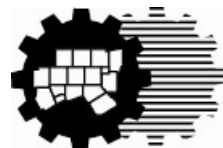


# 2017-2018 BLUE-GREEN-GREY APPLICATION FOR NEW IDEAS ROUND 2

**Surface Transportation Technical Committee  
July 27, 2018**

**Emily Beckham, Grants & Contracts Manager**



**North Central Texas  
Council of Governments**

# Purpose of Initiative

Focus on 3 Elements:

Blue – Water

Green – Environment

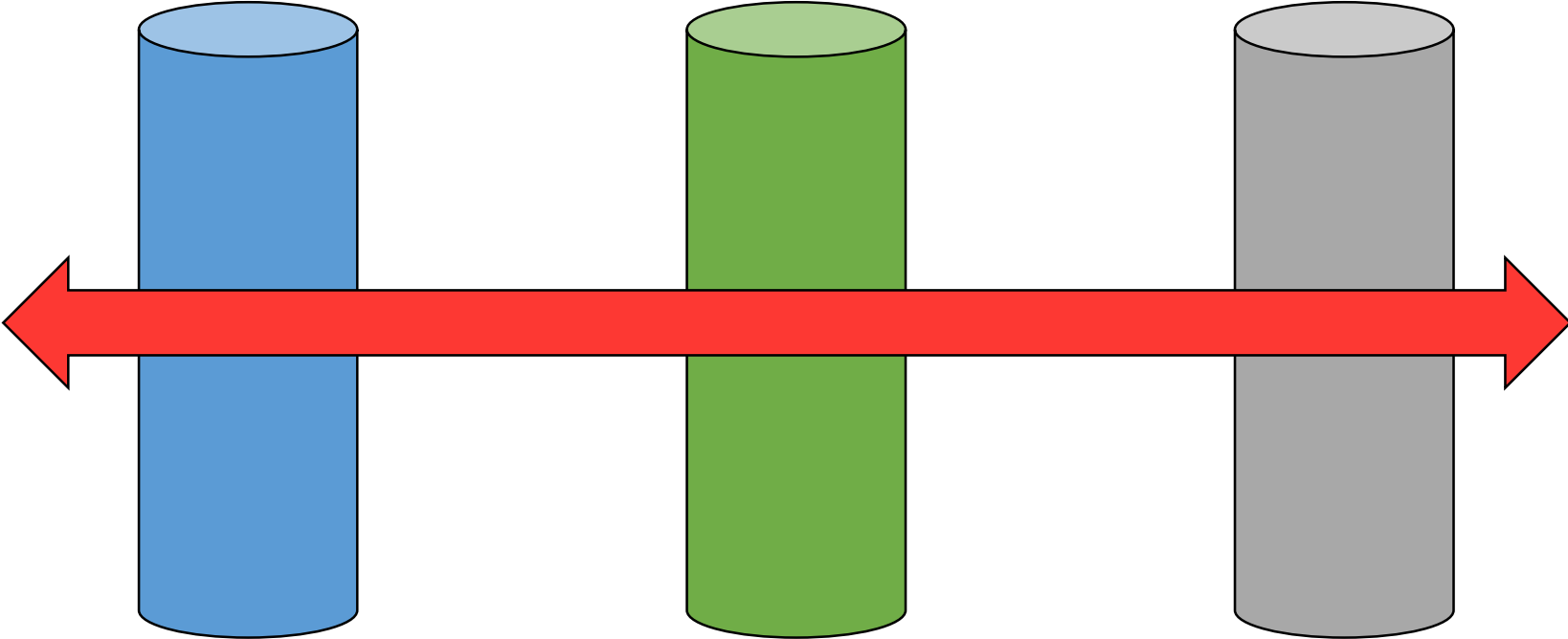
Grey – Transportation Infrastructure

Advance Projects or Programs with Innovative Outcomes

Seed Money to Develop Ideas for Full Funding/Implementation

Leverage Funding Available

# Silo Busting



Water (Blue)

Environment  
(Green)

Transportation  
Infrastructure  
(Grey)

# Project Eligibility

## Eligible Applicants

Universities, Cities, Counties, Transit Authorities,  
Private Firms, Non-Profits, and Individuals

Project or Program Should be Located in 12-County  
Metropolitan Planning Area

Awarded Projects or Programs Must be Submitted to  
Implementing Agency or Fully Implemented within 12  
Months of Notice to Proceed

# Evaluation and Scoring Criteria

Category	Scoring (points)	Description
Team Qualifications	10	Team includes the correct mix of experience and expertise.
Impact	30	Project has a long-term effect and ability to change future designs.
Innovation/Significance	30	Project shifts current designs/practices by utilizing new approaches or uncommon approaches. Project addresses three elements (water, environment, transportation infrastructure). Project addresses an important problem or challenge.
Applicability, Adaptation, Transferability, and Practicality	30	Project could be used in other communities or settings. Project is realistic. Program is consistent with eligible funding programs and Regional Transportation Council objectives.

# Recommended Projects

Entity	Project Name	Recommended Funding
Amanda Popken Development	Retrofitting Neighborhood Commercial Green Bicycle Park	\$38,500
City of Watauga	Hightower Drive Biofiltration Rain Gardens	\$50,000
Huitt Zollars	Micro-Detention Storage System	\$50,000
<b>Total</b>		<b>\$138,500</b>

# Schedule

<b>Milestone</b>	<b>Estimated Timeframe</b>
<b>Application Published</b>	<b>April 6, 2018</b>
<b>Pre-Application Meeting</b>	<b>April 24, 2018</b>
<b>Final Questions Due</b>	<b>May 4, 2018</b>
<b>NCTCOG Responds to Questions</b>	<b>May 9, 2018</b>
<b>Applications Due</b>	<b>June 1, 2018</b>
<b>Review/Scoring of Applications</b>	<b>June – July 2018</b>
<b>STTC Approval of Awards</b>	<b>July 27, 2018</b>
<b>RTC Approval of Awards</b>	<b>August 9, 2018</b>
<b>Executive Board (Agreement Approval)</b>	<b>August 23, 2018</b>
<b>Round 2 Awardees Announced at Irving Summit</b>	<b>August 24, 2018</b>

# Action Requested

## **Recommend RTC Approval Of:**

**Award to Amanda Popken Development in the amount of \$38,500**

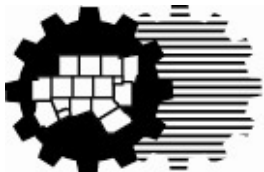
**Award to the City of Watauga in the amount of \$50,000**

**Award to the Huitt Zollars in the amount of \$50,000**



# For More Information

**Emily Beckham**  
**Grants & Contracts Manager**  
**(817) 608-2308**  
**[ebeckham@nctcog.org](mailto:ebeckham@nctcog.org)**

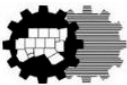


**North Central Texas  
Council of Governments**

# 2019 UNIFIED TRANSPORTATION PROGRAM AND UPDATES TO THE REGIONAL 10-YEAR PLAN

Surface Transportation Technical Committee

July 27, 2018



North Central Texas  
Council of Governments  
Transportation Department

# 2019 UTP & 10-YEAR PLAN UPDATES

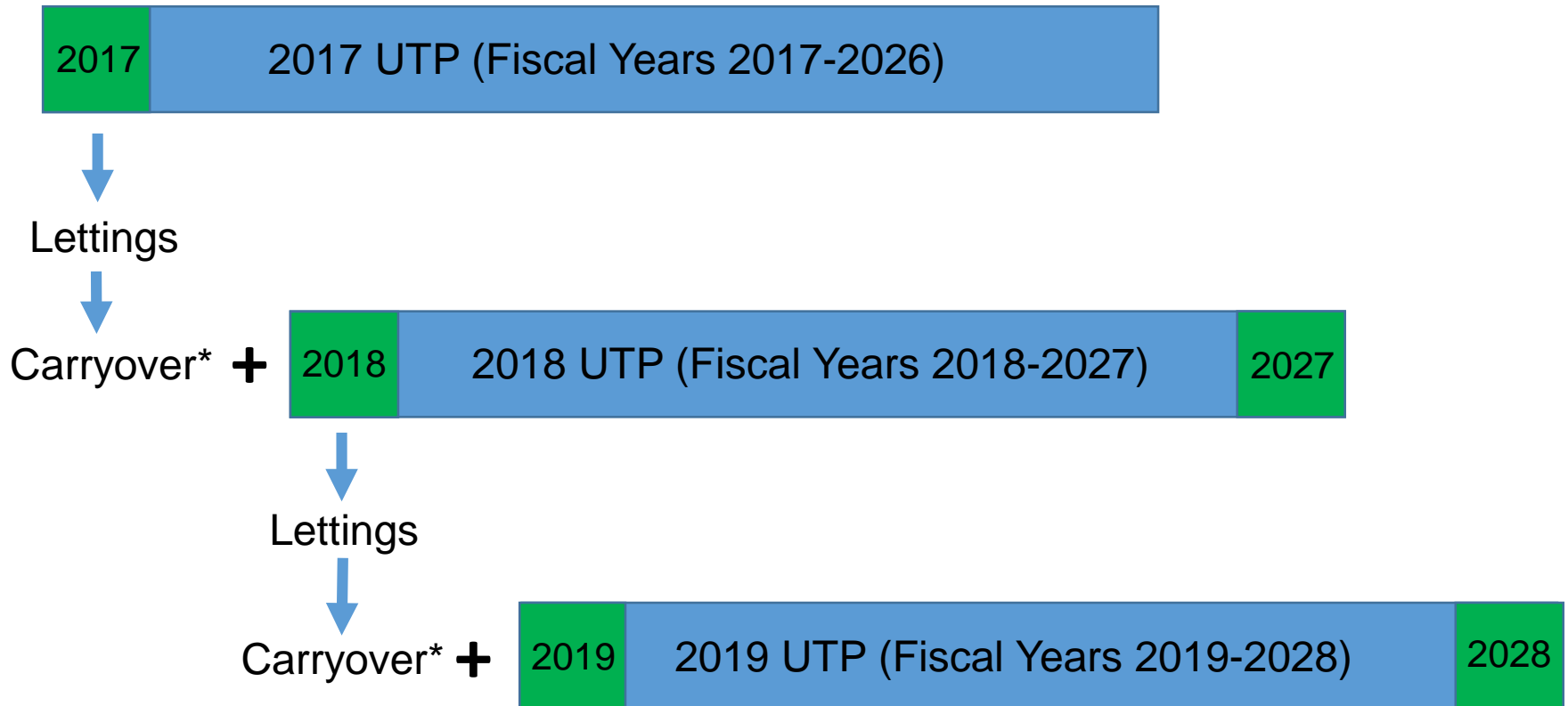
## Ongoing Activities

- Review Funding Allocation changes since initial target setting **(Done)**
- Make Year-of-Expenditure/Total Project Cost updates **(Done)**
- Make adjustments due to revised construction costs **(Done)**
- Make adjustments due to changes in funding allocations **(Future)**
- Update with recent Regional Transportation Council (RTC) action on projects such as LBJ East and SH 183 **(Done)**
- Review project status and timing **(Done)**

# RECENT SUCCESS STORIES

- Due to increased cash flow capacity, TxDOT requested that projects be advanced and funded with STBG instead of Category 2 funds:
  - Affected projects include FM 156 from US 81/287 to Watauga Road (\$32,000,000), US 377 from Johnson/Hood County Line to South of SH 171 (\$32,800,000), and SH 121 from Glade Road to SH 183 (\$25,000,000)
  - NCTCOG has been assured that no other projects will be impacted or delayed due to this action.
  - In addition, the action frees up Category 2 funds for other purposes.
- The draft 2019 UTP includes Category 12 funding for the SH 183 Interchange projects in Irving and additional Category 12 funding for part of the Southeast Connector project in Fort Worth.

