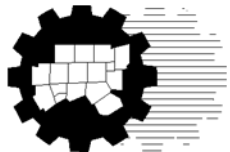


TIGER

GRANTS

DRAFT

PROJECTS RECOMMENDED FOR SUBMITTAL



North Central Texas
Council of Governments

Regional Transportation Council
Action Item
May 14, 2015

OVERVIEW

- \$500 million discretionary grant program
- \$100 million for rural areas
((\$1 million minimum with no match requirement))
- Up to \$100 million for Transportation Infrastructure Finance and Innovation Act (TIFIA) loans
- Only \$125 million available to any state
- \$10 million minimum and \$200 million maximum request

OVERVIEW—Cont'd

- Only three (3) applications per sponsor
- Surface transportation capital projects only (no planning funds)
- Twenty percent (20%) match requirement, but higher matching percentages improve competitiveness
- All funds must be obligated before September 30, 2017, and fully expended by September 30, 2022
- No waivers will be possible for these deadlines

PREVIOUS TIGER VI (2014)

Grant Submittals and Awards

| Planning Projects | Funded | Funding Initiative |
|---|---------|--|
| Cotton Belt Regional Corridor | No | Being pursued under Technical Assistance |
| School Siting and Landbanking Coordination | Partial | TIGER VI \$210,000 |
| Aviation and Military Base Accessibility Coordination | No | Being pursued with DoD* Funding |

*Department of Defense

PREVIOUS TIGER VI (2014)

Grant Submittals and Awards

| Capital Projects | Funded | Funding Initiative |
|---|---------|---|
| IH 45/US 175 (SM Wright-Phase 2B) | No | Proposed Proposition 1 funding |
| Regional Bicycle/ Pedestrian Multimodal Network | Partial | Transportation Alternatives Program/ Transportation Enhancements |
| IH 35W Managed Lane Access from IH 30 (Eastbound to Northbound) | No | Proposed and expanded for TIGER VII 2015 Call for Projects |

PROPOSED TIGER VII (2015) NCTCOG/RTC SUBMISSIONS

DRAFT

| Project | Amount to be Requested (\$ in Millions) | Proposed Local Match Source (\$ in Millions) |
|---|--|--|
| Regional Connections through Technology and System Integration | \$10.0 | \$2.5 (State Match and Future RTC Funds) |
| IH 35W Multimodal Corridor Improvements (IH 35W/IH 30 Managed Lane Access and Guaranteed Transit) | \$20.0 | \$15.0 (State Match and Future RTC Funds) |
| Park Lane/Vickery Meadows Complete Street Project | \$10.0-13.0 \$12.5 | \$5.0-9.0 \$12.5 (City of Dallas, Dallas County, DART, Future RTC Funds) |

LETTERS OF SUPPORT

Requests for RTC Letters of Support for projects submitted by other agencies are due by COB, May 15, 2015, to Rebekah Hernandez at rhernandez@nctcog.org

2015 APPLICATION PROCESS/ TIMELINE

- April 3 TIGER VII Discretionary Program funds announced by USDOT
- April 9 RTC Information
- April 24 STTC Information
- May 14 RTC Action
- May 15 Requests for letters of support due to Rebekah Hernandez at rhernandez@nctcog.org
- May 22 STTC Endorsement
- June 5 Applications due to USDOT

www.dot.gov/tiger

ACTION REQUESTED

Approve the projects to be submitted for TIGER funding by NCTCOG/RTC

Administratively amend the 2015-2018 TIP/STIP to include TIGER 2015 projects if selected

CONTACT INFORMATION

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Letters of Support

Rebekah Hernandez

Communications Coordinator

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TIGER Information

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Planner

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Mobility 2040

The Metropolitan
Transportation Plan for
North Central Texas

Regional Transportation Council

May 14, 2015

Dan Lamers, P.E.



Long-Range Plan Foundations

- The Metropolitan Transportation Plan (MTP) seeks to balance mobility, quality of life, system sustainability, and implementation goals
- The MTP is responsive to the MAP-21 Planning Factors
- The MTP must consider issues such as environmental justice impacts, air quality, and financial constraint
- Some of these elements may have competing values which must be balanced through the development of the MTP



MAP-21 Planning Factors

1. Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the **safety** of the transportation system for motorized and non-motorized users.
3. Increase the **security** of the transportation system for motorized and non-motorized users.
4. Increase the **accessibility and mobility** of people and for freight.
5. Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the **integration and connectivity** of the transportation system, across and between modes, people and freight.
7. Promote efficient **system management and operation**.
8. Emphasize the **preservation** of the existing transportation system.



Policy Considerations

Capacity and Maintenance Balance

- What is the appropriate balance between these two equally important areas?
- What are the impacts of continued deferred maintenance? What are the impacts of deferred capacity improvements?

Increasing Role of Technology

- How much can we increase the capacity of the existing system through the use of technology?
- How much can we reduce system demand with technology?

Re-evaluation of Tolloed vs. Free Capacity

- The pendulum is swinging back towards traditionally funded roadway improvements, but tolled and managed lanes still play an important role in the region's transportation system.



Policy Considerations

Re-evaluation of Transit Recommendations

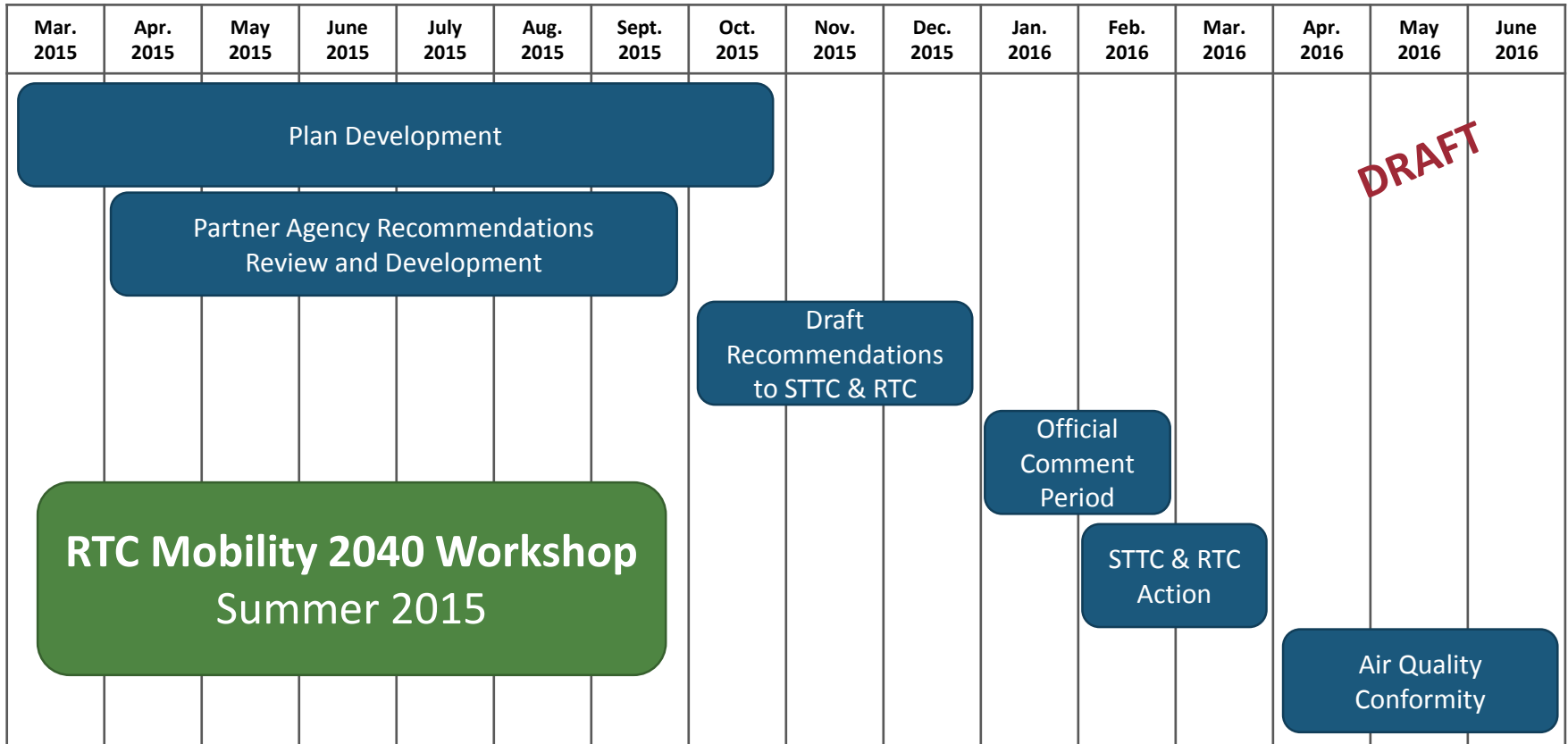
- Future demographics will put pressure to build new transit capacity, but funding for large-scale capital investments continues to be a challenge.
- What is the appropriate scale for the region's transit recommendations?
- Are the current regional rail funding assumptions still reasonable?

