FY 2023-2026 MANAGEMENT AND OPERATIONS (M&O), REGIONAL/AIR QUALITY, AND SAFETY FUNDING PROGRAM – FY 2023 FUNDING

Surface Transportation Technical Committee

December 3, 2021

North Central Texas Council of Governments

Transportation Department

BACKGROUND

- In 2019, the Surface Transportation Technical Committee (STTC) and Regional Transportation Council (RTC) extended existing and funded new Air Quality and Management and Operations projects/programs for Fiscal Years (FY) 2020-2022
- Some projects/programs do not have sufficient existing revenues to continue without interruption through FY 2023, so additional funding is needed sooner than the entire M&O program is ready.
- Staff is proposing to split approval of the 2023-2026 M&O program into two phases. Phase 1 will cover funding needed for FY 2023 only, and Phase 2 will request funding for FY 2024-2026.

PROPOSED PROJECTS FOR FY 2023 FUNDING

Project/Program	Proposed Funding	Pass Through vs. Staff Time
Region-Wide Employer Trip Reduction Program	$733,000 (STBG)	Staff Time/Pass Through
Regional Aviation Program	$240,000 (RTC Local)	Staff Time
Air Quality Public Education and Outreach Program	$440,000 (CMAQ and STBG)	Staff Time
Regional Air Quality Initiatives	$1,086,000 (STBG)	Staff Time
Land Use/Transportation and Bike/Pedestrian Initiatives	$1,250,000 (STBG)	Staff Time/Pass Through
Auto Occupancy Detection and Verification Implementation Program	$646,400 (STBG)	Staff Time/Pass Through
Total Proposed Funding	**$4,395,400** ~~**$3,749,000**~~	

NEXT STEPS

- Take the interim 2023 funding proposals to the public and RTC for consideration
- Finalize the amounts of funding to be requested for 2024-2026, along with the specific list of projects and programs to be recommended
- Bring back the 2024-2026 list to the public and committees for review and approval

REQUESTED ACTION

- Recommend RTC approval of:
  - The proposed FY 2023 funding for the 2023-2026 M&O, Regional/Air Quality, and Safety Program
  - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and amending other planning/administrative documents to incorporate these changes.

QUESTIONS?

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2021 INCIDENT MANAGEMENT FREEWAY BLOCKING EQUIPMENT CALL FOR PROJECTS RECOMMENDATIONS

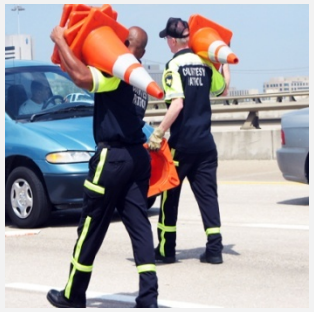
Surface Transportation Technical Committee

Camille Fountain

December 3, 2021

DRIVE AWARE north texas

North Central Texas Council of Governments



2021 Incident Management Freeway Blocking Equipment Call for Projects Overview

In August 2021, the Regional Transportation Council approved $1M in Regional Toll Revenue (RTR) funds to implement the 2021 Incident Management (IM) Freeway Blocking Equipment Call for Projects

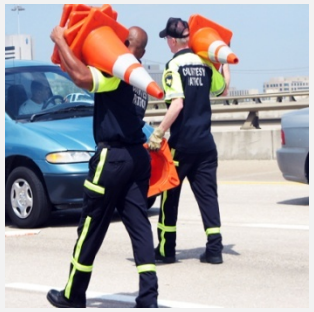
- Based on local government interest resulting from the 2020 IM Freeway Blocking Equipment Pilot Project Initiative

Purpose: Assist partner agencies in purchasing scene management blocking equipment to provide protection to incident responders responding to traffic crashes

Supports: Current incident management training recommendation to use best practices equipment and technology

Emphasizes: Importance of implementing incident management strategies and training

Improves regional roadway safety for responders and drivers



Eligible Recipients and Activities

Eligible Recipients

- Public sector partner agencies within the North Central Texas Council of Governments (NCTCOG) 12-County Metropolitan Planning Area actively involved in incident management

Eligible Counties

- Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, Wise

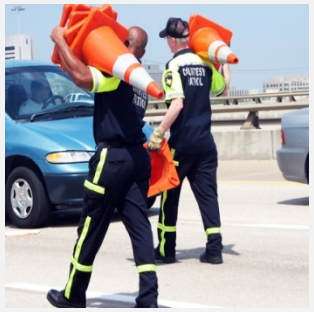
Eligible Activities

- Purchase of scene management blocking equipment to provide protection to incident responders responding to traffic crashes, while reducing the need for additional fire truck emergency strobe lighting
  - ➢ Examples include: Crash attenuators, crash barriers, crash cushions, etc.

Ineligible Activities

- Personnel and staffing charges
- Fire trucks/engines
- Non-attenuator vehicles

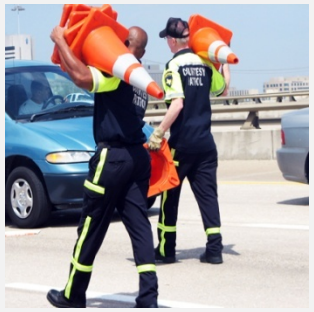
*__ANY__ project-related purchases or procurement activities completed __BEFORE__ an Agreement between the awarded agency and TxDOT has been executed and/or a Notice to Proceed has been issued will be ineligible for payment under this Call for Projects effort.



Eligible Recipients and Activities *(Cont.)*

Eligible Crash Attenuator Equipment Examples

- Crash Attenuator Trucks
- Crash Attenuator Trailers
- Crash Attenuator that attach ‘to’ another vehicle



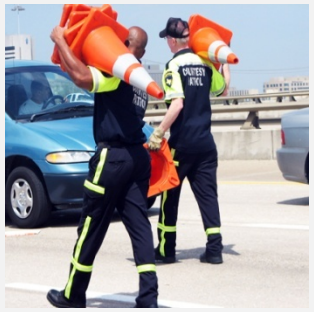
Eligible Recipients and Activities *(Cont.)*

Eligible Blocking Equipment Recommendations

- Blocking equipment should minimize the need for a fire apparatus on-scene *solely* for the purpose of blocking

Eligible Blocking Equipment Recommendation Benefits

- Removes the possibility of a fire apparatus being struck
- Minimizes additional lighting on-scene
  - Lighting can be distracting to motorists
  - Lighting can attract intoxicated motorists ‘to’ a scene vs. ‘away from’
- Blocking equipment placed on ‘non-fire truck’ vehicles scored higher than equipment placed on fire trucks when ranking projects



Funding Availability and Submitted Projects

$1 million in Regional Toll Revenue Funds approved by the Regional Transportation Council

- **Twenty percent Local Match requirement**

Total applications and funding requests received: 16 applicants (17 projects) - $2,596,025

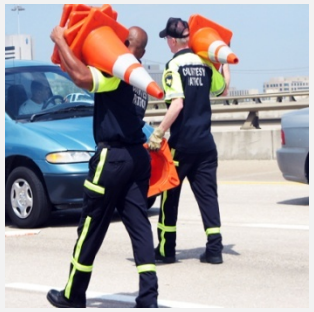
Applications and funding received (East): 12 projects - **$2,116,513**

Applications and funding received (West): 5 projects - **$479,512**

Ineligible Projects

Ineligible projects received (East): 3 projects - $415,520

Ineligible projects received (West): 1 project - $200,000

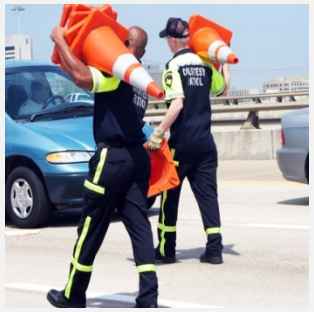


Eastern Sub-Region Applications

1. City of Cedar Hill Fire – 1 project
2. City of Coppell Fire – 1 project
3. City of Dallas – Office of Government Affairs – 2 projects *(1 ineligible)*
4. City of Dallas Police – 1 project *(Ineligible)*
5. City of Denton Fire – 1 project
6. City of Frisco Fire – 1 project
7. City of Garland Fire – 1 project
8. City of Irving Fire – 1 project *(Ineligible)*
9. City of Lancaster Fire – 1 project
10. City of Rowlett Fire – 1 project
11. City of Terrell Emergency Management – 1 project

Ineligible Projects Submitted

- City of Dallas Government Affairs: Truck with Message Board – $55,000
- City of Dallas Police: Truck with Arrowboard & Plow attachment – $275,000
- City of Irving Fire: Arrowboards – $81,886

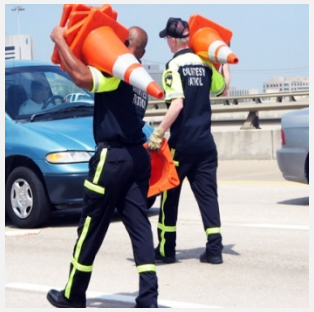


Western Sub-Region Applications

1. City of Burleson Fire – 1 Project
2. City of Euless Police – 1 Project
3. City of Fort Worth Police – 1 Project *(Ineligible)*
4. City of Grapevine Fire – 1 Project
5. City of North Richland Hills Fire – 1 Project

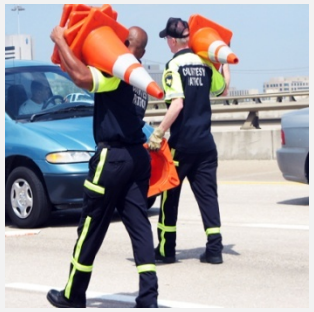
Ineligible Projects Submitted

- City of Fort Worth Police: All in one TIM Vehicle - $200,000



Scoring Criteria

Scoring Component	Available Points
TIM Training Attendance – NCTCOG or In-house Training (Since August 2013), TIM Self-Assessment Participation	20
Crash Data in Jurisdiction (2016 - 2020)	10
Adoption of Incident Management Resolution	10
Incident Management Goals/Targets in Place	5
Adoption/Implementation of Regional Performance Measure Standard Definitions	5
Explanation of how equipment will be used to provide protection to First Responders (Specify if the equipment will be mounted to vehicles other than fire apparatus) – *15 points for innovativeness (Non-fire truck vehicle deployment)*	50
Total Score	**100**



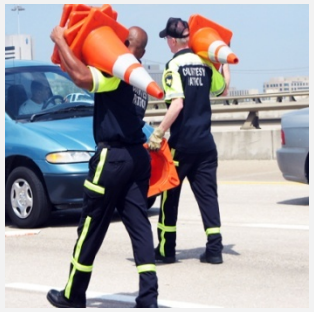
Project Rankings
Projects Recommended for Funding – Scored Above '70'

Minimum Project Score Considered for Project Funding is 70.

	City/Agency Name	Total Project Cost	Approved Project Cost (80%)	Equipment Requested	Quantity Requested	Project Score
	PROJECTS RECOMMENDED FOR FUNDING - SCORE '70' OR ABOVE					
1	City of Frisco Fire *(East)*	$153,580	$122,864	Crash Attenuator Truck	1	94
2	City of Coppell Fire *(East)*	$112,334	$89,867	Highway Safety Attenuator/Arrowboard Combo	1	93
3	City of Dallas (Government Affairs) *(East)*	$375,000	$300,000	Scorpion/Truck Combo	3	92
4	City of Terrell Emergency Management *(East)*	$127,295	$101,836	Truck Mounted Attenuator (all-in-one)	1	88
5	City of North Richland Hills Fire *(West)*	$136,441	$109,153	Truck Mounted Attenuator (all-in-one)	1	87
6	City of Lancaster Fire *(East)*	$112,217	$89,774	Attenuator Truck	1	86
7	City of Euless Police *(West)*	$57,814	$46,251	Truck Mounted Crash Attenuator	1	80
8	City of Denton Fire (East)	$200,000	$160,000	Public Safety Blocker Unit (Truck/Attenuator)	1	73
9	City of Garland Fire *(East)*	$450,000	$360,000	Scorpion Attenuator	3	71
10	City of Grapevine Fire *(West)*	$40,292	$32,234	Scorpion II Model C	1	71
	Total	$1,764,973	$1,411,979			

Projects not recommended for funding - received a project score below 70

- City of Cedar Hill Fire: Scorpion II, TL-3 Towable Attenuator - $60,000
- City of Burleson Fire: Scorpion II Model C, TL-3 Truck Mounted Attenuator - $44,965
- City of Rowlett Fire: Scorpion II, TL-3 Attenuator - $110,567



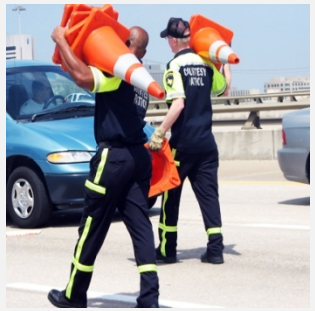
2021 IM Freeway Blocking Equipment CFP Recommendations

Staff recommends increasing available funding amount from $1 million to $1,411,979 in Regional Toll Revenue Funds

Total recommended funding (80% total): $1,411,979

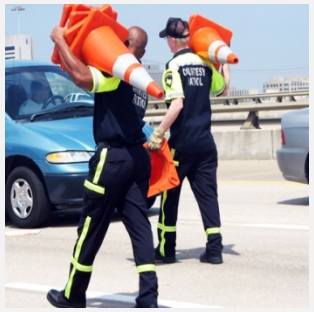
- Funding recommended (East): $1,224,341
- Funding recommended (West): $ 187,638

Based on funding inquiries received after the CFP closed, staff may consider issuing a new Call For Projects in the future.



Schedule

Date	Action
~~July 23, 2021~~	~~Regional Safety Advisory Committee (Info) – IM Freeway Blocking Equipment CFP Notice~~
~~August 12, 2021~~	~~RTC (Action) – Request RTR Funds to Conduct CFP~~
~~August 27, 2021~~	~~STTC (Action) – Endorsement of RTC Action~~
~~September 3, 2021~~	~~Open Call for Projects (60 days)~~
~~September 13, 2021~~	~~IM Blocking Equipment CFP Forum~~
~~November 1, 2021~~	~~Close Call for Projects~~
~~Nov. 2 – Nov. 16, 2021~~	~~Evaluate Submitted Proposals~~
December 3, 2021	**STTC (Action) – Approval of Selected Projects**
December 13, 2021	Public Comment Period Begins
January 13, 2022	RTC (Action) – Approval of Selected Projects
January 28, 2022	TIP Mods Due
Late June/Early July 2022	Federal/State STIP Approval
July 2022	TTC Approval
Fall/Winter 2022	Agencies Execute Agreement with TxDOT
30 Days after executed agreement and/or 30 Days prior to FY noted in agreement	TxDOT Sends RTR Funding to City/Implementing Agency
Winter 2022	Agencies Purchase Blocking Equipment

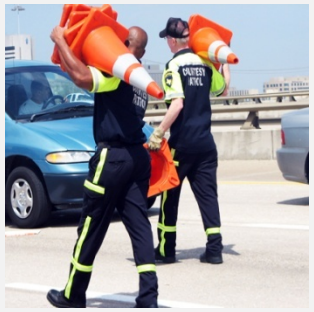


Requested Action

Recommend RTC Approval to:

Approve allocation of an additional $411,979 in Regional Toll Revenue funding for a total of $1,411,979 to fund the Incident Management Freeway Blocking Equipment Call for Projects

Approve the Project Recommendations for the 2021 Incident Management Freeway Blocking Equipment Call for Projects



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Freight Safety Awareness Initiative

Surface Transportation Technical Committee Meeting
December 3, 2021

Morgan Tavallaee, Transportation Planner
NCTCOG Transportation Department

FREIGHT NORTH TEXAS

FREIGHT SAFETY AWARENESS INITIATIVE

In 2018, staff held the first Freight Safety Awareness campaign.

The second Freight Safety Awareness Initiative began in May and ran through September. This initiative helps create awareness for safe driving habits near large freight vehicles on the highway and at railroad crossings.

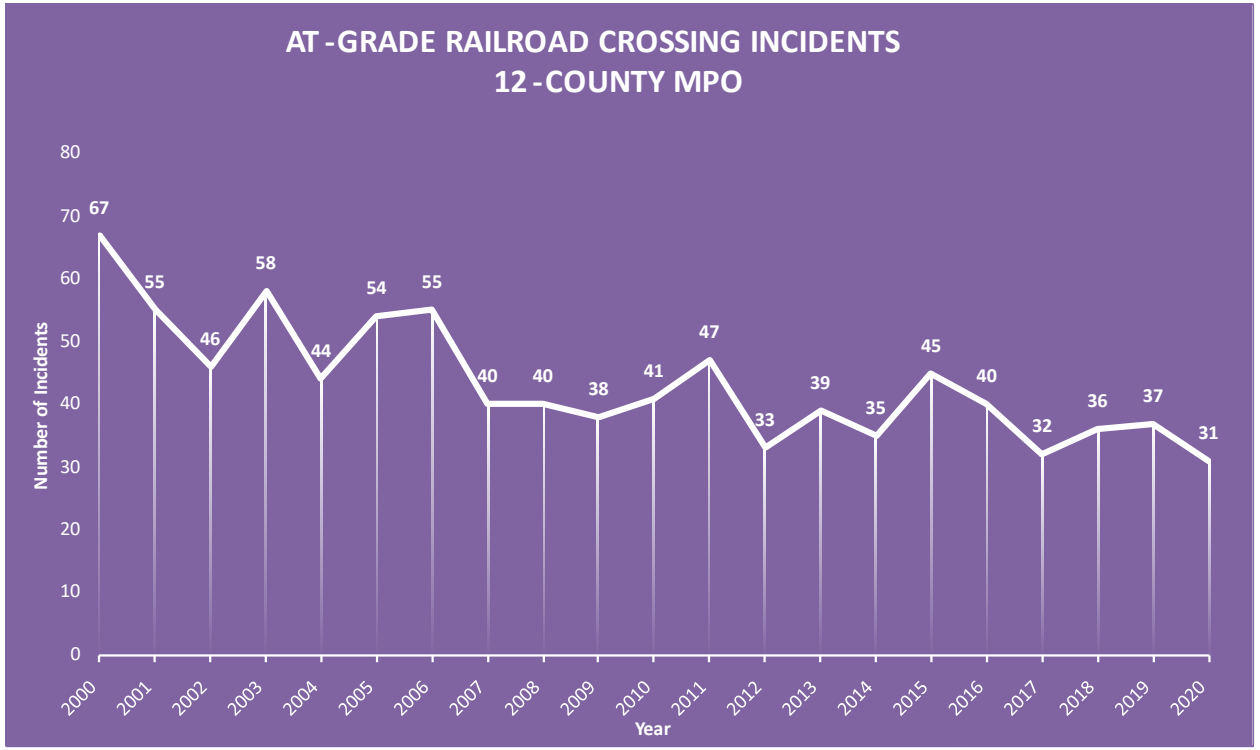
Imagery provided by NCTCOG

SAFETY

Truck Safety – There have been an average of 289 truck crashes per month over the last 5 years.

CMV Crashes on Limited Access Facilities		
Year	Yearly	Monthly Average
2016	3,310	276
2017	3,316	276
2018	3,279	273
2019	2,996	250
2020	4,433	369

Rail Safety – There were 31 crossing incidents in 2020.



GOALS

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

To merge two campaigns (Safe Driving Campaign and Operation Lifesaver) into one larger Freight North Texas marketing campaign.

Truck Safety – To reduce freight-related accidents and inform the public about safe driving practices near large commercial motor vehicles.

Rail Safety – To reduce rail crossing and trespassing incidents by informing the public about safe rail crossing habits and practices.

Imagery provided by NCTCOG

TARGET AUDIENCE

General Public – Increased 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 increase awareness about safe mobility practices at rail crossings and Quiet Zones, and the importance of not trespassing on railroad land.