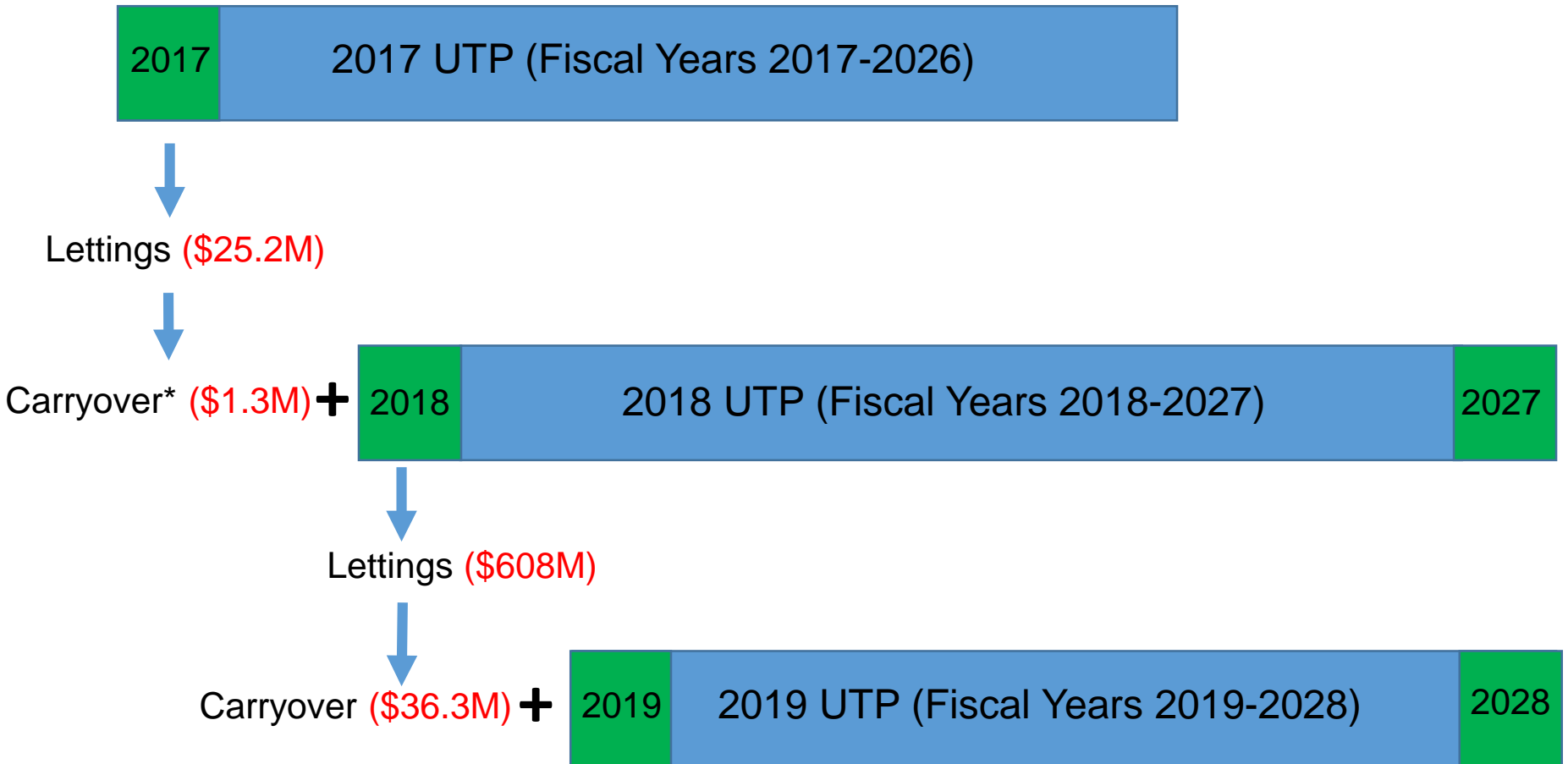
# REGIONAL 10-YEAR PLAN ALLOCATION PROGRESSION



\*Funds not obligated should carry over

Anticipate that breakdown of allocations and carryover amounts will be provided at the time of the meeting

# REGIONAL 10-YEAR PLAN ALLOCATION PROGRESSION



# UTP ALLOCATED AMOUNTS

<b>Funding Category</b>	<b>FY2017<sup>1</sup></b>	<b>FY2018<sup>1</sup></b>	<b>FY2019-2028</b>	<b>Total</b>
<b>Category 2</b>	<b>\$26,500,000</b>	<b>\$216,050,000</b>	<b>\$3,775,370,000</b>	<b>\$4,017,920,000</b>
<b>Category 4</b>	<b>\$0</b>	<b>\$57,000,000</b>	<b>\$1,625,350,000</b>	<b>\$1,682,350,000</b>
<b>Category 12</b>	<b>\$0</b>	<b>\$370,000,000<sup>2</sup></b>	<b>\$1,848,790,000</b>	<b>\$2,218,790,000</b>
<b>Total</b>	<b>\$26,500,000</b>	<b>\$643,050,000</b>	<b>\$7,249,510,000</b>	<b>\$7,919,060,000</b>

1: Includes let amount and carryover balance for each fiscal year

2: DFW Connector North of Airport Project (May count toward either FY18 or FY19 in the future)

# UTP TOTALS OVER TIME

INCLUDES CATEGORY 2, 4, AND 12 FUNDS

\$ IN BILLIONS

<b>2017 UTP (FY17-2026)</b>	<b>\$5.360</b>
<b>2018 UTP (FY18-2027)</b>	<b>\$7.149</b>
<b>2019 UTP (FY19-2028)</b>	<b>\$7.285</b>





# TIMELINE

MEETING/TASK	DATE
STTC Information	May 25, 2018
RTC Information	June 14, 2018
STTC Status Update	June 22, 2018
Public Meetings	July 23, 2018
Partial RTC Action	July 12, 2018
<b>STTC Action</b>	<b>July 27, 2018</b>
RTC Final Action	August 9, 2018
TTC Action	August 30, 2018

# ACTION REQUESTED

- Recommend RTC approval of:
  - The final Regional 10-Year Plan project listing
  - Administratively amending the 2019-2022 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents to incorporate these changes

# CONTACT/QUESTIONS?

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

Brian Dell  
Transportation Planner III  
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Wade Haffey  
Transportation Planner II  
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[whaffey@nctcog.org](mailto:whaffey@nctcog.org)

# TRANSIT IMPLEMENTATION IN THREE AREAS OF THE REGION

Surface Transportation Technical Committee

July 27, 2018

Shannon Stevenson  
Program Manager



North Central Texas  
Council of Governments



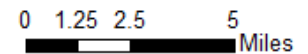
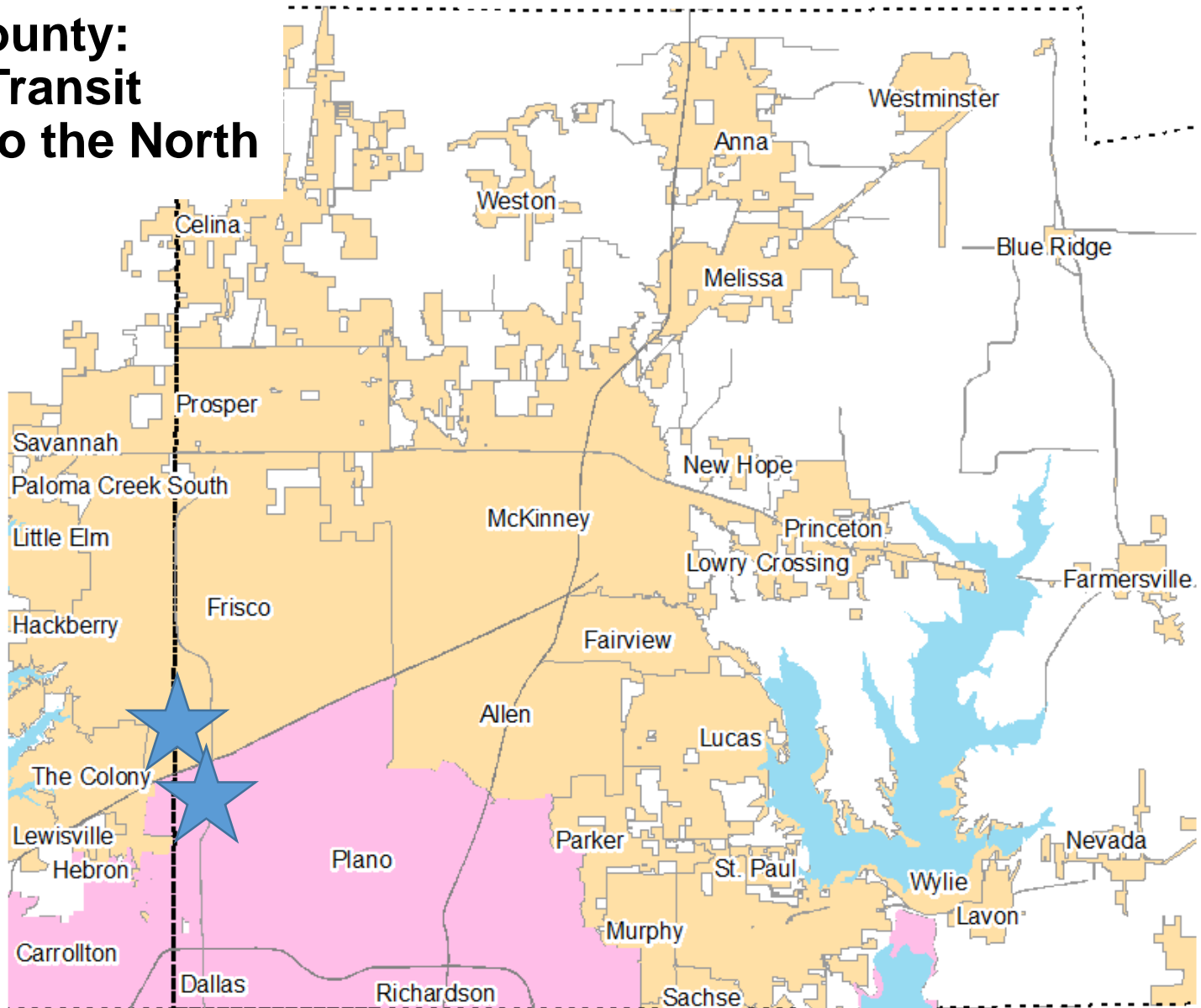
# Collin County: Moving Transit Further to the North



Dallas Area  
Rapid Transit  
(DART)



Transportation  
Management  
Association  
(TMA)



# Collin County: Moving Transit Further to the North



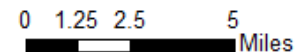
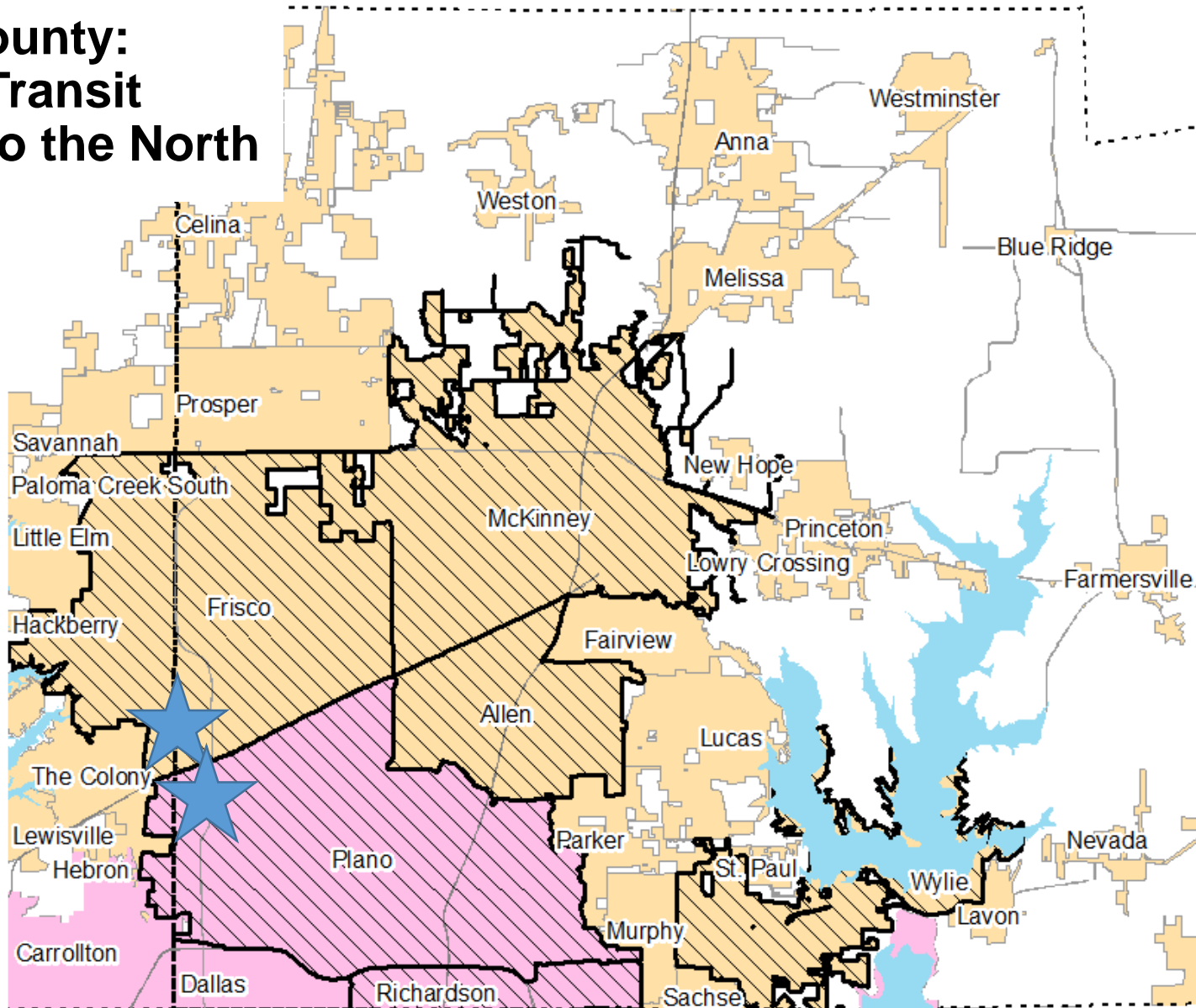
Dallas Area  
Rapid Transit  
(DART)




