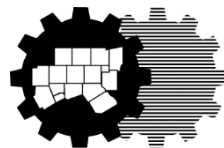


NCTCOG INFRA Grant Submissions 2019

Regional Freight Advisory Committee
May 7, 2019

Mike Johnson



NCTCOG INFRA GRANT Submissions 2019



Source: USDOT INFRA Discretionary Grants – www.transportation.gov/buildamerica/infragrants

INFRA – Infrrastructure For
Rebuilding America

Discretionary grant program authorized under the Fixing America's Surface Transportation (FAST) Act through 2020

Fiscal Year (FY) 2019: **\$855 – 902.5 million** available nationwide

Regional Project Selection Methodology

- Select projects in both the east and west sub-regions of North Central Texas
- Evaluate project readiness/prioritization and merit criteria compatibility
- Identify partnership opportunities with TxDOT, other transportation providers (public and/or private), and/or local governments
- Review recent discretionary grant project submittals (FASTLANE, BUILD, INFRA, etc.), USDOT debriefings, and composition of awarded projects
- Analyze locations with potential to maximize non-Federal revenue leverage
- Examine “exposed” corridor segments, advanced phasing prospects, and potential to strategically address system deficiencies
- Determine significant economic development opportunities with needed transportation catalysts

Submitted NCTCOG Projects

Project	Matching Funds		Proposed INFRA Request	Total Project Cost
	RTC	Other Agency		
North Texas Multimodal Operations, Velocity, Efficiency & Safety (MOVES) Program	\$5 Million (Engineering)	\$44 Million	\$56 Million	\$105 Million
IH 30 Rockwall County – Lake Ray Hubbard Bridge	N/A	\$114 Million	\$100 Million	\$214 Million
North Texas Partnership Toward National Highway System (NHS) Bridge Performance Goals	\$10 Million	\$67 Million	\$113.1 Million	\$190.1 Million

INFRA 2019

NT MOVES

IH 30 Bridge

NHS Bridges

BUILD 2019

Q&D

North Texas MOVES Program

The North Texas **M**ultimodal **O**perations, **V**elocity, **E**fficiency, and **S**afety Program is a long-range plan for increasing freight and passenger mobility in Dallas-Fort Worth (DFW) through strategic investment in rail capacity to improve multimodal transportation.

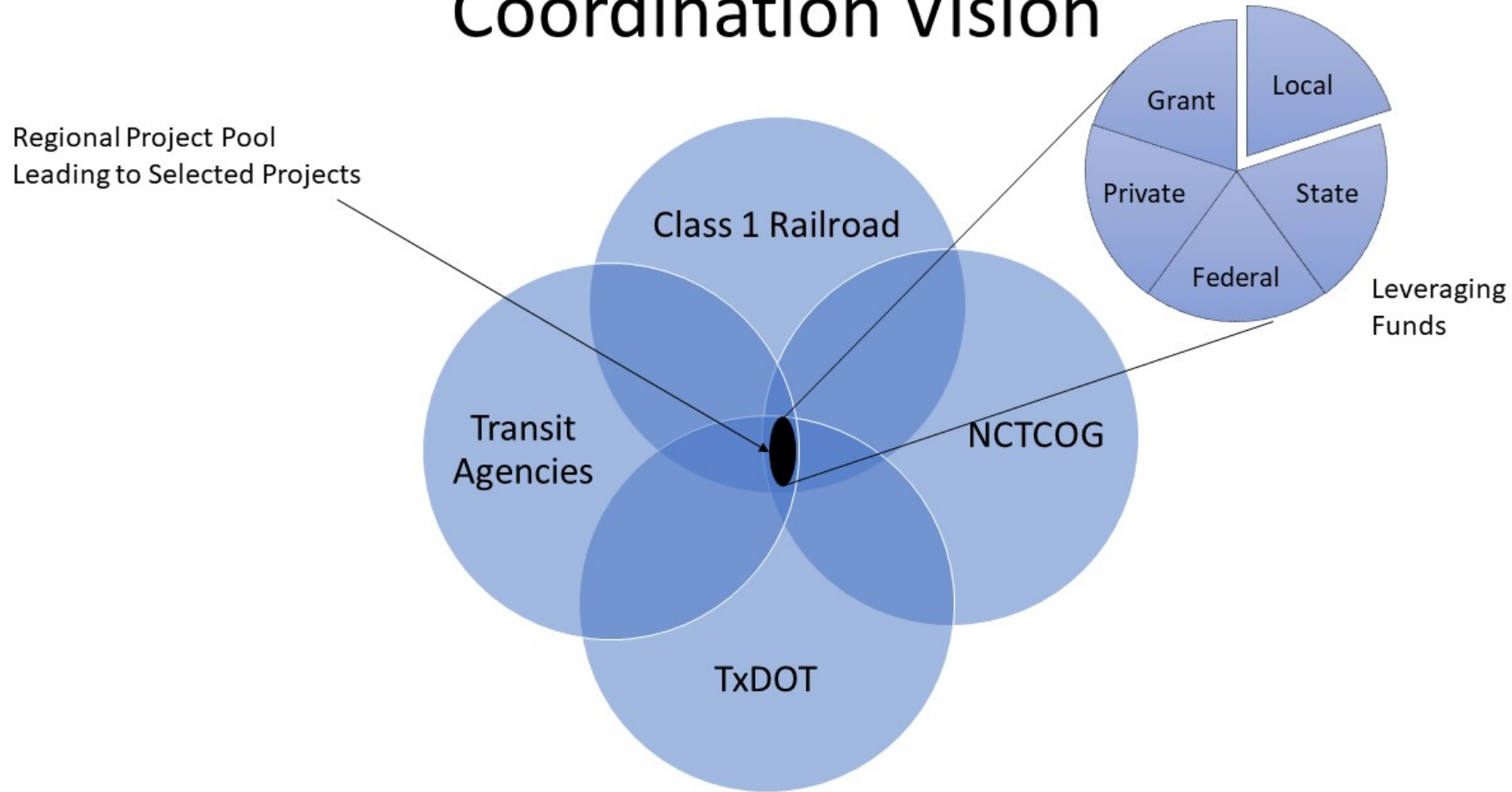
Phase 1 A – Private Investment

Phase 1 B – Public Investment (Submitted INFRA Grant)

