Approval of Mobility 2045 and Associated Transportation Conformity Results

Regional Transportation Council
June 14, 2018
Draft Mobility 2045 Document

Project Recommendation Maps

Project Recommendation Tables

www.nctcog.org/mobility2045
Mobility Plan Development

Maximize Existing System

- Infrastructure Maintenance
  - Maintain & Operate Existing Facilities
  - Bridge Replacements

- Management, Operations and Technology
  - Improve Efficiency & Remove Trips from System
  - Traffic Signals and Bicycle & Pedestrian Improvements &

Growth, Development, and Land Use Strategies
- More Efficient Land Use & Transportation Balance
Mobility Plan Development

Maximize Existing System
- Infrastructure Maintenance
  - Maintain & Operate Existing Facilities
  - Bridge Replacements
- Management, Operations and Technology
  - Improve Efficiency & Remove Trips from System
  - Traffic Signals and Bicycle & Pedestrian Improvements
- Growth, Development, and Land Use Strategies
  - More Efficient Land Use & Transportation Balance

Strategic Infrastructure Investment
- Rail and Bus
  - Induce Switch to Transit
- HOV/Managed Lanes
  - Increase Auto Occupancy
- Freeways/Tollways and Arterials
  - Additional Roadway Capacity
Mobility 2045 Expenditures

Maximize Existing System

- Infrastructure Maintenance
  - Maintain & Operate Existing Facilities
  - Bridge Replacements
  - $37.5 billion

- Management, Operations and Technology
  - Improve Efficiency & Remove Trips from System
  - Traffic Signals and Bicycle & Pedestrian Improvements
  - $9.5 billion

- Growth, Development, and Land Use Strategies
  - More Efficient Land Use & Transportation Balance
  - $3.2 billion

Strategic Infrastructure Investment

- Rail and Bus
  - Induce Switch to Transit
  - $33.3 billion

- HOV/Managed Lanes
  - Increase Auto Occupancy
  - $52.0 billion

- Freeways/Tollways and Arterials
  - Additional Roadway Capacity

Total Expenditures

$135.4 billion

Notes:

1. Actual dollars, in billions. Values may not sum due to independent rounding.
2. Balances to reasonably expected revenue, demonstrating financial constraint.
Transit Corridor Recommendations

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

Consistency with Local Government Plans

Revised Arterial Projects – Rowlett

Princeton Road
- Removed Extension Project

Elm Grove Road
- Removed Widening Project

Dalrock Road
- Added Capacity from 4 to 6 Lanes
Partner Comments Received

Consistency with Local Government Plans

Revised Arterial Projects – Richardson

Campbell Road

Greenville to Glenville – Removed Widening Project

Main Street

US 75 to Sherman Street – Removed Widening Project

Belt Line Road

Abrams to Frances Way – Removed Widening Project
Regionally Significant Arterial Improvements

Non-Regionally Significant Arterials may move forward and are not included in Mobility 2045 Recommendations.

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.
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

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

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.
Significant New Policy Initiatives

Performance Based Planning Targets

Safety – Complete
Transit Asset Management – Complete
Non-SOV Mode Shares – On-Going
Emission Reduction – On-Going
Congestion/Reliability – On-Going

Managed Toll Lane System

Support Managed Toll System Implementation within a Tolled Managed Lane Policy Area
Toll Managed Lane System Policy Boundary

Congestion Index:
- No Congestion
- Light Congestion
- Moderate Congestion
- Severe Congestion

Cost of Congestion/Delay: $12.1 billion

Mobility 2045

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

Job Access by Auto Within 30 Minutes

<table>
<thead>
<tr>
<th>Year</th>
<th>Protected Populations</th>
<th>Non-Protected Populations</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018 Network</td>
<td>676,940</td>
<td>479,778</td>
</tr>
<tr>
<td>2045 Build Network</td>
<td>654,315</td>
<td>376,509</td>
</tr>
</tbody>
</table>

Jobs Accessible

- **2018 Network**
  - Protected Populations: 676,940
  - Non-Protected Populations: 479,778

- **2045 Build Network**
  - Protected Populations: 654,315
  - Non-Protected Populations: 376,509

Legend:
- Blue: Protected Populations
- Orange: Non-Protected Populations
Environmental Justice Analysis