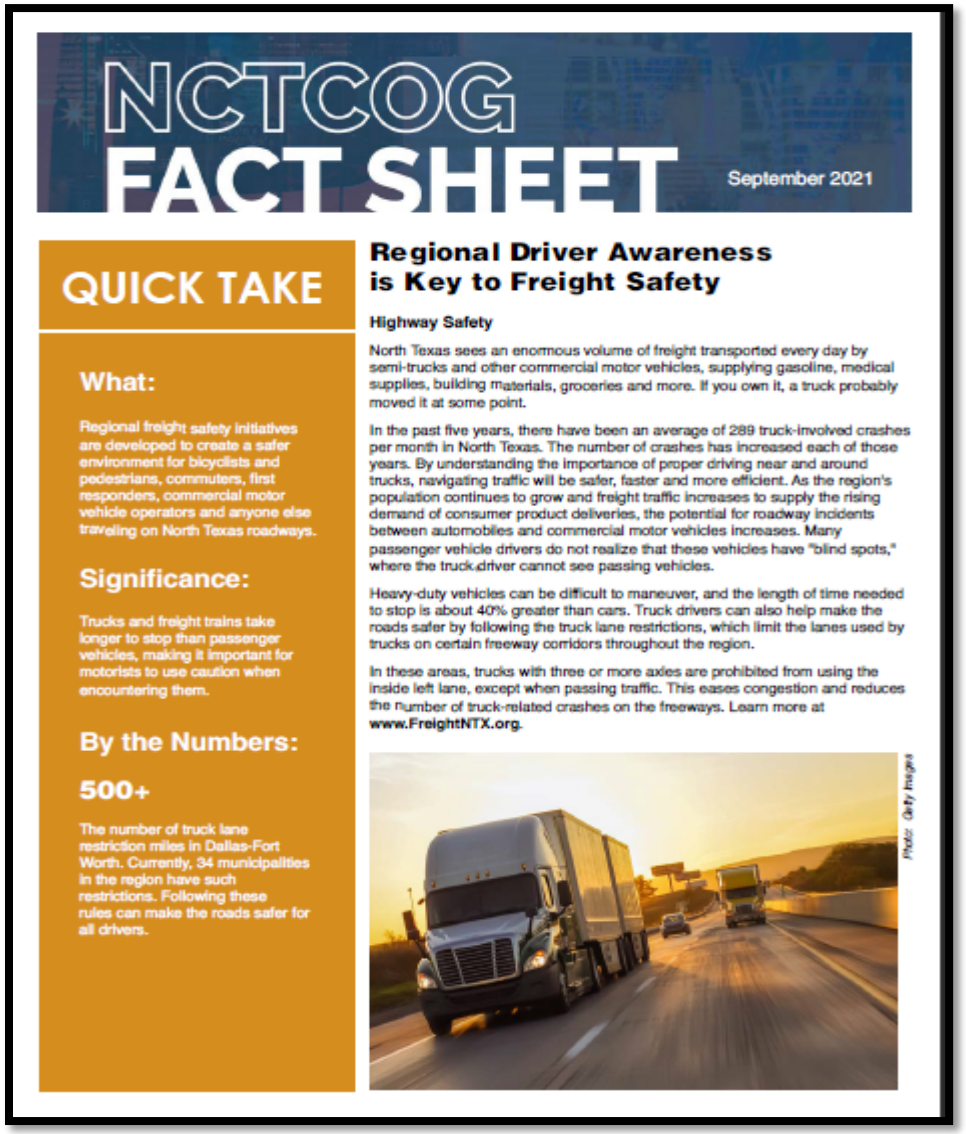
COVID-19 Messaging – This year, due to the pandemic, we plan on stressing the importance of truck drivers, especially during lockdowns, and the significance of keeping goods moving.

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 elements of this initiative.

OUTREACH

Outreach will be conducted through:

- Fact Sheets
- Social Media
- Search Engine Optimization
- Billboards
- Radio
- ***Podcasts***
- Website



NCTCOG FACT SHEET

September 2021

QUICK TAKE

What:

Regional freight safety initiatives are developed to create a safer environment for bicyclists and pedestrians, commuters, first responders, commercial motor vehicle operators and anyone else traveling on North Texas roadways.

Significance:

Trucks and freight trains take longer to stop than passenger vehicles, making it important for motorists to use caution when encountering them.

By the Numbers:

500+

The number of truck lane restriction miles in Dallas-Fort Worth. Currently, 34 municipalities in the region have such restrictions. Following these rules can make the roads safer for all drivers.

Regional Driver Awareness is Key to Freight Safety

Highway Safety

North Texas sees an enormous volume of freight transported every day by semi-trucks and other commercial motor vehicles, supplying gasoline, medical supplies, building materials, groceries and more. If you own it, a truck probably moved it at some point.

In the past five years, there have been an average of 289 truck-involved crashes per month in North Texas. The number of crashes has increased each of those years. By understanding the importance of proper driving near and around trucks, navigating traffic will be safer, faster and more efficient. As the region's population continues to grow and freight traffic increases to supply the rising demand of consumer product deliveries, the potential for roadway incidents between automobiles and commercial motor vehicles increases. Many passenger vehicle drivers do not realize that these vehicles have "blind spots," where the truck driver cannot see passing vehicles.

Heavy-duty vehicles can be difficult to maneuver, and the length of time needed to stop is about 40% greater than cars. Truck drivers can also help make the roads safer by following the truck lane restrictions, which limit the lanes used by trucks on certain freeway corridors throughout the region.

In these areas, trucks with three or more axles are prohibited from using the inside left lane, except when passing traffic. This eases congestion and reduces the number of truck-related crashes on the freeways. Learn more at **www.FreightNTX.org**.

Photo: Getty Images

RESULTS FROM INITIATIVE

Billboard Placement

9 Total Billboards

- IH 45 near the UPRR facility
- DFW Airport off IH 635 & SH 114
- South Dallas off IH 35
- Alliance Airport area off IH 35W (Fort Worth)
- Southwest FOD off IH 30/SH 360 (Arlington/Grand Prairie)
- Off IH 635 and Shiloh Road
- IH 820 area north of downtown Fort Worth
- Off IH 20 - Duncanville/DeSoto area
- North of downtown Dallas off IH 30 & IH 635

Imagery provided by NCTCOG

Total weekly impressions: 2,752,615

Total estimated monthly impressions, including added value billboards: 12,731,412

Total Campaign Impressions: 34,752,332

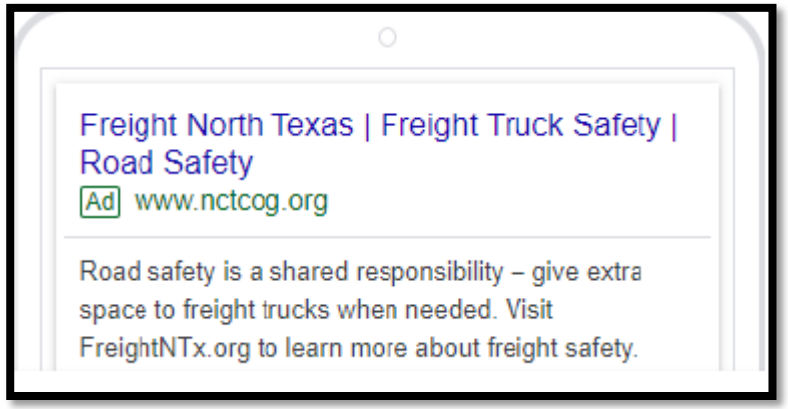
RESULTS FROM INITIATIVE

Facebook Results

- Total Clicks: 2,213
- Total Impressions: 863,689

Google Results

- Total Clicks: 1,099
- Total Impressions: 26,674



Imagery provided by NCTCOG

Imagery provided by NCTCOG

RESULTS FROM INITIATIVE

Audacy (Radio) Ads Stations:

- KRLD AM & KLUV: Traffic Report with Online Ad
- KRLD FM: Sports Updates with Online Ad
- KJKK & KVIL: Music Content with Online Ad
- KJKK FM, KRLD AM & KRLD FM Traditional Radio

Total Commercials: 2,987
Total Streaming Impressions: 335,000
Total Campaign Impressions: 15,369,900
All ads were produced at 15 seconds long and ran for 18 consecutive weeks
There were 4 ads in rotation

Spotify
Total Clicks: 580
Total Impressions: 218,438

Imagery provided by NCTCOG

WEBPAGE

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*: **Federal Motor Carrier Safety Administration**

Stop. Trains Can't.

Graphics: Transportation.gov, Federal Railroad Administration and National Highway Traffic Safety Administration

- Regional Planning & Projects
- Congestion Management
- Maps, Models & Data
- Quality of Life
- Funding & Business
- Plans, Studies, Reports
- Get Involved
- About Transportation

NEXT STEPS

Work with Communication's Team to improve the next initiative.

Improvements to the Freight Safety Website.

Next Freight Safety Initiative is planned for 2023.

Imagery provided by NCTCOG

QUESTIONS?

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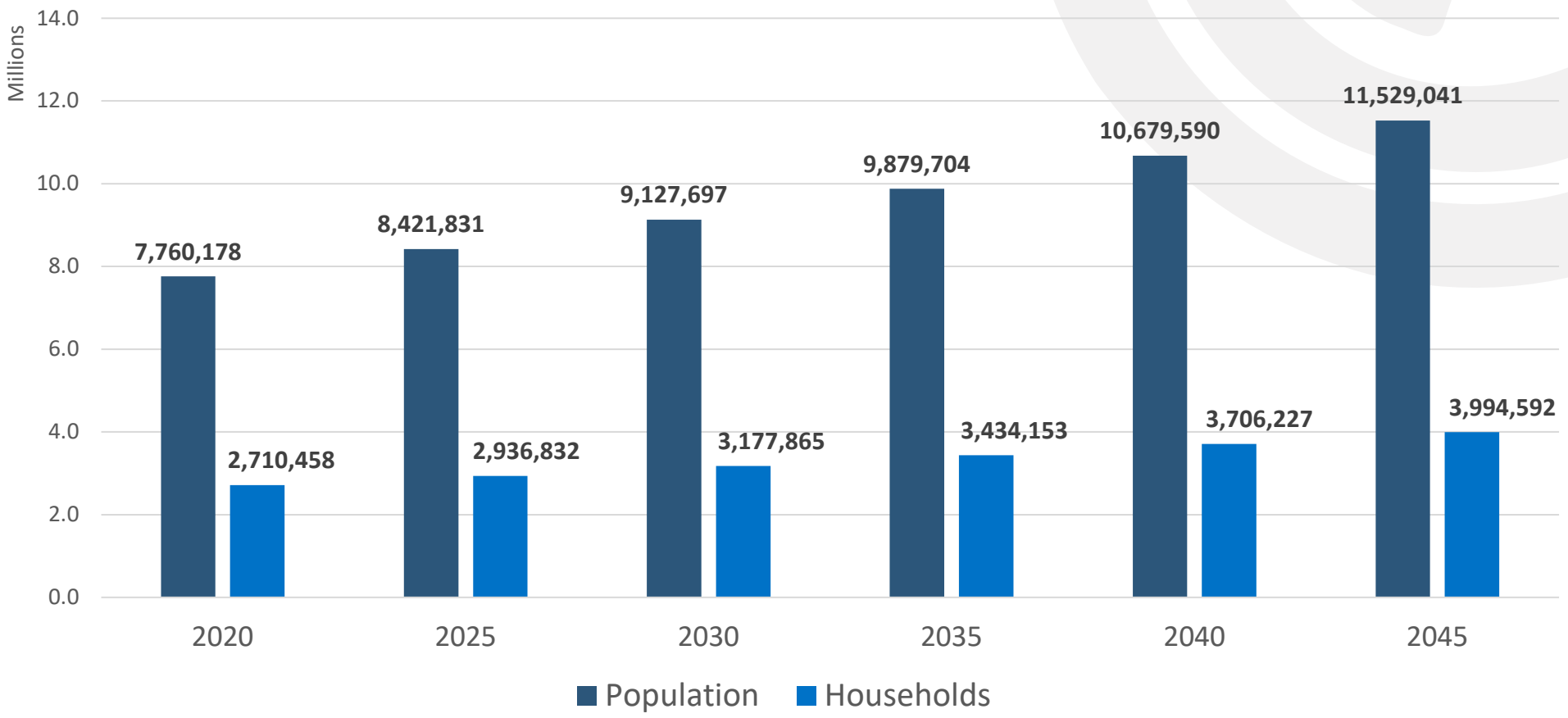
2045 DEMOGRAPHIC FORECASTS

SURFACE TRANSPORTATION TECHNICAL COMMITTEE
DECEMBER 3, 2021

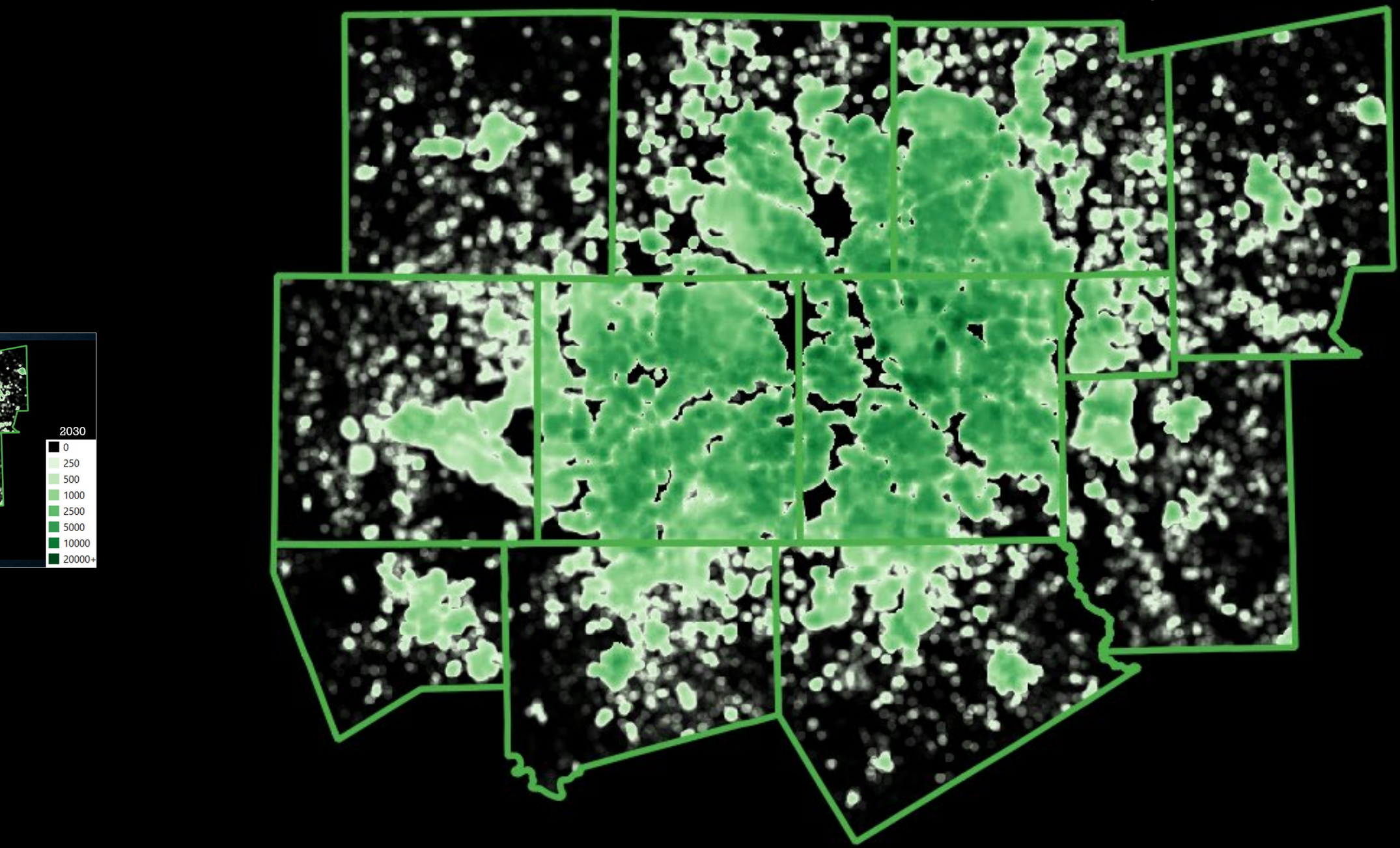
REGIONAL CONTROL TOTALS - POPULATION



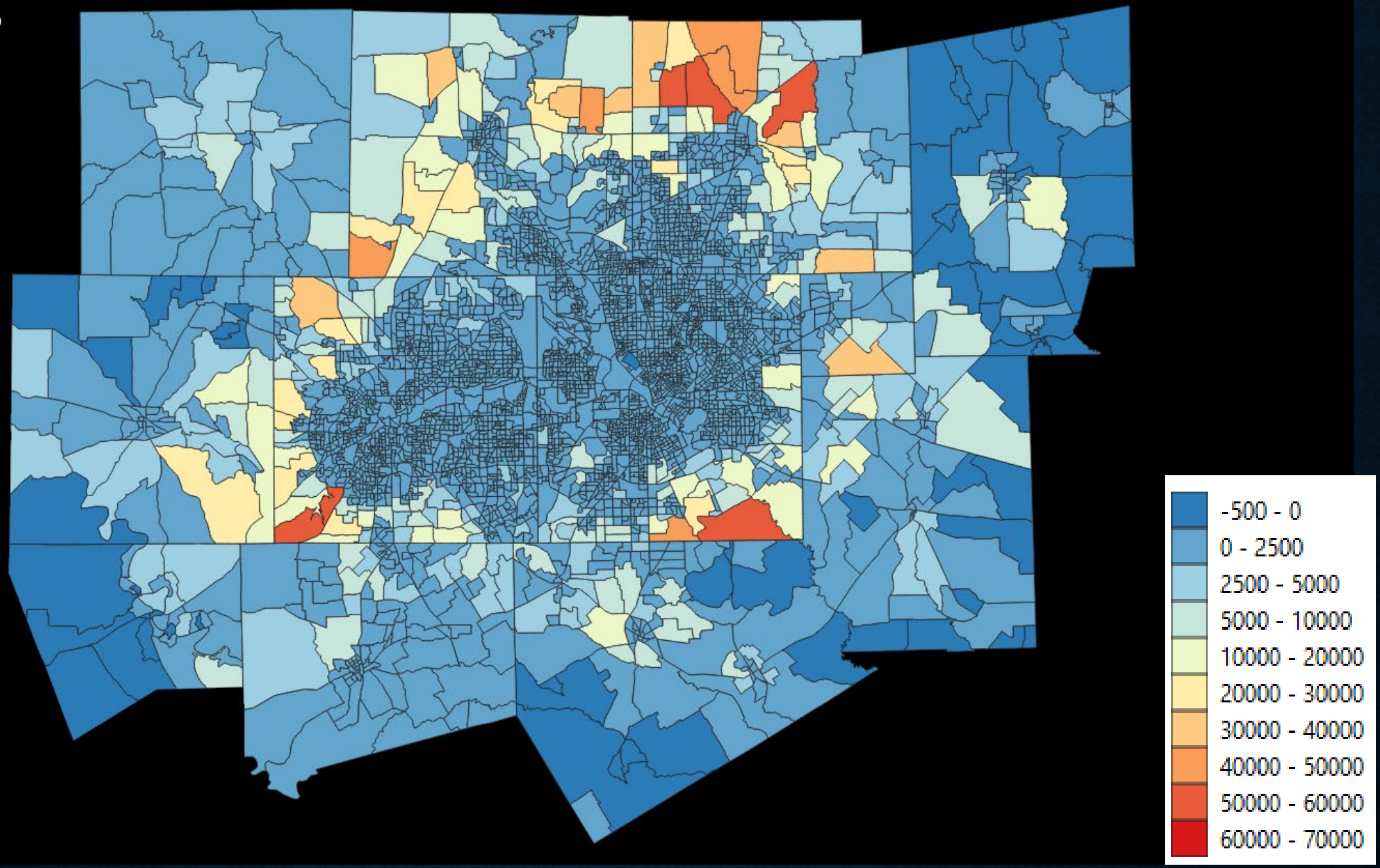
Source: The Perryman Group. (March 2020). A Long-Term Employment and Population Forecast for the North Central Texas Council of Governments Region

