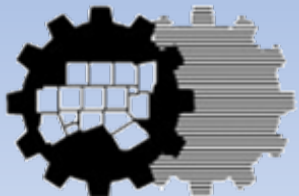


# AIRCHECKTEXAS FUNDING

## Surface Transportation Technical Committee

October 4, 2019



**Chris Klaus**  
**Senior Program Manager**  
**North Central Texas Council of Governments**



# PROGRAM INNOVATIONS = LOCAL FUNDS

## REBATES:

Partnership with credit card vendor created monetary rebates for each transaction: approximately **\$1.5 million**

## INTEREST:

AirCheckTexas county funds were placed in an interest bearing account: approximately **\$2.3 million**

## TOTAL LOCAL FUNDS:

**\$3,864,000** projected earnings through December 2019

# PROPOSED FUND RETENTION DENIED

**July 11, 2019** - RTC requested to TCEQ for the approximate \$3.8M from generated interest and rebates remain in the region or retain funds in Clean Air Account 151 to assist with future air quality efforts.

**August 14, 2019** - TCEQ responded that contracts with participating counties have expired, however, funds generated through use of grant funding are program income and treated as grant funds. Unexpended grant funds will go back into Clean Air Account 151.

# NEXT STEPS

**Request the TCEQ continue to review all avenues allowing AirCheckTexas locally generated program income be utilized in counties where collected**

**If turned back to Clean Air Account 151, request this locally generated program income remain allocated or returned to the counties where collected**

**Request the TCEQ actively pursue all dedicated air quality funds collected be appropriated for their intended purposes**

**Programming efforts needed now to continue reducing precursor emissions under Weight-of-Evidence process**

**STTC members provide comments on letter by October 18**

# CONTACT INFORMATION

**Chris Klaus**  
**Senior Program Manager**  
**(817) 695-9286**  
**[cklaus@nctcog.org](mailto:cklaus@nctcog.org)**

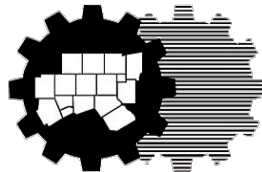
# **2008 Ozone Air Quality Standard, Current Ozone Season, and Status Report on Volkswagen**

**Surface Transportation Technical Committee**

**October 4, 2019**

**Jenny Narvaez**

**Nancy Luong**



**North Central Texas  
Council of Governments**

# **2008 OZONE AIR QUALITY STANDARD**

## **RECLASSIFICATION (EPA)**

***August 23, 2019*** – Dallas/Fort Worth 10-County Nonattainment Area  
Reclassification from “Moderate” to “Serious”

**Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall,  
Tarrant, and Wise**

***August 3, 2020*** – State Implementation Plan Revision Due From TCEQ to EPA

**Attainment Demonstration**

**Reasonable Further Progress**

**NO<sub>x</sub> & VOC Reasonable Available Control Technologies Rules**

***July 20, 2021*** – “Serious” Attainment Date

**Design Value Based on 2018, 2019, and 2020 Ozone Seasons**

# **2008 OZONE AIR QUALITY STANDARD**

## **STATE IMPLEMENTATION PLAN REVISION (TCEQ)**

*August 23, 2019* – SIP Documents Available on TCEQ Web Site

*September 11, 2019* – TCEQ Commission Proposal Agenda

**DRAFT**

*September 13, 2019 to October 28, 2019* – Public Comment Period

*October 17, 2019* – Public Hearing in Arlington TX

*March 4, 2020* – TCEQ Commission Adoption

?

– TCEQ Submits SIP Documents to EPA

*August 3, 2020* – SIP Documents Due to EPA



# 2008 OZONE AIR QUALITY STANDARD TRANSPORTATION CONFORMITY (RTC)

*August 23, 2019* – Proposed 2020 Motor Vehicle Emission Budgets:

NO<sub>x</sub>: 88.27 tons/day  
VOC: 53.05 tons/day

**DRAFT**

*August 3, 2020* – SIP Documents Due to EPA

90-DAYS ↓ (Assuming End of Deadline)

*November 2020* – EPA Adequacy on MVEB's for Conformity Purposes

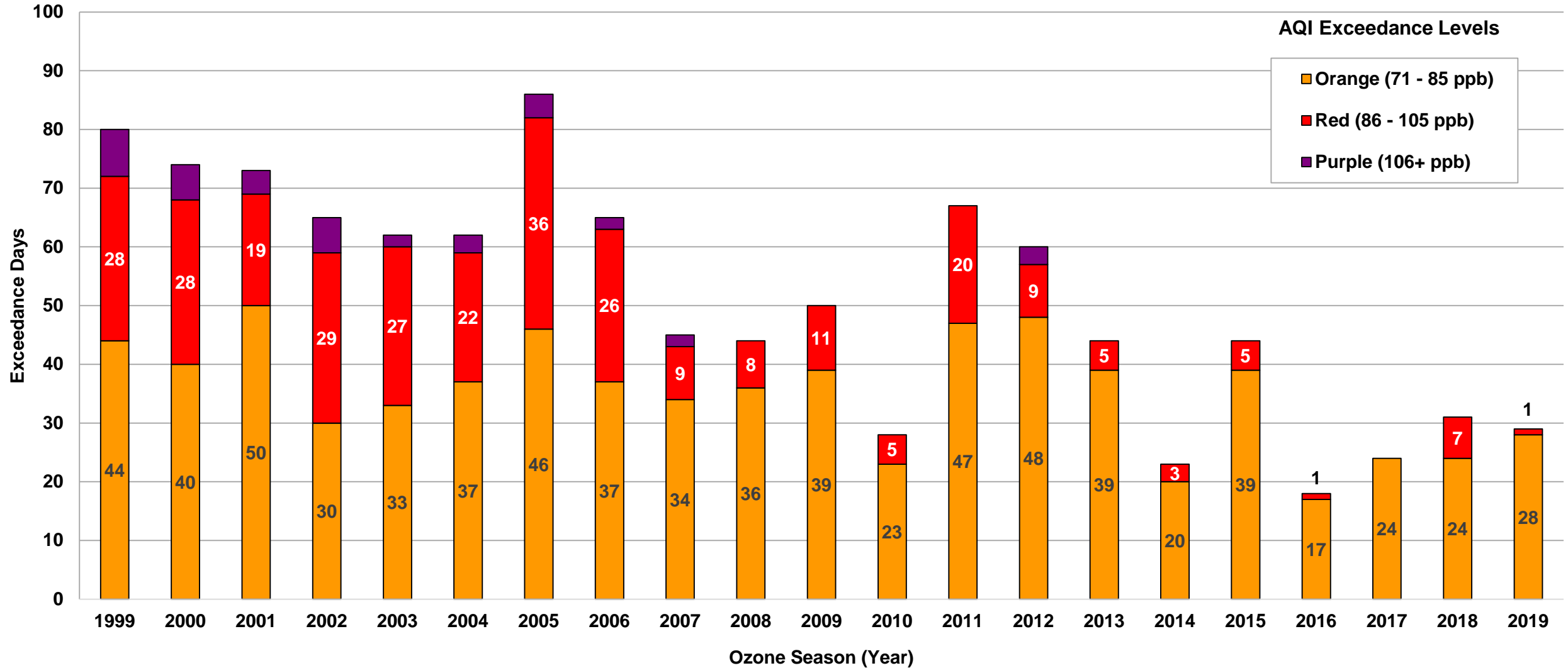
2-YEARS ↓ (Assuming End of Deadline)

*November 2022* – Transportation Conformity Determination Deadline

**NOTE: Mobility 2045 Existing 4-Year Plan Cycle Expires November 20, 2022  
Upcoming Mobility 2045 Schedule Under Development**

# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on  $\leq 70$  ppb (As of October 4, 2019)

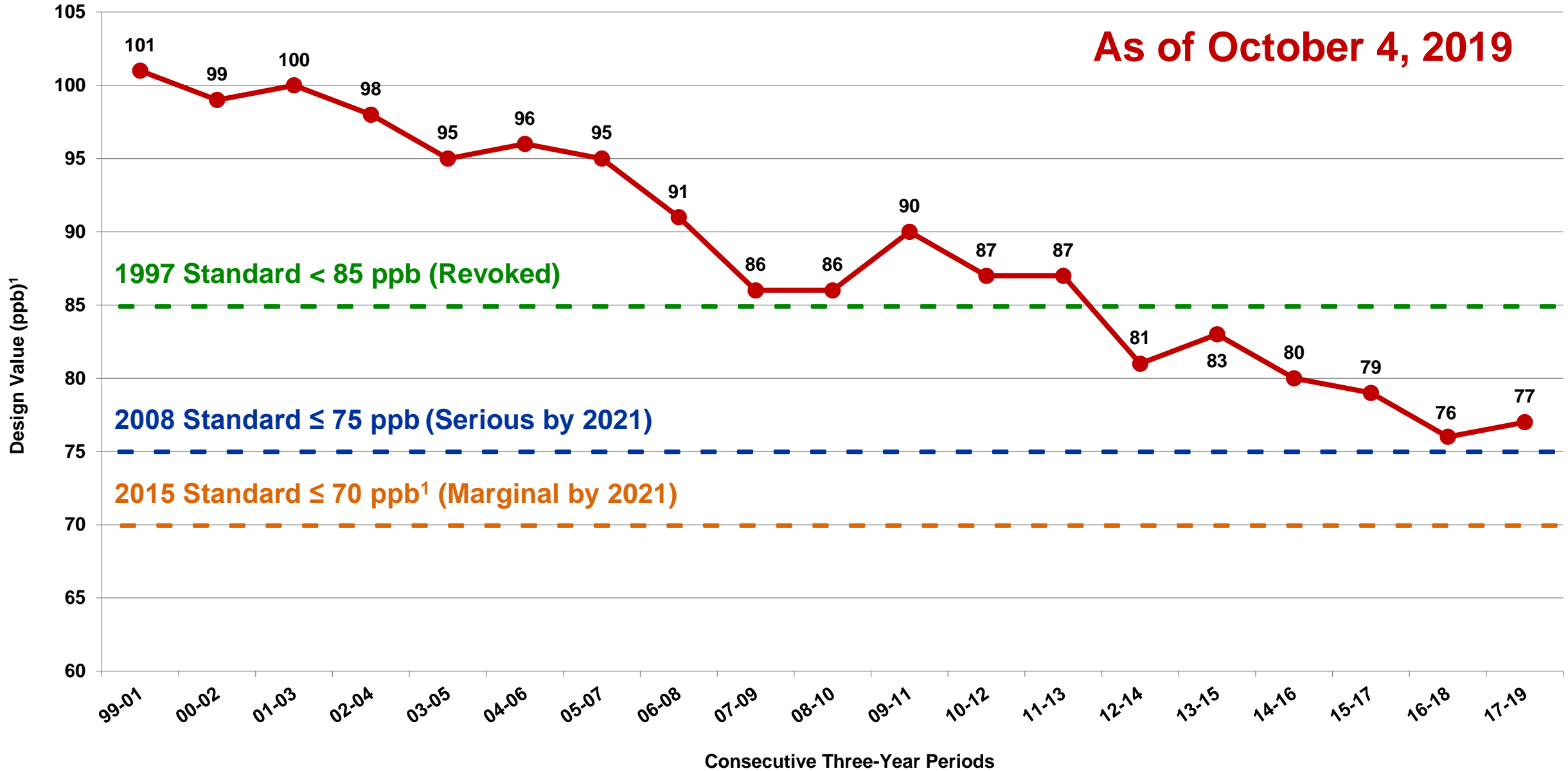


Exceedance Level indicates daily maximum eight-hour average ozone concentration.  
Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

Source: TCEQ, [http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr\\_monthly.pl](http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl)  
ppb = parts per billion

# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

As of October 4, 2019



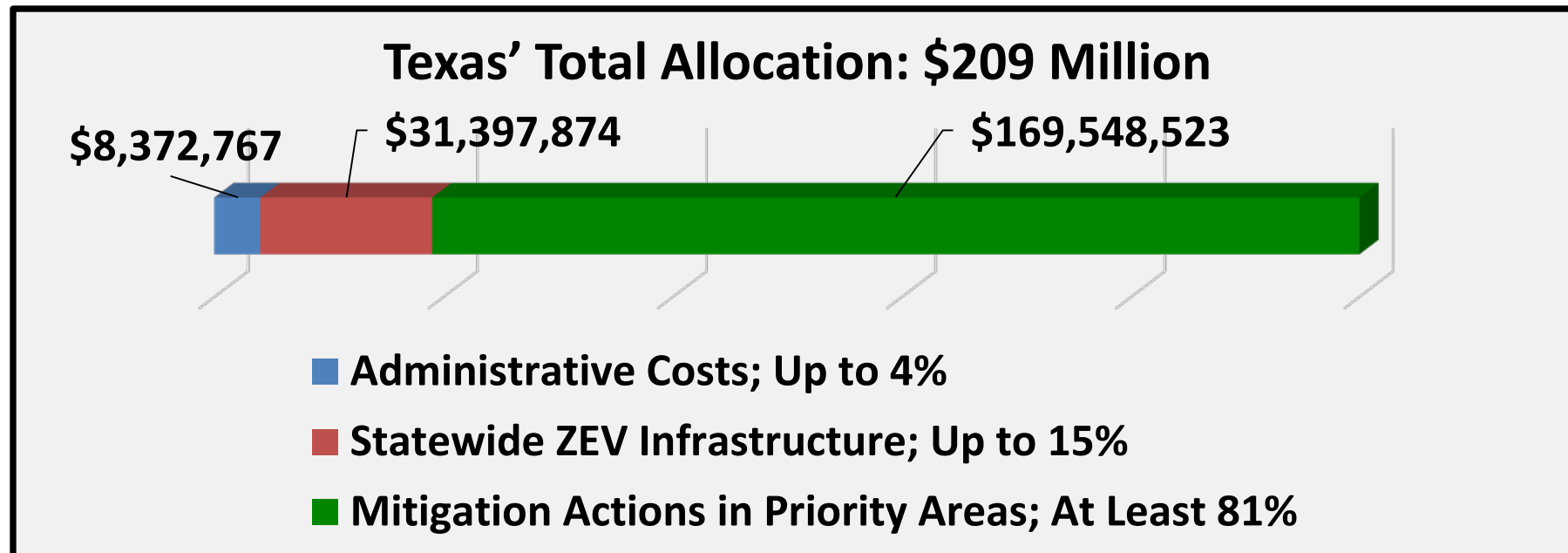
<sup>1</sup>Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