Job Access by Transit Within 60 Minutes

<table>
<thead>
<tr>
<th>Year</th>
<th>Protected Populations</th>
<th>Non-Protected Populations</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018 Network</td>
<td>266,545</td>
<td>135,427</td>
</tr>
<tr>
<td>2045 Build Network</td>
<td>364,517</td>
<td>208,097</td>
</tr>
</tbody>
</table>

Jobs Accessible

- 0
- 100,000
- 200,000
- 300,000
- 400,000
- 500,000
- 600,000
- 700,000
- 800,000
- 900,000

- Protected Populations
- Non-Protected Populations
Transportation Conformity Analysis
9- and 10-County Ozone Nonattainment Areas

Legend
- Metropolitan Planning Area
- Counties Designated Nonattainment Under 2008 8-Hour Ozone NAAQS
- Counties Designated Nonattainment Under 2015 8-Hour Ozone NAAQS
- Ozone Monitoring Sites

Map showing the 9- and 10-County Ozone Nonattainment Areas with various counties designated as nonattainment.
# 2018 Transportation Conformity Results

## Nitrogen Oxides (NO$_x$) Emissions

<table>
<thead>
<tr>
<th>Analysis Years</th>
<th>Emissions (tons/day)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>111.12</td>
</tr>
<tr>
<td>2020</td>
<td>93.14</td>
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<tr>
<td>2028</td>
<td>56.09</td>
</tr>
<tr>
<td>2037</td>
<td>43.69</td>
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<tr>
<td>2045</td>
<td>45.04</td>
</tr>
</tbody>
</table>

1. Includes Reductions from RTC Initiatives of 2.12 tons/day
2. 2017 MVEB = 130.77 tons/day

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1. 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

<table>
<thead>
<tr>
<th>Analysis Years</th>
<th>Emissions (tons/day)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>58.85</td>
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<tr>
<td>2020</td>
<td>53.39</td>
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<tr>
<td>2028 Analysis</td>
<td>37.88</td>
</tr>
<tr>
<td>2037</td>
<td>26.83</td>
</tr>
<tr>
<td>2045</td>
<td>26.25</td>
</tr>
</tbody>
</table>

Includes Reductions from RTC Initiatives of 0.56 tons/day

2017 MVEB\(^1\) = 64.91 tons/day

\(^1\) 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
Notes:
- Public meetings held during highlighted months.
- Regional Transportation Council action on Mobility 2045 scheduled for June 14, 2018.
Requested for Action

Approve Mobility 2045

Approve the 2018 Transportation Conformity Results

Approve Resolution R18-03
Questions?

Mobility 2045
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www.nctcog.org/mobility2045
Mode Share Targets

Mobility Plan Uses Sequential Process
Transit Policies TR-001 to TR-014
Developing Mode Share Target Added
Sustainable Development Program
Significant Financial Commitment to Transit and Pedestrian Projects
Non-SOV Travel

American Community Survey

Dallas-Fort Worth-Arlington Urbanized Area

Percentage of Non-SOV Travel

- Observed
- Best-Fit Trend
- 1% Annual Improvement over Trend
Funding – Bike/Ped and Transit

Funding From Mixture of Sources

Past Decade

$300 Million – Bike/Ped
$700 Million – Transit

- Blue Line Extensions – DART
- Orange Line – DART
- Dallas Streetcar – DART and City of Dallas
- TRE Double Track – DART and FWTA
- TEX Rail – FWTA
- A-Train – DCTA

Next 5 Years

$300 Million – Bike/Ped
$200 Million – Transit

- Cotton Belt – DART
- TRE Double Track – DART and FWTA
Mobility 2045

$59 Billion for Transit

- Public-Private Partnerships
- Federal Transit Funds
- Local Government Transit Sales Tax

$5.0 Billion for Bike/Ped and Sustainable Development
Population Projections

2045 Population Forecast

Regional Collaborative and Technical Process
Informed by:

- North Central Texas Growth Trends
- Improved Accessibility through Mobility Initiatives
- Economist
- Local Land Use Plans

Detailed Review by Local Entities
Updated Based on Local Review

Population Density Maps

Depict Magnitude of Growth on Regional Scale
U.S. Department of Transportation
Funding for Advanced Transportation and Congestion Management Technologies Deployment Initiative