2045 DRAFT Control Total Population Forecast				
	2020 Census	**2045 Draft**	**Change**	**Compound Annual Growth Rate**
Collin	1,064,465	1,985,068	920,603	2.52%
Dallas	2,613,539	3,713,411	1,099,872	1.41%
Denton	906,442	1,682,435	775,993	2.50%
Ellis	192,455	353,244	160,789	2.46%
Hood	61,598	103,543	41,945	2.10%
Hunt	99,956	154,882	54,926	1.77%
Johnson	179,927	278,234	98,307	1.76%
Kaufman	145,310	229,531	84,221	1.85%
Parker	148,222	258,597	110,375	2.25%
Rockwall	107,819	176,398	68,579	1.99%
Tarrant	2,110,640	3,257,930	1,147,290	1.75%
Wise	68,632	112,488	43,856	2.00%

Household Population per Square Mile for a 1 SqMi circle around each 30x30m grid cell



Change in HH Population
2015-2045



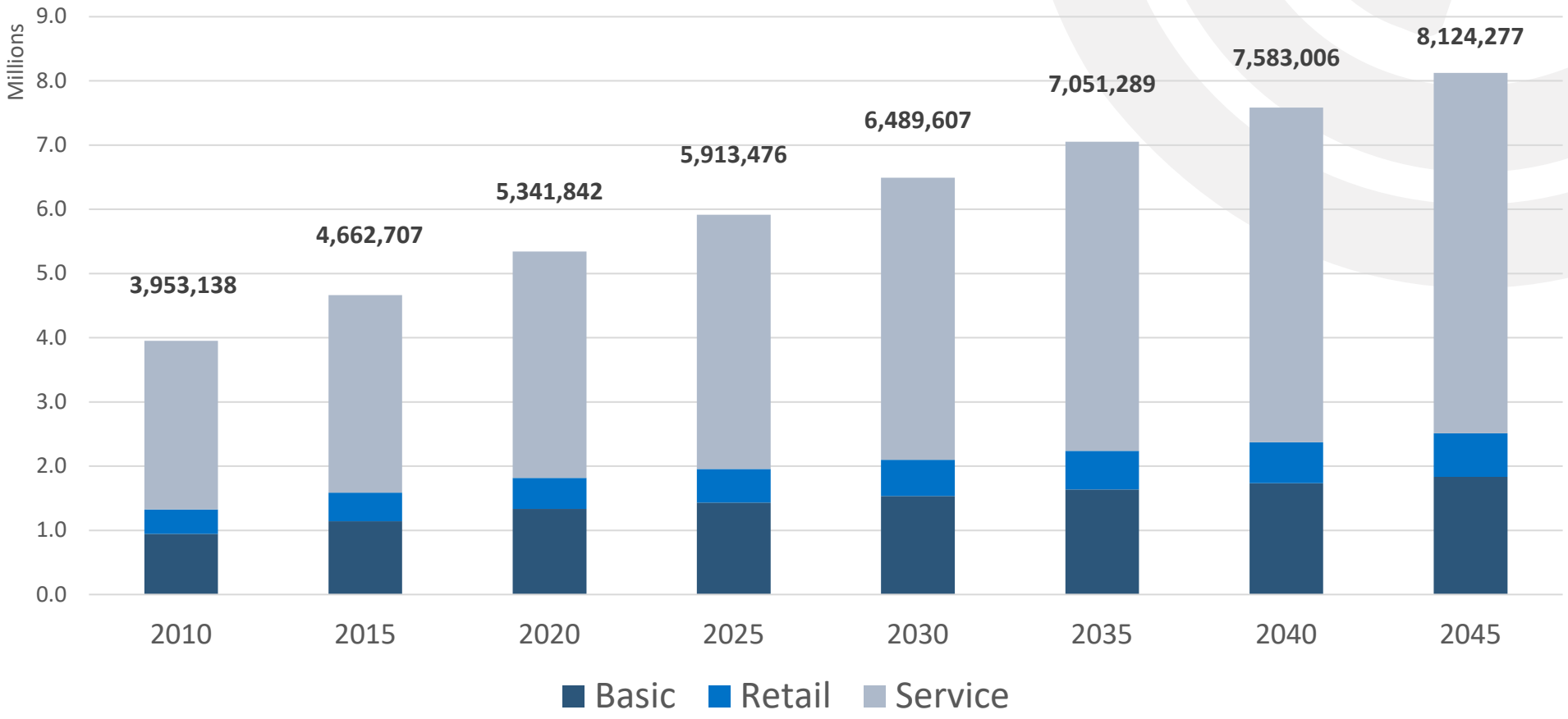
LARGEST CITIES POPULATION GROWTH

Name	2010 Census Population	Draft 2045 Forecast	
		Population	Change
Dallas	1,179,091	1,621,500	442,409
Fort Worth	727,229	1,172,600	445,371
Arlington	362,306	486,570	124,264
Plano	258,982	317,150	58,168
Garland	226,309	290,760	64,451
Irving	215,417	289,450	74,033
Frisco	116,764	252,160	135,396
Grand Prairie	175,139	244,620	69,481
McKinney	128,925	234,450	105,525
Denton	104,407	208,550	104,143
Mesquite	139,161	192,430	53,269
Carrollton	118,721	148,590	29,869
Richardson	98,292	127,970	29,678
Lancaster	36,361	117,890	81,529
Lewisville	94,891	115,840	20,949
Allen	84,075	111,480	27,405
Mansfield	56,005	102,920	46,915
Cedar Hill	44,735	98,332	53,597
Flower Mound	64,510	98,279	33,769
DeSoto	51,102	90,267	39,165

LARGEST CITIES POPULATION GROWTH

Name	2010 Census Population	Draft 2045 Forecast	
		Population	Change
North Richland Hills	63,049	88,638	25,589
Celina	5,922	83,280	77,358
Rowlett	55,864	82,818	26,954
Euless	51,168	68,893	17,725
Keller	39,376	67,123	27,747
Wylie	41,272	66,884	25,612
Rendon	12,537	64,594	52,057
Grapevine	46,092	63,678	17,586
Little Elm	25,898	61,504	35,606
Bedford	46,648	61,041	14,393
Rockwall	37,165	60,836	23,671
Waxahachie	28,412	60,266	31,854
Haltom City	42,313	55,177	12,864
Prosper	9,423	53,314	43,891
Southlake	26,575	53,132	26,557
Midlothian	18,031	53,057	35,026
Burleson	36,582	51,006	14,424
Coppell	38,656	50,452	11,796
Duncanville	38,348	49,767	11,419
Hurst	37,092	47,812	10,720

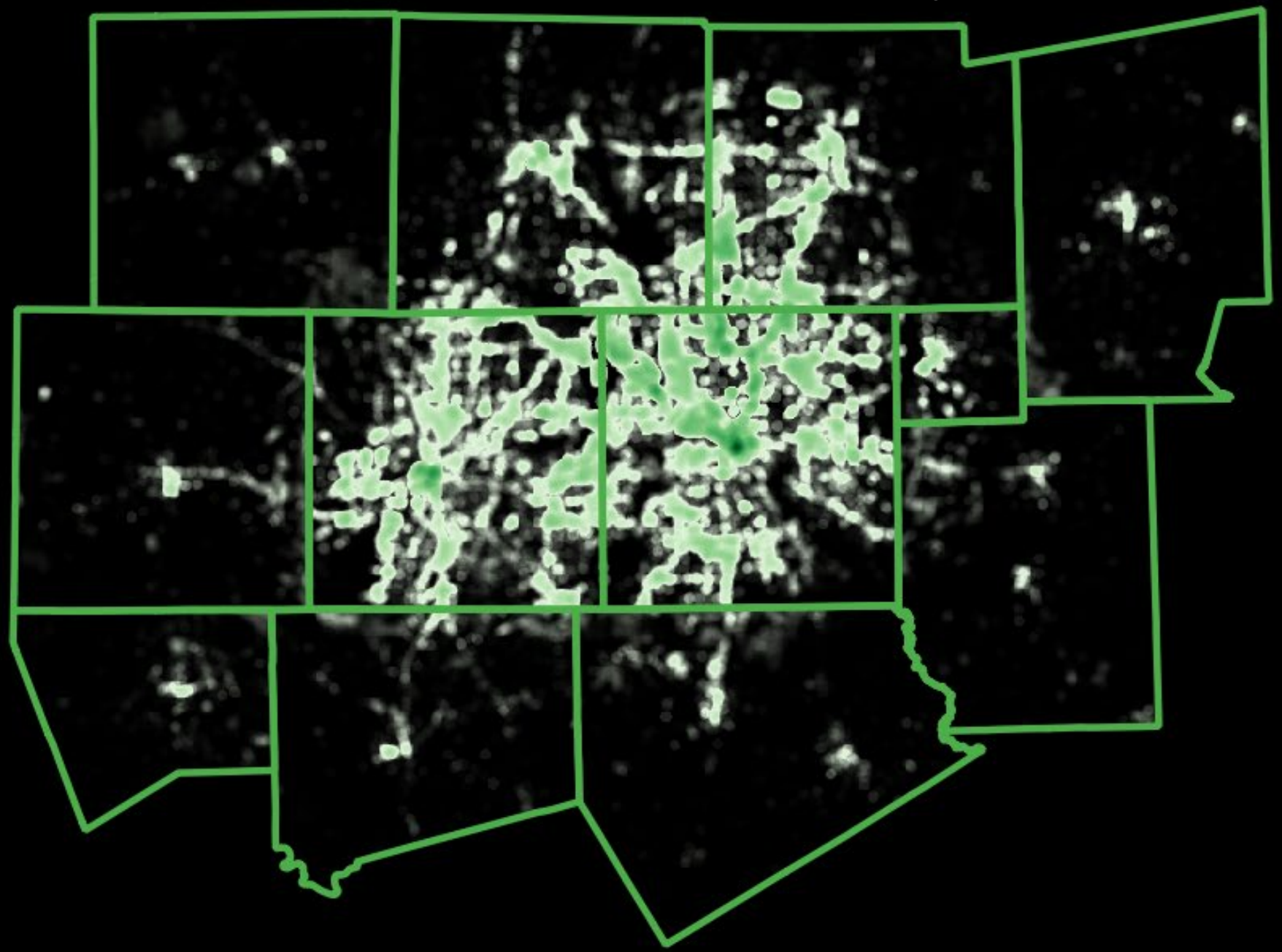
REGIONAL CONTROL TOTALS - EMPLOYMENT



Source: The Perryman Group. (March 2020). A Long-Term Employment and Population Forecast for the North Central Texas Council of Governments Region

2045 Draft Control Total Employment Forecast				
	2019 BEA	2045 Draft	Change	Compound Annual Growth Rate
Collin	666,572	1,078,076	411,504	1.87%
Dallas	2,365,389	3,585,347	1,219,958	1.61%
Denton	433,036	689,473	256,437	1.80%
Ellis	86,545	136,099	49,554	1.76%
Hood	30,859	46,714	15,855	1.61%
Hunt	46,374	70,639	24,265	1.63%
Johnson	80,090	120,033	39,943	1.57%
Kaufman	56,474	82,617	26,143	1.47%
Parker	68,593	102,290	33,697	1.55%
Rockwall	55,514	88,348	32,834	1.80%
Tarrant	1,332,042	2,070,265	738,223	1.71%
Wise	36,215	54,377	18,162	1.58%

Total Employment per Square Mile for a 1 SqMi circle around each 30x30m grid cell



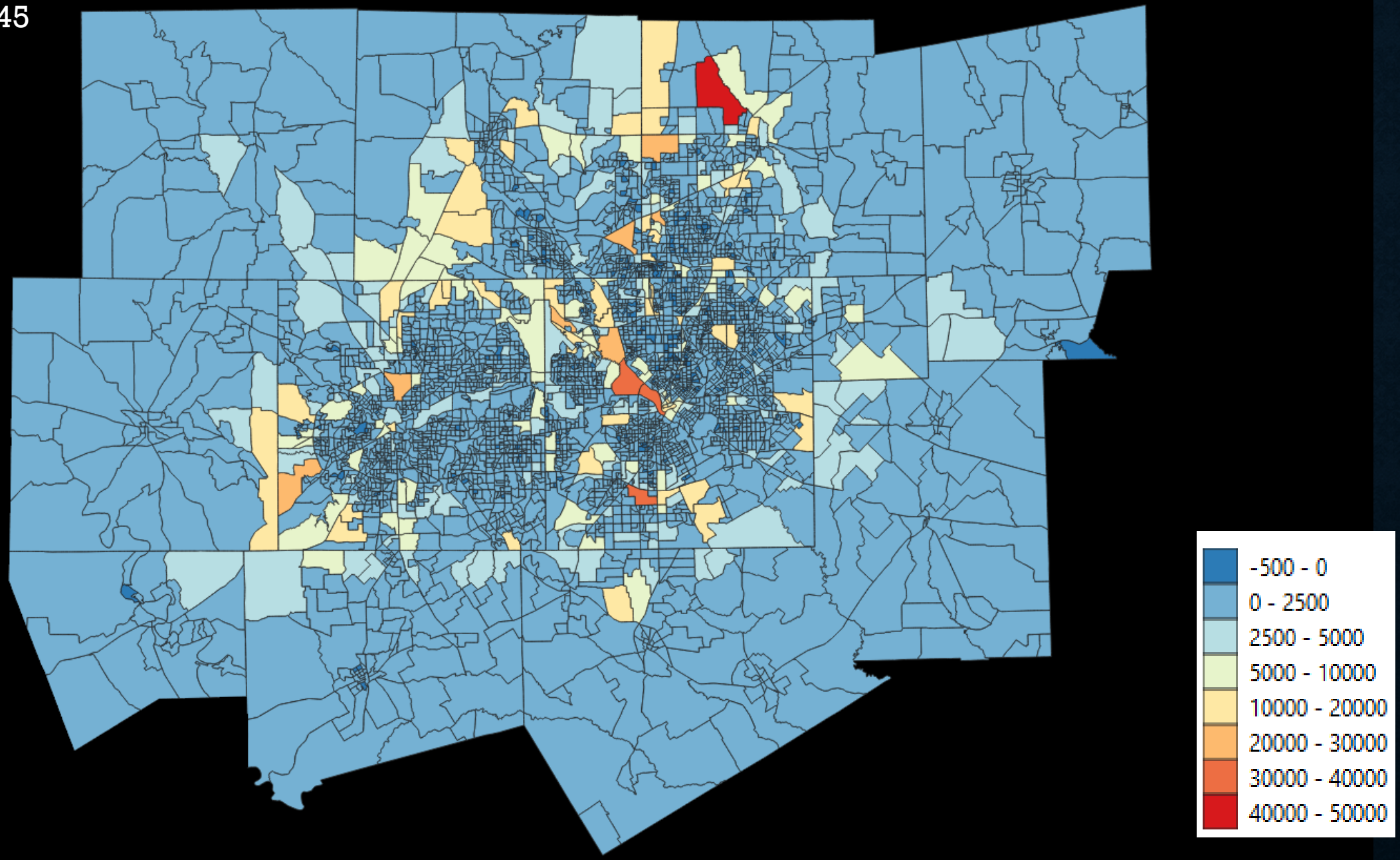
LARGEST CITIES EMPLOYMENT GROWTH

Name	2010 NCTCOG Employment	Draft 2045 Forecast	
		Employment	Change
Dallas	1,019,761	1,792,500	772,739
Fort Worth	476,264	974,730	498,466
Irving	256,411	456,220	199,809
Plano	225,691	405,540	179,849
Arlington	191,648	270,920	79,272
Richardson	137,514	218,500	80,986
Garland	92,035	181,560	89,525
Frisco	58,993	171,200	112,207
Carrollton	96,126	161,540	65,414
Denton	81,923	160,500	78,577
McKinney	52,136	159,380	107,244
Mesquite	61,420	156,160	94,740
Grand Prairie	70,563	154,880	84,317
Grapevine	97,377	144,810	47,433
Farmers Branch	80,503	119,820	39,317
Lewisville	69,647	116,800	47,153
Addison	67,133	113,440	46,307
Allen	31,670	84,472	52,802
Coppell	39,684	73,849	34,165
Mansfield	22,865	69,321	46,456