“Last Mile” Connections (Integrated System Connectivity)

- How do we better integrate modes to make a well connected system?
- How would revised transit recommendations impact this effort?



Schedule



Public involvement activities, STTC, and RTC briefings/workshops will be held throughout the plan development process.



Mobility 2040 Survey

MY COMMUNITY NEEDS BETTER...

- A. Places to walk or bike
- B. Train service
- C. Bus service
- D. Roads
- E. Options for living near work

TELL US at nctcog.org/survey2040.

TAKE our 6-question survey for a chance to win prizes!



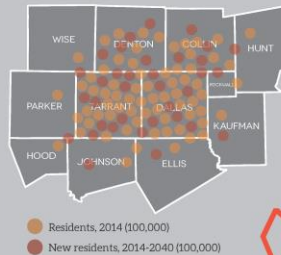
The North Central Texas Council of Governments coordinates with cities, counties, and partner agencies to plan transportation improvements for the 12-county Dallas-Fort Worth area. NCTCOG is seeking public input for the new long-term transportation plan for North Texas.



TRANSPORTATION CHOICES FOR OUR FUTURE

A GROWING Region

Regional Growth, 2014 - 2040



North Texas adds about 1 million people every decade. By 2040, 10.6 million people will call the region home.

More people means more jobs. North Texas will create an additional 1.9 million jobs by 2040.

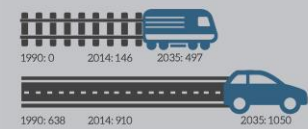


All projections are preliminary and subject to further review and analysis.

MEETING THE Challenge

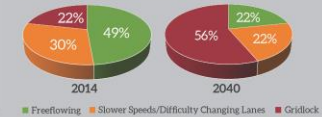
As new people have moved here, we've built more roads and passenger rail. But, more people keep coming. We haven't been able to keep up.

Regional Rail & Highway Miles, 1990 - 2035



Even assuming 2035 plans are completed, trips on North Texas roads will take roughly 70 percent longer in 2040.

Roadway Congestion Levels



FUNDING ROAD Improvements

The gas tax is the biggest source of transportation funding. It's stayed the same since the early 1990s, even though inflation and the price of gas have increased.

Tolls can help fund new roads. Without the tolls, many roads could not have been built. But, toll roads alone can't keep up with growth.



FINDING A WAY Forward

There's no way around traffic in the future, but we have choices. Our transportation system works to serve different travel needs.

How would these solutions affect your family's daily life?

- | | |
|---|---|
| Maintain & improve existing roads | Leave for work before or after rush hour |
| Carpools & vanpools | Ride buses |
| Work at home | Ride trains |
| Car sharing | Bike & walk |
| Better connected neighborhoods | Improve traffic operations |
| <small>Residential options for living a short walk or bike ride away from schools, stores and entertainment</small> | <small>Improvements in technology, signage and emergency response to keep traffic flowing</small> |



To take the survey, visit: www.nctcog.org/survey2040

FEDERAL AND STATE LEGISLATIVE UPDATE

Regional Transportation Council

May 14, 2015



Amanda Wilson, AICP
North Central Texas Council of Governments

Federal Legislative Update

- **Surface Transportation Authorization Expires on May 31 with Six Workdays Remaining**
- **An Extension through July or December is Likely, with \$11 Billion Needed to Fill the Highway Trust Fund into December**
- **The Senate Environment and Public Works Committee Announced Plans to Consider a Six-Year Surface Transportation Reauthorization Bill in June**

Regional Transportation Council State Legislative Program

Legislation to Actively Pursue

- ✓ Identify Additional Transportation Revenue
- ? Retain Limited Authority for TxDOT to Enter into Public-Private Partnerships on Specific Projects
- ✓ Support Full Funding for the AirCheckTexas Program
- X High-Speed Rail

84th Texas Legislature State Budget

HOUSE

- Passed \$209.7B
Two-Year Proposal
- Transportation Increase
of \$1.6B Over FY14-15
- LIRAP/LIP Baseline
Funding Approved,
Additional \$81M in
Article IX

SENATE

- Passed \$211.3B
Two-Year Proposal
- Transportation Increase
of \$1.3B over FY14-15
- LIRAP/LIP Funding Totals
\$86M in Article VI
- Rider Limits State
Funding on High Speed
Rail

HB 1 Conferees Continue to Meet

84th Texas Legislature

Bills of Interest

SENATE-PASSED SJR 5

- **\$2.5B Motor Vehicle Sales Tax to State Highway Fund, \$2.5B to General Revenue, Splits Additional Funds Annually**
- **Passed Full Senate**

HOUSE-PASSED SJR 5

- **\$3B Plus Two Percent General Sales & Use Tax to State Highway Fund Annually**
- **Passed Full House**

House and Senate Conferees Appointed Last Week

84th Texas Legislature

Bills of Interest

Public-Private Partnerships

SB 1045 (Hall)

- **Authorizes TxDOT to Enter into a Design-Build Contract for the IH 635 E Project as Last Option**
- **Proposes a New Financing Mechanism - Expiring Revenue Enhancement**
- **Uses Traditional Revenue with Sales Tax Increment Zones and Bonds, Revenue Enhancements Expire After 35 Years**
- **Left Pending in Senate Transportation**

84th Texas Legislature Bills of Interest

LIRAP/AirCheckTexas Program

No Additional Action on Bills Proposing to Expand the Program or Operate at the County Level

Additional Program Funding Pending Final Budget:

| PROPOSED LIRAP APPROPRIATIONS | |
|---|---------------------|
| HB1: Article VI, Rider #24 (FY16 AND FY17) | \$14,080,456 |
| HB1: Article IX, Rider #18.06 (FY16 AND FY17) | \$81,263,000 |
| PROPOSED HOUSE TOTAL FOR BIENNIUM | \$95,343,456 |
| Senate Committee Substitute HB 1: Article VI, Rider #24 (FY16 AND FY17) | \$86,934,110 |
| PROPOSED SENATE TOTAL FOR BIENNIUM | \$86,934,110 |

84th Texas Legislature

Bills of Interest

High-Speed Rail (HSR)

SB 1601 (Kolkhorst)

- Prohibits a Rail Company From Using Eminent Domain for HSR, Passed Out of Senate Transportation 5-4

Senate-Passed Version of HB 1

- Article VII, Under TxDOT, Rider #48
- Prohibits TxDOT from Spending State Funds Related to HSR

84th Texas Legislature

Additional Bills of Interest

HB 13 (Pickett)

- Establishes Project Selection and Funding Requirements for TxDOT, Commission, and MPOs
- TxDOT to Review Funding Categories, Formulas, Publish 10-Year Cash Flow Forecast
- Requires Public Discussion if Funding Decisions Deviating from Formulas
- MPOs to Develop 10-Year Plan, Develop Project Selection Criteria, Select and Prioritize Projects
- Left Pending in Senate Transportation

84th Texas Legislature

Additional Bills of Interest

HB 20 (Simmons)

- **Requires TxDOT to Develop and Implement a Performance-Based Planning and Programming**
- **MPOs to Develop Project Funding Prioritization Guidelines**
- **TxDOT to Develop Performance Metrics and Measures**
- **Lt. Governor and Speaker to Appoint a Legislative Select Committee for Oversight**
- **Left Pending in Senate Transportation**

84th Texas Legislature

Additional Bills of Interest

HB 735 (Israel)

- **Would Collect the Number of Alternative Fuel Vehicles Registered, Text also Included in HB 2701**
- **Passed Full House, Referred to Senate Transportation**

HB 1633 (Romero)

- **Would Require Notification for a Permit to Drill an Oil or Gas Well In or Near a TxDOT Easement**
- **Passed Full House, Referred to Senate Natural Resources & Economic Development**

84th Texas Legislature

Additional Bills of Interest

SB 1237 (Taylor)

- **Would Require an MPO Policy Board Meeting to be Broadcast Live on the Internet and Archived**
- **Sent to House Local & Consent Calendar**

SB 714 (Hall)

- **Would Prohibit Red Light Cameras**
- **Passed the Full Senate, Referred to House Transportation**