# VOLKSWAGEN ENVIRONMENTAL MITIGATION TRUST - TEXAS

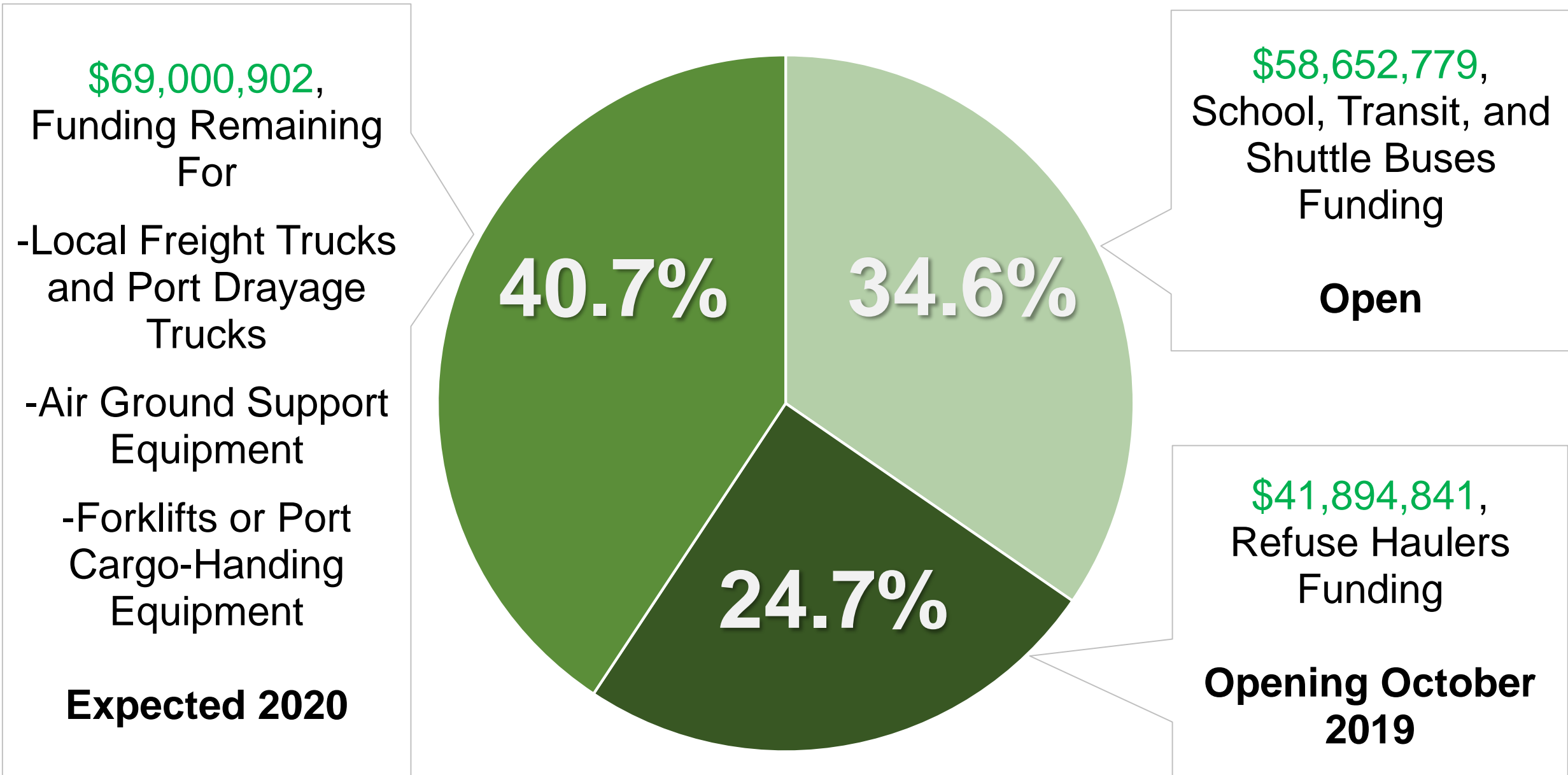
[www.TexasVWFund.org](http://www.TexasVWFund.org)

## Texas Commission on Environmental Quality (TCEQ) Goals

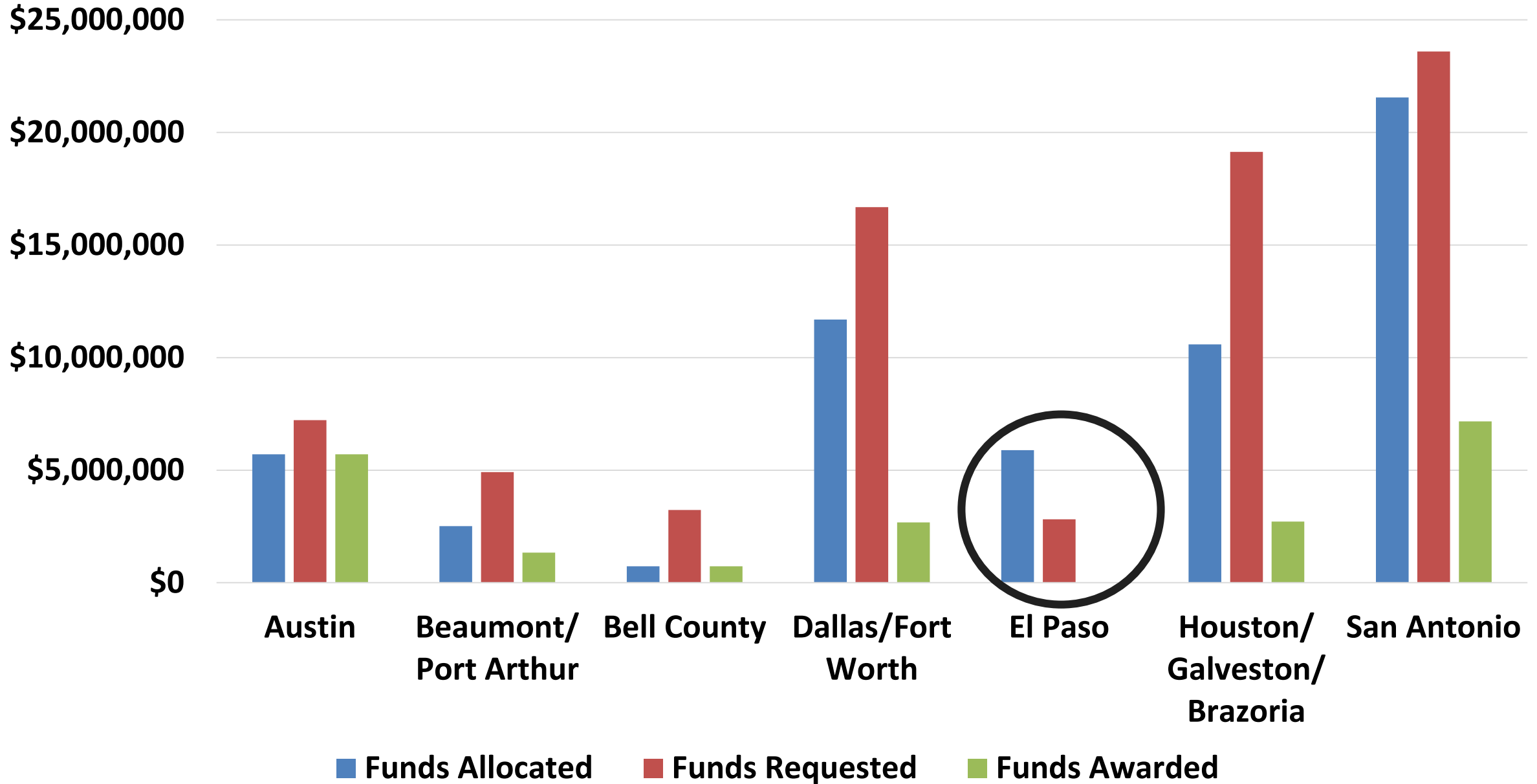
1. Reduce Nitrogen Oxides (NO<sub>x</sub>) Emissions
2. Reduce the Potential for Exposure of the Public to Pollutants
3. Prepare for Increased and Sustained Use of Zero Emission Vehicles (ZEV)
4. Complement Other Incentive Funding Programs



# STATEWIDE FUNDING DISTRIBUTION FOR \$169.5 M



# STATEWIDE BUS FUNDING DISTRIBUTION FOR PRIORITY AREAS



# APPLICANTS ACROSS DALLAS-FORT WORTH AREA

## Independent School District

Aledo ISD (1)

Argyle ISD (6)

Arlington ISD (20)

Birdville ISD (14)

Chico ISD (1)

Cleburne ISD (14)

Community ISD (6)

Dallas ISD (1)

Denton ISD (20)

Everman ISD (8)

Fort Worth ISD (20)

Godley ISD (14)

Grapevine Colleyville ISD (7)

Hurst-Euless-Bedford ISD (20)

Italy ISD (5)

Kaufman ISD (13)

Kemp ISD (8)

Lovejoy ISD (5)

Mabank ISD (2)

Maypearl ISD (3)

Poolville ISD (2)

Rio Vista ISD (2)

Sanger ISD (6)

Venus ISD (11)

Waxahachie ISD (7)

## Local Government

City of Granbury (1)

## Other

Durham School Services, LP (20)

Boys and Girls Club of Greater Dallas (3)

Student Transportation of America, Inc. (20)

**29 Total Applicants Requesting 260 Activities**

# REFUSE HAULER FUNDING ROUND OPENING OCTOBER 2019

**Eligibility: Engine Model Year 1992 – 2009 Refuse Haulers Greater Than 26,001 lbs. That Are Configured To Collect And Transport Municipal Solid Waste**

**Eligible Refuse Vehicles Include: Garbage Trucks, Roll-off Trucks, Dump Trucks, Sweeper Trucks, Chipper Trucks, and Grapple Trucks.**

<b>Priority Area</b>	<b>Total Allocation</b>	<b>Funding by Priority Area</b>
Dallas-Fort Worth	\$33,385,160	\$8,346,290
Houston-Galveston-Brazoria	\$31,826,279	\$7,558,741
San Antonio	\$61,585,516	\$15,396,379
Austin	\$16,297,602	\$4,074,401
El Paso	\$16,814,031	\$4,203,508
Beaumont-Port Arthur	\$7,556,869	\$1,794,756
Bell County	\$2,083,065	\$520,766
<b>Total</b>	<b>\$169,548,522</b>	<b>\$41,894,841</b>



# FOR MORE INFORMATION

**Jenny Narvaez**  
**Program Manager**  
**817-608-2342**

[jnarvaez@nctcog.org](mailto:jnarvaez@nctcog.org)

**Nancy Luong**  
**Air Quality Planner**  
**817-704-5697**

[nluong@nctcog.org](mailto:nluong@nctcog.org)

**Chris Klaus**  
**Senior Program Manager**  
**817-695-9286**

[cklaus@nctcog.org](mailto:cklaus@nctcog.org)

[www.nctcog.org/airquality](http://www.nctcog.org/airquality)

# Public Comment Availability at Regional Transportation Council Meetings (HB 2840)

---

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

OCTOBER 4, 2019

AMANDA WILSON, AICP

# Overview of HB 2840

---

Members of the public must be allowed to make comments to a governmental body before or during the body's consideration of an item

A governmental body may adopt reasonable rules regarding public comments, including rules that limit the amount of time for each public comment

If no simultaneous translation equipment is used, a member of the public using a translator must be given double the amount of time to comment

A governmental body may not prohibit public criticism of the body

Bill took effect on September 1, 2019

# Process for September and October RTC Meetings

---

Single public comment period, following the pledges, before any action items

Developed a speaker request card, individuals must identify the agenda item on which they wish to speak (or can provide written comments)

Public comments will be taken on any agenda item

No public comments received at the September meeting

If comments are received, they will be documented in RTC minutes

# Next Steps

---

Benchmarking local governments on a number of topics

Drafting rules for the RTC to adopt, including process and time limits

Looking at additional documents, such as RTC Bylaws and Public Participation to incorporate HB 2840 requirements, if necessary

Considering room layout, personnel and technology needs to enforce time limits

# Questions/Comments

---

**Amanda Wilson**

Program Manager

(817) 695-9284

[awilson@nctcog.org](mailto:awilson@nctcog.org)