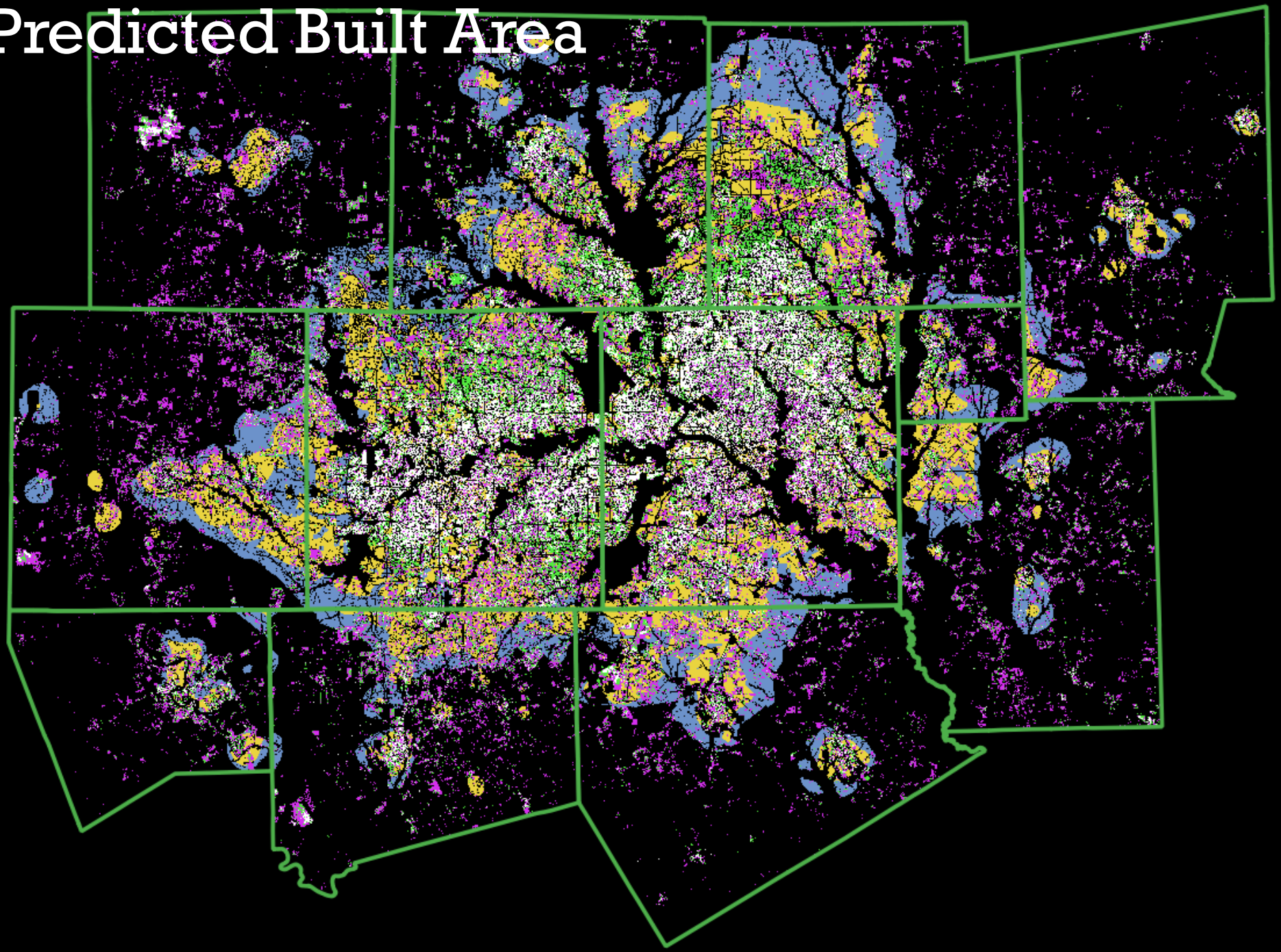
LARGEST CITIES EMPLOYMENT GROWTH

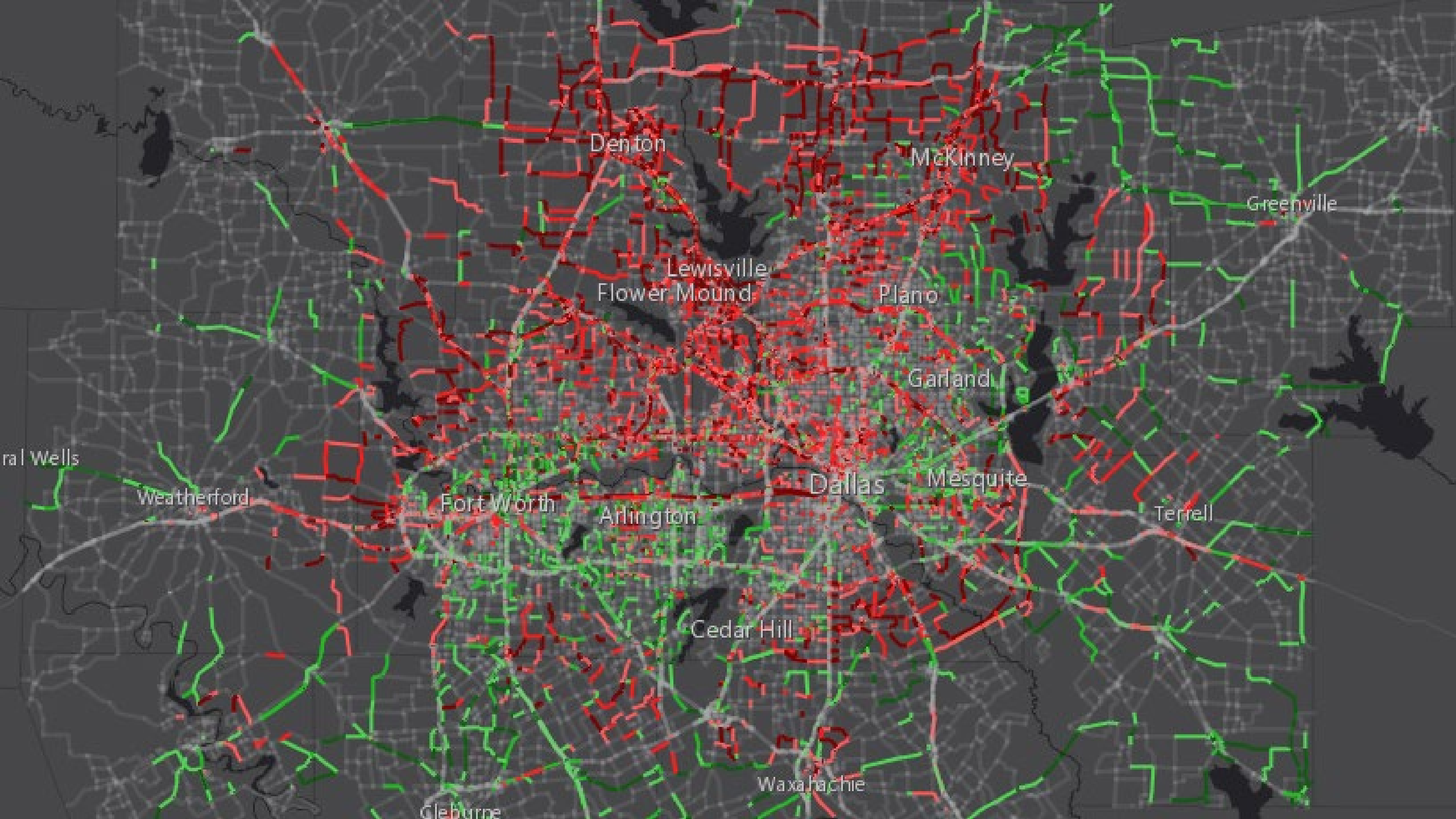
Name	2010 NCTCOG Employment	Draft 2045 Forecast	
		Employment	Change
Flower Mound	27,389	67,490	40,101
Lancaster	11,968	66,433	54,465
DeSoto	15,590	63,368	47,778
Westlake	8,536	63,273	54,737
Southlake	29,207	57,225	28,018
Rockwall	27,210	56,637	29,427
Cedar Hill	12,222	54,433	42,211
North Richland Hills	27,757	45,414	17,657
Bedford	29,459	42,519	13,060
Waxahachie	25,048	41,220	16,172
Prosper	2,136	41,188	39,052
Rowlett	10,558	36,170	25,612
Haltom City	16,856	35,148	18,292
Euless	21,239	34,252	13,013
Burleson	17,643	32,750	15,107
The Colony	7,419	30,054	22,635
Duncanville	13,566	29,640	16,074
Weatherford	22,574	29,568	6,994
Hurst	20,035	29,224	9,189
Keller	14,331	28,518	14,187

Change in Total Employment
2015-2045



2045 – Predicted Built Area




Denton
McKinney
Greenville
Lewisville
Flower Mound
Plano
Garland
ral Wells
Weatherford
Fort Worth
Arlington
Dallas
Mesquite
Terrell
Cedar Hill
Waxahachie
Cleburne

SCHEDULE

July/September

Draft forecasts for internal review

October/November

Draft forecasts for external review

December

Finalization of forecasts

Spring 2022

Presentation of final forecasts to NCTCOG Executive Board

FORECAST TEAM

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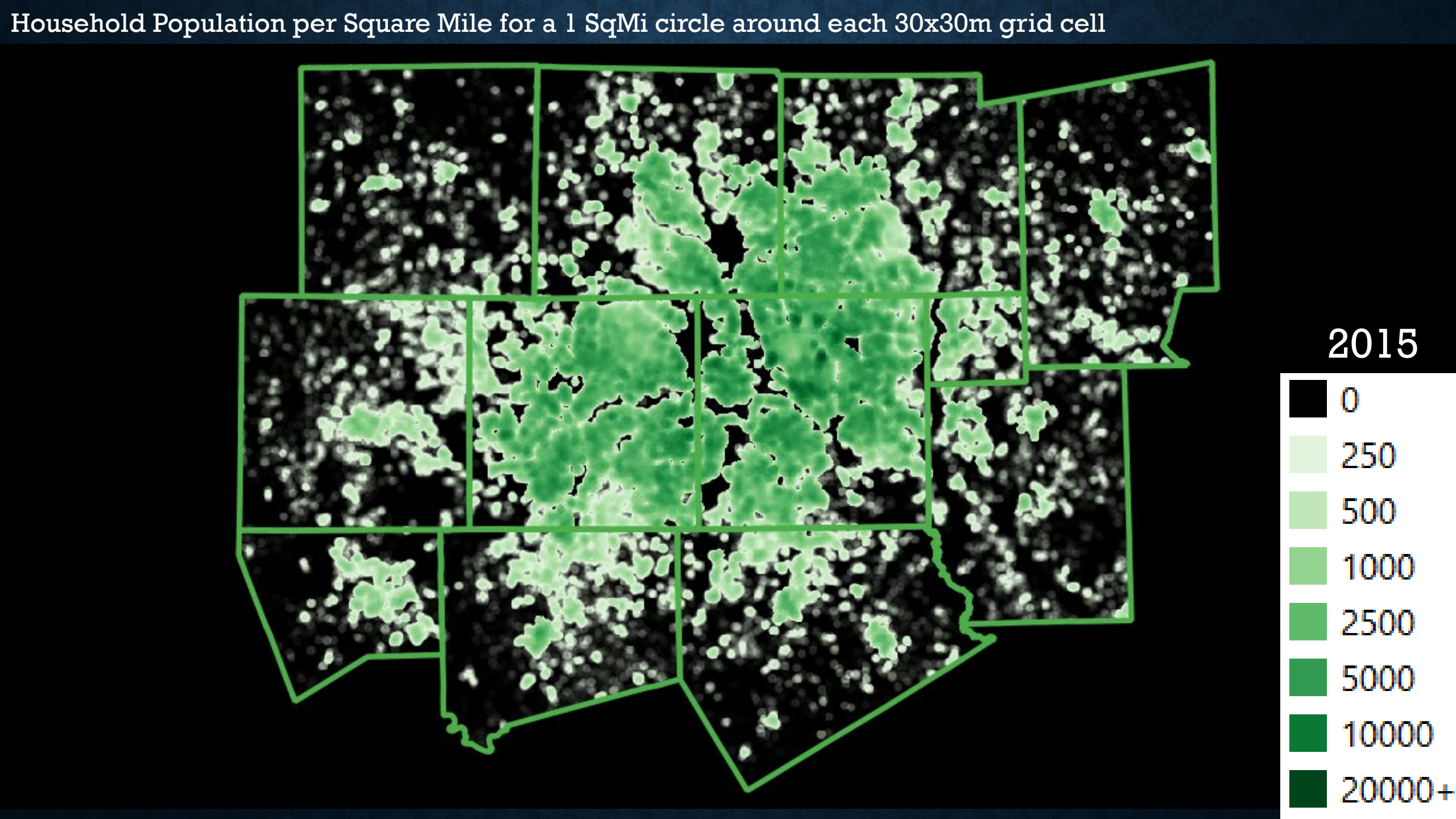
Zhen Ding
Senior Transportation System Modeler

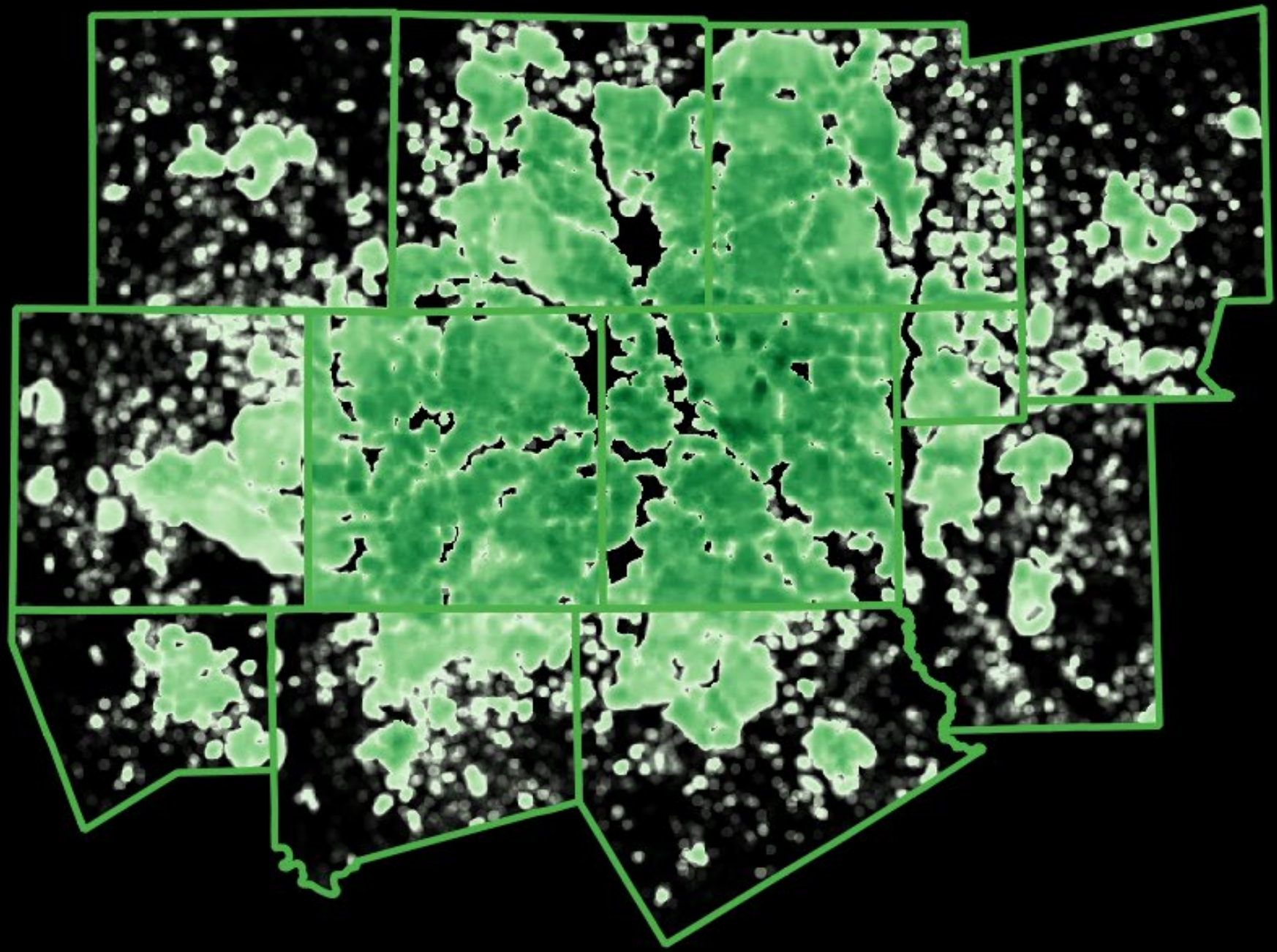
Dan Kessler
Assistant Director of Transportation

QUESTIONS

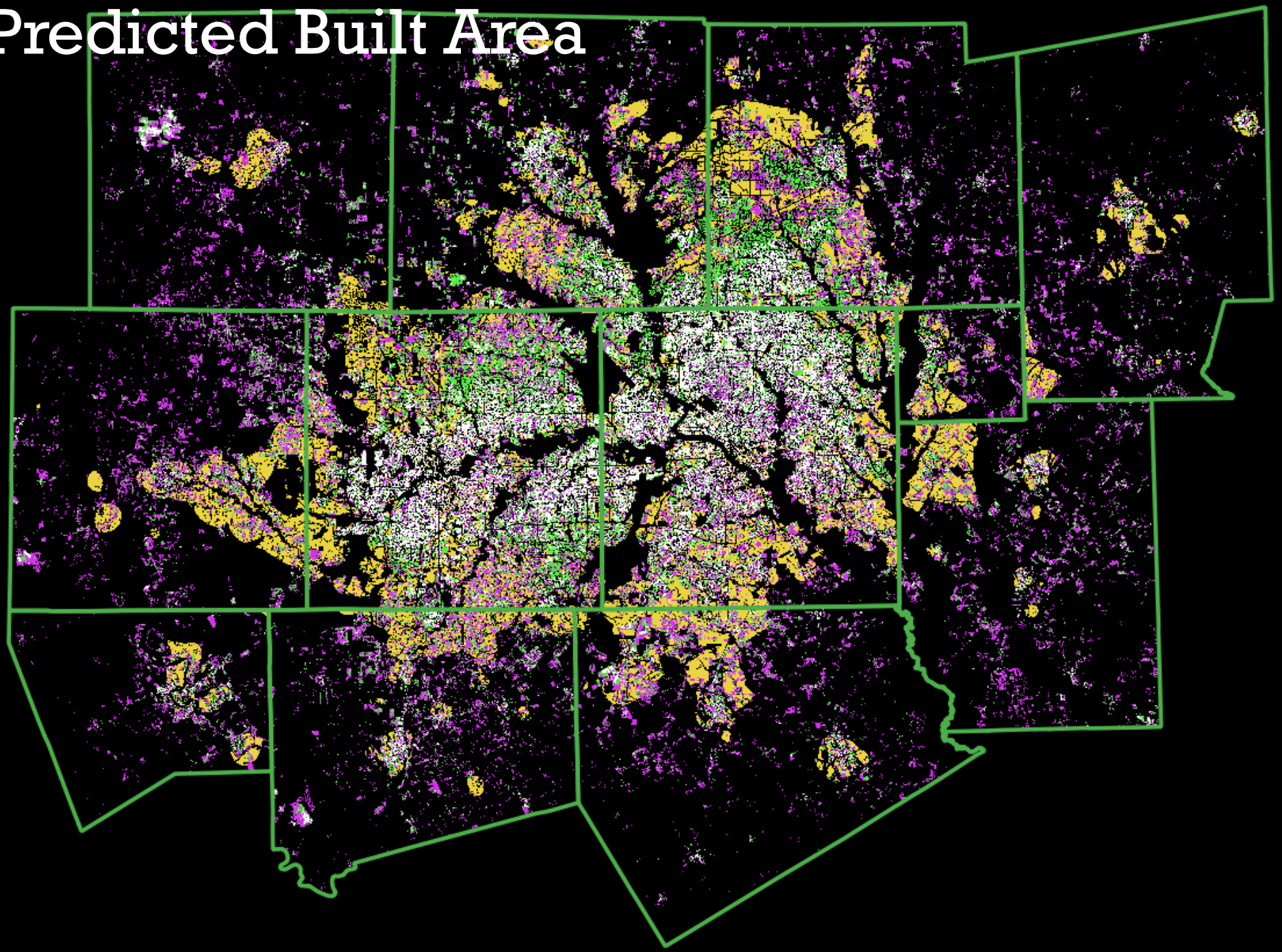
Household Population per Square Mile for a 1 SqMi circle around each 30x30m grid cell



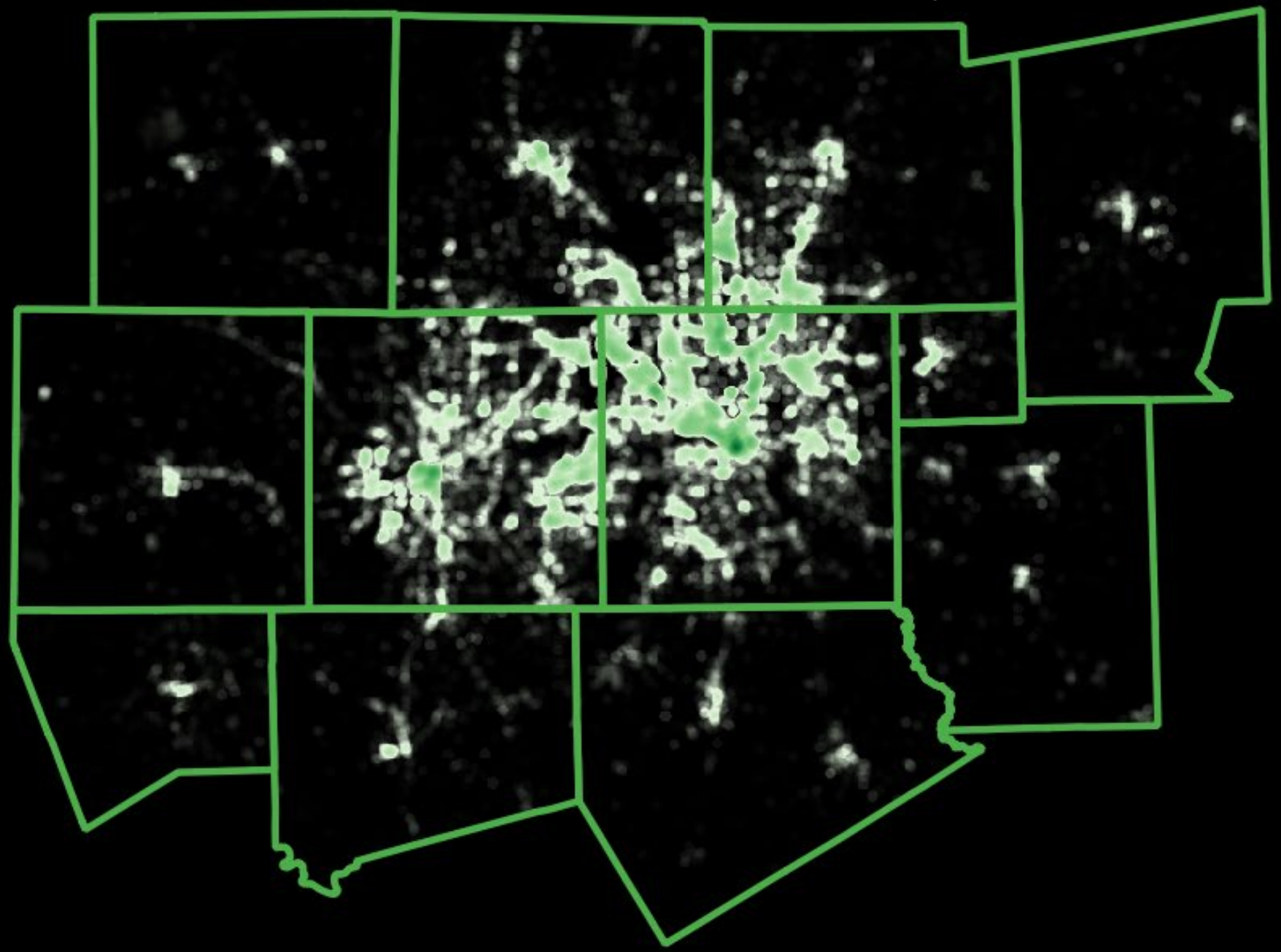
Household Population per Square Mile for a 1 SqMi circle around each 30x30m grid cell