Upcoming Legislative Deadlines

May 14: Last Day House to Consider House Bills

May 22: Last Day House to Consider Local House Bills

May 23: Last Day House Committees to Report Senate Bills

May 26: Last Day House to Consider Senate Bills

May 27: Last Day Senate to Consider All Bills

May 30: Last Day Conference Committees to Issue Reports

May 31: Last Day to Adopt Conference Committee Reports

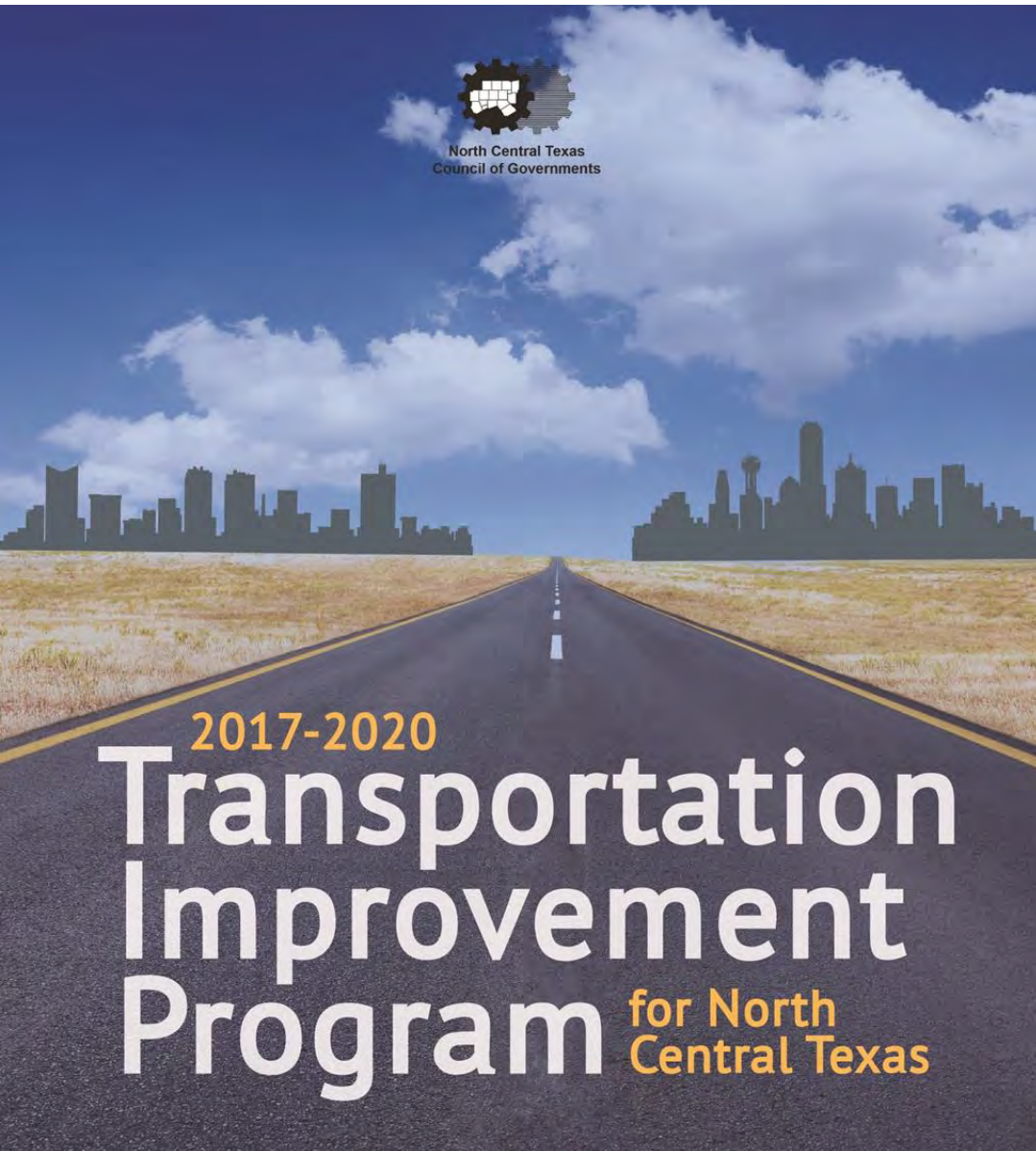
June 1: Last Day of 84th Regular Session

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www.nctcog.org/trans/legislative



Development of the 2017-2020 TIP

Information and
Upcoming Schedule

Regional Transportation
Council

May 14, 2015

PROCESS

1. Review all existing projects and solicit additional locally funded projects
2. Make needed adjustments to existing projects
3. Develop revised project listings
4. Balance project listings to estimated revenue
5. Conduct Mobility Plan and Air Quality review
6. Solicit public review (process, draft listings, final listings)
7. Finalize project listings and submit to partners

BACKGROUND

- ◆ **Transportation Improvement Program (TIP) is a staged, multi-year program of transportation projects in the Dallas-Fort Worth Metropolitan Area**
 - ◆ Includes projects
 - ◆ Funded by federal, State, and local sources
 - ◆ Programmed for construction in the next four years
 - ◆ Developed by the North Central Texas Council of Governments (NCTCOG) in cooperation with:
 - ◆ Local governments
 - ◆ Texas Department of Transportation (TxDOT)
 - ◆ Local transportation agencies

MEETING EXPECTATIONS

◆ Who needs to attend?

- ◆ Project managers that can answer questions about the status of projects
- ◆ 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 process

◆ How you can help

- ◆ Reiterate importance of being prepared to agency staff
- ◆ Ensure agency staff are given sufficient time and resources to gather information needed for meetings

MEETING EXPECTATIONS: Information Needed

- ◆ **Project status updates by phase including start and end dates**
- ◆ **Project financial information**
 - ◆ Status of agreements
 - ◆ Invoicing updates
- ◆ **Requests for project modifications**
 - ◆ Scope and limit changes
 - ◆ Funding changes
 - ◆ Implementing agency changes

FOCUS AREAS

Proposed Milestone Policy Implementation

- ◆ Projects funded for ten (10) or more years where construction has not started need to be reapproved. Agencies can justify keeping projects by providing or demonstrating:
 - ◆ A realistic, achievable schedule
 - ◆ Policy board support
 - ◆ Availability of local matching funds
- ◆ Intended outcomes of milestone policy enforcement include:
 - ◆ Increasing the amount of available funds for “Ready-to-Go” projects
 - ◆ Providing a realistic assessment of project status for funding decision making
 - ◆ Balancing project construction schedule capacity within the current financial constraints

TIMELINE/ACTION TABLE

| | |
|-------------------|--|
| May–Aug 2015 | Meet with implementing agencies |
| Jun 2015–Jan 2016 | Data input, financial constraint, and analysis |
| Jan 2016 | Draft listings - STTC information |
| Feb 2016 | Draft listings - RTC information Public meetings - draft listings |
| Mar 2016 | Final listings - STTC action |
| Apr 2016 | Final listings - RTC action |
| May 1, 2016 | Final document to TxDOT |
| Aug 2016 | TxDOT Commission approval (for STIP) |
| Oct 2016 | Anticipate federal/State approval (STIP) |

QUESTIONS/COMMENTS?

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<http://www.nctcog.org/trans/tip/>

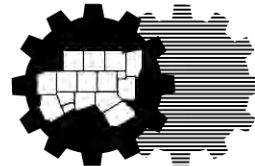


TRANSIT-ORIENTED DEVELOPMENT DATA COLLECTION AND ROUTES TO RAIL

Regional Transportation Council

May 14, 2015

Karla Weaver, AICP

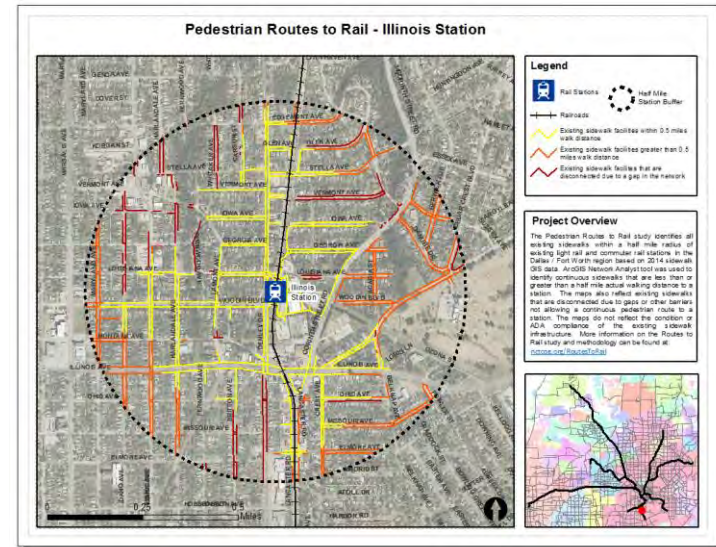


**North Central Texas
Council of Governments**

Overview

TOD Data Collection

Routes To Rail



TOD Data Collection

Purpose

- Provide a Baseline for Performance Measures Related to TOD
- Aid in Long-term Transportation and Land Use Planning
- Promote TOD in the North Central Texas Region

Products

- Online TOD Database and Interactive Map
- TOD Data Fact Sheets

TOD Data Collection Model

Transit Station Characteristics

- Transit Service
- Location, Ridership, Infrastructure, Amenities at Station



Station Area Characteristics

- Capture Information that is Not Necessarily Specific to a Particular Site (Demographics, Density, Employment, etc.)
- Establish Baseline Criteria for Evaluation Over a Period of Time