Cities  
Requesting  
Planning  
Assistance



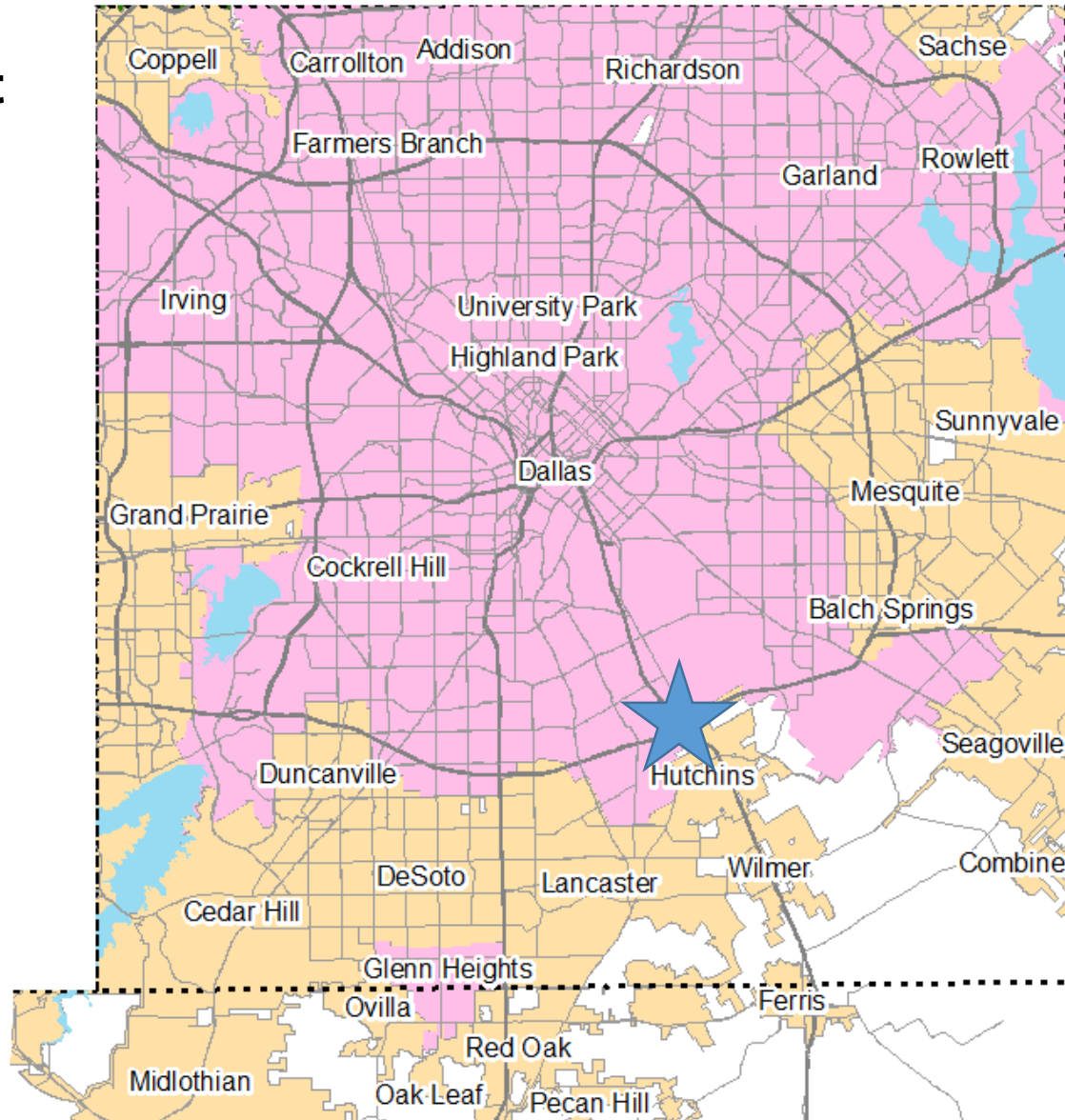
Transportation  
Management  
Association  
(TMA)



# Dallas County: Infilling Transit Service

  
Dallas Area  
Rapid Transit  
(DART)

  
Potential  
Transportation  
Management  
Association  
(TMA)




0 1.5 3 6  
Miles





# Dallas County: Infilling Transit Service

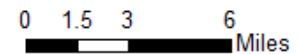
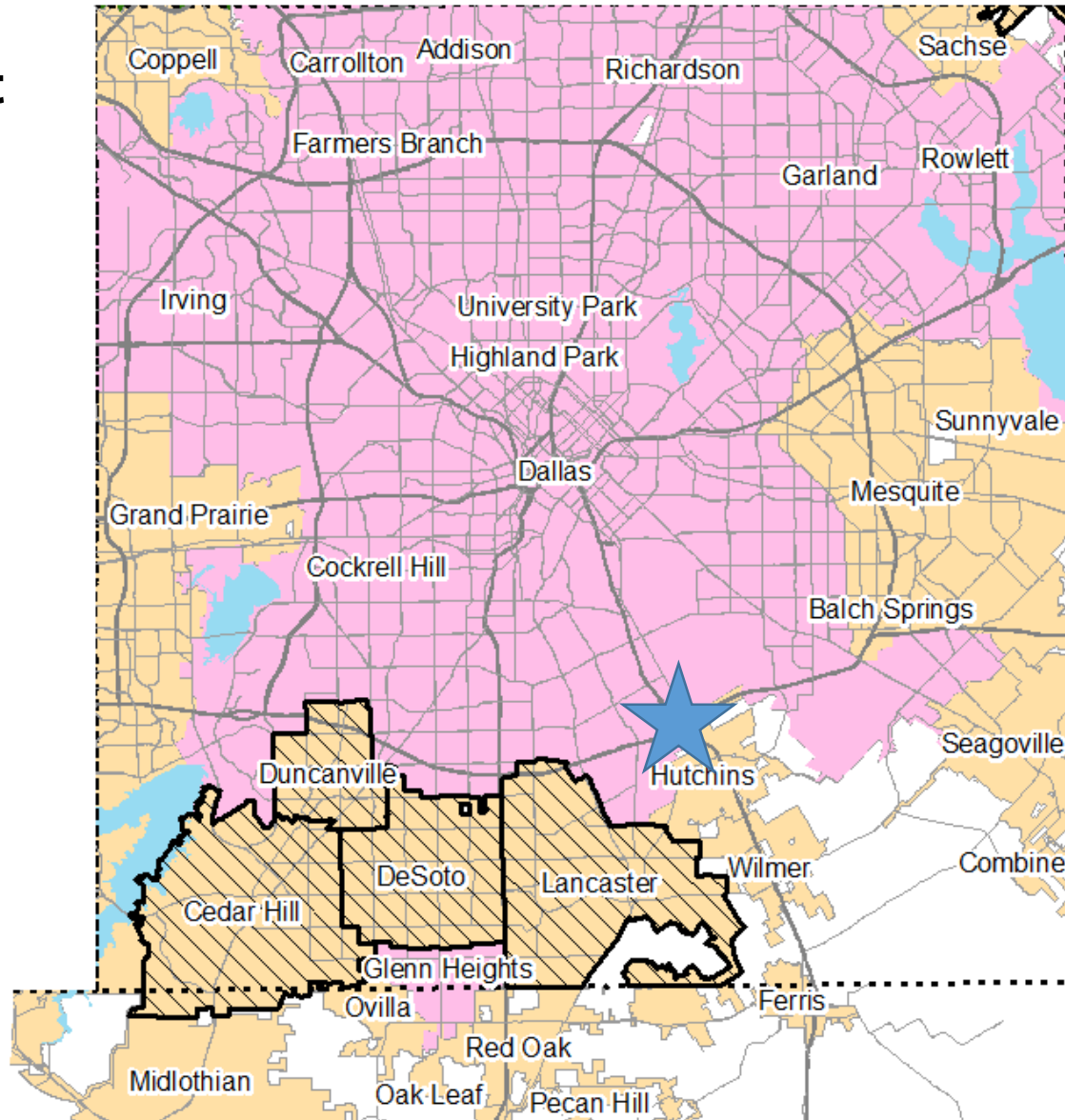
  
Dallas Area  
Rapid Transit  
(DART)



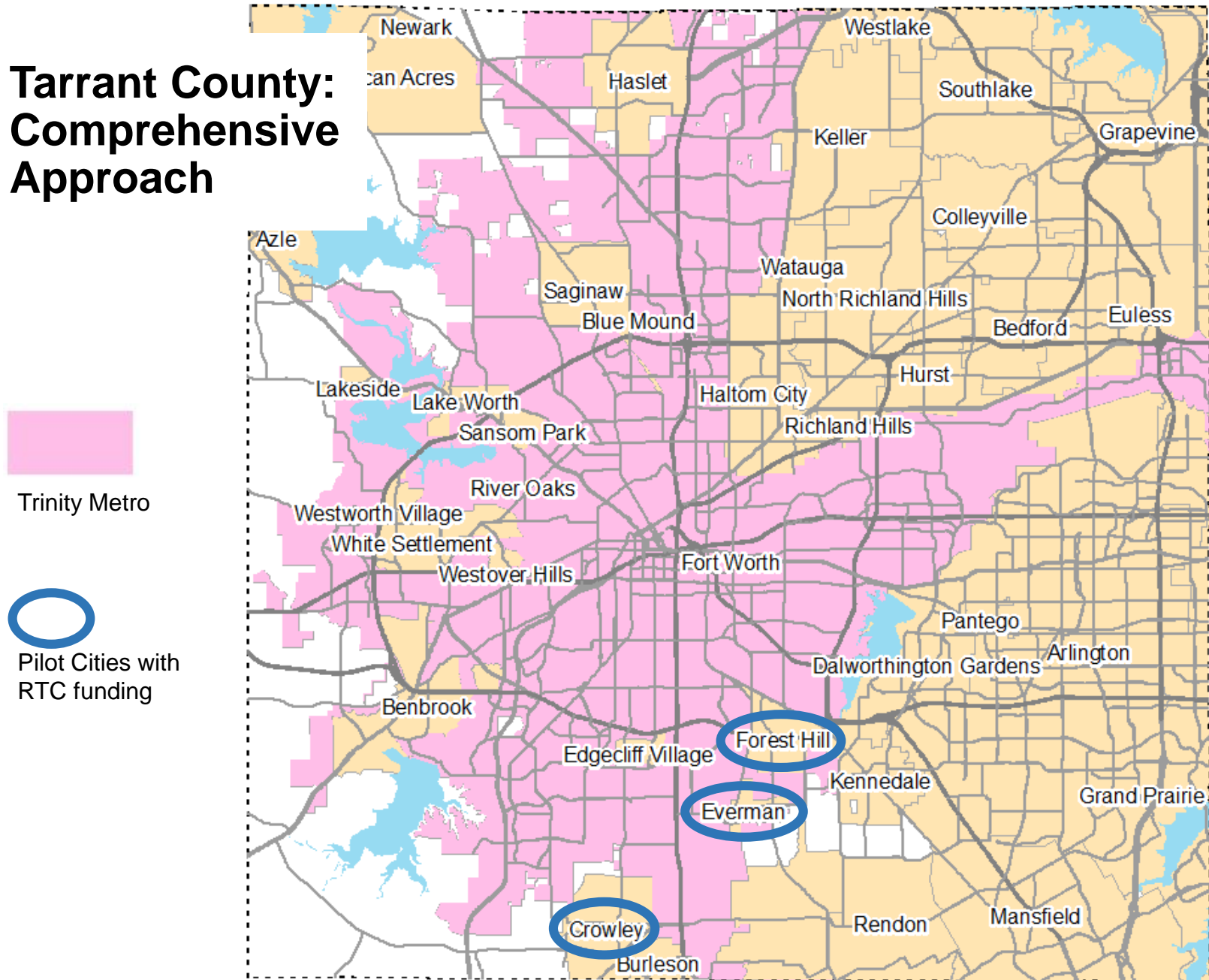
Cities  
Requesting  
Planning  
Assistance



Potential  
Transportation  
Management  
Association  
(TMA)



