



MPO PLANNING AGREEMENT

REGIONAL TRANSPORTATION COUNCIL

SEPTEMBER 13, 2018

KEN KIRKPATRICK

COUNSEL FOR TRANSPORTATION

MPO PLANNING AGREEMENT

MAJOR PROVISIONS

Term: Six years (October 1, 2018 to September 30, 2024)

Responsibilities of the State:

Provide federal funding and in-kind match to NCTCOG

Provide appropriate technical assistance to support data collection, travel forecasts, and plan development

Jointly promote development of the intermodal transportation system with State emphasis on connectivity and continuity of the systems

Share information to support the metropolitan planning process

MPO PLANNING AGREEMENT

MAJOR PROVISIONS

Responsibilities of NCTCOG as the MPO:

Use funds in accordance with State and federal regulations and requirements to develop and maintain a comprehensive regional transportation planning program

Assemble and maintain staff capable of performing all of the MPO activities required by law

Collect and forecast socio-economic, roadway, and travel data

Prepare all required plans, programs, reports, and obtain required certifications

Exercise sole responsibility to hire, supervise, evaluate and terminate the MPO Planning Director

MPO PLANNING AGREEMENT

MAJOR PROVISIONS

Responsibilities of the MPO Policy Committee

(Regional Transportation Council):

Ensure the federal requirements of the metropolitan planning process are fulfilled to develop and maintain a comprehensive regional transportation planning program in accordance with federal laws and regulations

Develop and adopt a Metropolitan Transportation Plan, Transportation Improvement Program, Unified Planning Work Program, Congestion Management Process, and Conformity Analysis for the MTP and TIP

Provide planning policy direction to the MPO Transportation Planning Director

MPO PLANNING AGREEMENT

MAJOR PROVISIONS

Responsibilities of NCTCOG as the Fiscal Agent:

Maintain required accounting records for State and federal funds

Provide all appropriate funding as identified by fiscal year in the UPWVP to allow MPO staff to effectively and efficiently operate the program

Provide personnel services

Provide benefits for staff

Establish and maintain procedures and policies for procurement and purchasing

MPO PLANNING AGREEMENT

Responsibilities of the MPO Transportation Planning Director:

- Administer the UPWP through planning policy direction provided by the MPO policy committee
- Act as a liaison with the Texas Department of Transportation
- Oversee and direct all MPO transportation planning staff
- Prepare and submit all required plans, programs, reports and certifications
- Develop and present to the MPO policy committee the Metropolitan Transportation Plan, Transportation Improvement Program, Unified Planning Work Program, Congestion Management Process, and Conformity Analysis and other planning documents as required

MPO PLANNING AGREEMENT

SIGNATORIES TO THE AGREEMENT

Transportation Director, on behalf of the MPO Policy Committee

NCTCOG Executive Director, on behalf of NCTCOG Executive Board as the
designated MPO/Fiscal Agent

Director, Transportation Planning and Programming Division, Texas Department of
Transportation

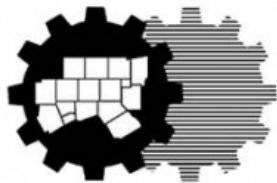
TXDOT MPO PLANNING AGREEMENT

REQUESTED ACTION

Approve MPO Planning Agreement

Authorize Michael Morris, P.E., Director of Transportation, to execute on behalf of the Regional Transportation Council

TRINITY METRO-FORT WORTH HOUSING SOLUTIONS FUNDING EXCHANGE



**North Central Texas
Council of Governments**

**Regional Transportation Council
Presented on: September 13, 2018**

TRINITY METRO-FORT WORTH HOUSING SOLUTIONS FUNDING REQUEST

- Fort Worth Housing Solutions and Trinity Metro have partnered to implement a Transit-Oriented Development near the Texas & Pacific Rail Station, which will:
 - Provide access to low-income housing
 - Create a positive land-use/transportation nexus
- Funding has been identified for the residential building and surface parking lot, but not for the six-level parking facility (\$11,362,000)
- Parking facility includes both public transit and private parking
- Parking garages are federally eligible, but federal funds may not be best option since it is a public/private garage



PROJECT AREA



Provided by Fort Worth Housing Solutions

TRINITY METRO-FORT WORTH HOUSING SOLUTIONS PROPOSED FUNDING EXCHANGE

- North Central Texas Council of Governments (NCTCOG) staff concurs with the project idea, but suggests not using federal funds.
- Both agencies requested Regional Transportation Council (RTC) consideration of a proposal that the RTC transfer \$11,362,000 in federal funds to Trinity Metro
 - Trinity Metro and NCTCOG staff will bring back specific projects on which to use federal funds via the normal Transportation Improvement Program (TIP) modification process
- Trinity Metro will transfer an equal amount in local funds to Fort Worth Housing Solutions to implement the parking facility.



Provided by Fort Worth Housing Solutions

**TRINITY METRO-FORT WORTH HOUSING
SOLUTIONS FUNDING EXCHANGE:
ACTION REQUESTED**

RTC Approval of:

- The proposed \$11,362,000 funding exchange as outlined in Slide 3
4
- Direct staff to administratively amend the 2019-2022 TIP and other funding, planning, administrative documents to reflect this action as appropriate.

QUESTIONS?

Christie J. Gotti

Senior Program Manager

817-608-2338

cgotti@nctcog.org

Cody Derrick

Transportation Planner I

817-608-2391

cderrick@nctcog.org

VOLKSWAGEN MITIGATION PROGRAM

**Regional Transportation Council
September 13, 2018**

**Lori Clark
Program Manager**

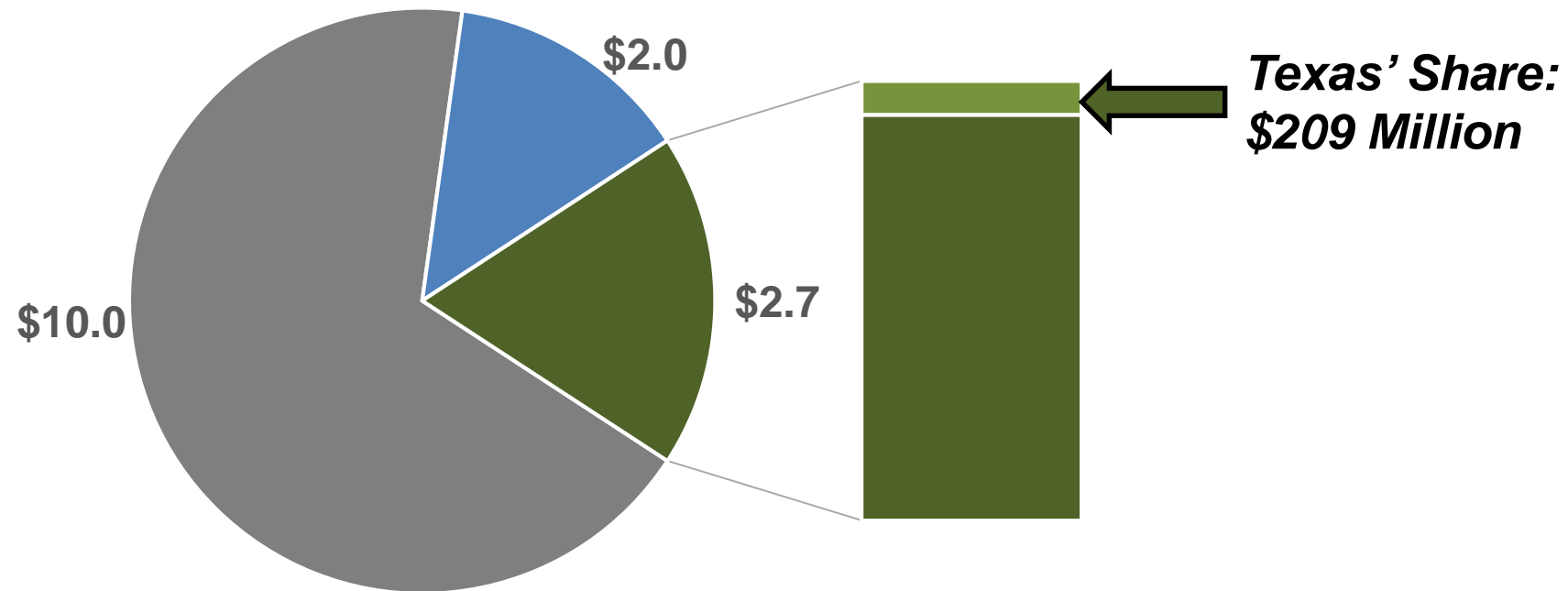
SETTLEMENT BREAKDOWN

Total Settlement to Date: \$14.7 Billion

Zero Emission Vehicle (ZEV) Investment - Managed by Electrify America

Environmental Mitigation Trust (Trust) - Distributed to States

Settlement Breakdown (\$ in Billions)

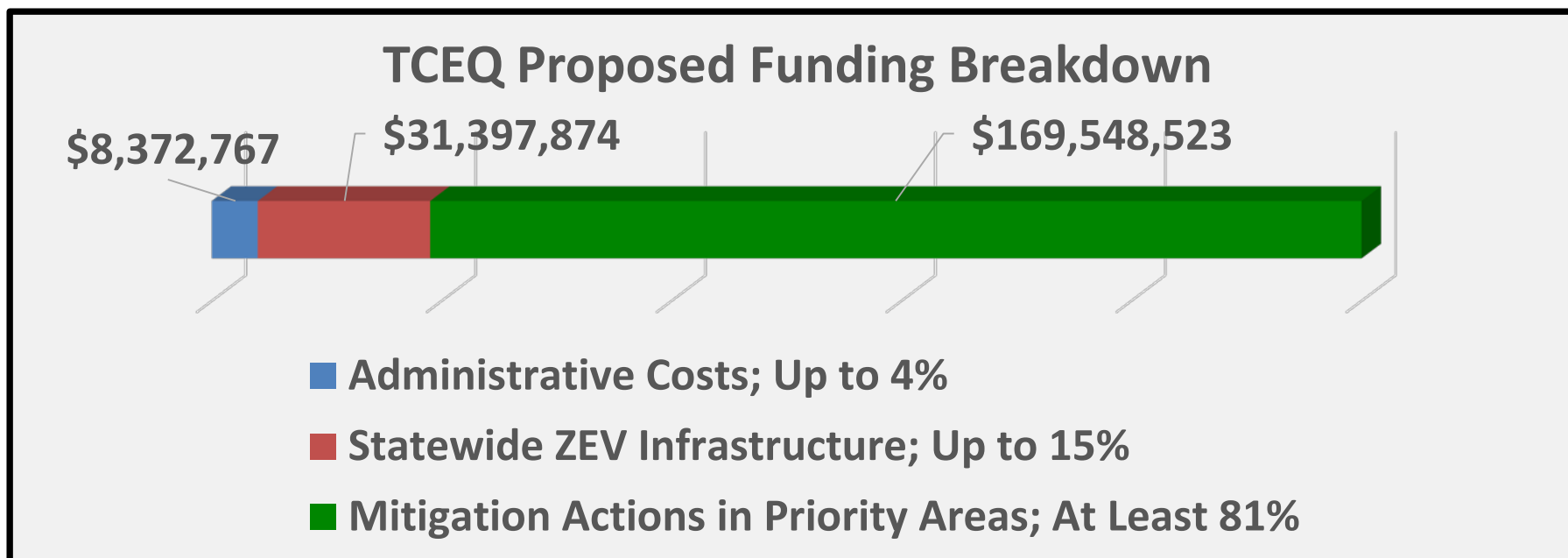


- Vehicle Buyback and Modification
- ZEV Investment
- Environmental Mitigation Trust

TCEQ GOALS FOR USE OF FUNDS

www.TexasVWFund.org

1. Reduce Nitrogen Oxides (NO_x) Emissions
2. Reduce the Potential for Exposure of the Public to Pollutants
3. Prepare for Increased and Sustained Use of ZEVs
4. Complement Other Incentive Funding Programs



ELIGIBLE PROJECTS AND FUNDING LEVELS

Class 4-7 Local Freight Trucks
 Class 8 Local Freight Trucks and Port
 Drayage Trucks

Class 7-8 Refuse Haulers
 School Buses
 Transit/Shuttle Buses

Project Type	Ownership	New Fuel Type	Funding Allowed by Trust	Funding Proposed by TCEQ
Replace or Repower	Govt Owned	Electric**	100%	60%
		Other	100%	60%
Replace	Non-Govt Owned	Electric**	75%	60%
		Other	25%*	25%*
Repower	Non-Govt Owned	Electric**	75%	60%
		Other	40%	40%

**Exception is Drayage Trucks, which Qualify for 50%*

***Up to 60% of Cost of Necessary Infrastructure for All-Electric Vehicles also Eligible*

ELIGIBLE PROJECTS AND FUNDING LEVELS

Project Type	Ownership	Fuel Type	Funding Allowed by Trust	Funding Proposed by TCEQ
Install Light-Duty ZEV Supply Equipment	Govt Owned	Electric Hydrogen	100% 25-33%	50% 25%-33%
	Non-Govt Owned	Electric Hydrogen	60%-80% 25%-33%	50% 25%-33%
Replace/Repower Airport Ground Support Equipment	Govt Owned	Electric**	100%	60%
	Non-Govt Owned	Electric**	75%	60%
Replace/Repower Forklifts or Port Cargo-Handling Equipment	Govt Owned	Electric**	100%	60%
	Non-Govt Owned	Electric**	75%	60%