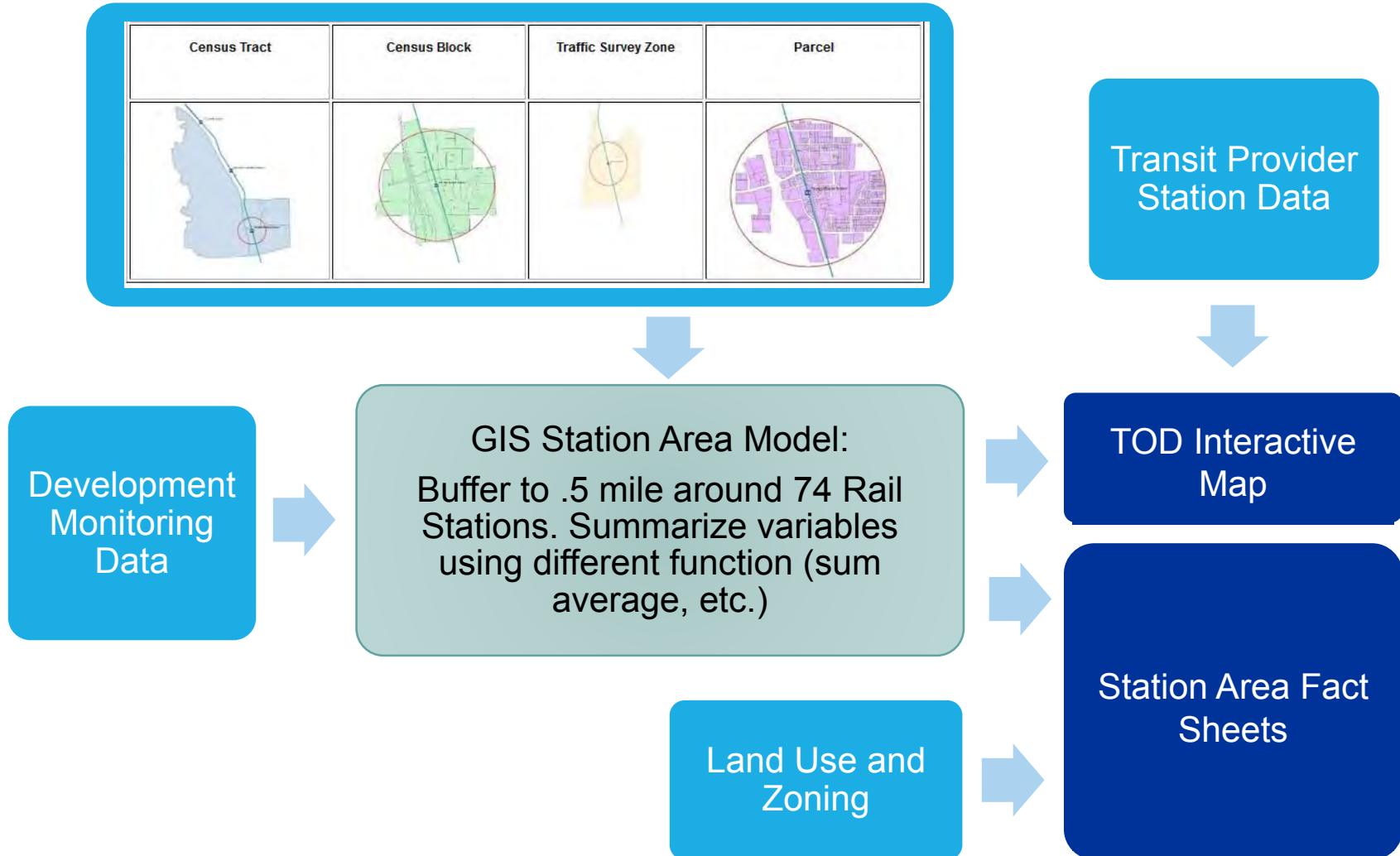


Development Characteristics

- Development Projects Within One-half Mile of Transit Stop; Categorized Based on the Primary Use (Office, Institutional, Residential, Retail, or Mixed)
- Track and Display Investment and Development Related to Transit



TOD Data Collection Model



Website: TOD Interactive Map

nctcog.org/TODdata

| Links to Station Area Fact Sheets | | | |
|--|----------------|--------------|---------------------------------------|
| Carrollton | | | |
| Station Name | Transit Agency | Land Use TOD | Pedestrian and Bicycle Routes to Rail |
| Deerbrook Carillon Station | DART | PDF | PDF |
| North Carillon/Frankford Station | DART | PDF | PDF |
| Tony Mills Station | DART, DCTA | PDF | PDF |
| Dallas | | | |
| 8th & Corinth | DART | PDF | PDF |
| Alford Station | DART | PDF | PDF |
| Bachman Station | DART | PDF | PDF |
| Baylor University Medical Center Station | DART | PDF | PDF |
| Buckner Station | DART | PDF | PDF |
| Burbank Station | DART | | |
| Cedars Station | DART | | |
| Chynoweth Station | DART | | |
| Convention Center Station | DART | | |
| Dallas Zoo Station | DART | | |
| Deep Ellum Station | DART | | |
| Fair Park Station | DART | | |
| Forest Lane Station | DART | | |
| Hampson Station | DART | | |
| Hitcher Station | DART | | |
| Illinois Station | DART | | |
| Irving/Love Field Station | DART | | |
| Keast Station | DART | | |
| Lake Highlands Station | DART | | |
| Lake Juno Station | DART | | |
| Lakewood Station | DART | | |
| LBUCentral Station | DART | | |
| LBUShilton Station | DART | | |
| Leobetter Station | DART | | |
| Lovers Lane Station | DART | | |
| Market Center Station | DART | | |
| Medical/Market Center Station | DART, The T | | |
| MUK Jr. Station | DART | | |
| Mockingbird Station | DART | | |
| Montal Station | DART | | |
| Park Lane Station | DART | | |
| Pearl Station | DART | | |
| Spring Valley Station | DART | | |

ArcGIS TOD Map

Details Basemap

Legend

Legend

TOD Stations



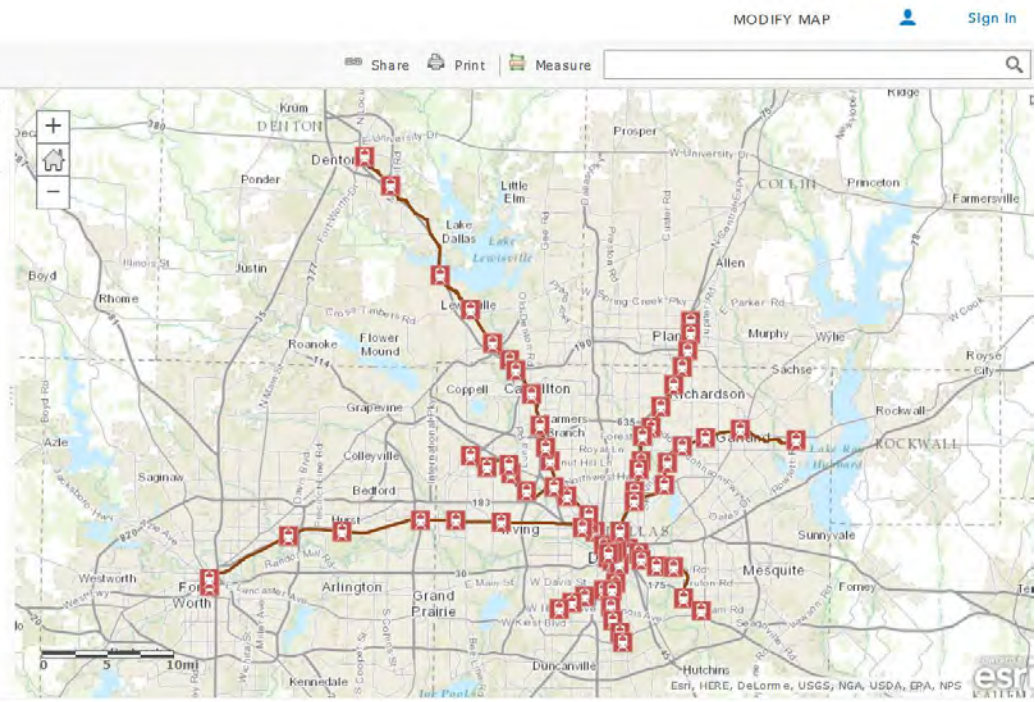
TOD Station Areas



Passenger Rail Lines



Esri.com Help Terms of Use Privacy Contact Esri Report Abuse



MODIFY MAP



Sign In

Share Print Measure

Search bar



Next Steps for TOD Data Collection

- Analysis of TEX Rail, DART Blue Line Extension, and Possibly Streetcar/Alternative Modes
- Improvements to Development Inventory
- Data Collection and Quality Control of Appraisal Data of Before and After Transit

Updating Access to Rail

2003 Study

Catalogue Bicycle and Pedestrian Infrastructure Conditions at All 46 Rail Stations