NT MOVES is an ongoing and collaborative effort

North Texas MOVES Program

Coordination Vision



North Texas MOVES Program

Regional Rail Study Phase 1 B Projects							
Project	Subdivision	Costs	Funding				
			NCTCOG/ Federal	BNSF	DART / TRE	INFRA	Total Funding
Construct Centralized Traffic Control (CTC), Irving – S. Hebron Construct and Install CTC Siding at Gribble and Elm Fork Bridge Replacement with Doubletrack.	Madill (DART)	\$ 72,700,000	\$ -	\$ -	\$ 30,000,000	\$ 42,700,000	\$ 72,700,000
Double Track Stemmons Freeway Bridge – (DESIGN)	DFW (TRE)	\$ 3,250,000	\$ 2,500,000	\$ -	\$ -	\$ 750,000	\$ 3,250,000
Double Track Medical/Market Center to Stemmons Freeway	DFW (TRE)	\$ 23,500,000	\$ -	\$ 2,000,000	\$ 12,000,000	\$ 9,500,000	\$ 23,500,000
DT North Junction to Union Station – (DESIGN)	DFW (TRE)	\$ 3,300,000	\$ 2,500,000	\$ -	\$ -	\$ 800,000	\$ 3,300,000
Implement ClearPath Technology	ALL	\$ 2,250,000	\$ -	\$ -	\$ -	\$ 2,250,000	\$ 2,250,000
Total		\$ 105,000,000	\$ 5,000,000	\$ 2,000,000	\$ 42,000,000	\$ 56,000,000	\$ 105,000,000

INFRA 2019

NT MOVES

IH 30 Bridge

NHS Bridges

BUILD 2019

Q&D

North Texas MOVES Program

North Texas MOVES-Phase 1 Projects



IH 30 Rockwall County – Lake Ray Hubbard Bridge

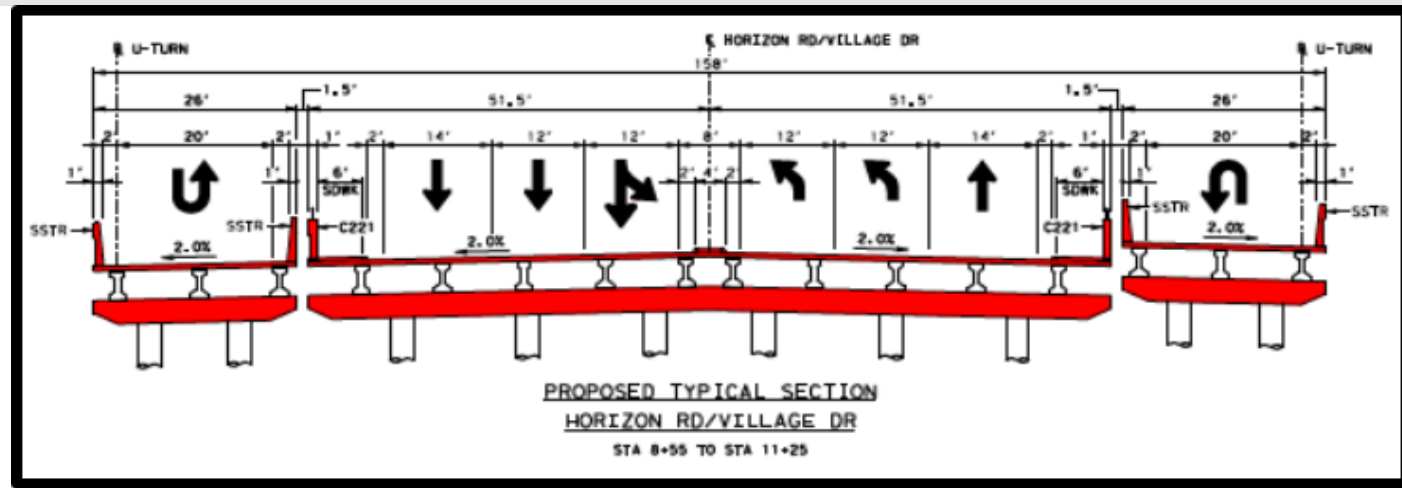
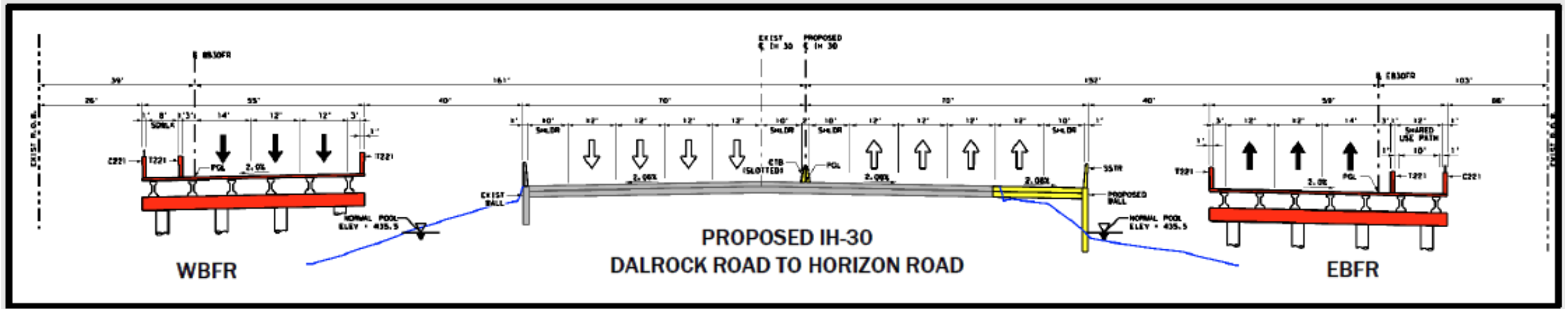
This project, with an estimated total cost of **\$214 million** is comprised of the following improvements:

- Construction of new two or three-lane continuous one-way frontage road bridges in each direction parallel to the existing IH 30 freeway, including a westbound barrier-separated eight-foot sidewalk and an eastbound barrier-separated 12-foot shared-use path, from Dalrock Road in Rowlett east to Horizon Road in Rockwall. Additional imminent improvements for a neighboring segment west of Dalrock Road.
- Construction of planned interchanges at Dalrock Road, Horizon Road, and FM 740 to their ultimate configuration and capacity, including ramps, auxiliary lanes, and cross-street bridges.