**Not Shown: Ocean-Going Vessel Shorepower (Not Applicable in DFW Area)*

***Up to 60% of Cost of Necessary Infrastructure for All-Electric Vehicles also Eligible*

TCEQ Proposing to Disallow Replacement/Repower of Freight Switchers, Ferries or Tugboats; Not Opting in to State Clean Diesel Program

GEOGRAPHIC ELIGIBILITY & FUNDING DISTRIBUTION

Previous RTC Recommendation

**Allow Administration through Select Regional Councils;
Funding Proportional to Number of Registered Violating Vehicles**

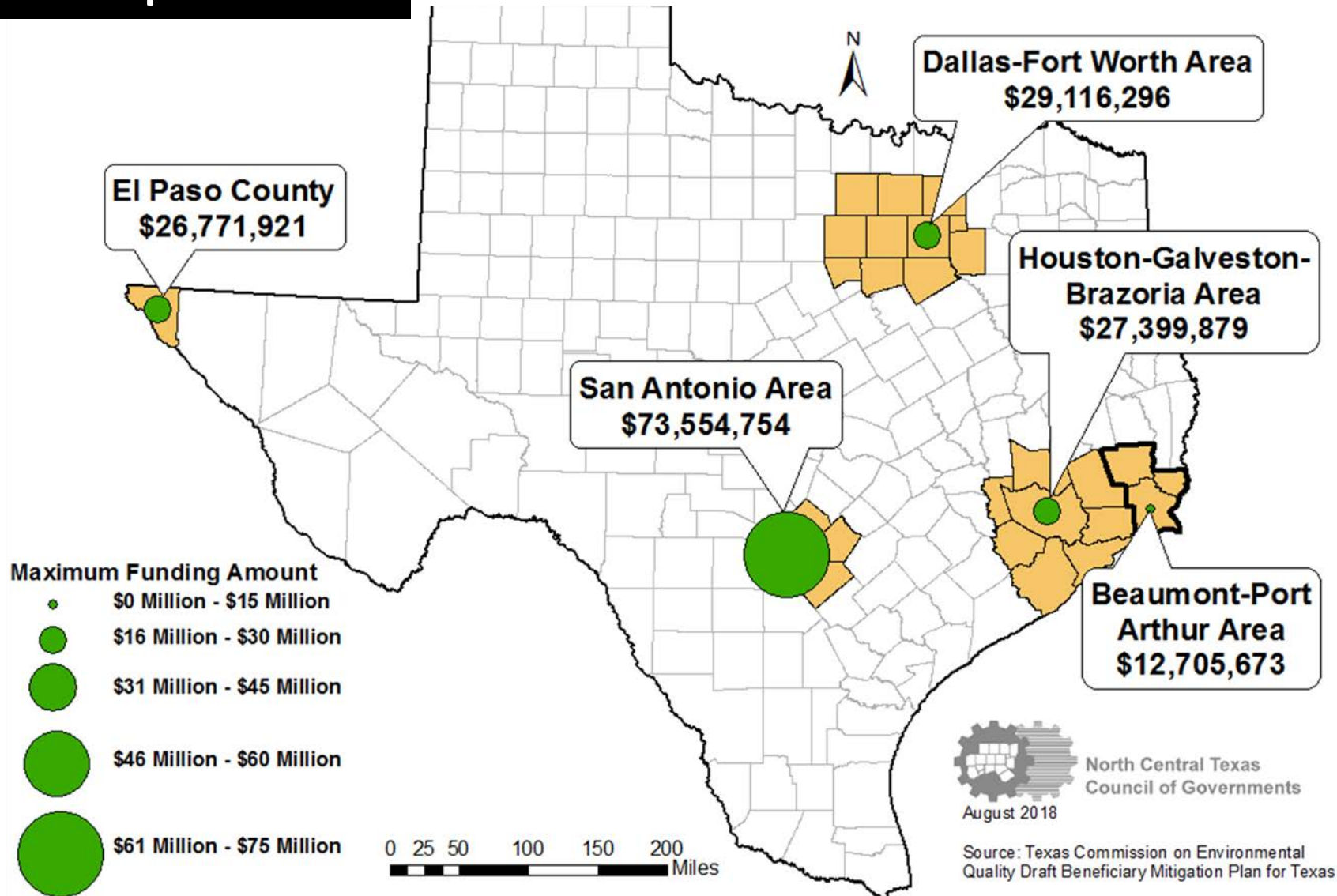
Texas Regional Council	RTC-Recommended Settlement (\$ in Millions)
Alamo Area Council of Governments (San Antonio Area)	\$27.4
Capital Area Council of Governments (Austin Area)	\$32.9
Houston-Galveston Area Council	\$58.9
North Central Texas Council of Governments	\$63.0
Rio Grande Council of Governments (El Paso Area)	\$5.9
Rest of State	\$20.9

Regional Councils Selected Based on Nonattainment Status, Ozone Advance Participation, Presence of Inspection/Maintenance Program, and/or Inclusion in Texas Clear Lanes

GEOGRAPHIC ELIGIBILITY & FUNDING DISTRIBUTION

Current TCEQ Proposal

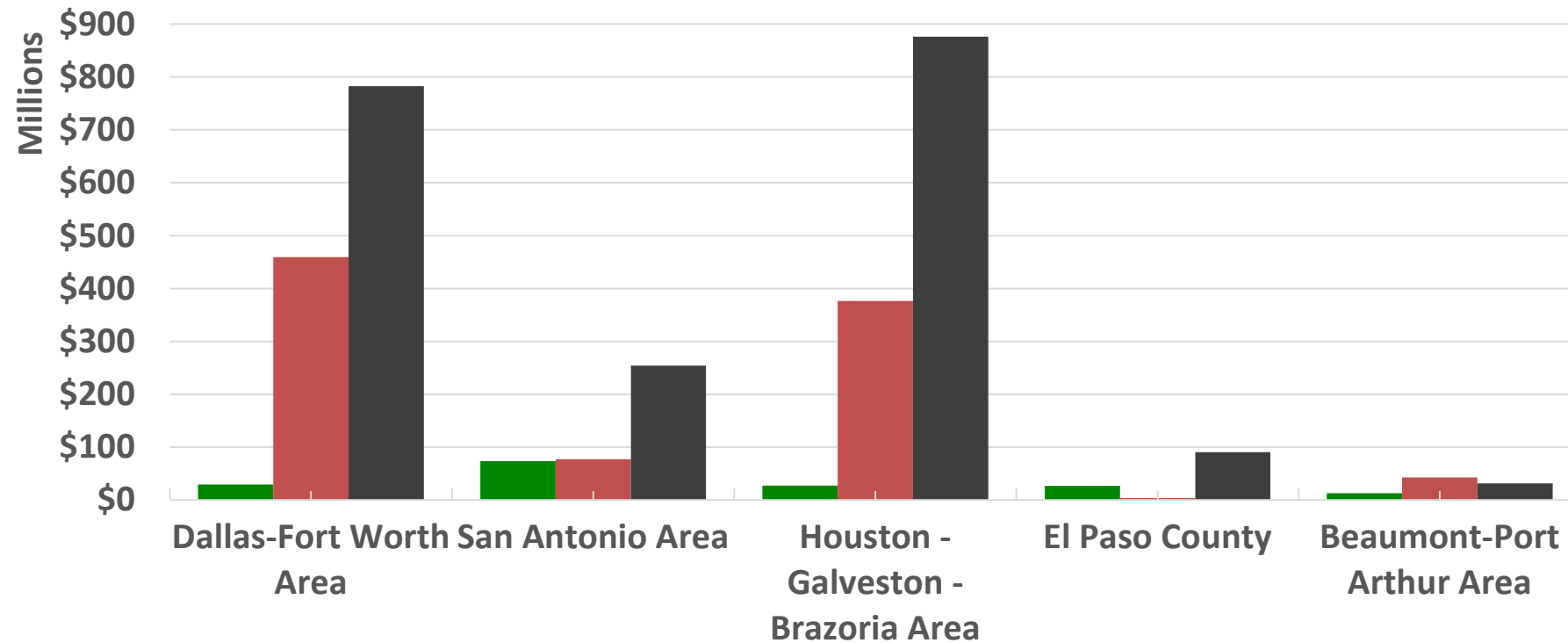
Distribute to Priority Areas Based on (1) Severity of Ozone Levels and (2) Population



ESTIMATED FUNDING NEED

Proposed Funding for DFW Estimated to Meet Only 3.72% of Funds Needed to Replace All Eligible On-Road Vehicles

Estimated Funding Needed vs Proposed Funding Distribution



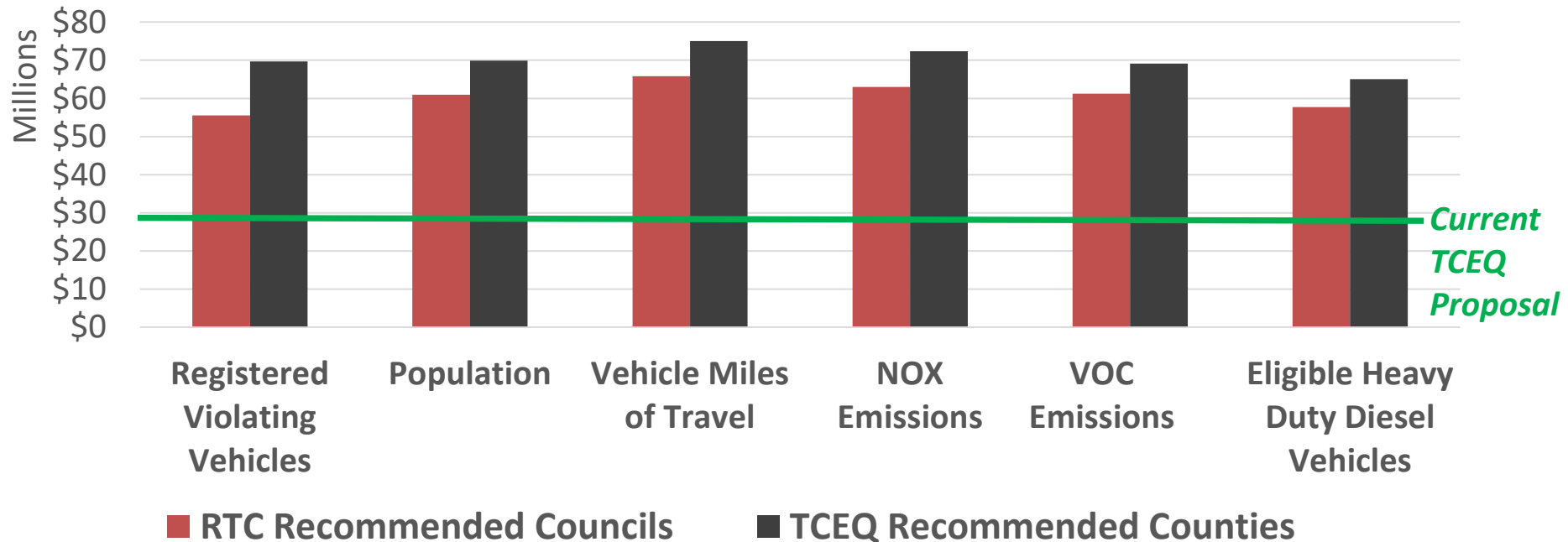
■ TCEQ Recommended Amount ■ TERP Awards to Date ■ Estimated Funding Needed

TERP Awards to Date Based on Awards from 2001 through 2017; Estimated Funding Needed Calculated Based on Number of Eligible Vehicles in Each Area and TCEQ Estimated Project Costs

GEOGRAPHIC ELIGIBILITY & FUNDING DISTRIBUTION

**Proposed Comment:
Re-Evaluate Methodology for Geographic Distribution to Ensure
Fair Share Allocation to DFW Ozone Nonattainment Area:
Previous RTC Recommendation = \$63 Million**

Potential Fair Share Allocations to NCTCOG Based on Various Metrics



Calculated Based on % Metric in NCTCOG Region Compared to Total of RTC Recommended Councils or TCEQ Recommended Priority Counties; NO_x = Nitrogen Oxides; VOC = Volatile Organic Compounds

ACTION REQUESTED

Approve Proposed Comments (See Electronic Item 6.3):

Ensure Fair Share Allocation to Regions

- **DFW Area Should Receive \$63 Million**

**Allow Administration through Councils of Government/
Metropolitan Planning Organizations in Priority Areas**

- **NCTCOG Would Not Charge Administrative Costs**

Utilize Latest/Greatest Quantification Methodologies

- **Select Tool that Estimates Multipollutant Benefits and Accurately Reflects Real-World Emissions Benefits of Alternative Fuels Relative to Diesel Engines (e.g., Argonne National Laboratory AFLEET Tool and EPA Diesel Emissions Quantifier)**

ACTION REQUESTED (CONTINUED)

Approve Proposed Comments (See Electronic Item 6.3):

Ensure that Cost-Effectiveness Calculations Only Consider Volkswagen Funds

- **Enable Leveraging of Other Funding Sources**

Support Interpretation that There is Equity Between Electric and Hydrogen Infrastructure Submitted as Part of a Replacement/Repower Project

- **Infrastructure Needed to Support an All-Electric Vehicle Replacement/Repower Eligible for up to 60% Funding**
- **Request Further Explanation/Clarity in Final Mitigation Plan**