2030 – Predicted Built Area



Total Employment per Square Mile for a 1 SqMi circle around each 30x30m grid cell

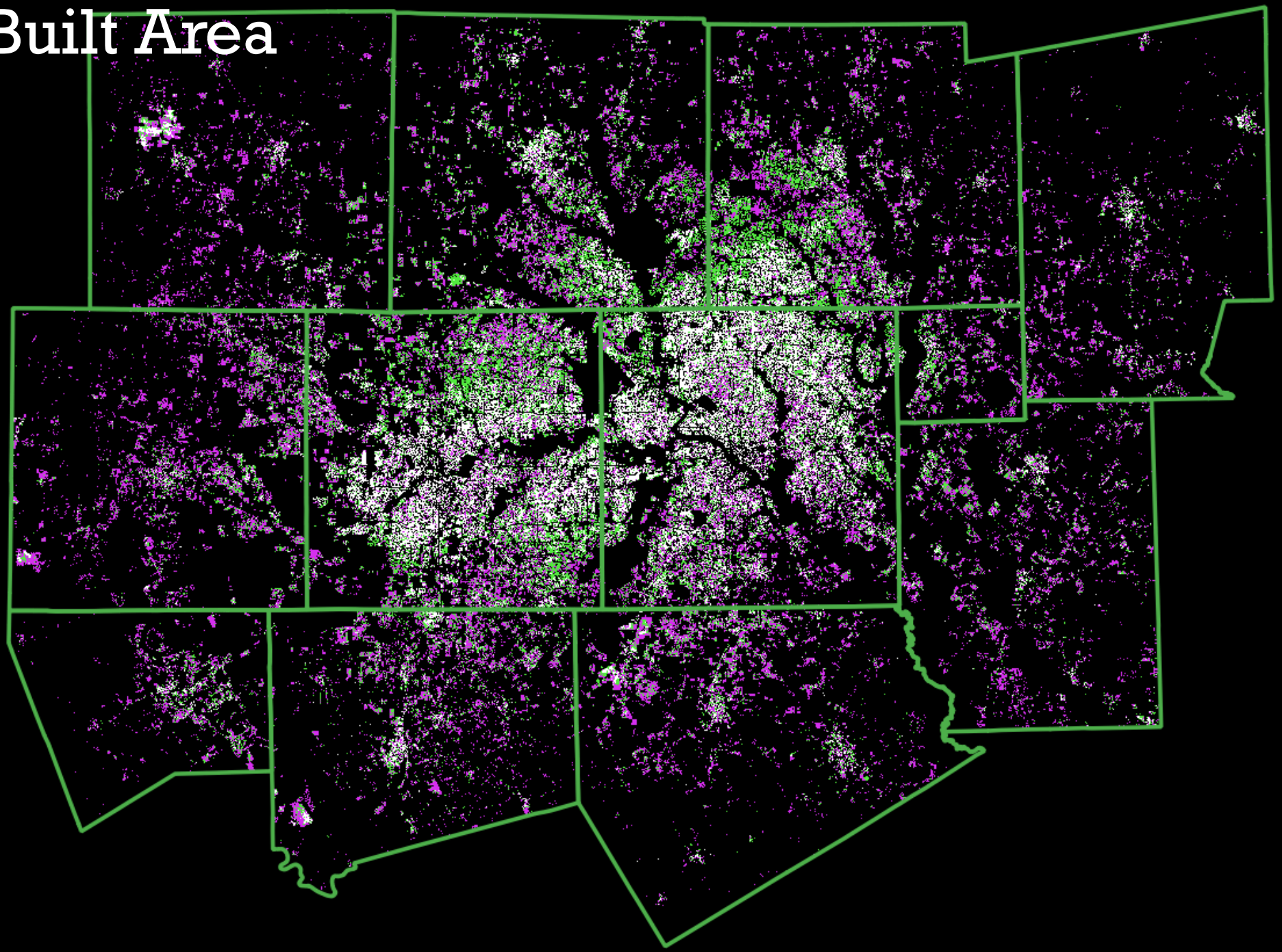


Total Employment per Square Mile for a 1 SqMi circle around each 30x30m grid cell

2030

- 0
- 2500
- 5000
- 10000
- 25000
- 50000
- 100000
- 150000+

2015 – Built Area

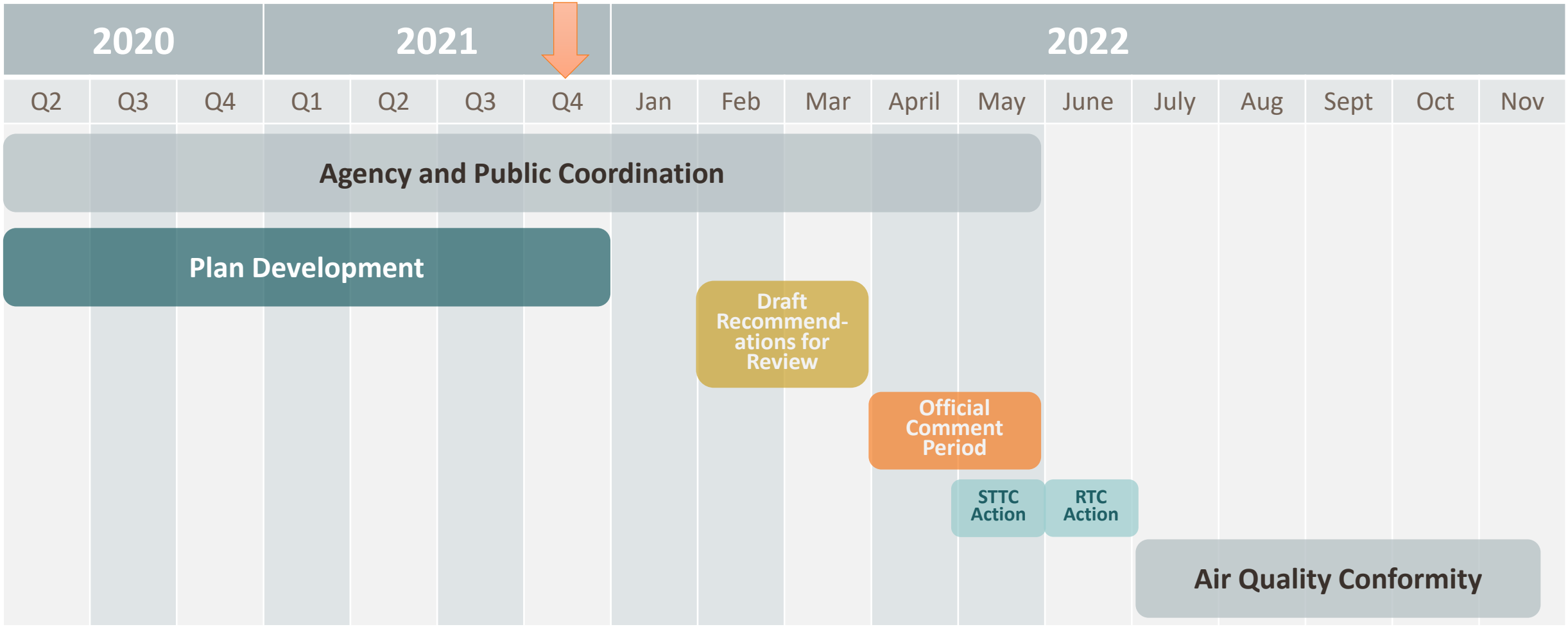


MOBILITY 2045 UPDATE

Surface Transportation Technical Committee | December 3, 2021

plan in progress
MOBILITY 2045
2022 UPDATE

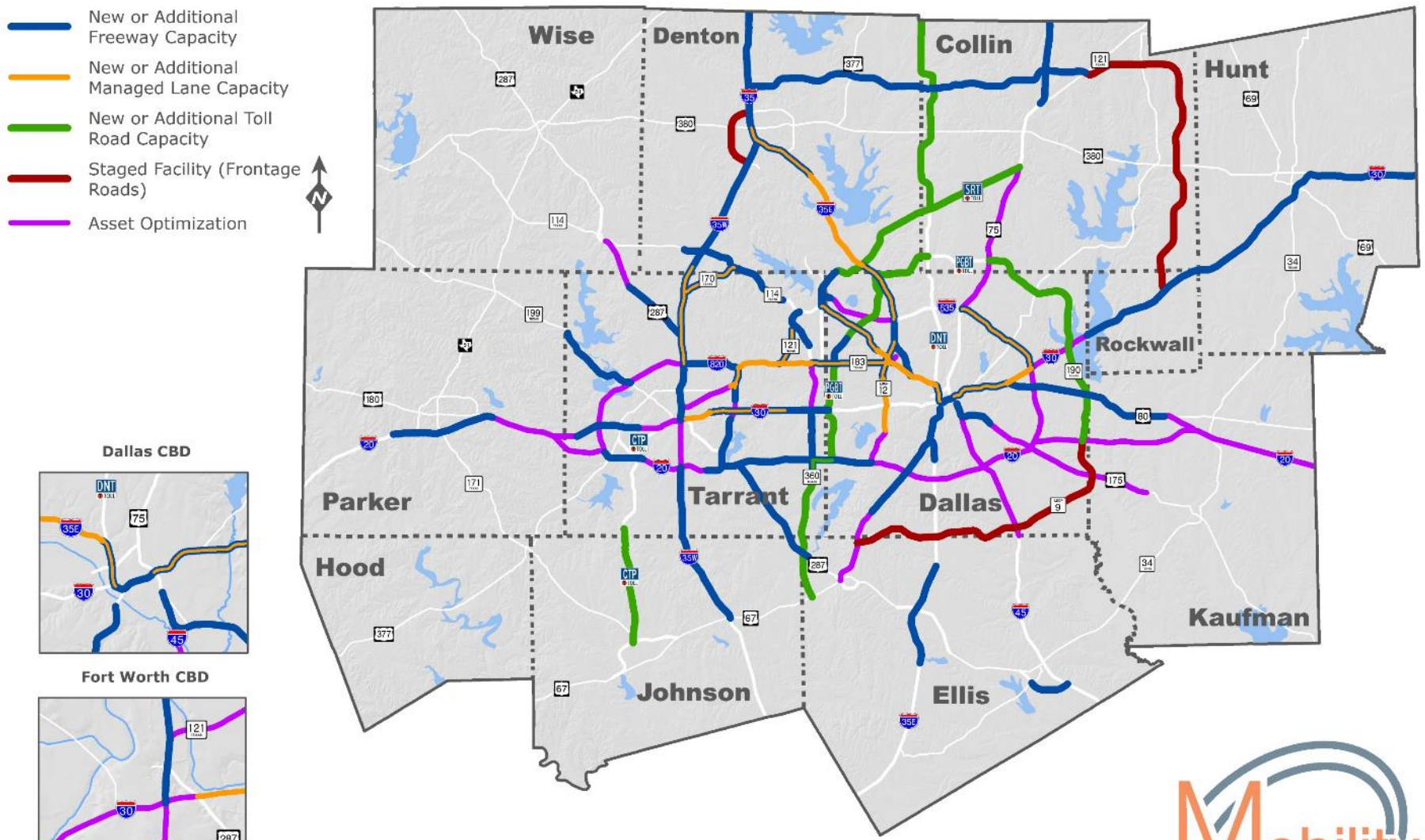
MOBILITY PLAN SCHEDULE



Notes:

- Public meetings held during highlighted months.
- Regional Transportation Council action on Mobility 2045 scheduled for June 9, 2022.

Major Roadway Recommendations



North Central Texas Council of Governments

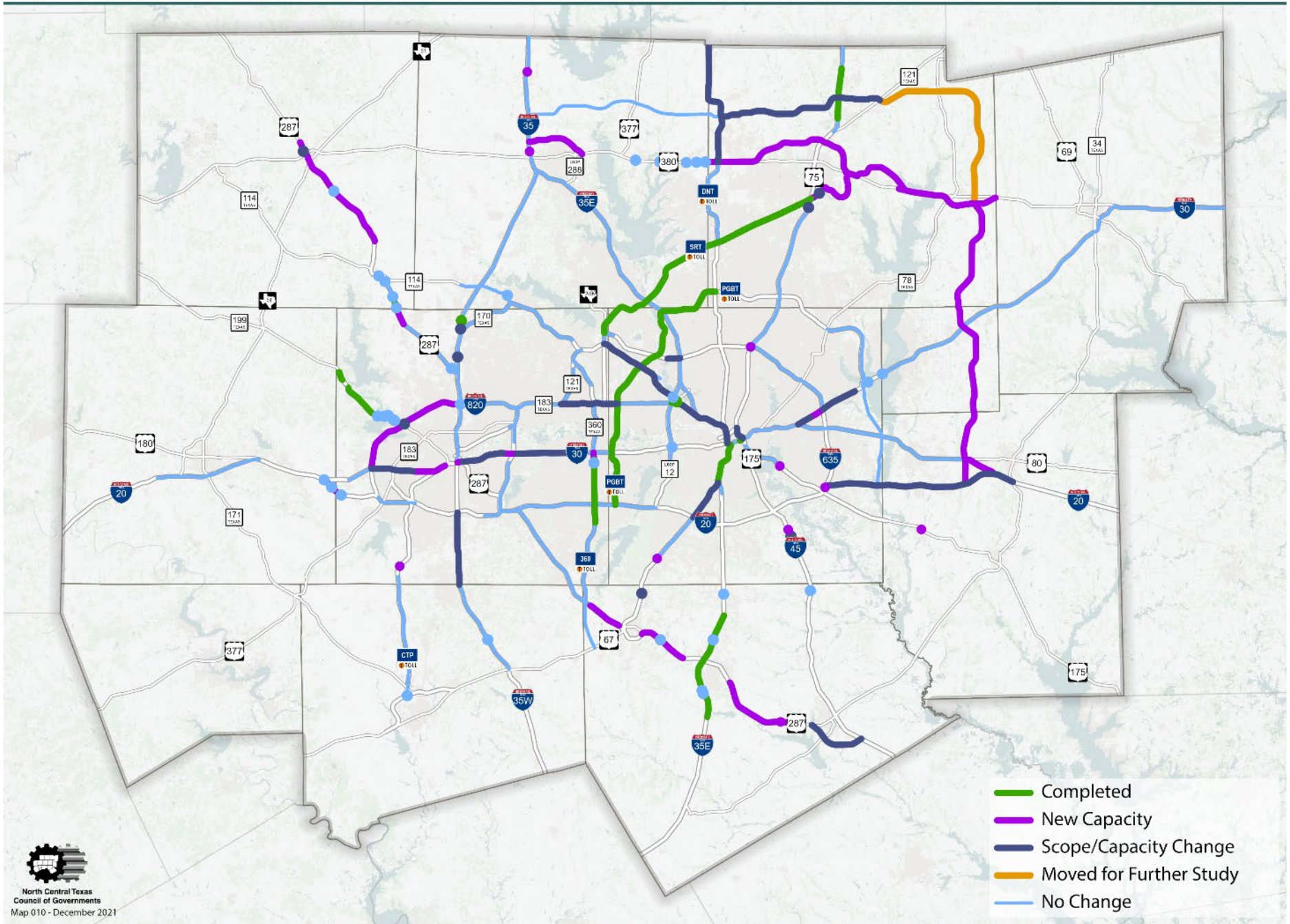
June 2018

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

Mobility 2045

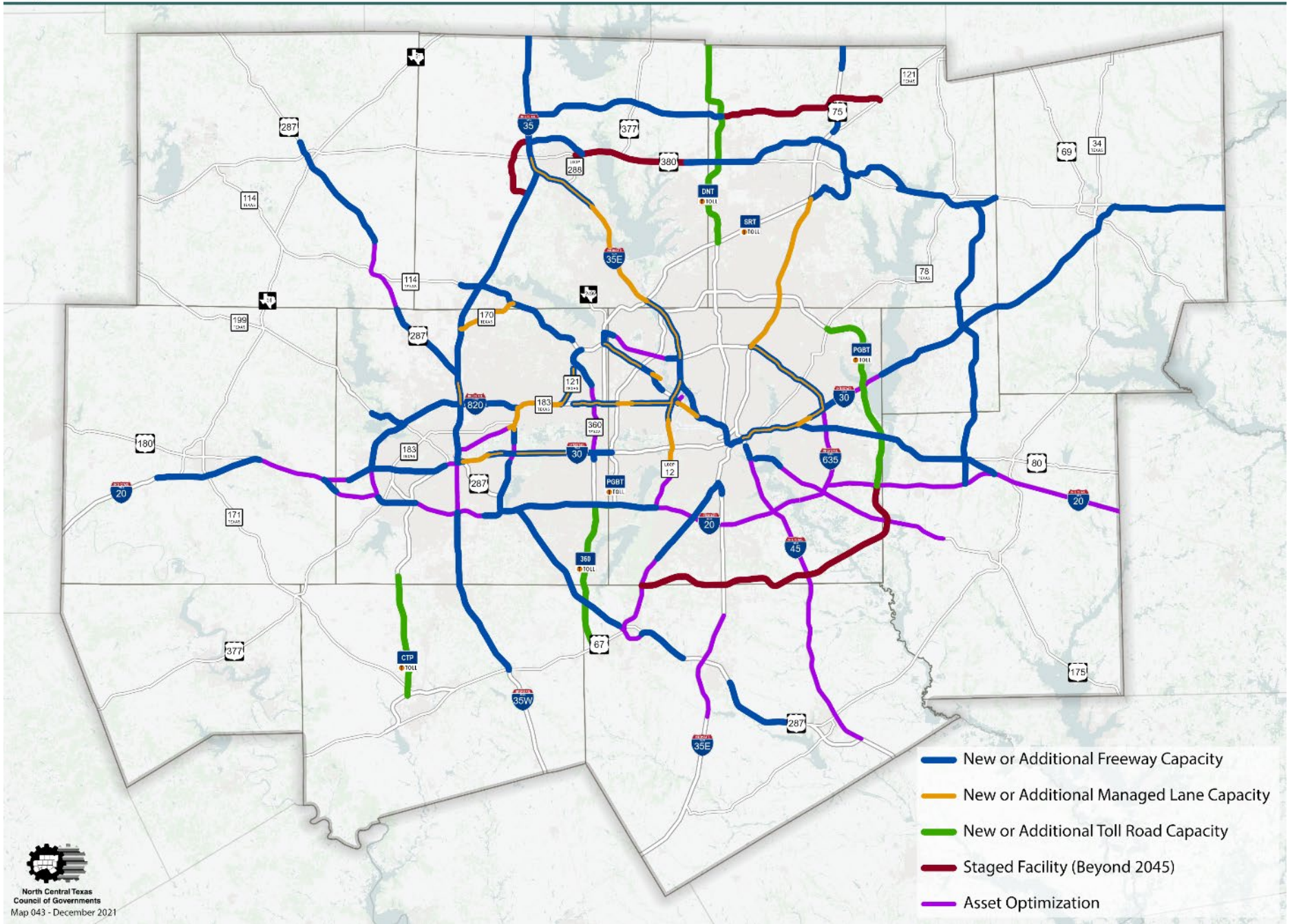
Changes to Major Corridor Recommendations Since Mobility 2045