# Tarrant County: Comprehensive Approach



 Trinity Metro

 Pilot Cities with  
RTC funding

0 1.25 2.5 5  
Miles



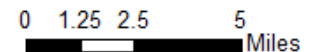
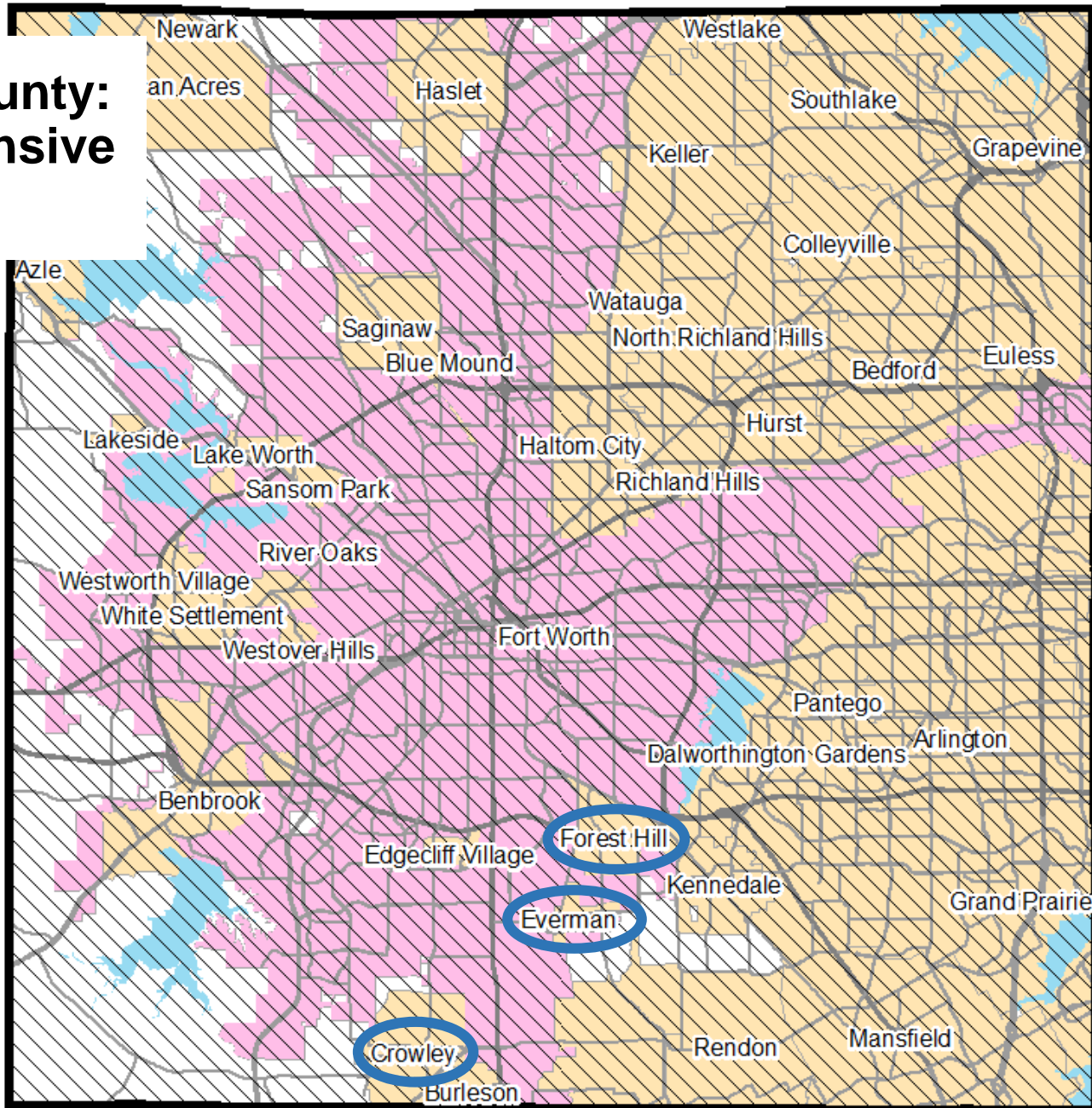
# Tarrant County: Comprehensive Approach



Cities  
Requesting  
Planning  
Assistance



Pilot Cities with  
RTC funding



# Elements Considered in Transit Implementation Initiative

	Collin County	Dallas County	Tarrant County	Include in Combined Effort?
Internal and regional connections	✓	✓	✓	Yes
Focus on strategic implementation	✓	✓	✓	Yes
Near term (now to 10 years)	✓	✓	✓	Yes
Increase transportation options and innovation	✓	✓	✓	Yes
Funding options	✓	✓	✓	Yes
Private sector involvement	✓	✓	✓	Yes
People and goods	?	✓	?	Yes

Preliminary cost estimate of \$2M

# Transit Implementation Initiative

## STTC Action Requested

- Recommend RTC approval of \$2 million in Federal Transit Administration, Regional Toll Revenue, and Surface Transportation Block Grant funds to support the development of a comprehensive approach to planning and implementing transit services outside of transit authority service areas.
- Direct staff to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP, and other planning/administrative documents to include a comprehensive study in the three sub-regions following RTC approval.

# Contact Information

**Shannon Stevenson**

Program Manager

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

817-608-2304

**Jing Xu**

Senior Transportation Planner

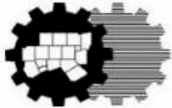
[jxu@nctcog.org](mailto:jxu@nctcog.org)

817-608-2335

# 2018 METROPOLITAN TRANSPORTATION PLAN (MTP) POLICY BUNDLE TDC AWARD

Surface Transportation Technical Committee

July 27, 2018



North Central Texas  
Council of Governments  
Transportation Department

# MTP POLICY BUNDLE PROCESS 2018: Highlights From Round Two\*

- All entities awarded in 2017 reapplied and met policy requirements for their entity type.
- All returning entities increased the number of their policies in 2018.
- One city who did not meet requirements in 2017, reapplied in 2018 and exceeded the policy requirement.
- Three new entities applied in 2018 and met the policy requirements.
- Five entities that did not meet requirements in 2017 did not reapply in 2018.

\* Small transit providers not required to participate in Policy Bundle process to receive TDCs.



# MTP POLICY BUNDLE PROCESS: TDC Allocation Process

- All entities awarded in 2017 will keep their TDCs awarded last round, minus what they have already used (i.e., staff proposes allowing a grace period for first year of Policy Bundle implementation).
- Annually, the TIP team will review federal funding availability for the upcoming year and determine the number of TDCs to be allocated to all new qualifying agencies.
  - In FY 2018, proposing to award 50% of the TDCs awarded last year to align with realistically available federal funding for projects using Policy Bundle TDCs
- TDCs will be available to program through the TIP team throughout the fiscal year as opportunities arise.
- All TDCs not used by the end of FY2019 will be returned for future programming.
- All entities will be required to re-qualify each year.

# 2018 MTP Policy Bundle Results Eligibility

## Cities: Required 10 Policies

	<u>2017</u>	<u>2018</u>
City of Arlington	12	13
City of Coppell	--	11
City of Dallas	15	17
City of Duncanville	8	12
City of Farmers Branch	--	12
City of Fort Worth	14	16
City of Garland	--	14
City of Grapevine	12	16
City of Lewisville	10	13
City of McKinney	15	16
City of Mesquite	15	16
City of Plano	13	16
City of Richardson	12	13

## Transit Agencies: Required 5 Policies

	<u>2017</u>	<u>2018</u>
DCTA	8	10
FWTA (Trinity Metro)	5	9

\*First application in 2018

\*Applied in 2018 but did not meet requirements

# TDCs Available for FY 2019

Entity	Balance of TDCs Awarded in 2017 <sup>1</sup>	Proposed TDCs to be Awarded in 2018 <sup>1,2</sup>	Total TDCs Available Through FY 2019 <sup>1</sup>
City of Arlington	5.0	2.5	7.5
City of Dallas	7.6	4.0	11.6
City of Fort Worth	8.0	4.0	12.0
City of Grapevine	3.0	1.5	4.5
City of Lewisville	2.4	1.5	3.9
City of McKinney	3.0	1.5	4.5
City of Mesquite	3.0	1.5	4.5
City of Plano	4.8	2.5	7.3
City of Richardson	3.0	1.5	4.5
DCTA	1.3	2.5	3.8
FWTA (Trinity Metro)	7.1	4.0	11.1
City of Duncanville	N/A	1.5	1.5
City of Coppell	N/A	1.5	1.5
City of Farmers Branch	N/A	1.5	1.5
City of Garland	N/A	2.5	2.5

Notes:

1 Credits represents in millions

2 Awarded based on population

# Next Steps

- What is the process for submitting projects?
  - Submit project ideas via email to Brian Dell at [bdell@nctcog.org](mailto:bdell@nctcog.org)
  - Please submit ideas by August 31, 2018 for inclusion in next funding opportunity.
- What type of projects are eligible?
  - Must be used for new projects, not previously selected projects
  - Must be eligible for federal roadway or air quality funds
  - Projects will be vetted against typical RTC selection criteria
- Entities have one year to get their projects added to the TIP
- Once projects are selected for inclusion in the TIP, agencies have two years to meet the following requirements or the TDCs expire:
  - Sign a TDC agreement with the MPO
  - Begin project implementation

# Next Steps, Cont.

- Process for Round 3 awards (for FY 2020):
  - To be considered, entities must submit new applications when process opens (fall 2018).
    - Current entities that applied this year will need to resubmit.
    - To request submission form, go to:  
<https://www.nctcog.org/trans/plan/mtp/policy-bundle>
  - Additional information is located on the MTP Policy Bundle page at:  
<https://www.nctcog.org/trans/plan/mtp/policy-bundle>
  - Will follow the process for awarding TDCs as outlined in slide 3 (i.e., TIP team will identify available TDCs in advance of application deadline)

# CONTACTS

**Dan Lamers**

Senior Program Manager

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**Brian Crooks**

Senior Transportation/Air Quality Planner

682-433-0445

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

**Brian Dell**

Transportation Planner

817-704-5694

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

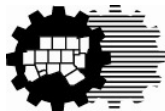
# Airport Transit Access

**Surface Transportation Technical Committee**

**July 27, 2018**

**Karina Maldonado**

**Senior Transportation Planner**



**North Central Texas  
Council of Governments**

# Background

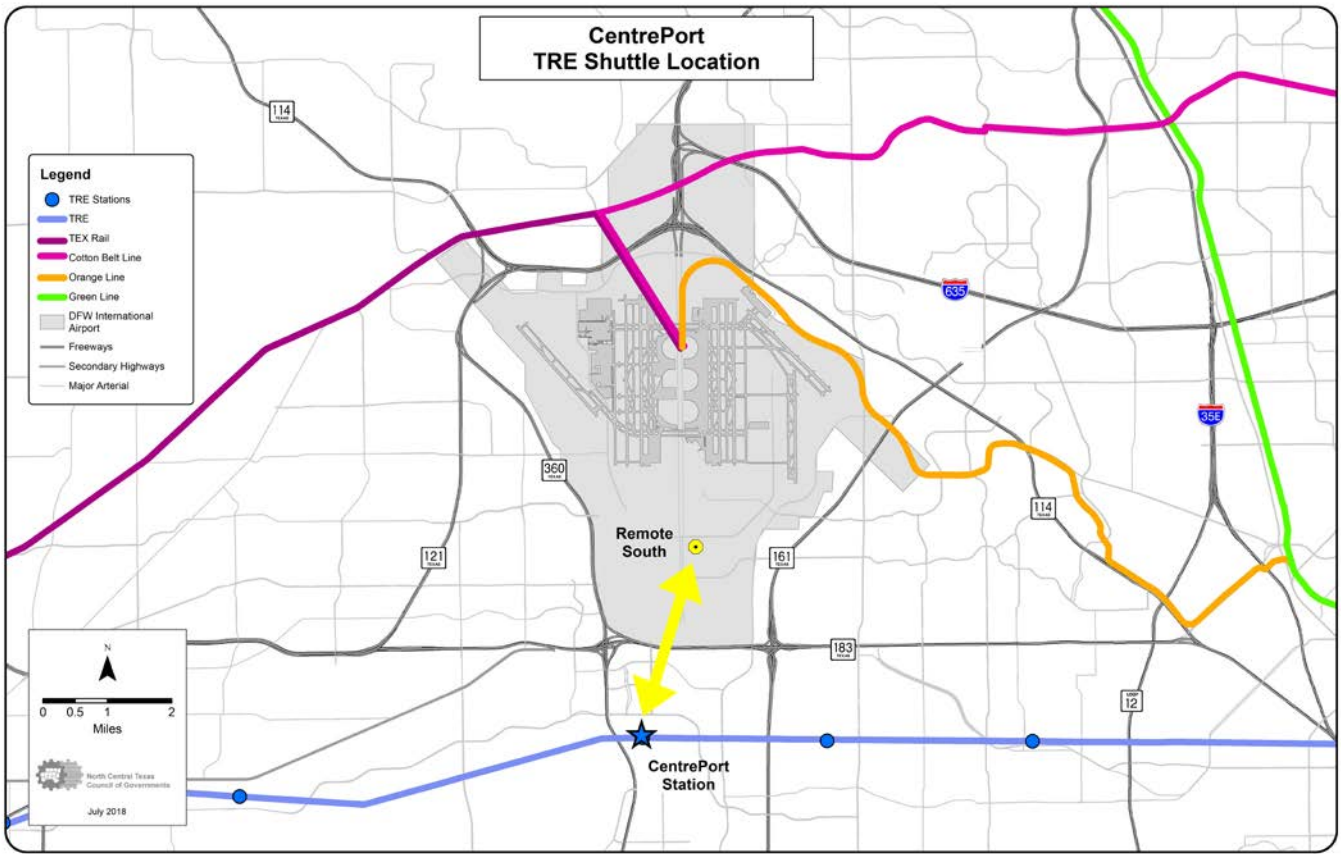
- September 2009:** DFW Airport Awarded Transit Funds to Implement TRE Shuttle Service from CentrePort Station to Remote South Parking Lot
- March 2018:** DFW Airport Notified NCTCOG of its Intention to Discontinue Service Once TEXRail Service is Fully Operational
- April 2018:** NCTCOG Reached Out to DFW Airport, DART, and FWTA about the Future of this Service

TRE: Trinity Railway Express

FWTA: Fort Worth Transportation Authority, also known as Trinity Metro



# TRE Shuttle Location



# Proposed Solutions

## **Immediate**

**Continue Conversations with DFW Airport to Operate Shuttle**

**And/Or**

**Partner with FWTA**

**Incorporate into Existing Nearby Route**

## **Future**

**Implement Advanced Technologies**

**Electric Vehicles**

**Automated Transportation System (People Mover)**

# For More Information

**Karina Maldonado**

Senior Transportation Planner

Transit Operations

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

817-704-5641

# SH 161 Peak-Hour Shoulder-Use Lane

CLIFTON HALL

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Surface Transportation Technical Committee  
July 27, 2018