North Texas Partnership Toward NHS Bridge Performance Goals



IH 30 Rockwall County – Lake Ray Hubbard Bridge



IH 30 Rockwall County – Lake Ray Hubbard Bridge

Funding Source	Type	Funding Amount	Percent
State	TxDOT CAT4 – PS&E	\$ 10,487,229	5%
State	TxDOT CAT12 – ROW	\$ 4,560,000	2%
State	TxDOT CAT12 – Utility	\$ 1,900,000	1%
State	TxDOT CAT4 – Construction	\$ 21,512,771	10%
State	TxDOT CAT12 – Construction	\$ 5,945,016	3%
Local	Rockwall County Bond – Construction	\$ 20,000,000	9%
Total of Non-Federal Funding Sources		\$ 64,405,016	30%
Federal	TxDOT CAT12 – ROW	\$ 18,240,000	8%
Federal	TxDOT CAT12 – Utility	\$ 7,600,000	4%
Federal	TxDOT CAT12 – Construction	\$ 23,780,064	11%
Federal	INFRA Request - Construction	\$ 100,000,000	47%
Total of Federal Funding Sources		\$ 149,620,064	70%
Cost Category	Total Cost	Funding Source	
		Non-Federal (Percent)	Federal (Percent)
Engineering (PS&E)	\$ 10,487,229	100%	0%
Right-of-Way	\$ 22,800,000	20%	80%
Utility Relocation	\$ 9,500,000	20%	80%
Construction	\$ 149,818,060	28%	72%
Contingency	\$ 21,419,791	28%	72%
TOTAL PROJECT COST	\$ 214,025,080	30%	70%



North Texas Partnership Toward NHS Bridge Performance Goals

Federal Performance Measures:

- NCTCOG supports TxDOT statewide 2022 “Good/Poor Condition” targets for National Highway System (NHS) bridges
- Collaboration with TxDOT to plan and program projects contributing toward accomplishment of bridge goals will also include the following action: NCTCOG will focus on expedited programming to improve NHS bridges in poor condition

State of Texas		
Bridges*	2018 Baseline	2022 Target
Good Bridge Condition		
All National Highway System Facilities	50.63%	50.42%
Poor Bridge Condition		
All National Highway System Facilities	0.88%	0.80%



North Texas Partnership Toward NHS Bridge Performance Goals

Facility Carried	Feature(s) Crossed	County	Allocated Funds	INFRA Grant Request	Project Cost
SH 310	S. Lamar St, Budd St, & UP R/R	Dallas	\$9,639,588.60	\$6,426,392.40	\$16,065,981.00
Loop 12 NB to IH 35E NB	IH 35E SB	Dallas	\$0.00	\$1,782,995.76	\$1,782,995.76
St. Francis Ave NB	IH 30	Dallas	\$5,000,000.00	\$20,000,000.00	\$25,000,000.00
St. Francis Ave SB	IH 30	Dallas	\$5,000,000.00	\$20,000,000.00	\$25,000,000.00
FM 3163 (Milam Rd)	IH 35	Denton	\$0.00	\$30,000,000.00	\$30,000,000.00
US 80 EB	East Fork Trinity River	Kaufman	\$5,930,620.80	\$3,953,747.20	\$9,884,368.00
FM 460	US 80	Kaufman	\$4,689,155.40	\$3,126,103.60	\$7,815,259.00
IH 30 WB	FM 1903	Hunt	\$15,369,780.00	\$10,246,520.00	\$25,616,300.00
IH 30 EB					
IH 30	FM 1565 O-P	Hunt	\$25,616,300.00	\$3,000,000.00	\$28,616,300.00
IH 35W NB	IH 35W SB Alvarado Exit	Johnson	\$4,300,000.00	\$3,600,000.00	\$7,900,000.00
US 180	Dry Creek	Parker	\$1,500,000.00	\$1,000,000.00	\$2,500,000.00
US 287 NB	Carey Street	Tarrant	\$0.00	\$5,000,000.00	\$5,000,000.00
US 287 SB	Lancaster Ave	Tarrant	\$0.00	\$5,000,000.00	\$5,000,000.00
TOTAL (14 Bridges)			\$77,045,444.80	\$113,135,758.96	\$190,181,203.76