Regional Transportation Council
June 2018
Overview of Funding Opportunity

• $60 Million Total; 5 to 10 awards up to $12 million each

• FY 2016 to 2020; applications will be solicited annually for competitively selecting grant recipients for that funding year

• Transportation Technologies to improve safety, efficiency, system performance, and infrastructure return on investment

• Applications due June 18, 2018

• Minimum 50% non-federal cost share
ATCMTD Use of Funds

- Advanced traveler information systems;
- Advanced transportation management technologies;
- Infrastructure maintenance, monitoring, and condition assessment;
- Advanced public transportation systems;
- Transportation system performance data collection, analysis, and dissemination systems;
- Advanced safety systems, including V2V and V2I communications, technologies associated with autonomous vehicles, and other collision avoidance technologies;
- Integration of ITS with the Smart Grid and other energy distribution and charging systems;
- Electronic pricing and payment systems; or
- Advanced mobility and access technologies, such as dynamic ridesharing and information systems to support human services for elderly and disabled individuals
ATCMTD Program Focus Areas

Proposals are not limited to these priorities but U.S. DOT is particularly interested in deployment programs and projects in the following areas:

• Multimodal Integrated Corridor Management

• Installation of Connected Vehicle Technologies at Intersections and Pedestrian Crossing Locations

• Unified Fare Collection and Payment Systems Across Transportation Modes and Jurisdictions

• Freight Community System

• Technologies to Support Connected Communities

• Infrastructure Maintenance, Monitoring, and Condition Assessment

• Rural Technology Deployments
Past Projects
2016 NCTCOG Submitted

- Crash Mitigation – Wrong Way Drivers
- Traffic Mitigation – Traffic Signals/Ramp Meters
- Route Warning and Mitigation – Low Water Crossings

✓ TxDOT Houston Awarded – Shared-Use eBikes, Social Carpooling, Ridesharing, Unified Payment Across Transit

2017 – DART, City of Dallas, City of Arlington, and TxDOT

✓ TxDOT Awarded ~$6 Million for Connected Freight Corridors
Next Generation Platform for Regional Multimodal Transportation Management
Project Modes and Data Elements

- **Arterials** (traffic signals, construction, low water crossings, grade crossings, routes, etc.)
- **Freeway/Toll Road/Managed Lanes** (operations, construction, auto occupancy detection, routes, etc.)
- **Transit** (real-time status, signal priority, smart shelters, mobility on demand)
- **Bike/Pedestrian** (detection, cycle tracks)
- **Freight** (parking and routes)
- **Vehicle Emissions Monitoring** (OBD)
- Connected/Autonomous Vehicles (DSRC, C-V2X)
Next Generation Platform for Regional Multimodal Transportation Management

Project Overview

- Developer Community Public
- Process Standards Policies
- Integration of Existing and New Software/Data
- Public Sector Partners
- Hardware/Technology Deployments
- TxDOT Data Lake
- Performance Measures/Big Data
- Test Technology Corridors Implementation (i.e. SM Wright, 1 to 2 other Pilots)

Data/Information Hub
- Real-time
- Archive
Next Generation Platform for Regional Multimodal Transportation Management

Project Budget

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Funding Amount</th>
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<tbody>
<tr>
<td>Grant Application Request</td>
<td>$10 Million</td>
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<tr>
<td>CMAQ/STBGP</td>
<td>$20 Million</td>
</tr>
<tr>
<td>Local Initiative Projects (LIP) Funding from Clean Air Account No. 151</td>
<td>$20 Million</td>
</tr>
<tr>
<td>Total</td>
<td>$50 Million</td>
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</table>
Other Items

Receive Letters of Support for RTC Project
  • Need by Wednesday, June 13, 2018

Request for Private-Sector and Research Partners
  • Release on Friday, June 1, 2018
  • Due by Thursday, June 14, 2018

Request Letters of Support for Non-RTC Project
  • Need to Receive Request by Friday, June 8, 2018
  • Please send Request to Rebekah Hernandez at RHernandez@nctcog.org
Action Requesting

Requesting Regional Transportation Council Approval

• Regional Application for the 2018 Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program

• Letters of Support for Non-RTC Projects
2017-2018
CMAQ/STBG* FUNDING:
STRATEGIC PARTNERSHIPS
(ROUND 2)

