

Clean Air Action Day



Do at least one thing to help improve air quality on Friday, June 23, 2017

Example actions are:

- Attend Meetings Remotely
- Carpool
- Take lunch to work
- Use mass transit
- Bike or walk
- Combine errands
- Telecommute
- Avoid idling
- Maintain vehicle



More at www.airnorthtexas.org/cleanairactionday

A decorative graphic on the left side of the slide, consisting of a network of light blue lines and circles resembling a circuit board or a neural network, set against a dark blue background.

TECHNOLOGY REMINDERS FOR PARTICIPATING IN JUNE 23RD STTC MEETING REMOTELY

PRESENTATION TO SURFACE
TRANSPORTATION TECHNICAL COMMITTEE

JUNE 23, 2017

REMINDERS

- Phone

- Call into the conference number provided
- PLEASE MUTE YOUR PHONE unless you are speaking
- Do not place your phone on “Hold”

- Discussion/Questions

- Use the chat box to ask to speak or type your question and wait for the Chair to recognize you

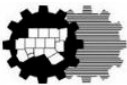
- Voting

- Same as in person – voice vote (ensure that you have unmuted your phone to vote)
- If you choose to abstain, please indicate such in the chat box

2017-2018 CMAQ/STBG* FUNDING: TRANSIT PROGRAM

Surface Transportation Technical Committee
June 23, 2017

* Congestion Mitigation and Air Quality Improvement Program/
Surface Transportation Block Grant



North Central Texas
Council of Governments
Transportation Department

CMAQ/STBG PROJECT FUNDING PROGRAMS

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

CMAQ/STBG FUNDING PROGRAM: TRANSIT PROGRAM

Description/ Purpose	To assist regional partners with innovative transit projects and provide alternative modes of transportation throughout the region.
Current Requests	<ul style="list-style-type: none">• High-Intensity Bus Transit in the IH 30 and IH 35W Corridor• Cotton Belt Corridor• Carpenter Ranch Station- Irving
Next Steps	Anticipated for action in Summer or Fall 2017.

PROPOSED TRANSIT PROJECTS

Project Name	Agency	Proposed FY	Proposed Federal Funding ²
Cotton Belt Corridor Regional Rail Project (#4) from DFW Terminal B to Shiloh Station in Plano ¹	DART	2019	\$20,000,000
		2020	\$40,000,000
		2021	\$30,000,000
		2022	\$10,000,000
Regional Trail Connections to the Future Cypress Waters Cotton Belt Rail Station	Dallas County	2019	\$3,000,000
7 th Street District Circulator Electric Buses and charging stations (in Fort Worth)	FWTA	2018	\$2,880,000 ³
IH 30 High Intensity Bus Pilot Service from the western terminus of IH 30 managed lanes to Downtown Dallas	DART ⁴	2018	\$13,000,000 ⁵
IH 35W High Intensity Bus Pilot Service from the Fort Worth Intermodal Transportation Center to Texas Health Presbyterian Park-n-Ride in Denton	FWTA/ DCTA	2019	\$1,000,000 ⁵
Legacy Transportation Management Association (TMA)	Plano	2018	\$300,000
		2019	\$400,000
Carpenter Ranch Station on the Orange Line in Irving	DART	2020	\$8,800,000
Total			129,380,000

¹ This project replaces the \$100 million placeholder in the Transportation Improvement Program (TIP) with the actual project to be implemented; NCTCOG staff is coordinating with Coppell and the Dallas Fort Worth International Airport regarding their participation in the corridor. This funding partnership is contingent upon utilization of an innovative financing/procurement process.

² Requires a 20% Local Match or for individual agencies to use their Transportation Development Credits (TDCs).

³ An additional \$1,720,000 is funded with an existing Federal Transit Administration grant for a total of \$4,600,000.

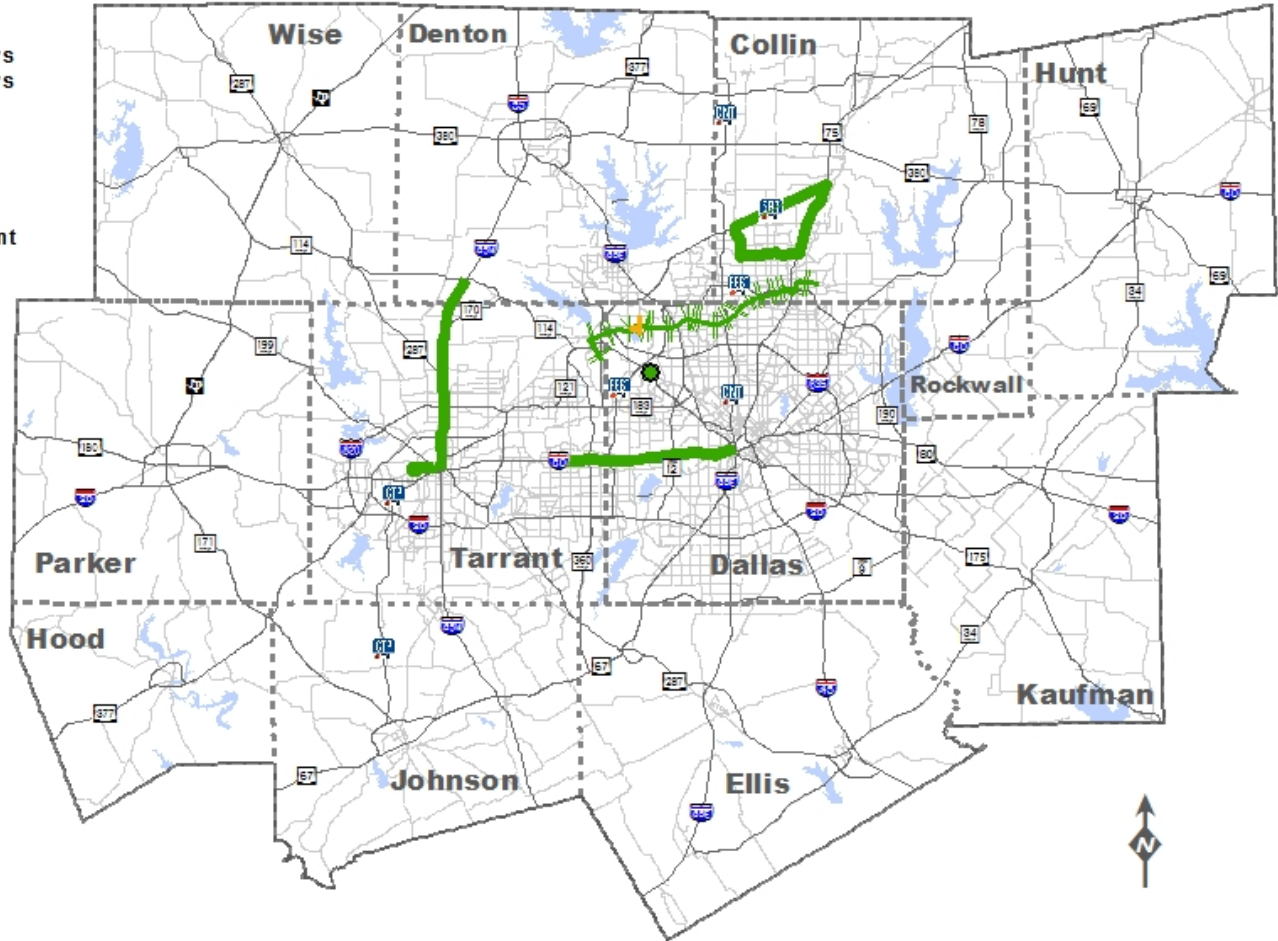
⁴ To be refined through future coordination efforts with transit agencies.