Through Legislative Program: Appropriate Funding for Infrastructure Incentives Under Texas Emissions Reduction Plan

- **Provide Equity Among Fuel Types**

MITIGATION TRUST SCHEDULE

Milestone	Date
Draft Beneficiary Mitigation Plan for Texas Released	August 8, 2018
STTC Action	August 24, 2018
RTC Action	September 13, 2018
TCEQ Public Hearings -At NCTCOG Offices	September 10-26, 2018 -September 14, 2018
Deadline for Comments	October 8, 2018
First Application Round Opens	Expected by End of 2018

FOR MORE INFORMATION

Lori Clark

Program Manager

817-695-9232

lclark@nctcog.org

Chris Klaus

Senior Program Manager

817-695-9286

cklaus@nctcog.org

Nancy Luong

Air Quality Planner

817-704-5697

nluong@nctcog.org

Go To www.nctcog.org/airquality; Select “Funding and Resources”

Auto Occupancy Detection Technology Rewards Program and Tolled Managed Lane Policy

Regional Transportation Council

September 13, 2018

Natalie Bettger and Berrien Barks



Presentation Overview

HOV Subsidy Report

New Approach

~~Auto Occupancy Detection and Verification Technology~~

High Occupancy Vehicle Rewards Program





Funding

Policy Adjustments

Schedule

Near Term Managed Lane System Openings

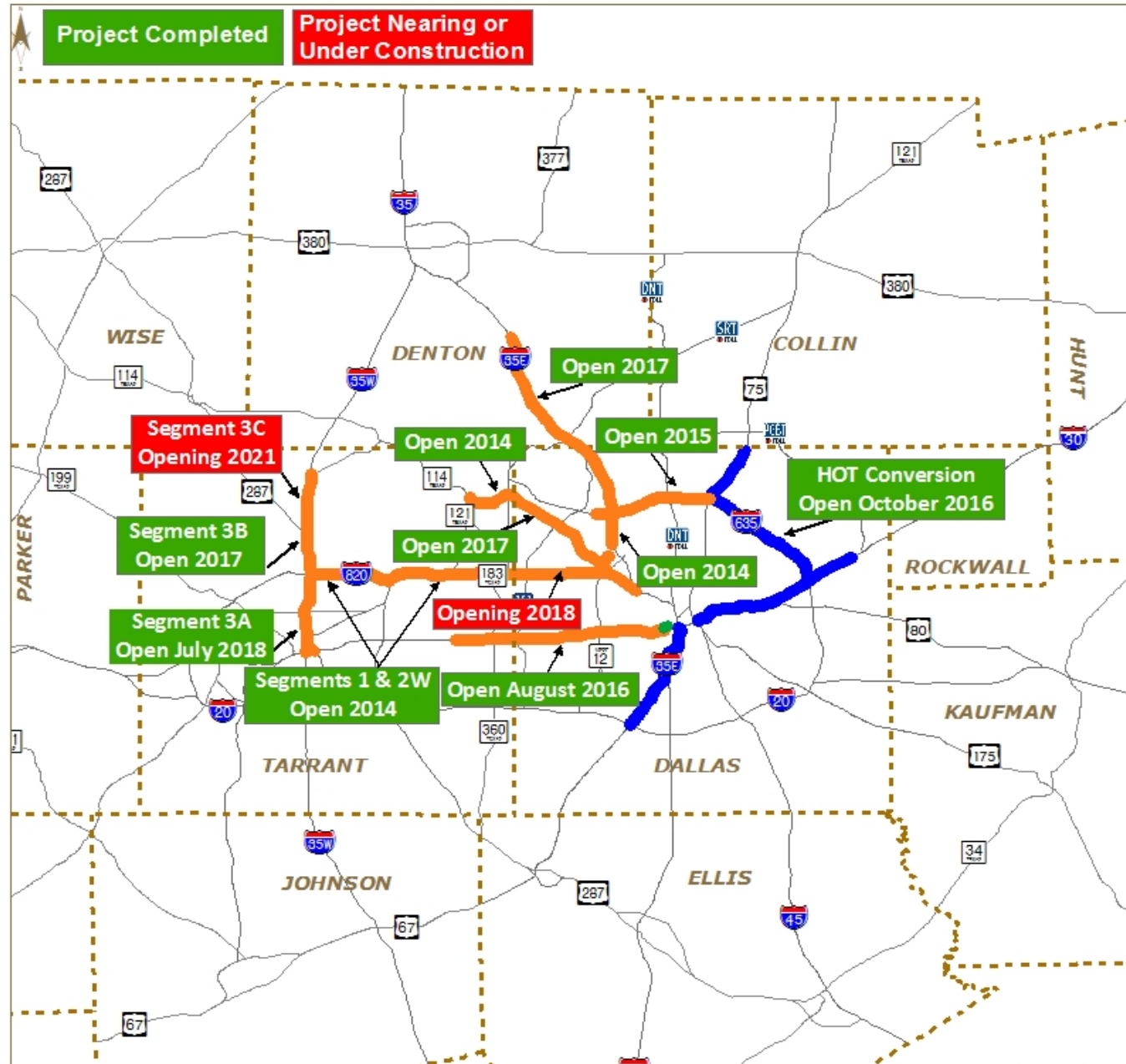
Current Express/HOV + New Managed Lanes

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

Fort Worth CBD



Dallas CBD



Toll Managed Lane Data Monitoring

Cumulative December 2013 – May 2018

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

\$2,489,130 as of May 2018

How much of the Vanpool Toll reimbursement has the RTC been responsible for?

\$ 5,094 from October 2014 – June 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 – May 2018

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
North Tarrant Express <ul style="list-style-type: none"> • SH 183/121 from IH 35W to SH 121 • IH 35W from IH 30 to US 287 	\$979,619	Negligible	0
LBJ Express <ul style="list-style-type: none"> • IH 635 from Preston Road to Greenville Ave. • IH 35E from Loop 12 to IH 635 	\$1,509,512	Negligible	0
DFW Connector SH 114 from Kimball Ave. to Freeport Parkway	N/A	Negligible	0
IH 30 Managed Lanes IH 30 from SH 161 to Westmoreland Rd	N/A	Negligible	0
IH 35E Managed Lanes IH 35E from FM 2181 (Teasley) to LBJ	N/A	Negligible	0

New Approach

Move from Enforcement to Rewards

Advance US 75 Technology Lane

Decrease Congestion in Peak Period

Improve Safety

Reduce Risk to Police Officers

Decrease Cost

Current HOV Enforcement

Register



Pre - Declare
Every Trip



Occupancy Declaration
Sent to Field



Officers Watch
for Red Light



Violation:
Legal
Process

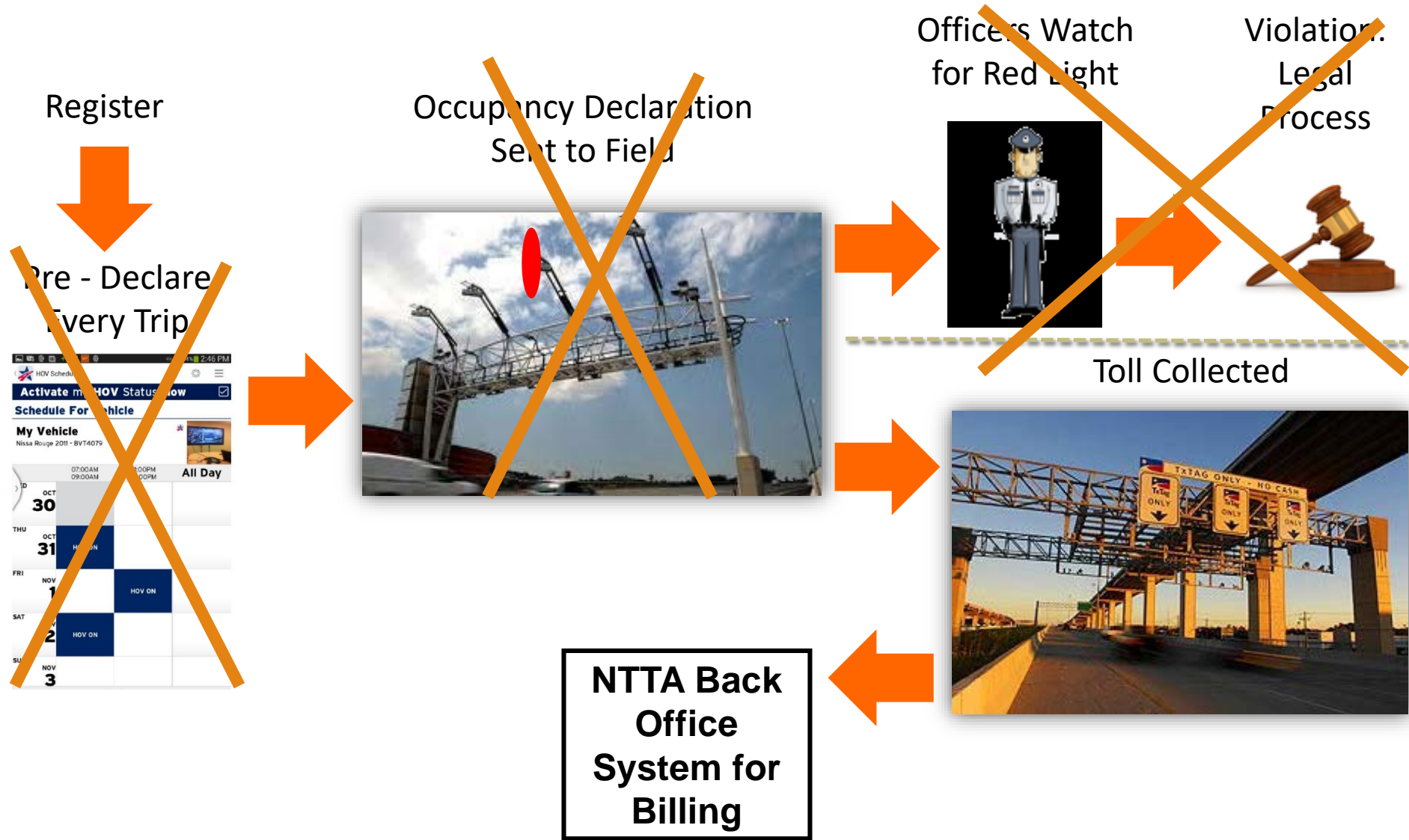


Toll Collected

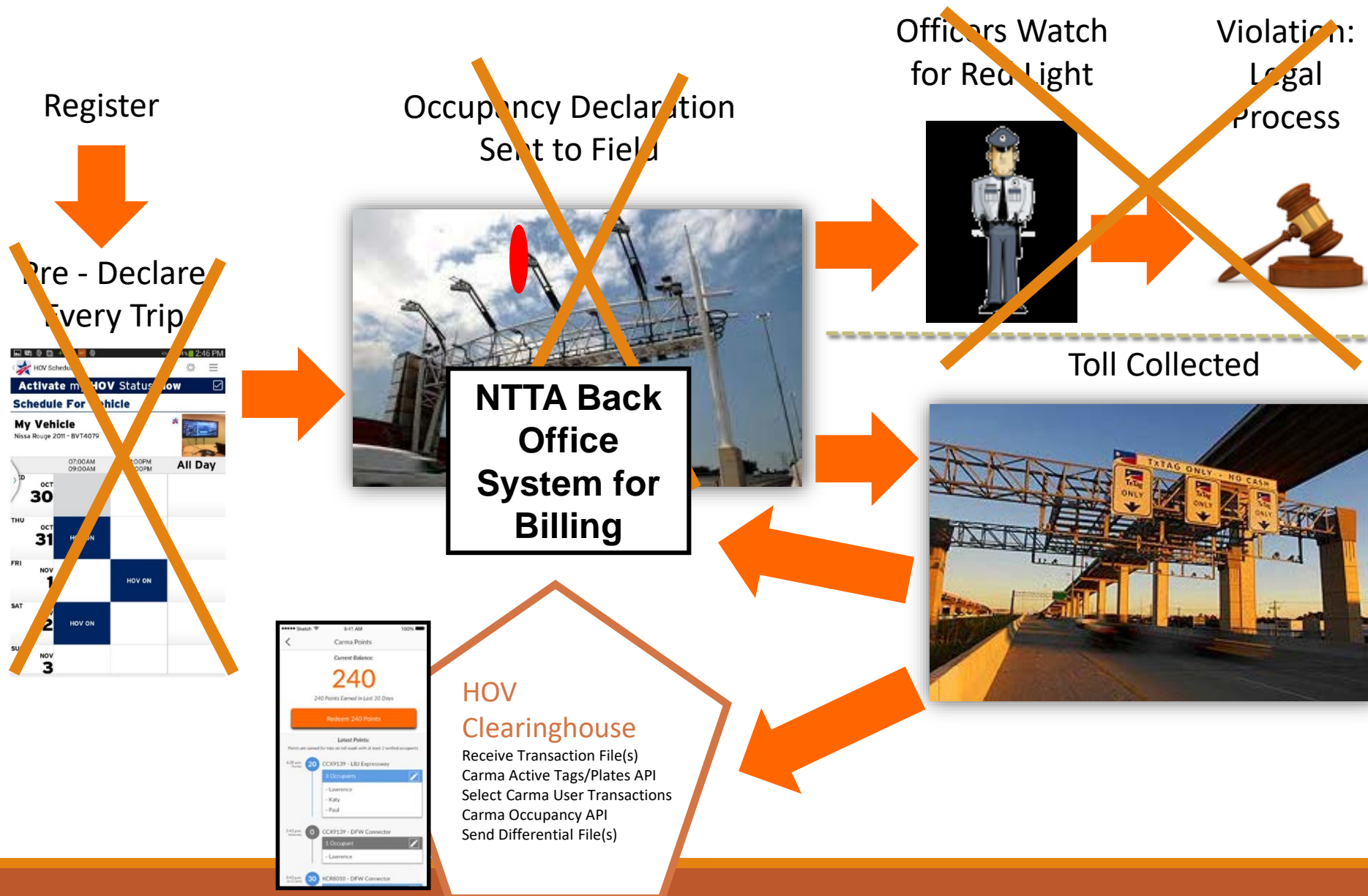


**NTTA Back
Office
System for
Billing**

HOV Verification



HOV Rewards Program



New Approach – Rewarding HOV

Implementation Phases



Phase 1 - Managed Lane Rewards

- HOV Points = 50% of actual toll transaction
- Support for all 8 managed lanes in DFW (Cintra & TransCore operated roads)