Regional Transportation Council
June 14, 2018

* Congestion Mitigation and Air Quality Improvement Program/
  Surface Transportation Block Grant
<table>
<thead>
<tr>
<th>STATUS</th>
<th>PROGRAM</th>
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<tbody>
<tr>
<td>✓</td>
<td>Federal/Local Funding Exchanges</td>
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<tr>
<td>✓</td>
<td>Automated Vehicle Program <em>(May bring back a Round 2 effort)</em></td>
</tr>
<tr>
<td>■</td>
<td><strong>Strategic Partnerships</strong></td>
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<tr>
<td>✓</td>
<td>Round 1</td>
</tr>
<tr>
<td>□</td>
<td>Round 2</td>
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<tr>
<td>□</td>
<td>Round 3/Intersection Improvements</td>
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<tr>
<td>✓</td>
<td>Planning and Other Studies</td>
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<tr>
<td>■</td>
<td><strong>10-Year Plan/Proposition 1 Adjustments</strong></td>
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<tr>
<td>✓</td>
<td>Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects</td>
</tr>
<tr>
<td>✓</td>
<td>Transit Program</td>
</tr>
<tr>
<td>□</td>
<td>Assessment Policy Programs/Projects</td>
</tr>
<tr>
<td>✓</td>
<td>Local Bond Program Partnerships</td>
</tr>
<tr>
<td>✓</td>
<td>Safety, Innovative Construction, and Emergency Projects</td>
</tr>
<tr>
<td>□</td>
<td>Management and Operations (M&amp;O), NCTCOG-Implemented, and Regional/Air Quality Programs</td>
</tr>
</tbody>
</table>

✓ = 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)

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Partners</th>
<th>Proposed RTC Funding</th>
<th>Proposed Non-RTC Funding</th>
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</thead>
<tbody>
<tr>
<td>East Bear Creek Road</td>
<td>TxDOT Dallas, City of Glenn Heights, Dallas County</td>
<td>$15.46</td>
<td>$10.14</td>
</tr>
<tr>
<td>Merritt/Sachse Road</td>
<td>City of Sachse, Collin County, Dallas County</td>
<td>$10.00*</td>
<td>$5.00*</td>
</tr>
<tr>
<td>SH 66 at Dalrock Road</td>
<td>City of Rowlett</td>
<td>$2.15</td>
<td>$2.77</td>
</tr>
<tr>
<td>IH 635/LBJ at Belt Line Road</td>
<td>City of Coppell, City of Dallas, City of Irving, Dallas County, TxDOT Dallas</td>
<td>$2.90</td>
<td>$3.10</td>
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<tr>
<td>Meandering Road</td>
<td>City of Fort Worth</td>
<td>$15.00*</td>
<td>Transportation Development Credits (TDC)</td>
</tr>
<tr>
<td>Veterans Administration (VA) Hospital Ramp Relocations</td>
<td>TxDOT Fort Worth</td>
<td>$1.12</td>
<td>$0.28</td>
</tr>
<tr>
<td>SH 121 (DFW Connector) U-Turn Lane</td>
<td>TxDOT Fort Worth</td>
<td>$3.20</td>
<td>$0.80</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$49.83</strong></td>
<td><strong>$22.09</strong></td>
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</table>

* Accounts for new funding on project only; Existing funding has already been approved in the Transportation Improvement Program (TIP) for early project phases
# TIMELINE

<table>
<thead>
<tr>
<th>MEETING/TASK</th>
<th>DATE</th>
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<tbody>
<tr>
<td>STTC Information</td>
<td>April 27, 2018</td>
</tr>
<tr>
<td>RTC Information</td>
<td>May 10, 2018</td>
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<tr>
<td>Public Meetings</td>
<td>May 2018</td>
</tr>
<tr>
<td>STTC Action</td>
<td>May 25, 2018</td>
</tr>
<tr>
<td>RTC Action</td>
<td>June 14, 2018</td>
</tr>
</tbody>
</table>
REQUESTED ACTION

• RTC approval of:
  • The proposed list of projects to fund through the 2017-2018 CMAQ/STBG: Strategic Partnerships (Round 2) Program
  • Administratively amending the 2019-2022 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents to incorporate these changes.
QUESTIONS?