DRAFT

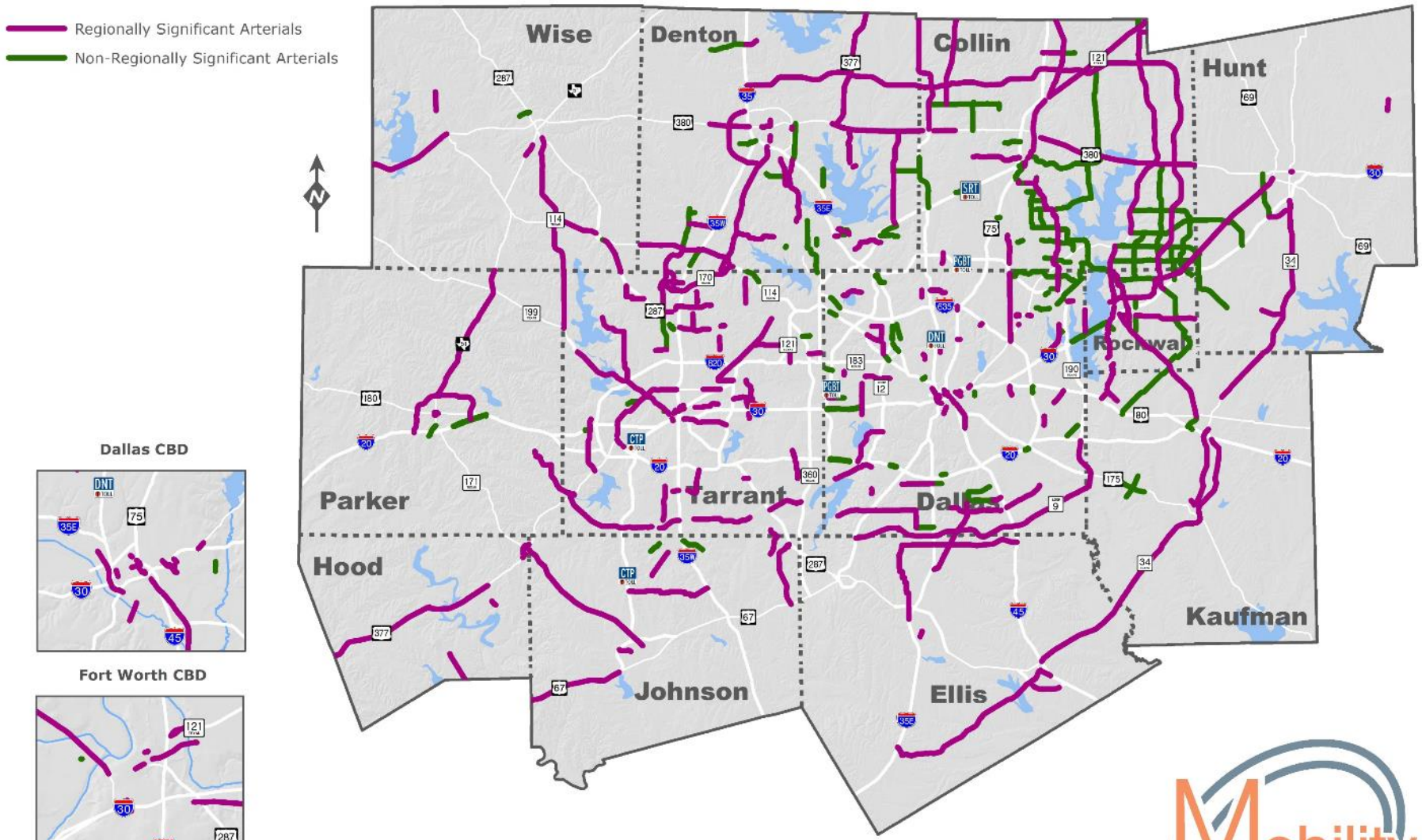


Major Roadway Recommendations

DRAFT



Arterial Capacity Improvements



North Central Texas Council of Governments

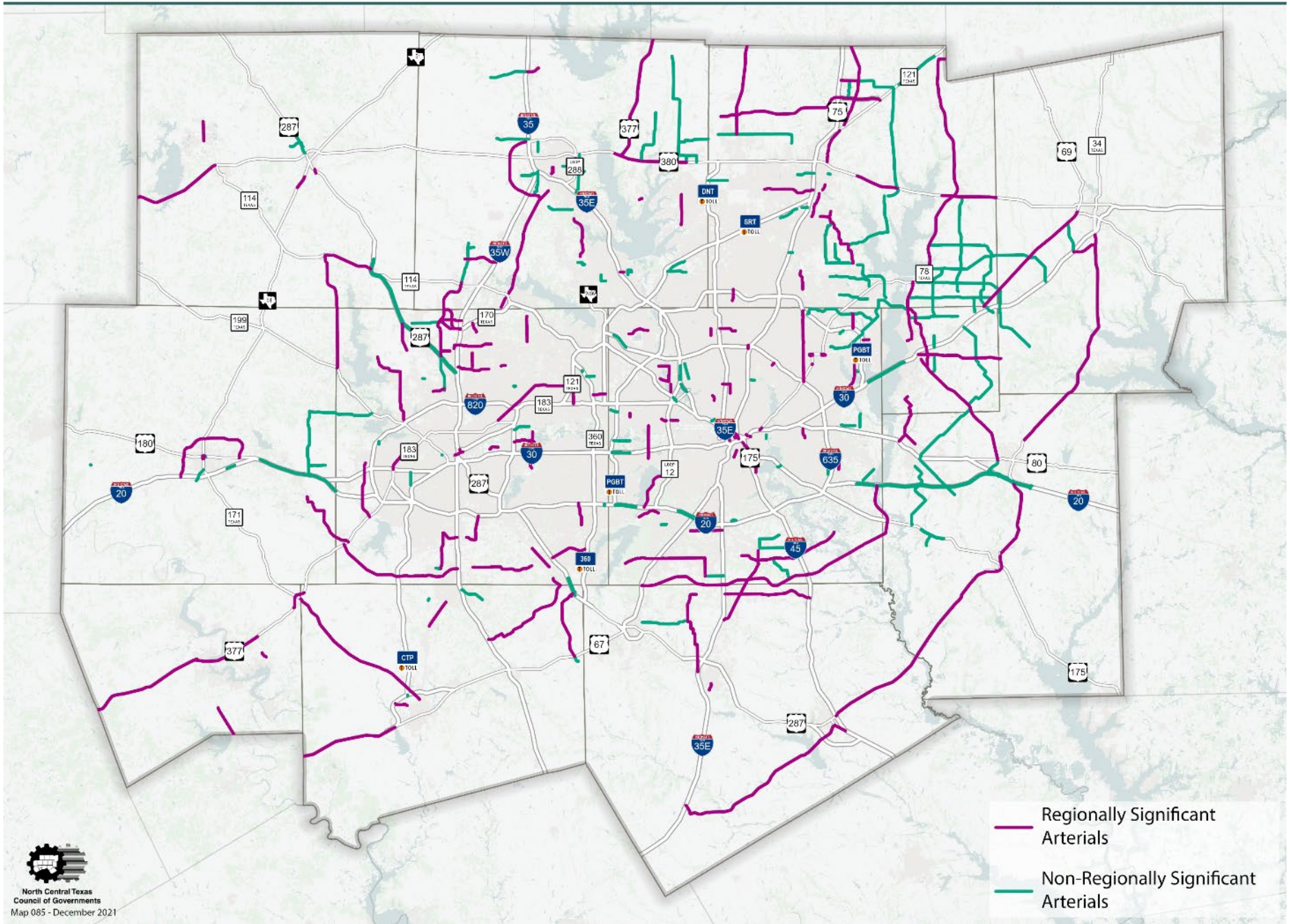
November 2018

Lines on this map depict arterials with funds for improvement.
Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.

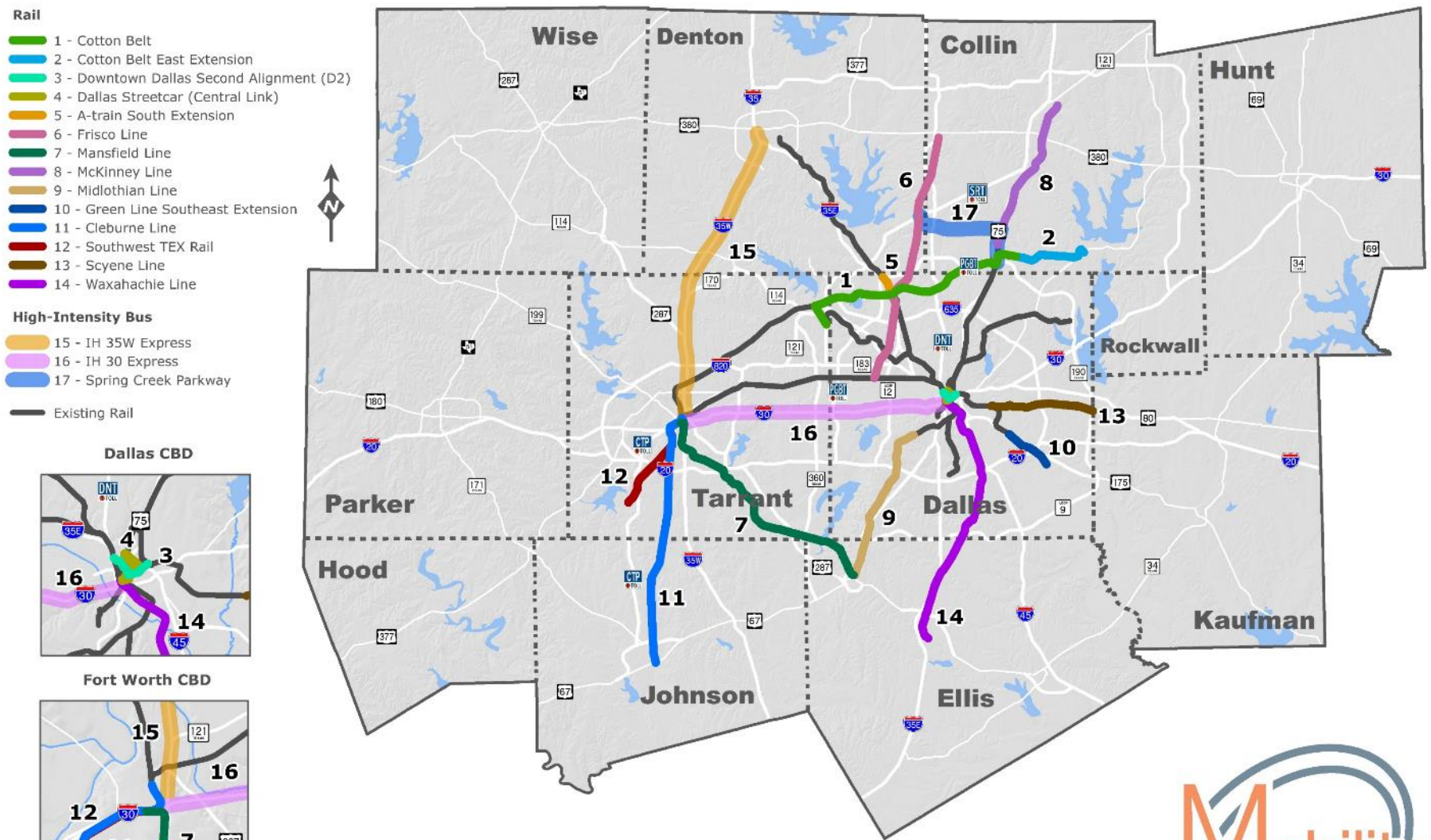
Mobility 2045

Arterial Capacity Improvements

DRAFT



Transit Corridor Projects



North Central Texas Council of Governments

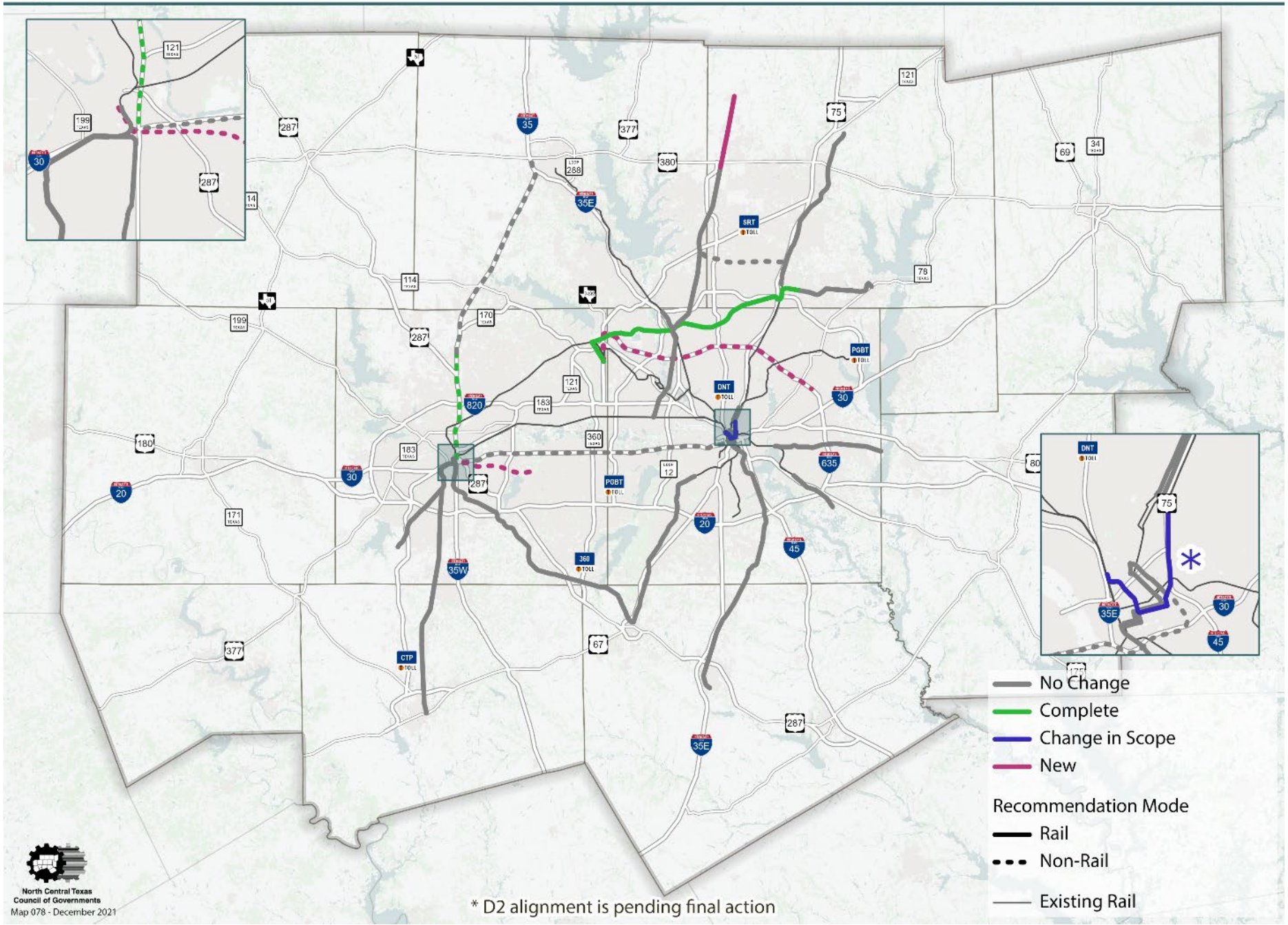
June 2018

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

Mobility 2045

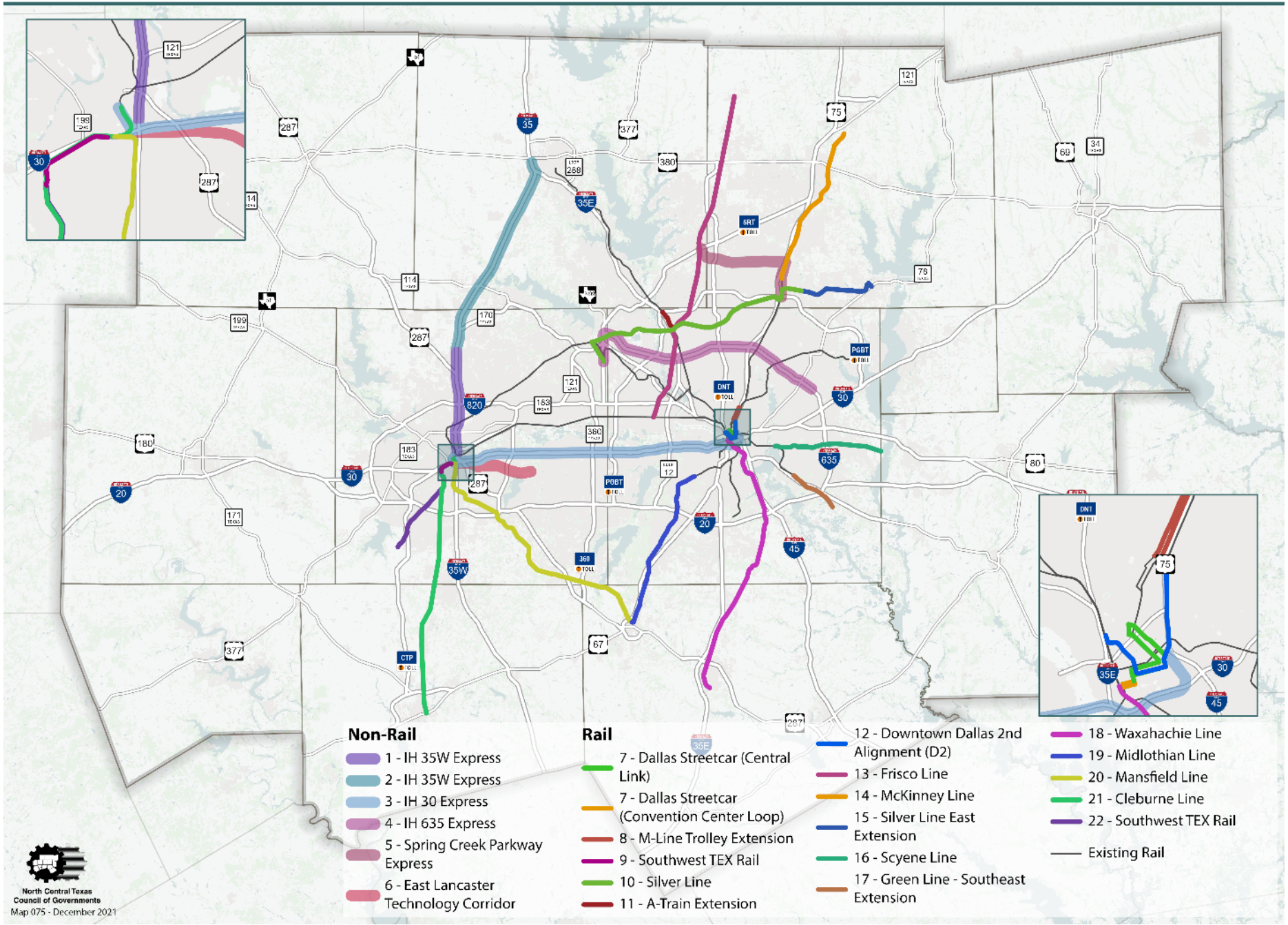
Changes to Transit Corridor Projects Since Mobility 2045

DRAFT



Transit Corridor Projects

DRAFT



CONTACT US

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Surface Transportation
Technical Committee

Southern Dallas County and Tarrant County Transit Studies Recommendations

David Garcia | December 3, 2021

BACKGROUND

Request from partners:

- Best Southwest Partnership
- Tarrant County Mayors' Council

Develop a comprehensive approach in planning and implementing transit services in the requested areas:

- Balancing Needs
- Addressing Equity
- Member/Non-Member Cities Considerations

Study Elements	Dallas County	Tarrant County
Internal and regional connections	✓	✓
Strategic implementation	✓	✓
Near-term horizon (now to 10 years)	✓	✓
Increase transportation options and innovation	✓	✓
Funding options	✓	✓
Private sector involvement	✓	✓
People and goods	✓	