⁵ Propose to move buses from one corridor to the other with phased pilot service.

2017-2018 CMAQ/STBG: Transit Program

Legend

- Major Highways / Roadways
- Other Highways / Roadways
- County Boundary
- Bus Service
- Rail Line
- Rail Station
- Transportation Management Association (TMA)
- Regional Trail Connection to Rail Station



Dallas CBD



Fort Worth CBD



TIMELINE

STTC Information	May 26, 2017
RTC Information	June 8, 2017
STTC Action	June 23, 2017
RTC Action	July 13, 2017
Add to the 2017-2020 TIP/STIP (through November 2017 cycle)	July 28, 2017

ACTION REQUESTED

- Recommend RTC approval of the proposed list of projects to fund through the 2017-2018 CMAQ/STBG: Transit Program.
- Administratively amend the 2017-2020 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents to incorporate these changes.

QUESTIONS?

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FY2018 and FY2019
*Unified Planning Work Program
and
Studies to Fund through the
CMAQ/STBG Funding Program*

Surface Transportation Technical Committee
June 23, 2017

Unified Planning Work Program

Task 1 – Administration and Management

Task 2 – Transportation Data Development and Maintenance

Task 3 – Short-Range Planning and Programming, and Air Quality and Transit Operations

Task 4 – Metropolitan Transportation Plan

Task 5 – Special Studies and System Operations

Implemented through:

- 28 Subtasks
- 150-200 Programs and Projects

Funded through:

- 20 Revenue Sources
- 141 Grants

FY2018 and FY2019 Major Planning Initiatives

- ▶ **Mobility 2045**
- ▶ **Air Quality Conformity**
- ▶ **2019-2022 Transportation Improvement Program**
- ▶ **Survey Data Analysis/Travel Model Enhancement**
- ▶ **Automated Vehicle Technology**
- ▶ **Freight Planning**
- ▶ **High Speed Rail**
- ▶ **Performance Measures Development**
- ▶ **Harry Hines Boulevard Corridor Study**
- ▶ **MATA M-line Extension**

2017-2018 CMAQ/STBG Funding Program: Proposed Planning and Other Studies

DRAFT

Project Name	Fiscal Year	Federal Funding Source	Match to Federal Funds	Total Federal Amount
Harry Hines Corridor Conceptual Study and Preliminary Design	2019	STBG	Local Funds	\$1,000,000
McKinney Avenue Transit Authority M-Line Extension to Knox Street Feasibility Study	2018	STBG	Local Funds/ Transportation Development Credits (TDCs) ¹	\$1,000,000
High Speed Rail Core Express ²	2018	STBG	TDCs ³	\$2,000,000
TOTAL				\$4,000,000

1: The City of Dallas may wish to use TDCs being allocated to the City through the MTP Policy Bundle effort.

2: In addition to the \$3,000,000 previously funded for a total of \$5,000,000

3: Regional TDCs

Unified Planning Work Program FY2018 and FY2019 Funding Summary

FY2018 and FY2019 US FTA (Sec. 5303)	\$ 5,596,327
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FY2018 and FY2019 US FHWA (Estimated PL)	\$14,910,150
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FY2017 US FHWA (Estimated PL-Carryover)	<u>\$ 5,981,498</u>
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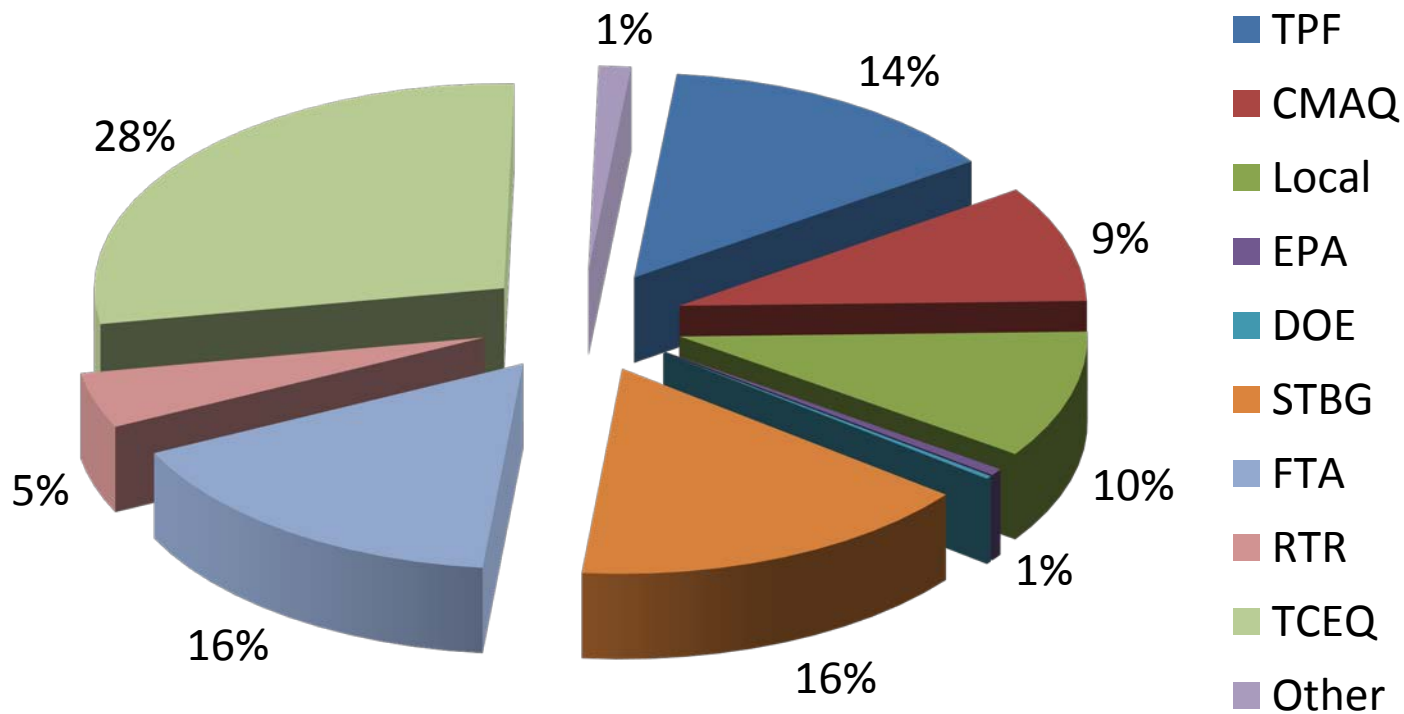
Total Transportation Planning Funds	\$26,487,975
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Anticipated Expenditures	\$22,664,000
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PL Balance to Carry Over to FY2020	\$ 3,823,975
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Summary of Total Funding

Estimated Total Funding (all sources): \$170,727,340



Unified Planning Work Program Development Schedule

DATE	UPWP DEVELOPMENT
February 10	Initiation of Requests for NCTCOG Assistance
February 17	STTC Notification of UPWP Development
March 9	RTC Notification of UPWP Development
March 13, 15 & 20	Public Meetings on UPWP Development
March 24	Project Submittals for NCTCOG Assistance Due
May 26	Draft Document Provided to STTC for Information
June 1	Draft Document Due to TxDOT
June 8	Draft Document Provided to RTC for Information
June 13, 14 & 20	Public Meetings on Draft Document
June 23	STTC Action on Recommended UPWP
July 13	RTC Action on Recommended UPWP
July 27	Executive Board Action on Recommended UPWP
August 1	Final Document Due to TxDOT

Requested STTC Action

Recommend RTC approval of:

- ▶ The FY2018 and FY2019 Unified Planning Work Program, including the three studies proposed for funding under the Planning and Other Studies Portion of the 2017-2018 CMAQ/STBG Funding Program; and
- ▶ The UPWP Policies contained in Exhibit I-8 of the Work Program.