Phase 2 - US 75 Technology Lane

Phase 3 and Beyond - Corridor & Event Rewards

- HOV Points for HOV travel on specific road segments for any event purpose
- Support for any road segment (including toll roads), any day of week and 24/7/365, any area
- Support for other modes (transit, bicycles, pedestrians)
- Cash-out options and gamified tiers (e.g. Amazon e-credit, Visa cards, check, cash)
- Integrate with other rewards applications (e.g. Try Parking It)

HOV Subsidy Reimbursement by Corridor

Corridor	Current Program	Proposed Program
P3 Operated		
LBJ	RTC Funded	RTC Funded
NTE	RTC Funded	RTC Funded
TxDOT Operated		
IH 635 East	N/A	TxDOT Passthru*
DFW Connector	N/A	TxDOT Passthru*
IH 30	N/A	TxDOT Passthru*
IH 35E	N/A	TxDOT Passthru*
Midtown Express	N/A	TxDOT Passthru*
Future Facilities	N/A	TxDOT Passthru

*Rewards paid through toll revenue.

DFW Expected Program Costs (10 Years)

Phase	Year	Technology*	Marketing	Integration	Total
Development/ Pilot Testing	2016 - 2018	\$ 3,150,000		\$850,000	\$4,000,000
Implementation (10 Years)	2019 - 2028	\$16,000,000	\$3,000,000	\$1,000,000	\$20,000,000
Total		\$19,150,000	\$3,000,000	\$1,850,000	\$24,000,000

*Technology includes system hardware, user beacons, app maintenance, and system operation. The cost might change.

Direct Cost Comparison

Estimated Direct Costs with Existing System (10 Years)*	
Manual Enforcement	\$15,245,452
Enhancement to TEXPress Application	\$5,927,285
Marketing and Education	\$2,000,000
Total	\$23,172,737
Expected Total Cost for New System (10 years)	
New Technology Operating and Marketing Cost	\$20,000,000

*Does not include indirect benefits such as safety, traffic flow, and legal savings.

Indirect Benefits

Automated Vehicle Occupancy Verification



Safety First

- No law enforcement
- No declaration lanes
- No roadside distractions
- Improved network performance



Legal/Court

- Fewer tickets
- Less dropped cases
- Focus on other cases
- Lower court cost



Expandability

- Expedite US 75 Technology Lane
- Add facilities/modes
- Provide reward or incentives
- Quick to implement



Air Quality Benefits/Congestion

- Fewer cars on road
- More people traveling
- Faster and consistent speed
- Less emissions

Request RTC Approval Next Month (October 2018)

Request Approval for RTC Action to:

- 1. Approve New Approach**
- 2. Approve Three (3) Years of Funding**
- 3. Review Policy Adjustments**

Draft Schedule

July 6, 2018 - Meeting with TxDOT Management

August/September 2018 - Surface Transportation Technical Committee

September - Regional Transportation Council Workshop

September/October 2018 - Regional Transportation Council

Fall 2018 – TxDOT Endorsement for Application for DFW and Statewide

Soft Launch; **December 2018**, 10-15 regular users for each managed lane

Full Launch; **February 2019**, all managed lanes in DFW

Contacts

Natalie Bettger

Senior Program Manager

nbettger@nctcog.org

817-695-9280

Berrien Barks

Program Manager

bbarks@nctcog.org

817-695-9282

Dan Lamers

Senior Program Manager

dlamers@nctcog.org

817-695-9263

Performance Measure Target Setting

Regional Transportation Council

Dan Lamers, P.E.
September 13, 2018



North Central Texas
Council of Governments

Relevant Dates

Complete	Rulemaking	MPO Target Setting Deadline	Reporting Period	Reporting Schedule
✓	Transit Asset Management	12/27/2017	Annually	Annually
✓	Safety (PM Rule 1)	2/27/2018	Annually	Annually
	Pavement and Bridge (PM Rule 2)	11/15/2018	Four-year Performance Periods (starting 2018-2022)	Biannually (beginning, middle, and end of performance periods)
	System Performance (PM Rule 3)	11/15/2018	Four-year Performance Periods (starting 2018-2022)	Biannually (beginning, middle, and end of performance periods)

Pavement and Bridge

National Highway System	
Categories	Responsible Agencies
Interstate Highways	TxDOT
On-System Non-Interstate Highways (i.e., SH 360)	TxDOT
On-System Arterials	TxDOT
Off-System Toll Roads	NTTA
Off-System Arterials	Local Governments

Pavement and Bridge

Interstate Pavement Performance Measure

	Condition Averages*		Proposed Targets	
	2017	2018 (Baseline)	2020	2022
TxDOT (Statewide) Pavement Condition				
% “Good”	50.50%	66.80%**	N/A	66.40%
% “Poor”	0.15%	0.30%**	N/A	0.30%
NCTCOG (MPA) Pavement Condition				
% “Good”	32.93%	TBD	N/A	TBD
% “Poor”	0.43%	TBD	N/A	TBD

* Represents average of previous 5 years

** Updated data received since August 2018 workshop

TBD – Pending data from TxDOT

N/A – 2-year IH targets not required

Red indicates ratings **worse** than statewide average.

Green indicates ratings **better** than statewide average.

Pavement and Bridge

Non-Interstate Pavement Performance Measure

	Condition Averages*		Proposed Targets	
	2017	2018 (Baseline)	2020	2022
TxDOT (Statewide) Pavement Condition				
% "Good"	51.30%	54.40%	52.00%	52.30%
% "Poor"	14.34%	13.80%	14.30%	14.30%
NCTCOG (MPA) Pavement Condition				
% "Good"	31.63%	TBD	N/A	TBD
% "Poor"	16.58%	TBD	N/A	TBD

* Represents average of previous 5 years
 TBD – Pending data from TxDOT
 N/A – 2-year IH targets not required

Red indicates ratings **worse** than statewide average.

Green indicates ratings **better** than statewide average.

Pavement and Bridge

National Highway System Bridge Performance Measure

	Condition Averages*		Proposed Targets	
	2017	2018 (Baseline)	2020	2022
TxDOT (Statewide) Bridge Condition				
% “Good”	50.10%	50.63%	50.58%	50.42%
% “Poor”	0.90%	0.88%	0.80%	0.80%
NCTCOG (MPA) Bridge Condition				
% “Good”	54.23%	TBD	N/A	TBD
% “Poor”	2.36%	TBD	N/A	TBD

* Represents average of previous 5 years
 TBD – Pending data from TxDOT
 N/A – 2-year IH targets not required

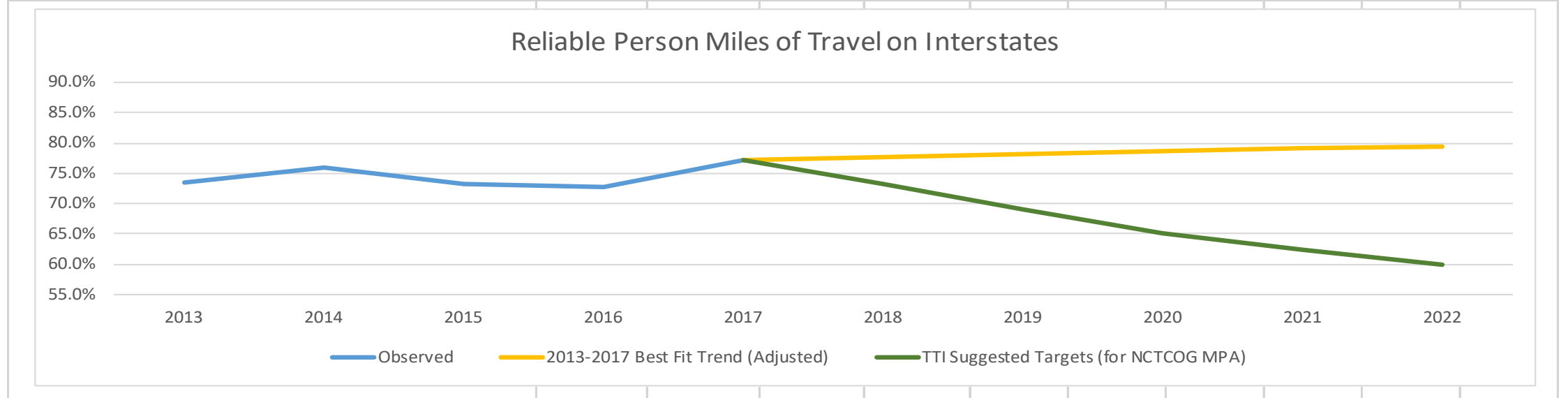
Red indicates ratings **worse** than statewide average.

Green indicates ratings **better** than statewide average.

System Performance

Interstate System Reliability

Measure	Percentage of Person Miles of Travel that is Reliable on Interstates		This measure is the percentage of person travel on the region's Interstate system that meets the Federal threshold for reliability (reliable segments have an LOTTR < 1.5 for AM, PM, Midday, and Weekend time periods ¹).							
Applicable Geography	Interstate Segments in the MPA									
Direction indicating improvement	Higher									
CFR Citation	23 CFR 490.507(a)(1)									
	<u>Observed Data</u>					<u>Projections</u>				
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Observed	73.5%	76.0%	73.2%	72.8%	77.3%					
2013-2017 Best Fit Trend (scaled to intercept 2017)						77.7%	78.2%	78.6%	79.1%	79.5%
TTI Suggested Targets (for NCTCOG MPA)								65.0%		60%



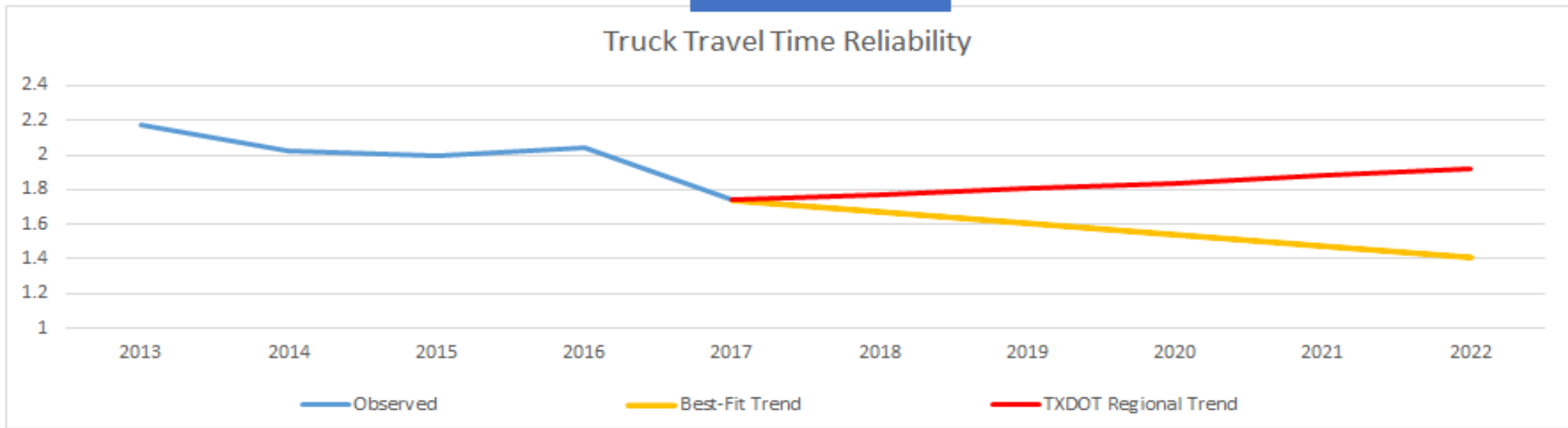
System Performance

Freight System Reliability

Measure	Truck Travel Time Reliability	This measure is a planning time index that shows the amount of extra time a truck trip needs to add to a median trip length to arrive on time 95% of the time. If a truck trip in 2017 has a median travel time of 30 mins., an average of 52.2 mins. (30 x 1.74) would need to be scheduled for the truck to arrive on time 95% of the time.
Applicable Geography	Interstate Segments in the MPA	
Direction indicating improvement	Lower	
CFR Citation	23 CFR 490.607	

	Observed Data					Projections				
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Observed	2.17	2.02	2.00	2.04	1.74					
Best-Fit Trend						1.67	1.61	1.54	1.47	1.41
TXDOT Regional Trend						1.77	1.81	1.84	1.88	1.92

