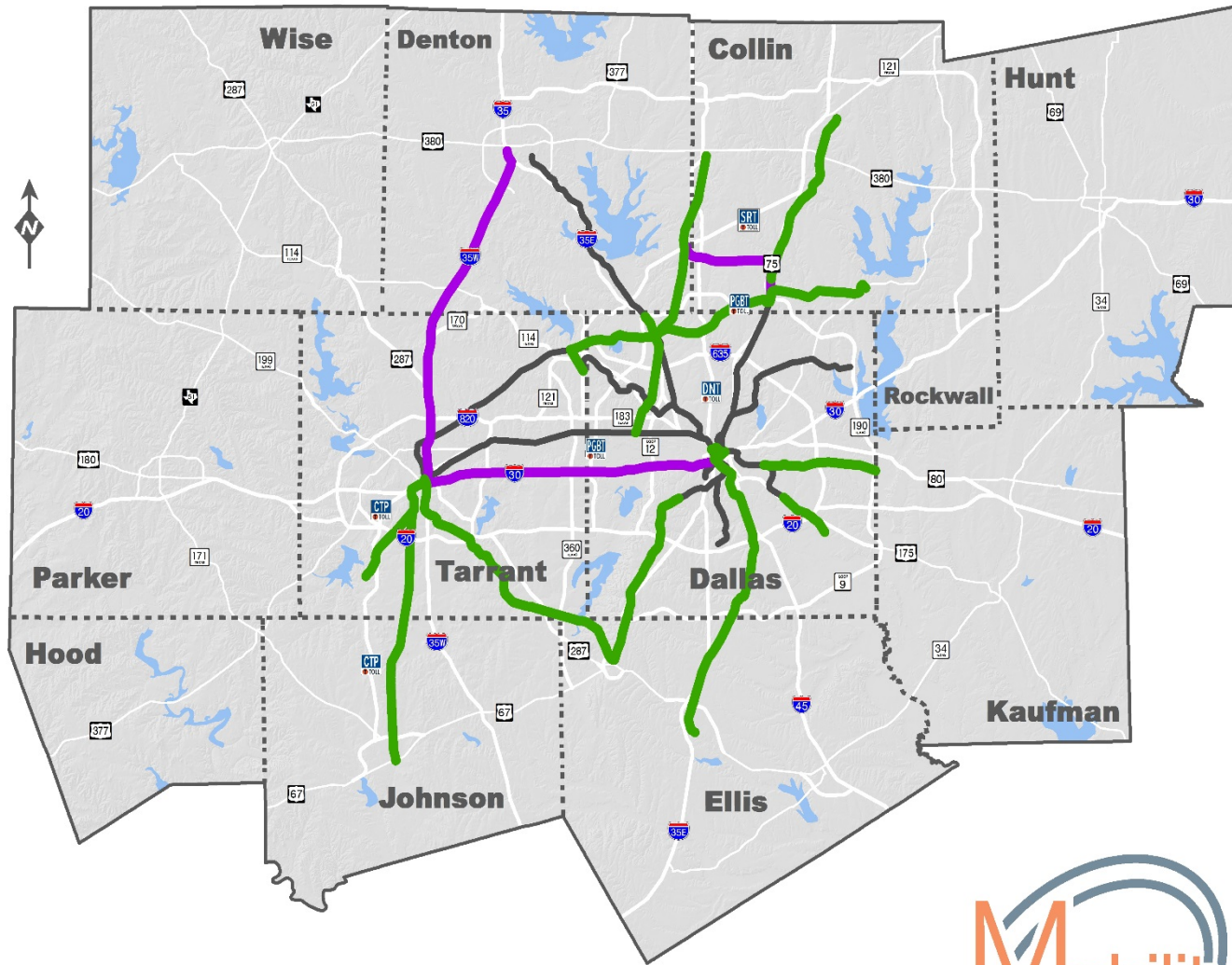
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# Transit Corridor Recommendations

-  Recommended Rail
-  Existing Rail
-  Recommended High-Intensity Bus

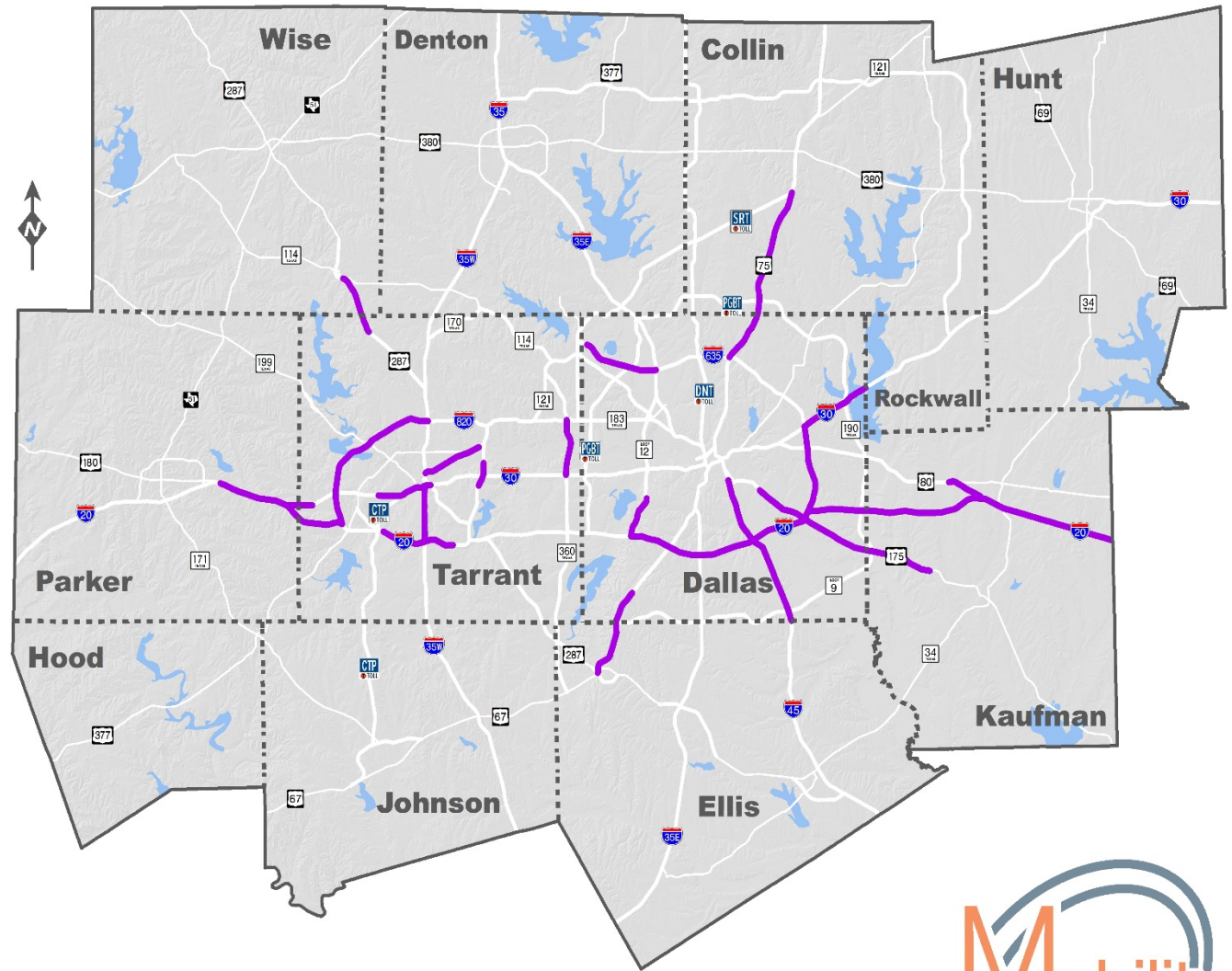


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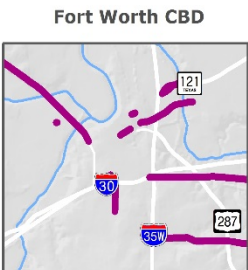
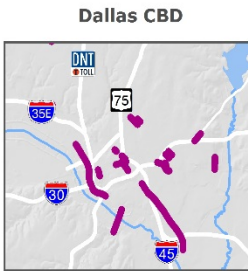
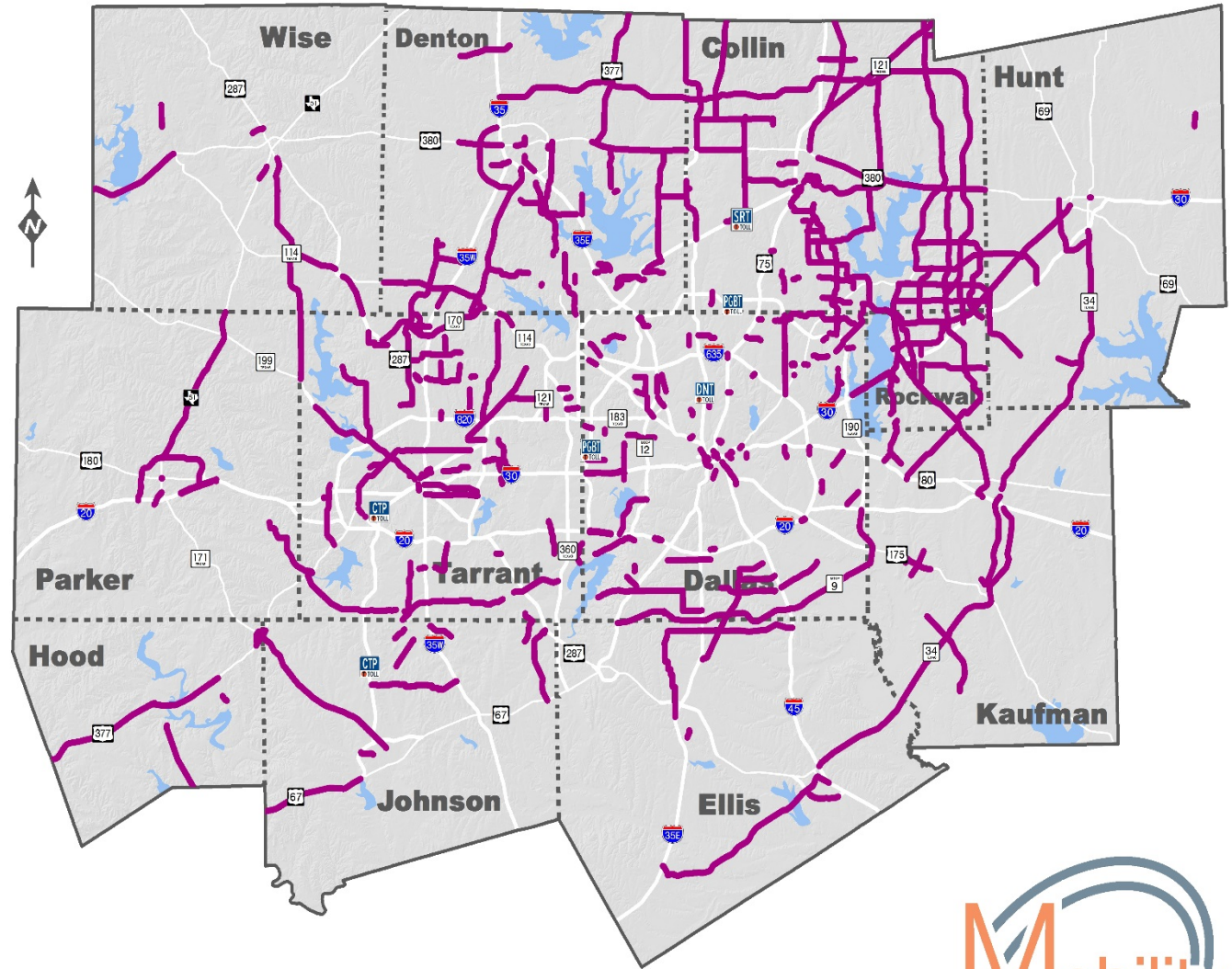
# Asset Optimization Recommendations



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# Arterial Capacity Improvements