Map With Existing and Recommended Facilities for Each Rail Station

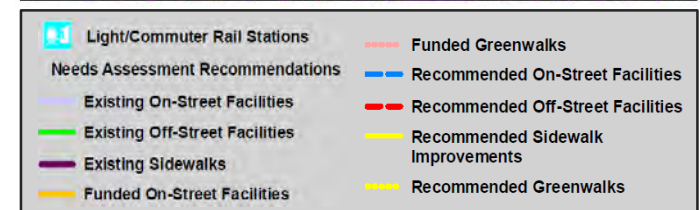
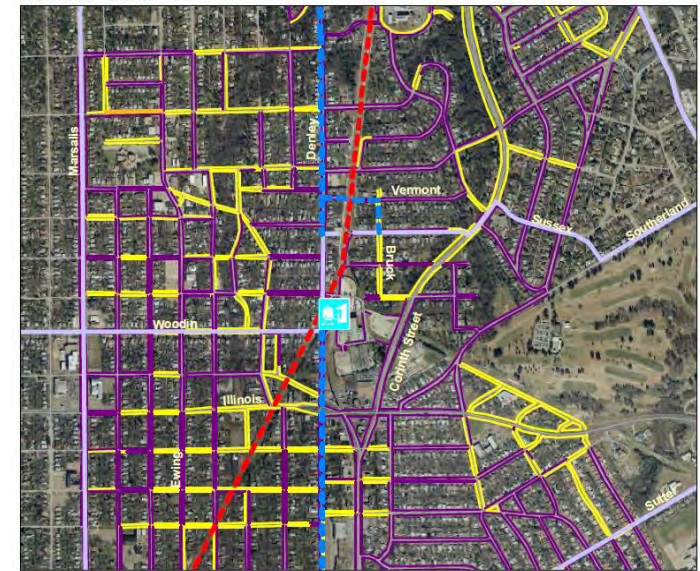
2014 Update

Incorporates Additional Bicycle and Pedestrian Infrastructure Constructed and Planned Since 2003

Incorporates Additional Rail Infrastructure Constructed Since 2003

- 28 New Stations
 - (74 vs. 46 Stations)
- Stations Located in 14 Cities Across Four Counties

Illinois Station



Active Transportation Routes to Rail

Purpose

Identify distance and gaps in the actual “Routes” to stations.

Tool to assist with prioritizing infrastructure investment to improve station accessibility and increase ridership.



Active Transportation Routes to Rail

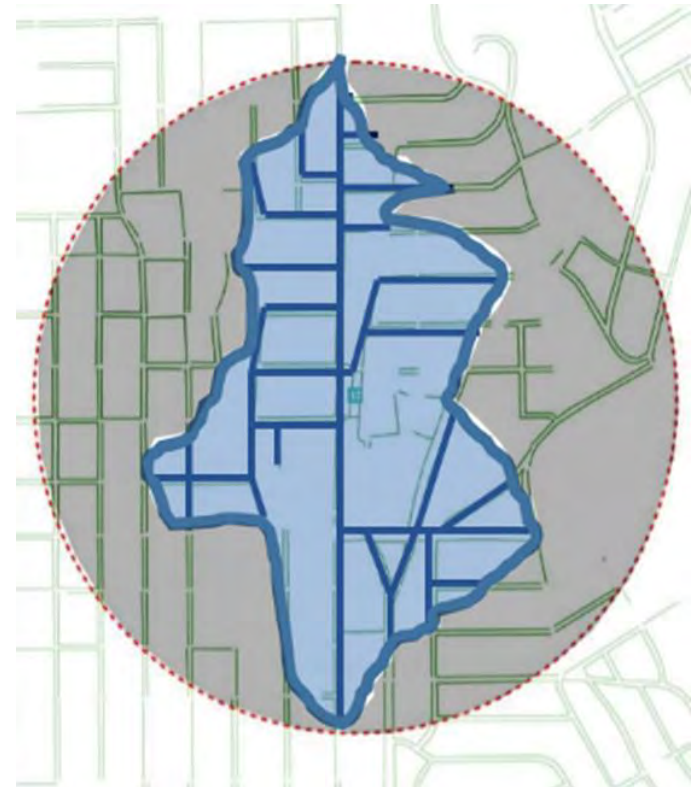
Pedestrian Network Analysis

GIS Network-based Assessment
of Pedestrian Routes (distance)
To/From Rail Stations

“Service Areas” or “Walksheds”
(polygons) Based on the *Actual
Distance of Travel*

Impacts of Barriers on the Actual
Distance of Travel

*“A true walkable radius
does not typically exist.”*



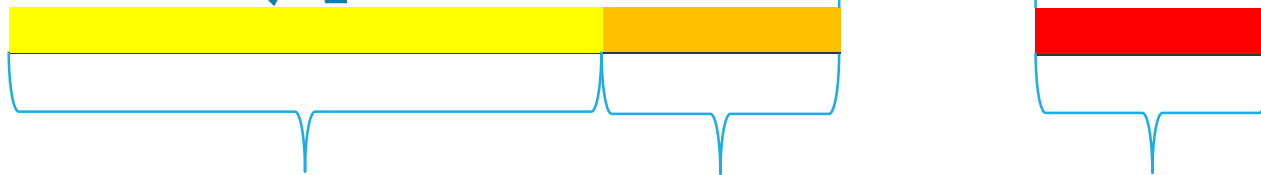
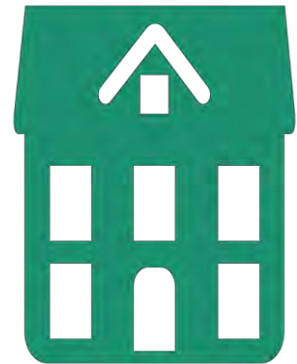
Pedestrian Routes to Rail Network Analysis

