TIGER GRANTS

DRAFT

PROJECTS RECOMMENDED FOR SUBMITTAL
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
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

<table>
<thead>
<tr>
<th>Planning Projects</th>
<th>Funded</th>
<th>Funding Initiative</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cotton Belt Regional Corridor</td>
<td>No</td>
<td>Being pursued under Technical Assistance</td>
</tr>
<tr>
<td>School Siting and Landbanking Coordination</td>
<td>Partial</td>
<td>TIGER VI $210,000</td>
</tr>
<tr>
<td>Aviation and Military Base Accessibility Coordination</td>
<td>No</td>
<td>Being pursued with DoD* Funding</td>
</tr>
</tbody>
</table>

*Department of Defense*
# PREVIOUS TIGER VI (2014) Grant Submittials and Awards

<table>
<thead>
<tr>
<th>Capital Projects</th>
<th>Funded</th>
<th>Funding Initiative</th>
</tr>
</thead>
<tbody>
<tr>
<td>IH 45/US 175 (SM Wright-Phase 2B)</td>
<td>No</td>
<td>Proposed Proposition 1 funding</td>
</tr>
<tr>
<td>Regional Bicycle/ Pedestrian Multimodal Network</td>
<td>Partial</td>
<td>Transportation Alternatives Program/ Transportation Enhancements</td>
</tr>
<tr>
<td>IH 35W Managed Lane Access from IH 30 (Eastbound to Northbound)</td>
<td>No</td>
<td>Proposed and expanded for TIGER VII 2015 Call for Projects</td>
</tr>
</tbody>
</table>
## PROPOSED TIGER VII (2015) NCTCOG/RTC SUBMISSIONS

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

TIGER Information

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Principal Transportation Planner
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Letters of Support

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rhernandez@nctcog.org

2015 TIGER Discretionary Grant Program
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 Tolled 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.
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?
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.

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

❌ High-Speed Rail
84th Texas Legislature
State Budget

<table>
<thead>
<tr>
<th>HOUSE</th>
<th>SENATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>◦ Passed $209.7B Two-Year Proposal</td>
<td>◦ Passed $211.3B Two-Year Proposal</td>
</tr>
<tr>
<td>◦ Transportation Increase of $1.6B Over FY14-15</td>
<td>◦ Transportation Increase of $1.3B over FY14-15</td>
</tr>
<tr>
<td>◦ LIRAP/LIP Baseline Funding Approved, Additional $81M in Article IX</td>
<td>◦ LIRAP/LIP Funding Totals $86M in Article VI</td>
</tr>
<tr>
<td>◦ Rider Limits State Funding on High Speed Rail</td>
<td></td>
</tr>
</tbody>
</table>

HB 1 Conferees Continue to Meet
## 84th Texas Legislature

### Bills of Interest

<table>
<thead>
<tr>
<th>SENATE-PASSED SJR 5</th>
<th>HOUSE-PASSED SJR 5</th>
</tr>
</thead>
<tbody>
<tr>
<td>◦ $2.5B Motor Vehicle Sales Tax to State Highway Fund, $2.5B to General Revenue, Splits Additional Funds Annually</td>
<td>◦ $3B Plus Two Percent General Sales &amp; Use Tax to State Highway Fund Annually</td>
</tr>
<tr>
<td>◦ Passed Full Senate</td>
<td>◦ Passed Full House</td>
</tr>
</tbody>
</table>

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:

<table>
<thead>
<tr>
<th>PROPOSED LIRAP APPROPRIATIONS</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>HB1: Article VI, Rider #24 (FY16 AND FY17)</td>
<td>$14,080,456</td>
</tr>
<tr>
<td>HB1: Article IX, Rider #18.06 (FY16 AND FY17)</td>
<td>$81,263,000</td>
</tr>
<tr>
<td><strong>PROPOSED HOUSE TOTAL FOR BIENNIIUM</strong></td>
<td><strong>$95,343,456</strong></td>
</tr>
<tr>
<td>Senate Committee Substitute HB 1: Article VI, Rider #24 (FY16 AND FY17)</td>
<td>$86,934,110</td>
</tr>
<tr>
<td><strong>PROPOSED SENATE TOTAL FOR BIENNIIUM</strong></td>
<td><strong>$86,934,110</strong></td>
</tr>
</tbody>
</table>
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
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
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
<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>May 14</td>
<td>Last Day House to Consider House Bills</td>
</tr>
<tr>
<td>May 22</td>
<td>Last Day House to Consider Local House Bills</td>
</tr>
<tr>
<td>May 23</td>
<td>Last Day House Committees to Report Senate Bills</td>
</tr>
<tr>
<td>May 26</td>
<td>Last Day House to Consider Senate Bills</td>
</tr>
<tr>
<td>May 27</td>
<td>Last Day Senate to Consider All Bills</td>
</tr>
<tr>
<td>May 30</td>
<td>Last Day Conference Committees to Issue Reports</td>
</tr>
<tr>
<td>May 31</td>
<td>Last Day to Adopt Conference Committee Reports</td>
</tr>
<tr>
<td>June 1</td>
<td>Last Day of 84th Regular Session</td>
</tr>
</tbody>
</table>
Contact Information