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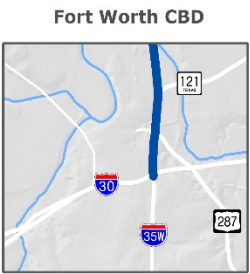
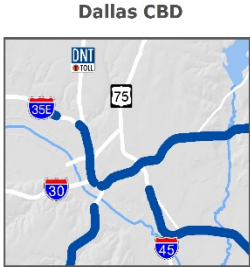
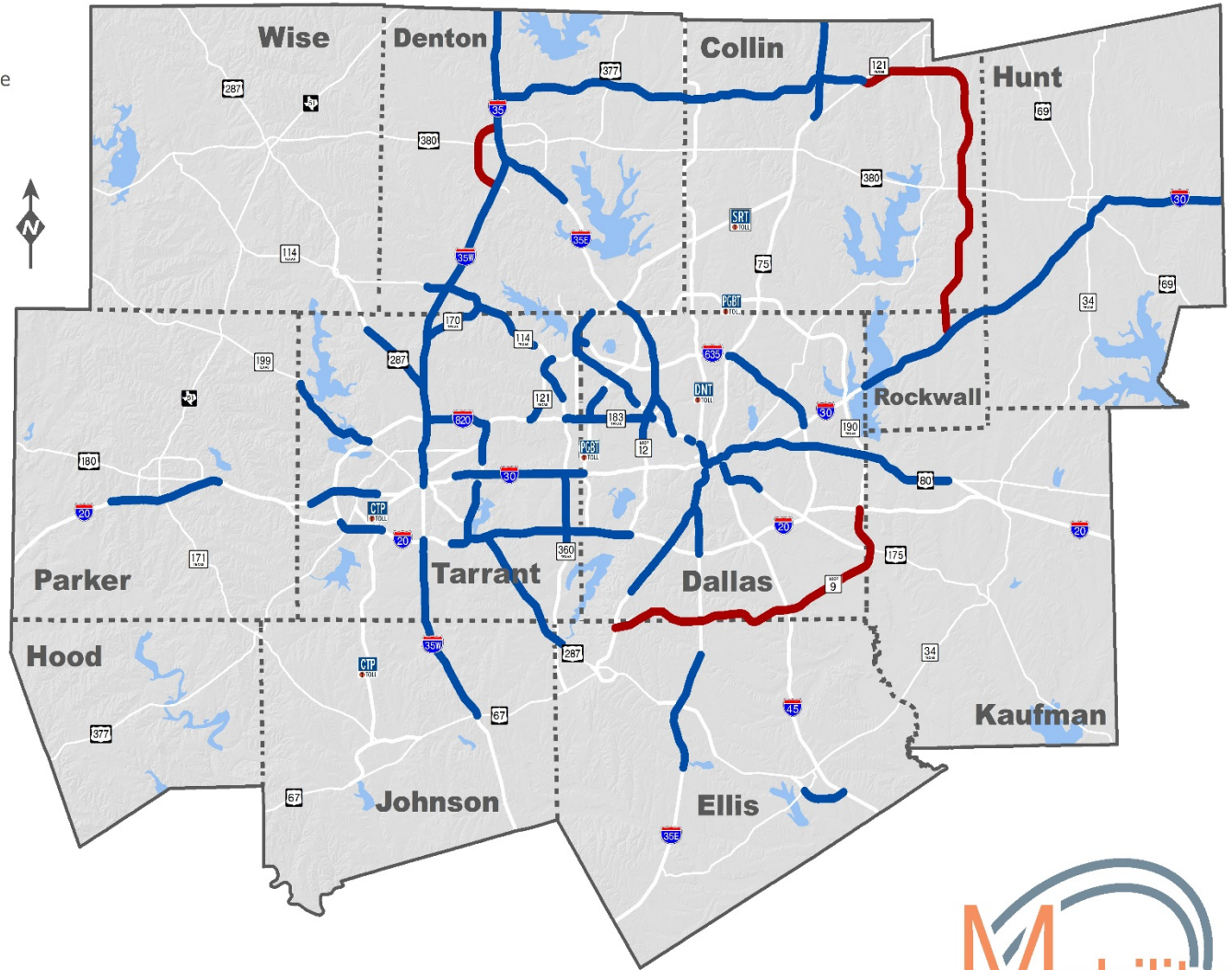
Lines on this map depict arterials with funds for improvement. Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.





# Freeway Recommendations

-  New or Additional Freeway Capacity
-  Staged Facility (Frontage Roads)



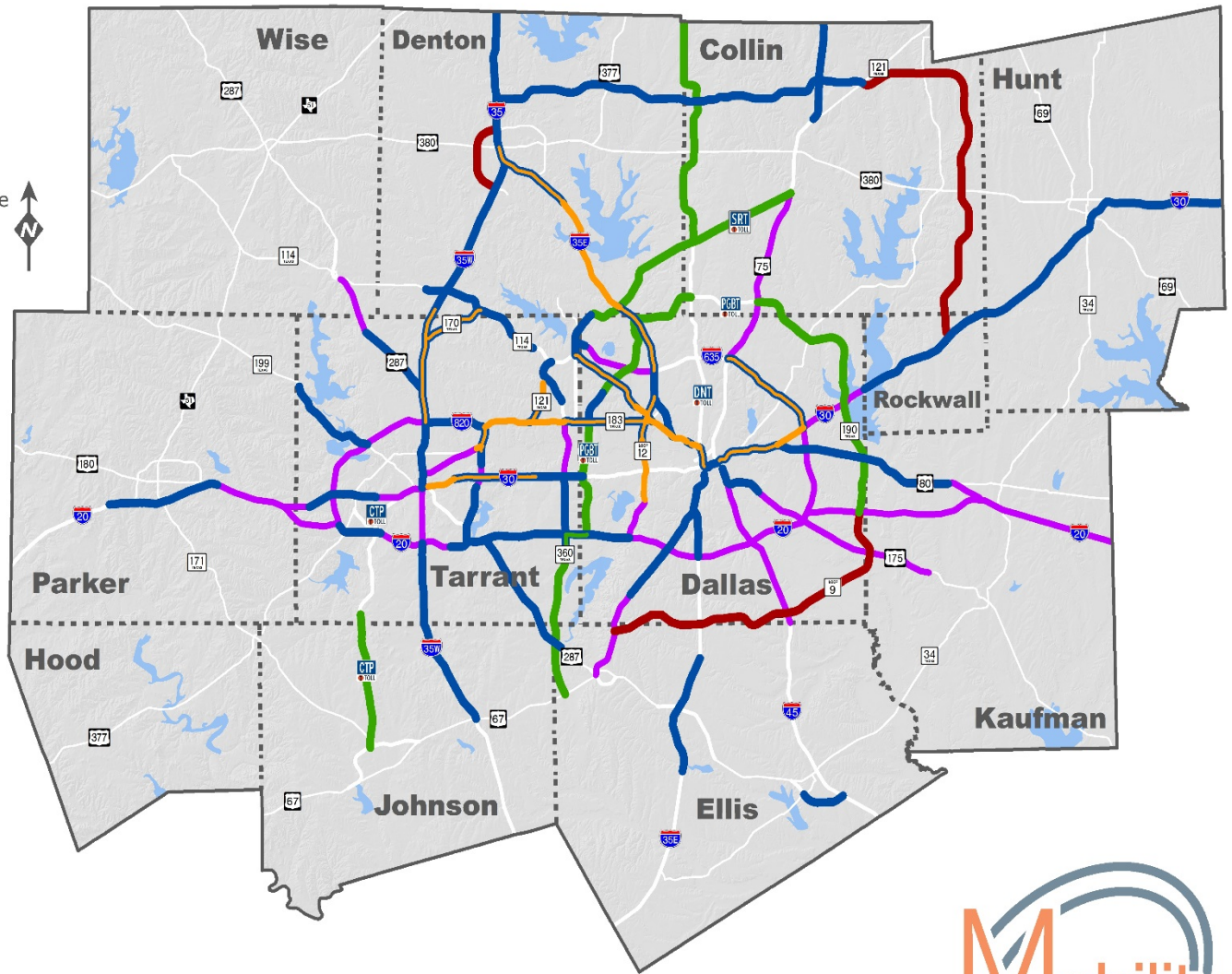
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# Major Roadway Recommendations

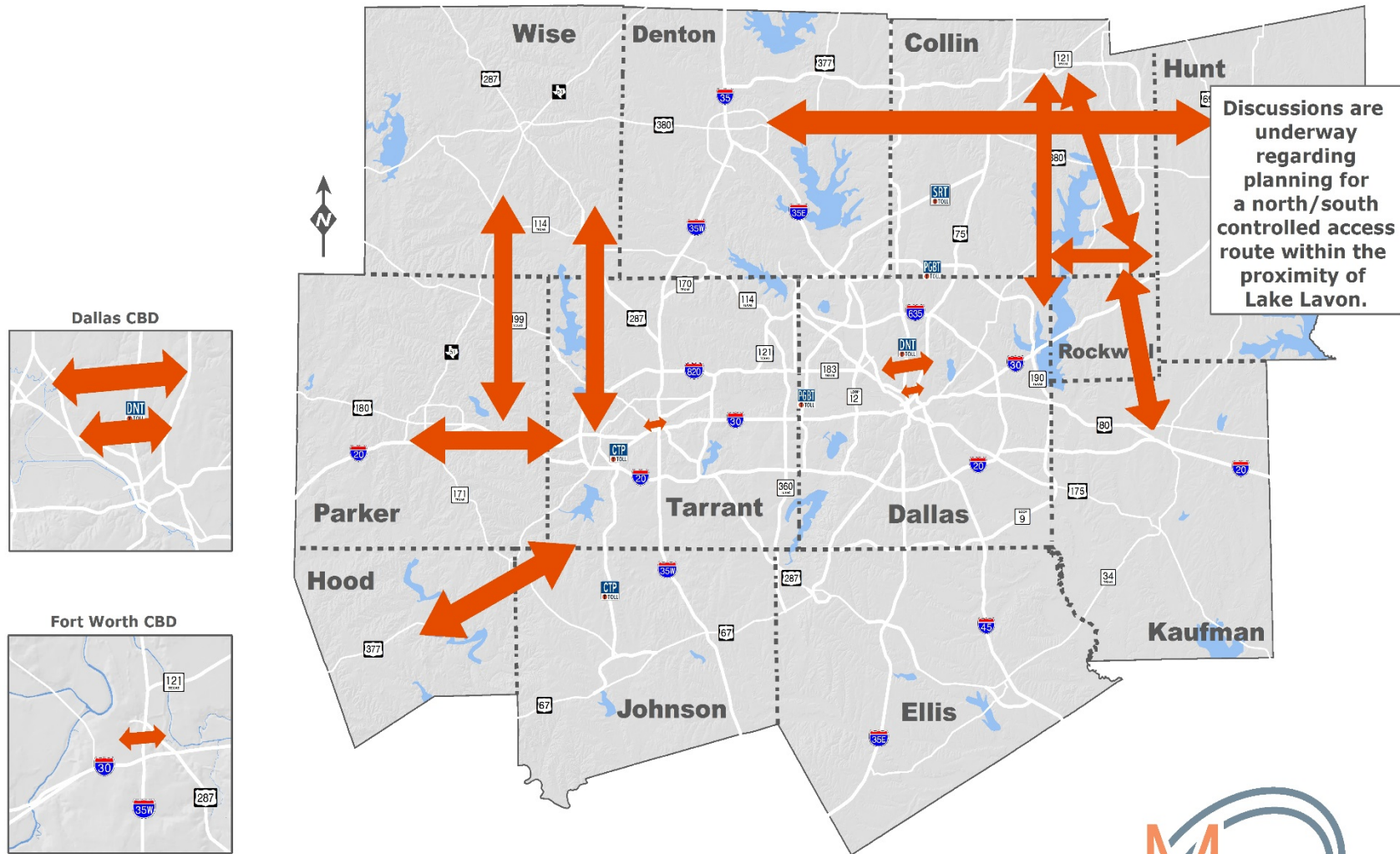
-  New or Additional Freeway Capacity
-  New or Additional Managed Lane Capacity
-  New or Additional Toll Road Capacity
-  Staged Facility (Frontage Roads)
-  Asset Optimization



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# Roadway Corridors for Future Evaluation



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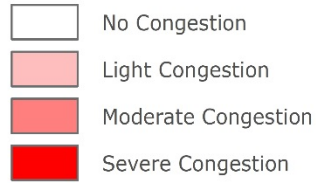


Roadway corridors for future evaluation indicate an identified transportation need and do not represent recommendations or specific alignments. Recommendations may be developed for future MTPs through feasibility analyses, thoroughfare plans, and environmental studies.