**Ken Kirkpatrick**

Legal Counsel

(817) 695-9278

[kkirkpatrick@nctcog.org](mailto:kkirkpatrick@nctcog.org)

# Transportation 101

Amanda Wilson, AICP

Surface Transportation Technical Committee

October 4, 2019



North Central Texas  
Council of Governments

# Transportation 101 Goals

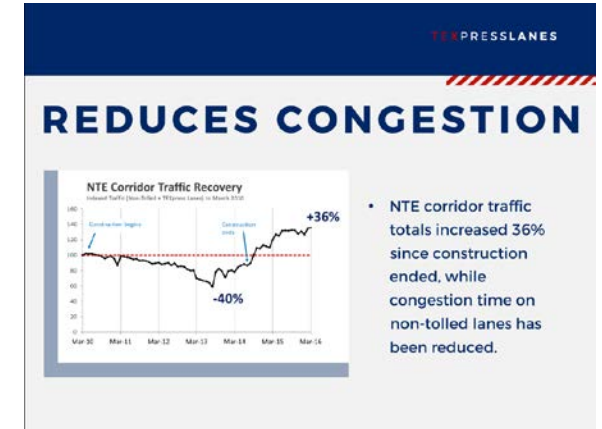
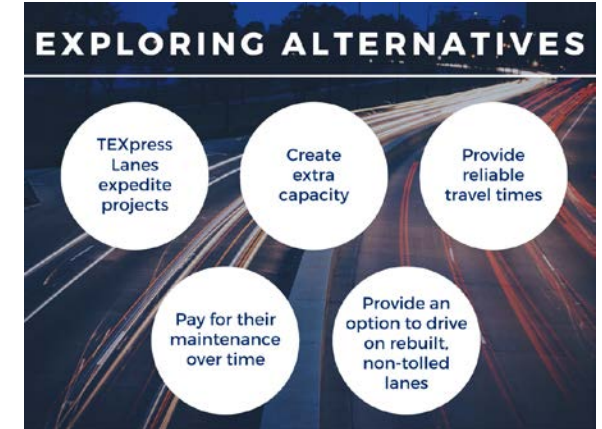
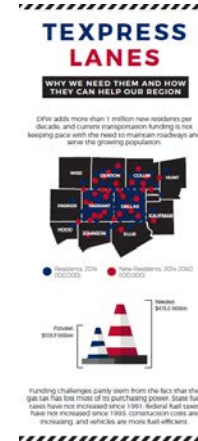
- Provide RTC members with resources to explain the transportation planning process to the general public
- Provide information in easy to understand and enjoyable formats
- Increase awareness of the transportation planning process in the DFW region



# Existing Resources

## TEXpress Lanes Education Campaign

- Presentation
- Pocket Card
- White Paper
- Testimonial Videos
- Myths and Facts

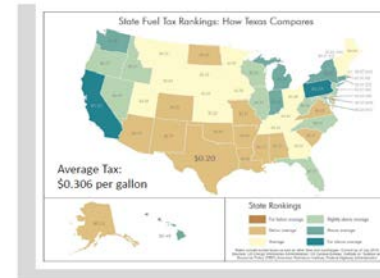


# Existing Resources

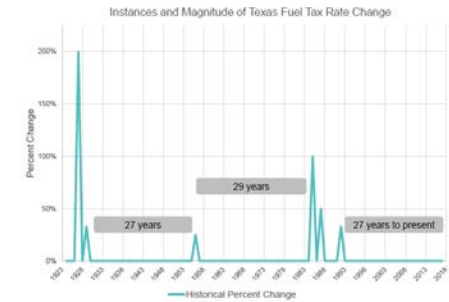
## Funding 101

- Presentation
- Working on Web Page with Blog Entries

### WHY WE HAVE A PROBLEM: FUEL TAX RATES



### WHY WE HAVE A PROBLEM: STAGNANT REVENUES



### SOLUTIONS: REVENUE POLICY

#### CANDIDATE OPTIONS TO ADD REVENUE FOR TRANSPORTATION

Additional counties allowed to adopt \$10 optional registration fee

Local option transportation revenue

Tax or fee on electric and other alternative fuel vehicles

Investigate vehicle miles traveled fee

Regional or corridor transportation reinvestment zones

Index the motor fuels tax

# Additional Planned Resources

## Enhanced Community Engagement Program

- Education component about transportation planning process
- Interactive activity to understand priorities
- Listening session to hear transportation needs
- Work with community organizations, non-profits, neighborhoods, business organizations, etc.
- Priority focus on groups not traditionally involved in the planning process
- Resources available in English and Spanish

Comments,  
questions,  
suggestions?

Amanda Wilson  
Program Manager  
(817) 695-9284  
[awilson@nctcog.org](mailto:awilson@nctcog.org)

# Hyperloop Certification Facility Submittal

DRAFT

Assume Specification Table

Assume Stand Alone Hyperloop Cross Section (example 1 or 2)

Requested Information by Entity

- Approximate alignment on map
- Assume cross section (1 or 2)
- Right of way status
- Will there be any additional funding commitment?

Deadline November 22, 2019 at 5:00 pm to Angela Alcedo via  
Electronic or Regular Mail

DRAFT

# VHO Phases & Timing

(Dates Will Be Pushed Back)

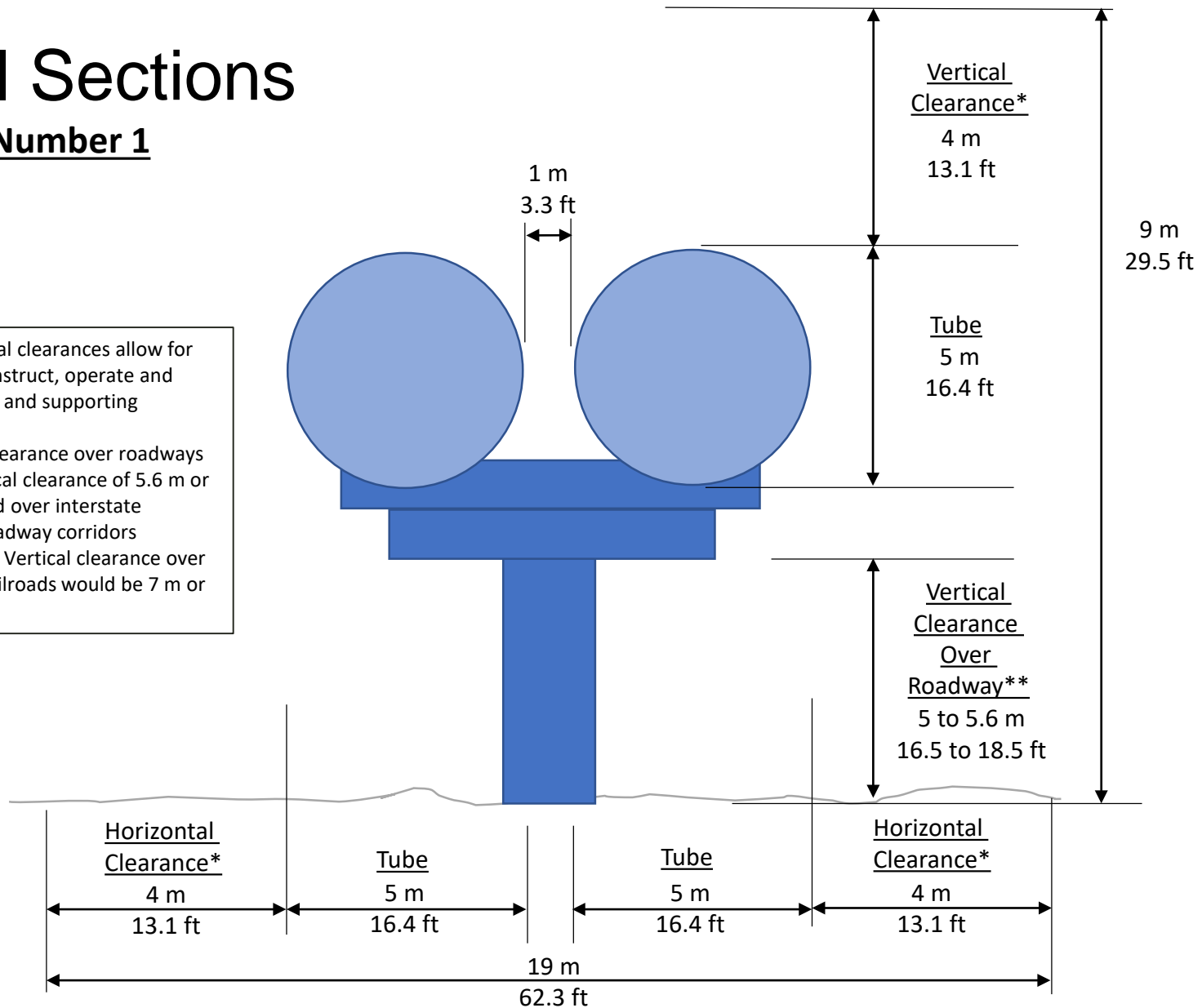
VHO Phase	Timing	Length of Track Built in Phase	Total Length of Track	Number of Tubes	Number of Vacuum Buildings
A	18 months (Estimate Feb 2020 to Aug 2021)	1.5 km (straight) (0.9 mi)	1.5 km (straight) (0.9 mi)	1	1
B	9 months (Estimate Aug 2021 to May 2022)	3 to 5 km (1.9 to 3.1 mi)	4.5 to 6.5 km (2.8 to 4.0 mi)	?	?
C	9 Months (Estimate May 2022 to Jan 2023)	0	4.5 to 6.5 km (2.8 to 4.0 mi)	?	?
D	9 Months (Estimate Jan 2023 to Nov 2023)	6 to 8 km (3.7 to 5.0 mi)	10.5 to 14.5 km (6.5 to 9.0 mi)	?	2

# Typical Sections

## Number 1

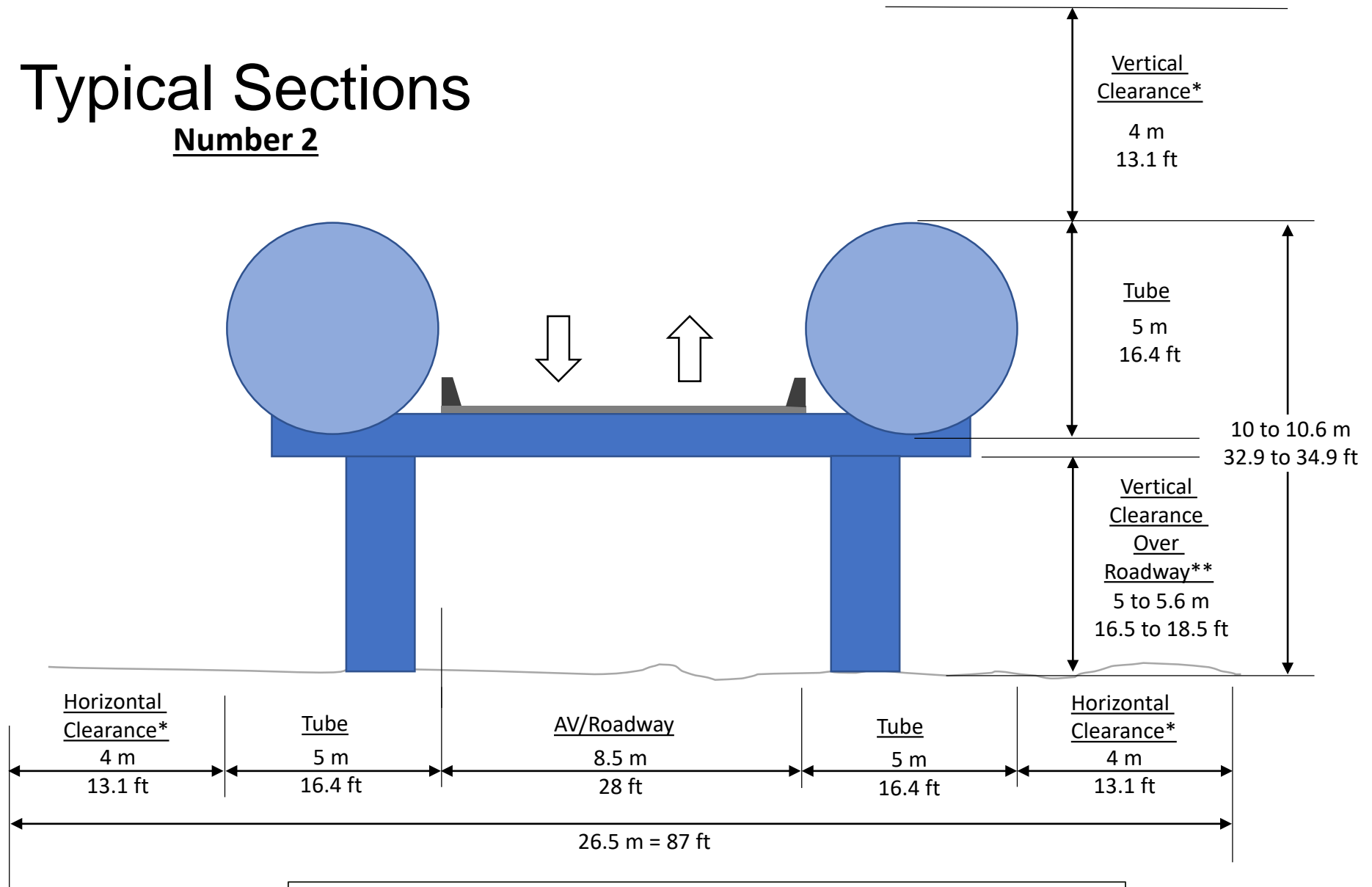
\* Horizontal and vertical clearances allow for the area needed to construct, operate and maintain the guideway and supporting facilities.