And

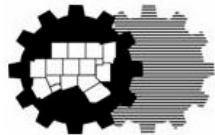
Recommend that the RTC direct staff to administratively amend the Transportation Improvement Program/ Statewide Transportation Improvement Program.

Unified Planning Work Program Contact Information

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**North Central Texas
Council of Governments**

Transportation Department

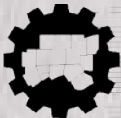
<http://www.nctcog.org/trans/admin/upwp>

TOLL COSTS ASSOCIATED WITH IH 30 CLOSURE DETOUR ROUTE

Surface Transportation Technical Committee

June 23, 2017

Natalie Bettger



**North Central Texas Council of Governments
Transportation Department**

SCOPE OF CLOSURE

Location

IH 30 from Cooper/Collins Street to PGBT

Timeframe

Friday night from 9 pm to approximately 6 am Monday

Strategies

Traffic Signal Retiming

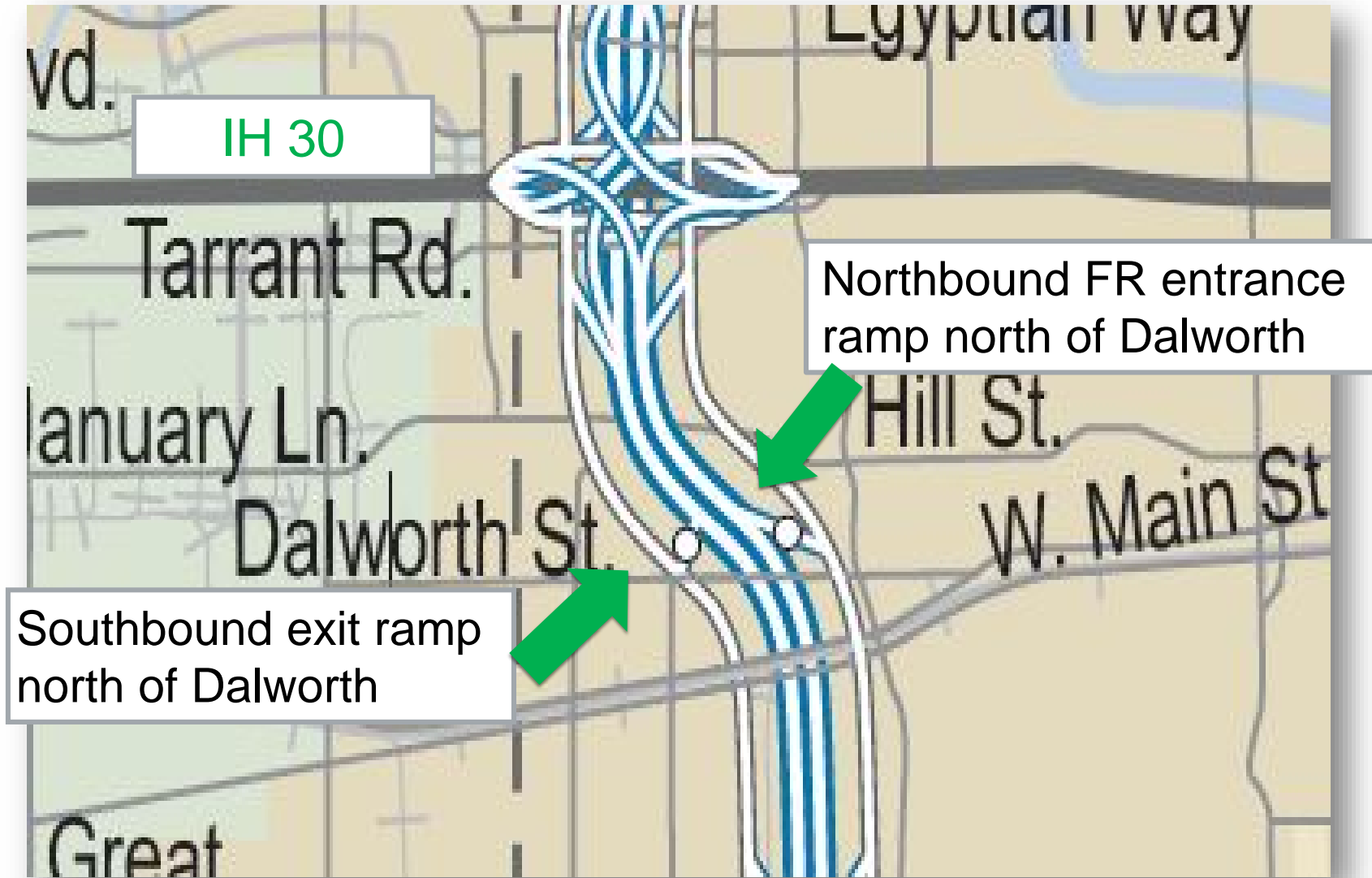
Tolls of \$0

Advance Messages on DMS to Avoid the Area

Media Coverage

Monitor Traffic and Improve with Each Closure

TOLL GANTRIES



ACTION REQUESTED

Endorse \$50,000 in Regional Transportation Council local funds to cover the cost of setting the tolls to \$0 on President George Bush Turnpike for the IH 30 detour route.

Direct staff to administratively amend the 2017-2020 TIP and other planning/administrative documents to incorporate this funding.

Direct staff to seek approval of the NCTCOG Executive Board to enter into an agreement with NTTA.

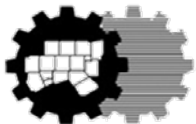
Questions

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LEGISLATIVE UPDATE

**Surface Transportation Technical Committee
June 23, 2017**



**Amanda Wilson, AICP
North Central Texas Council of Governments**

Transportation Funding

SB 1 General Appropriations Bill

- Legislature Approved \$216.8B Statewide Budget
- \$26.6B for TxDOT Funding
 - \$2.9B from Sales Tax (Proposition 7)
 - \$2.5B from Oil & Gas Tax (Proposition 1)
 - \$300M to Pay Debt
- Delays \$1.7B Transfer of Proposition 7 Funds to State Highway Fund
- LIRAP/LIP Funds Line Item Vetoed by Governor, Among Other Air Quality Appropriations

Air Quality

TERP

- **SB 26** Updates, Extends TERP, Adjusts Revenue Dedications; Amended onto **SB 1731**; Approved

LIRAP/LIP

- **HB 2321** Modernizes, Adds Flexibility to LIRAP/LIP; No Action on Senate Floor, Did Not Pass
- **HB 402** Expands LIP projects for Certain Counties; No Senate Action, Did Not Pass

Emissions

- **HB 2568** Reviews Motor Vehicle Emissions Inspection; Did Not Pass
- **SB 2076** Included Amendment to Study Necessity of Inspection Programs, Make Recommendations; Approved

High-Speed Rail

20+ Bills Filed Proposed to Limit/End HSR, Restrict Eminent Domain, Prevent Funding/Financing