Change in NPMRDS Data Provider



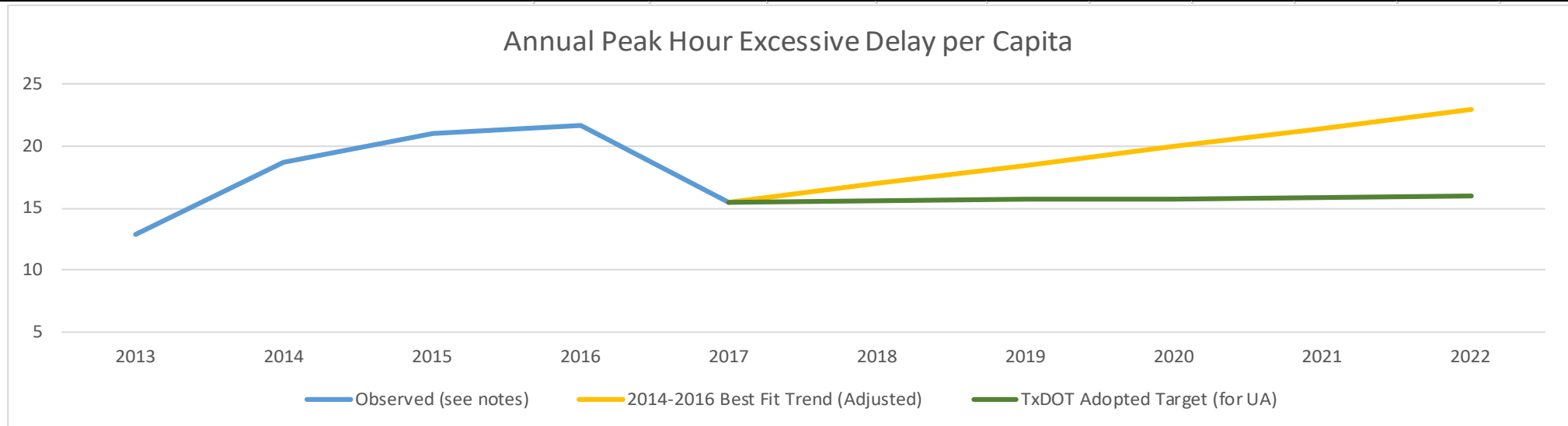
System Performance

All National Highway System Congestion

Peak Hour Excessive Delay

Measure	Person Hours of Peak Hour Excessive Delay (PHED) per Capita	This measure quantifies the average amount of extra travel time experienced by the region's population (per capita) due to travel that is occurring below FHWA's threshold for excessive delay during peak travel times (AM and PM peaks). For the purposes of this measure, the excessive delay threshold is 60% of the speed limit or 20mph, whichever is greater. ²
Applicable Geography	All NHS Segments in the Dallas-Fort Worth-Arlington Urbanized Area ¹	
Direction indicating improvement	Lower	
CFR Citation	23 CFR 490.707(a)	

	Observed Data					Projections				
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Observed ^{3,4}	12.9	18.7	21.0	21.7	15.5					
2014-2016 Best Fit Trend (scaled to intercept 2017) ^{3,4}						17.0	18.5	20.0	21.5	23.0
TxDOT Adopted Target (for UA)										16.0



System Performance

Non-SOV Performance

Definition

The percent of people commuting to work not driving alone. This includes carpooling, transit, taxi, bicycling, and working at home.

Targets

Non-SOV targets for the Dallas-Fort Worth-Arlington UZA established by TxDOT.



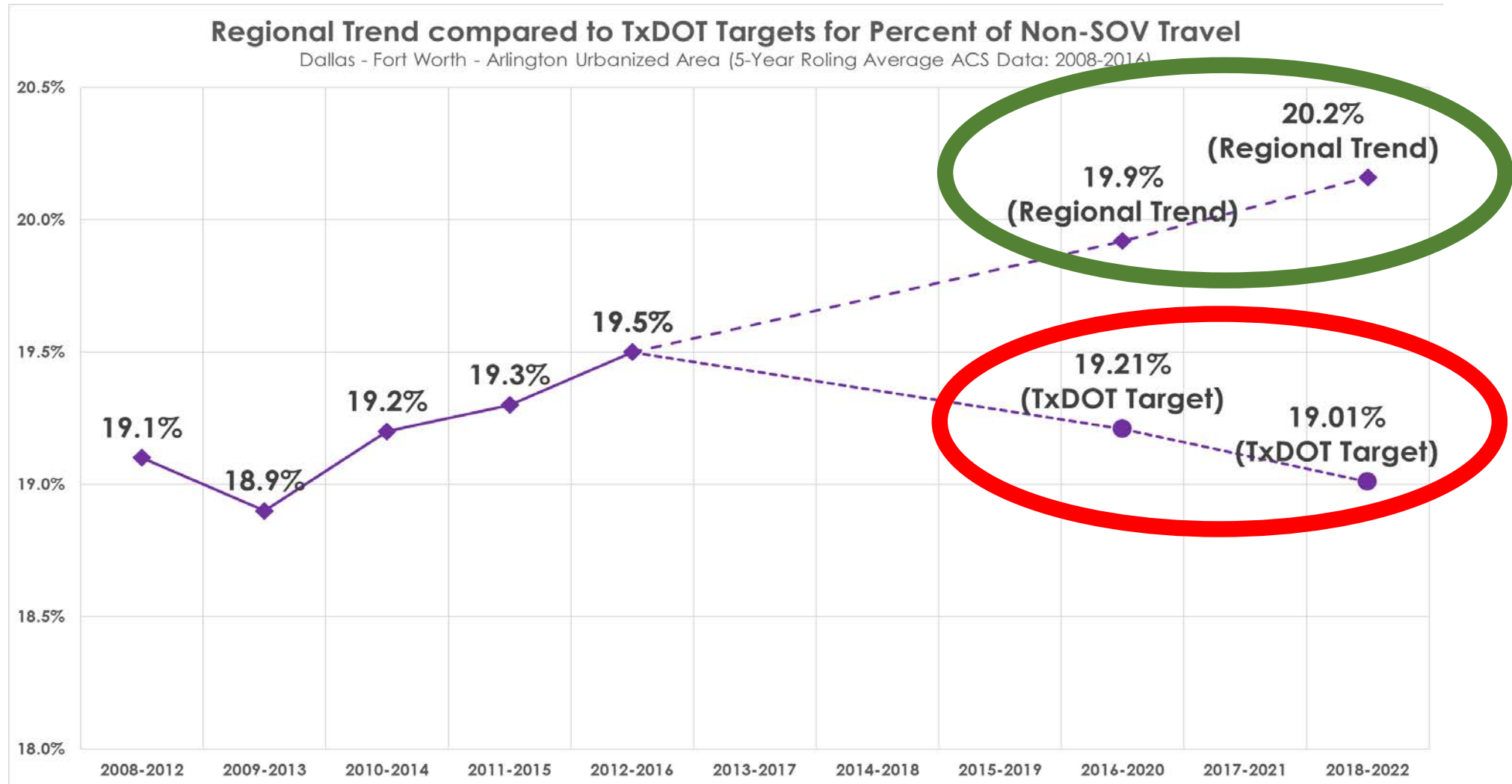
Source: Trinity Metro

State-Determined Targets for the Dallas-Fort Worth-Arlington UZA

Urbanized Area in Nonattainment	Baseline	2020 Target	2022 Target
<i>Dallas-Fort Worth-Arlington</i>	<i>19.60%</i>	<i>19.21%</i>	<i>19.01%</i>

System Performance

Non-SOV Performance



Schedule

July 27	STTC Information Item – Performance Measures and Targets
August 9	RTC Information Item – Performance Measures and Targets
August 24	STTC Workshop – Performance Measures and Targets
September 13	RTC Information Item
September 28	STTC Information Item – Draft Targets
October 8, 15, 18	Public Meetings
October 11	RTC Information Item – Draft Targets
October 26	STTC Action Item - Recommend Approval of Final Targets
November 8	RTC Action Item – Approval of Final Targets
November 15	Submittal to TxDOT Deadline

IMPLEMENTATION OF REGIONAL VELOWEB TRAIL CORRIDORS

Last-Mile Connections to Transit

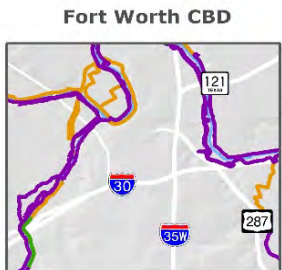
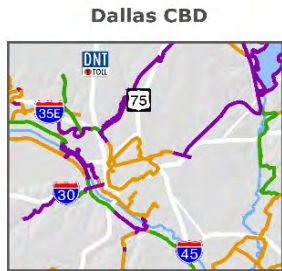
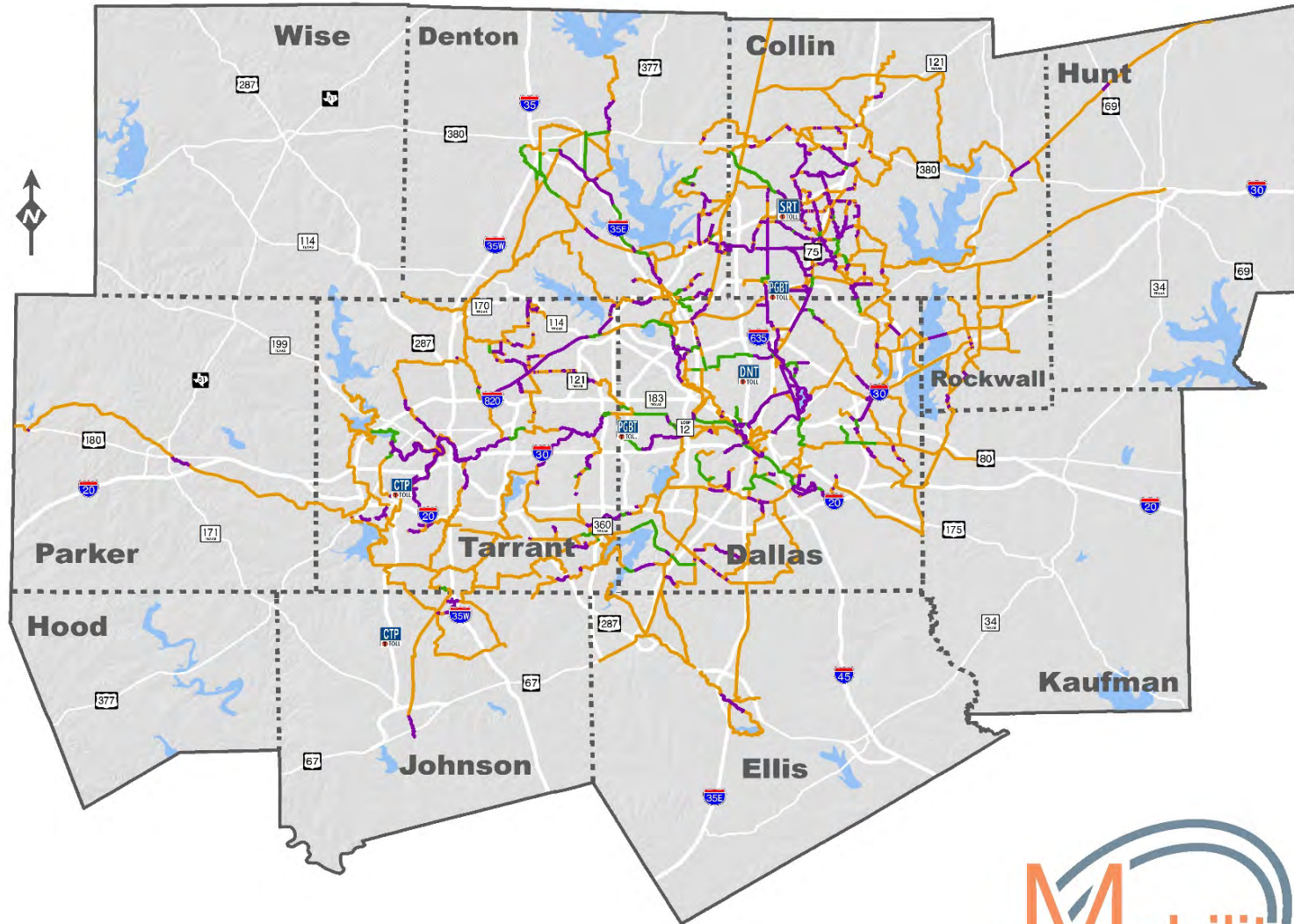
Regional Transportation Council