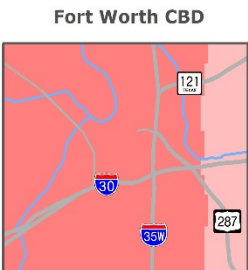
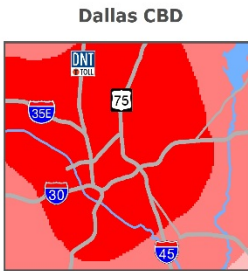
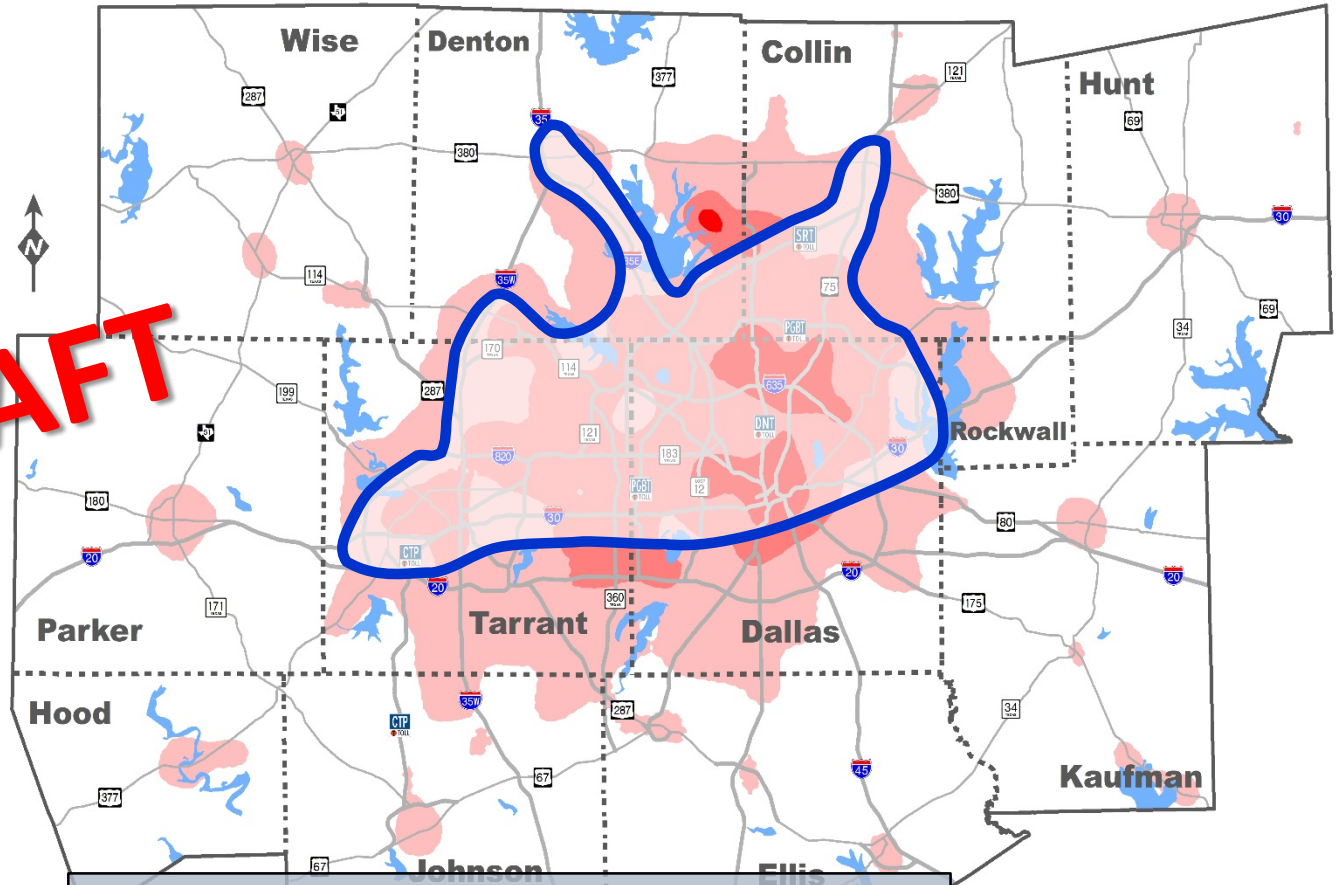


# Toll Managed Lane System Policy Boundary

## Congestion Index



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**Within Boundary – Year 2018**  
**13% Land Area**  
**79% Vehicle Hours of Congestion Delay**

Cost of Congestion/Delay: \$11.9 billion

Congestion Index is based on a percent increase in travel time.



# Major Roadway Recommendations

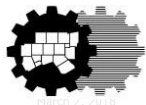
**Draft Mobility 2045 Document**  
**Project Recommendation Maps**  
**Project Recommendation Tables**

**[www.nctcog.org/mobility2045](http://www.nctcog.org/mobility2045)**

**Submit Mobility 2045 Comments by Email**

**[mobilityplan@nctcog.org](mailto:mobilityplan@nctcog.org)**

**DRAFT**





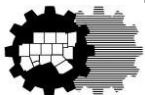
# Mobility 2045 Prioritization and Expenditures

# DRAFT

<b>Maximize Existing System</b>	<b>Infrastructure Maintenance</b> Maintain & Operate Existing Facilities Bridge Replacements	<b>\$ 37.5</b>
	<b>Management and Operations</b> Improve Efficiency & Remove Trips from System Traffic Signals and Bicycle & Pedestrian Improvements	<b>\$ 9.5</b>
	<b>Growth, Development, and Land Use Strategies</b> More Efficient Land Use & Transportation Balance	<b>\$ 3.2</b>
<b>Strategic Infrastructure Investment</b>	<b>Rail and Bus</b> Induce Switch to Transit	<b>\$ 33.3</b>
	<b>HOV/Managed Lanes</b> Increase Auto Occupancy	<b>\$ 52.0</b>
	<b>Freeways/Tollways and Arterials</b> Additional Roadway Capacity	

\*Actual dollars, in billions. Values may not sum due to independent rounding.

**Total Expenditures\*** **\$ 135.4**



# Public Comment Topics

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## October 2017

Eminent Domain

No Lake Corridor Project in Collin County

## January 2018

Funding

Hyperloop and Bullet Train

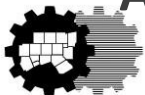
Backup Plan for Toll Road Funding

Arterial Needs Assessment

Draft Plan Available When?

Use Union Pacific Railroad (UPRR) from Fort Worth to Dallas  
for Commuter Rail

Alternate Roads, Do Not Expand Other Modes



# Public Comment Topics

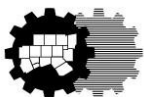
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## February 2018

Policy Foundation for Mobility 2045

Transportation Assistance for South Dallas County

Transit Funding



# Public Comment Topics

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## April 2018

**Finish LBJ East ASAP with Managed Toll Lanes**

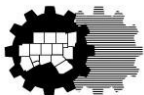
**Complete Green Line Extension Sooner**

**Additional Bike/Ped Trails in SE Dallas County**

**Build More Lanes During Initial Construction**

**Length of Time to Build Projects**

**How Do We Account for Ride Sharing in the Plan?**



# Next Steps

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## Official Public Comment Period

Ends June 7

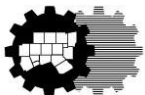
## Revise Recommendations

## RTC Update in May

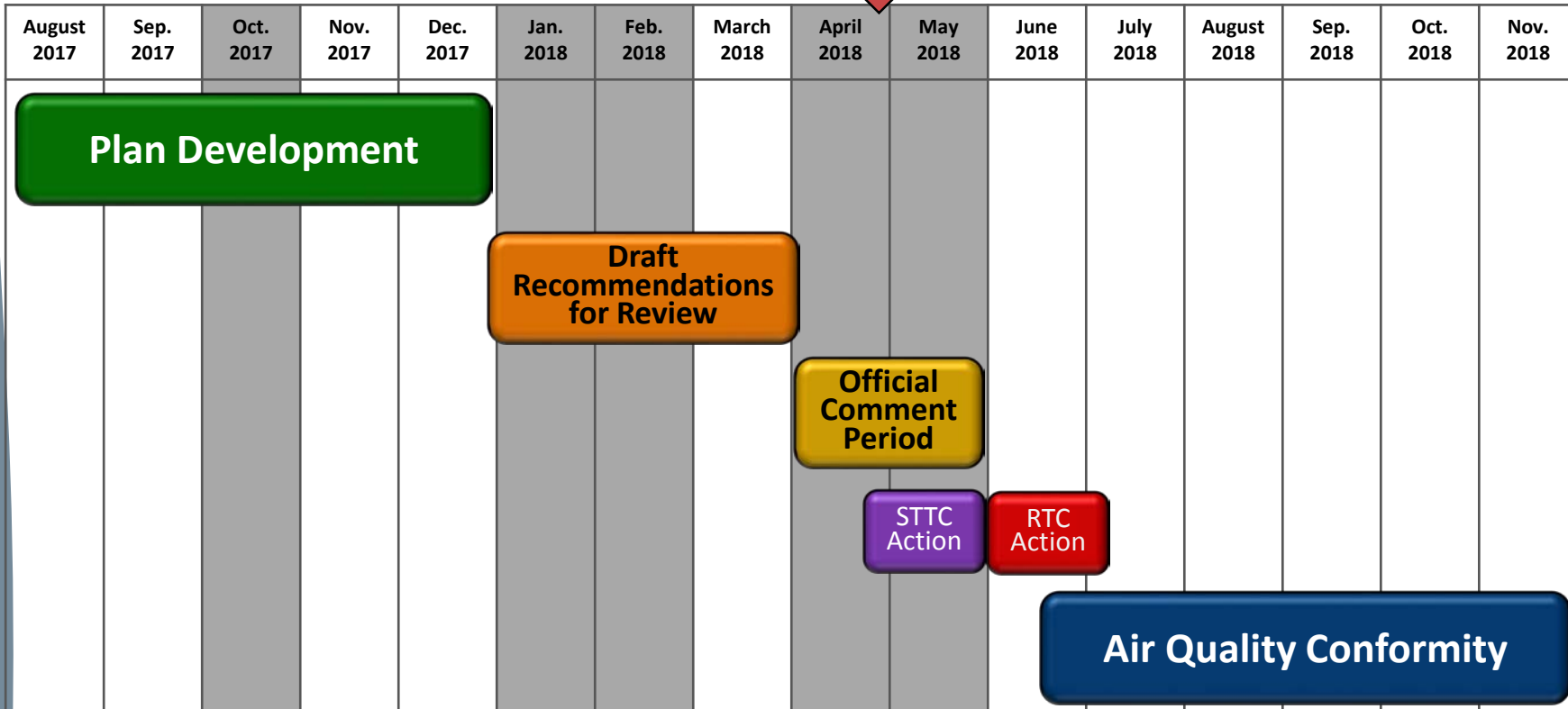
## Review and Action

STTC – May 25

RTC – June 14

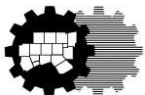


# Mobility 2045 Schedule



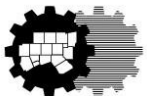
**Notes:**

- Public meetings held during highlighted months.
- Regional Transportation Council action on Mobility 2045 scheduled for June 14, 2018.



# Transportation Conformity Analysis

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# 2018 Transportation Conformity

**Purpose:** Federal requirement for nonattainment areas to conduct air quality analysis on projects, programs, and policies identified in transportation plans, transportation improvement programs, federally funded projects, or projects required for federal approval.

**Analysis Area:** 10-County Ozone Nonattainment Area

**Analysis Years:** 2018, 2020, 2028, 2037, and 2045

**Latest Planning Assumptions:** MOVES2014a Emissions Model  
2014 Vehicle Registration  
2016 Traffic Count Data  
2012 Meteorological Data

**Motor Vehicle Emissions Budgets (MVEBs)\***

**Nitrogen Oxides (NO<sub>x</sub>) = 130.77 tons/day**

**Volatile Organic Compounds (VOC) = 64.91 tons/day**

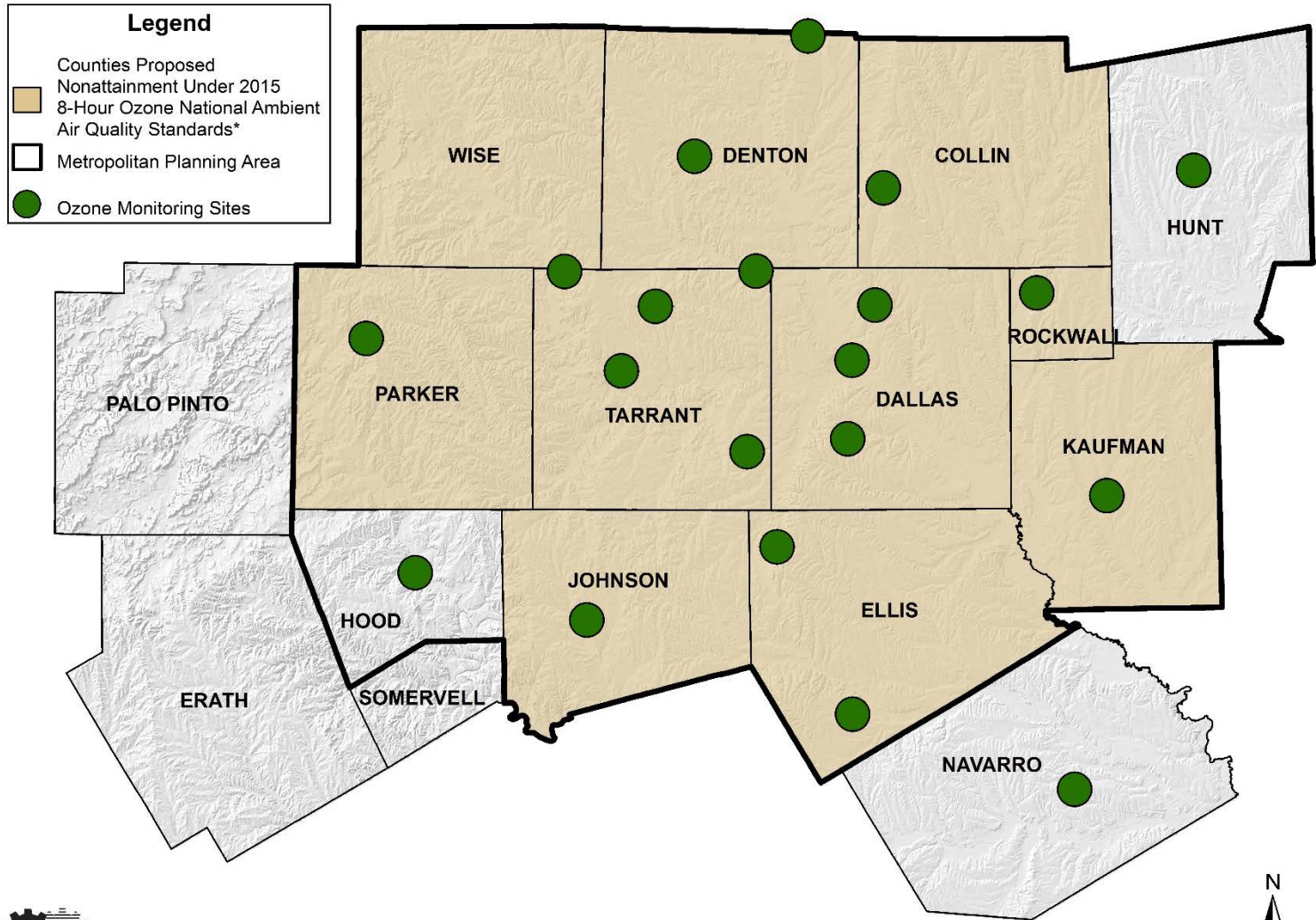
*\*Adequacy Status of the Dallas-Fort Worth, Texas Attainment Demonstration 8-Hour Ozone Motor Vehicle Emission Budgets for Transportation Conformity Purposes, [81 FR 78591](#).*

Conformity determination anticipated by November 2018.