SB 975 HSR to Implement Security Measures; Approved

SB 977 Prohibits the Use of State Money for HSR Operated by Private Entity, Federal Requirements Allowed, TxDOT to Prepare Semi-Annual Report on HSR Expenses; Signed by Governor, Effective 9/1/17

- This Language also Included in the State Budget

CDAs and Tolls

HB 2861 Statewide Comprehensive Development Agreement Bill

- IH 30 From IH 35W to East of Fielder Rd.
- IH 635E From US Highway 75 to IH 30
- IH 35E From IH 635 to US Highway 380
- Plus Others Throughout the State

Failed on House Floor; Did Not Pass

SB 312 TxDOT Sunset Bill

Extends TxDOT for 12 Years, Includes Limiting Toll Language; Approved

Transit

SB 385 Voter Approval for Acceptance/Use of Federal Funds for Commuter Rail Projects; Did Not Pass

SB 1523 Requires TxDOT to Oversee Safety of Rail Fixed Guideway Systems in Accordance with Federal Law, Keeps Safety Elements in Place; Signed by Governor and Effective Immediately

Additional Topics of Interest

Automated Vehicles

- **SB 2205** Creates Automated Vehicle Driving Regulations; Approved

Shared Transportation

- **HB 100** Regulates Transportation Network Companies (Uber/Lyft); Signed by Governor, Effective Immediately

Safety

- **HB 62** Prohibits Driving While Texting; Signed by the Governor, Effective 9/1/17
- **SB 1588** Ending Safety Inspections; Did Not Pass

Additional Topics of Interest

Aviation/Unmanned Aircraft

- **HB 1643** Prohibits Operation of UAS Over Certain Structures, Prohibits Local UAS Ordinance without FAA Approval; Approved
- **HB 1424** Prohibits Operation of UAS Over Certain Structures/Images Captured; Approved
- **SB 840** Images Captured by UAS; Approved
- **SB 277** Prohibits Tax Incentives for Land with Wind Turbines Near Military Base; Approved
- **HB 890** Real Estate Disclosure Near Military Base; Signed by Governor, Effective 9/1/17

Contact Information

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DFW High-Speed Rail Update

Surface Transportation Technical Committee

June 23, 2017



HSR Houston to Dallas Update

- **Building the Bullet Train Every Day**
- **Land Option Program**
 - **30% of Expected Parcels Under Contract**
 - **Parcels In All 10 Counties**
- **Preparation for Construction Activity**
 - **Now Engaged With Design-Build Partner**
 - **Complete Following by Late 2018:**
 - **Advance Design**
 - **Implement Low-impact Development Elements**
 - **Quantify Construction Costs and Schedule**



HSR Houston to Dallas Update

- **System Safety and Security**
 - **Consistent With SB 975**
- **Preparation of Environmental Impact Statement and Permits**
 - **Coordination with FRA, USACE and Others**
 - **Coordination With Local Agencies**
 - **DEIS – 4Q 2017**
 - **ROD – 4Q 2018**



Courtesy Texas Central Partners



Current NCTCOG Efforts

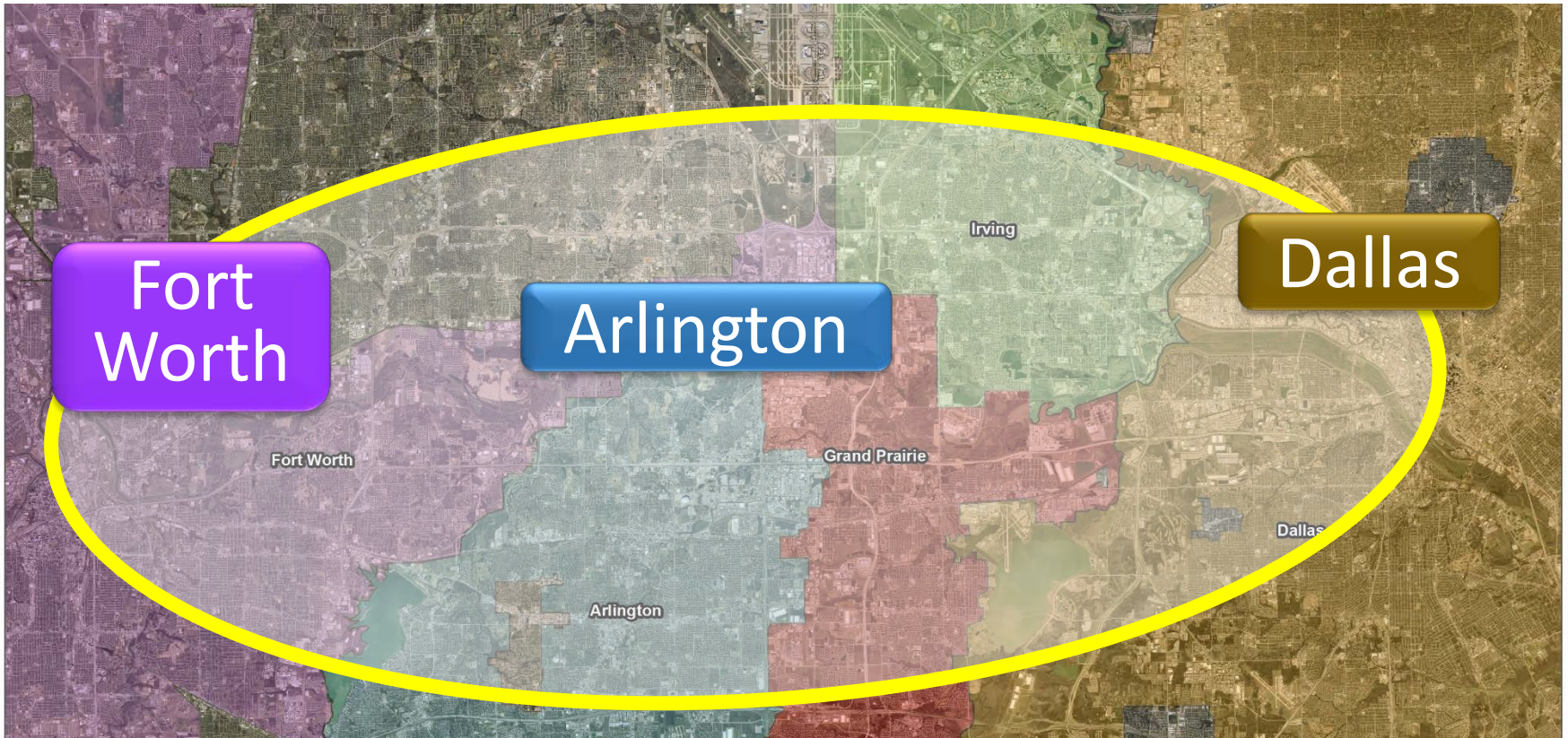
- **Investigating Alignment Alternatives**
- **Assisting in Environmental Process Completion**
- **Reviewing Draft Alternatives Analysis From FRA**
- **Assisting Local Governance Entity Creation**
- **Conducting Three Station Area Planning Studies**
 - **Fort Worth**
 - **Arlington**
 - **Dallas**