Karla Weaver, AICP



Regional Veloweb

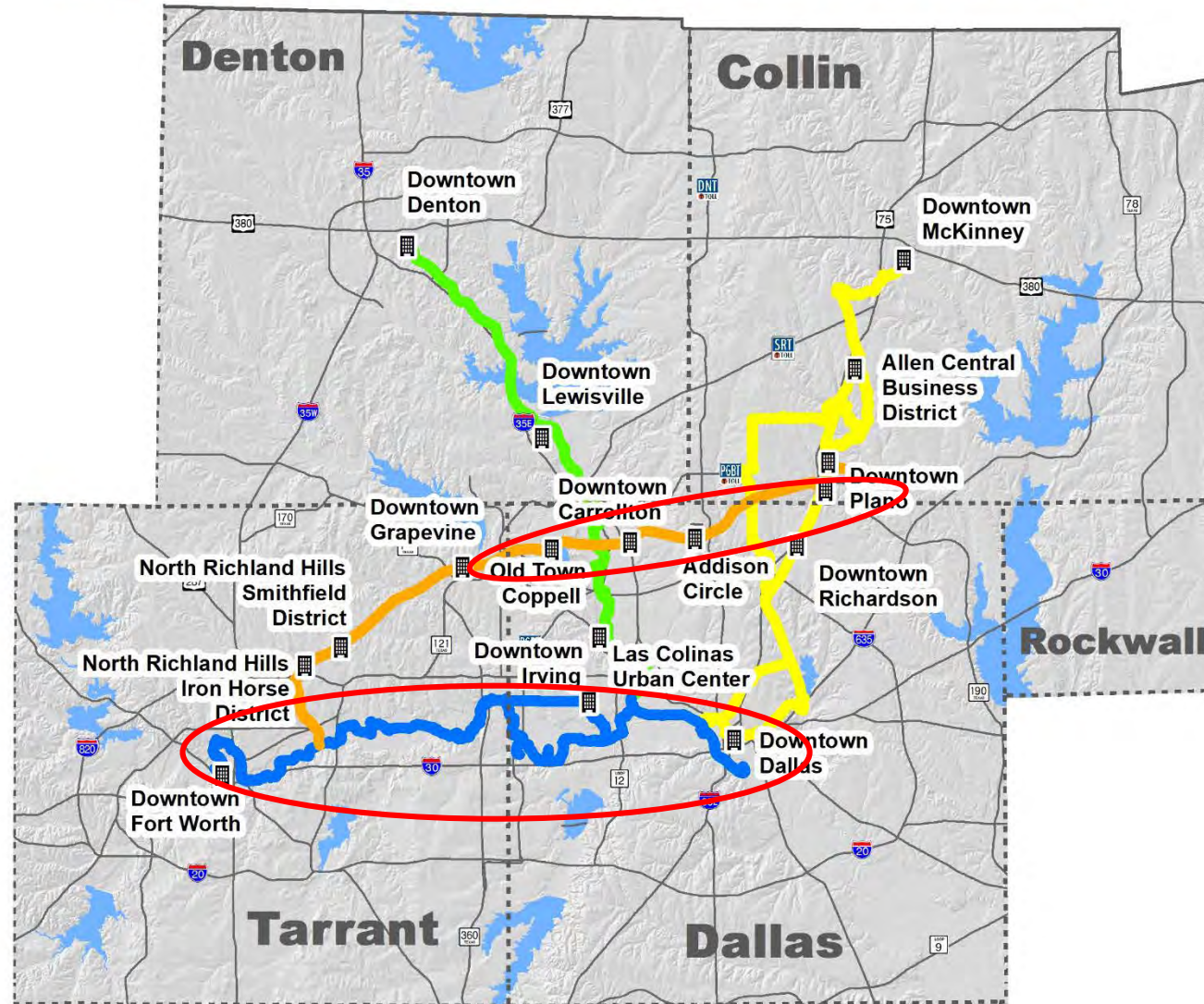
- Existing 455 Miles
- Funded 143 Miles
- Planned 1,285 Miles
- Total 1,883 Miles







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



Highlighted Regional Trail Corridors



-  Fort Worth to Dallas Regional Trail Corridor
-  Cotton Belt Regional Trail Corridor
-  Dallas to McKinney Regional Trail Corridor
-  Denton to Dallas Regional Trail Corridor

Existing/Funded	Planned	Total
52 miles	12 miles	64 miles
16.5 miles	28.5 miles	45 miles
67 miles	15 miles	82 miles
41 miles	13 miles	54 miles



Background

Fort Worth to Dallas Regional Veloweb Trail

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- December 1996** Regional Veloweb alignment included in Mobility 2020
- November 2013** Five Mayors meet and commit to implement the 64-mile Regional Veloweb alignment (24.5 miles need funding)
- 2014 to 2018** 18.5 miles of trail with funding commitments (variety of sources)
- Summer/
Fall 2018** Funding request of RTC for 3.1 miles to complete a continuous 53-mile alignment connecting the five cities
- 1.4 miles from CentrePort TRE Station to Grand Prairie city limits
 - 1.7 miles from Fort Worth city limits to Mike Lewis Trail



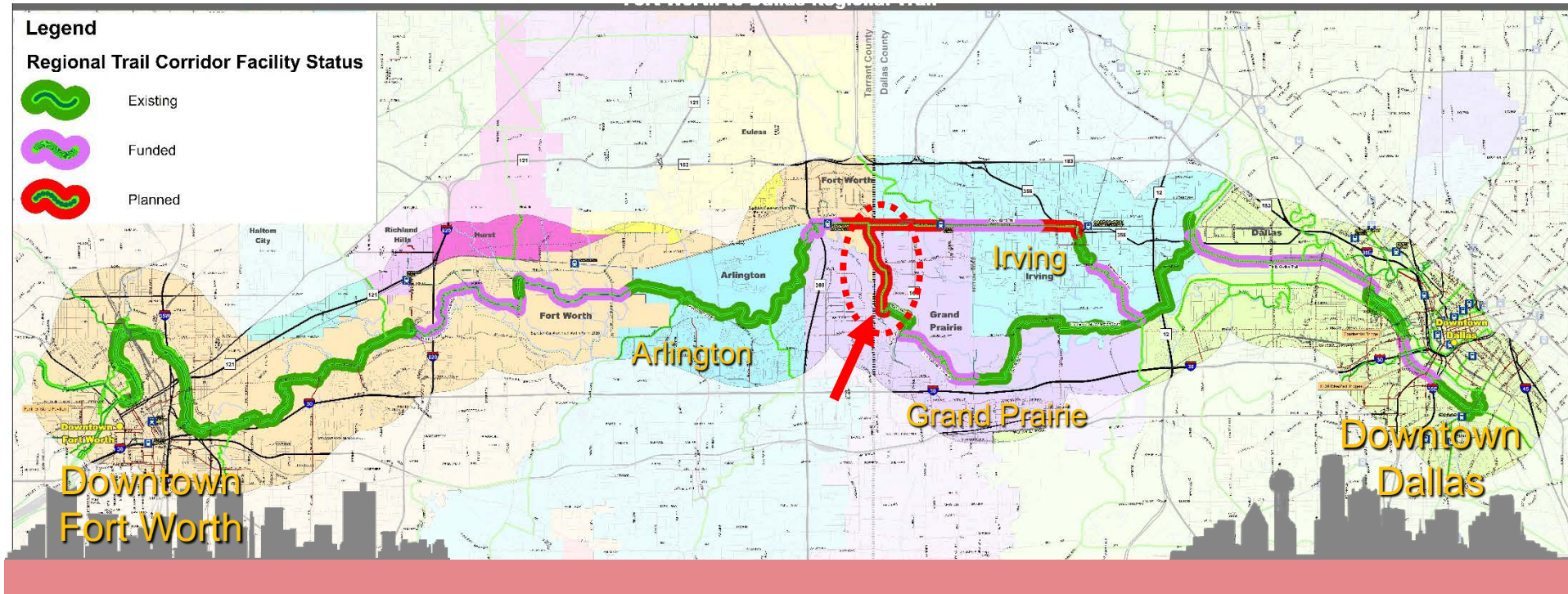
Mayors (from left) Mike Rawlings, Dallas; Robert Cluck, Arlington; Betsy Price, Fort Worth; Ron Jensen, Grand Prairie; and Beth Van Duyne, Irving, met recently to discuss connecting their cities with a regional bicycle-pedestrian trail corridor.

Fort Worth To Dallas Regional Veloweb Trail



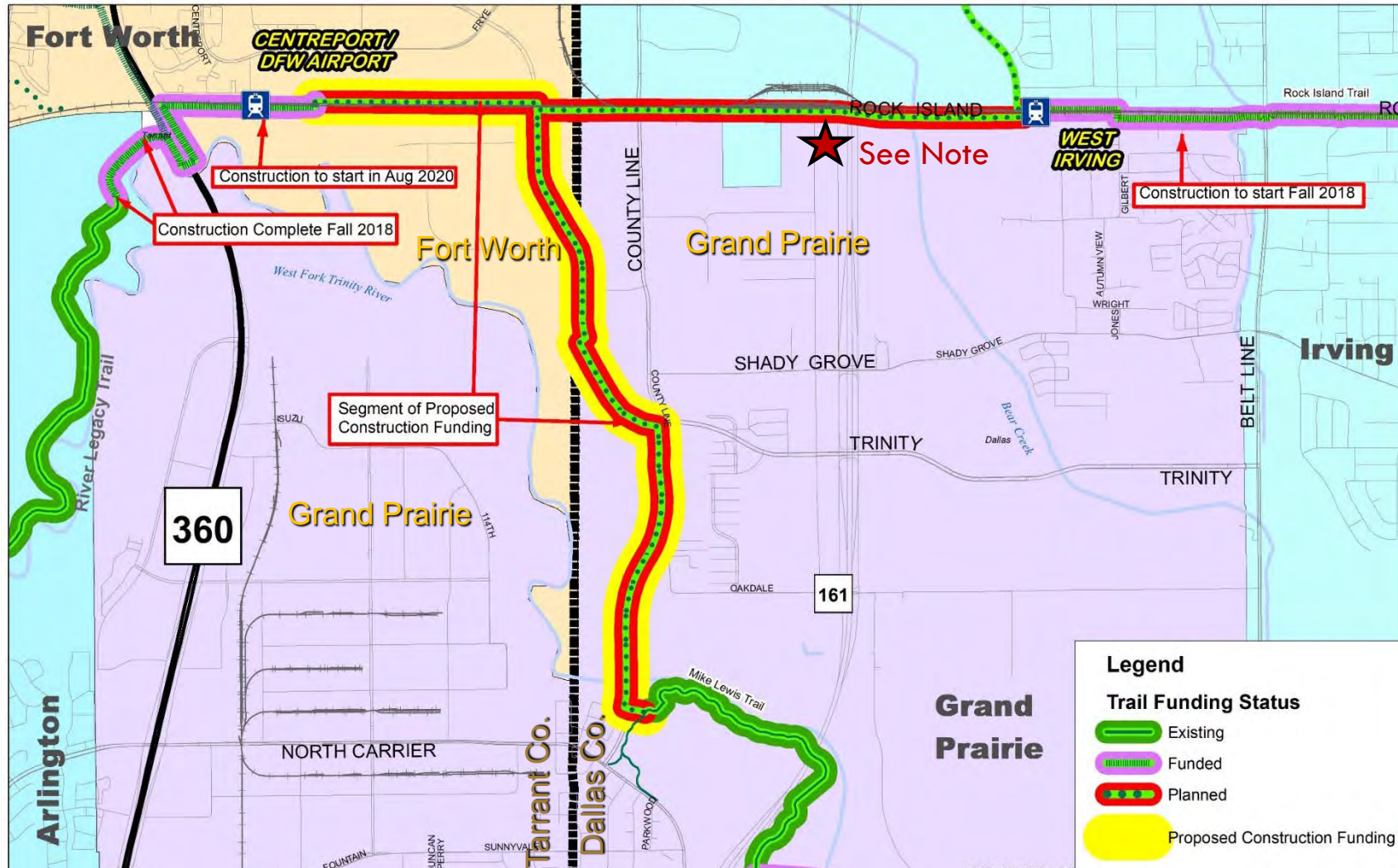
Total

Existing and Funded	21.9 miles	7.4 miles	6.4 miles	11.9 miles	10.4 miles	58 miles
Planned and Unfunded	1.4 miles	0	3.3 miles	1.3	0	6 miles



Fort Worth To Dallas Regional Veloweb Trail

(CentrePort Station to Mike Lewis Trail)



* Note: Approximately 1.6-miles along Rock Island Rd from West Irving Station to Tarrant Co. line will be completed with a future roadway project (date TBD).