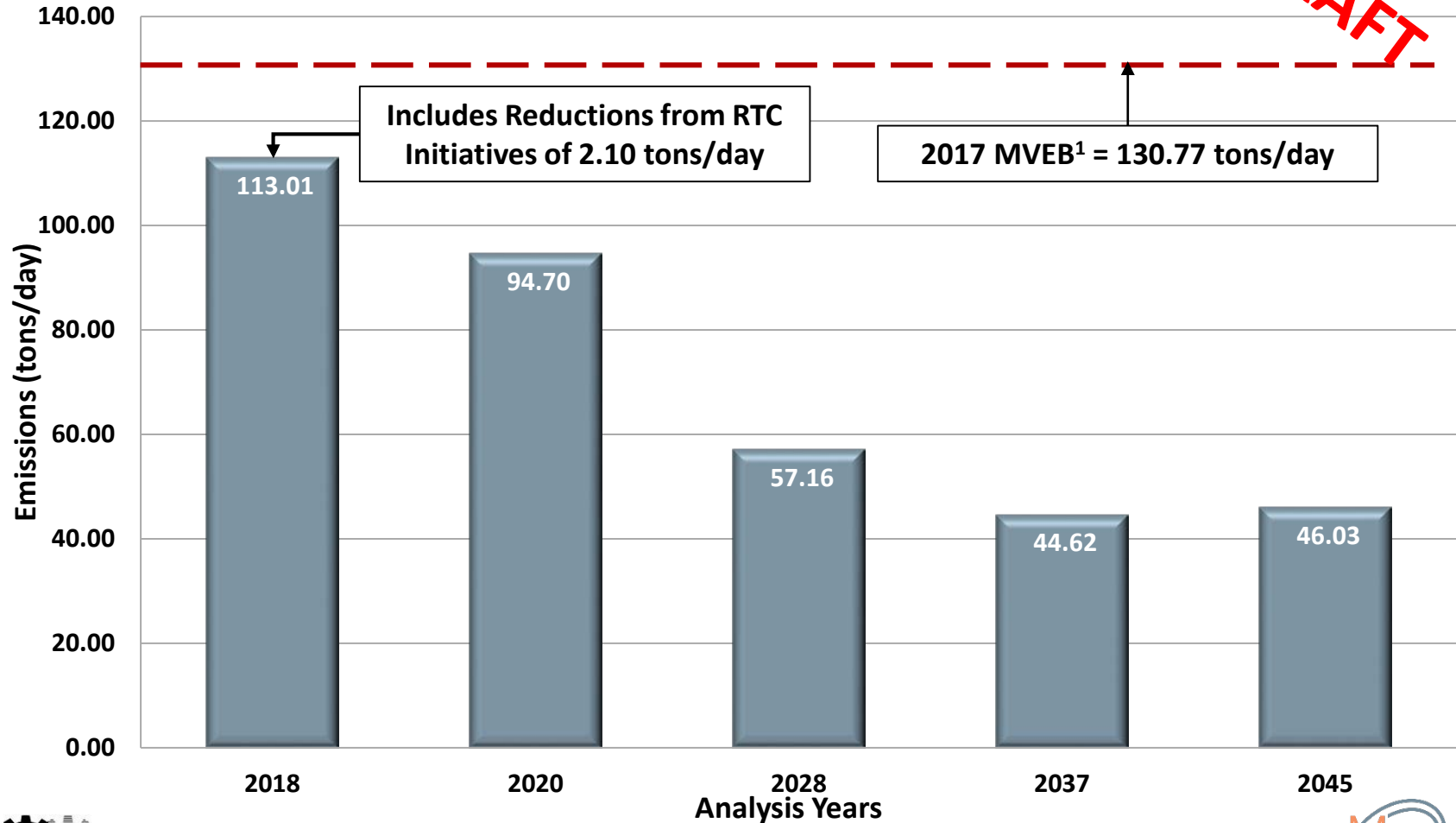
# 10-County Ozone Nonattainment Area



# 2018 Transportation Conformity Results

## Nitrogen Oxides (NO<sub>x</sub>) Emissions

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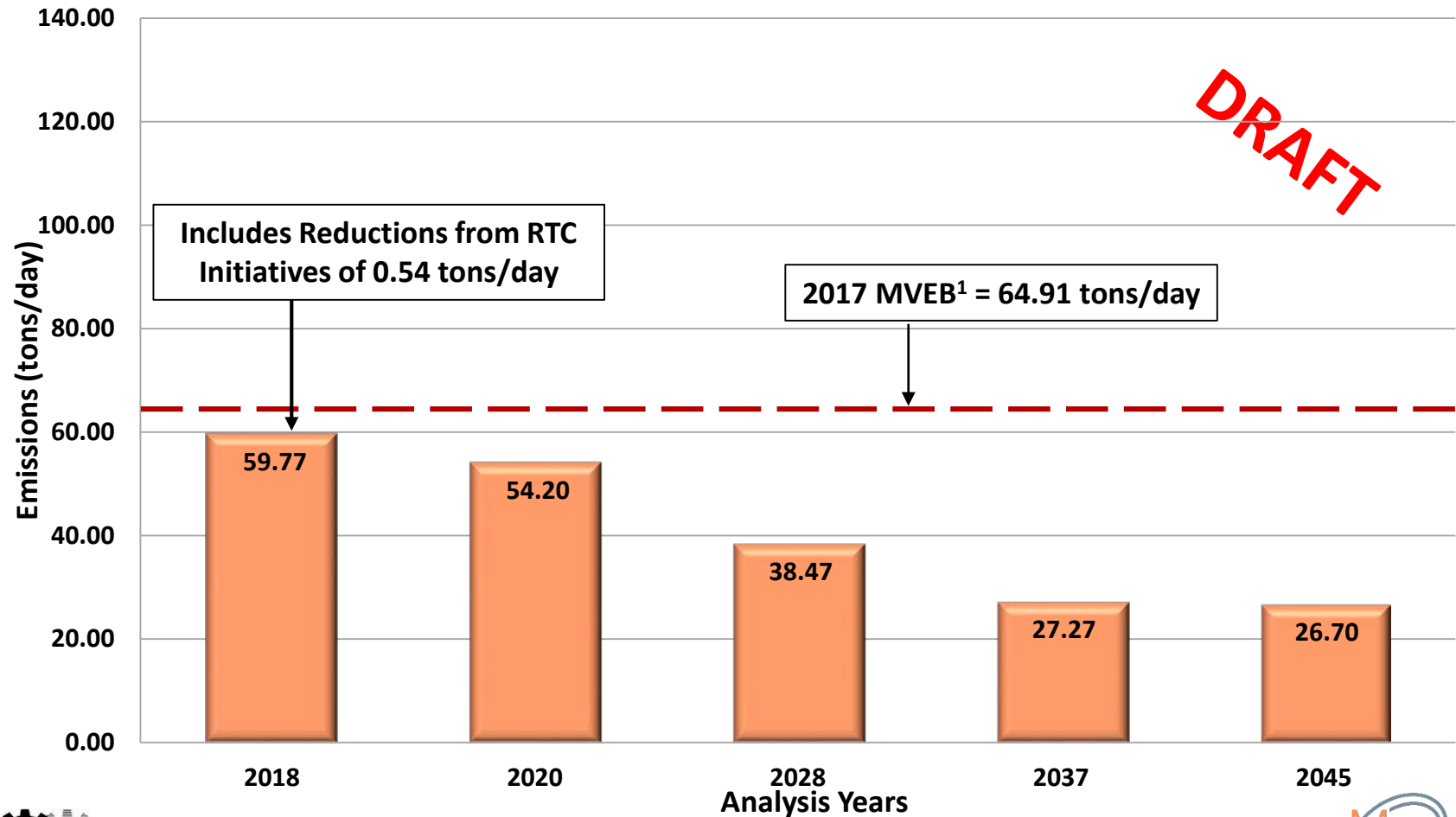


<sup>1</sup> Source: *Adequacy Status of the Dallas-Fort Worth, Texas Attainment Demonstration 8-Hour Ozone Motor Vehicle Emission Budgets for Transportation Conformity Purposes*, [81 FR 78591](#)



# 2018 Transportation Conformity Results

## Volatile Organic Compounds (VOCs) Emissions



<sup>1</sup> Source: Adequacy Status of the Dallas-Fort Worth, Texas Attainment Demonstration 8-Hour Ozone Motor Vehicle Emission Budgets for Transportation Conformity Purposes, [81 FR 78591](#)



# Questions?

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**Mobility 2045**

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**Mobility 2045**

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**Transit**

**Sarah Chadderdon**

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**Air Quality**

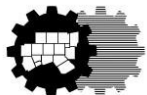
**Jenny Narvaez**

Principal Planner

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(817) 608-2342

[www.nctcog.org/mobility2045](http://www.nctcog.org/mobility2045)





# Clean Air Action Day (June 22, 2018)

Surface Transportation Technical Committee

Whitney Vandiver, Communications Supervisor  
April 27, 2018

# What is Air North Texas?

- A public awareness campaign that encourages residents of North Texas to make clean air choices
- Composed of a coalition of regional organizations committed to improving the air in North Texas
- Aims to generate a consistent region-wide brand that promotes behavioral and lifestyle changes that impacts our health and the environment

# Clean Air Actions

Do at least one thing to help improve air quality on Friday, June 22, 2018.

Example actions are:

- Carpool
- Take lunch to work
- Use mass transit
- Bike or walk
- Combine errands
- Telecommute
- Avoid idling
- Maintain vehicle



More at [www.airnorthtexas.org/cleanairactionday](http://www.airnorthtexas.org/cleanairactionday)

# How STTC Members Can Participate on June 22

Carpool to the June STTC Meeting

Join the June STTC Meeting remotely instead of attending in person

Become an Air North Texas partner and bring a signed partner agreement to the June 22 STTC meeting or submit to [airnorthtexas@nctcog.org](mailto:airnorthtexas@nctcog.org)

Implement a Clean Air Action Day Challenge at your organization



# Challenge Overview

Coordinate with your organization's Air North Texas representative

Implement challenge within your organization

Have Air North Texas rep send an overview of your challenge to Air North Texas staff by June 29, 2018

Transportation Development Credits for top participating Air North Texas partner organizations

# Air North Texas Partners



Brookhaven College  
DALLAS COUNTY COMMUNITY COLLEGE DISTRICT



American Lung Association – DFW Region  
 Brookhaven College  
 City of Anna  
 City of Arlington  
 City of Bedford  
 City of Cedar Hill  
 City of Dallas  
 City of Denton  
 City of Fort Worth  
 City of Grand Prairie  
 City of Grapevine  
 City of Kennedale  
 City of Mesquite  
 City of North Richland Hills  
 City of Plano  
 City of Richardson  
 Cedar Valley College  
 DART  
 DCTA  
 DFW Airport  
 Health and Wellness Alliance for Children  
 Hood County  
 Insta-brite Technologies  
 NCTCOG  
 The North Texas Commission  
 Dallas County  
 Parker County  
 Tarrant County  
 Trinity Metro  
 TxDOT – Dallas  
 TxDOT – Fort Worth  
 U.S. Green Building Council – North Texas Chapter  
 University of North Texas Health Science Center  
 University of Texas at Arlington  
 UT Southwestern

# Contacts

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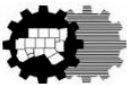


[www.airnorthtexas.org](http://www.airnorthtexas.org)

# 2017-2018 CMAQ/STBG\* FUNDING: STRATEGIC PARTNERSHIPS (ROUND 2)

Surface Transportation Technical Committee  
April 27, 2018

\* Congestion Mitigation and Air Quality Improvement Program/  
Surface Transportation Block Grant



North Central Texas  
Council of Governments  
Transportation Department

# CMAQ/STBG FUNDING PROGRAMS

## STATUS

## PROGRAM

- Federal/Local Funding Exchanges
- Automated Vehicle Program (May bring back a Round 2 effort)
- Strategic Partnerships**
  - Round 1    Round 2    Round 3/Intersection Improvements
- Planning and Other Studies
- 10-Year Plan/Proposition 1 Adjustments**
- Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects
- Transit Program
- Assessment Policy Programs/Projects
- Local Bond Program Partnerships
- Safety, Innovative Construction, and Emergency Projects
- Management and Operations (M&O), NCTCOG-Implemented, and Regional/Air Quality Programs

