MOBILITY 2045 (continued from Page 1)

Mobility 2045 proposes $33.4 billion be provided to the transportation system through 2045 to cover a recommended list of projects and programs. The projects include strategies geared toward infrastructure maintenance, more efficient management and operations, as well as growth, development and land use totaling nearly $50 billion. The plan will allocate $33.3 billion toward enhancing transit options and $52 billion toward roadway improvements to establish a more efficient travel experience.

The next step for Mobility 2045 is transportation conformity and making sure the plan can be carried out without negatively impacting air quality. With 10 counties in nonattainment for ozone pollution, it is important to monitor all planning, building, and performance details of Mobility 2045 to ensure it is improving the overall air quality for all DFW residents.

With Mobility 2045 being passed by the RTC, North Texas will soon witness the implementation of this plan. Once a transportation conformity determination is made, North Texas will be able to benefit from the innovative Mobility 2045.

For more information, visit www.nctcog.org/mobility2045.

LOYL BUELSS (continued from Page 2)

members in all different areas parts of the region,” he said. Regardless of whether they represent the most heavily populated metro areas or rural parts of North Texas, members work together to solve regional issues, he said.

One thing that helps the RTC continue to meet the needs of this growing region is its embrace of innovation.

“Anytime we can bring innovation into the mix and make things more efficient, more streamlined, just come up with new ideas we will typically help us with the funding issues,” he said. After working his way up from the bottom and developing relationships along the way, Buehlse feels a responsibility to continue to cultivate a family atmosphere.

“Just over the years, developing those friendships, developing those working relationships, it makes me even more motivated to ensure the department is a place where one can work and feel a part of it, feel a part of the family,” Buehlse said. “Feel like they’re accomplishing something that’s of benefit to the community, to the taxpayer.”

ALTERNATIVE FUEL (continued from Page 3)

seeking feedback from residents, businesses and governments to help determine additional highways that could be designated alternative fuel corridors.

Assistance is also being sought from the public on where stations can be added near a highway in an effort to make the region more populated metro areas or rural areas to be considered for hyperloop technology, a delegation of RTC members visited the company’s test facility in North Las Vegas, walking away impressed with its potential to revolutionize travel.

Rounding out the possibilities for the future, the Regional Transportation Council wants to know more about hyperloop technology and how it could be used to revolutionize travel. After Virgin Hyperloop One named Texas one of 10 states to be considered for hyperloop technology, a delegation of RTC members visited the company’s test facility in North Las Vegas, walking away impressed with its potential to revolutionize travel.

Round 3 of corridor nominations was issued on October 5, 2018. All nominations for this latest round are due by January 31, 2019. For more information on the alternative fuel corridors, visit www.nctcog.org/environment/alternative_fuel_corridors.

BIKE SURVEY (continued from Page 3)

Opinion Survey was people’s desire for more dedicated bike facilities, separated from vehicular traffic such as an off-street path or on-street cycleway. Separated bike lanes separated from traffic by wide medians or physical barriers. Only a small percentage of respondents indicated they are comfortable bicycling with traffic on streets that do not have bike lanes separating them from vehicle traffic lanes. Currently, the region boasts over 700 miles of off-street paths and 400 miles of on-street bikeways, with more funded or planned for the coming years.

A few additional key findings from the survey: When asked about the availability of bicycle facilities and if there are too many, about the right amount, or too few bicycle facilities in their community, residents by significant majority indicated they are too few bicycle facilities. The percentage of respondents indicated they are too few bicycle facilities are as follows:

- 62 percent – too few off-street bicycle paths and trails
- 65 percent – too few bicycle-friendly streets
- 73 percent – too few on-street dedicated bike lanes
- 75 percent – too few places to park bicycles such as bike racks and storage locations

The results of the opinion survey help guide local and regional investment in bicycle infrastructure, and NCTCOG works actively with local communities for such improvements through various transportation funding programs.

In June 2017, for example, the Regional Transportation Council awarded $34.2 million to construct shared-use paths, on-street bike lanes and safe routes to school projects as part of the Transportation Alternatives Set-Aside Call for Projects. Included were some facilities that will improve access to schools, large employment centers and transit throughout the region. Progress is also being made on a 53-mile network of connected trails that would do just that for people living and working in Fort Worth, Arlington, Grand Prairie, Irving and Dallas.

Ultimately, knowing what people think about bicycling, whether it is their level of comfort or how likely they are to even ride a bike, will help NCTCOG prioritize funding and use its resources most effectively. Planners will use the data from this report and other initiatives to improve mobility options so residents can pedal even more places than today.

For a list of upcoming Transportation Department events, visit www.nctcog.org/trans/calendar.asp

North Texas Exploring Hyperloop Technology as New Option to Move People, Goods

The Regional Transportation Council agreed to consider hyperloop technology as a potential way to link North Texas with the planned high-speed rail lines to Houston and South Texas. Hyperloop relies on magnetic levitation to move people and goods through a low-pressure tube at high speeds.

In addition to moving people rapidly, the hyperloop technology is looking to improve the transportation of goods and products. There is another potential use of this system. The Fort-Worth-to-Laredo corridor could include a goods-movement component to a potential hyperloop line.

The geography of North Texas makes it an attractive potential site to test this technology. DPR provides two metropolitan areas located on a straight and flat plain just over 30 miles apart. Because of the expected population of 11.2 million people by 2045, both Virgin Hyperloop One and the RTC see this as an opportunity to provide a more efficient and environmentally friendly transportation method to a population that is open to new ideas in transportation.

Continued tests and research will take place to try to make hyperloop a reality in North Texas. A Request for Proposals for a consultant team to complete a Tier 2 Environmental Impact Statement (EIS) is to be issued by the RTC to consider hyperloop technology and other high-speed rail options. In addition, the RTC has provided funding commitments to conduct a conceptual feasibility study to continue the high-speed rail project.

The RTC has also agreed to consider both hyperloop and high-speed rail technology, as part of the comprehensive transportation analysis for the Fort Worth-to-Dallas corridor that would connect to Texas Central Partners’ Dallas-to-Houston HS2 project.
Loyl Bussell remembers as a "young engineer" the importance of problem-solving.

“Before taking the position, he had the opportunity to serve on the Transportation Technical Service committee, including a stint as chair.”

One of the things that I really enjoyed from on TxDOT was being a part of and observing the relationship amongst all the stakeholders in the region and seeing how it’s a give and take process across the region,” he said. “Just seeing that interaction and cooperation for the benefit of the region was a huge benefit.”

A regional planner for TxDOT, Sandi Dewes has identified a varied mix of bicycle facilities that have been developed in the region.

The survey classified respondents into the four types of cyclists.

Strong and Fearless (2 percent): Will ride a bicycle regardless of conditions. Bicycling is an important part of their identity.

Enthusiastic and Confident (14 percent): Somewhat comfortable sharing the roadway with vehicles, but prefer to bike specific facilities.

Interested but Concerned (36 percent): Curious about riding a bicycle, but concerned about the lack of cycling infrastructure or being a part of a group that has similar attitudes. The survey found that many respondents were concerned about the lack of bicycle facilities.

No Way No How (48 percent): Not interested in cycling or comfortable doing so, or physically unable to ride.

The results in the 12-county North Texas region, which in addition to urban areas also includes residents in rural areas and small towns, were similar to those reported in the city of Austin. For example, in the North Texas region approximately 30 percent of respondents are classified as either “enthused and confident” or “interested but concerned” bicyclists. While the city of Austin 54 percent of bicyclists have similar classifications.