INFRA 2019

NT MOVES

IH 30 Bridge

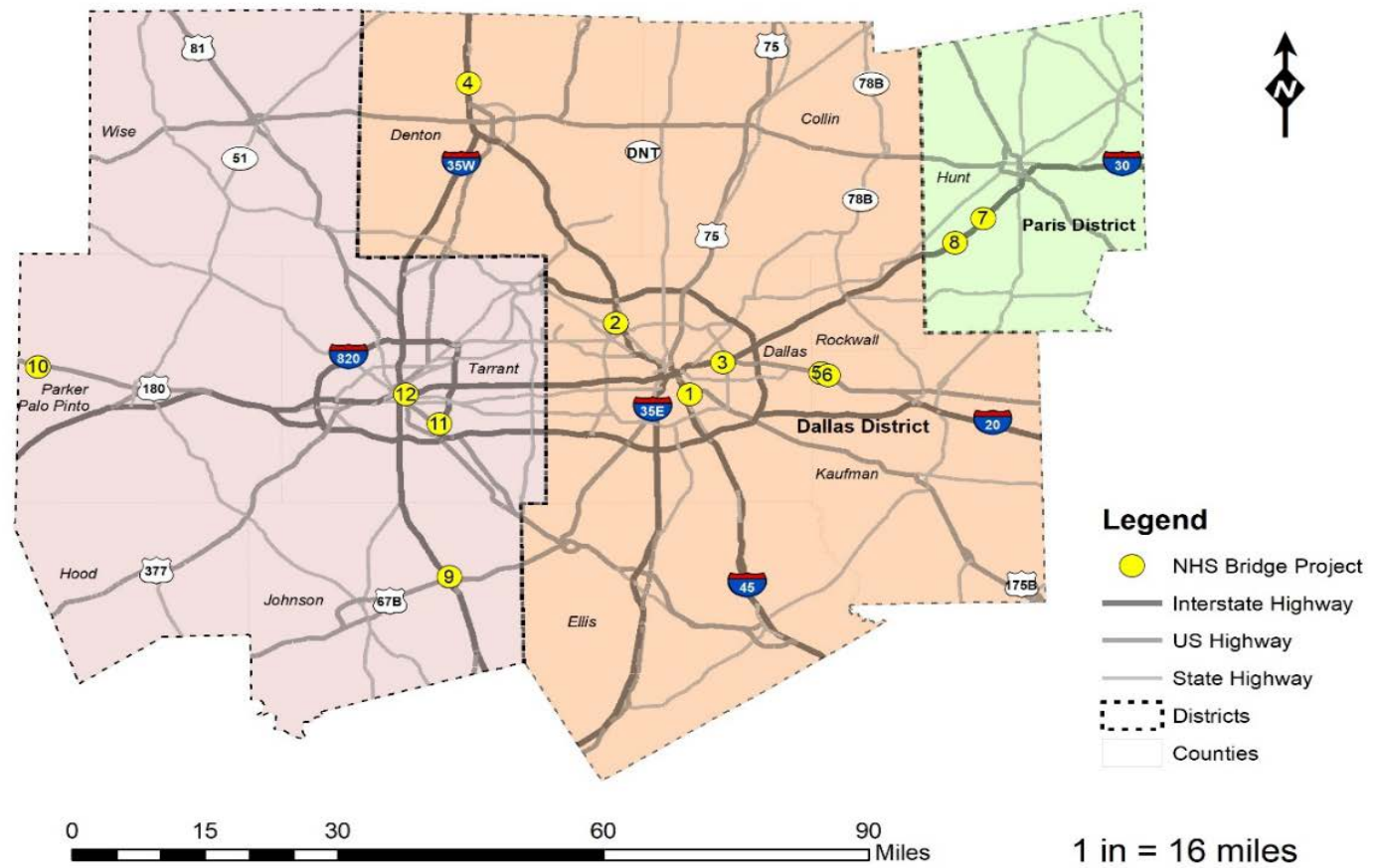
NHS Bridges

BUILD 2019

Q&D

North Texas Partnership Toward NHS Bridge Performance Goals

North Texas Strategic NHS Bridge Program



BUILD Grant 2019

BUILD – Better Utilizing Investments to Leverage Development



- **Awards:** Max. = \$25 Million
- **Geography:** No more than **\$90** Million may be awarded to a single State
- **Diversity:** At least **50%** (\$450 Million) to be designated for rural projects
- **Funding Proportions:**
 - BUILD Grant – 80% (Urban)/The Secretary may increase the Federal share of costs above 80 percent for a project located in a rural area.
 - Total Federal funds may not exceed 80% of project cost (Urban)



BUILD Grant 2019

Preliminary Candidate Projects

Replace bridges at Walkers Creek and Mesquite Creek and Double Track from east of Handley Ederville Road to east of Precinct Line Road.

Replace Obsession Bridge, Knights Branch Bridge and rehabilitate Inwood Bridge and Double Track from Medical/Market Center to Stemmons Freeway Bridge.

NCTCOG Preliminary Schedule

STTC Information – May 24, 2019

RTC Information – June 13, 2019

STTC Action – June 28, 2019

RTC Action – July 11, 2019

BUILD GRANT Submittals Due July 15, 2019

Executive Board – July 25, 2019
(Endorsement)

Questions & Discussion

INFRA 2019

NT MOVES

IH 30 Bridge

NHS Bridges

BUILD 2019

Q&D

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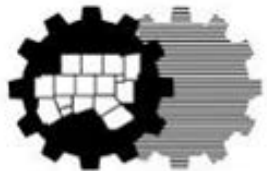
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CONGESTION MANAGEMENT PROCESS (CMP) UPDATE

Regional Freight Advisory Committee Meeting
May 7, 2019

Mike Galizio
Principal Transportation Planner



North Central Texas
Council of Governments

Federal Planning Requirements

- Metropolitan Transportation Plan (MTP) “Mobility 2045”
- Transportation Improvement Program (TIP)
- Unified Planning Work Program (UPWP)
- Public Participation Plan (PPP)
- Congestion Management Process (CMP)

Statutory References: CFR Title 23, Part 450, Subpart C

CMP History

- 1991 Congestion Management System (CMS) is required as part of the Intermodal Surface Transportation Efficiency Act
- 1994 First CMS was Adopted
- 2005 CMS was Amended through MTP Update
- 2007 CMS was Updated and Renamed Congestion Management Process (CMP)
- 2013 RTC Approved CMP Update
- 2019 Update Efforts are Underway

CMP Requirements

A regionally-accepted approach for managing congestion that provides up-to-date information on multimodal transportation performance and assesses alternative strategies that meet state and local needs (Source: FHWA CMP Guidebook)

Mandated in any urbanized area with a population exceeding 200,000 (known as Transportation Management Areas)

Federal regulations do not specify timelines for updates and are not prescriptive regarding the methods and approaches that must be used to implement a CMP

Statutory References: 23 USC 134(k)(3), 23 CFR 450.322, and CFR 500.109

Recurrent and Non-Recurrent Congestion



CMP Strategies

Focus on Management and Operational Strategies which should include:

- * Transportation Demand Management (TDM) Strategies;
- * Public Transit Options;
- * Transportation System Management and Operational (TSMO) Strategies;
- * ITS Technologies;
- * Traffic Incident Management; and
- * Asset Optimization Improvements.

TDM Strategies



Public Transit Options



TSMO Strategies



ITS Technologies



Traffic Incident Management



Asset Optimization

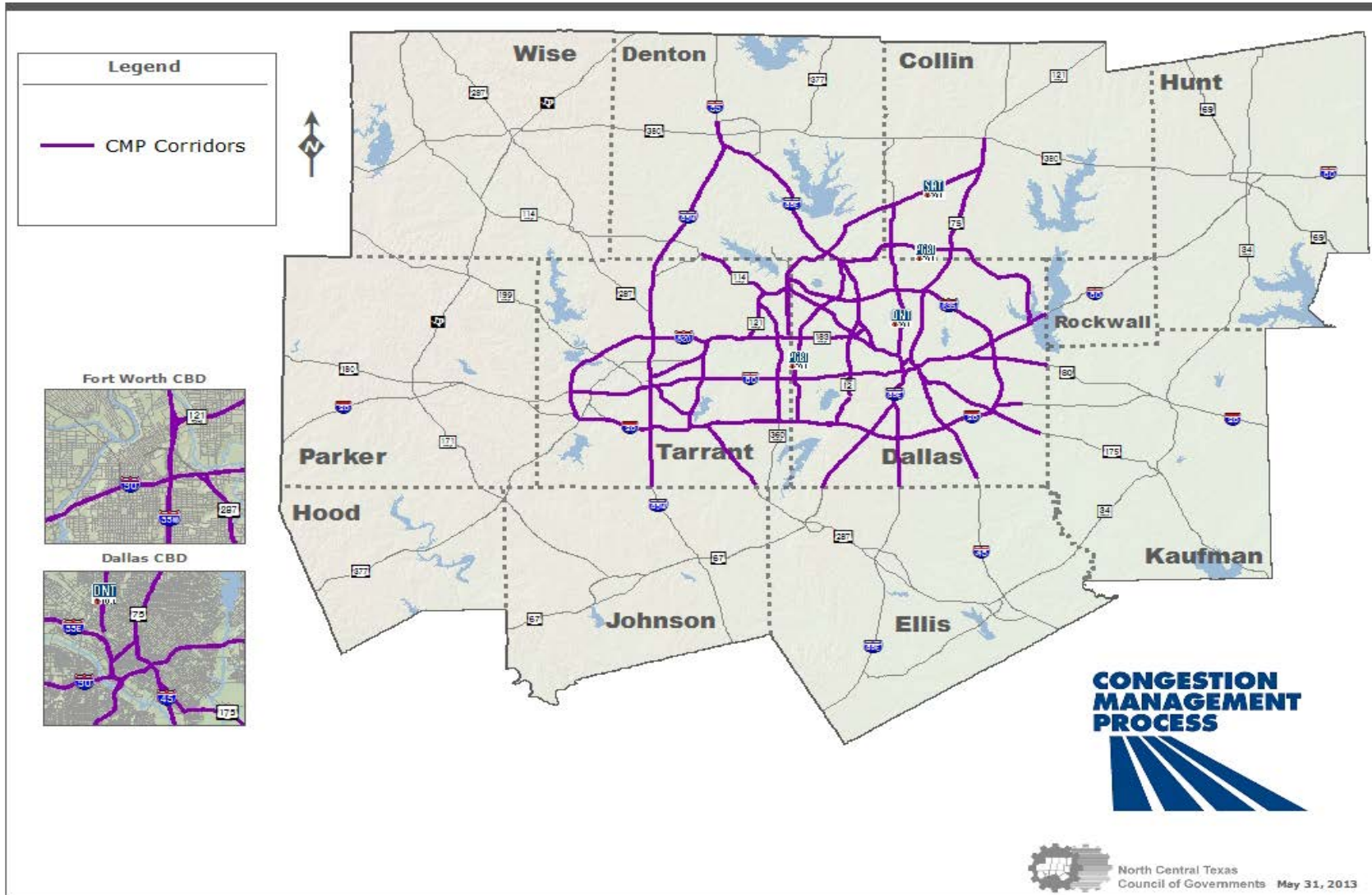
(lower-cost improvements within existing ROW – widened shoulders, frontage roads)