= Project Selection Completed

= Program Partially Completed

= Pending STTC/RTC Approval

# STRATEGIC PARTNERSHIPS (ROUND 2)

- Purpose
  - Coordinate and develop partnerships with local agencies and the Texas Department of Transportation (TxDOT) to help fund high-priority projects, leverage non-RTC funds, and advance project development
- Selection criteria to be considered:
  - Local partners are contributing more than the standard 20% match (overmatching the federal funds or paying for design, right-of-way, etc.)
  - Project has multiple non-RTC stakeholders/contributors
  - Project is of strategic importance within/to the region



# PROPOSED FUNDING BY AGENCY (\$ IN MILLIONS)

**DRAFT**

PROJECT	PARTNERS	PROPOSED RTC FUNDING	PROPOSED NON-RTC FUNDING
East Bear Creek Rd. from IH 35E to Hampton Rd. – Widen from 2 to 4 lanes, add/widen sidewalks, intersection improvements	TxDOT Dallas, City of Glenn Heights, Dallas County	\$15.40	\$10.10
Merritt/Sachse Rd. from South of Creek Crossing Lane to Pleasant Valley Rd. – Reconstruct & widen 2 to 4 lane divided urban; Intersection, signal, & shared use path improvements along Merritt Rd.	City of Sachse, Collin County, Dallas County	\$10.00	\$5.0-\$10.0
SH 66 at Dalrock – Intersection improvements	City of Rowlett	\$2.15	\$2.77
IH 635/LBJ at Belt Line – Intersection improvements	City of Coppell, City of Dallas, City of Irving, TxDOT Dallas	\$3.20	\$1.80
	<b>Subtotal</b>	<b>\$30.75</b>	<b>\$19.67-24.67</b>

# PROPOSED FUNDING BY AGENCY (\$ IN MILLIONS)

**DRAFT**

PROJECT	PARTNERS	PROPOSED RTC FUNDING	PROPOSED NON-RTC FUNDING
Meandering Road from SH 183 to Gillham Rd. – Realign intersection, add traffic signal, & construct roundabout at LTJG Barnett; Reconstruct Meandering Rd. from 4 to 3 lanes & add sidewalks & bicycle lanes	City of Fort Worth	\$15.00	Transportation Development Credits (TDC)
Veterans Administration (VA) Hospital Ramp Relocations – IH 20 from Fort Worth and Western Railroad to Campus Dr.	TxDOT Fort Worth	\$1.12	\$0.28
	<b>Subtotal</b>	<b>\$16.12</b>	<b>\$0.28</b>
	<b>TOTAL</b>	<b>\$46.87</b>	<b>\$19.95-\$24.95</b>

# TIMELINE

<b>MEETING/TASK</b>	<b>DATE</b>
<b>STTC Information</b>	<b>April 27, 2018</b>
RTC Information	May 10, 2018
Public Meetings	May 2018
STTC Action	May 25, 2018
RTC Action	June 14, 2018

# QUESTIONS?

**Adam Beckom, AICP**

Principal Transportation Planner

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**Christie J. Gotti**

Senior Program Manager

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**Brian Dell**

Transportation Planner III

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# 2017 North Texas Regional Bicycle Opinion Survey

NCTCOG  
Sustainable Development Program

Kevin Kokes, AICP



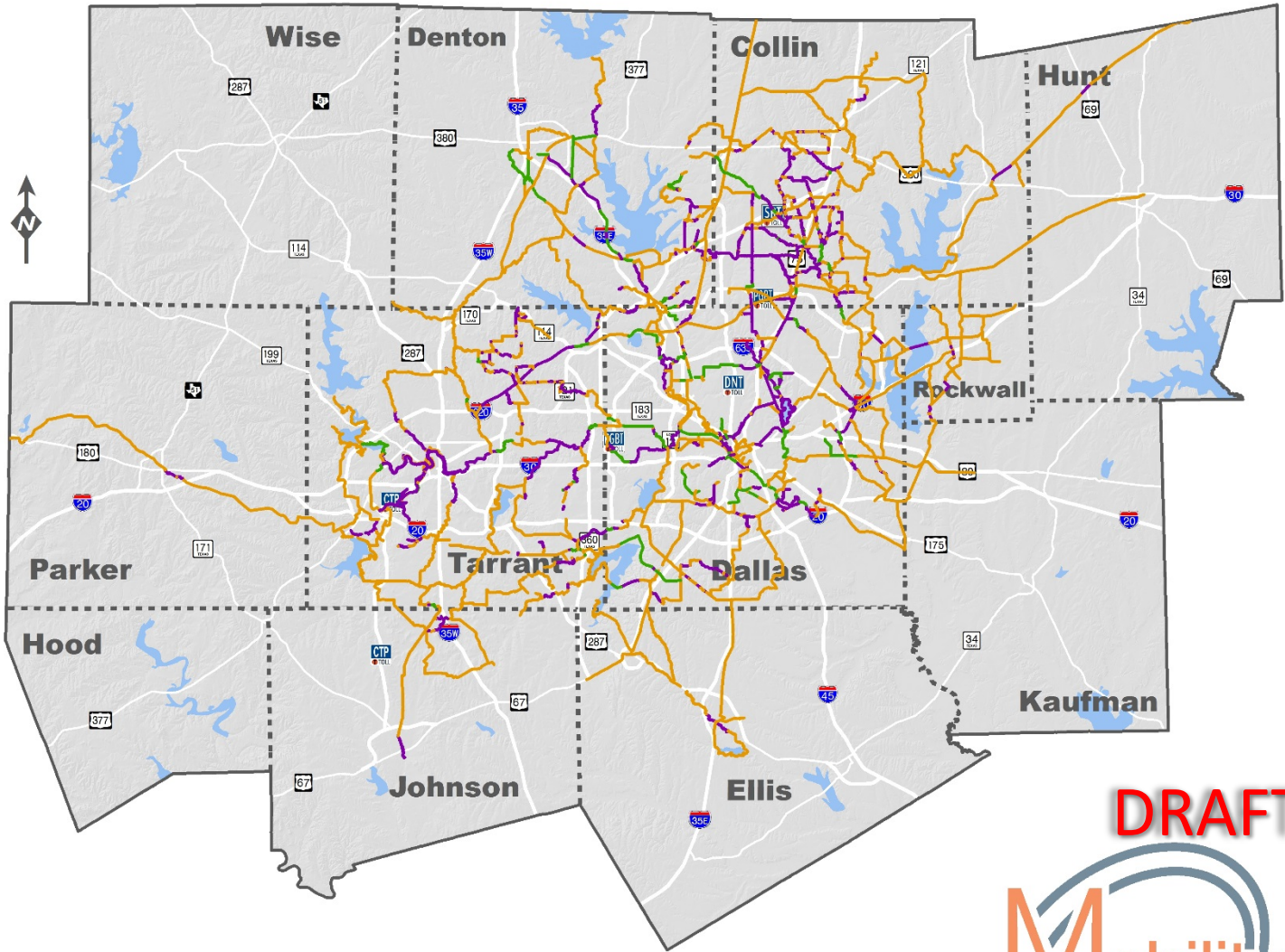
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Surface Transportation Technical Committee

April 27, 2018

# Regional Veloweb

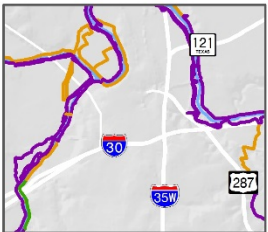
- Existing 455 Miles
- Funded 142 Miles
- Planned 1,284 Miles
- Total 1,881 Miles



Dallas CBD



Fort Worth CBD



**DRAFT**

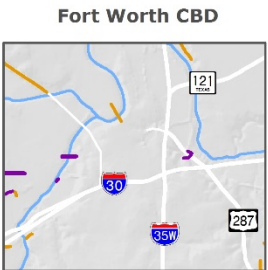
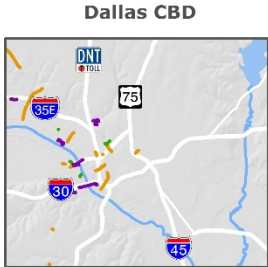
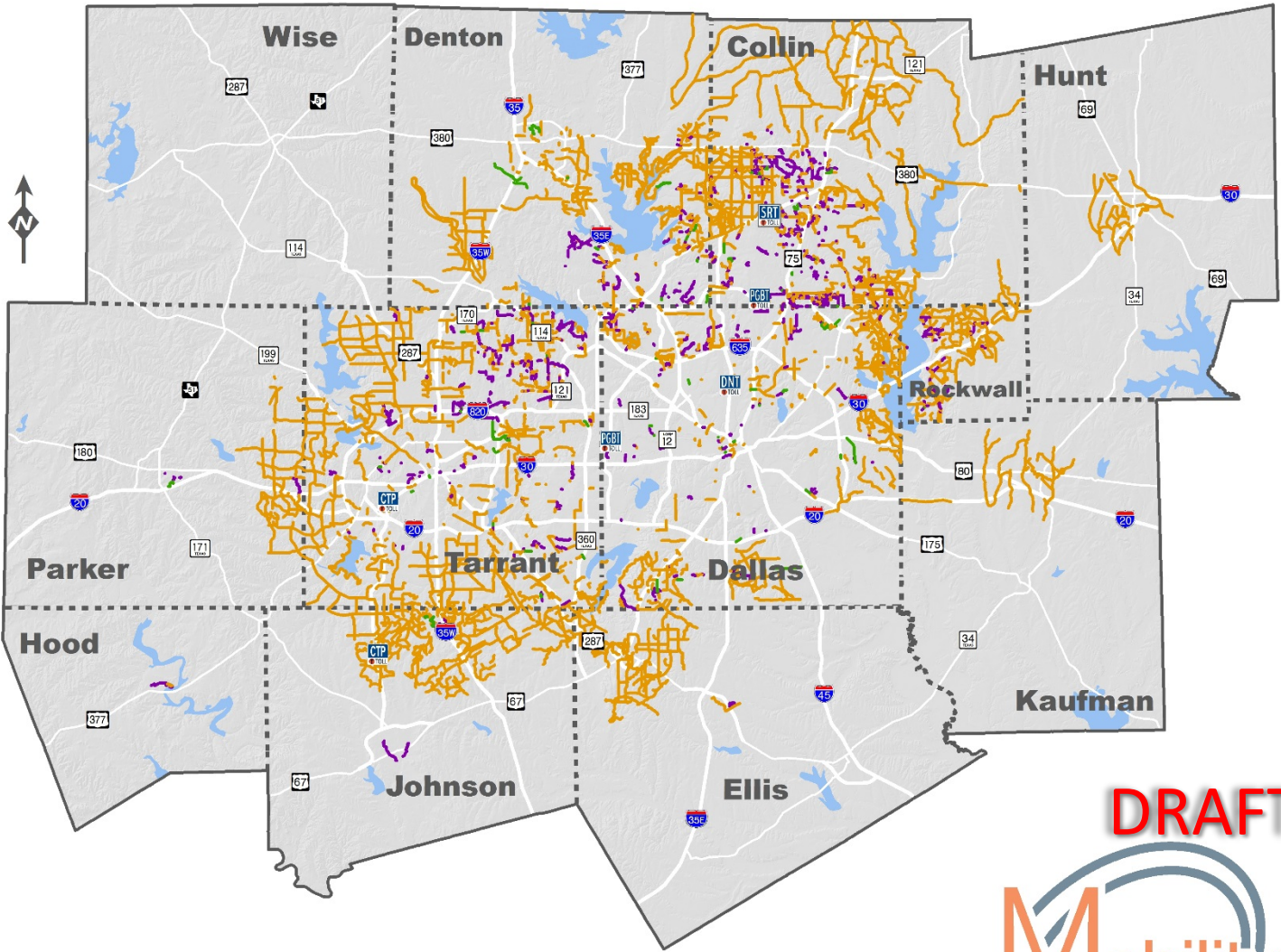


Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics for the Regional Veloweb system will be determined through ongoing project development.



# Community Shared-Use Paths

- Existing 309 Miles
- Funded 54 Miles
- Planned 2,589 Miles
- Total 2,952 Miles



Community Shared-Use Paths supplement the Regional Veloweb network. These paths do not include recreational paths/loops, private paths, equestrian or nature trails, or wide sidewalks less than 10 feet in width.