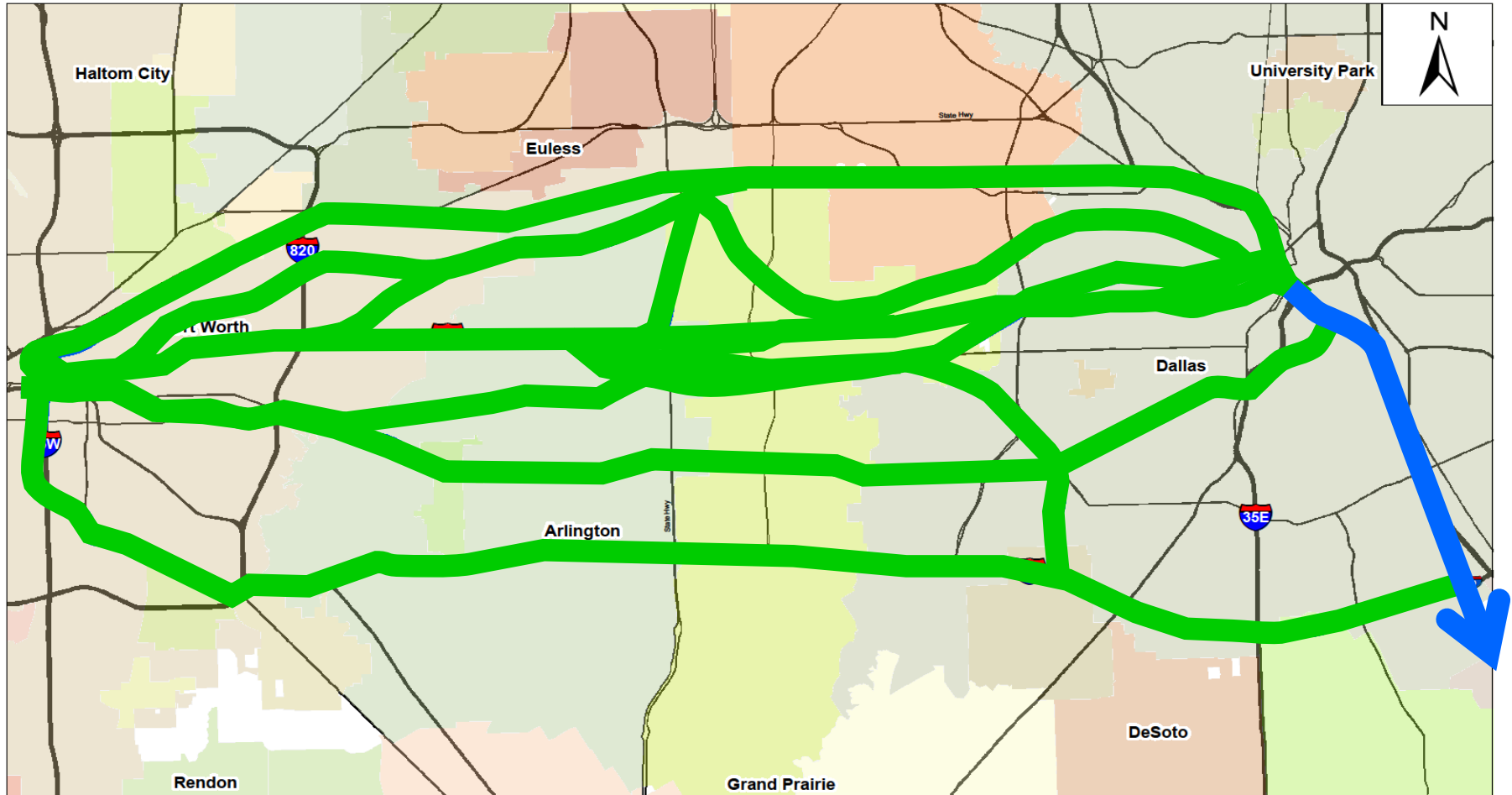
NCTCOG Role

Identify Best Alignment

Coordinate with Consultants on Best Station Location









Alignment Corridors Analyzed

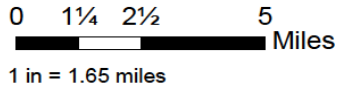
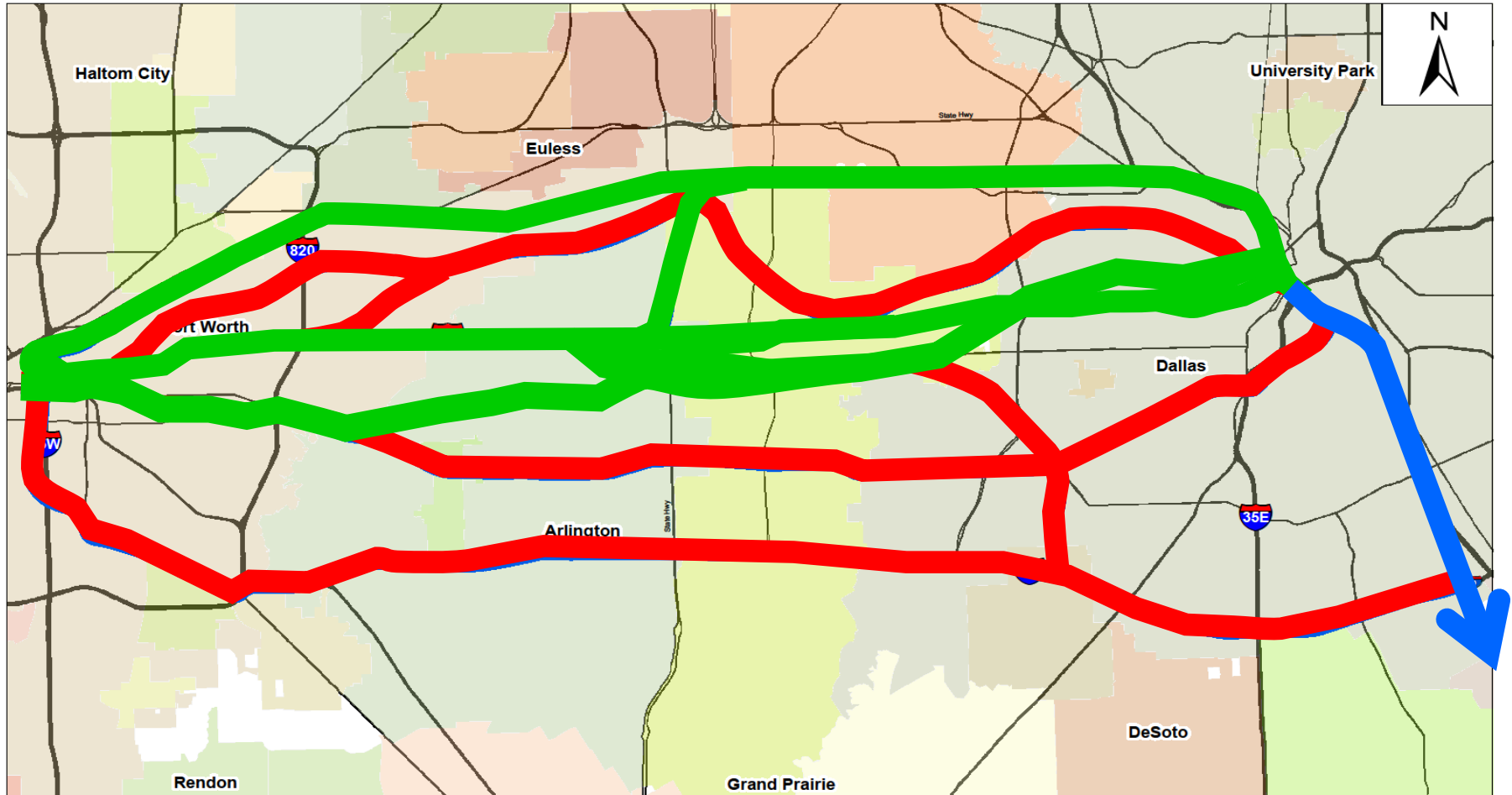