\*\* Minimum vertical clearance over roadways is 5 m or 16.5 ft. Vertical clearance of 5.6 m or 18 ft would be required over interstate highways and other roadway corridors designated for freight. Vertical clearance over passenger or freight railroads would be 7 m or 23 ft.



# Typical Sections

## Number 2



\* Horizontal and vertical clearances allow for the area needed to construct, operate and maintain the guideway and supporting facilities.  
 \*\* Minimum vertical clearance over roadways is 5 m or 16.5 ft. Vertical clearance of 5.6 m or 18 ft would be required over interstate highways and other roadway corridors designated for freight. Vertical clearance over passenger or freight railroads would be 7 m or 23 ft.



# High-Speed Rail Work Plan: Dallas/Arlington/Fort Worth

Surface Transportation Technical Committee

October 4, 2019

Michael Morris, P.E.  
Sandy Wesch, P.E., AICP



North Central Texas  
Council of Governments

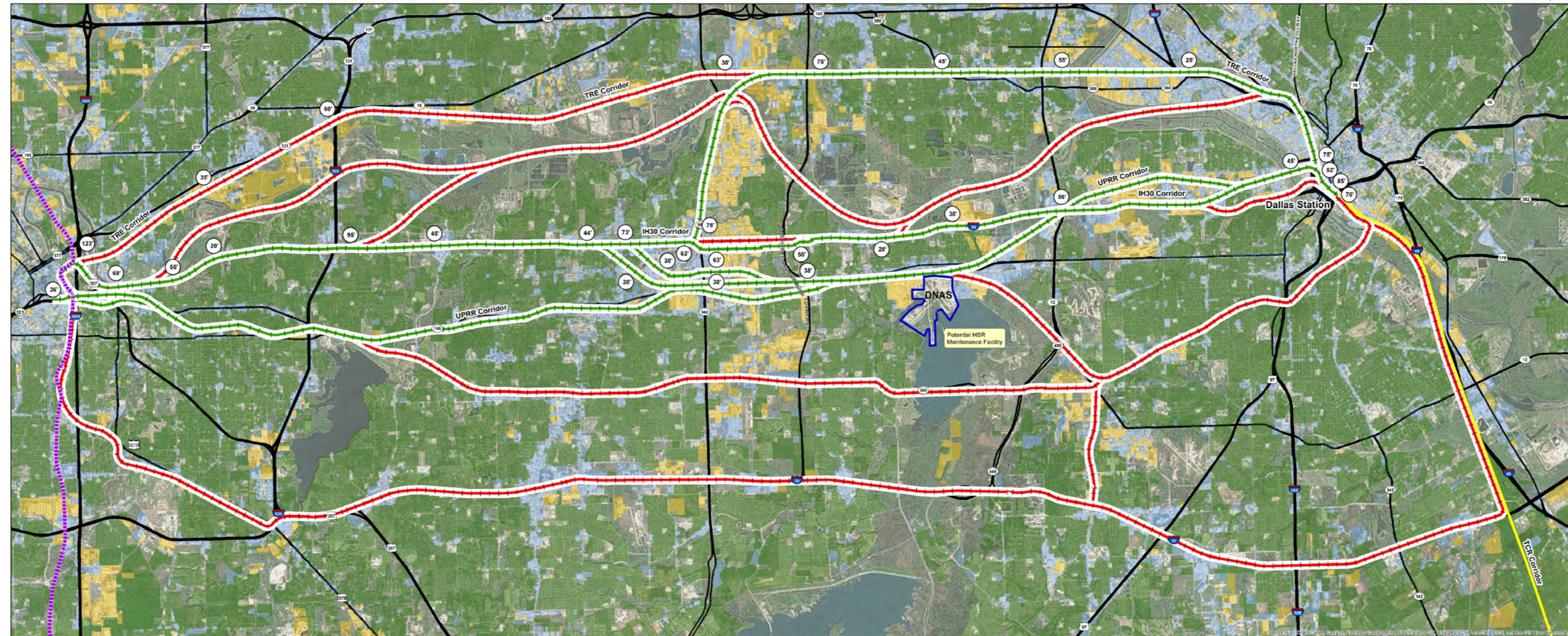
# Efforts to Date

- Request for Information on High Speed Rail
- Alignment Study
- Station Studies for Fort Worth, Arlington & Dallas
- Funding
- Technology/Site Visit (Hyperloop)
- Agreements

# Alignment Study Recommendations

3/17/2017

## Dallas-Fort Worth CES HSR Alignment Study Recommendations



0 2½ 5 10 Miles

1 in = 1 miles



### Legend

- Recommend Further Study
- Recommend Elimination
- Texas Central HSR Alignment
- TOPRS Alignment
- Commercial
- Industrial
- Residential
- 00' Distance HSR Tracks Above Natural Ground

# Current Efforts

- Public & Agency Engagement Plan
- Travel Demand Forecasting Methodology
- Draft Purpose & Need
- Project Re-Branding
- Data Collection
- Detailed Work Plan


# Detailed Work Plan Outline

- Project Overview
- Description of Work
- Schedule & Deliverables
- Budget
- Project Management Plan
  - Project Team/Roles & Responsibilities
  - Project Management Controls
  - Communication Plan
  - Agreements
  - Document Management
  - Project Modifications Procedure
  - Invoicing Procedure
  - QA/QC Procedure
  - Procurement
  - Risk Management
  - Closeout Process

# Scope of Work

## Phase 1 – Alternative Development

Winter 2021

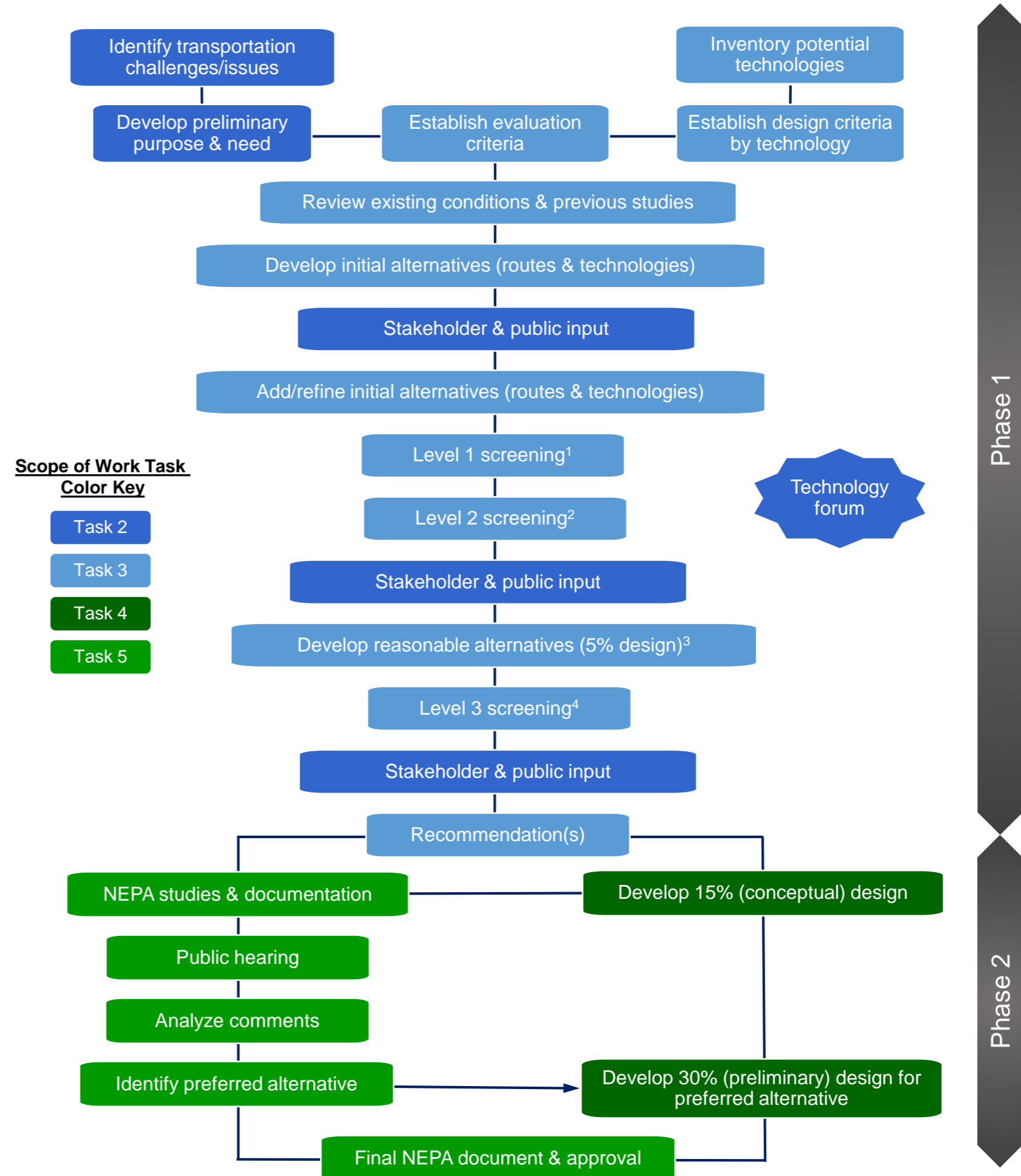
- Public & Agency Engagement  Includes a technology forum
- Alternative Development  Includes alignments & technology
- Alternative Screening

## Phase 2 – Engineering & Environmental

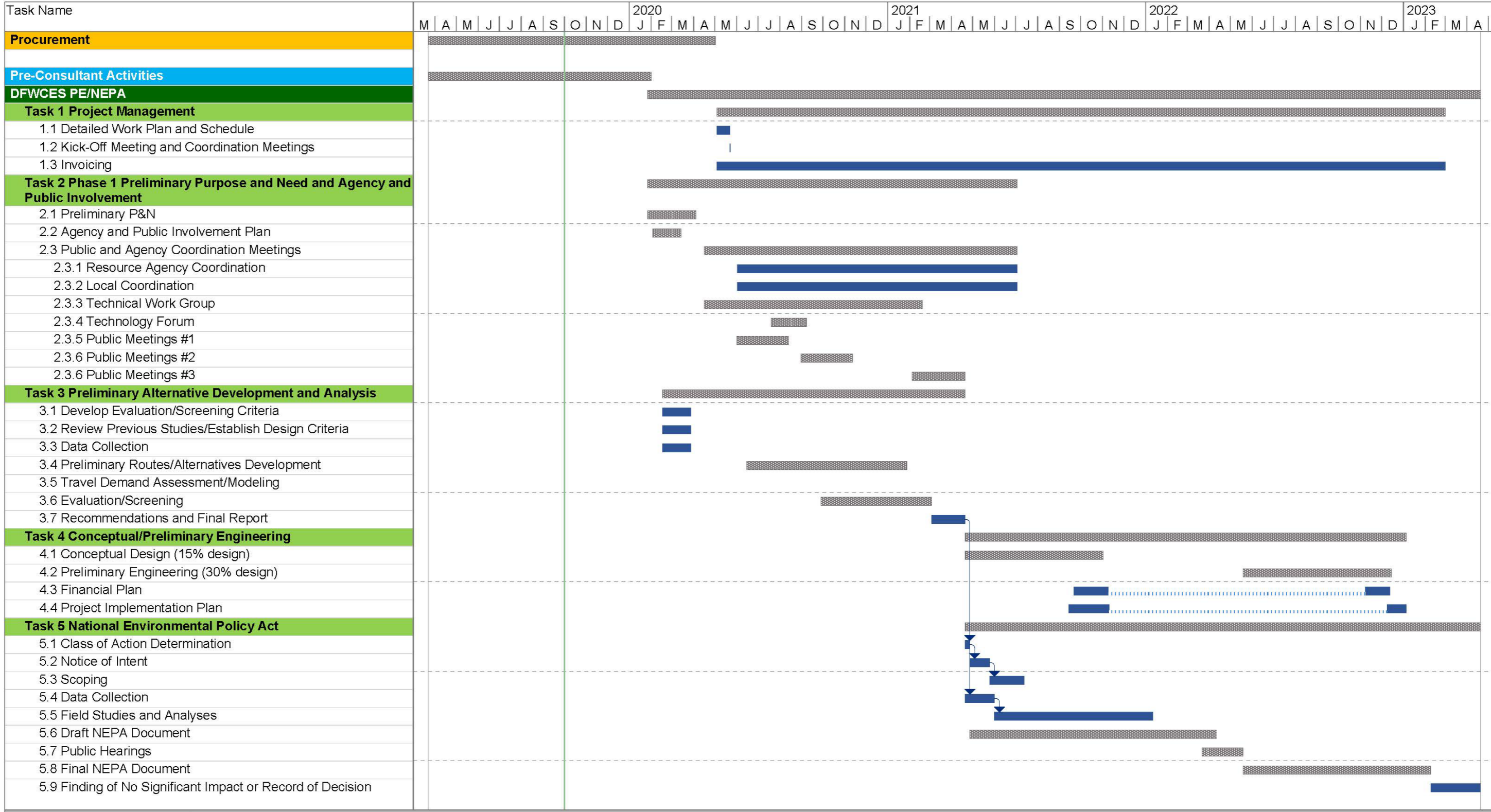
Winter 2023

- Conceptual Engineering
- NEPA Documentation & Approval
- Preliminary Engineering
- Financial & Project Management Plans

# Scope of Work Flowchart



# Draft Schedule



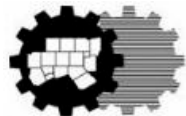


# REGIONAL 10-YEAR PLAN COMMITMENTS

---

Surface Transportation Technical Committee

October 4, 2019



North Central Texas  
Council of Governments  
Transportation Department

# BACKGROUND

- The updated Regional 10-Year Plan project listing was approved by the Regional Transportation Council (RTC) on September 12, 2019.
- Approved changes included removal/temporary removal of funding from several projects or swaps from one funding category to another (e.g., Category 2 funds were swapped for future Category 12 funds).
- These changes were made to help leverage Category 12 funding from the Texas Transportation Commission (TTC) in the 2020 Unified Transportation Program (UTP).

