2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM
DRAFT LISTINGS

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

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

April 2018  
Conduct public meetings

Present final listings to STTC for Action

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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MPO PLANNING
MEMORANDUM OF UNDERSTANDING

Surface Transportation Technical Committee
April 27, 2018

Ken Kirkpatrick
Counsel for Transportation
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
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
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
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
Contact

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Principal Air Quality Planner
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Mobility 2045 Update
Transit Corridor Recommendations

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

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

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

Discussions are underway regarding planning for a north/south controlled access route within the proximity of Lake Lavon.

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.
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

Submit Mobility 2045 Comments by Email

mobilityplan@nctcog.org
# Mobility 2045 Prioritization and Expenditures

## DRAFT

<table>
<thead>
<tr>
<th>Strategic Infrastructure Investment</th>
<th>Total Expenditures*</th>
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<tbody>
<tr>
<td>Freeways/Tollways and Arterials</td>
<td>$ 52.0</td>
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<tr>
<td>HOV/Managed Lanes</td>
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<tr>
<td>Increase Auto Occupancy</td>
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<tr>
<td>Rail and Bus</td>
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<tr>
<td>Induce Switch to Transit</td>
<td>$ 33.3</td>
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<td>Growth, Development, and Land Use Strategies</td>
<td>$ 3.2</td>
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<td>More Efficient Land Use &amp; Transportation Balance</td>
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<td>Management and Operations</td>
<td>$ 9.5</td>
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<td>Improve Efficiency &amp; Remove Trips from System</td>
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<td>Traffic Signals and Bicycle &amp; Pedestrian Improvements</td>
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<tr>
<td>Infrastructure Maintenance</td>
<td>$ 37.5</td>
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<tr>
<td>Maintain &amp; Operate Existing Facilities</td>
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<tr>
<td>Bridge Replacements</td>
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</tbody>
</table>

*Actual dollars, in billions. Values may not sum due to independent rounding.
Public Comment Topics

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

February 2018

Policy Foundation for Mobility 2045
Transportation Assistance for South Dallas County
Transit Funding
Public Comment Topics

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

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

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<td><strong>Draft Recommendations for Review</strong></td>
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<td><strong>Air Quality Conformity</strong></td>
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**Notes:**
- Public meetings held during highlighted months.
- Regional Transportation Council action on Mobility 2045 scheduled for June 14, 2018.
Transportation Conformity Analysis
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 ($NO_\text{X}$) = 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

Legend
- Counties Proposed Nonattainment Under 2015
- 8-Hour Ozone National Ambient Air Quality Standards*
- Metropolitan Planning Area
- Ozone Monitoring Sites

*Current as of January 2018. EPA final designations expected Spring 2018.
2018 Transportation Conformity Results

Nitrogen Oxides (NO$_x$) Emissions

<table>
<thead>
<tr>
<th>Analysis Years</th>
<th>Emissions (tons/day)</th>
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<tbody>
<tr>
<td>2018</td>
<td>113.01</td>
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<tr>
<td>2020</td>
<td>94.70</td>
</tr>
<tr>
<td>2028</td>
<td>57.16</td>
</tr>
<tr>
<td>2037</td>
<td>44.62</td>
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<tr>
<td>2045</td>
<td>46.03</td>
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</tbody>
</table>

Includes Reductions from RTC Initiatives of 2.10 tons/day

2017 MVEB$^1$ = 130.77 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
2018 Transportation Conformity Results

Volatile Organic Compounds (VOCs) Emissions

![Graph showing VOC emissions for different years with reductions from RTC initiatives.]

- **2017 MVEB**: 64.91 tons/day
- **Includes Reductions from RTC Initiatives of 0.54 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
Questions?