Rail Station



Barriers
and Gaps
in the
Network

Destination

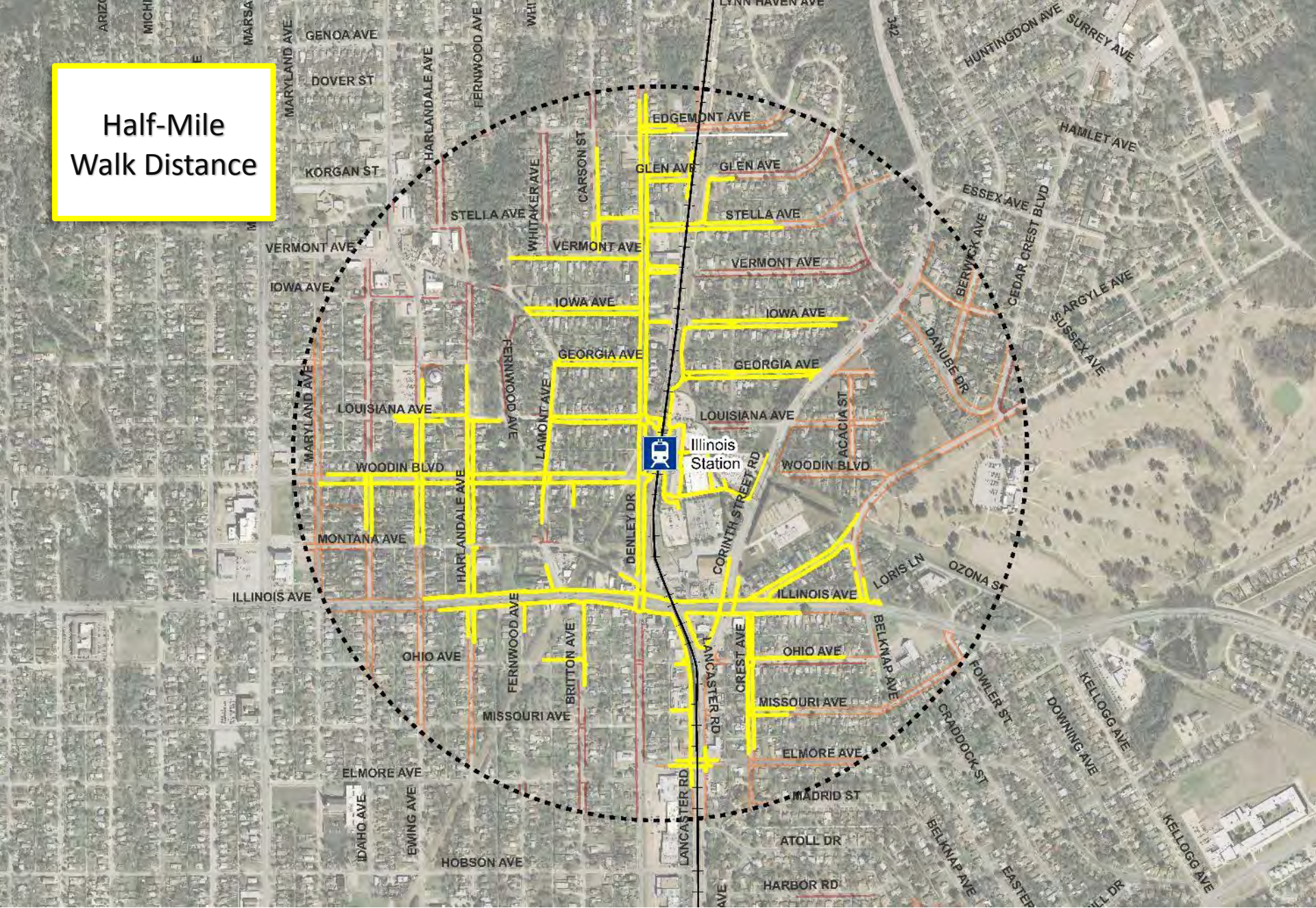


Half-mile
walk distance

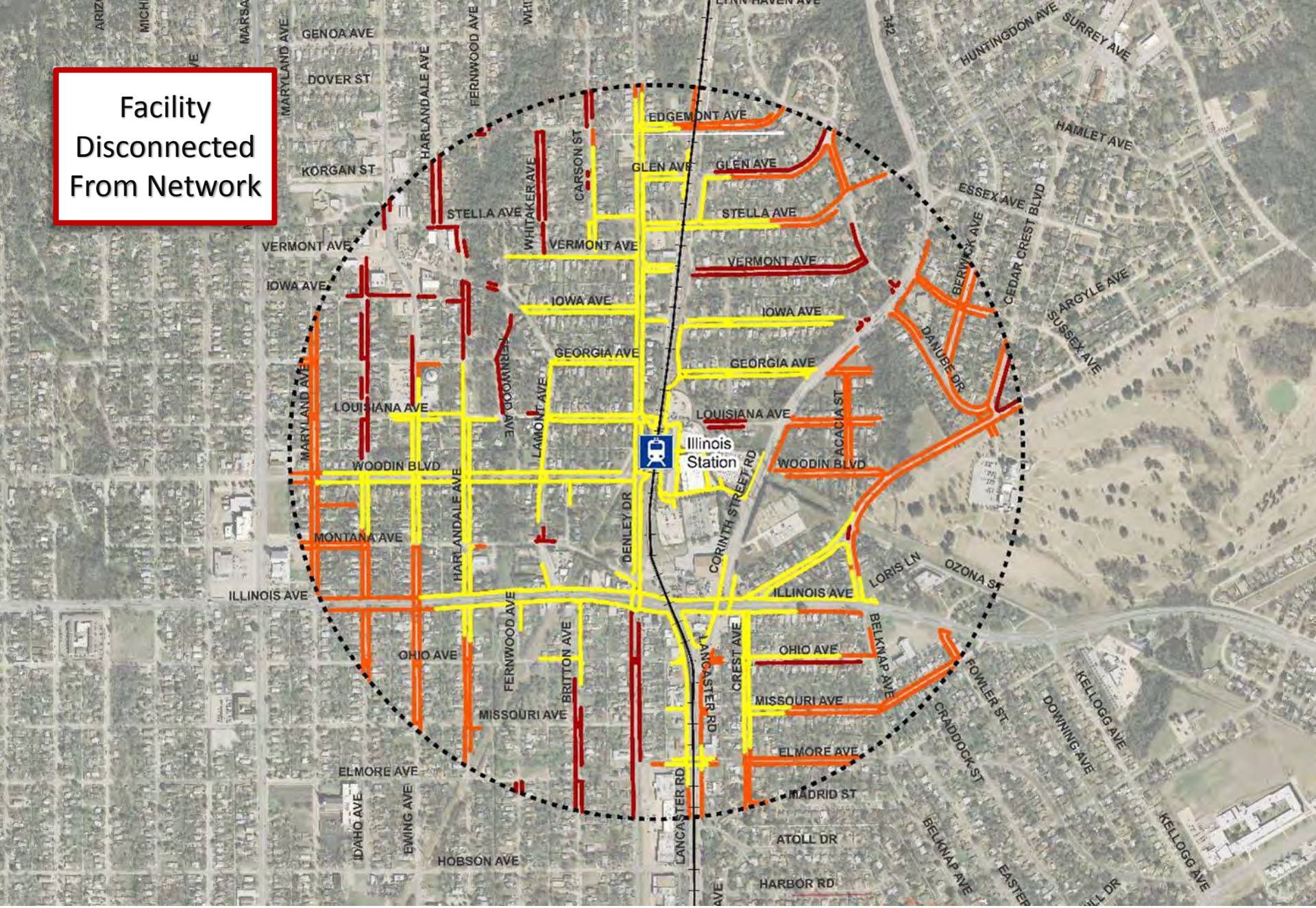
Beyond half-mile
actual walk
distance

Disconnected
pedestrian
facility

Half-Mile
Walk Distance



Facility
Disconnected
From Network



Facility
Disconnected
From Network



S. Denley Dr.

E. Illinois Ave.



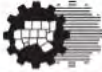
4 ft

© 2015 Google
© 2015 Google
© 2015 Europa Technologies

Google earth

Bicycle Routes to Rail - Illinois Station

Last Updated: February 2015



North Central Texas
Council of Governments



Legend



Rail Stations



0.5 Mile
Station Buffer



On-Street Bikeway, Existing



On-Street Bikeway, Planned



Veloweb



Off-Street Path, Existing



Off-Street Path, Planned

Project Overview

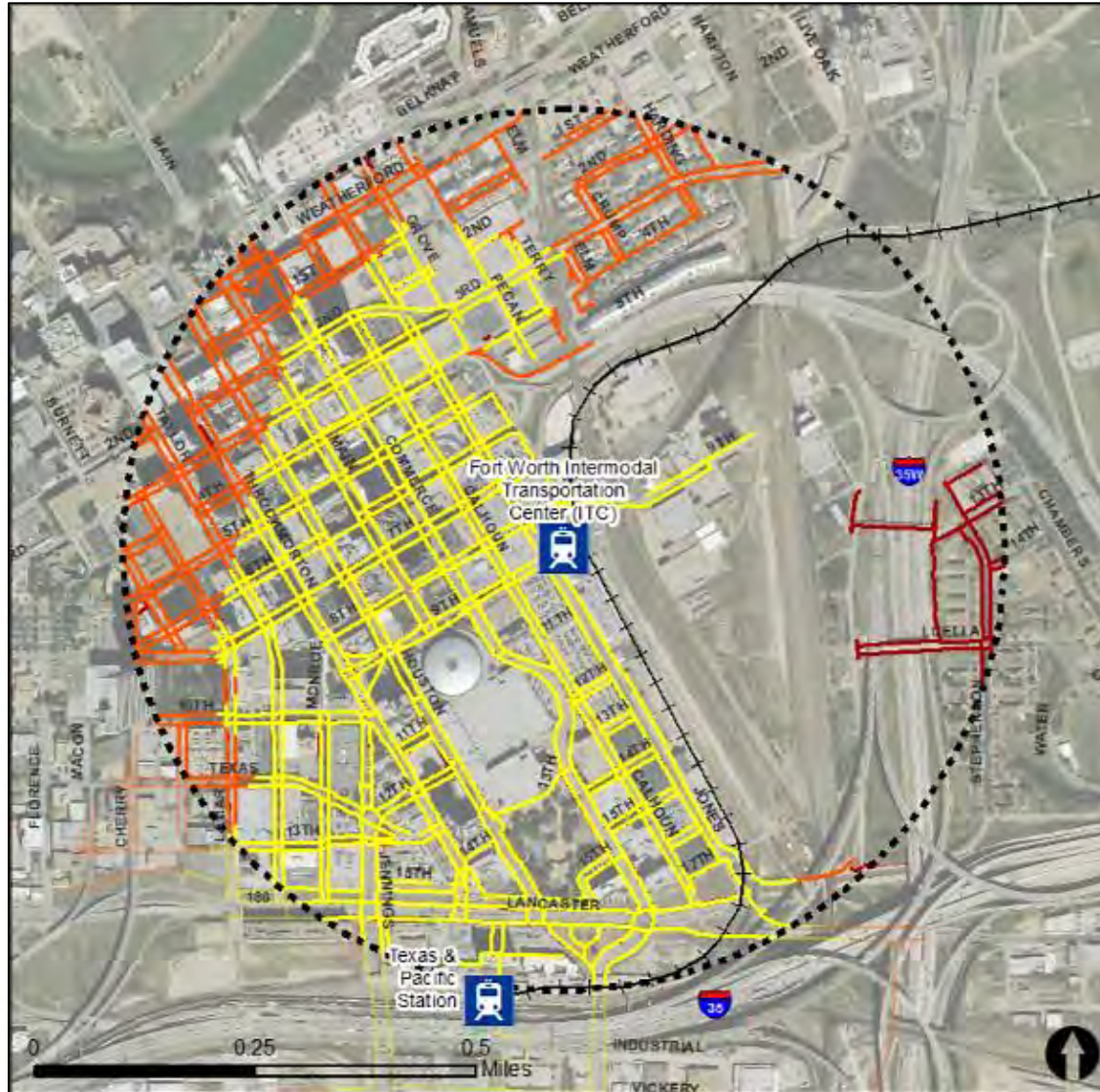
The Bicycle Routes to Rail study identifies all existing and planned bikeways in proximity to existing light rail and commuter rail stations in the Dallas / Fort Worth region based on 2013 data. The maps reflect off-street paths (trails) and streets designated by local adopted master plans for dedicated bikeways (e.g. bike lanes, cycle tracks) located on the street. In accordance with the Texas Transportation Code, bicyclists have a right to the road. As such, the map does not reflect other roadways around the station that may have signed bike routes or by state law may be used by bicyclists. More information about the Routes to Rail study and methodology is available at: nctcog.org/RoutesToRail