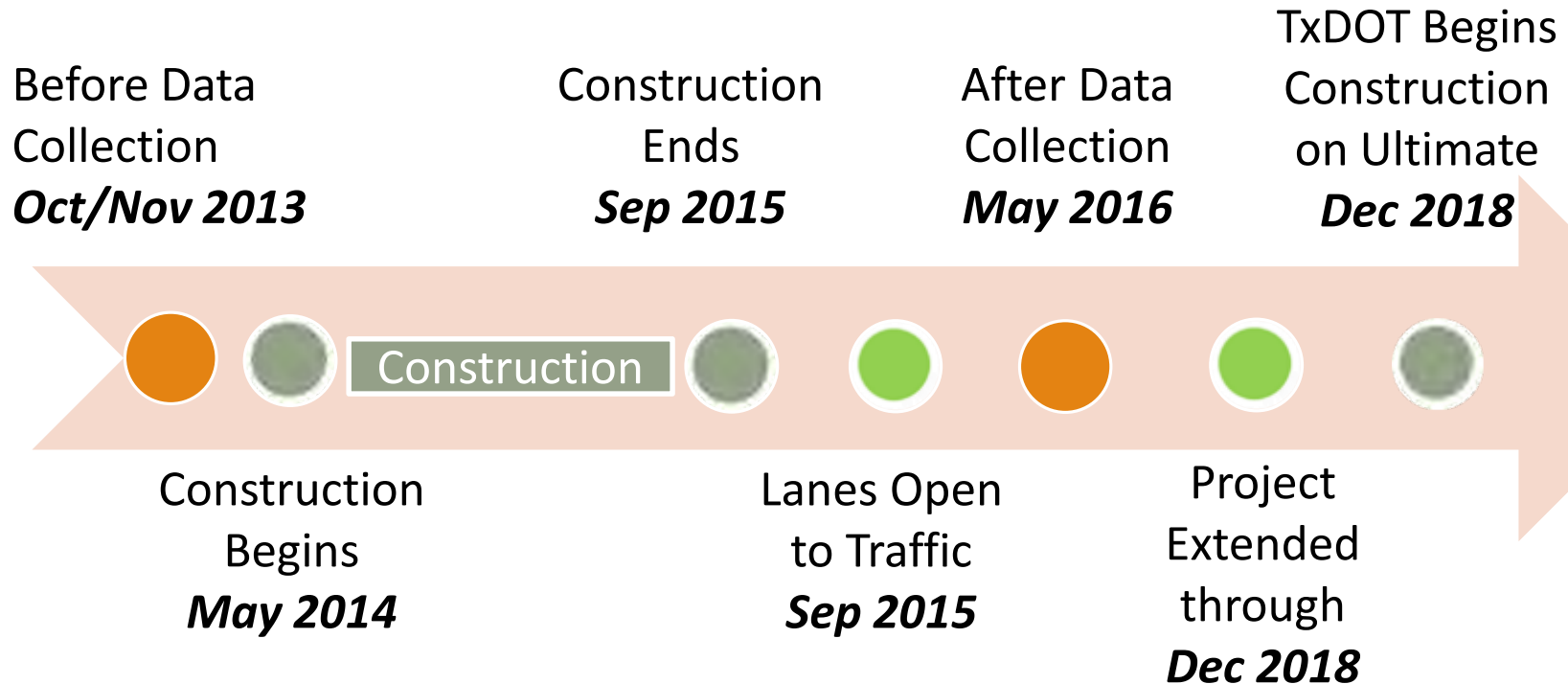
### PEAK HOUR



### OFF-PEAK HOUR



# Project Timeline

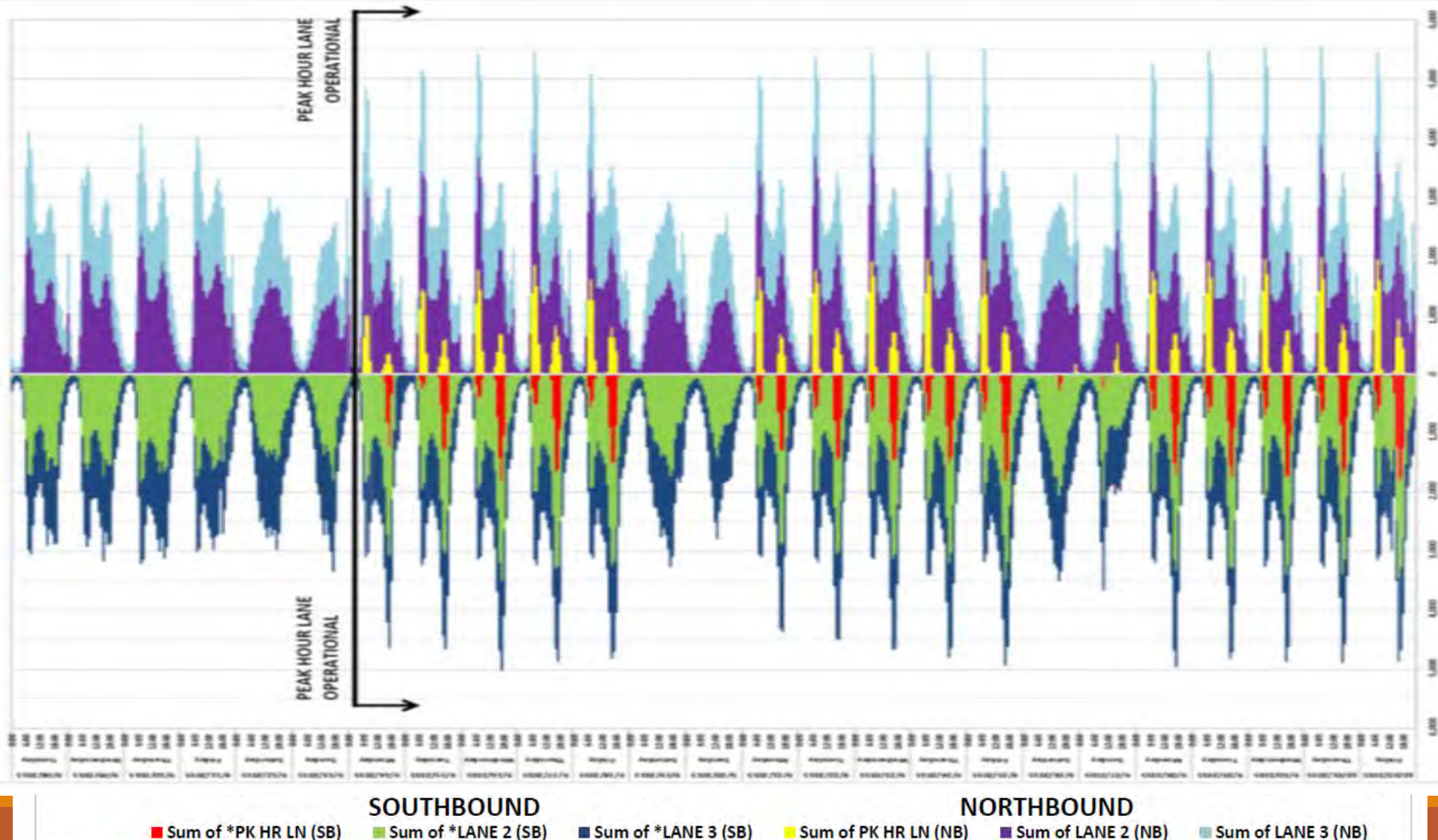


# Daily Operations

- Assist Irving PD in Expedited Vehicle Removal
- DMS and Operations Management with DalTrans
- Lane Opened for Special Events in 2016-2018 through Coordination with DalTrans
- Emergency Parking Areas to Provide Refuge from Lane