Key Questions for the Next CMP Update

1. Keep or update the CMP Goals and Objectives?
2. Expand or reduce the CMP Performance Measures?
3. Maintain or change the CMP Network?
4. Retain or revise the CMP Scoring Criteria?
5. Keep or replace the CMP Corridor Rankings?
6. Add or reduce the number of CMP Policies?
7. Expand or downsize the number of CMP Strategies?
8. Retain or replace the CMP Corridor Fact Sheets?

Roadway Corridors in 2013 CMP Update



Highway Name
DNT
IH 20
IH 30
IH 35
IH 35E
IH 35W
IH 45
IH 635
IH 820
Loop 12
PGBT
SH 114
SH 121
SH 161
SH 183
SH 360
SP 97
SP 366
SP 408
SP 482
US 67
US 75
US 80
US 175
US 287

Freight Considerations

- Freight Related Studies
- Regional Freight Facilities Map
- Truck Traffic Volumes Map
- Truck Lane Restriction Corridors Map
- Truck Volume Percentage (Scoring Criteria)
- Truck Lane Restrictions (Scoring Criteria)
- Hazardous Material Route Designation (Fact Sheet)

Freight Management Strategies

- Freight and Fleet Administration (driver safety authentication, maintenance, and assignment tracking)
- Railroad Grade Crossings (standard and advanced)
- Freight Safety & Security Management (on-board and roadside operations, HazMat detection/mitigation)
- Truck Lane Restrictions
- Weigh-In Motion Operations/Electronic Clearance

CMP Update Schedule

February 2019	STTC Overview Presentation
March 2019	RTC Overview Presentation
April 2019	Public Input Meeting
April-Aug 2019	Committee Outreach (STTC, RSAC, RFAC, PWC)
Aug-Sept 2019	30-Day Public Comment Period
August 2019	STTC Workshop and Public Meeting – Draft CMP
September 2019	STTC (Info) – Scoring Criteria and Corridor Rankings
October 2019	RTC Workshop – Draft CMP
October 2019	STTC (Action) – Final CMP
November 2019	RTC (Action) – Final CMP

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www.nctcog.org/cmp

Freight Land-Use Compatibility Analysis

Sustainable Logistics as a Good Neighbor

Regional Freight Advisory Committee
Collin Moffett

May 7, 2019





Overview

- Workscope
- Schedule
- Literature Review
- Data Collection
- Analysis
- Results and Recommendations
- Next Steps





Workscope

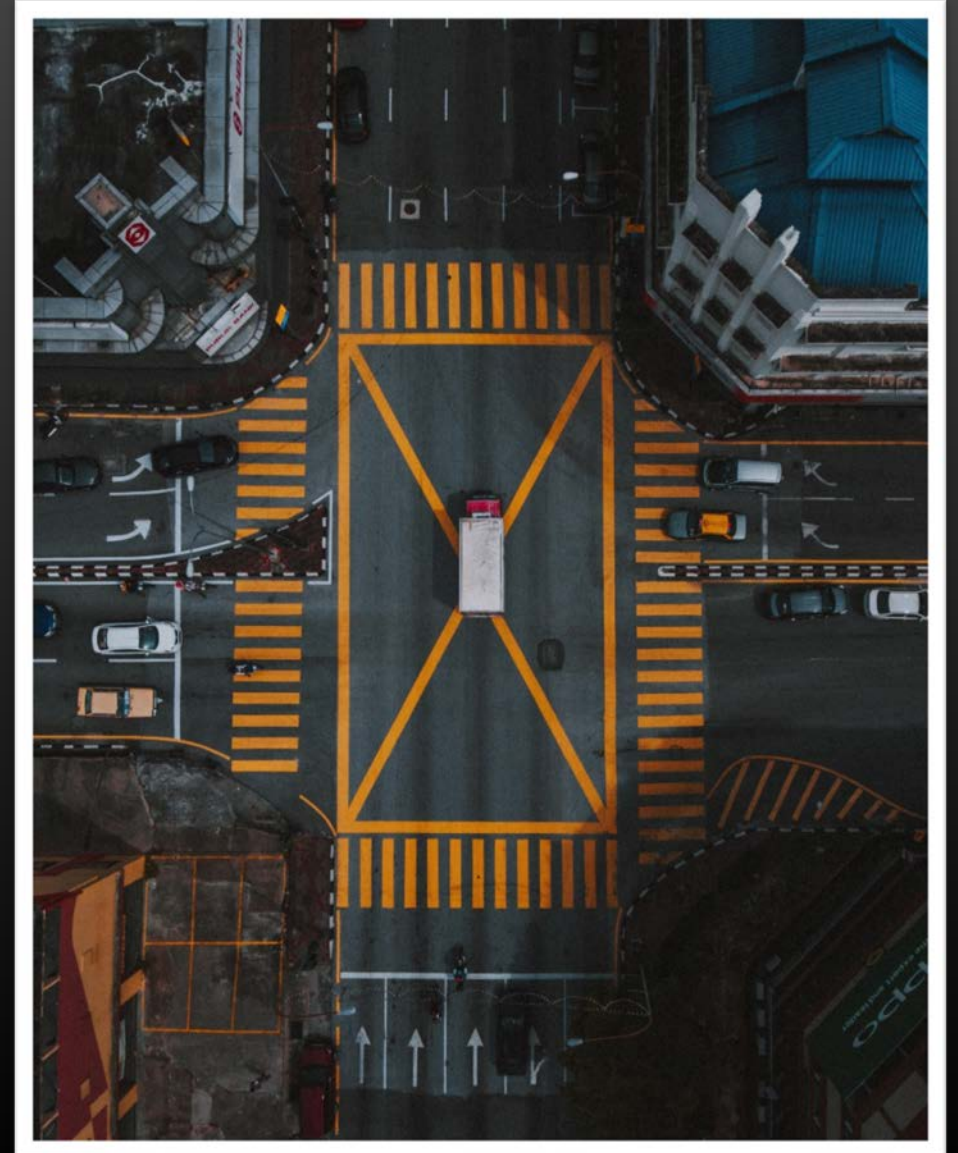
Literature Review

- FHWA Freight and Land-Use Handbook
- TRB Publications
- Comprehensive Plan Review