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bdell@nctcog.org
IMPLICATIONS OF TEXAS ATTORNEY GENERAL OPINION ON PROPOSITION 1 AND 7 FUNDS

Regional Transportation Council
June 14, 2018

Ken Kirkpatrick
Counsel for Transportation
Opinion Requested by Representative Pickett

Issue: Whether Proposition 1 and Proposition 7 funds may be used on “toll projects”

Opinion Issued on May 7, 2018
Related to a Portion of Oil Production Taxes  

Texas Constitution Article III, § 49-g(c)  

“…Revenue transferred to the state highway fund under this subsection may be only used for constructing, maintaining, and acquiring right-of-way for public roadways other than toll roads.”
Related to a Portion of General Sales and Motor Vehicle Taxes

Texas Constitution Article VIII, § 7-c(c)

“Money deposited in the state highway fund under this section may only be appropriated to:

1) construct, maintain, or acquire right-of-way for public roadways other than toll roads; or

2) Repay the principal or interest of general obligation bonds…”
1) Clear that Proposition 1 and 7 cannot be used to fund any toll roads

2) Commission may not co-mingle Proposition 1 or 7 funds with other funds with no mechanism for ensuring that funds are spent as constitutionally required

3) Absent a definition of “toll road,” the Attorney General is unable to render an opinion on whether such funds can be spent on non-tolled portions of tolled projects
BUILD Discretionary Grant Program

Program Overview

- **BUILD** – **Better Utilizing Investments to Leverage Development**
- Replaces the pre-existing TIGER Discretionary Grant Program
- **$1.5 Billion** available (Consolidated Appropriations Act of 2018):
  - Maximum Grant Award = **$25 Million**
  - Minimum Grant Award = **$5 Million** (Urban); **$1 Million** (Rural)
  - No more than **$150 Million** may be awarded to a single State
  - At least 30% ($450 Million) to be designated for projects in rural areas
- **Project Eligibility:**
  - Highway, bridge, or other road projects (Title 23, US Code)
  - Public transportation projects (Ch. 53 of Title 49, US Code)
  - Passenger and freight rail transportation projects
  - Port infrastructure investments (including inland port/land ports of entry)
  - Intermodal projects
BUILD Discretionary Grant Program (cont.)

Submittal, Selection, and Funding Details/Deadlines

- Application Submittal Deadline – July 19, 2018 @ 7:00pm CDT
- Eligible Applicants:
  - State, U.S. territory, local, or tribal governments
  - Government subdivisions including transit agencies, port authorities, and metropolitan planning organizations (MPOs)
- No more than 3 applications may be submitted by each applicant
- USDOT project awards to be announced by December 18, 2018
- Obligation Deadline – September 30, 2020
  - Signed/executed agreement between USDOT and Grant Recipient
  - Execution formally obligates BUILD Grant funding for the awarded project
  - Completed environmental clearance, design, and ROW acquisition required
- Expenditure Deadline – September 30, 2025
BUILD Discretionary Grant Program (cont.)

Funding Shares

- Maximum cost share for BUILD Grants up to 80% in urban areas and up to 100% in rural areas
- Total Federal funds may not exceed 80% of project cost (urban)
- Non-Federal cost sharing:
  - State, local, or private-sector funding
  - Other funds may include right-of-way contributions, toll credits, or recycled revenue from competitive sales/leases of publicly-owned/operated assets
- Consideration of ability to generate **new** non-Federal revenue:
  - Asset recycling, tolls, tax-increment financing, or sales/gas-tax increases
  - New actions applicable after January 1, 2015 (max. time period = 10 years)
  - If revenue generated through a “program of projects”, applicants may exceed 3-application limit (each project subject to maximum grant award)
BUILD Discretionary Grant Program (cont.)

Merit Criteria Evaluation

- Safety
- State of Good Repair
- Economic Competitiveness
- Environmental Protection
- Quality of Life
- Innovation (Technology Applications/Project Delivery Methods)
- Partnership
- Non-Federal Revenue for Transportation Investment
- Project Readiness
- Benefit-Cost Analysis
BUILD Discretionary Grant Program (cont.)