0 1¼ 2½ 5
Miles
1 in = 1.65 miles

Legend

-  Proposed Texas Central HSR
-  Alignment Corridors Analyzed
-  Interstate Highway
-  US Highway
-  State Highway
-  Tollway

Candidate Corridors



Legend

- Proposed Texas Central HSR
- Alignment Corridors Retained
- Dismissed Corridors
- Interstate Highway
- US Highway
- State Highway
- Tollway

Station Area Studies

- Coordination With Texas Central Partners (TCP)
 - Dallas Station Location Identified By TCP
- Monitoring Westward Alignment Opportunities
- Coordination Efforts
 - City and County Elected Officials
 - Property Owners/Developers
 - Business Leaders
 - TxDOT
 - FWTA and DART
 - NCTCOG Alignment Analysis
- Identify Preferred Station Location
- Results Serve As Input Into Environmental Process

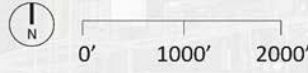


Potential Arlington Station Areas



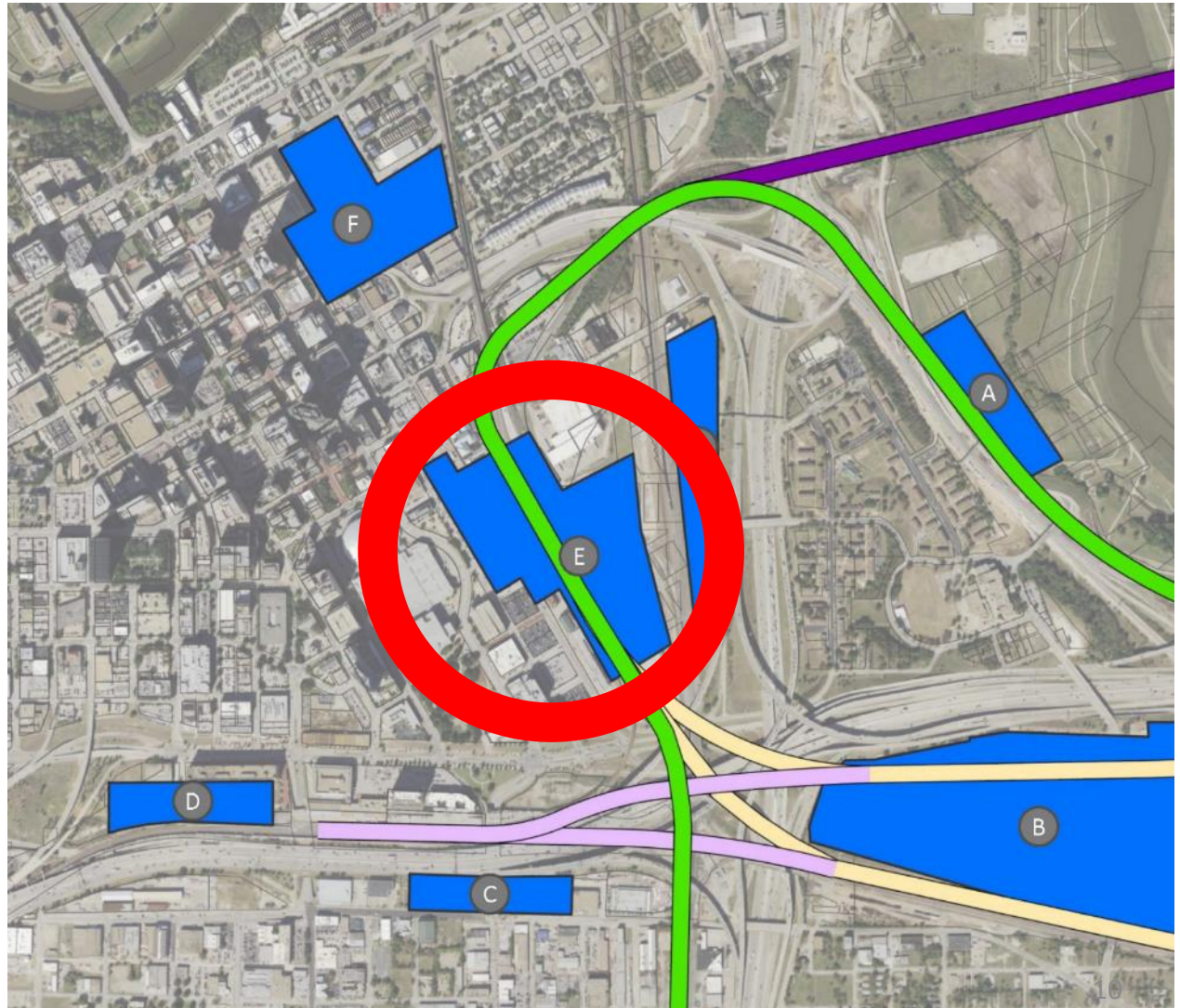
Potential HSR Station Locations

 Potential Station Locations



Potential Fort Worth Station Areas

- A – Butler
- B – East Lancaster
- C – Southside
- D – T&P
- E – ITC
- F – East Sundance
- G – Central Rail Station



Governance Update

- **Proposal: Creation of Local Government Corporation for Dallas-Fort Worth Core Express Project (Chapter 431, Local Government Code)**
- **Fort Worth, Dallas, and other participating entities**
- **April 24, 2017 – City of Dallas Transportation Committee**
 - **Continue working with NCTCOG/Fort Worth to Develop LGC**
- **May 9, 2017 – City of Fort Worth Council Authorized creation of ILA, LGC Organizational Documents**
- **Next Steps: Create Organizational Documents and Seek City Council Approvals**



Next Steps

- **Draft Arlington and Fort Worth Final Reports**
- **NCTCOG to Complete Alignment Study**
- **Continue Coordination For Dallas Station Area Study**
- **Format As Input to DFW Core Express Service Project Environmental Process**



Questions?

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Shinkansen N700 HSR, Image courtesy of Alamy





HSR Alignment Analysis Criteria

Corridor Length

Percent on or Adjacent to Transportation Facility

Percent Adjacent to Residential

Public Facilities Affected within 100 Feet

Percent Above 125 Miles Per Hour

Adjacent to Former Joint Naval Air Station

Meets RTC One-Seat Ride Policy

Meets RTC Three-Station Policy



Arlington Station Location Criteria

Complementary Land Uses

Private Sector Participation

Joint Development Opportunities

Site Visibility

Nearby Parking Availability

Ease of Acquisition

Alignment

Existing ROW?