Data Collection

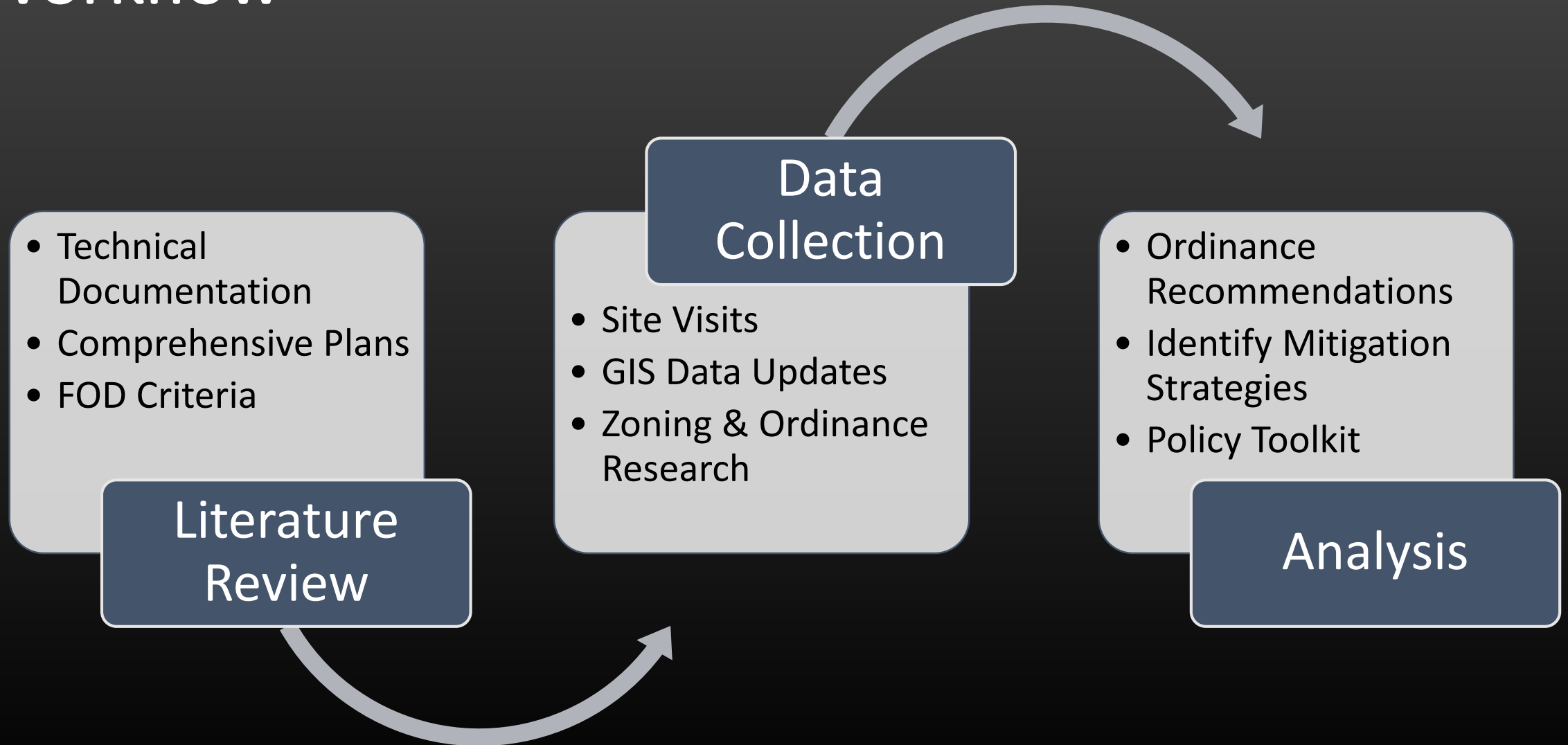
- Site Visits
- Freight Facility and FTZ Inventory
- Potential Freight Land-Use Identification
- Policy Research

Freight Land-Use Analysis





Workflow





Schedule

Tasks		2019						
		April	May	June	July	August	September	
Task 1	Literature Review							
	1.1 National Freight Land Use Studies							
	1.2 Case Studies Freight Land Use Preservation							
Task 2	1.3 Identify Land Uses Compatible To Freight							
	Data Collection							
	2.1 Review Freight Facility Shapefile and Overlay with Land Use Zoning							
	2.2 Identify Areas Compatible for Freight Uses							
	2.3 Inventory Current Warehouses, Distribution Centers							
	2.4 Identify Incompatible Land Uses Near Freight Facilities (Schools, Etc.)							
	2.5 Inventory Freight Oriented Developments And Foreign Trade Zone Locations							
	2.6 Work with Sustainable Development Team For Relevant Information And Strategies on Land Use							
Task 3	2.7 Inventory Cities With Significant Freight Land Uses							
	Comprehensive Plan Review							
	3.1 Review City And County Comprehensive Plans Of Identified Areas, Identify Land Uses							
	3.2 Identify Potential Incompatible Land Uses within the Plans							
Task 4	3.3 Identify City Ordinances Governing Land Use Types (I.E. Lighting, Noise, Vibration Restrictions)							
	Freight Oriented Developments (FOD)							
	4.1 Identify Incompatible Land Uses Near FODs.							
	4.2 Identify Land Use Types Within FODs.							
Task 5	4.3 Review and Update Criteria For Designating Areas as FODs And Identify Potential FOD Sites							
	Freight Land Use Preservation							
	5.1 Identify Best Practices for Preserving Freight Land Uses							
	5.2 Identify Non Optimal Countermeasure Responses							
	5.3 Create Fact Sheet/Outreach Materials Illustrating The Importance of Compatible Land Use							
Task 6	5.4 Review TRB "Freight As A Good Neighbor" Publication							
	Reports							
	6.1 Draft Report (Jeff's Review)							
	6.2 Final Report							

Literature Review





Literature Review

FHWA Freight and Land-Use Handbook (FHWA, 2012)

- Outlines the importance of freight land-use preservation in the urban core
- Sustainability concerns with logistics operations
- Multiple case studies and COAs to enhance freight compatibility

TRB Integrating Freight Facilities and Operations with Community Goals (TRB, 2003)

- Synthesis of successful efforts in location and operation of freight facilities
- Examples of both public agencies and private sector efforts
- Provides an extensive toolkit