Regional Project Selection Methodology

- Select projects in both the East and West Sub-Regions
- Identify partnership opportunities with TxDOT, other transportation providers, and/or local governments
- Review recent discretionary grant project submittals (TIGER, FASTLANE, INFRA, etc.) for possible BUILD Grant compatibility
- Analyze locations with potential to maximize non-Federal revenue leverage
- Determine significant economic development opportunities with needed transportation catalysts
## BUILD Discretionary Grant Program (cont.)

### Timeline

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>April 20, 2018</td>
<td>BUILD Grant Notice of Opportunity Announced</td>
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<tr>
<td>May 10, 2018</td>
<td>RTC – Director’s Report</td>
</tr>
<tr>
<td>May 25, 2018</td>
<td>STTC Information (Identity of Candidate Projects)</td>
</tr>
<tr>
<td>June 14, 2018</td>
<td>RTC Information (Identity of Candidate Projects)</td>
</tr>
<tr>
<td>June 22, 2018</td>
<td>STTC Action</td>
</tr>
<tr>
<td>June 29, 2018</td>
<td>Request Deadline for Letters of Support (send to Rebekah Hernandez – <a href="mailto:rhernandez@nctcog.org">rhernandez@nctcog.org</a>)</td>
</tr>
<tr>
<td>July 12, 2018</td>
<td>RTC Action</td>
</tr>
<tr>
<td>July 19, 2018</td>
<td>BUILD Application Deadline (<a href="http://www.grants.gov">www.grants.gov</a>)</td>
</tr>
<tr>
<td>July 26, 2018</td>
<td>Executive Board Action</td>
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</tbody>
</table>
BUILD – Proposed Candidate Projects
IH 635 (LBJ) East Project

- CSJ 2374-01-183: US 75 to Royal Lane/Miller Road – 3.2 miles
- CSJ 2374-01-137: Royal Lane/Miller Road to West of SH 78 (Garland Road) – 2.6 miles
- CSJ 2374-02-053: West of SH 78 (Garland Road) to I-30 – 5.2 miles
BUILD – Proposed Candidate Projects (cont.)
Trinity Railway Express (TRE) Multimodal Improvements

Trinity Railway Express Multimodal Improvements Project Locations

Note: All project locations are for illustrative purposes only. Exact project limits may vary from those shown.
Alliance Texas/Haslet Accessibility Improvement Project

Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community
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Karla Weaver  
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June 14, 2018  
Regional Transportation Council (RTC)  
Information Item – Program Overview and Notice of Funding Availability
Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics for the Regional Veloweb system 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
- Total: 7,291 Miles

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.

North Central Texas Council of Governments

Mobility 2045
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
Included:

- 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

Slides are noted if all respondents or bicyclists only answered the question.
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
- 84% Jun, Jul, Aug
- 85% Sep, Oct, Nov
- 47% Dec, Jan, Feb
Frequency of Bicycling

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

ALL Respondents

- Strongly Disagree: 31%
- Somewhat Disagree: 14%
- Somewhat Agree: 25%
- Strongly Agree: 30%

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?

Percent of all respondents indicating each is a barrier.

- Weather is too hot: 64%
- Lack of secure bike parking: 54%
- Biking lanes, trails, and paths are not connected: 53%
- No showers or place to freshen up at my destination: 49%
- Biking lanes, trails, and paths are not available: 48%
- Destinations are too far: 48%
- I don't own a bike: 37%
- It doesn't fit my lifestyle: 37%
- It takes too long: 35%
- I do not feel safe: 34%
- Weather is too cold: 27%
- Existing bikeways are in poor condition: 24%
- I am not physically able: 23%
- My bike is not in good working condition: 20%

Lack of bicycle facilities are among the top barriers to bicycling more.
Proximity to a Bicycle Facility Influences Bicycle Use

34%
Who Lived **MORE THAN** Half-Mile from a Trail or Bikeway

Bicycled in the past 12 months

45%
Who Lived **LESS THAN** Half-Mile from 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”

- Bicycle Parking: 75%
- Dedicated On-Street Bike Lanes: 73%
- Bicycle-Friendly Streets: 63%
- Off-Street Bicycle Paths and Trails: 62%
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%
2017 NCTCOG
Regional Bicycle Opinion Survey Results

Bicycle Opinion Survey Website: nctcog.org/bikesurvey

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