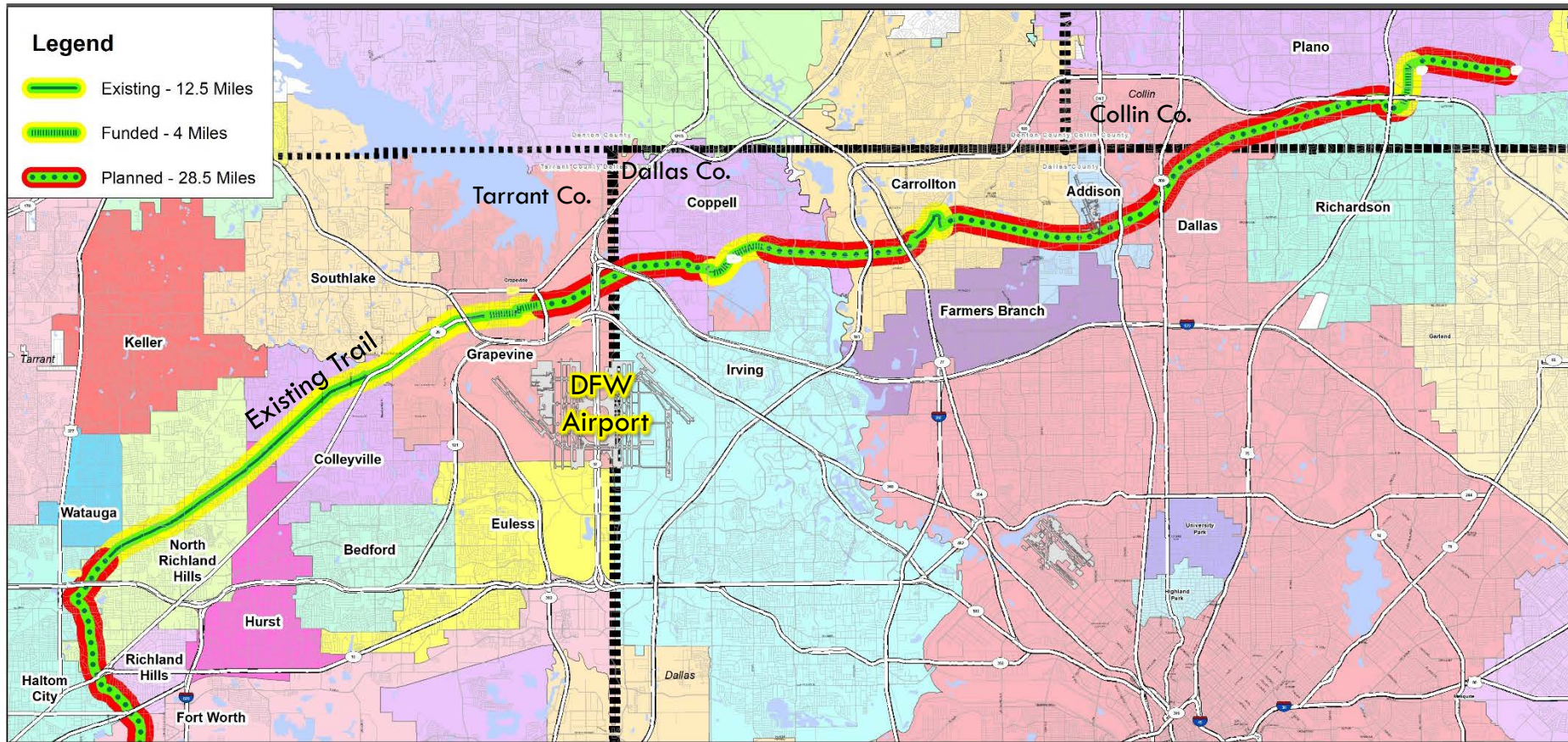
Background

Cotton Belt Regional Veloweb Trail (DFW Airport to Plano)

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- | | |
|------------------------------|---|
| December 1996 | Regional Veloweb alignment included in Mobility 2020 |
| 2017 - 2018 | NCTCOG, DART, and local jurisdictions coordinate opportunities for trail environmental clearance, design, and funding to construct “critical” trail sections |
| Summer/
fall 2018 | Funding requested of RTC for trail: <ul style="list-style-type: none">• design (26-mile corridor) and• construction (8.5 miles of “critical” trail sections) |
| Early 2019 | DART design/build contractor begins design and construction phases |

Cotton Belt Regional Veloweb Trail



**Eastern Portion of Corridor
(with Cotton Belt Rail Project)**
from DFW North Airport Station in Grapevine
to Plano Shiloh Station
26.2 miles

Entire Corridor
from Fort Worth (West of Handley Ederville Rd)
to Plano Shiloh Station
45 miles

Critical Trail Sections

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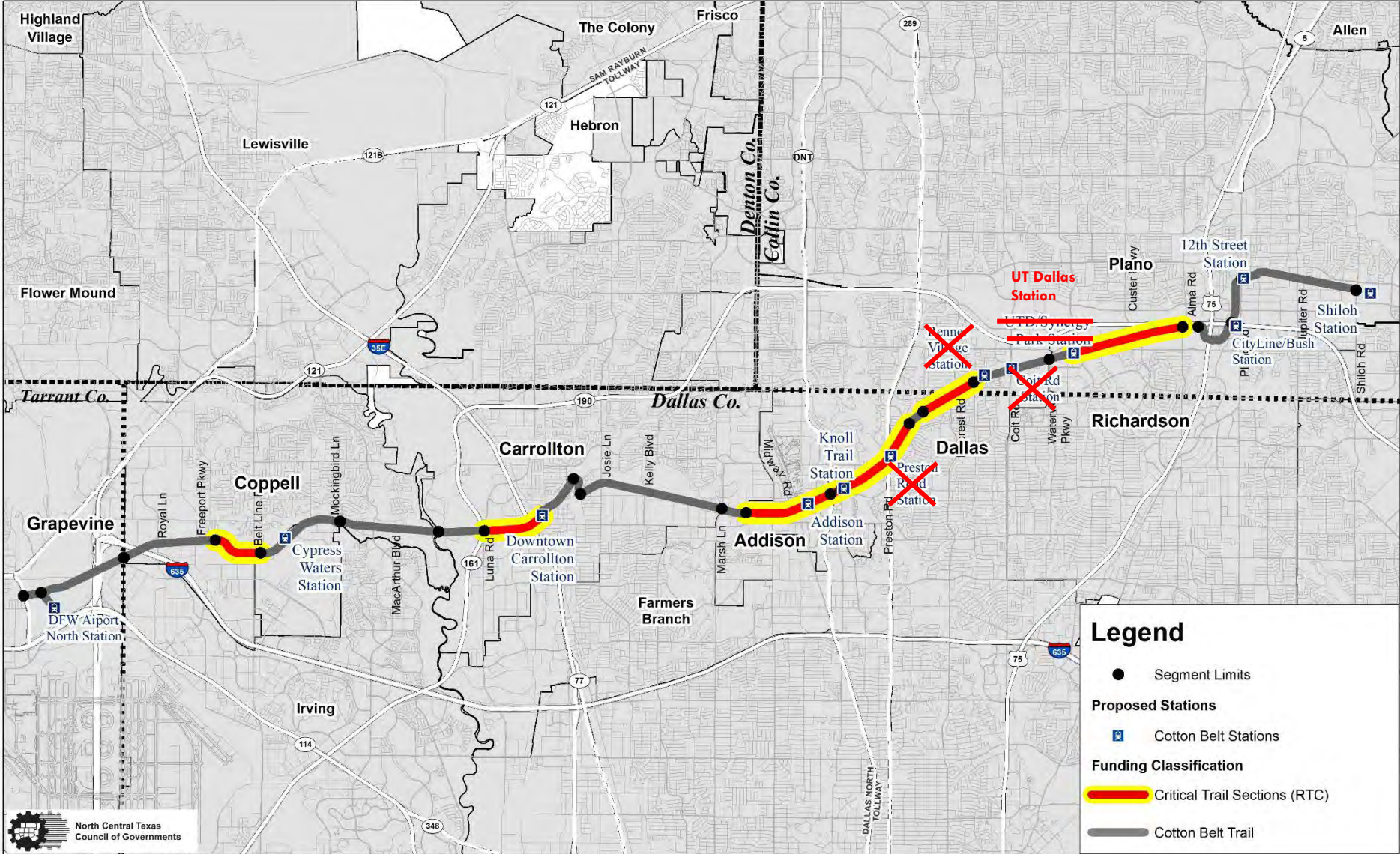
Primary Considerations

- ▣ Typically includes grade separation (trail bridges) where DART is planning rail bridges of major roadways
- ▣ Areas of constrained ROW
- ▣ Areas where trail and bridge construction is not feasible once the Cotton Belt Passenger Rail is active

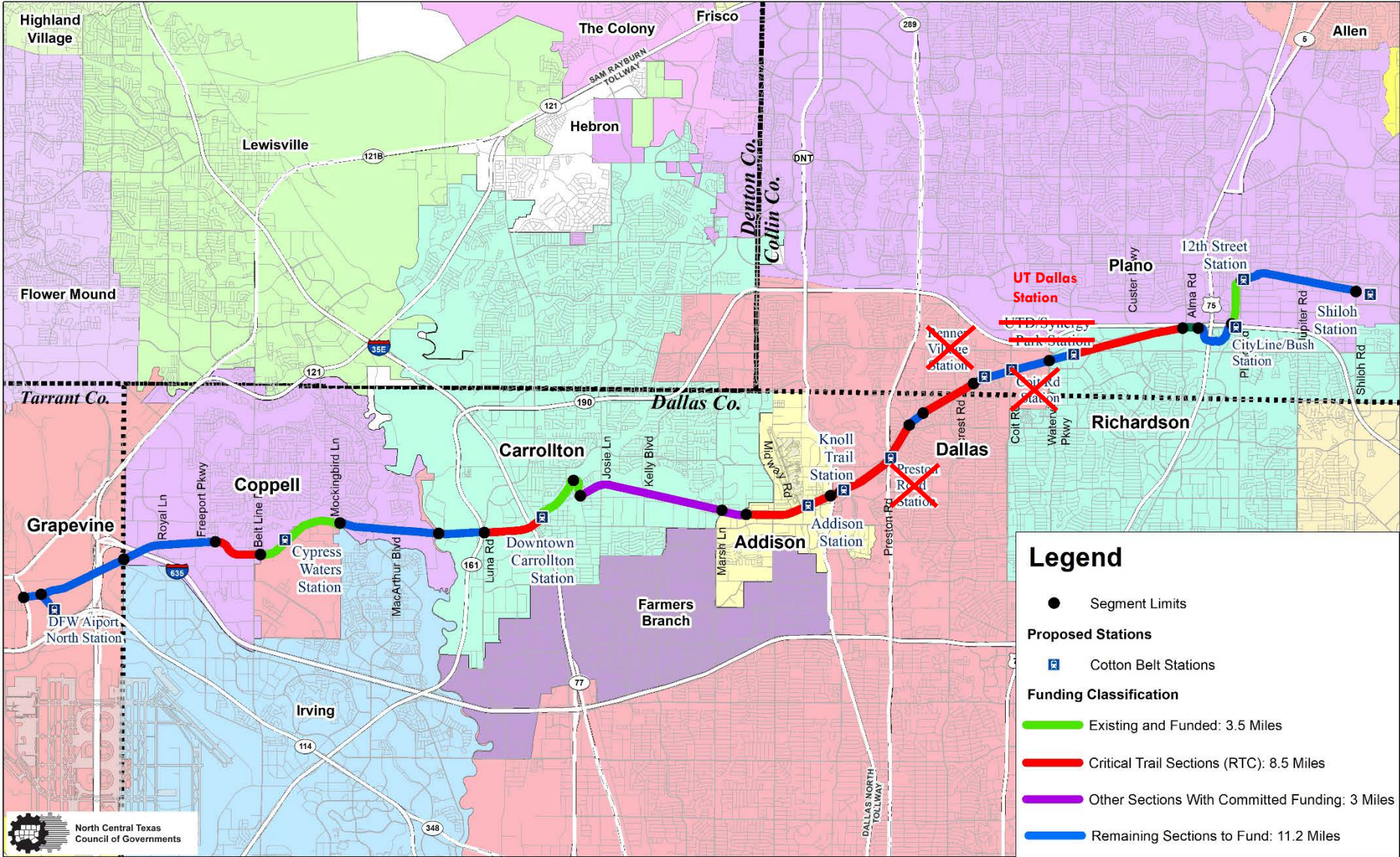


Photo Courtesy City of Denton: MLK Trail Bridge at Loop 288 constructed adjacent to the DCTA Rail Bridge

Cotton Belt Regional Veloweb Trail “Critical” Sections



Cotton Belt Regional Veloweb Trail Sections



Summary of Proposed Funding for Regional Trail Implementation

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Regional Trail Corridor	Total	Federal	Local	TDCs
Fort Worth To Dallas Regional Trail (Fort Worth and Grand Prairie Sections)	\$10.0M	\$9.08M	0.92M	1.08M
Cotton Belt Regional Trail (design for entire 26 mi. corridor)	\$8.20M	\$8.20M	-	1.64M
Cotton Belt Regional Trail (construction of “critical” sections)	\$21.27M	\$19.46M	\$1.81M ¹	2.44M
Cotton Belt Trail Total	\$29.47M	\$27.66M	\$1.81M ¹	4.08M
Combined Total Both Corridors	\$39.47M	\$36.74M	\$2.73M	5.16M

¹ Pending Action by the Dallas Co. Commissioners Court

Schedule for Funding Request

	Date
BPAC Briefing	8/15/18
STTC Information Item	8/24/18
Public Meetings	Early September
RTC Information Item	9/13/18
STTC Action	9/28/18
RTC Action	10/11/18
All Local and State Funding Commitments in Place	December 2018

Contact Information

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Karla Weaver, AICP

Senior Program Manager

(817) 608-2376 / kweaver@nctcog.org

Patricia Rohmer, PE

Project Engineer

(817) 608-2307 / prohmer@nctcog.org

Kevin Kokes, AICP

Principal Transportation Planner

(817) 695-9275 / kkokes@nctcog.org

Gabriel Ortiz

Transportation Planner II

(817) 695-9259 / gortiz@nctcog.org



Automated Vehicle Program 2.0

**Regional Transportation Council
September 13, 2018**



Thomas Bamonte

CMAQ/STBG FUNDING PROGRAMS

STATUS

PROGRAM

- Federal/Local Funding Exchanges
- Automated Vehicle Program
 - Round 1
 - Round 2
- Strategic Partnerships
 - Round 1
 - Round 2
 - Round 3/Intersection Improvements/Policy Bundle TDCs
- Planning and Other Studies
- 10-Year Plan/Proposition 1 Adjustments
- Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects
- Transit Program
- Assessment Policy Programs/Projects
- Local Bond Program Partnerships
- Safety, Innovative Construction, and Emergency Projects
- Management and Operations (M&O), NCTCOG-Implemented, and Regional/Air Quality Programs

= Project Selection Completed = Program Partially Completed
 = Pending STTC/RTC Approval

Automated Vehicle Program 2.0: Overview

Three Projects:

1. AV Planning Resources
2. AV Deployment Cost Assistance
3. Regional Priority AV Deployments

One Process: Opt-in to AV 2.0 Program

Project #1: AV Planning

NCTCOG procures planner(s) to assist public entities attracting or facing AV deployments

Planner(s) on retainer

Grant size tied to metric(s)—e.g., city population/deployment scale

Total: **Up to \$1.5M**, plus NCTCOG administration (\$200K approx.)