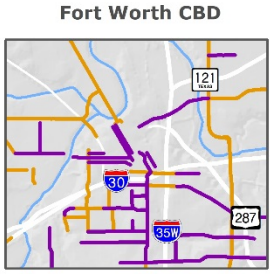
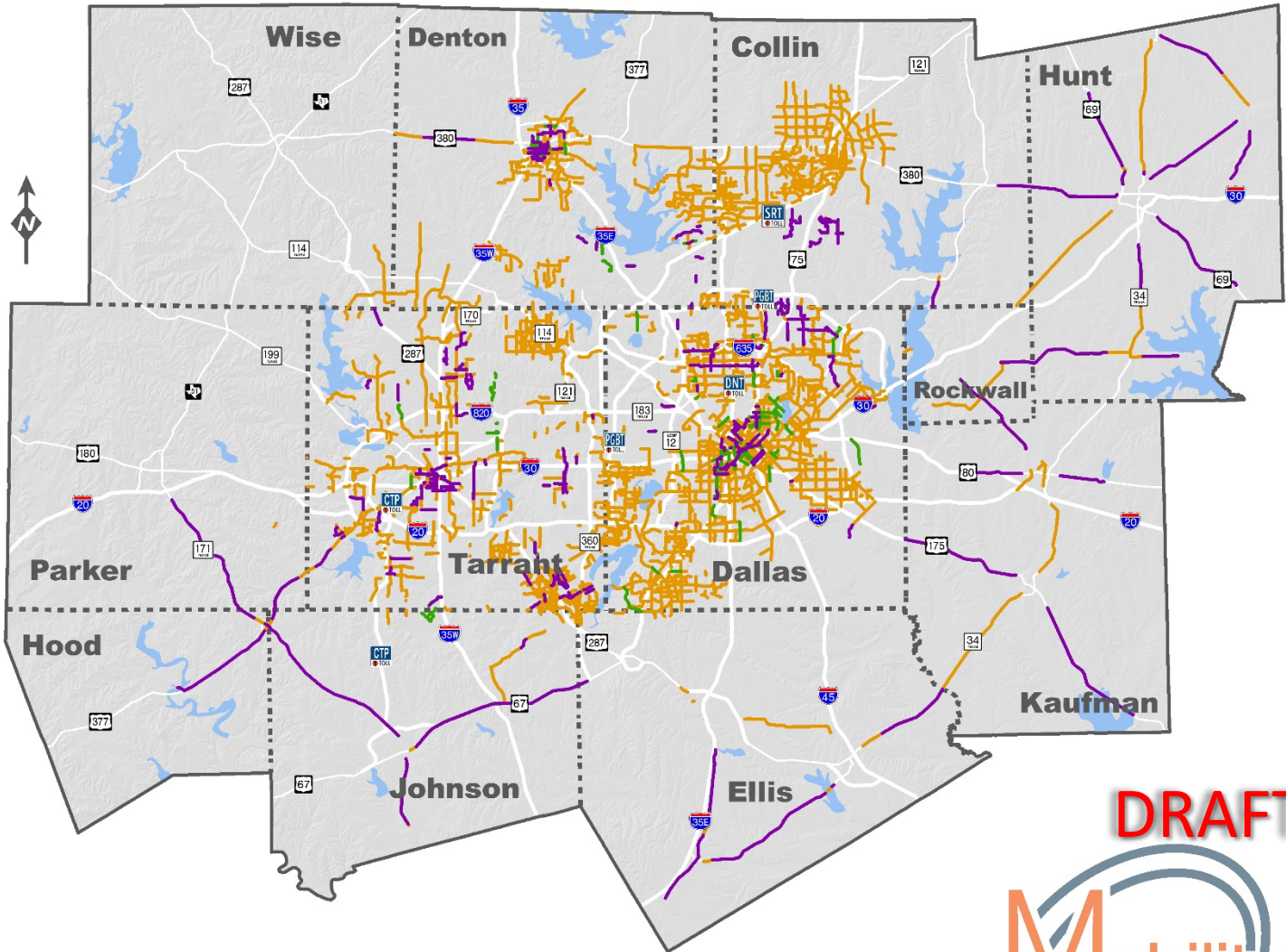
Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.





# On-Street Bikeway Network

- Existing 454 Miles
- Funded 85 Miles
- Planned 1,919 Miles
- Total 2,458 Miles

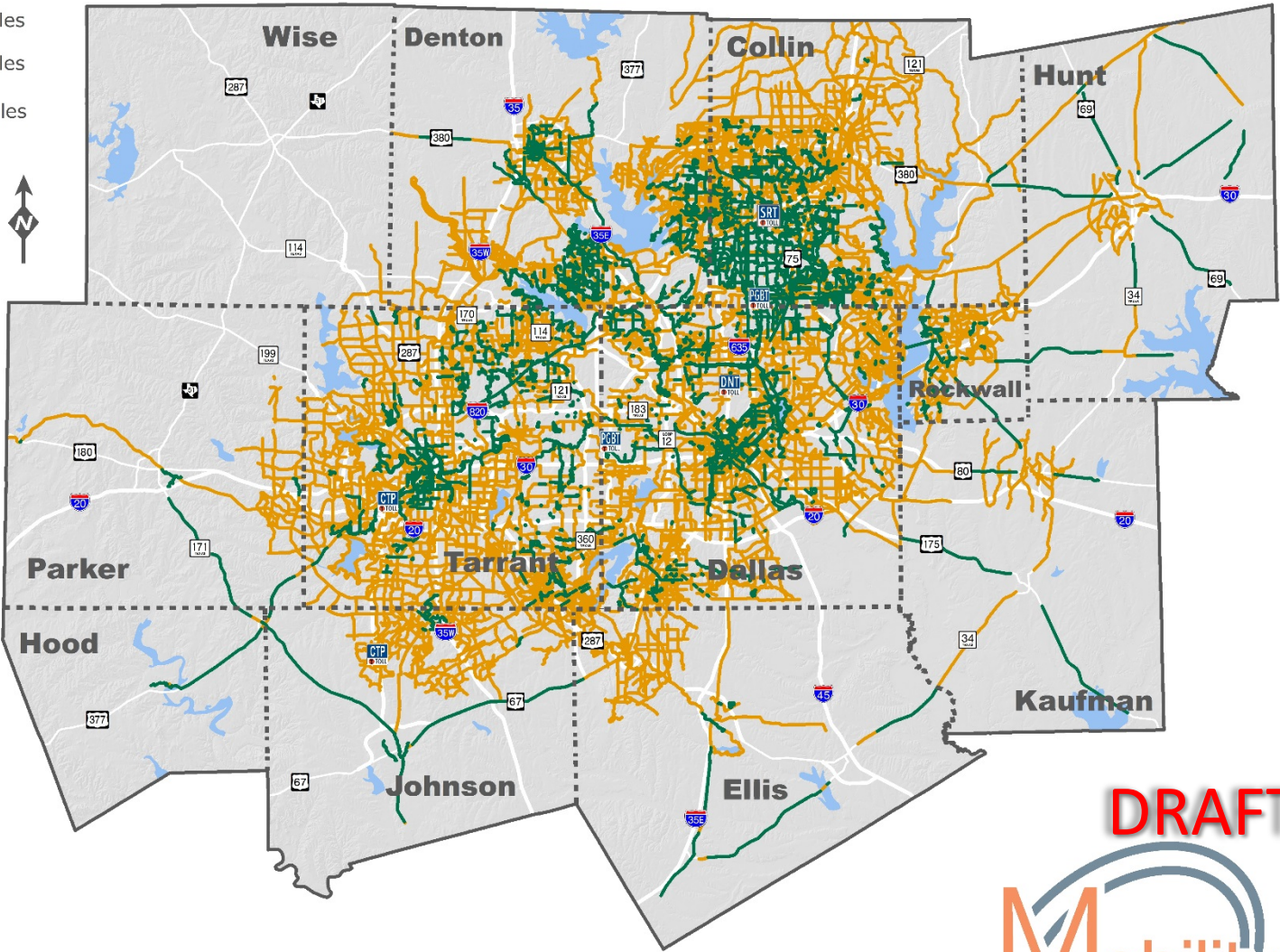


On-street bikeways in the urbanized area include: separated or protected bike lanes/cycle tracks, bike lanes, marked shared lanes, and marked bicycle boulevards. On-street bikeways in the urbanized area do not include: signed bike "routes", signed "share the road", unmarked wide outside lanes, or signed wide shoulders. The use of wide shoulders is included on various roadways linking rural communities outside of the urbanized area. Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.



# Combined Regional Veloweb, Community Paths, and On-Street Bikeway Network

— Existing/Funded	1,499 Miles
— Planned	5,792 Miles
<b>Total</b>	<b>7,291 Miles</b>



**DRAFT**



The Regional Veloweb and Community Shared-Use Path network does not include recreational paths/loops, private paths, equestrian or nature trails, or wide sidewalks less than 10 feet in width. On-street bikeways in the urbanized area include: separated or protected bike lanes/cycle tracks, bike lanes, marked shared lanes, and marked bicycle boulevards. On-street bikeways in the urbanized area do not include: signed bike "routes", signed "share the road", unmarked wide outside lanes, or signed wide shoulders. The use of wide shoulders is included on various roadways linking rural communities outside of the urbanized area. Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics for the network will be determined through ongoing project development.

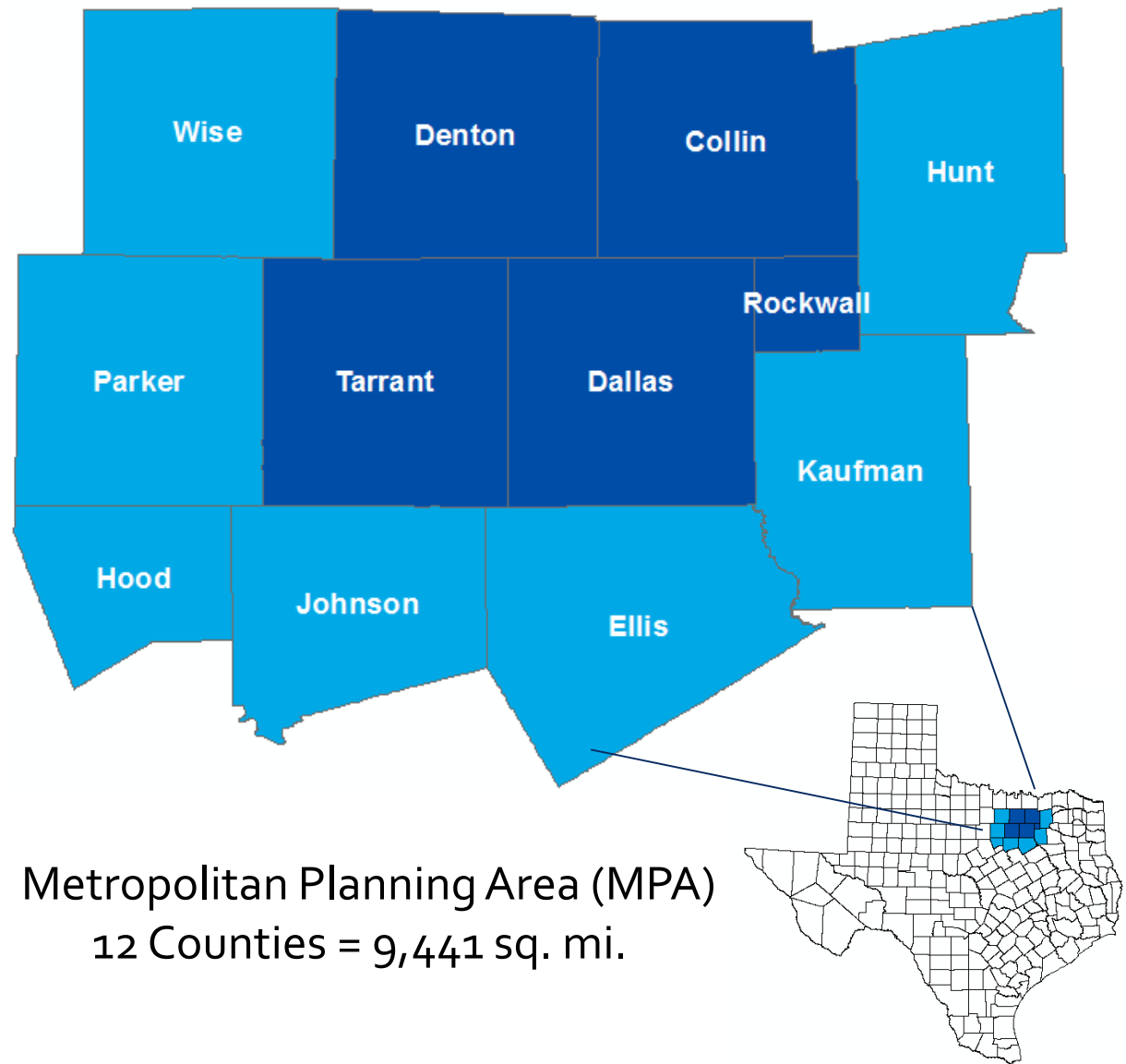


# Bicycle Opinion Survey Background



# North Central Texas Council of Governments

## MPO for the Dallas-Fort Worth Region



Metropolitan Planning Area (MPA)  
12 Counties = 9,441 sq. mi.