Literature Review *cont.*

Guide for Integrating Goods and Services Movement by Commercial Vehicles in Smart Growth Environments (TRB, 2016)

Multiple Comprehensive Plans Including:

- Atlanta Regional Freight Mobility Plan Update (2016)
- 2018 Comprehensive Plan (Fort Worth)



Data Collection





Data Collection

Example of a Land-Use Conflict

- Location: 14th St, Grand Prairie
- Conflicts:
 - Residential and freight on same street
 - DC bays facing neighborhood
 - Driveways of both empty onto the same street
 - Inadequate fencing





Data Collection

Example of a Successful Mitigation Strategy

- Location: Cedardale Rd, Lancaster
- Design Features:
 - Residential and freight on same street
 - Freight activity obscured by fencing and vegetation
 - Freight facility does not empty onto residential street
 - Open greenspace and raised berm act as a buffer
 - Arrayed trees and a sidewalk with plenty of space on either side





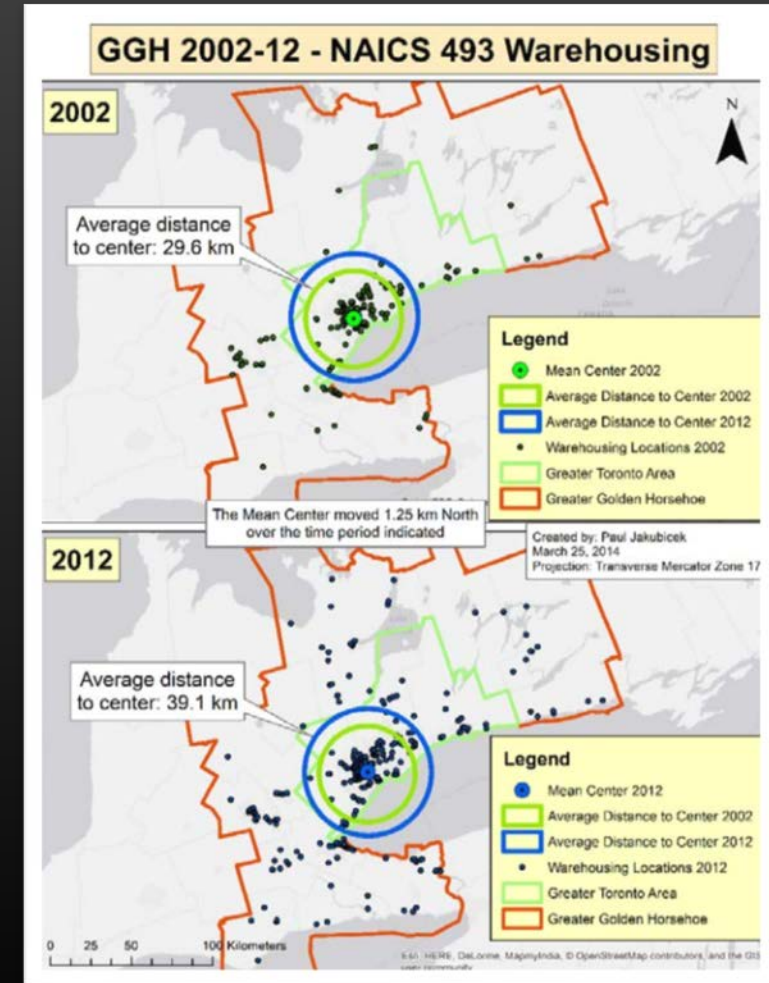
Data Collection

Freight Facility Dispersion Assessment

“Combined with economic factors such as real estate values, these practices have, in many places, encouraged freight land uses to locate, or relocate, farther and farther away from population centers where the goods are consumed, resulting in a phenomenon known as “freight sprawl.”

Source: FHWA Freight & Land-Use Handbook

Freight-Related Environmental Justice Issues





Data Collection

Additional Data Collection Activities Include:

- Land-use policy and regulatory review of regional municipalities
- Regional freight facility inventory
- Multilateral team collaboration & input
 - Sustainable Development
 - Safety
 - Air Quality
 - Modeling/Roadway
- GIS land-use and zoning review
- Developing a localized toolkit for the praxis of sustainable logistics as it pertains to land use



Data Collection

Sustainable Development Team

- Methodological recommendations in the land-use analysis process
- Input on environmental and sustainability considerations and/or strategies
- Input concerning land-use conflict mitigation

Air Quality Team

- Air quality impact analysis concerning freight land-use decisions
- Recommendations of emissions reduction strategies

Safety Team

- Safety-related expertise and recommendations concerning freight land-uses

Modeling/Roadway Team

- Assistance in the determination of VMT impacts on freight facility location
- Congestion and road capacity data for use in freight facility evaluation
- Assistance in analyzing site designs and roadway configurations

Analysis





Analysis

Conduct Analysis of Regional FODs

Identify additional relevant information/considerations through team collaboration

Identify Potential Incompatible Land Uses in and Near Regional FODs

Identify City Ordinances Governing Land-Use Types and Build Policy Toolkit

Restrictions on:

- Lighting
- Noise
- Vibration



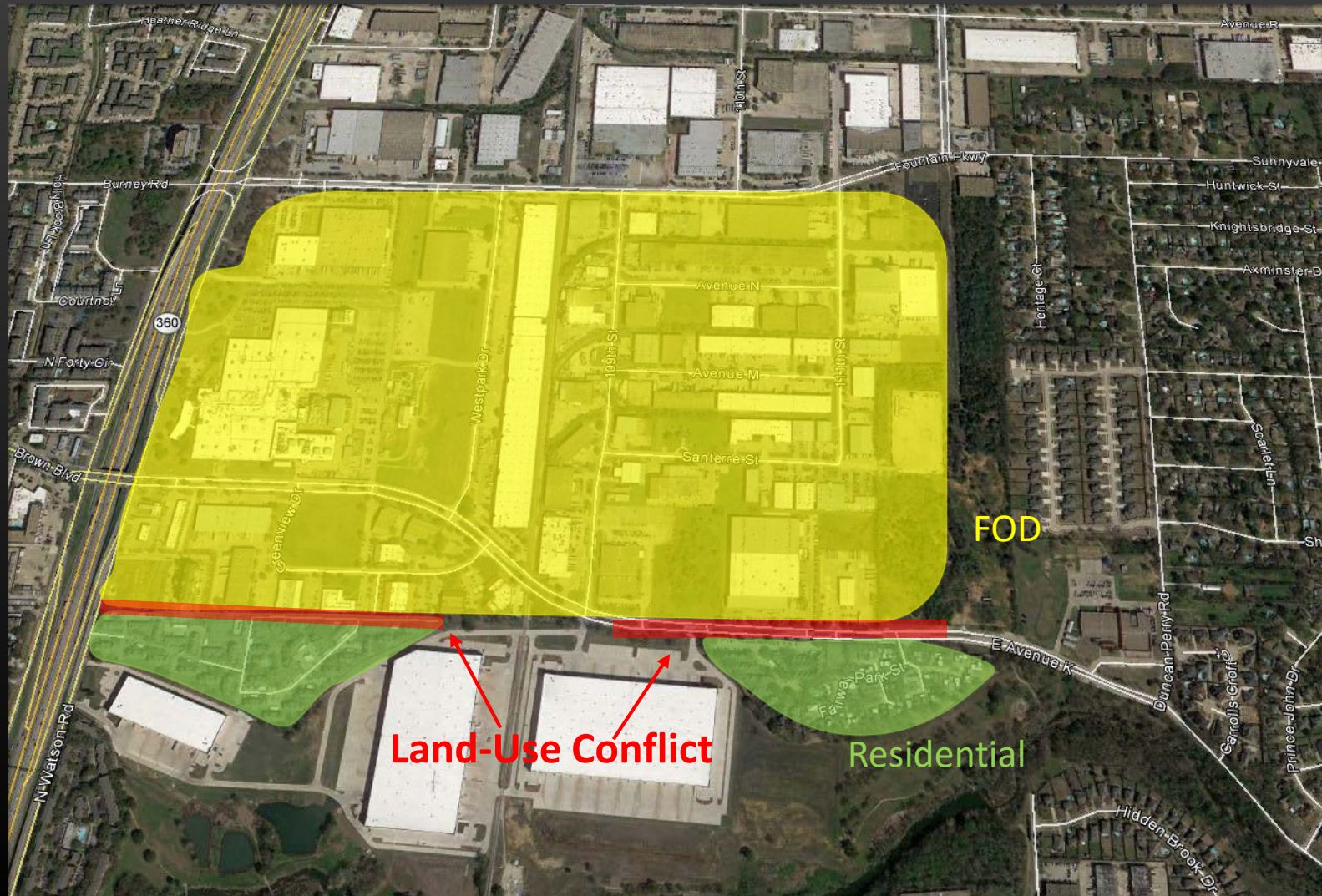


Analysis

- Identify Potential Advantageous FOD Sites
- Identify Best Practices for Preserving Freight Land Uses
- Identify Non-Optimal Countermeasure Responses
- Identify Applicable Sustainability Initiatives

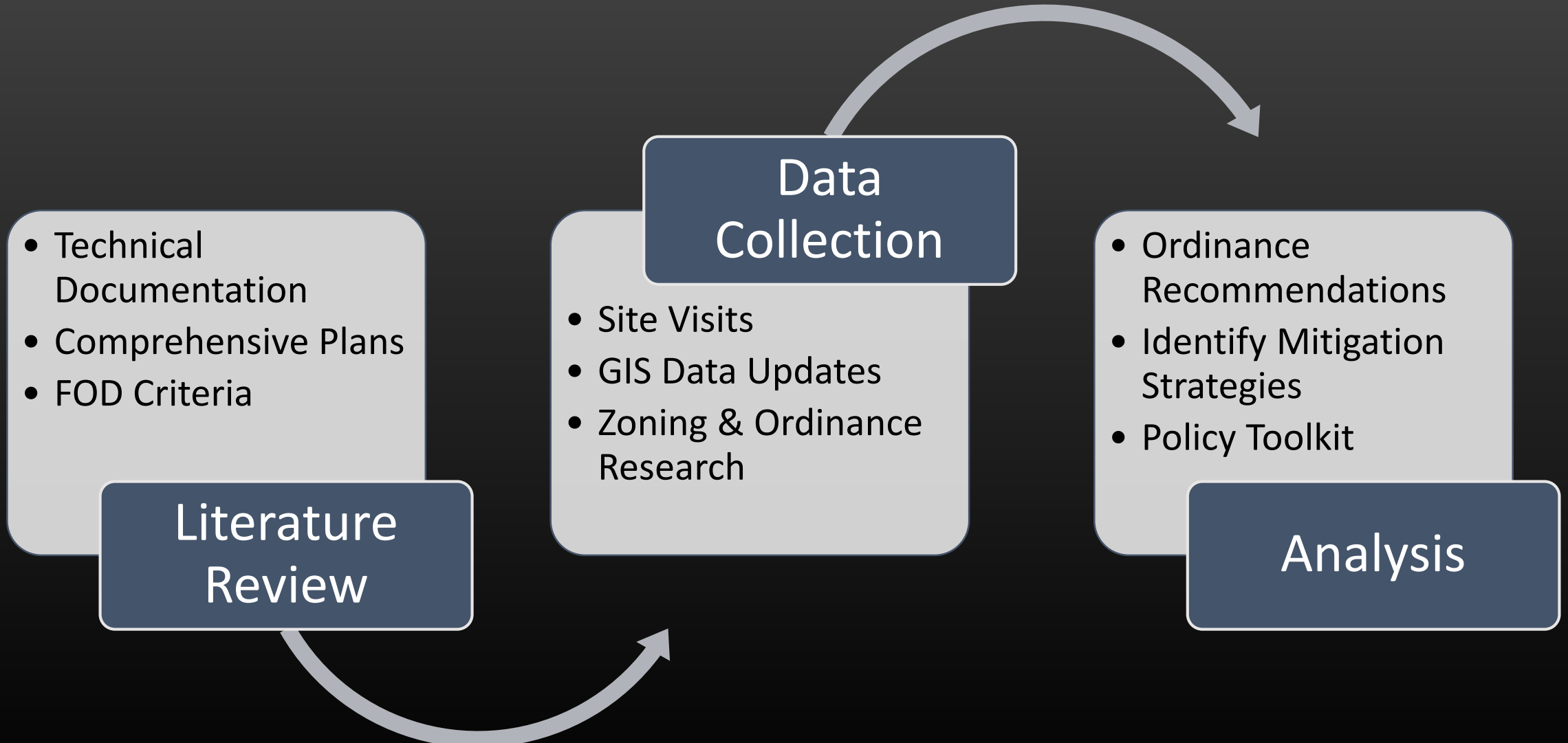


Identify Potential Incompatible Land Uses Near FODs





Workflow



Results and Recommendations





Results and Recommendations

The Output of this Study will Include:

- Regional Inventory of warehousing, distribution, and shipping centers
- Urban freight land-use preservation assessment
- Regional FOD designation criteria
- List of potential sites for future freight activities
- Best land-use practices for the region's FODs
 - Includes environmental and air quality improvement strategies
- Ordinance recommendations for FOD land use and design criteria
- Factsheets/Educational Materials illustrating the importance of compatible land uses

Next Steps

- Complete Data Collection
- Begin Analysis
- Write Report

ESTIMATED COMPLETION

SEPTEMBER 2019



Questions?