Impacts to Existing Land Uses



Fort Worth Station Location Criteria

Alignment Options

Land Availability and Ownership

Existing Infrastructure Compatibility

Environmental Justice

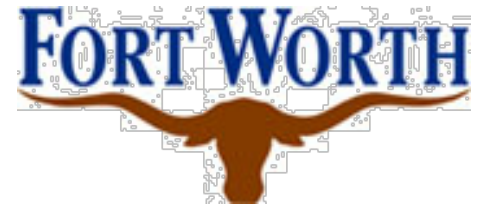
Station Area Context

Public Plan Consistency

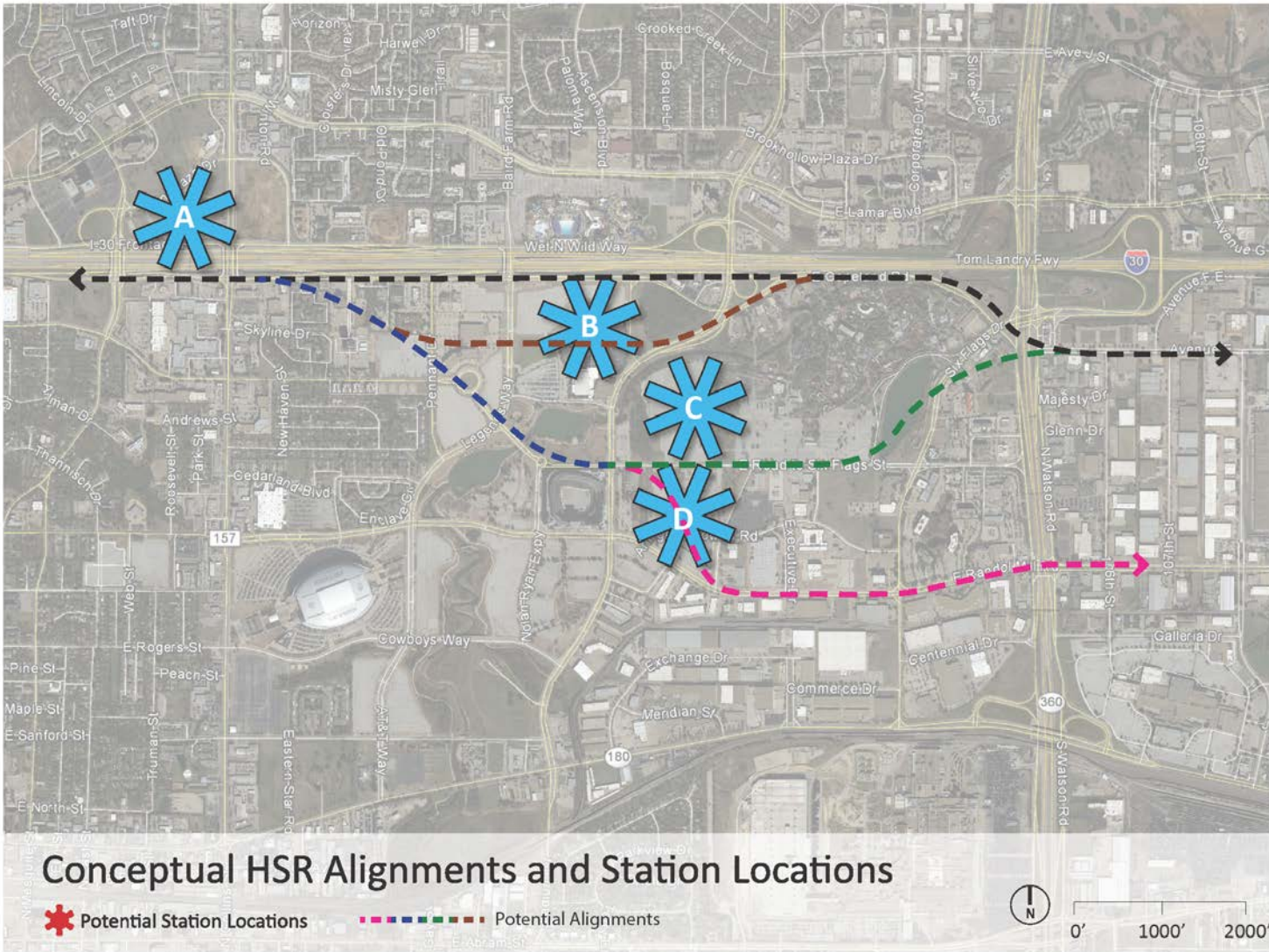
Partnership Potential

Economic Development Opportunities

Mobility Plan Policies and Recommendations



Potential Arlington Station and Alignment Options



Fort Worth Station Location Criteria

E. ITC – 127

G. Central Rail – 121

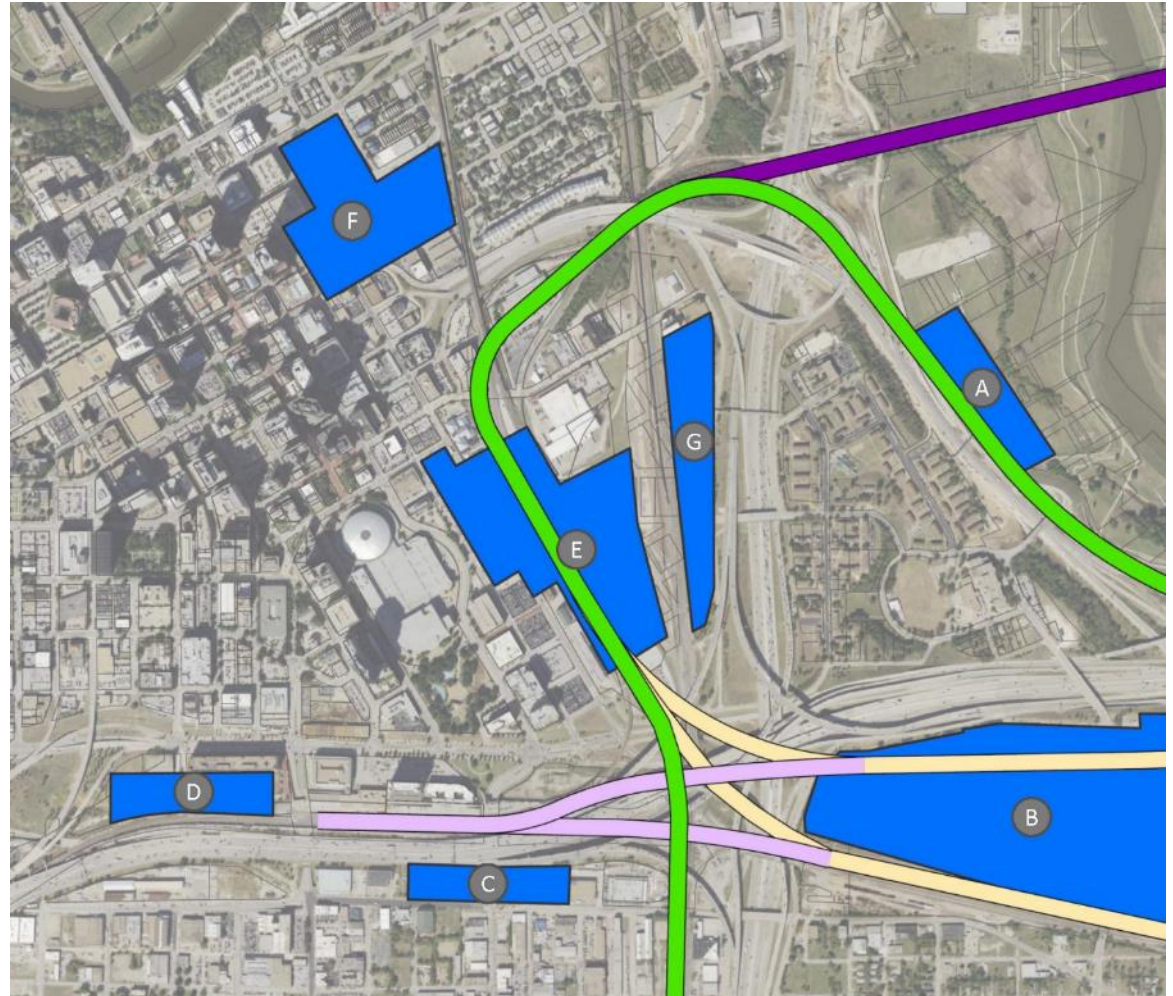
F. East Sundance – 115

C. Southside – 96

A. Butler – 89

D. T&P – 86

B. East Lancaster – 81



AIR QUALITY UPDATES

Surface Transportation Technical Committee
June 23, 2017

Jenny Narvaez



North Central Texas
Council of Governments

2015 EIGHT-HOUR OZONE STANDARD (≤ 70 PPB)

Anticipated Extension Implementation Timeline

2015 Standard Final:	October 26, 2015 ¹
Effective Date:	December 28, 2015
State Nonattainment Designation Recommendations to EPA:	October 2016
EPA Designations Final (Updated)	October 2018
EPA Designations Effective:	January 2019
Attainment Plans Due (moderate and above):	January 2022*
Attainment Dates (no later than)	
Marginal:	January 2022*
Moderate:	January 2025*
Serious:	January 2028*
Severe:	January 2034*