Urban Counties: Collin, Dallas, Denton, Rockwall and Tarrant  
Rural Counties: Ellis, Hood, Hunt, Johnson, Kaufman, Parker,  
and Wise



# Bicycle Opinion Survey Background

- Statistically Valid Survey Conducted by Telephone During the Month of May, 2017
- 95% Confidence Interval
- Conducted in English and Spanish
- Survey Area:  
12-County MPA Region (also includes county-level results)
- A Total of 1,909 Interviews Conducted with Respondents Over the Age of 18
- 693 (36%) Reported They Had Bicycled in the Last 12 Months and 1,216 Reported They Had Not



# Bicycle Opinion Survey Background

Questions Captured the General Public's View on Bicycling,  
Includes:

- Frequency of Bicycling
- Access to Bicycling Facilities
- Perceived Barriers to Bicycling
- Level of Comfort
- Helmet Use





# Bicycle Opinion Survey Background

Various Questions summarized by:

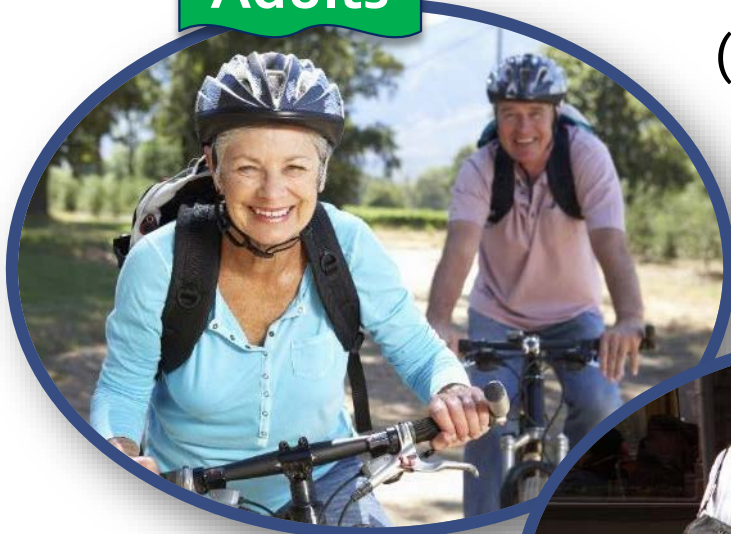
- County, Gender, Age, Ethnicity, and Income
- Proximity of the Respondent's Residence to Existing Trails and On-Street Bikeways



# Planning / Designing for All Ages & Abilities

Adults

(Ages 8 to 80)



Commute



Errands

Children



Recreation

# Frequency of Bicycling



# In the past 12 months ...

**36%** Of ALL Respondents  
Bicycled at Least Once

Percent of bicyclists who rode  
at least once during the  
season.

95%



Mar, Apr, May



Bicyclists

84%



Jun, Jul, Aug



Bicyclists

85%



Sep, Oct, Nov



Bicyclists

47%



Dec, Jan, Feb



Bicyclists

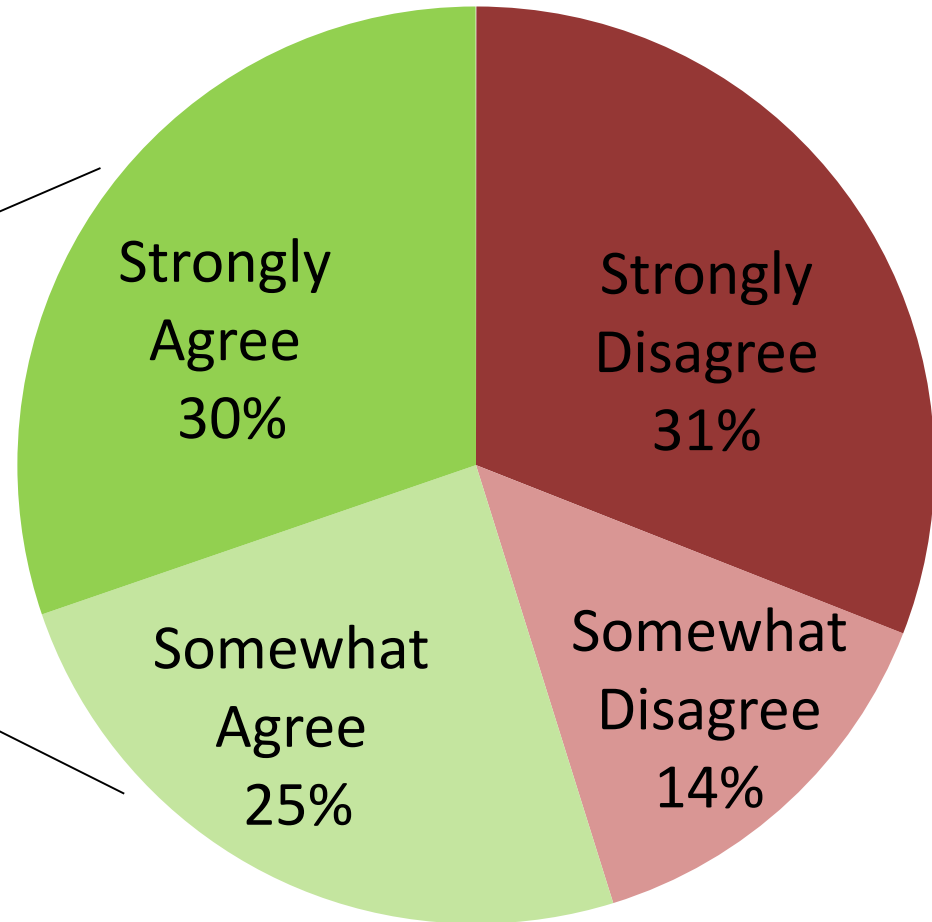


# Frequency of Bicycling

I would like to travel more by bike more than I do now.

**55%**

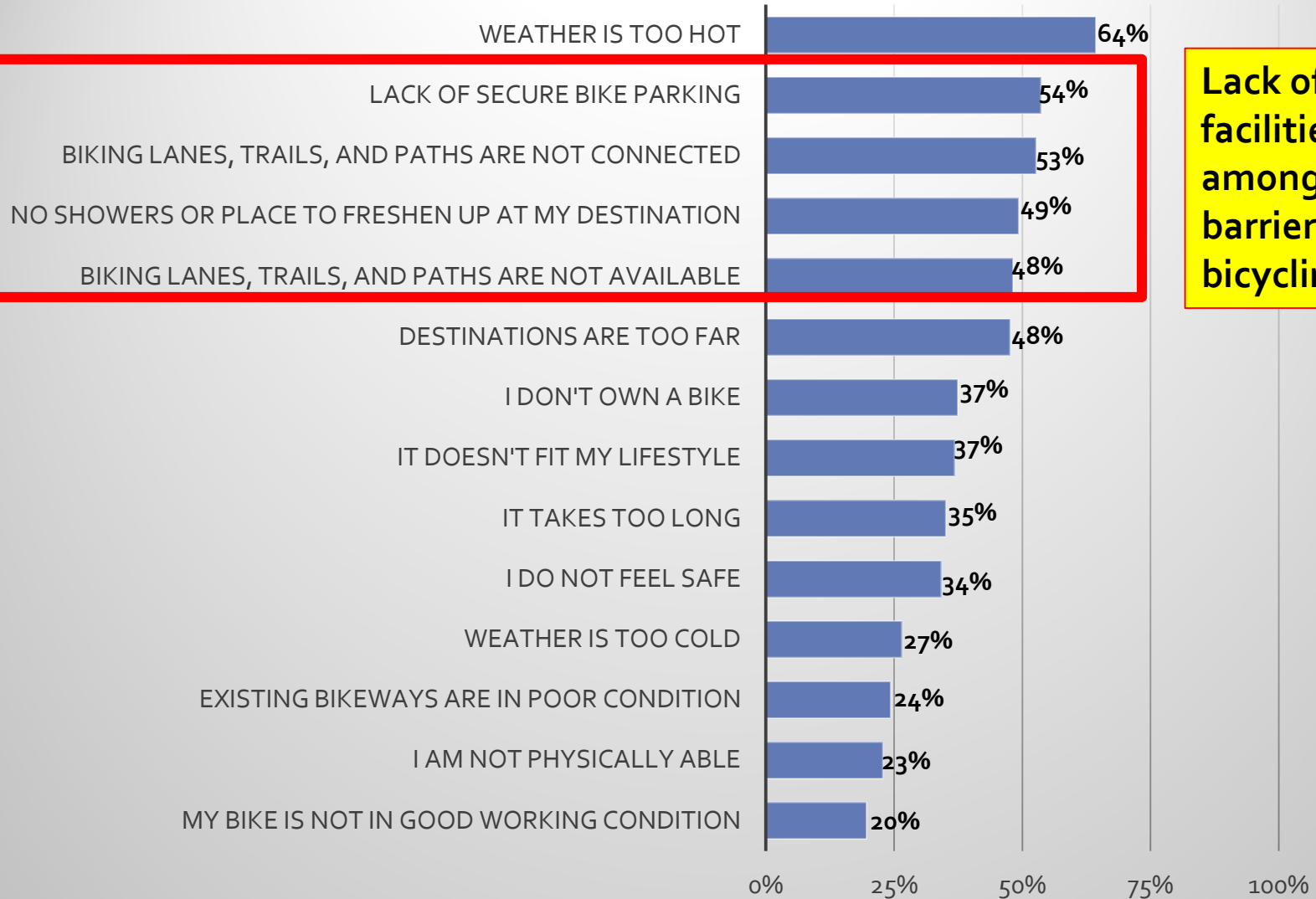
Would like  
to bicycle more





# Obstacles to Bicycling More Often

Do any of the following prevent you from riding a bike more often than you currently do?



**Lack of bicycle facilities are among the top barriers to bicycling more.**

Percent of all respondents indicating each is a barrier.

ALL Respondents

# Proximity and Availability of Bicycle Facilities



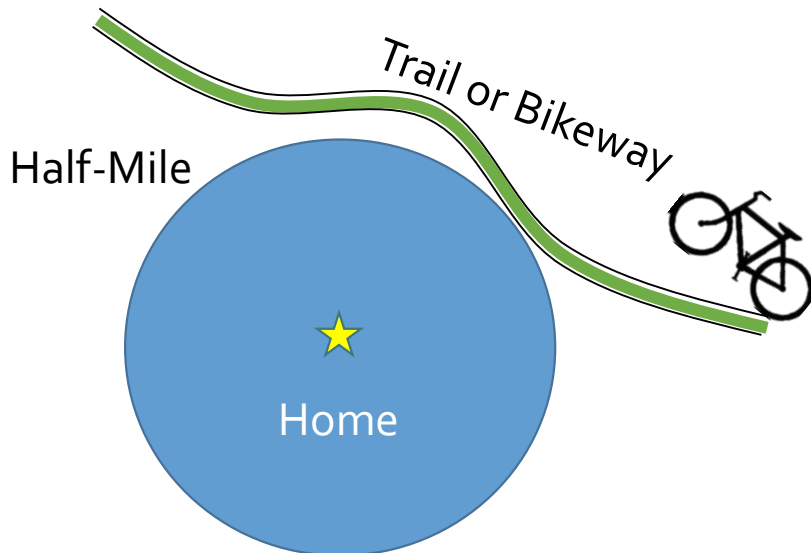


# Proximity to a Bicycle Facility Influences Bicycle Use

34%

Who Lived **MORE THAN**  
Half-Mile of a Trail or Bikeway

**Bicycled in the  
past 12 months**



45%

Who Lived **LESS THAN**  
Half-Mile of a Trail or Bikeway

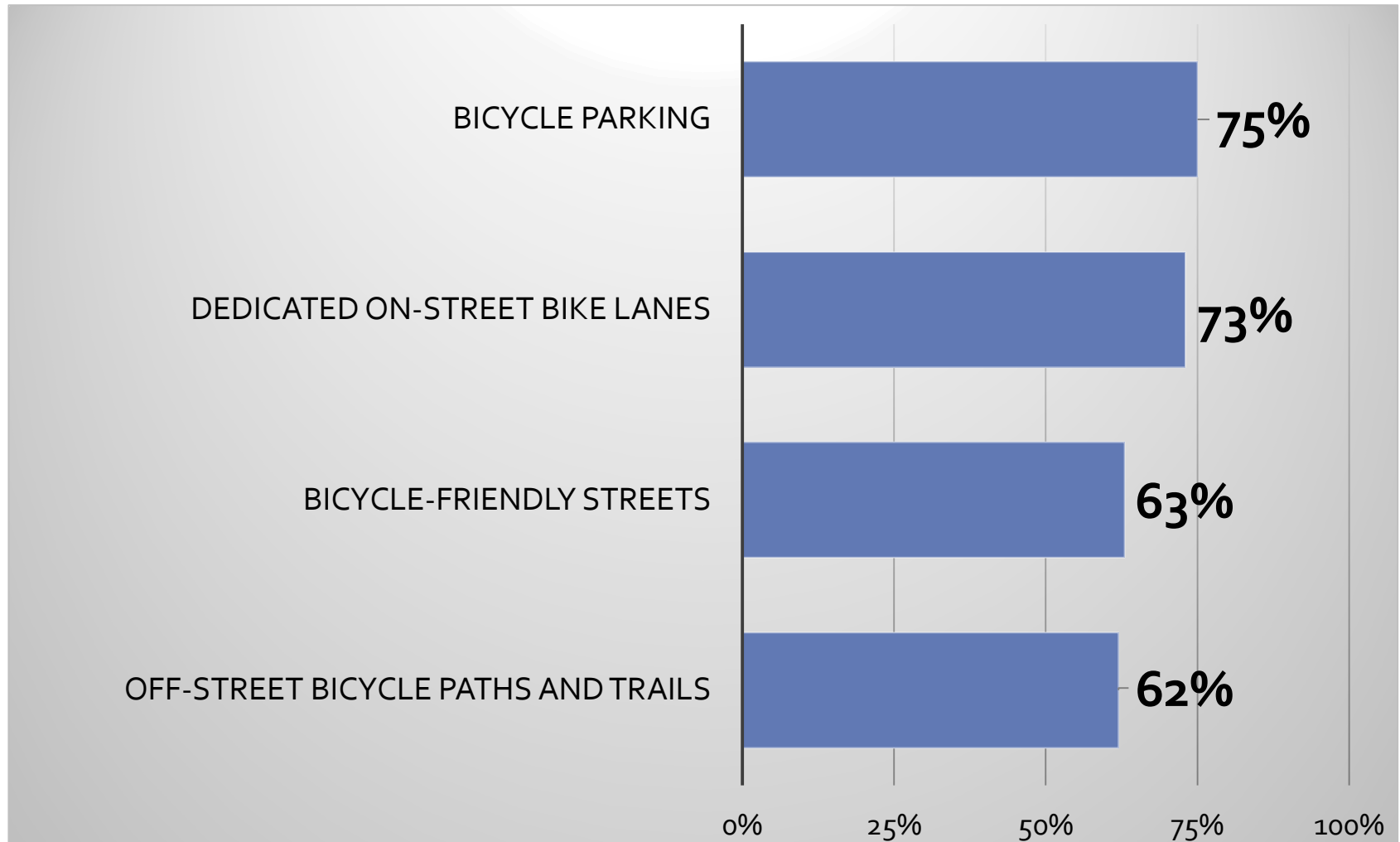
**Bicycled in the  
past 12 months**



# Availability of Bicycle Facilities

Do you think there are too many, about the right amount, or too few in your community?