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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

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

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
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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
## CMAQ/STBG FUNDING PROGRAMS

<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>
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<tr>
<td>▼</td>
<td><strong>Strategic Partnerships</strong></td>
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<tr>
<td>✔️</td>
<td>Round 1</td>
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<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>
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<td>✔️</td>
<td>Transit Program</td>
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<tr>
<td>☐</td>
<td>Assessment Policy Programs/Projects</td>
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<td>✔️</td>
<td>Local Bond Program Partnerships</td>
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<td>✔️</td>
<td>Safety, Innovative Construction, and Emergency Projects</td>
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<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)

### DRAFT

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

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<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>Meandering Road from SH 183 to Gillham Rd. – Realign intersection, add traffic signal, &amp; construct roundabout at LTJG Barnett; Reconstruct Meandering Rd. from 4 to 3 lanes &amp; add sidewalks &amp; bicycle lanes</td>
<td>City of Fort Worth</td>
<td>$15.00</td>
<td>Transportation Development Credits (TDC)</td>
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<tr>
<td>Veterans Administration (VA) Hospital Ramp Relocations – IH 20 from Fort Worth and Western Railroad to Campus Dr.</td>
<td>TxDOT Fort Worth</td>
<td>$1.12</td>
<td>$0.28</td>
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<td><strong>Total</strong></td>
<td><strong>$46.87</strong></td>
<td><strong>$19.95-$24.95</strong></td>
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## TIMELINE

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<tr>
<td>STTC Information</td>
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<td>RTC Information</td>
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<td>Public Meetings</td>
<td>May 2018</td>
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<td>STTC Action</td>
<td>May 25, 2018</td>
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<tr>
<td>RTC Action</td>
<td>June 14, 2018</td>
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QUESTIONS?

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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 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 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
- 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

June 2018
Bicycle Opinion Survey Background
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

Slides are noted if all respondents or bicyclists only answered the question.
Planning / Designing for All Ages & Abilities
(Ages 8 to 80)
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
- 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.

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

**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?

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

Percent of all respondents indicating each is a barrier.

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

- **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%)

ALL Respondents
2017 NCTCOG
Regional Bicycle Opinion Survey Results

Bicycle Opinion Survey Website: nctcog.org/bikesurvey

- Key Findings
- Executive Summary
- Final Report
- Presentation Slides and Graphics
North Central Texas Council of Governments

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TOLL MANAGED LANE
DATA MONITORING

Surface Transportation Technical Committee

April 27, 2018

Berrien Barks

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
Segment 3C Opening 2021
Open 2017
Open 2014
Open 2015
Open 2017
Open 2017
Opening 2018
Open 2014
Segments 1 & 2W Open 2014
Open August 2016
HOT Conversion Open October 2016

Dallas CBD
Segment 3A Opening September 2018
Segment 3B Open 2017
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**

<table>
<thead>
<tr>
<th>Facility</th>
<th>HOV 2+ Subsidy Costs</th>
<th>NTTA Customer Service (Additional Needs)</th>
<th>Project Performance Events (Speeds &lt; 35 mph)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>North Tarrant Express</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• SH 183/121 from IH 35W to SH 121</td>
<td>$860,122</td>
<td>Negligible</td>
<td>0</td>
</tr>
<tr>
<td>• IH 35W from IH 820 to US 287</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>LBJ Express</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• IH 635 from Preston Road to Greenville Avenue</td>
<td>$1,299,370</td>
<td>Negligible</td>
<td>0</td>
</tr>
<tr>
<td>• IH 35E from Loop 12 to IH 635</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>DFW Connector</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SH 114 from Kimball Avenue to Freeport Parkway</td>
<td>N/A</td>
<td>Negligible</td>
<td>0</td>
</tr>
<tr>
<td><strong>IH 30 Managed Lanes</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IH 30 from SH 161 to Westmoreland Road</td>
<td>N/A</td>
<td>Negligible</td>
<td>0</td>
</tr>
<tr>
<td><strong>IH 35E Managed Lanes</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IH 35E from FM 2181 (Teasley) to LBJ</td>
<td>N/A</td>
<td>Negligible</td>
<td>0</td>
</tr>
</tbody>
</table>
Based on ≤70 ppb (As of April 26, 2018)

Exceedance Levels
- Orange (71-75 ppb)
- Orange (76-85 ppb)
- Red (86-105 ppb)
- Purple (106+ ppb)

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 for the revised ozone standard of 70 ppb.

*Data not certified by the TCEQ
^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
ppb = parts per billion

= 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)
Design Value (ppb)\(^1\)

*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).

1997 Standard < 85 ppb (Revoked)

2008 Standard ≤ 75 ppb\(^1\) (by 2017)

2015 Standard ≤ 70 ppb (TBD; Marginal by 2020)

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1. 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).

2. 2017 data not certified by the Texas Commission on Environmental Quality

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

---

Source: NCTCOG TR Dept
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