# CATEGORIES OF CHANGES

- Projects To Be Re-funded in a Future 10-Year Plan Update
- Projects Staying Unfunded (2 Categories):
  - Projects Remaining Unfunded
  - Funding Transferred to Other Project(s)
- Continue to Request TTC Concurrence
- TxDOT to Lead a Conversation Regarding How to Fund Project

# PROJECTS TO BE RE-FUNDED IN A FUTURE 10-YEAR PLAN UPDATE

- Collin County
  - North/South Roadways – Swap of Category 12 for Category 2 funding to be reversed
- Dallas County
  - IH 35E from IH 30 to SH 183 (Lower and Lowest Stemmons) – Category 12 funding to be requested in a future UTP
  - IH 30 at SL 12 – Category 12 funding to be requested in a future UTP
  - IH 30 from IH 45 to Bass Pro – Category 2 funds to be added for the tolled components and Category 12 funding to be requested for non-tolled components in a future UTP
- Denton County
  - Greenbelt/Regional Outer Loop at FM 428 – Category 2 funding to be replaced
- Hunt County
  - IH 30 at Monty Stratton – Category 12 funding to be requested in a future UTP
- Tarrant County
  - IH 30 from IH 820 to Summit Avenue and from US 287 to Cooper Street – Category 2 funding to be replaced

# PROJECTS STAYING UNFUNDED

- Projects Remaining Unfunded
  - IH 35E from US 67 to Laureland Drive (Dallas County)
  - IH 35E Interchanges at Bus 287, US 287 Bypass, Lofland, and Sterret (Ellis County)
- Funding Transferred to Other Project(s)
  - SH 183 from IH 35E to PGBT (Dallas County)
  - IH 35E Phase 2 (Denton County)

# CONTINUE TO REQUEST TTC CONCURRENCE

- Collin County
  - North/South Roadways
  - US 380
- Hunt County
  - FM 1570 from IH 30 to SH 66
  - FM 2642 from FM 35 to SH 66
  - IH 30 at FM 1903
  - SH 24/SH 11 from Culver Street to Live Oak Street and SH 11 from SH 24 to Monroe Street
- Tarrant County
  - SH 183 at Pumphrey

# **TXDOT TO LEAD CONVERSATION REGARDING HOW TO FUND PROJECT**

- US 377 in Granbury (Hood County)

# NEXT STEPS

- Engage in discussions with the Texas Department of Transportation (TxDOT) as noted in Item 10
- Identify available funding for next iteration of the 10-Year Plan/2021 UTP
- Coordinate with TxDOT on the next round of candidate projects

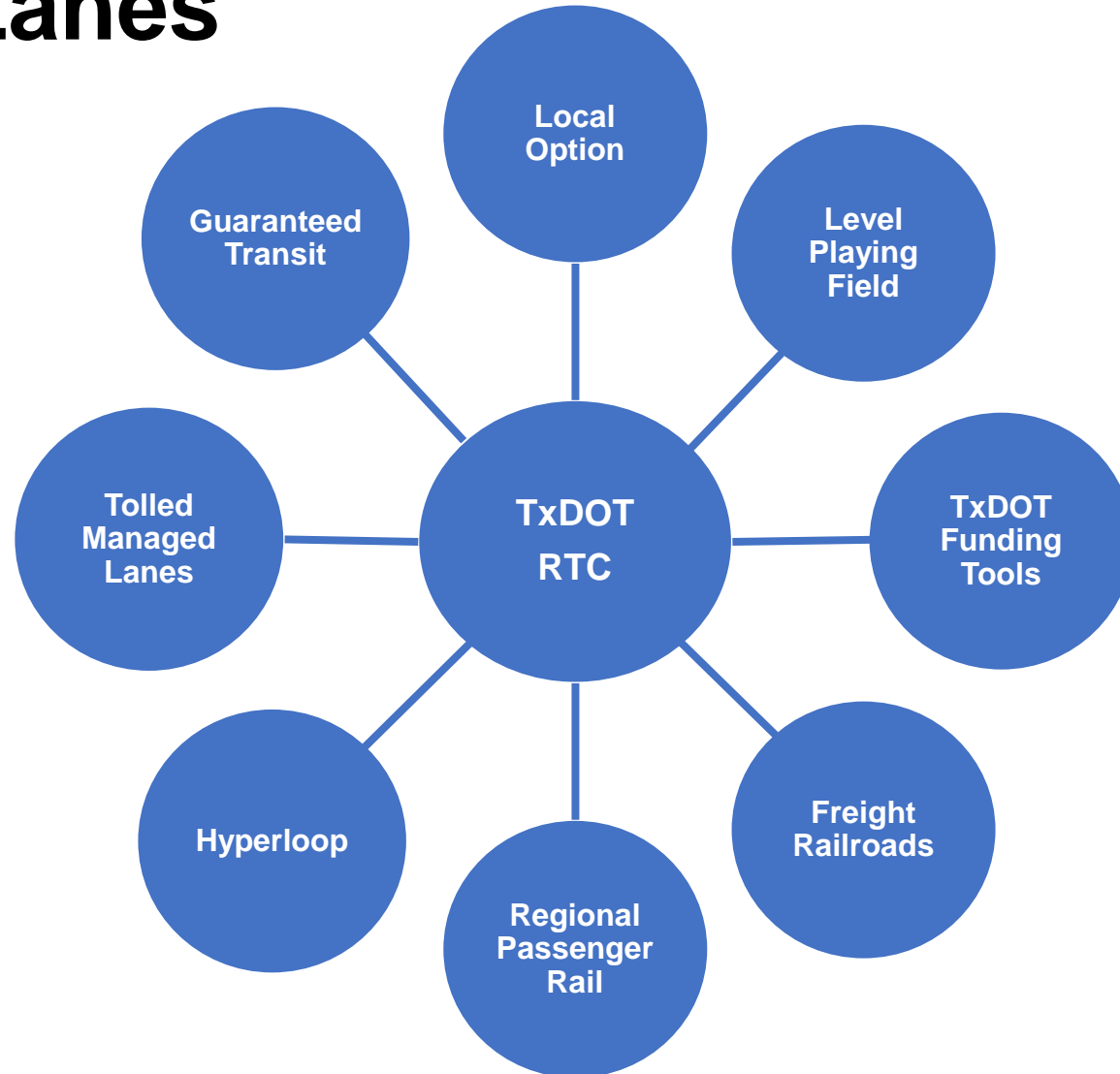


# CONTACT/QUESTIONS?

Christie J. Gotti  
Senior Program Manager  
Ph: (817) 608-2338  
[cgotti@nctcog.org](mailto:cgotti@nctcog.org)

Brian Dell  
Senior Transportation Planner  
Ph: (817) 704-5694  
[bdell@nctcog.org](mailto:bdell@nctcog.org)

# Proposed “Regional Compact”: Goods Movement, System Rail and System Managed Lanes



# Next Steps Impacting the Texas Department of Transportation

DRAFT

Partnership



Innovation Funding (*tolling / borrowing*)



Statewide Formula Allocation



Toll Advancement: Good Government Principles

- Environmental Documents
- Projects

# Partnership

## MPO Responsibility and Federal Law

- Mobility Plan
- Transportation Improvement Program
- Congestion Management Process
- Air Quality Conformity

## Texas Transportation Commission Responsibilities and State Law

MPO / Governor / Local Government Authority

# **Innovative Funding for ✓ Environmental Clearance and Construction**

Local Contributions

NTTA Loan to RTC

✓ TIFIA / Smith / State Comptroller

✓ P3 Concession

RTR Funds

NTTA Toll Roads

✓ Tolloed Managed Lanes

TxDOT Loans

# Statewide Formula Allocation

Local / NTTA Loan / RTR Funds / NTTA / Tolled Managed Lanes



Formula Allocation

- Minutes
- Senator Nichols Letter
- RTR Agreement
- Legislation
- Size of Category 12



Review UTP and Resolve SH 183 TIFIA

# **Toll Advancement: Authority Through MPO Under Several Conditions**

Governor Gets Credit

Toll Managed Based on MPO Good Government Principles

Need Next Phase of Toll Road Implementation

TxDOT Builds Great Projects

# MPO Good Government Principles

The MPO's will work with toll road entities to update the toll road system.

The MPO must demonstrate that Proposition 1 and 7 revenues do meet transportation needs.

The MPO must have representation that is a minimum of 75% elected officials.

The MPO must have a second vote of elected officials for consideration of a tolled project. It must be approved with a 66% super majority vote through a roll call vote.

The MPO must have a policy that restricts toll managed lanes to a minority of their planning area.

The MPO must have a policy to reduce tolls in non-congested times once bonds, operations maintenance and rehabilitation funds area established.

As a result, tolled managed lanes financial tools will be re-established under these conditions.



# Policy Implications

Advance EIS Projects

Continued Construction of Phased Implementation

US 75 Technology Lane

New Tolled Managed Lanes

Collin County Next Priority (*non tolled facilities*)

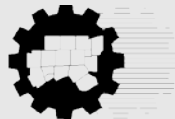
Next Phase with NTTA

# 2018 TRANSPORTATION SAFETY PROGRAM PERFORMANCE MEASURES REPORT

Surface Transportation Technical Committee

Camille Fountain

October 4, 2019



North Central Texas Council of Governments

# 2018 Safety Performance Measures

- NCTCOG Safety Performance Targets
- NCTCOG Crash and Fatality Statistics
- Contributing Factors for Serious Injury and Fatality Crashes
- Crash Rates by County
- Bicycle and Pedestrian Safety Data
- Traffic Incident Management Course Attendance
- HazMat Statistics
- Roadside Assistance Program Performance
- Wrong-Way Driving Crash Statistics
- Crashes Involving Impaired Drivers
- Motorcycle Injury Data

# Establishing NCTCOG Safety Performance Targets

Safety Performance Targets	TxDOT 2018 Targets	NCTCOG 2018 Targets	TxDOT 2019 Targets	NCTCOG 2019 Targets
No. of Fatalities	3,703.08	665.2	3,791.0	599.2
Fatality Rate	1.432	0.960	1.414	0.838
No. of Serious Injuries	17,565.4	3,647.8	17,751.0	3,999.6
Serious Injury Rate	6.740	5.180	6.550	5.56.8
No. of Non-motorized Fatalities and Serious Injuries	2,150.6	560.0	2,237.6	582.4

- Targets are based on five-year averages and will be revisited annually.
- Two percent reduction achieved by the year 2022.
- Regional Safety Position: Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel.

# 2014-2018 Crash Statistics: 12-County MPA

2014 - 2018 Reportable Crashes						
County	2014	2015	2016	2017	2018	% Change 2017-2018
Collin	11,861	13,222	13,898	13,100	13,201	0.77%
Dallas	42,879	48,905	55,684	50,565	49,745	-1.62%
Denton	9,952	11,693	12,236	11,970	11,768	-1.69%
Ellis	2,181	2,407	2,596	2,725	2,810	3.12%
Hood	752	751	795	819	725	-11.48%
Hunt	1,111	1,332	1,418	1,346	1,471	9.29%
Johnson	1,998	2,020	2,287	2,354	2,358	0.17%
Kaufman	1,482	1,802	2,026	1,913	2,128	11.24%
Parker	2,003	2,014	2,176	2,306	2,219	-3.77%
Rockwall	1,109	1,308	1,369	1,346	1,407	4.53%
Tarrant	28,274	30,831	34,722	34,295	32,809	-4.33%
Wise	911	811	968	954	971	1.78%
<b>Total</b>	<b>104,513</b>	<b>117,096</b>	<b>130,175</b>	<b>123,693</b>	<b>121,612</b>	<b>-1.68%</b>