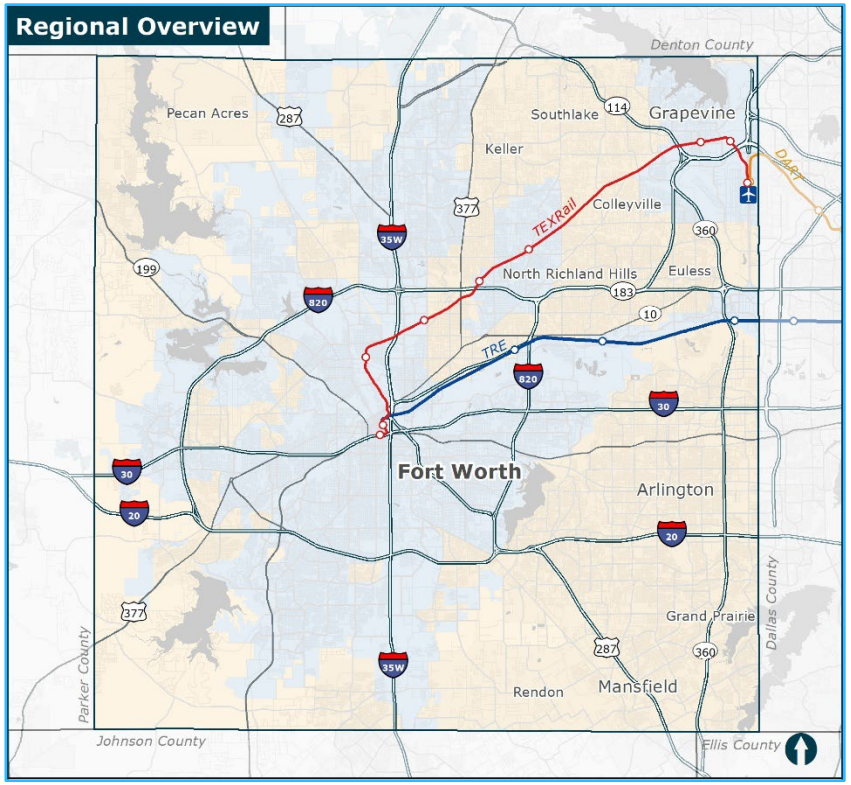
BACKGROUND: BUILDING ON EFFORTS

Transit Studies
Tarrant County
Southern Dallas County

Geographic Focus	NCTCOG Region	NCTCOG Region	Outside Transit Authority Service Areas
User Focus	All Users	Vulnerable Users	All Users
Travel Modes	All Modes	Bus, Demand Response, and Paratransit	Bus and Demand Response
Planning Horizon	Long Range	Short-Medium Range	Short-Medium Range

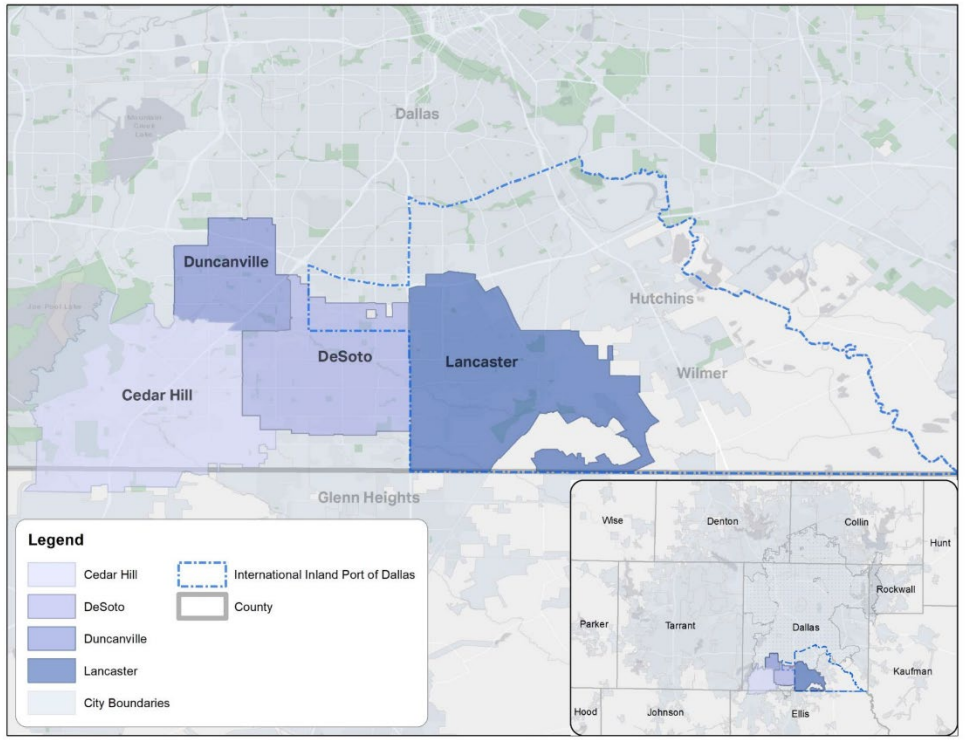
STUDY AREAS

Tarrant County



Focus Areas: Cities outside of Trinity Metro's service area

Southern Dallas County



Focus Areas: Cedar Hill, Duncanville, DeSoto, Lancaster, and the Inland Port

PUBLIC AND STAKEHOLDER ENGAGEMENT

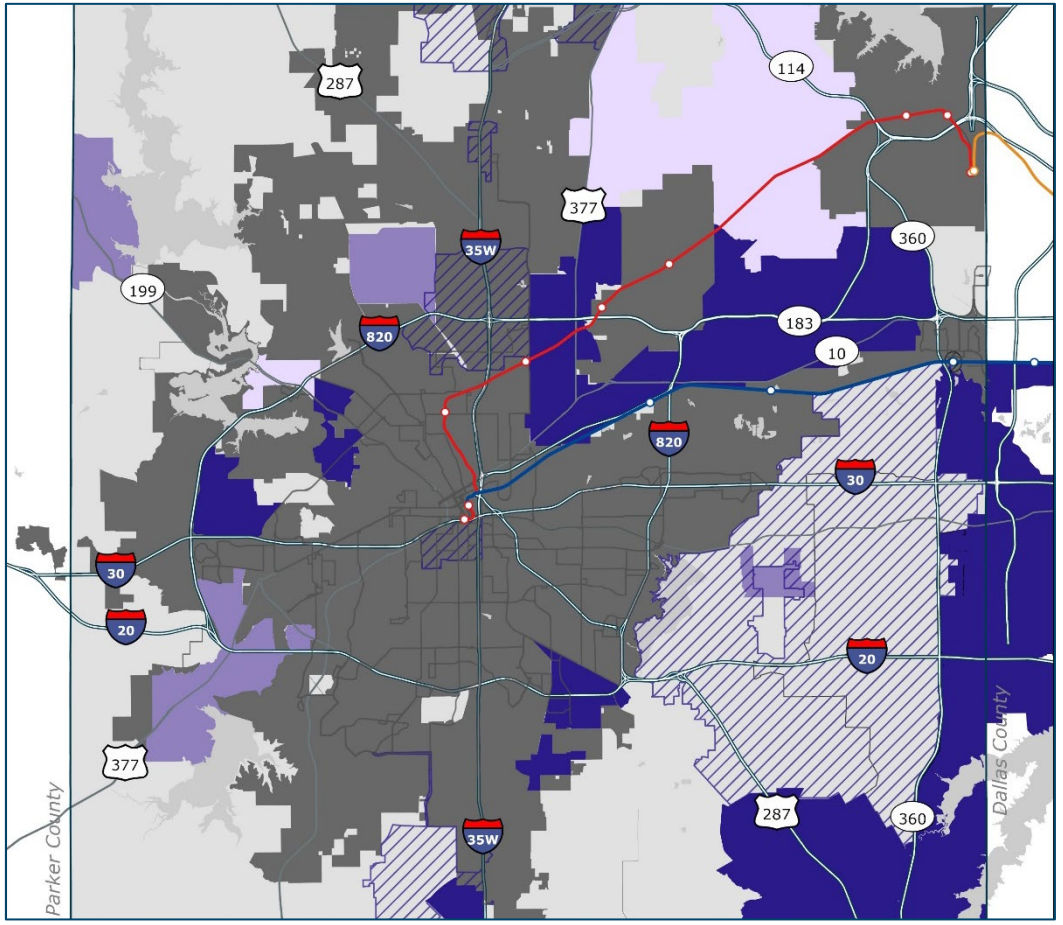
Type	Tarrant County	Southern Dallas County
Stakeholder Meetings* (Project Advisory Committee)	3	3
Public Meetings*	2	3
Input Survey	✓ (607 total responses)	✓ (240 total responses)
Additional meetings with stakeholders were also held to discuss specific study-related topics.		

*Due to COVID-19 constraints, public outreach was conducted through virtual meetings and online participation.

TRANSIT NEEDS: TARRANT COUNTY

Identified needs based on technical analyses:

- Population/Employment Densities
- Transit-Dependent Populations
- Activity Centers
- Trip Patterns
- Existing Conditions

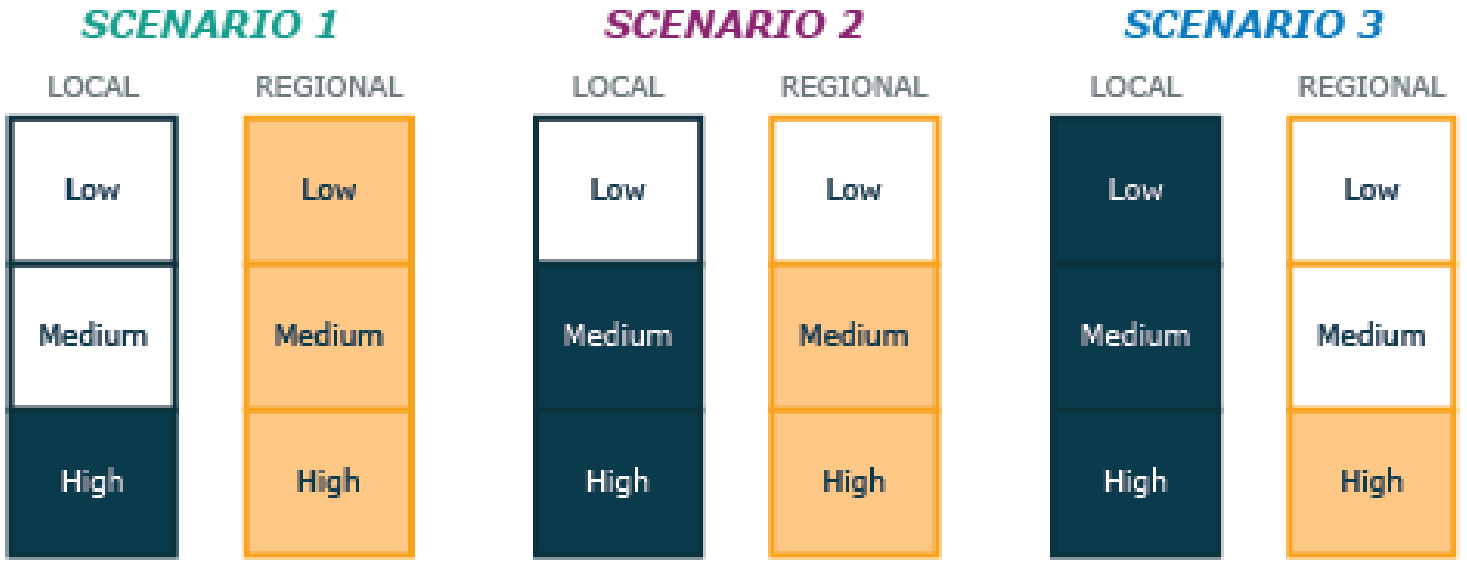


High Needs Medium Needs Low Needs

RECOMMENDED SCENARIOS: TARRANT COUNTY

Developed three scenarios based on identified needs as well as stakeholder/public input

Scenarios were evaluated using key performance metrics (e.g. access, ridership) to understand potential trade-offs between scenarios

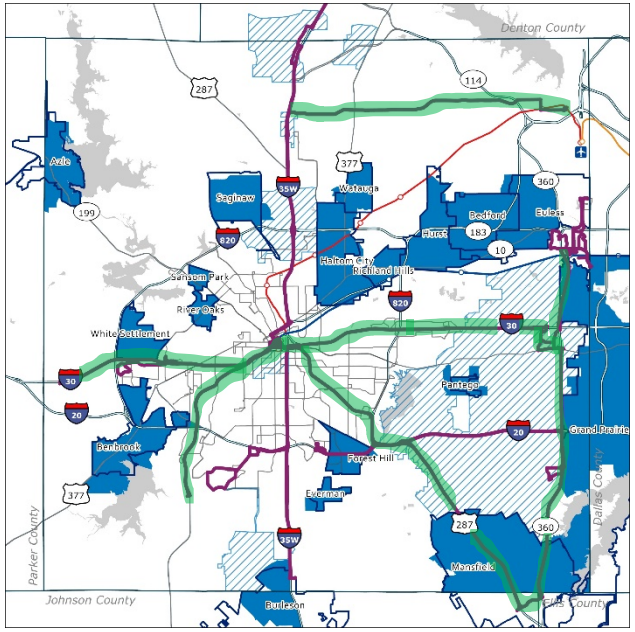


RECOMMENDED SCENARIOS: TARRANT COUNTY

Scenario 1

Service Needs

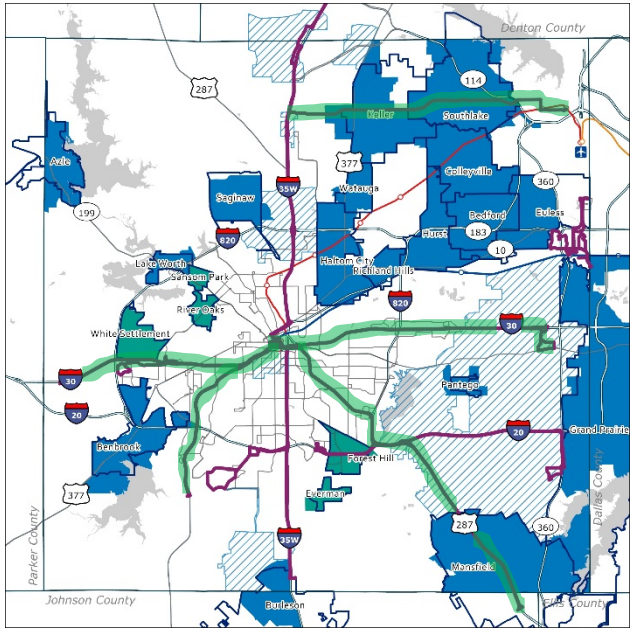
	Low	Med	Hi
Local			Hi
Regional	Low	Med	Hi



Scenario 2

Service Needs

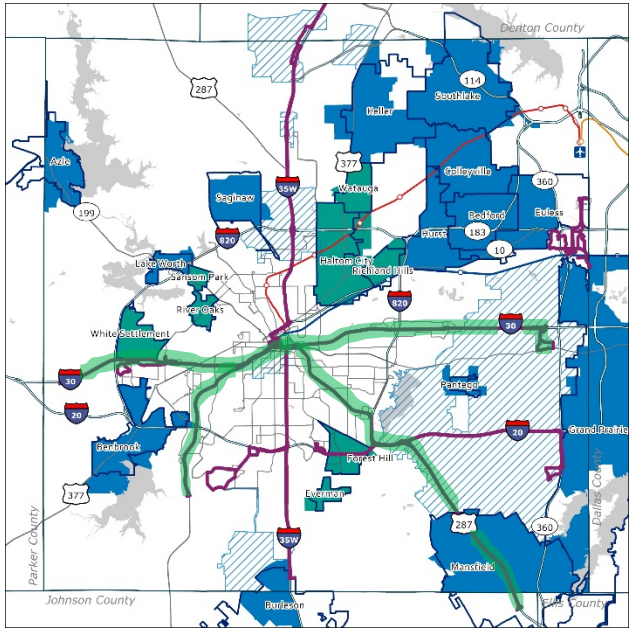
	Low	Med	Hi
Local	Low	Med	Hi
Regional	Low	Med	Hi



Scenario 3

Service Needs

	Low	Med	Hi
Local	Low	Med	Hi
Regional	Low	Med	Hi



SERVICE COST ESTIMATES: TARRANT COUNTY

Baseline Budget Target (countywide): **$18M to 18.4M**

Based on current per capita Trinity Metro and Arlington Via transit expenditures

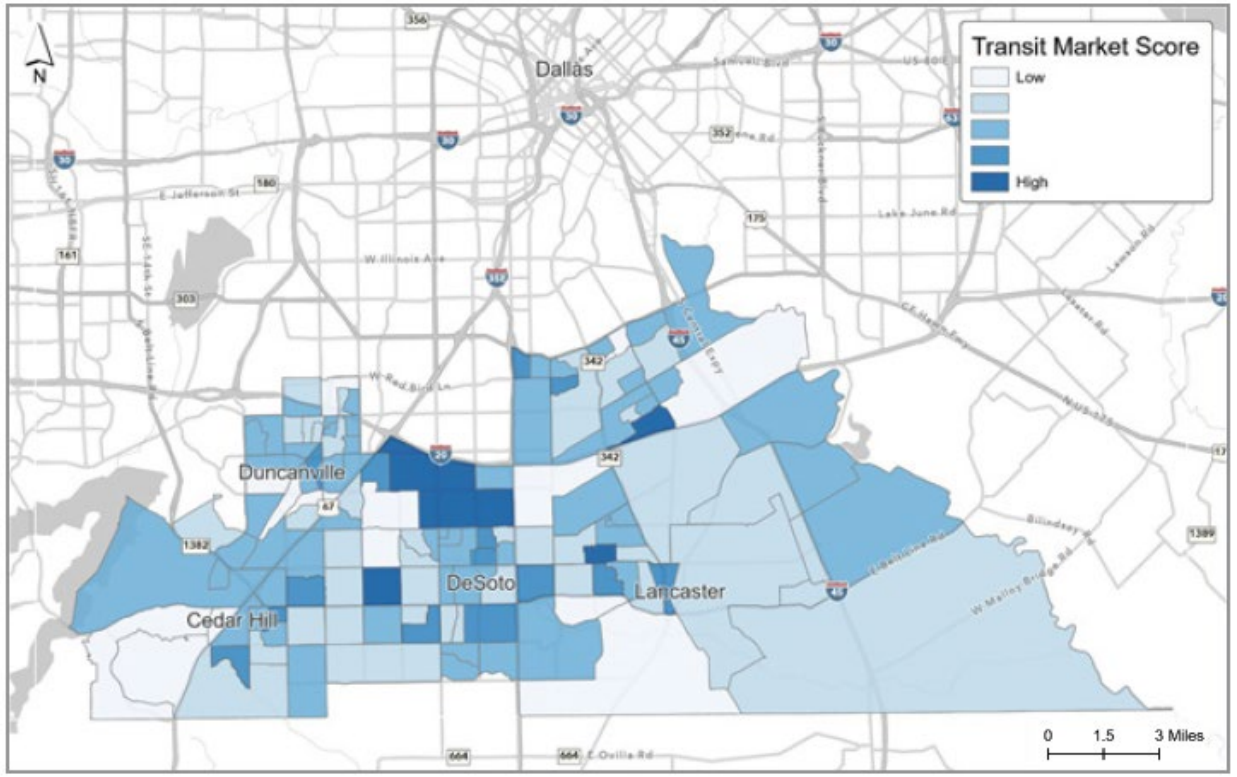
Estimated cost breakdown by municipality is also provided

	Estimated Cost	Local/Regional % Split
Scenario 1	$18.1M	74% / 26%
Scenario 2	$18.4M	82% / 18%
Scenario 3	$18.3M	88% / 12%

TRANSIT NEEDS: SOUTHERN DALLAS COUNTY

Identified needs based on technical analyses:

- Population/Employment Densities
- Transit-Dependent Populations
- Activity Centers
- Trip Patterns
- Existing Conditions



Darker blue represent block groups with highest transit propensity

GOODS MOVEMENT: SOUTHERN DALLAS COUNTY

Key Takeaways

- Inland Port is **poised to more than double in size over the next 10 years** (50-100M sq. ft. of new industrial development)
- As industrial buildings grow in size, so does corresponding truck traffic
- Many local thoroughfares are experiencing high truck volumes, increased development could push these intersections to capacity