Funding source: To Be Determined [Federal or RTR]

Project #2: AV Deployment Cost Coverage

Cover costs associated with public entity hosting an AV deployment

Grants payable upon actual AV deployment

Total: **Up to \$10M**, plus NCTCOG administration (\$600K approx.)

Funding source: To Be Determined [Anticipate Federal]

Project #3: Regional Priority AV Planning Deployments

Fund AV deployments for use cases not served by AV developers

Competitive project selection

Total: **Up to \$20M**, plus NCTCOG administration (\$900K approx.)

Funding source: To Be Determined [Anticipate Federal]

Process

1. Public entities express interest in hosting AV deployments.
2. Respondents eligible for grants.
3. Advance paperwork done to help ensure greatest possible cost coverage.
4. Public entities can join AV 2.0 Program at any time.

Schedule

STTC Briefing

August 2018

Public Meetings

September 2018

RTC Briefing

September 2018

STTC Action

September 2018

RTC Action

October 2018

TIP Process Complete

April 2019

Funding Available

Late 2019

Thomas J. Bamonte

@TomBamonte

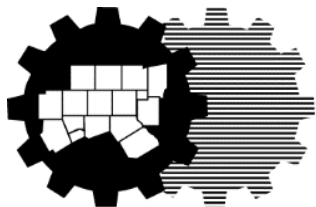
tbamonte@nctcog.org

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Regional Truck Parking Study

Regional Transportation Council
September 13, 2018



Jeff Hathcock, Program Manager
NCTCOG Transportation Department



TRUCK PARKING STUDY

Truck parking is a major issue both nationally and within our region.

Truck parking data was collected and analyzed for area-specific recommendations.

The Truck Parking Study is a comprehensive document that identifies innovative solutions to meet our growing truck parking needs.



REGIONAL DATA COLLECTION

The Following Data Sets were Collected for the Study:

Regional Overview – Classification of freight infrastructure, major freight facilities, and freight-oriented developments

Literature Review – Recently completed truck parking studies that identify opportunities and challenges faced by other cities, regions, and states

Public Truck Parking – Review of rest areas identifying locations of in-region or near-region rest areas, total truck parking lanes available, and amenities offered at each site

Regional Truck Stops – Inventory of all regional truck stop facilities including the name of the location, number of truck parking spaces, overnight parking applicability, locations of combined fueling centers, and other details

REGIONAL DATA COLLECTION

The Following Data Sets were Collected for the Study:

Local Truck Parking Ordinances – Aggregated list of municipal parking ordinances

Hours of Service – Federal rules on Hours of Service

In-Region Travel Times – Series of maps and data that track travel times from specific areas across the region

Heavily Traveled Freight Corridors – Review of regional highways and the number of trucks that routinely travel these highways

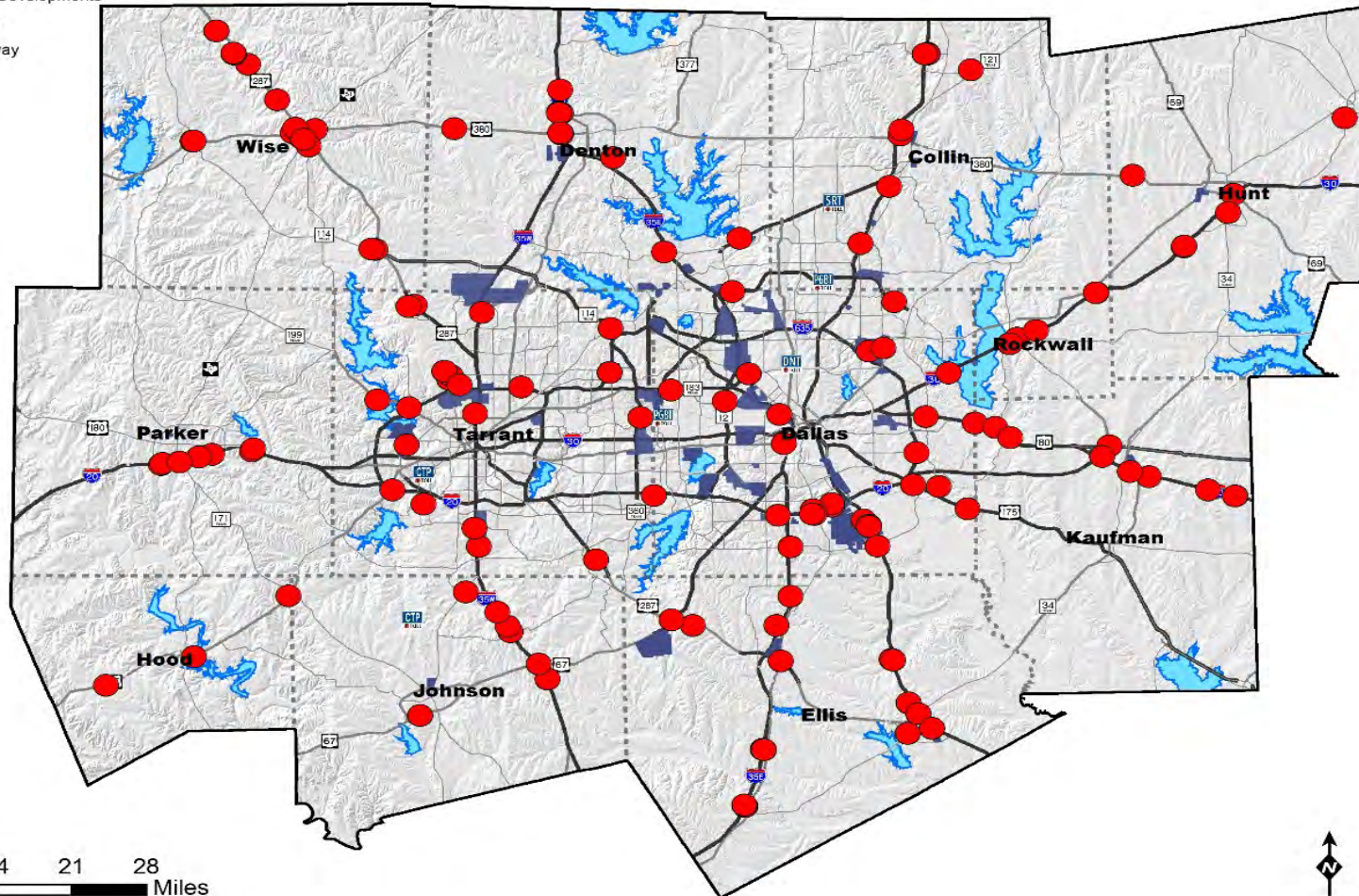
Driver Survey and Stakeholder Outreach – Results from the “Truck Parking Study-Driver Survey” and stakeholder outreach meetings

DATA COLLECTION – TRUCK STOPS

North Central Texas Truck Stops

Legend

- Truck Stops
- Freight Oriented Developments
- Primary Highway
- Secondary Highway
- Major Arterial
- Counties
- Lakes



Study

Data Collection

Analysis

Recommendations

Next Steps

Questions

ANALYSIS

The Following Analysis was Conducted:

Review of Driver Survey Results

Identification of Regional and State facilities – Review of underutilized public land

Corridors of Concern Criteria and Scoring – Six criteria to score the corridors against the collected data

Corridors of Concern – Corridors that have major freight activity while lacking sufficient truck parking

ANALYSIS

Corridors of Concern:

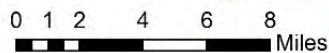
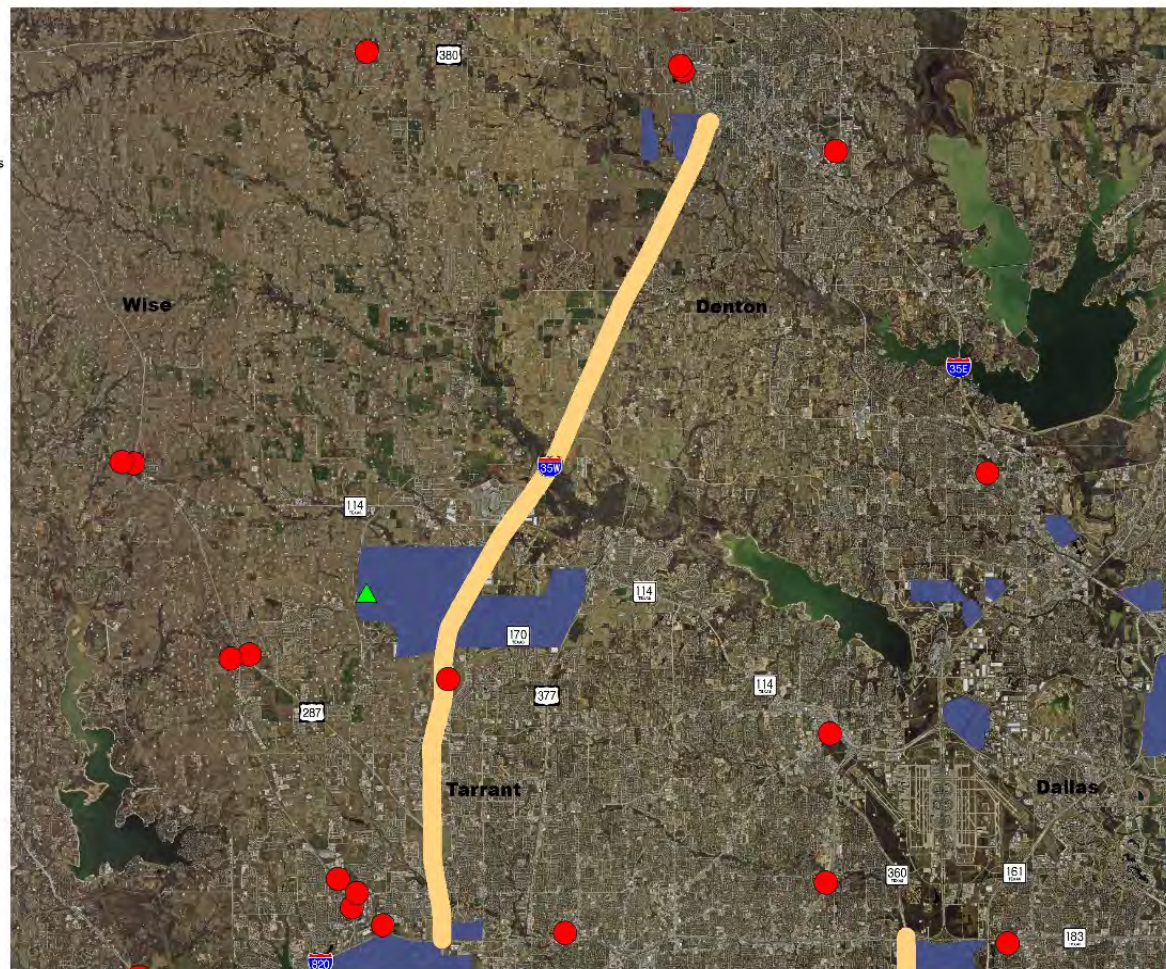
- Great Southwest Area - IH 30/SH 360
- South Dallas - IH 45 and IH 20
- North Fort Worth - IH 35W
- North Dallas - IH 35E and IH 635
- East Dallas County - IH 635
- Parker County - IH 20/IH 30



ANALYSIS

Corridor of Concern: IH 35W (North of Downtown Fort Worth)

- Legend**
- Truck Stops
 - ▬ Corridors of Concern
 - ▲ Intermodal Facilities
 - Freight Oriented Developments



Study

Data Collection

Analysis

Recommendations

Next Steps

Questions

RECOMMENDATIONS

State and Regional Recommendations – Short-term truck parking facilities could be located on underutilized public land.

Partnership Opportunities –The public- and private-sectors could collaborate to develop truck parking in specified areas through a mutually-beneficial incentivized plan.

Technology Enhancements and Applications – Dynamic Messaging Signs and other technologies may be implemented for notification of truck parking availability at facilities. Also, Air quality mitigation strategies should be pursued with existing and future truck parking locations.

NEXT STEPS

Continue updating data sets established in the beginning of the study.

Coordinate recommendations and plans with TxDOT with regard to underutilized land and new public facilities.

Leverage Public-Private Partnerships to increase the number of parking facilities.



QUESTIONS

Study

Data Collection

Analysis

Recommendations

Next Steps

Questions

CONTACT INFORMATION

Mike Johnson
Transportation Planner
817-695-9160
MJohnson@nctcog.org

Jeff Hathcock
Program Manager
817-608-2354
JHathcock@nctcog.org