# Directional Hourly Volume by Lane Belt Line Toll Plaza (9/8/15-10/2/15)





# Before (8/3/15-9/11/15)

# Open (9/14/15 -10/30/15)

# After (11/2/15-12/31/15)

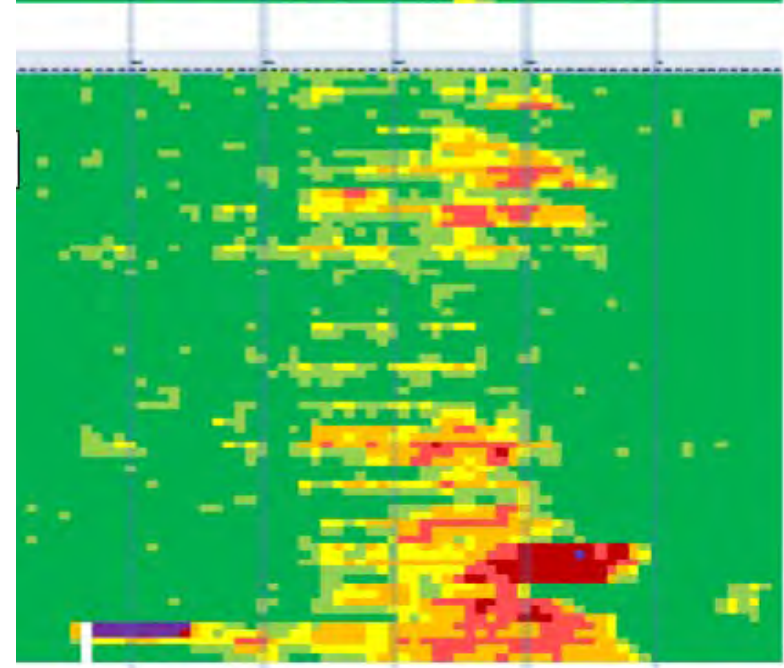
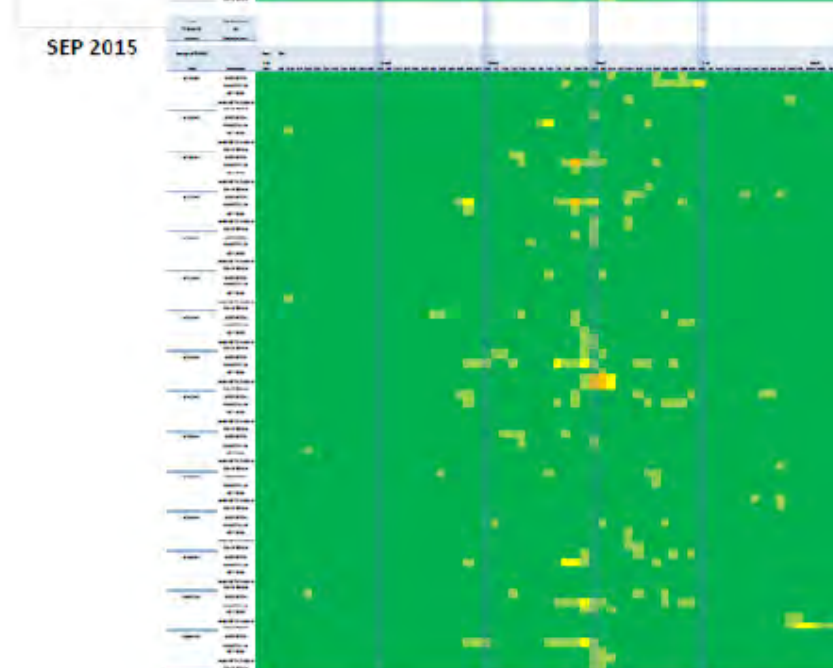
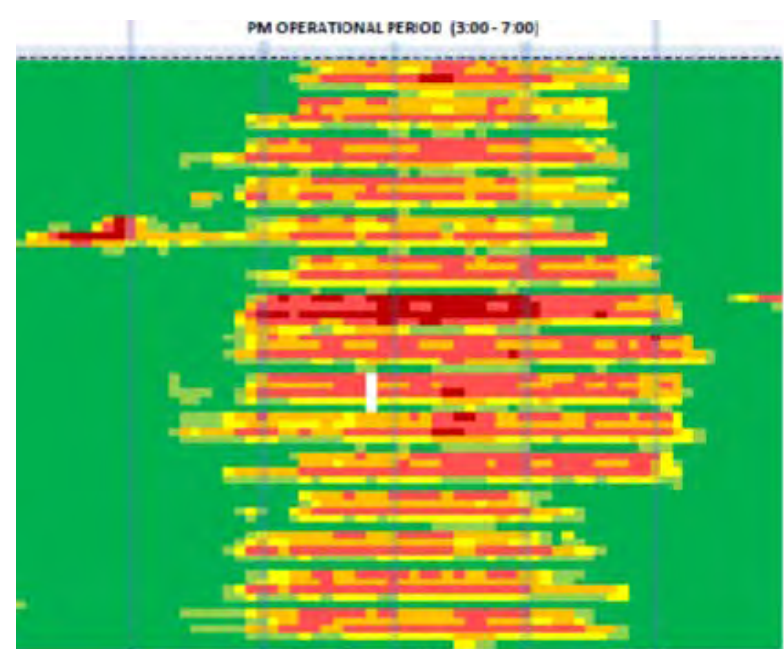
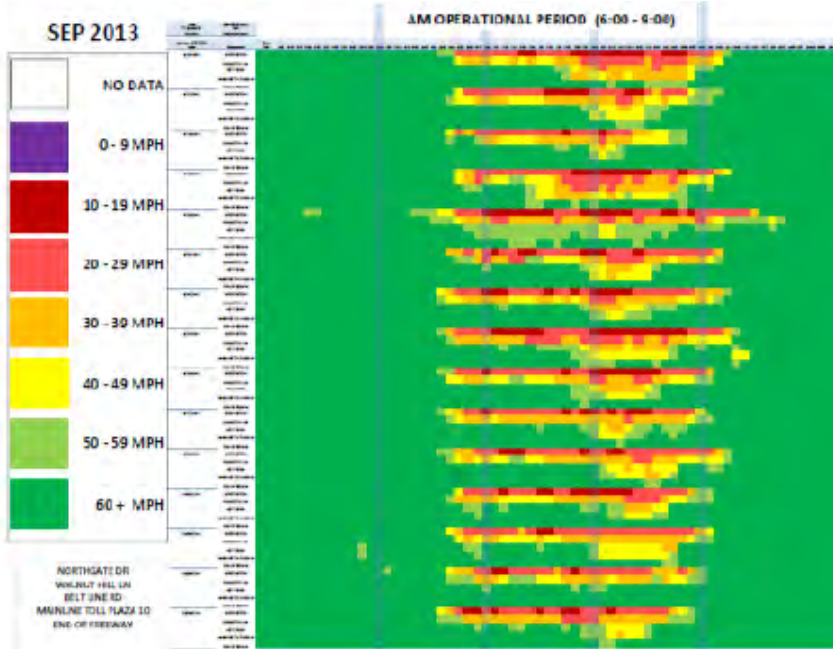
Day	D O W	Northbound										Southbound																			
		Morning Peak										Afternoon Peak																			
		6:00	6:15	6:30	6:45	7:00	7:15	7:45	8:00	8:30	9:00	9:15	9:30	15:30	15:45	16:00	16:15	16:30	16:45	17:00	17:15	17:45	18:00	18:15	18:30	18:45	19:00				
August 3, 2015	Mon	69	66	55	48	44	31	29	26	23	26	24	29	42	54	63	69	47	33	26	25	21	18	19	20	23	27	39	64		
August 4, 2015	Tue	57	66	49	35	37	38	34	26	22	23	21	26	41	61	65	38	28	30	29	22	17	20	18	20	21	19	21	32	52	
August 5, 2015	Wed	70	58	50	46	44	32	27	25	20	20	21	30	48	63	67	37	35	30	23	21	17	18	18	18	18	21	22	33		
August 6, 2015	Thu	68	59	47	37	36	29	21	21	19	22	23	31	50	67	64	46	31	26	25	21	19	19	19	23	24	28	36	63		
August 7, 2015	Fri	68	60	41	41	38	33	30	30	33	32	35	47	67	64	72	28	20	26	20	18	17	16	21	23	25	39	49	60	64	
August 10, 2015	Mon	69	68	48	33	34	31	24	24	22	21	24	26	41	64	67	49	37	34	25	24	28	25	29	32	42	43	50	67	64	
August 11, 2015	Tue	67	66	39	40	37	32	33	25	22	26	29	43	59	63	62	37	29	27	24	22	23	25	18	24	25	33	35	45	63	68
August 12, 2015	Wed	66	60	42	37	33	32	24	22	23	25	29	37	53	64	64	61	35	31	24	22	21	22	23	26	29	31	37	48	66	
August 13, 2015	Thu	70	65	41	37	37	32	25	21	19	22	23	33	57	66	64	46	31	28	21	20	21	20	21	25	24	31	35	45	64	63
August 14, 2015	Fri	67	67	59	46	44	37	31	27	34	39	56	65	63	68	67	30	25	24	22	19	20	18	19	20	23	25	31	34	56	
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August 18, 2015	Tue	65	58	36	36	31	35	27	26	24	24	28	36	60	67	69	40	30	30	21	23	22	20	17	18	22	24	23	29	46	
August 19, 2015	Wed	69	66	48	34	35	31	31	22	22	21	26	37	58	55	32	47	38	28	27	25	28	28	33	41	49	48	67	67		
August 20, 2015	Thu	67	63	41	37	34	31	20	17	20	23	28	32	49	68	70	36	27	28	21	20	21	23	26	31	34	38	52	66	62	
August 21, 2015	Fri	73	62	47	40	39	32	31	33	35	41	48	51	65	69	64	31	27	30	30	24	21	19	17	23	26	38	45	57	64	63
August 24, 2015	Mon	69	62	42	38	38	41	42	39	37	32	34	41	53	69	66	60	46	29	31	30	28	24	21	28	40	43	41	54	64	63
August 25, 2015	Tue	68	52	41	35	39	28	21	20	19	16	21	22	47	52	47	33	29	26	28	22	25	22	23	26	25	27	32	46	63	
August 26, 2015	Wed	70	64	43	36	38	26	24	20	20	23	25	27	33	53	62	47	35	29	15	23	22	22	20	24	23	26	29	30	36	50
August 27, 2015	Thu	67	64	44	35	36	29	28	17	22	21	23	30	41	49	69	34	33	29	26	26	22	22	25	23	27	31	45	64	64	
August 28, 2015	Fri	69	63	43	33	36	31	26	23	23	28	33	43	65	67	68	34	17	24	22	21	20	18	24	21	25	28	28	36	45	
August 31, 2015	Mon	70	65	37	37	34	29	25	19	22	21	22	31	44	51	66	54	37	36	24	26	19	21	19	23	26	34	43	54	69	64
September 1, 2015	Tue	65	61	47	36	35	31	21	19	20	21	23	33	45	54	66	44	37	35	26	24	21	21	20	23	23	33	38	44	60	61
September 2, 2015	Wed	70	65	45	35	33	28	22	19	17	19	21	23	32	34	43	43	34	33	26	22	18	21	21	23	27	29	39	53	69	
September 3, 2015	Thu	66	59	41	30	33	32	26	22	19	23	24	28	42	61	64	32	25	21	13	15	15	13	18	17	17	18	23	16	23	
September 4, 2015	Fri	68	58	42	35	37	34	29	28	30	37	48	54	66	66	67	28	21	18	21	18	19	19	18	19	26	49	57	65	63	68
September 7, 2015	Mon	68	63	64	66	76	73	67	67	63	61	67	67	60	63	75	66	64	66	67	69	66	66	63	72	67	65	64	71	66	61
September 8, 2015	Tue	66	60	45	40	34	34	28	22	25	27	26	35	47	63	65	34	26	23	20	14	14	18	15	17	21	20	27	31	27	35
September 9, 2015	Wed	62	57	42	32	26	16	14	13	15	17	17	20	21	27	34	64	44	28	19	20	23	32	37	40	39	33	36	49	66	
September 10, 2015	Thu	69	57	44	32	29	33	29	22	22	22	22	24	45	66	64	40	32	25	22	25	24	28	30	37	44	57	65	68	68	
September 11, 2015	Fri	71	63	45	37	33	30	27	21	19	22	24	33	47	60	65	26	25	23	19	19	19	14	15	12	22	27	29	46	65	

Day	D O W	Northbound										Southbound																			
		Morning Peak										Afternoon Peak																			
		6:00	6:15	6:30	6:45	7:00	7:15	7:45	8:00	8:30	9:00	9:15	9:30	15:30	15:45	16:00	16:15	16:30	16:45	17:00	17:15	17:45	18:00	18:15	18:30	18:45	19:00				
September 14, 2015	Mon	65	67	65	66	67	70	68	58	68	64	59	62	64	66	65	62	68	60	54	59	54	57	44	40	34	37	56	61	64	62
September 15, 2015	Tue	71	67	63	69	64	64	66	61	63	68	67	65	63	66	68	62	65	66	60	59	60	53	34	39	47	54	65	63	58	
September 16, 2015	Wed	66	68	65	71	67	62	62	66	66	68	68	67	65	66	67	67	64	61	63	59	56	45	38	32	27	33	38	46	62	63
September 17, 2015	Thu	69	68	62	63	66	66	62	51	65	67	65	67	64	67	67	54	60	64	49	43	41	36	27	23	25	33	44	63	62	
September 18, 2015	Fri	69	71	67	67	68	68	66	69	71	71	65	66	68	64	70	58	58	62	47	42	37	39	38	36	41	51	56	66	62	64
September 21, 2015	Mon	67	69	66	65	66	68	66	66	66	65	63	65	65	66	65	66	66	64	65	63	57	59	64	63	68	67	67	66		
September 22, 2015	Tue	67	65	63	69	68	65	65	59	65	66	63	62	64	67	66	67	66	65	59	63	58	64	56	44	64	61	63	67	66	65
September 23, 2015	Wed	66	63	65	60	67	65	66	48	55	67	67	62	68	59	66	67	64	63	55	68	62	54	49	46	59	63	65	65	64	61
September 24, 2015	Thu	69	70	66	66	67	64	60	59	68	66	64	63	63	64	66	61	68	66	60	57	66	63	64	65	70	64	67	70	67	
September 25, 2015	Fri	70	68	66	68	60	57	66	63	64	65	70	64	68	67	64	54	58	48	43	38	30	27	26	26	31	52	70	69	66	68
September 28, 2015	Mon	68	66	68	66	65	66	67	66	66	66	63	68	67	65	64	63	67	60	59	54	51	49	40	39	34	47	65	66	65	67
September 29, 2015	Tue	68	69	66	67	70	68	66	64	62	64	62	64	60	63	66	65	64	63	60	48	41	30	28	27	30	40	53	64	68	65
September 30, 2015	Wed	67	66	65	65	70	63	64	64	66	63	66	63	66	63	68	69	68	64	51	49	39	35	29	23	16	14	22	47	65	

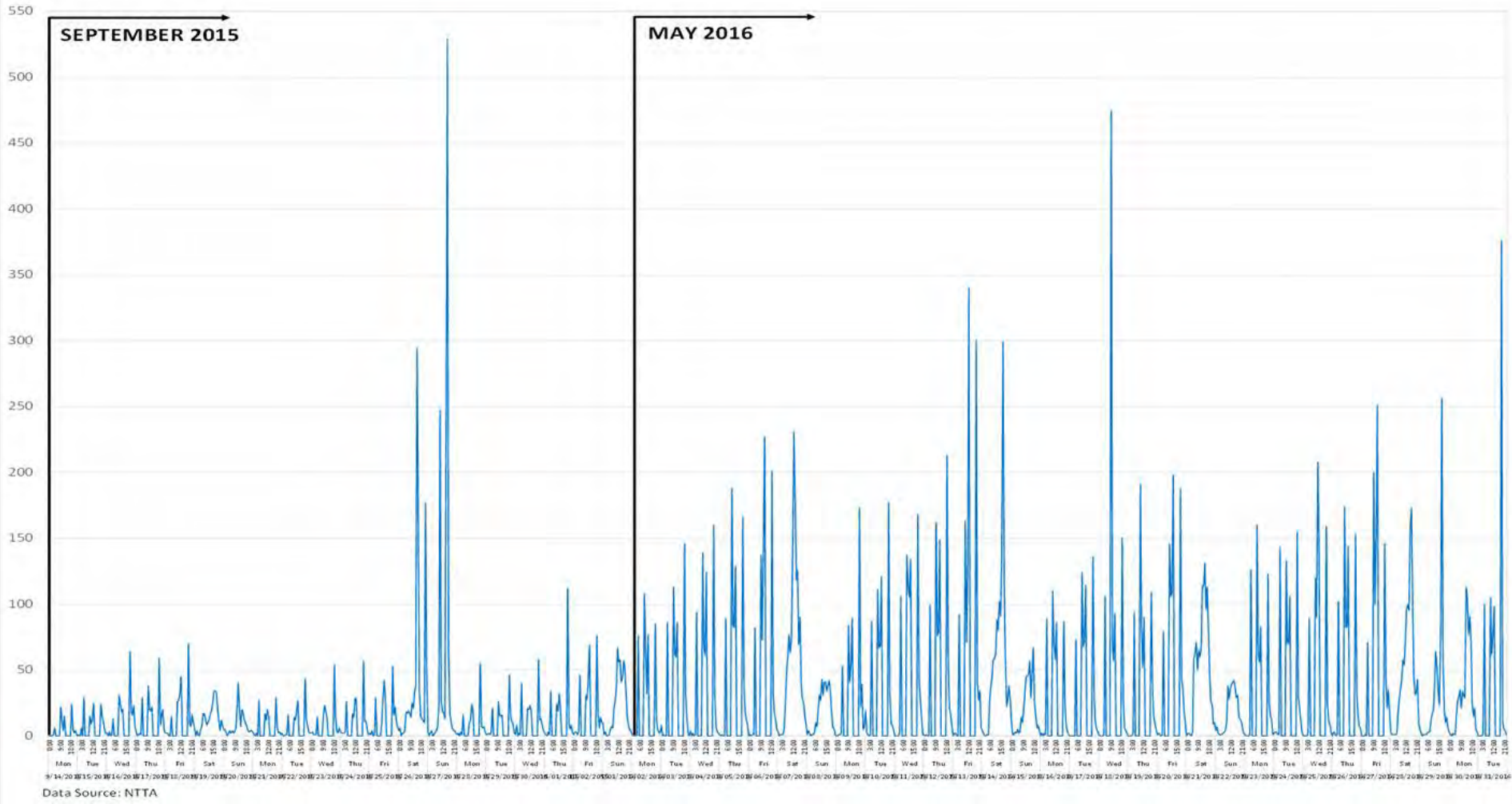
Day	D O W	Northbound										Southbound																			
		Morning Peak										Afternoon Peak																			
		6:00	6:15	6:30	6:45	7:00	7:15	7:45	8:00	8:30	9:00	9:15	9:30	15:30	15:45	16:00	16:15	16:30	16:45	17:00	17:15	17:45	18:00	18:15	18:30	18:45	19:00				
October 1, 2015	Thu	63	69	70	70	67	63	63	63	64	68	63	66	64	65	49	62	66	62	56	47	33	33	24	17	16	20	24	33	60	67
October 2, 2015	Fri	68	66	66	61	67	65	56	54	60	67	68	56	63	61	63	43	42	48	36	33	27	28	22	24	25	23	26	30	52	64
October 5, 2015	Mon	69	66	64	63	69	62	61	60	61	68	64	67	64	70	66	67	64	61	60	52	56	55	57	63	66	63	66	65	65	
October 6, 2015	Tue	72	67	62	70	67	64	65	55	62	64	66	64	64	67	64	66	66	67	46	46	31	39	43	43	47	62	65	63	66	64
October 7, 2015	Wed	67	67	67	68	67	60	46	44	48	53	55	55	63	64	69	66	62	64	52	49										