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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
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
<table>
<thead>
<tr>
<th>Time Frame</th>
<th>Task Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>May–Aug 2015</td>
<td>Meet with implementing agencies</td>
</tr>
<tr>
<td>Jun 2015–Jan 2016</td>
<td>Data input, financial constraint, and analysis</td>
</tr>
<tr>
<td>Jan 2016</td>
<td>Draft listings - STTC information</td>
</tr>
<tr>
<td>Feb 2016</td>
<td>Draft listings - RTC information</td>
</tr>
<tr>
<td></td>
<td>Public meetings - draft listings</td>
</tr>
<tr>
<td>Mar 2016</td>
<td>Final listings - STTC action</td>
</tr>
<tr>
<td>Apr 2016</td>
<td>Final listings - RTC action</td>
</tr>
<tr>
<td>May 1, 2016</td>
<td>Final document to TxDOT</td>
</tr>
<tr>
<td>Aug 2016</td>
<td>TxDOT Commission approval (for STIP)</td>
</tr>
<tr>
<td>Oct 2016</td>
<td>Anticipate federal/State approval (STIP)</td>
</tr>
</tbody>
</table>
QUESTIONS/COMMENTS?

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Transportation Planner
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moverton@nctcog.org

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

GIS Station Area Model:
Buffer to .5 mile around 74 Rail Stations. Summarize variables using different function (sum average, etc.)

Development Monitoring Data

Transit Provider Station Data

TOD Interactive Map

Station Area Fact Sheets

Land Use and Zoning
Website: TOD Interactive Map

nctcog.org/TODdata
TOD Data Collection and Station Area Fact Sheets

Rail Network

Land Use

Demographics

Zoning

Active Transportation Routes to Rail

Pages 5 and 6
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
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

Half-mile walk distance

Beyond half-mile actual walk distance

Disconnected pedestrian facility

Barriers and Gaps in the Network

Destination
Half-Mile Walk Distance
Beyond Half-Mile Walk Distance
Facility Disconnected From Network
Pedestrian Routes to Rail - Illinois Station

Legend
- Rail Stations
- 0.5 Mile Sobon Buffer
- Walkroute
- 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. The 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

nctcog.org/RoutesToRail
Facility
Disconnected
From Network
Bicycle Routes to Rail - Illinois Station

Last Updated: February 2015

Legend
- Rail Stations
- 0.5 Mile Station Buffer
- On-Street Bikeway, Existing
- On-Street Bikeway, Planned
- Yeloweb
- 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

nctcog.org/RoutesToRail
Pedestrian Routes to Rail – Fort Worth Intermodal Transportation Center Station

Legend

- Rail Stations
- 0.5 Mile Station Buffer
- Roadways
- 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

Last Updated: February 2015
Pedestrian Routes to Rail – Forest/Jupiter Station

Last Updated: February 2015

Legend
- Rail Stations
- 0.5 Mile Station Buffer
- Roadroute
- 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

nctcog.org/RoutesToRail
Pedestrian Routes to Rail – Hurst/Bell Station

Last Updated: February 2015

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 – Medpark Station

Last Updated: February 2015

Legend
- Rail Stations
- 0.5 Mile Station Buffer
- Pedestrian
- 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
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:
  o Land use/density
  o Number of residents and employees that would benefit from infrastructure investments
  o Environmental Justice and transit dependent communities

• Prioritize infrastructure investments to connect areas with potential transit users.
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.
Contact

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TOLL MANAGED LANE DATA MONITORING

Regional Transportation Council

May 14, 2015

Dan Lamers, P.E.
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**

<table>
<thead>
<tr>
<th>LBJ EXPRESS</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>
</table>
| **North Tarrant Express**  
*SH 183/121 from IH 35W to SH 121* | $46,397 | Negligible | 0 |
| **LBJ Express**  
- *IH 635 from Preston Road to Greenville Avenue*  
- *IH 35E from Loop 12 to IH 635* | $29,954 | Negligible | 0 |
| **DFW Connector**  
*SH 114 from Kimball Avenue to Freeport Parkway* | N/A | Negligible | 0 |