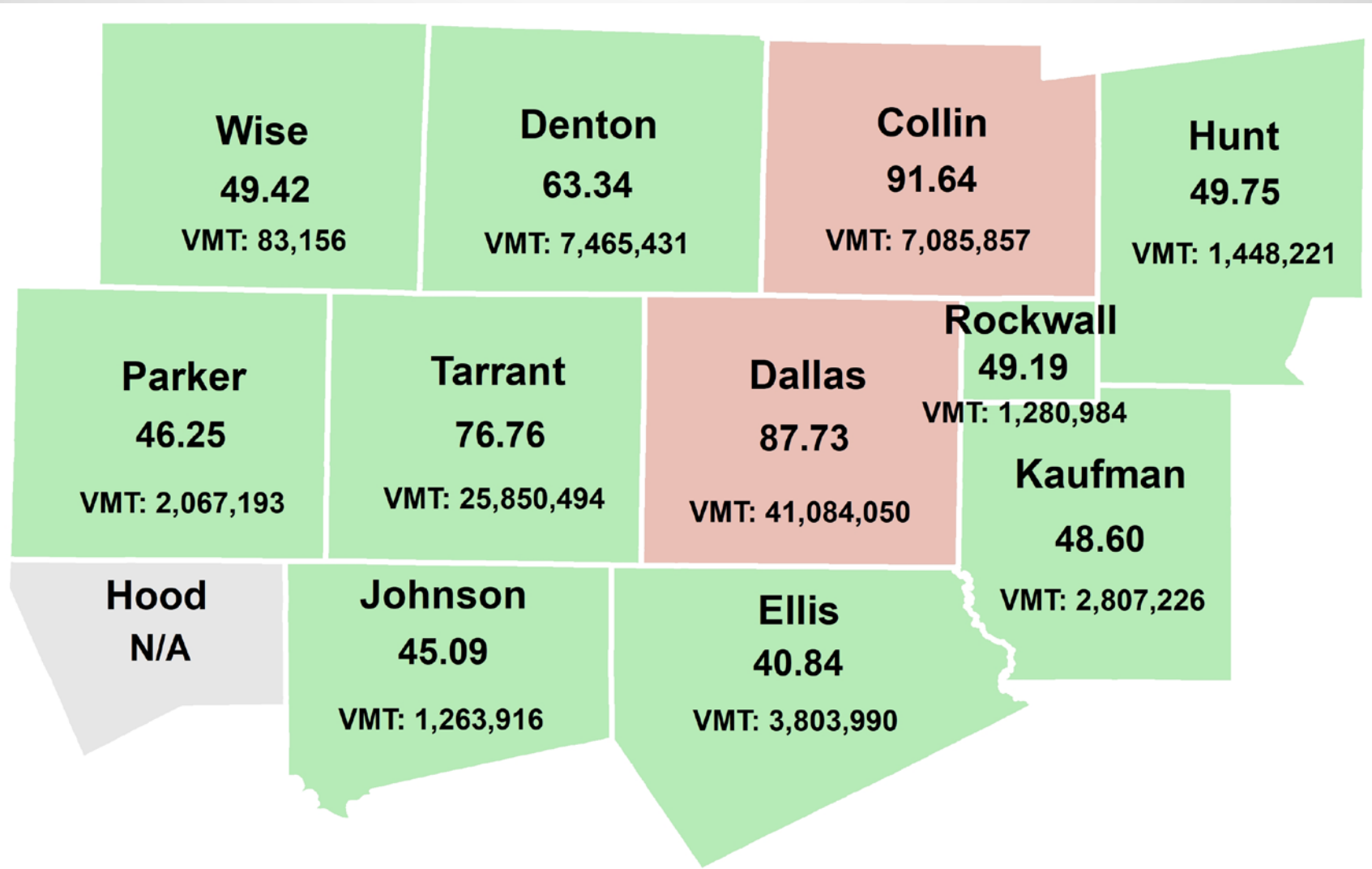
# 2014-2018 Fatality Statistics: 12-County MPA

2014 - 2018 Reportable Fatalities						
County	2014	2015	2016	2017	2018	% Change 2017-2018
Collin	46	38	50	68	45	-33.82%
Dallas	222	260	316	281	294	4.63%
Denton	34	35	49	49	51	4.08%
Ellis	24	25	28	33	16	-51.52%
Hood	8	3	15	11	5	-54.55%
Hunt	18	22	28	27	17	-37.04%
Johnson	21	23	23	21	23	9.52%
Kaufman	22	18	28	31	25	-19.35%
Parker	14	18	21	20	29	45.00%
Rockwall	2	4	12	13	8	-38.46%
Tarrant	138	151	166	182	168	-7.69%
Wise	10	21	19	22	16	-27.27%
<b>Total</b>	<b>559</b>	<b>626</b>	<b>755</b>	<b>758</b>	<b>697</b>	<b>-8.05%</b>

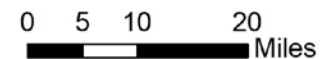
# 2018 Contributing Factors – Serious Injury and Fatal Crashes

	Top Ten Contributing Factors	2018	2017
1	Speeding - (Overlimit / Unsafe Speed / Failed to Control Speed)	34.23%	33.15%
2	Driver Related (Distraction in Vehicle / Driver Inattention / Road Rage / Drove Without Headlights / Cell/Mobile Device Use - (Texting / Other / Unknown - [0.53%]))	11.41%	10.24%
3	Changed Lane When Unsafe	11.31%	6.81%
4	Faulty Evasive Action	9.49%	7.88%
5	Followed Too Closely	8.72%	3.98%
6	Failed to Drive in Single Lane	8.26%	10.44%
7	Under Influence - (Had Been Drinking / Alcohol / Drug)	5.61%	9.10%
8	Fatigued or Asleep	2.16%	2.09%
9	Disabled in Traffic Lane	1.79%	2.36%
10	Pedestrian Failed to Yield Right of Way to Vehicle	1.26%	3.71%