# AM, Northbound

# PM, Southbound



# Total Lane Violations by Hour at Belt Line Road Toll Plaza



# Lessons Learned

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- The Peak-Hour Lane increased traffic volume through the bottleneck portion of SH 161 between the two segments of President George Bush Turnpike
- Faster speeds were observed after the opening of the lane, but as volume increased, speeds normalized
- Violations (driving in lane while closed) occurred frequently
  - Most frequently within approximately 30 minutes of opening/closing lane and on weekends
  - Enforcement v. safety was a major issue for first responders

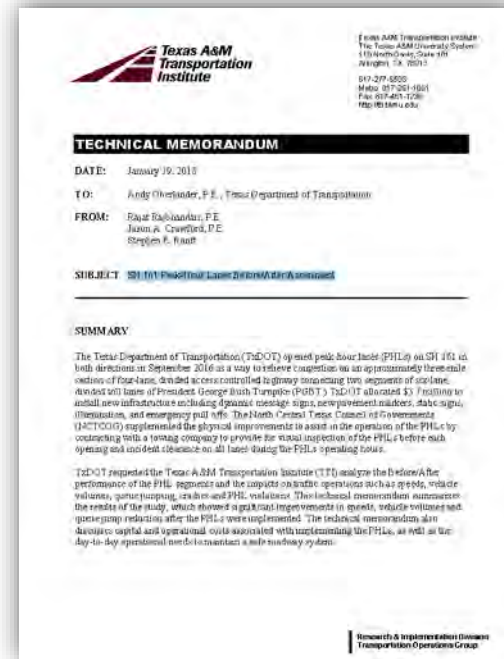
# Next Steps

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- Lane will open all hours once TxDOT construction on ultimate section commences December 2018
- Extend contract with URT Texas to continue Peak-Hour Lane operations through December 2018
- Analyze performance data collected by towing agency
- Investigate areas of further application of Peak-Hour Lane strategies (e.g. US 75, SH 121)

# TTI Report: SH 161 Peak-Hour Lanes Before/After Assessment

The complete TTI report is available by contacting Clifton Hall at [chall@nctcog.org](mailto:chall@nctcog.org) or Jason Crawford, P.E., at TTI [j-crawford@tti.tamu.edu](mailto:j-crawford@tti.tamu.edu).



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# **Performance Measure Target Setting**

## **Surface Transportation Technical Committee**

**Dan Lamers, P.E.**  
**July 27, 2018**



**North Central Texas  
Council of Governments**





# Federally Required Measures

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## **Performance Measure #1 (Safety)**

- Number of Fatalities
- Rate of Fatalities
- Number of Serious Injuries
- Rate of Serious Injuries
- Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries

## **Performance Measure #2 (Pavement and Bridge)**

- Percentage of Pavement of the Interstate System in Good Condition
- Percentage of Pavement of the Interstate System in Poor Condition
- Percentage of Pavement of Non-Interstate System in Good Condition
- Percentage of Pavement of Non-Interstate System in Poor Condition
- Percentage of Bridges Classified as in Good Condition
- Percentage of Bridges Classified as in Poor Condition

# Federally Required Measures

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## **Performance Measure #3 (System Performance/Freight/CMAQ)**

- Percentage of Person-Miles Traveled on the Interstate System that are Reliable
- Percentage of Person-Miles Traveled on the Non-Interstate System that are Reliable
- Truck Travel Time Reliability Index
- Annual Hours of Peak-Hour Excessive Delay per Capita
- Percentage of Trips that are not Single Occupant Vehicles (Non-SOV)
- Total Emission Reductions

# Federally Required Measures

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## **Transit Asset Management (TAM)**

- Percentage of Non-Revenue, Support-Service, and Maintenance Vehicles that have either Met or Exceeded their Useful Life Benchmark
- Percentage of Revenue Vehicles within a Particular Asset Class that have either Met or Exceeded their Useful Life Benchmark
- Percentage of Track Segments with Performance Restrictions
- Percentage of Facilities within a Particular Asset Class that are Rated Below Condition 3 on the TERM Scale

# Requirements

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## Target Setting

- State → MPO (PM1, PM2, PM3)
- Transit Provider → MPO → State (TAM)

## Data Analysis and Measure Calculation (Reporting Period)

## Reporting Deadline

# Relevant Dates

Complete	Rulemaking	MPO Target Setting Deadline	Reporting Period	Reporting Schedule
	PM1 (Safety)	2/27/2018	Annually	Annually
	PM2 (Pavement and Bridge)	11/15/2018	Four-year Performance Periods (starting 2018-2022)	Biannually (beginning, middle, and end of performance periods)
	PM3 (System Performance)	11/15/2018	Four-year Performance Periods (starting 2018-2022)	Biannually (beginning, middle, and end of performance periods)
	Transit Asset Management	12/27/2017	Annually	Annually

# Regional Approach

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## **Implement Required Federal Measures**

(National performance)

## **Implement Additional Regional Measures**

(Tell our story)

## **Reporting**

- Metropolitan Transportation Plan (as adopted)
- Transportation Improvement Program (as adopted)
- State of the Region Report (annually)

# Schedule

July 27	STTC Information Item - Performance Measures and Targets
August 9	RTC Information Item - Performance Measures and Targets
<b>August 24</b>	<b>STTC Workshop - Performance Measures and Targets</b>
September 13	RTC Information Item (Optional)
September 28	STTC Information Item - Draft Targets
October 11	RTC Information Item - Draft Targets
<b>October 26</b>	<b>STTC Action Item - Recommend Approval of Final Targets</b>
November 8	RTC Action Item - Approval of Final Targets
<i>November 15</i>	<i>Deadline for Targets</i>



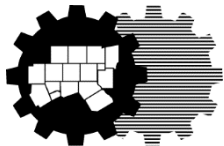
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# Freight Safety Awareness Initiative

**Surface Transportation Technical Committee**  
**July 27, 2018**



**Jeff Hathcock, Principal Transportation Planner**  
**NCTCOG Transportation Department**



# FREIGHT SAFETY AWARENESS INITIATIVE

The Freight Safety Awareness Initiative will help create awareness for safe driving habits near large freight vehicles on the highway and at railroad crossings.

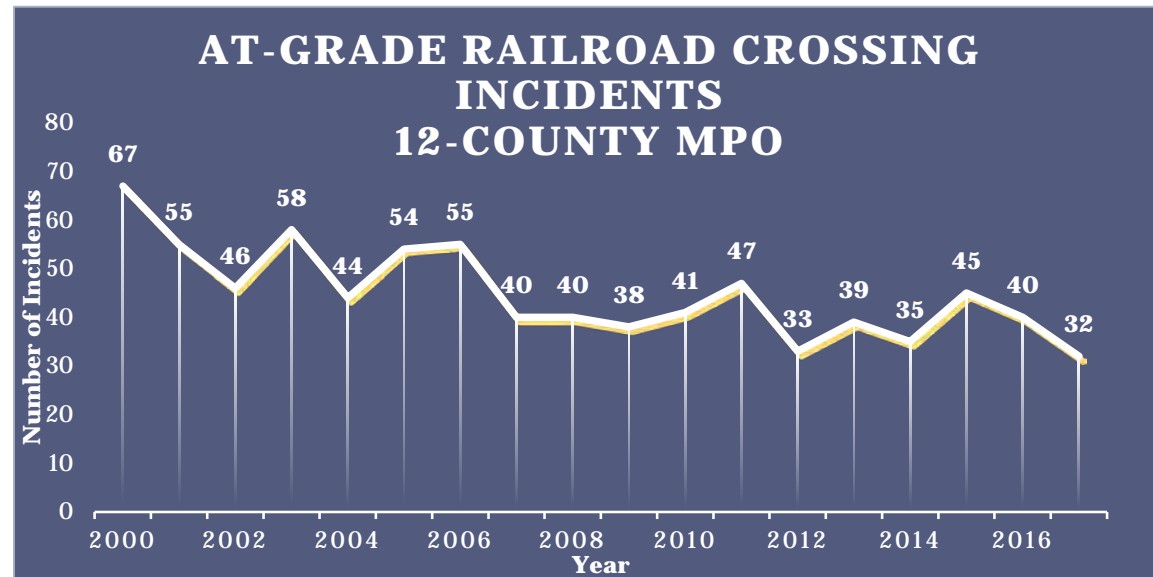


# SAFETY

**Truck Safety** – There have been an average of 151 truck crashes per month over the last 5 years.

CMV Crashes on Limited Access Facilities		
Year	Yearly Crashes	Monthly Average
2012	1,318	110
2013	1,413	118
2014	1,617	135
2015	2,299	192
2016	2,413	201

**Rail Safety** – There were 32 crossing incidents in 2017.



# GOALS

To create a safer environment for freight and passenger movements through physical improvements and safety awareness initiatives

**Truck Safety** – To reduce freight-related crashes by 10 percent over the next 2 years by informing the public about driving conditions and safe driving practices around heavy-duty freight vehicles

**Rail Safety** – To reduce rail crossing and trespassing incidents by 10 percent over the next 2 years by informing the public about safe rail crossing habits and practices



# TARGET AUDIENCE

**General Public** – Increase awareness about truck limitations with regard to:

- Stopping distance and sight line availability
- Strategies and simple adjustments for driving near large trucks
- The importance of freight and its role in our daily lives

The initiative will also help increase awareness about safe mobility practices at rail crossings and Quiet Zones, and the importance of not trespassing on railroad land.

**Truck Drivers** – The initiative also aims to educate truck drivers about truck lane restriction locations and safety benefits to increase awareness on the roadways. Information about air quality and mobility benefits will also be present in this initiative.

# OUTREACH

Outreach will be conducted through the following:

- Fact Sheets
- Social Media
- Search Engine Optimization
- Billboards
- Radio
- Website Information



# WEBPAGE

The Webpage is [www.freightntx.org](http://www.freightntx.org)

## Freight Safety

Regional transportation safety initiatives are developed to create a safer environment for bicyclists and pedestrians, commuters, first responders, commercial motor vehicle operators and anyone else traveling from one place to another on our roadways. North Central Texas has an enormous volume of freight being transported every day, by semi- trucks and other Commercial Motor Vehicles. If you own it, a truck probably brought it.

As the population grows and freight traffic increases to supply the growing demand of consumer product deliveries, the potential for roadway incidents between automobiles and Commercial Motor Vehicles escalates. Many drivers do not realize that these vehicles have "blind spots" where the driver has no view of passing vehicles. They are difficult to maneuver and the length of time needed to stop is about 40% greater than cars.

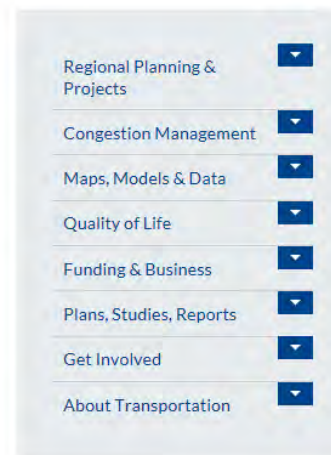
Source [TheTruckersReport.com](http://TheTruckersReport.com)



About every 3 hours, a person or vehicle is hit by a train.