Percent of ALL Respondents rating as "TOO FEW"



ALL Respondents

# Level of Comfort



# Level of Comfort

How Comfortable Are you Riding a Bike on the following?

Percent of ALL respondents reporting they would feel "VERY COMFORTABLE" or "SOMEWHAT COMFORTABLE"

A PATH OR TRAIL  
THAT IS SEPARATED FROM A STREET

85%

A MAJOR STREET WITH TWO OR THREE  
TRAFFIC LANES IN EACH DIRECTION, TRAFFIC  
SPEEDS OF 35 TO 40 MILES PER HOUR, AND  
NO BIKE LANE

9%

THE SAME STREET  
WITH A STRIPED BIKE LANE ADDED

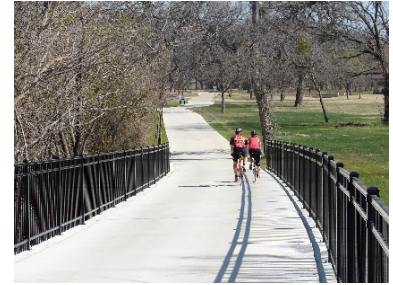
60%

WHAT IF IT ALSO HAD A WIDE BICYCLE LANE  
SEPARATED FROM TRAFFIC BY A RAISED  
CURB

78%

ALL Respondents

0% 25% 50% 75% 100%



# 2017 NCTCOG Regional Bicycle Opinion Survey Results

Bicycle Opinion Survey Website:  
[nctcog.org/bikesurvey](http://nctcog.org/bikesurvey)

- Key Findings
- Executive Summary
- Final Report
- Presentation Slides and Graphics





# North Central Texas Council of Governments



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North Central Texas  
Council of Governments



# **TOLL MANAGED LANE DATA MONITORING**

**Surface Transportation Technical Committee**

**April 27, 2018**

**Berrien Barks**



*North Central Texas Council of Governments  
Transportation Department*





# TOLL MANAGED LANE DATA MONITORING

*Cumulative December 2013 – February 2018*

How much HOV 2+ Subsidy has the RTC been responsible for?

*\$2,159,492 as of February 2018*

How much of the Vanpool Toll reimbursement has the RTC been responsible for?

*\$ 4,422 from October 2014 – February 2018*

How long can the RTC keep the HOV policy at 2+?

*For now, it remains 2+ and it will continue to be monitored quarterly*

Have there been any additional NTTA customer service needs?

*No, minimal impact*

Have the speeds on the Toll Managed Lane facilities dropped below 35 mph?

*No*

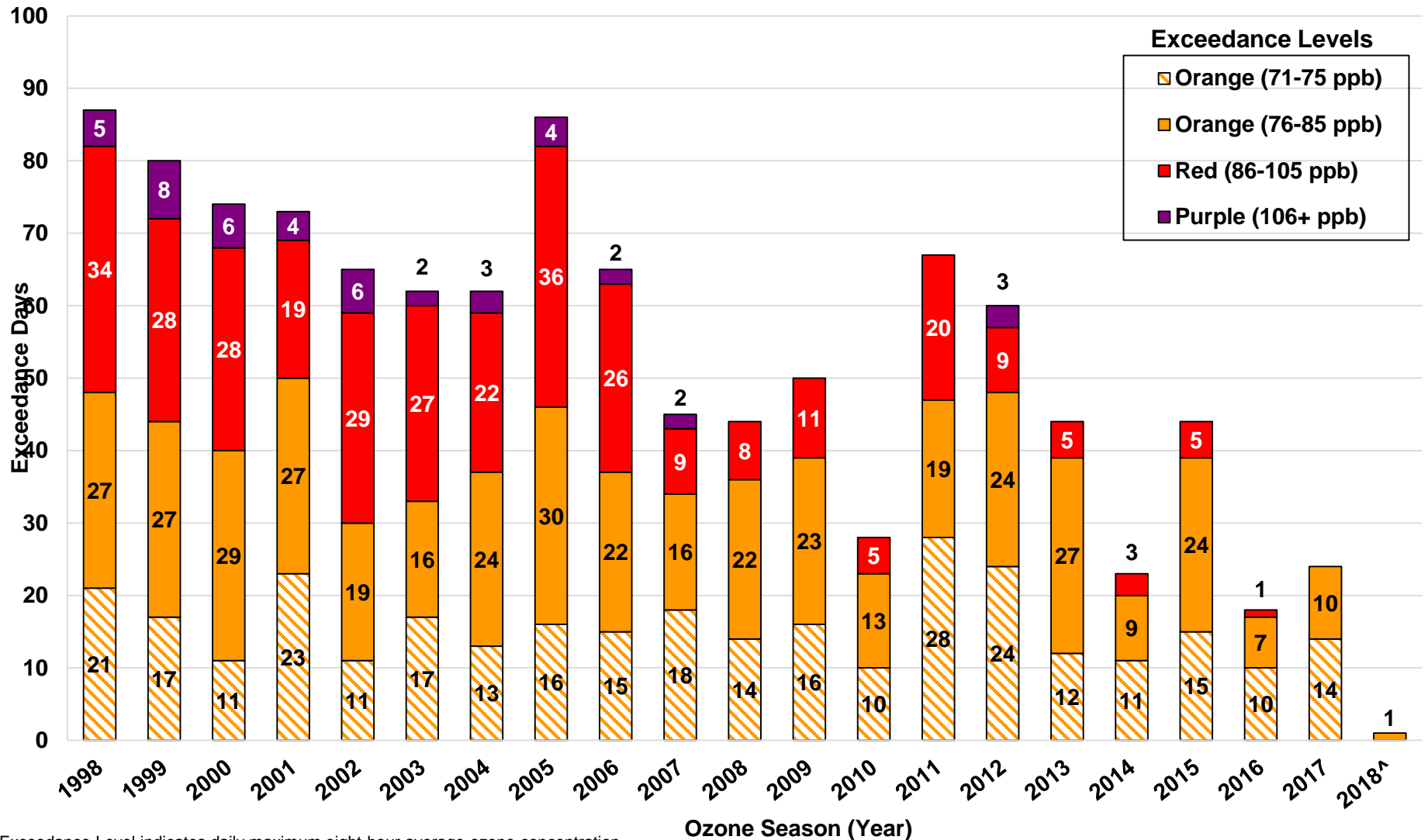
# TOLL MANAGED LANE DATA MONITORING

*Cumulative December 2013 – February 2018*


Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
<b>North Tarrant Express</b> <ul style="list-style-type: none"> <li>• <i>SH 183/121 from IH 35W to SH 121</i></li> <li>• <i>IH 35W from IH 820 to US 287</i></li> </ul>	\$860,122	Negligible	0
<b>LBJ Express</b> <ul style="list-style-type: none"> <li>• <i>IH 635 from Preston Road to Greenville Avenue</i></li> <li>• <i>IH 35E from Loop 12 to IH 635</i></li> </ul>	\$1,299,370	Negligible	0
<b>DFW Connector</b> <i>SH 114 from Kimball Avenue to Freeport Parkway</i>	N/A	Negligible	0
<b>IH 30 Managed Lanes</b> <i>IH 30 from SH 161 to Westmoreland Road</i>	N/A	Negligible	0
<b>IH 35E Managed Lanes</b> <i>IH 35E from FM 2181 (Teasley) to LBJ</i>	N/A	Negligible	0

# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on  $\leq 70$  ppb (As of April 26, 2018)



Exceedance Level indicates daily maximum eight-hour average ozone concentration. Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

 = Additional level orange exceedance days under the revised standard that were not exceedances under the previous 75 ppb standard. (AQI level orange = 71-75 ppb)

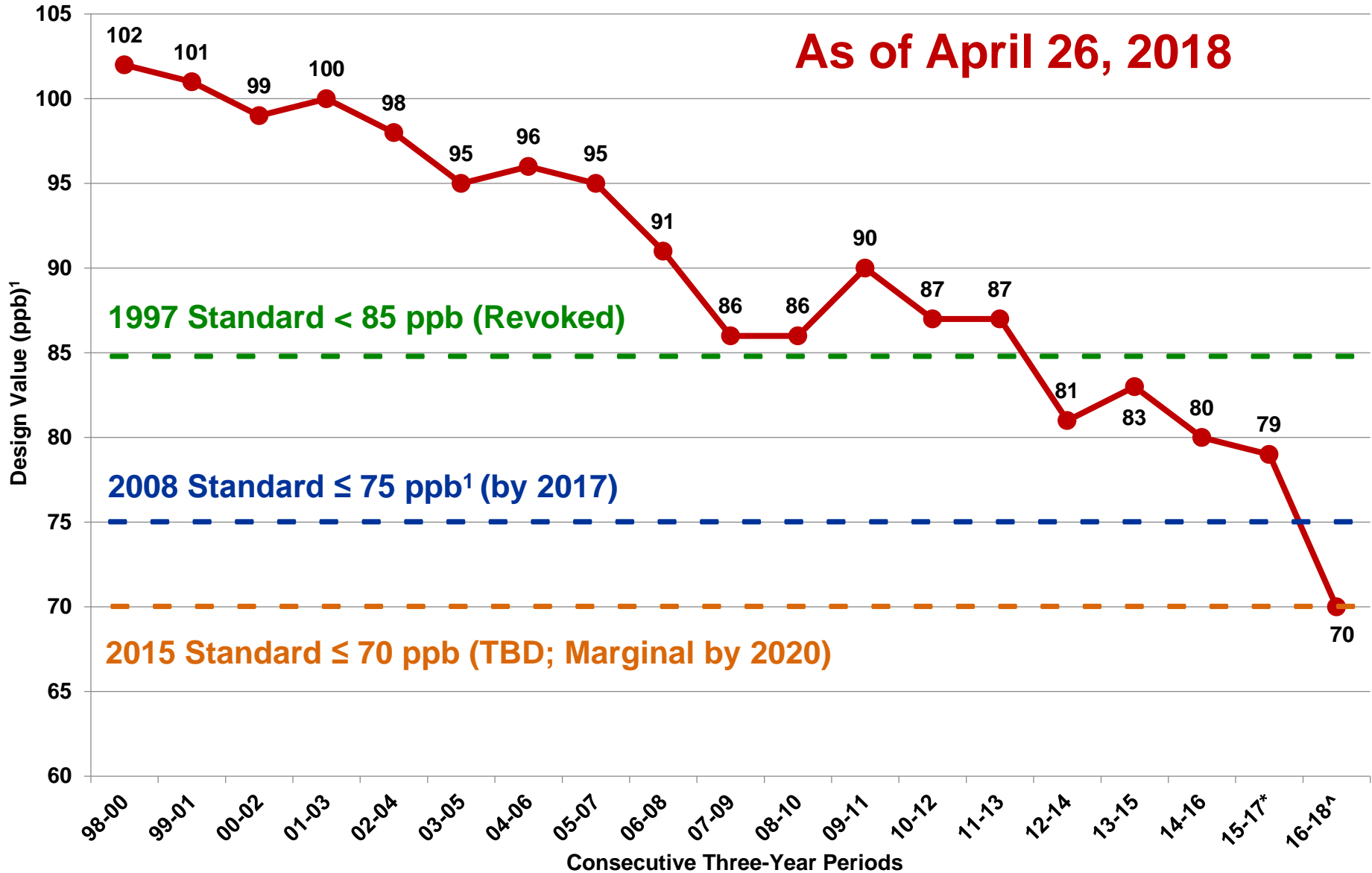
\*Data not certified by the TCEQ

<sup>^</sup>Not a full year of data, current as of 4/26/2018

Source: TCEQ, [http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr\\_monthly.pl](http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl)  
ppb = parts per billion

# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

As of April 26, 2018



<sup>1</sup>Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

\*2017 data not certified by the Texas Commission on Environmental Quality

^Not a full year of data, current as of 4/26/2018

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**<http://www.nctcog.org/trans/air/ozone/index.asp>**

**<https://www.airnorthtexas.org/>**