# 2018 Crash Rates By County



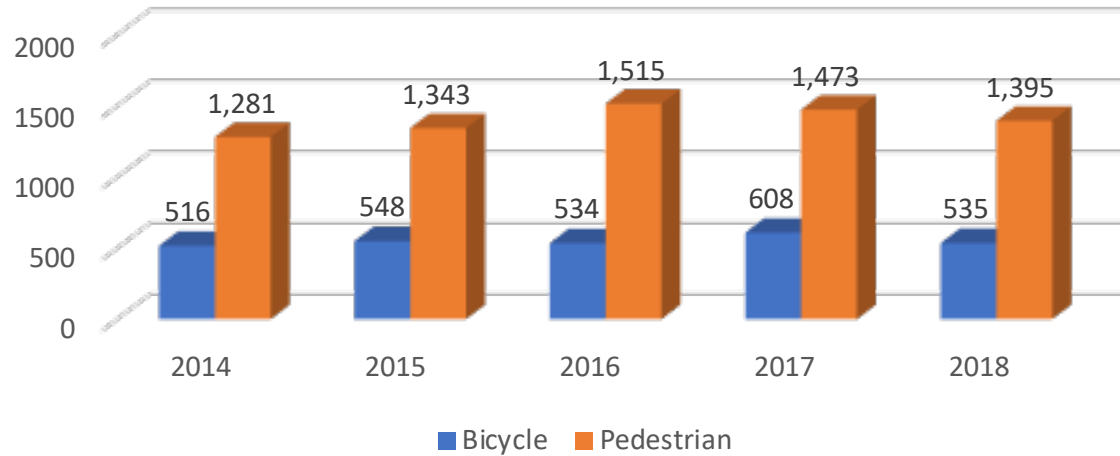
2018 Regional Crash Rate = 77.40



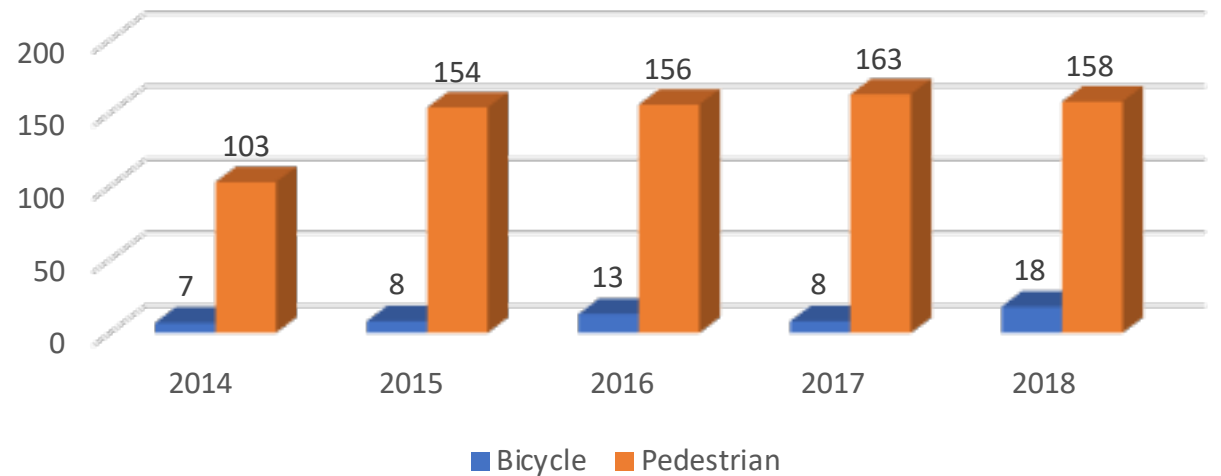


# NCTCOG 12-County MPA Bicycle and Pedestrian Crash Data

## 2014-2018 Bicycle & Pedestrian Crashes 12-County MPA

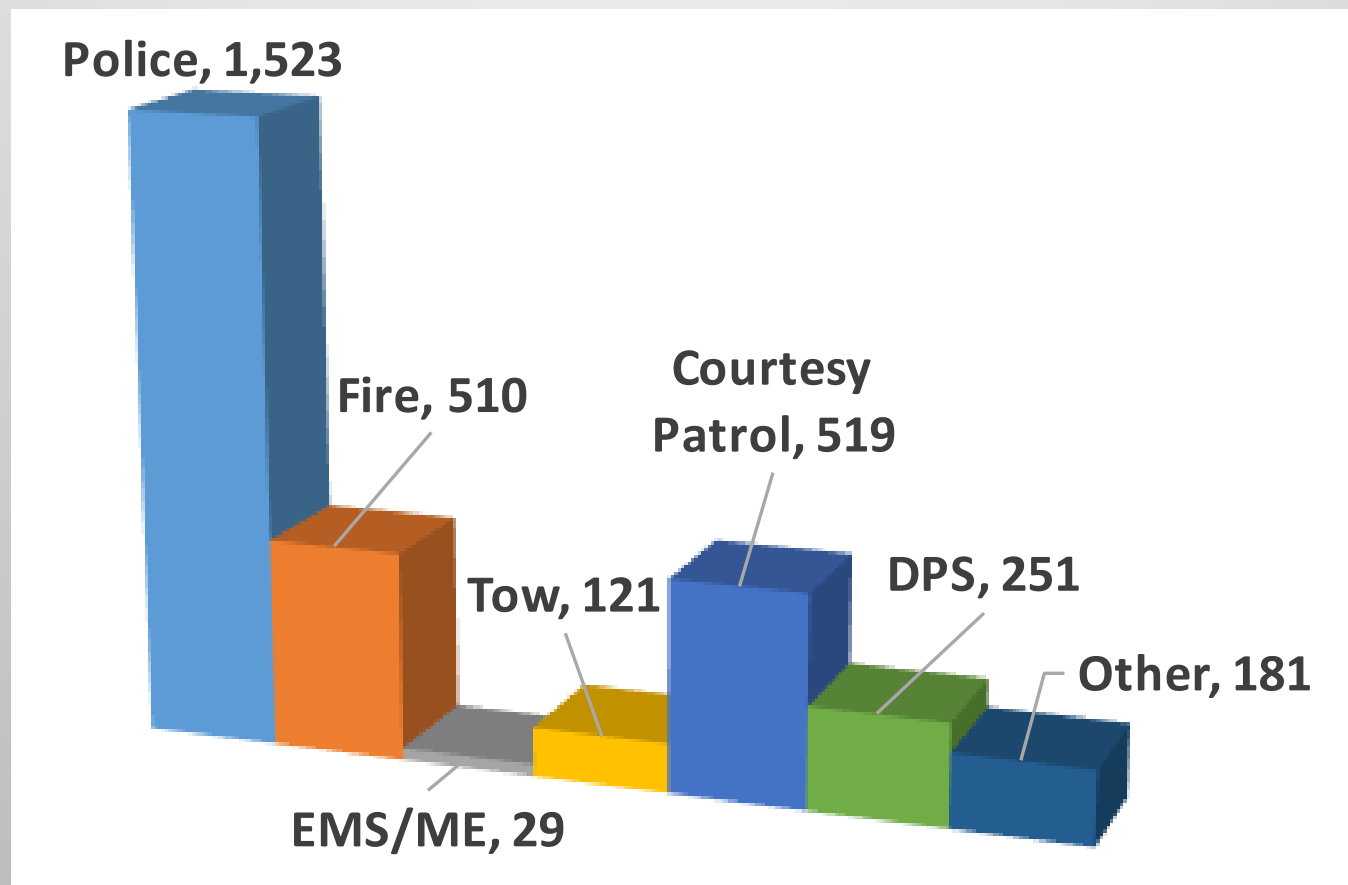


## 2014-2018 Bicycle & Pedestrian Fatalities 12-County MPA

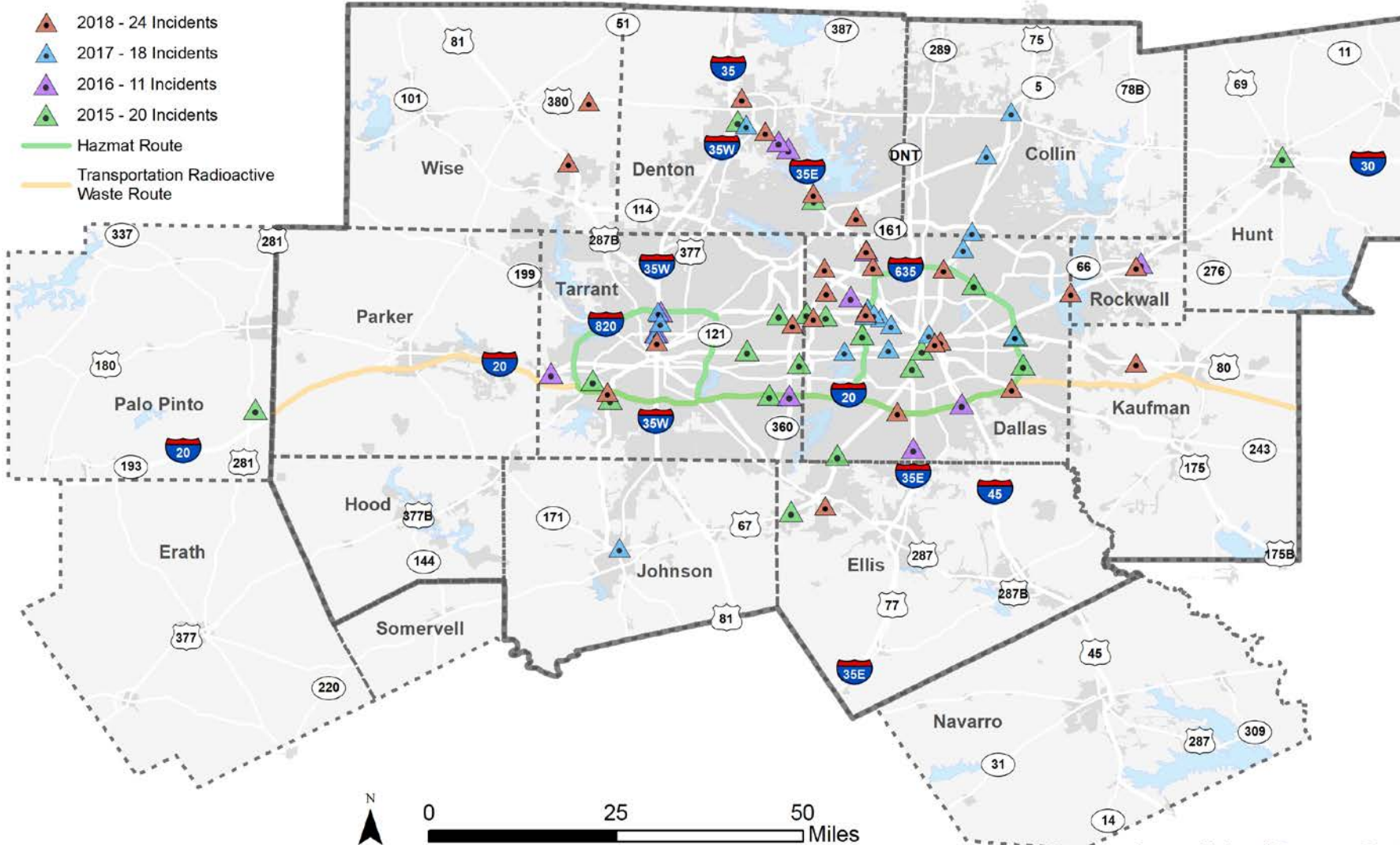


# Traffic Incident Management Attendance Overview

- First Responders Training: **3,134 Attendees**
- Executive Level Training: **833 Attendees**
- Photogrammetry Training: **230 Attendees (Basic)**; **133 Attendees (Advanced)**



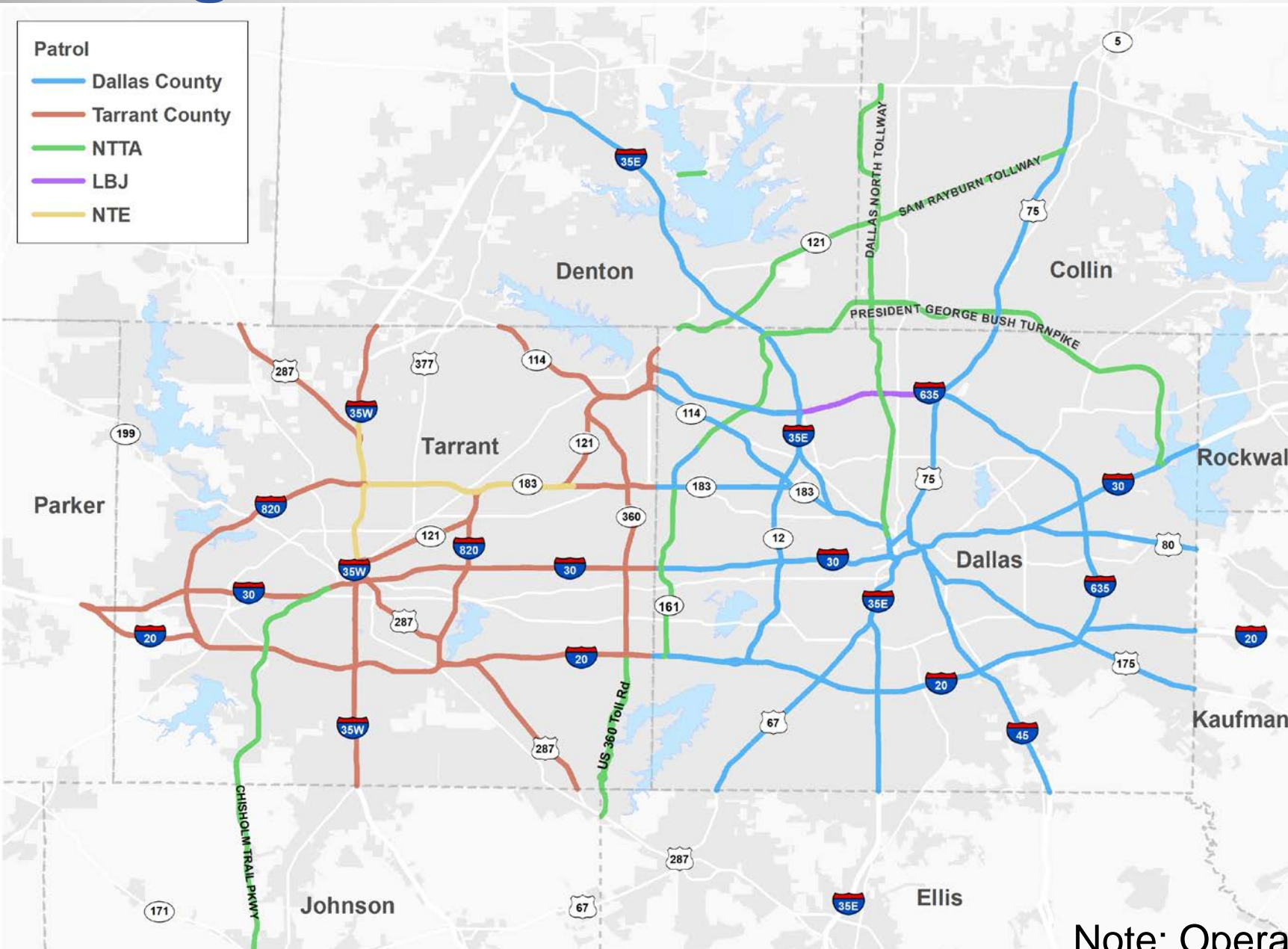
# 2018 HazMat Incidents: 16 Counties



Source: National Response Center  
Data current as of March 7, 2019

County	2018	2017
Collin	0	3
Dallas	11	10
Denton	4	1
Ellis	1	0
Erath	0	0
Hood	0	0
Hunt	0	0
Johnson	0	1
Kaufman	1	0
Navarro	0	0
Parker	0	0
Palo Pinto	0	0
Rockwall	2	0
Somervell	0	0
Tarrant	3	3
Wise	2	0
<b>Total</b>	<b>24</b>	<b>18</b>

# Regional Roadside Assistance Patrol Program



	2017 Assists	2018 Assists
<b>DCSO</b>	<b>66,166</b>	<b>66,048</b>
<b>TCSO</b>	<b>26,687</b>	<b>27,129</b>
<b>NTTA</b>	<b>44,295</b>	<b>44,684</b>
<b>NTE</b>	<b>4,436</b>	<b>5,829</b>
<b>LBJ</b>	<b>7,055</b>	<b>6,176</b>

Note: Operational Routes as of April 8, 2019

# Regional Roadside Assistance Patrol Program

## In 2018, Dallas/Fort Worth Area Roadside Assistance Patrols

provided:



72,340

Driver Assistance /  
Stalled Vehicle



32,053

Courtesy Check /  
Directions



5,445

Crash  
Assistance



16,024

Debris  
Removal



8,860

Protection to  
First Responders



10,576

Abandoned  
Vehicle Check

Total Combined Assists: 149,866

### Note:

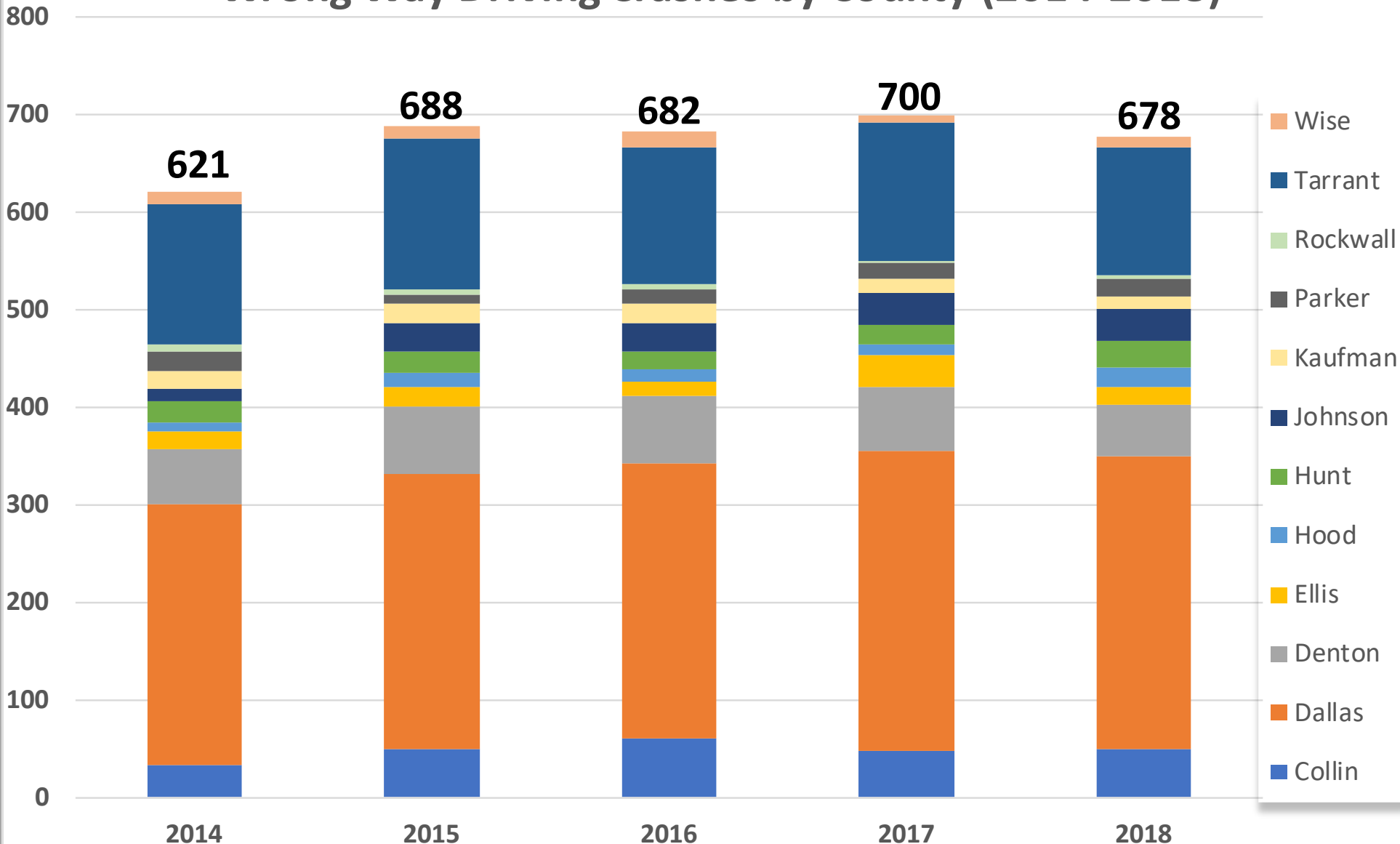
4,568 assists were either not found, cancelled before a patrol vehicle arrived, or did not specify the service provided.

# Wrong-Way Driving Mitigation Program Updates

- **Phase I:** Initiated in 2014 and included 329 intersections in Dallas County. Implemented countermeasures include replacement of conflicting lane and arrow markings, signal enhancements, and other intersection improvements. To date, 256 intersections have been completed. Project expanded to include 88 additional intersections in Collin, Denton, Ellis, Rockwall, Navarro, and Kaufman Counties.
- **Phase II:** Initiated in 2015 along 14 segments of IH 30 in Tarrant County. Implemented countermeasures included radar, high definition cameras, and flashing LED Wrong Way signs alongside more traditional WWD countermeasures.
- **NTTA Projects:** Using thermal cameras to detect wrong way drivers on mainlanes of tolled facilities; embedded pavement sensors in tolled ramps; flashing signs to alert wrong way drivers; automatic notification alerts to NTTA staff.
- **NCTCOG Projects:** Released a Request for Information, in partnership with TxDOT and NTTA for wrong-way driver detection, verification and notification through mobile and/or in-vehicle technology in August 2019.