Pedestrian Routes to Rail – Fort Worth Intermodal Transportation Center Station



North Central Texas
Council of Governments



Last Updated: February 2015

Legend



Rail Stations



0.5 Mile
Station Buffer

Railroads

Existing sidewalk facilities within a
0.5 mile walk distance

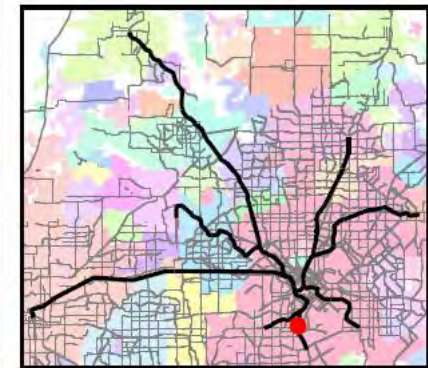
Existing sidewalk facilities greater than a
0.5 mile walk distance

Existing sidewalk facilities that are disconnected
due to a gap in the network

Project Overview

The Pedestrian Routes to Rail study identifies all existing pedestrian facilities within a half-mile radius of existing light rail and commuter rail stations in the Dallas-Fort Worth region based on 2014 data. ArcGIS Network Analyst tool was used to identify continuous facilities that are less than or greater than a half-mile actual walking distance to a station. The maps also reflect existing facilities that are disconnected due to gaps or other barriers not allowing a continuous pedestrian route to a station. The maps do not reflect the condition or ADA compliance of the existing infrastructure. More information on the Routes to Rail study and methodology can be found at:

nctcog.org/RoutesToRail

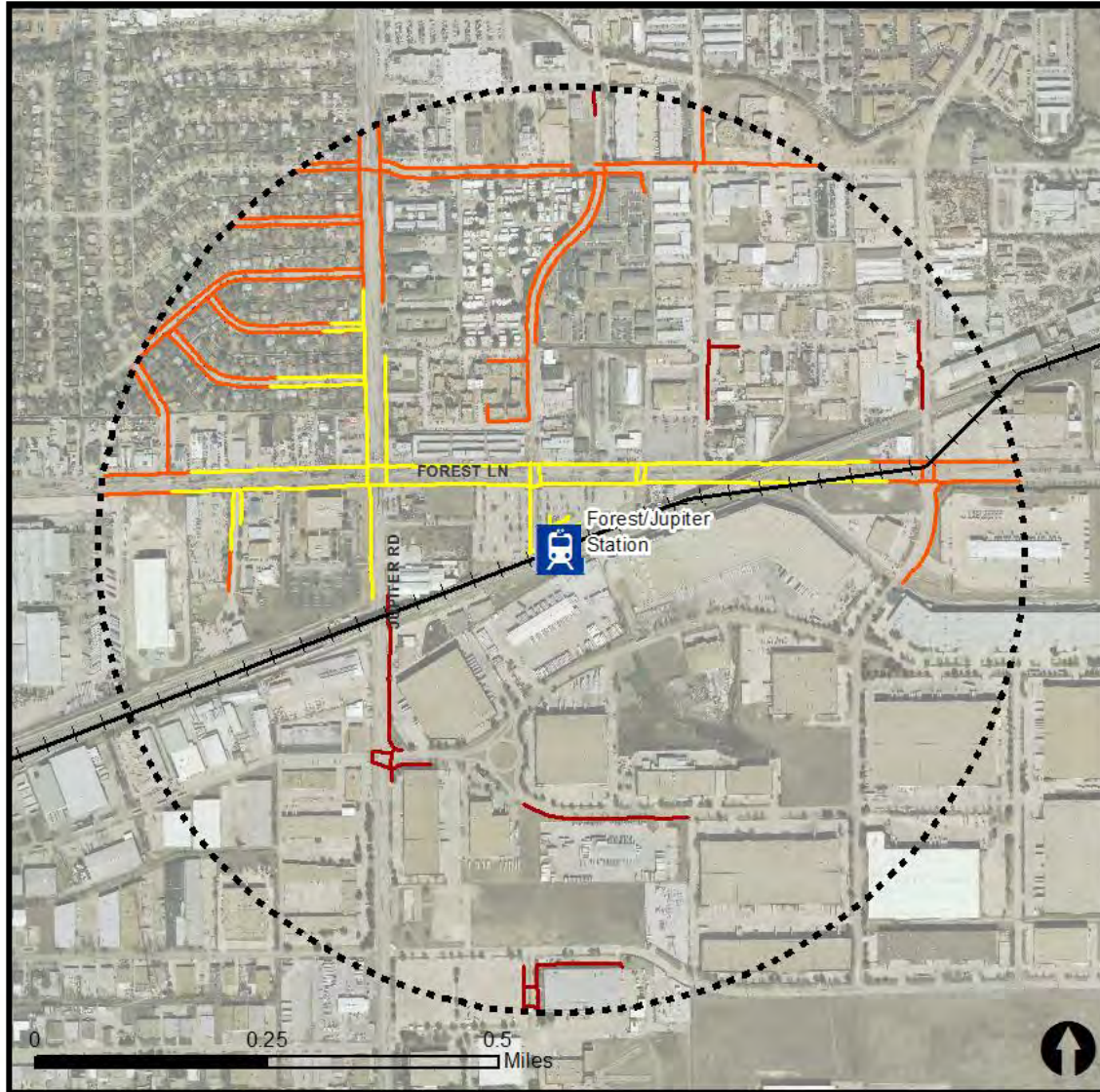


Pedestrian Routes to Rail – Forest/Jupiter Station

Last Updated: February 2015



North Central Texas
Council of Governments



Legend



Rail Stations



0.5 Mile
Station Buffer

Railroads



Existing sidewalk facilities within a
0.5 mile walk distance



Existing sidewalk facilities greater than a
0.5 mile walk distance

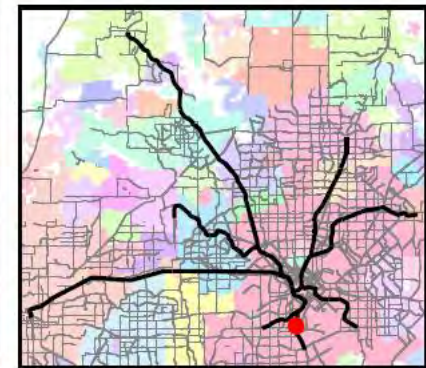


Existing sidewalk facilities that are disconnected
due to a gap in the network

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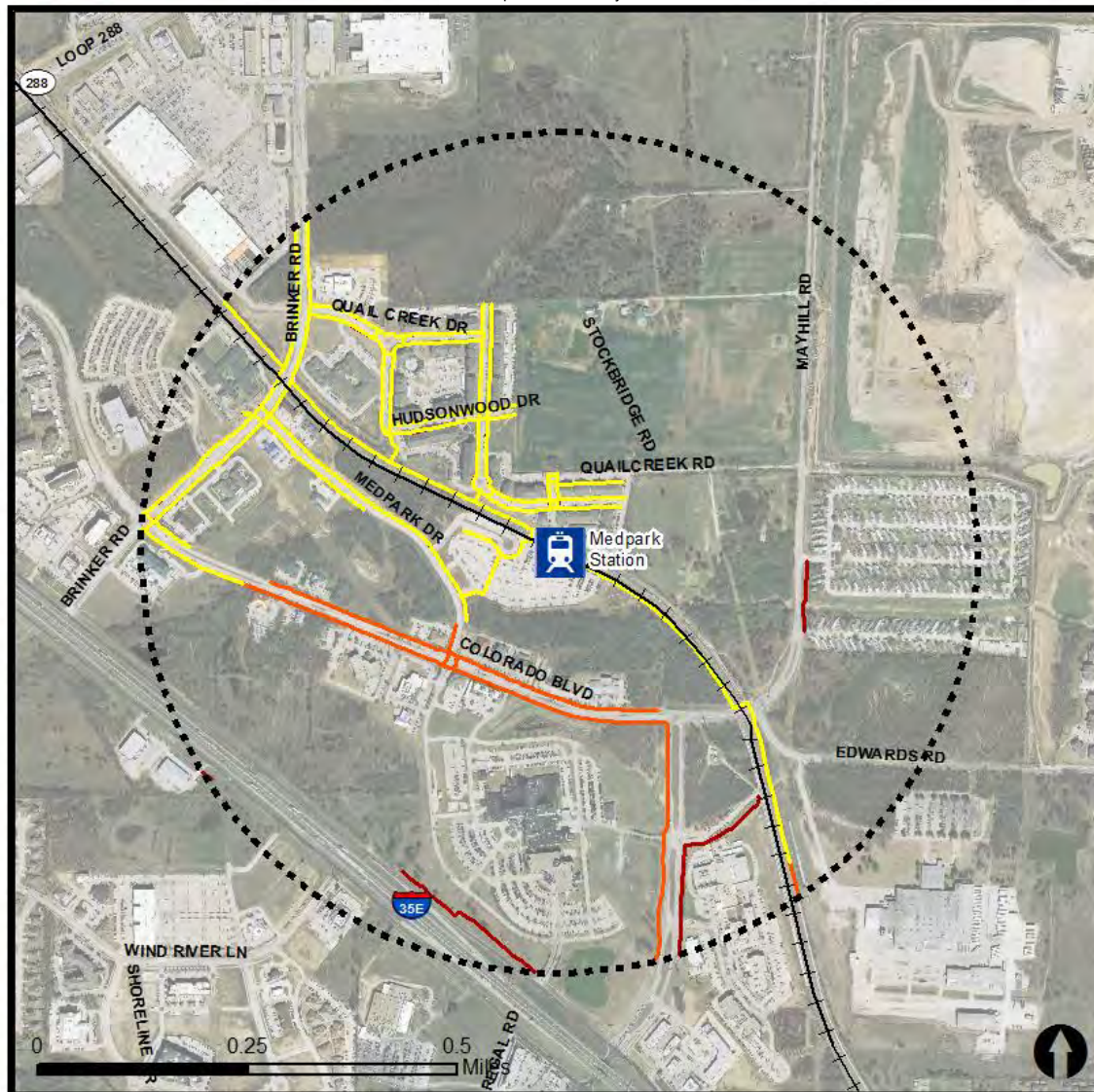


Pedestrian Routes to Rail – Medpark Station

Last Updated: February 2015



North Central Texas
Council of Governments



Legend



Rail Stations



0.5 Mile
Station Buffer

Railroads

Existing sidewalk facilities within a
0.5 mile walk distance

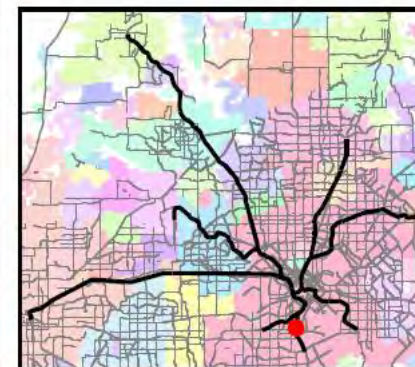
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Active Transportation Routes to Rail

Next Steps – Working With Stakeholders

- Complete assessments of existing physical conditions and barriers to “accessibility” (e.g. ADA, maintenance needs, gaps in the network).
- Review pedestrian and bicycle crash and fatality data around stations.
- Benefit Cost Analysis of improvements:
 - Land use/density
 - Number of residents and employees that would benefit from infrastructure investments
 - Environmental Justice and transit dependent communities
- **Prioritize infrastructure investments to connect areas with potential transit users.**



Washington Metropolitan Area Transit Authority (WMATA)



Connecting these communities to Metro at Southern Ave could result in over 800 new trips per day and up to \$550,000 in fare revenue per year.

For each new 225-unit apartment/condo building near transit, we should see 160 new peak riders/day, and around \$135,000/year in revenue.

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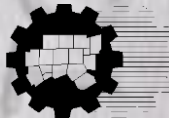
nctcog.org/RoutesToRail

TOLL MANAGED LANE DATA MONITORING

Regional Transportation Council

May 14, 2015

Dan Lamers, P.E.



*North Central Texas Council of Governments
Transportation Department*

Near Term Managed Lane System Openings

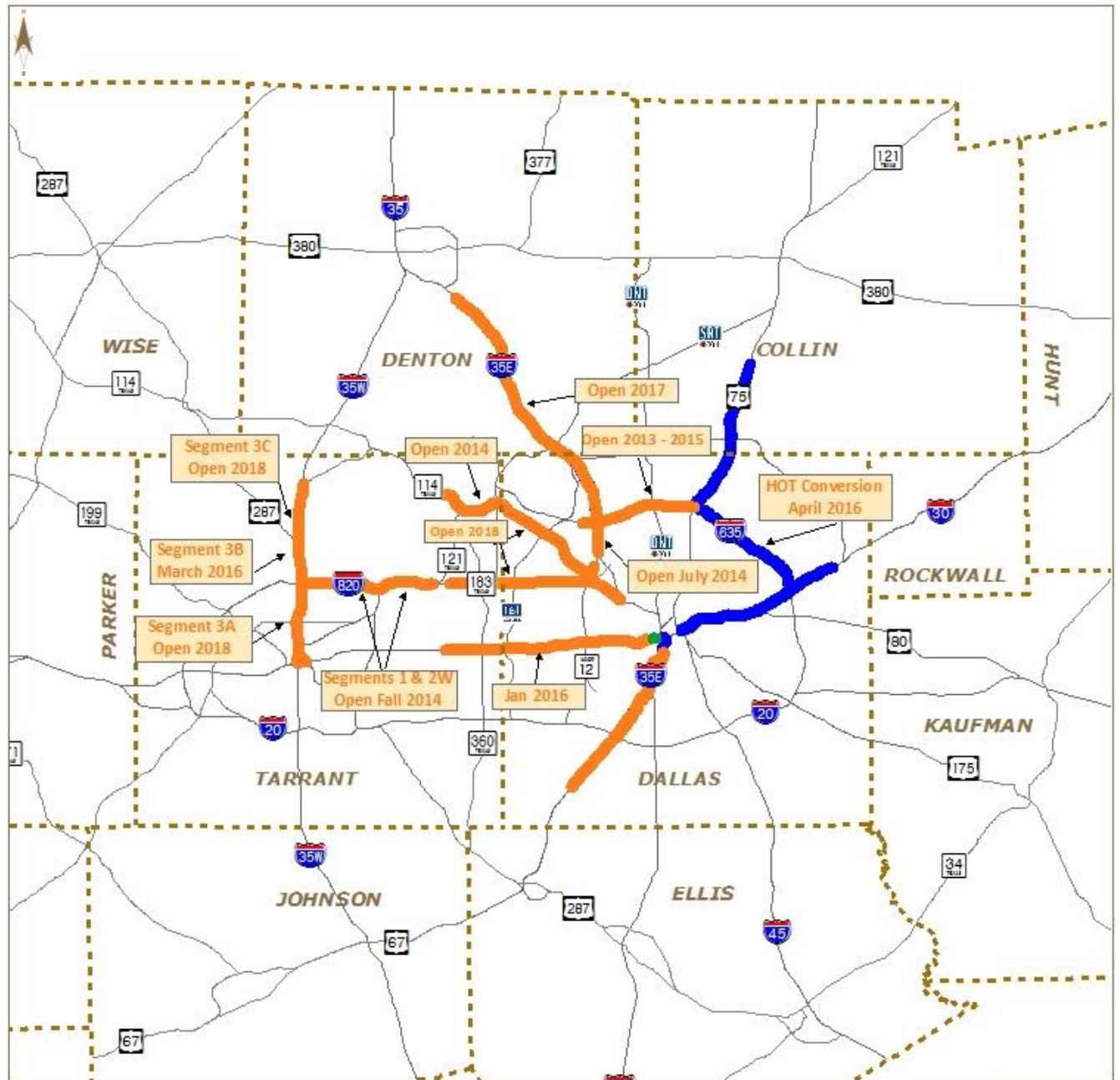
Current Express/HOV + New Managed Lanes

-  Current Express/HOV Lanes
-  New TEXpress Managed Lanes
-  Transitional High - Occupancy Vehicle Lane
-  Major Roadways

Fort Worth CBD



Dallas CBD



TOLL MANAGED LANE DATA MONITORING

Cumulative December 2013 – February 2015

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

\$76,351 as of February 2015

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

*For now, it remains 2+ until the June 1, 2016 on or before date,
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 2015

| LBJ EXPRESS | HOV 2+ Subsidy Costs | NTTA Customer Service (Additional Needs) | Project Performance Events (Speeds < 35 mph) |
|---|----------------------|--|--|
| North Tarrant Express <i>SH 183/121 from IH 35W to SH 121</i> | \$46,397 | Negligible | 0 |
| LBJ Express <ul style="list-style-type: none"> • <i>IH 635 from Preston Road to Greenville Avenue</i> • <i>IH 35E from Loop 12 to IH 635</i> | \$29,954 | Negligible | 0 |
| DFW Connector <i>SH 114 from Kimball Avenue to Freeport Parkway</i> | N/A | Negligible | 0 |