Southern Dallas Inland Port

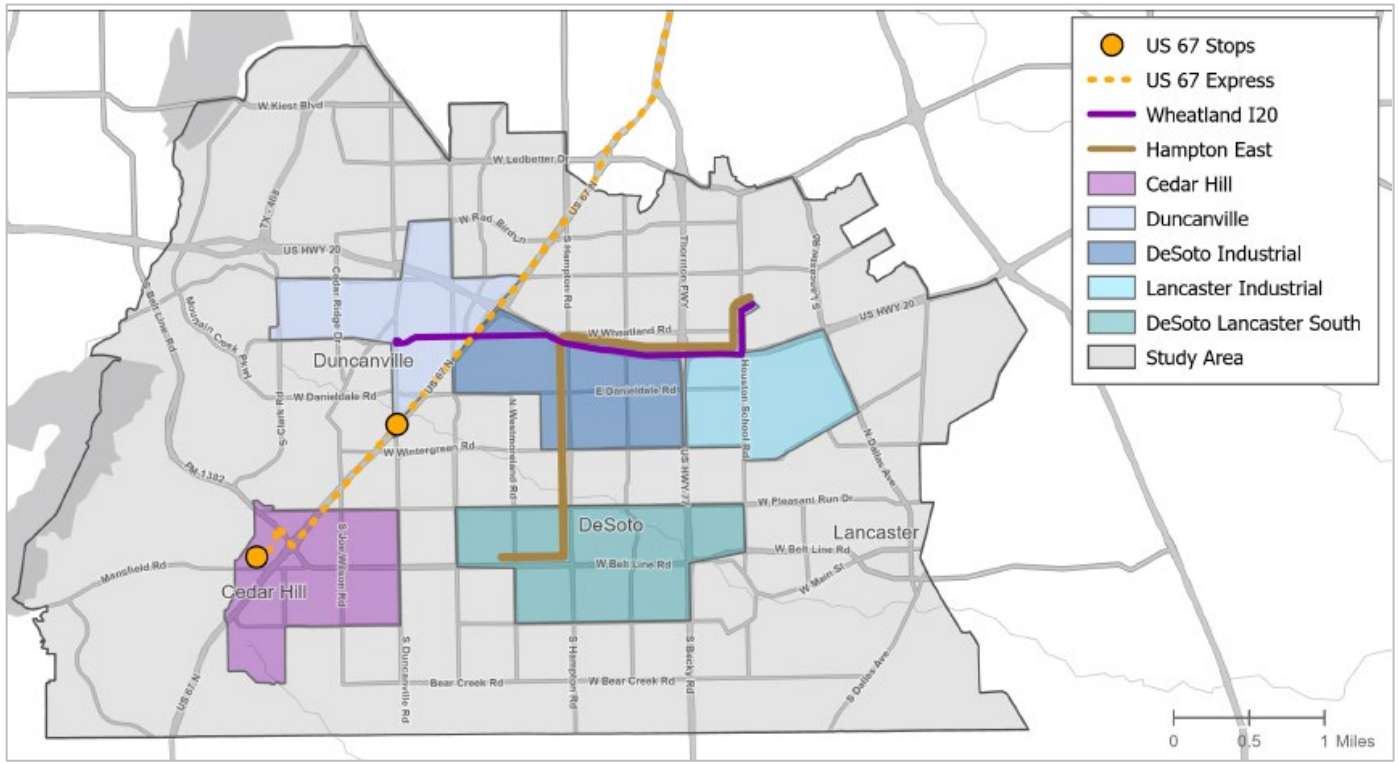
RECOMMENDED SCENARIO: SOUTHERN DALLAS COUNTY

Based on technical analyses as well as stakeholder/public input

Builds the foundation of transit service in the area (*Phase 1*); later phases build on this foundation

Three (3) fixed-routes (one express); *five* (5) microtransit zones

Coordinate transit/roadway planning to facilitate safe transit travel; prepare for continued growth in truck volumes in the Inland Port

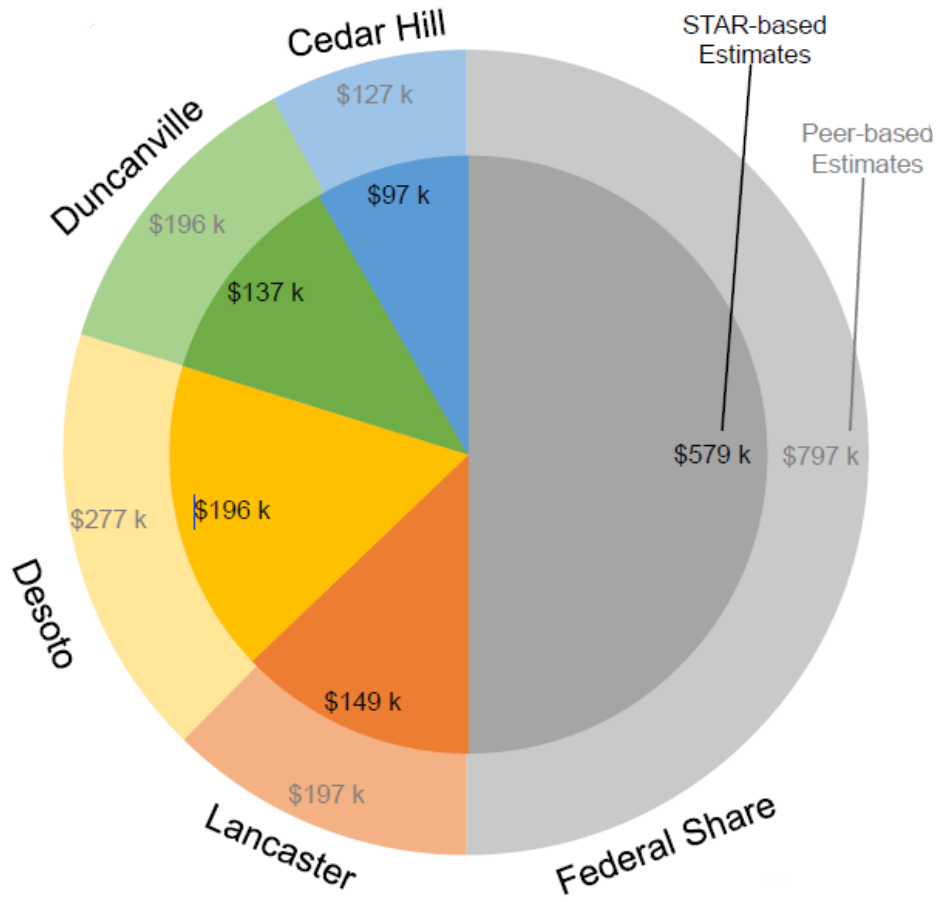


SERVICE COST ESTIMATES: SOUTHERN DALLAS COUNTY

Phase 1: **$1.2 to 1.6M** (combined total)

Phase 2: **$2.12M** (reinvests in the core service of Phase 1 and expands coverage)

Estimated cost breakdown by municipality is also provided



IMPLEMENTATION STRATEGIES

Provided a framework for municipalities to establish or expand transit service based on recommended services

Designed as a flexible roadmap for municipalities to implement services that meet local/regional needs, priorities, and goals

Next Step: continued coordination with partners and local governments

Service Model	Recommended
Agreement w/Transit Provider	Yes
Contracted Service	Yes
Directly Operated by Municipality	No
The RTC and NCTCOG encourage municipalities to coordinate planning and implementation efforts with existing Transit Providers.	

CONTACT INFORMATION

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Project Website: www.nctcog.org/transitstudies

End of 2021 Ozone Season

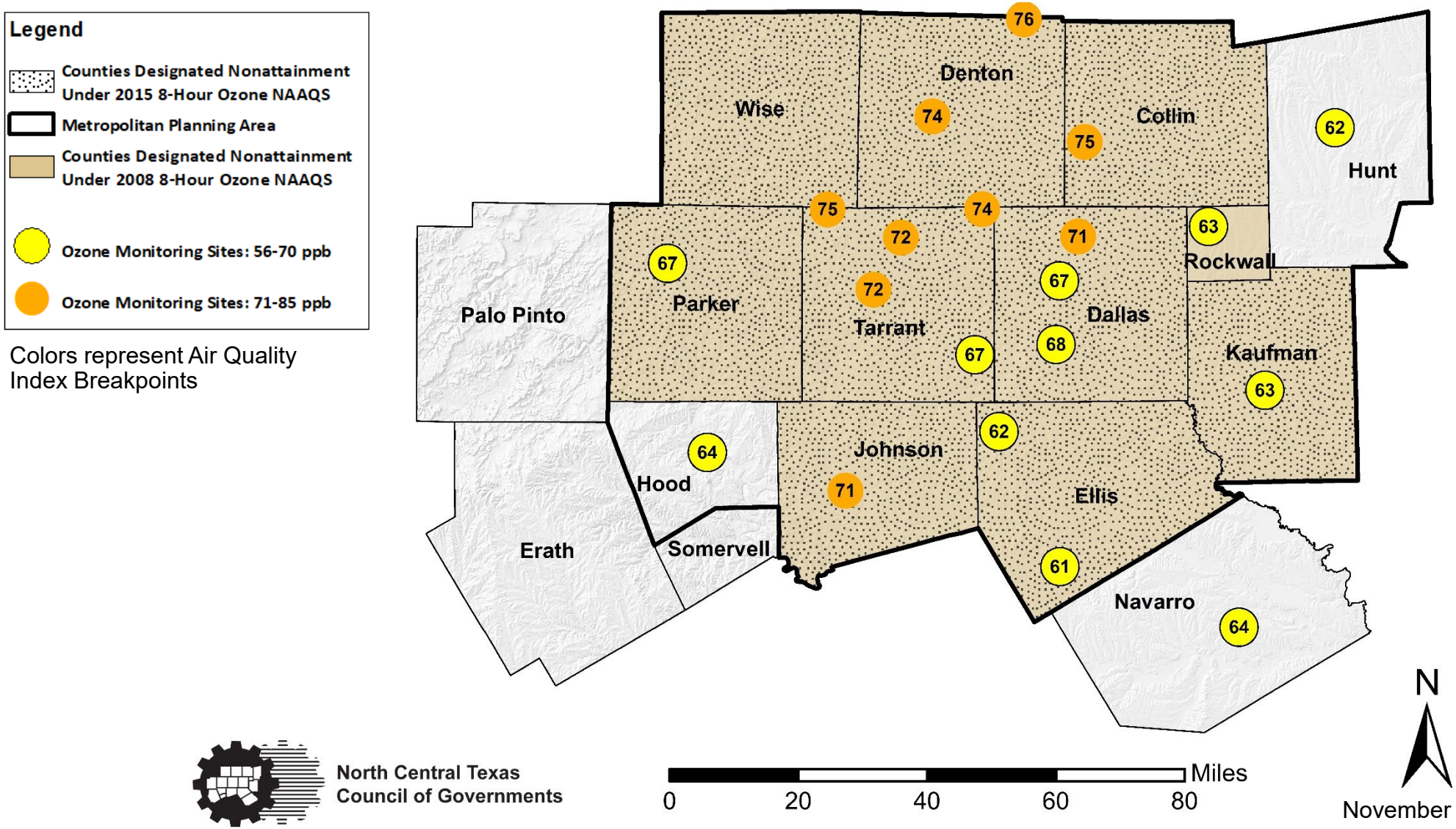
Surface Transportation Technical Committee • December 3, 2021

Jenny Narvaez, Program Manager

North Central Texas
Council of Governments

Monitor Locations with Associated 4th Highest Value

As of November 19, 2021



Monitor Data for 2021 Ozone Season

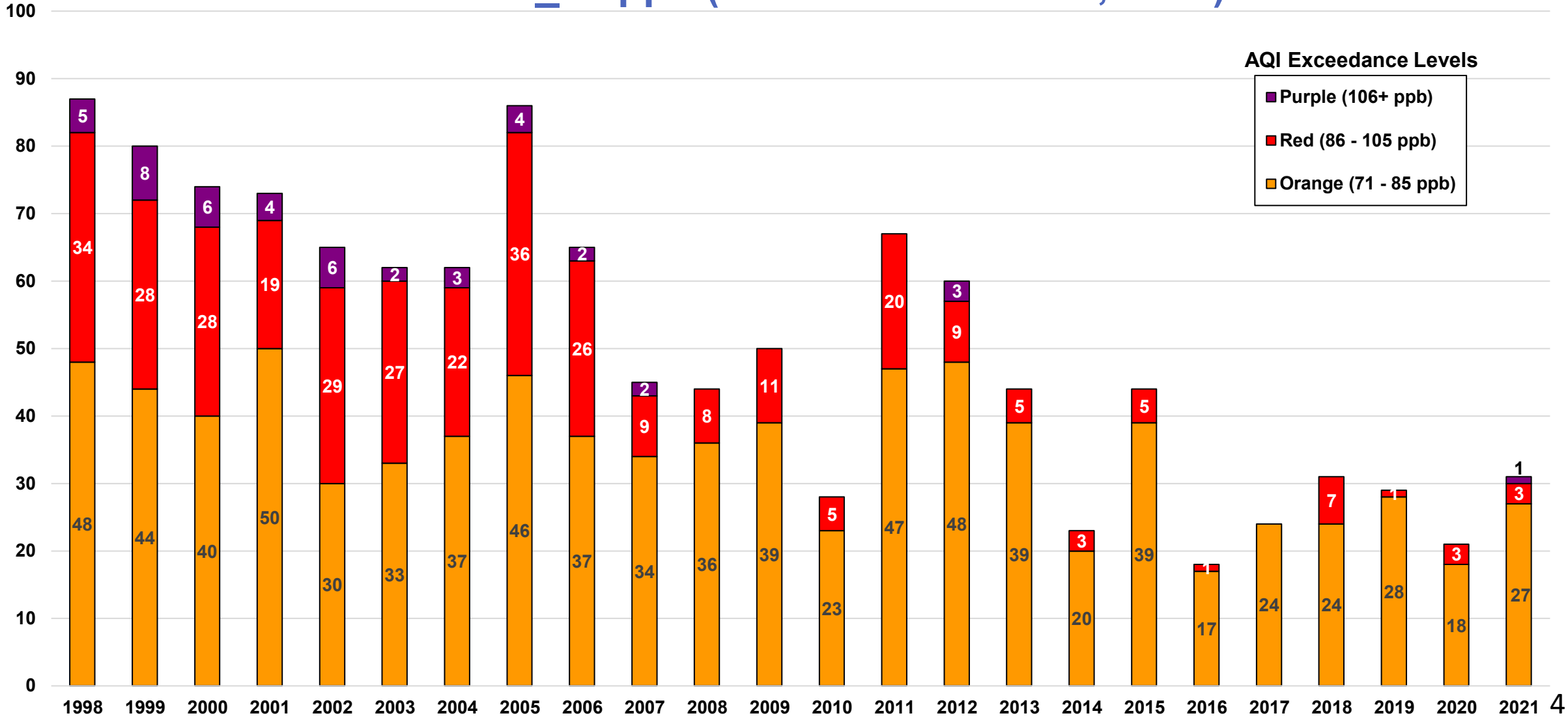
Five Highest Monitors

Five Highest Monitors	4th Highest Value for Season			2021 Ozone Season Design Value
	2019	2020	2021	
Denton Airport South	71	71	81	74
Eagle Mountain Lake	75	76	76	75
Frisco	74	70	81	75
Grapevine Fairway	71	77	75	74
Pilot Point	73	71	85	**76** ←

Design Value = 3-Year Average of Fourth Highest Value

8-Hour Ozone NAAQS Exceedance Trends

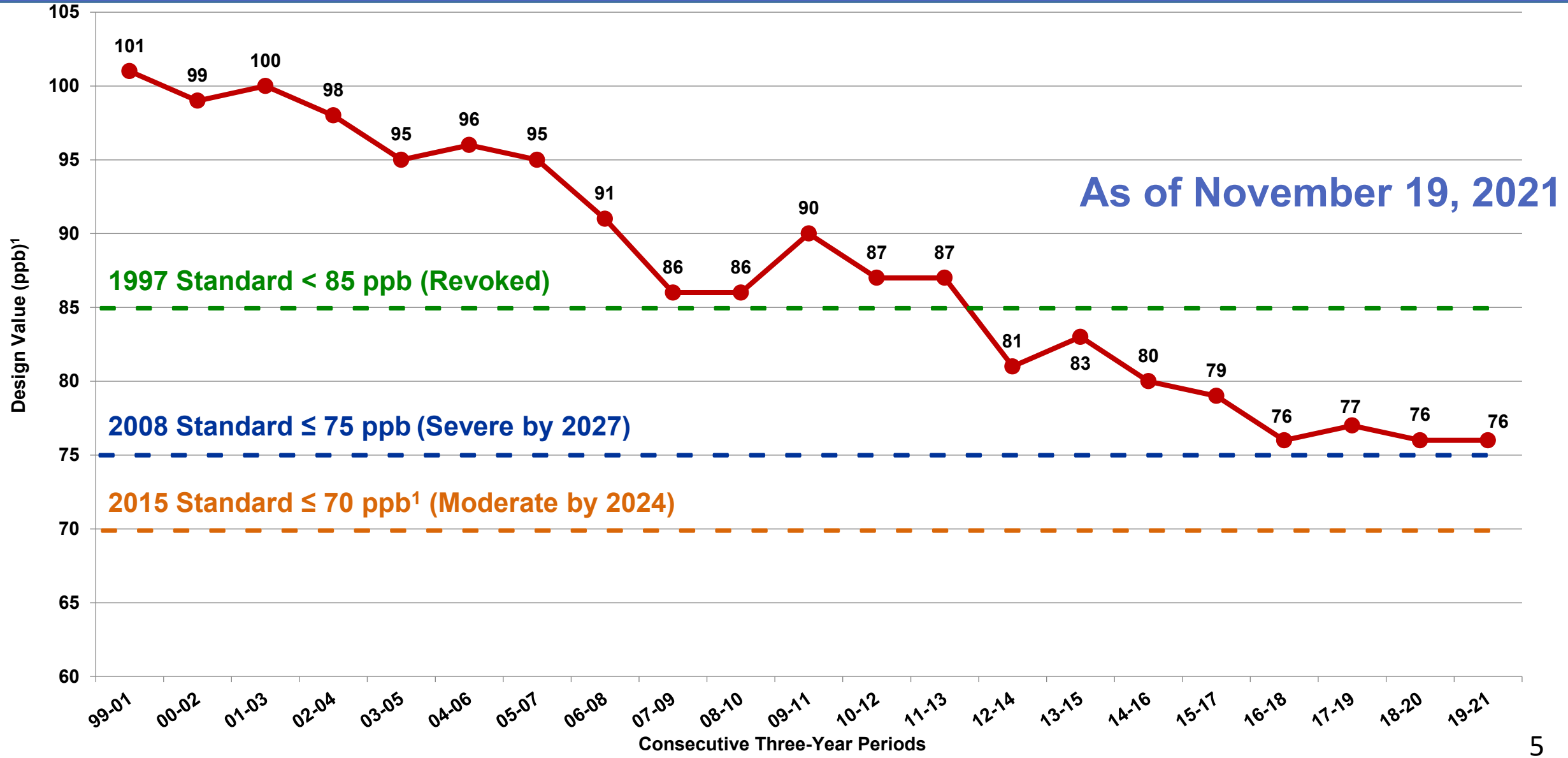
Based on ≤70 ppb (As of November 19, 2021)



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 for the revised ozone standard of 70 ppb.

Source: TCEQ, http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl
ppb = parts per billion

Ozone Design Value Trends



[1]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).

Source: NCTCOG TR Dept

Timeline and Milestones

2008 Ozone Standard (<75ppb)

Attainment Date:
No later than July 20, 2027

Attainment will be based on 2024-2026 Ozone Monitor Data

EPA NAAQS Classifications

Marginal
(3 years to attain)

Moderate
(6 years to attain)

Serious
(9 years to attain)

Severe
(15/17 years to attain)

Extreme
(20 years to attain)

2015 Ozone Standard (<70ppb)

Attainment Date:
No later than August 3, 2024

Attainment will be based on 2021-2023 Ozone Monitor Data

Reclassification Due to Failure to Attain Stricter Standards

Going from Serious Classification to Severe:

Major source threshold decreased to 25 TPY (from 50 TPY)

Impacts businesses that require CAA permitting for new/continued operations

Penalty fee program for major sources

Per ton penalty fee increase on major sources if the area does not meet required reductions

New Source Emission Offset ratio increased to 1.3:1 (from 1.2:1)

✔ **Low VOC reformulated gas**

No implications, because our region has already opted in previously

✔ **VMT growth offset required**

Analysis completed and no transportation control strategies are needed

A continued and thorough assessment of regional implications is ongoing.

Air Quality Control Strategies and Local Programs

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U.S. Department of Energy

Dallas-Fort Worth CLEAN CITIES

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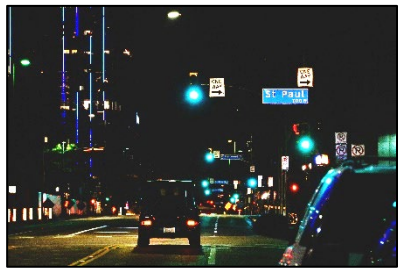
Electric Vehicles North Texas

REGIONAL SMOKING VEHICLE PROGRAM

Air North Texas



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https://www.nctcog.org/trans/quality/air/ozone