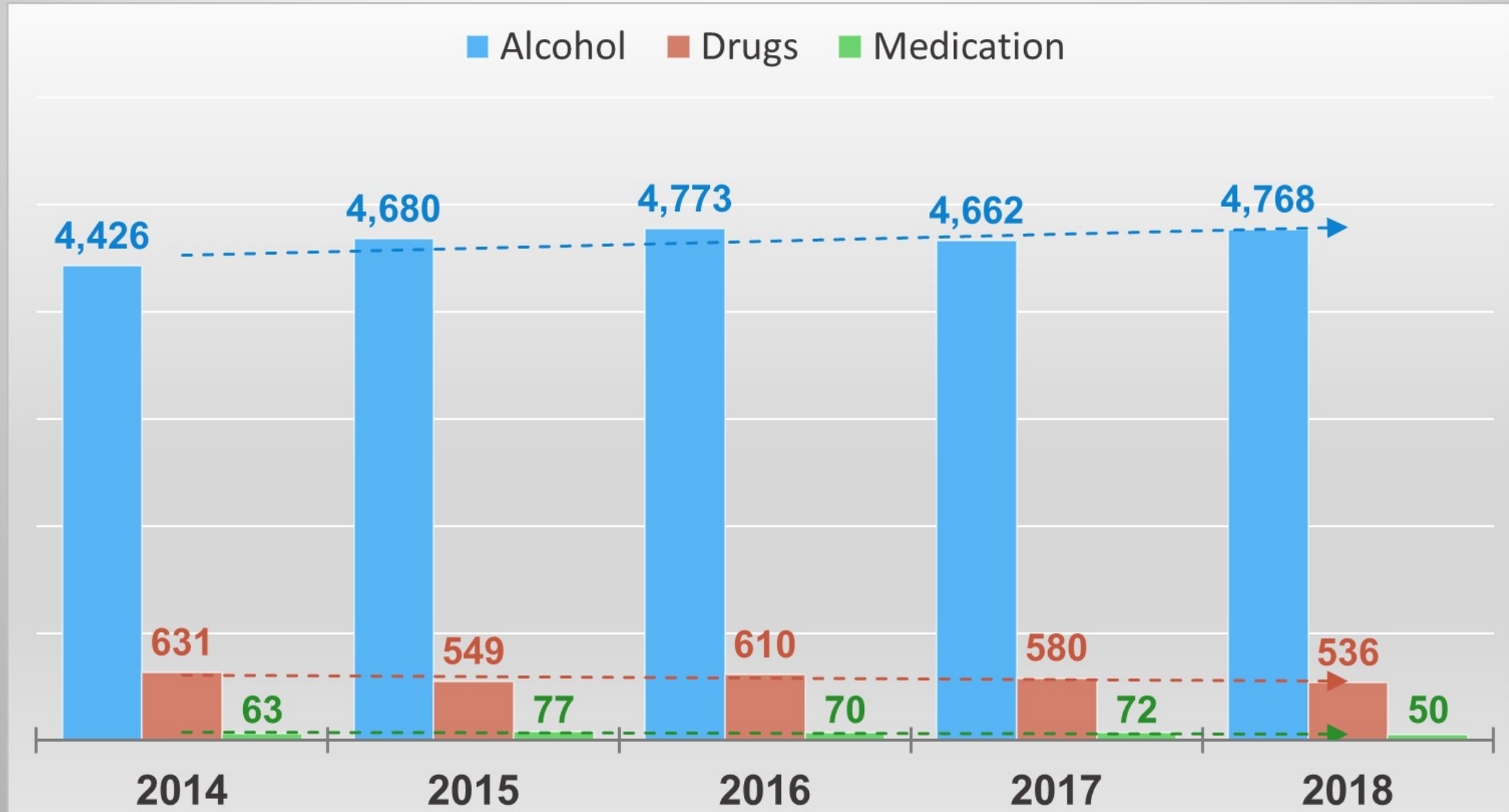
# Wrong-Way Driving Crashes: 12-County MPA

## Wrong Way Driving Crashes by County (2014-2018)



**Note:** WWD crashes include those where wrong way driving was identified as either a primary, secondary, or tertiary contributing crash factor.

# Crashes Involving Impaired Drivers: 16-Counties

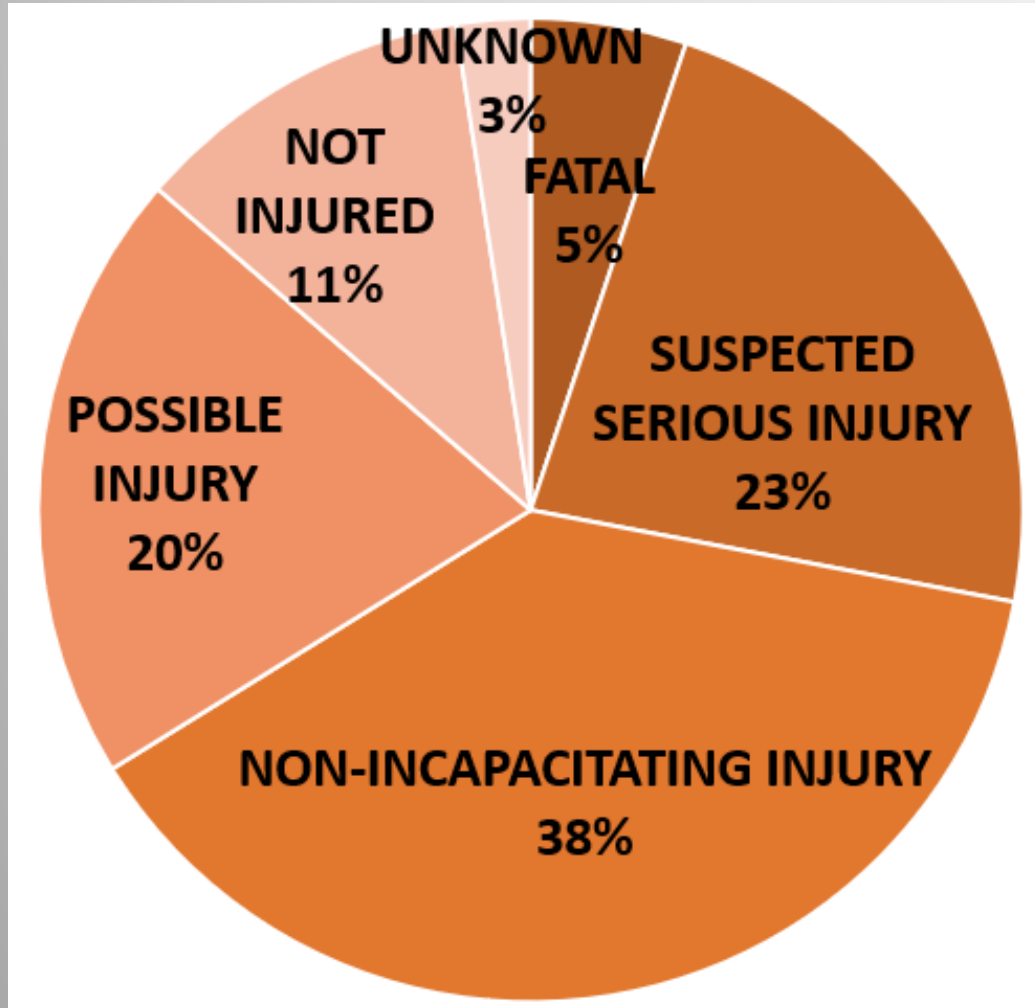


Note: Includes TxDOT crash records where primary, secondary, or tertiary contributing factors were: "Had been drinking"; "Taking medication"; "Under influence - alcohol"; or "Under influence - drugs".

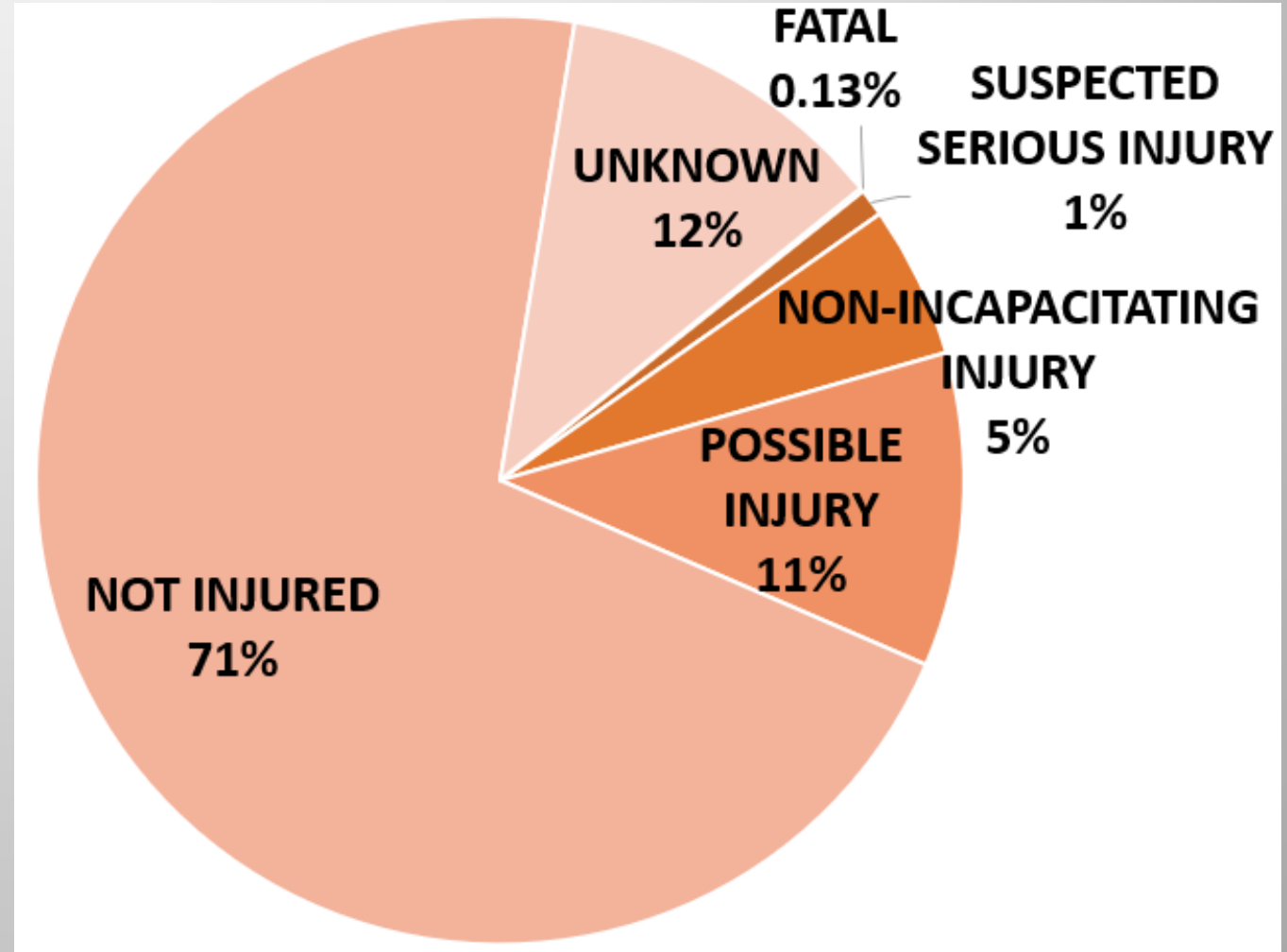


# Motorcycle Injuries: 12-County MPA (2014-2018)

Motorcyclist Injuries by Injury Severity



Motor Vehicle Injuries by Injury Severity



# Fall 2019 Traffic Incident Management Executive Level Course

**Increase Incident Response**

**Decrease Driver Delay**

## Executive Level Incident Management Training Opportunity

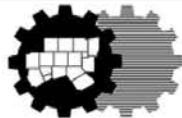
Join us for the Traffic Incident Management Executive Level Course hosted by the North Central Texas Council of Governments (NCTCOG). The course is designed to educate decision and policy makers on the importance and benefits of effective incident management. It also encourages a common, coordinated response to traffic incidents — a source of significant delays in our rapidly growing region.

Goals of the Traffic Incident Management Executive Level Course focus on:

- building partnerships with local emergency response agencies
- enhancing safety for emergency personnel
- reducing upstream traffic accidents
- improving the efficiency of the transportation system
- improving air quality in the Dallas-Fort Worth region

Space is limited. Register today. 817.695.9245 / [bwalsh@nctcog.org](mailto:bwalsh@nctcog.org)

Thursday, November 7, 2019  
10 am— noon  
NCTCOG  
Transportation Council Room  
616 Six Flags Drive, Centerpoint II  
Arlington, Texas 76011



North Central Texas Council of Governments  
Transportation



# NCTCOG Safety Program Contacts

**Camille Fountain**

**Transportation Planner**

**[cfountain@nctcog.org](mailto:cfountain@nctcog.org)**

**(817) 704-2521**

**Kevin Kroll**

**Senior Transportation Planner**

**[kkroll@nctcog.org](mailto:kkroll@nctcog.org)**

**(817) 695-9258**

**Sonya Landrum**

**Program Manager**

**[slandrum@nctcog.org](mailto:slandrum@nctcog.org)**

**(817) 695-9273**