Operation Lifesaver is working to change people's behavior around railroad tracks and crossings with the national public awareness campaign, **See Tracks? Think Train!**





# QUESTIONS

Initiative

Safety

Goal

Target Audiences

Outreach

Webpage

**Questions**

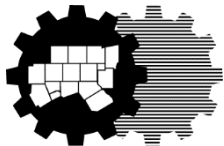
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# Regional Truck Parking Study

**Surface Transportation Technical Committee**  
**July 27, 2018**



**Jeff Hathcock, Principal Transportation Planner**  
**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

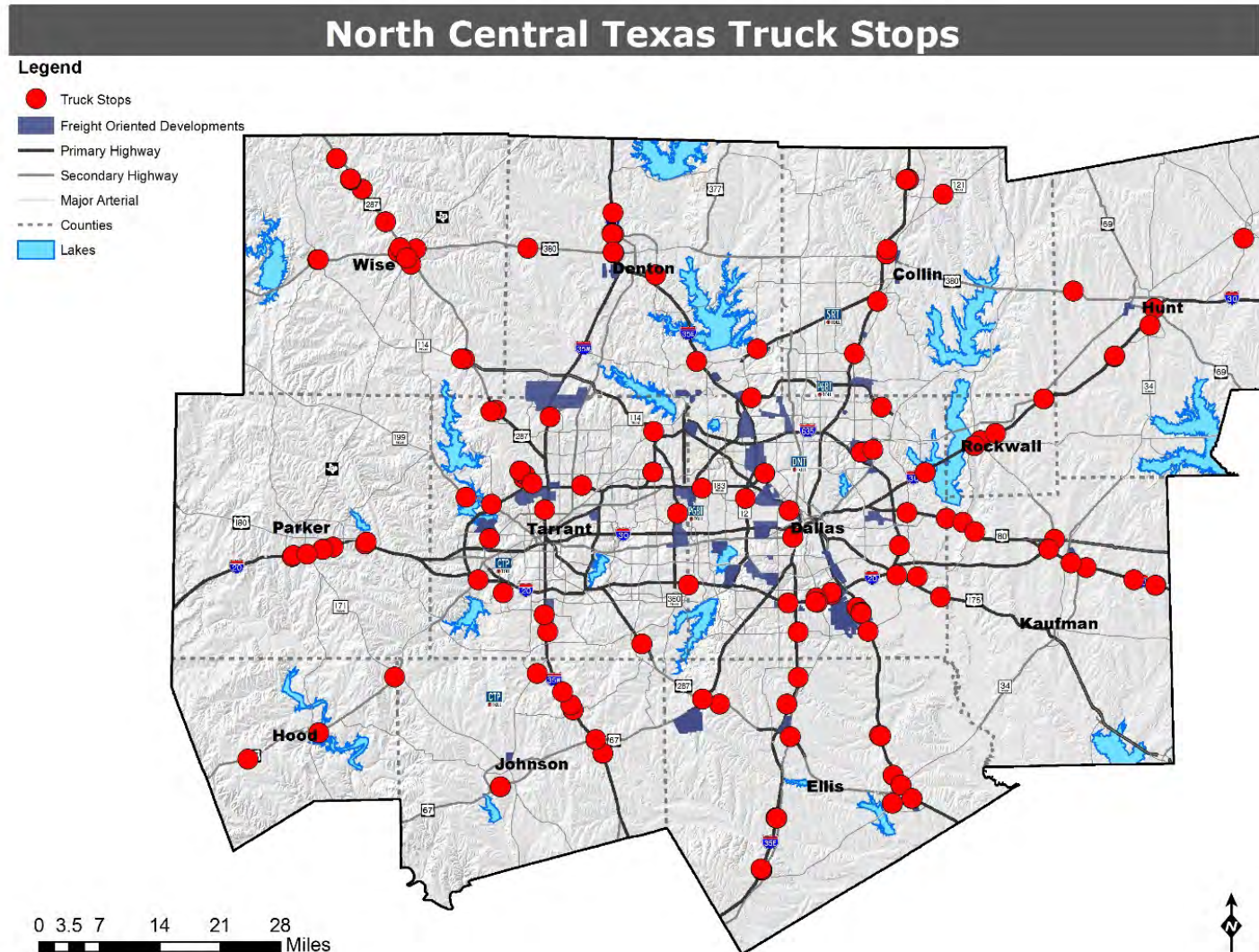
**Hours of Service** – Federal rules on Hours of Service

**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



# 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





# 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.

# 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**

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# Clean Air Action Day Recognition

Surface Transportation Technical Committee

Whitney Vandiver, Communications Supervisor  
July 27, 2018

# What is Air North Texas?

- A public awareness campaign that encourages residents of North Texas to make clean air choices
- Composed of a coalition of regional organizations committed to improving the air in North Texas
- Aims to generate a consistent region-wide brand that promotes behavioral and lifestyle changes that impacts our health and the environment



# Clean Air Action Day 2018

1,029 North Texans logged actions.

Top actions:

- Take lunch to work
- Vehicle maintenance
- Drive efficiently
- Combine trips
- Reduce idling



# STTC Clean Air Action Day Recognition

Air North Texas partner organizations held Clean Air Action Day challenges

July 12, 2018 - RTC approved Transportation Development Credits for top participating organizations

Top participants:

- City of Cedar Hill
- City of Denton
- City of Dallas



# Air North Texas Partners



Brookhaven College  
DALLAS COUNTY COMMUNITY COLLEGE DISTRICT



American Lung Association – DFW Region  
 Brookhaven College  
 City of Anna  
 City of Arlington  
 City of Bedford  
 City of Cedar Hill  
 City of Dallas  
 City of Denton  
 City of Fort Worth  
 City of Grand Prairie  
 City of Grapevine  
 City of Kennedale  
 City of Mesquite  
 City of North Richland Hills  
 City of Plano  
 City of Richardson  
 Cedar Valley College  
 DART  
 DCTA  
 DFW Airport  
 Health and Wellness Alliance for Children  
 Hood County  
 Insta-brite Technologies  
 NCTCOG  
 The North Texas Commission  
 Dallas County  
 Parker County  
 Tarrant County  
 Trinity Metro  
 TxDOT – Dallas  
 TxDOT – Fort Worth  
 U.S. Green Building Council – North Texas Chapter  
 University of North Texas Health Science Center  
 University of Texas at Arlington  
 UT Southwestern

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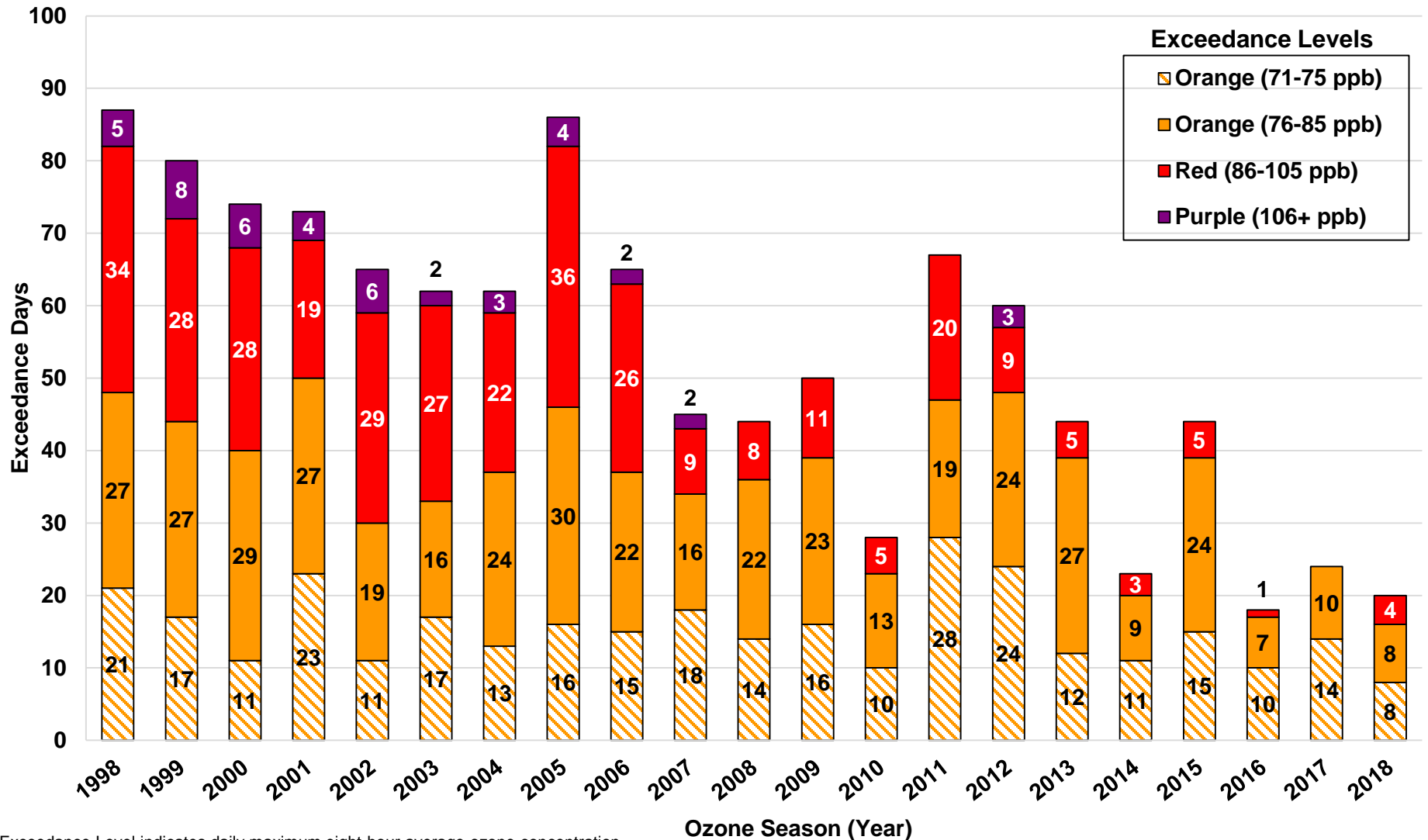
Whitney Vandiver  
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[www.airnorthtexas.org](http://www.airnorthtexas.org)

# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on  $\leq 70$  ppb (As of July 26, 2018)

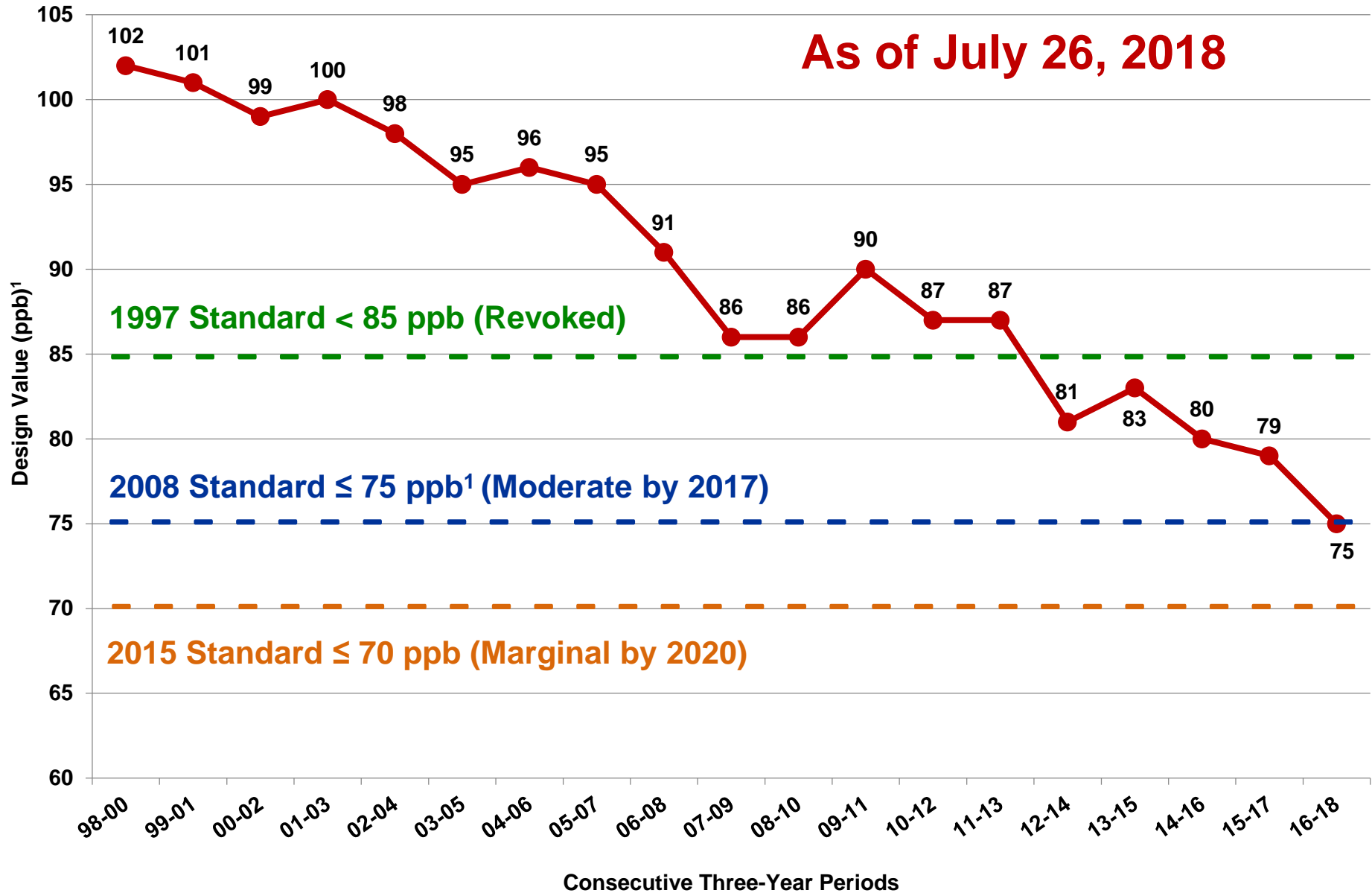


Exceedance Level indicates daily maximum eight-hour average ozone concentration. Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

 = Additional level orange exceedance days under the revised standard that were not exceedances under the previous 75 ppb standard. (AQI level orange = 71-75 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



<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 75 parts per billion (ppb).

# CONTACTS

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**<http://www.nctcog.org/trans/quality/air/ozone>**

**<https://www.airnorthtexas.org>**