¹<https://federalregister.gov/a/2015-26594>

*Dates are anticipated based on EPA's final designation effective date
Source: Environmental Protection Agency (EPA)

2015 EIGHT-HOUR OZONE STANDARD (≤ 70 PPB)

Potential Impacts

Delay in Revoking 2008 NAAQS for Ozone

Reclassification to Severe Nonattainment

If 2017 Eight-hour Ozone Average Remains Below 75 ppb,
Texas can Request to EPA a One-year Attainment Extension

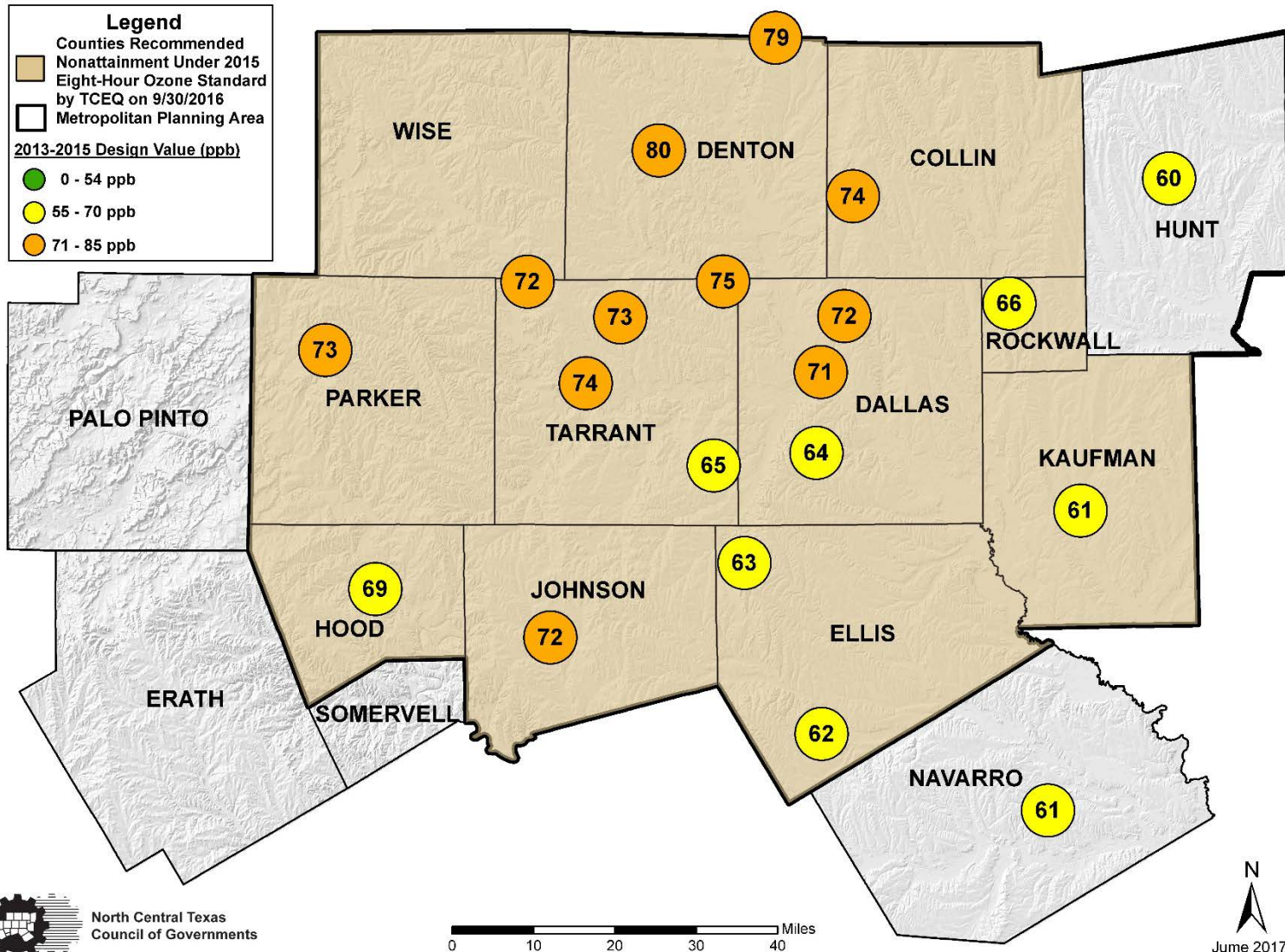
Data for Designations: 2015-2017 Ozone Monitor Readings

Fewer Counties Designated as Nonattainment

Lower Classification Under 2015 NAAQS for Ozone

2015 EIGHT-HOUR OZONE STANDARD

State Designation Recommendations Based on 2013-2015 Ozone Data



RECENT CORRESPONDENCE

Fiat-Chrysler

- 2013-2016** **Fiat-Chrysler Sold Approximately 103,828 Diesel-fueled New Dodge Ram 1500 and Jeep Grand Cherokees with Emissions Cheat Devices**

- 5/23/2017** **Department of Justice on Behalf of EPA Files Civil Lawsuit Against Fiat-Chrysler for Alleged Clean Air Act Violations**

- 6/16/2017** **Regional Transportation Council Sends Letter to Department of Justice Requesting States Receive a Portion of any Financial Settlement to Implement Air Quality Projects and Programs**

RECENT CORRESPONDENCE

Federal Budget Considerations

Maintain Funding for:

Department of Energy Clean Cities Program

Federal Program Funded Since 1993

Dallas-Fort Worth Coalition Designated since 1995

Environmental Protection Agency Diesel Emissions Reduction Act

10 Awards to NCTCOG from 2007-2015

\$7,900,886 in Funding

790 Individual Grant Activities

950 Tons NO_x Reductions Over Project Lifetime

Funding for Both Programs Eliminated by White House

FOR MORE INFORMATION

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<http://www.nctcog.org/trans/air/ozone/index.asp>

2016
TRANSPORTATION SAFETY
PERFORMANCE MEASURES

Surface Transportation Technical Committee

Camille Fountain and Kevin Kroll

June 23, 2017

North Central Texas Council of Governments

2016 Safety Performance Measures

- NCTCOG Crash and Fatality Statistics
- Contributing Factors
- Crash Rates by County
- Bicycle and Pedestrian Data
- TIM Attendance at a Glance
- HazMat Stats
- MAPP Stats
- Wrong Way Driving Pilot Project
- Impaired Driving
- Takata Airbag Recall

2016 Regional Safety Data

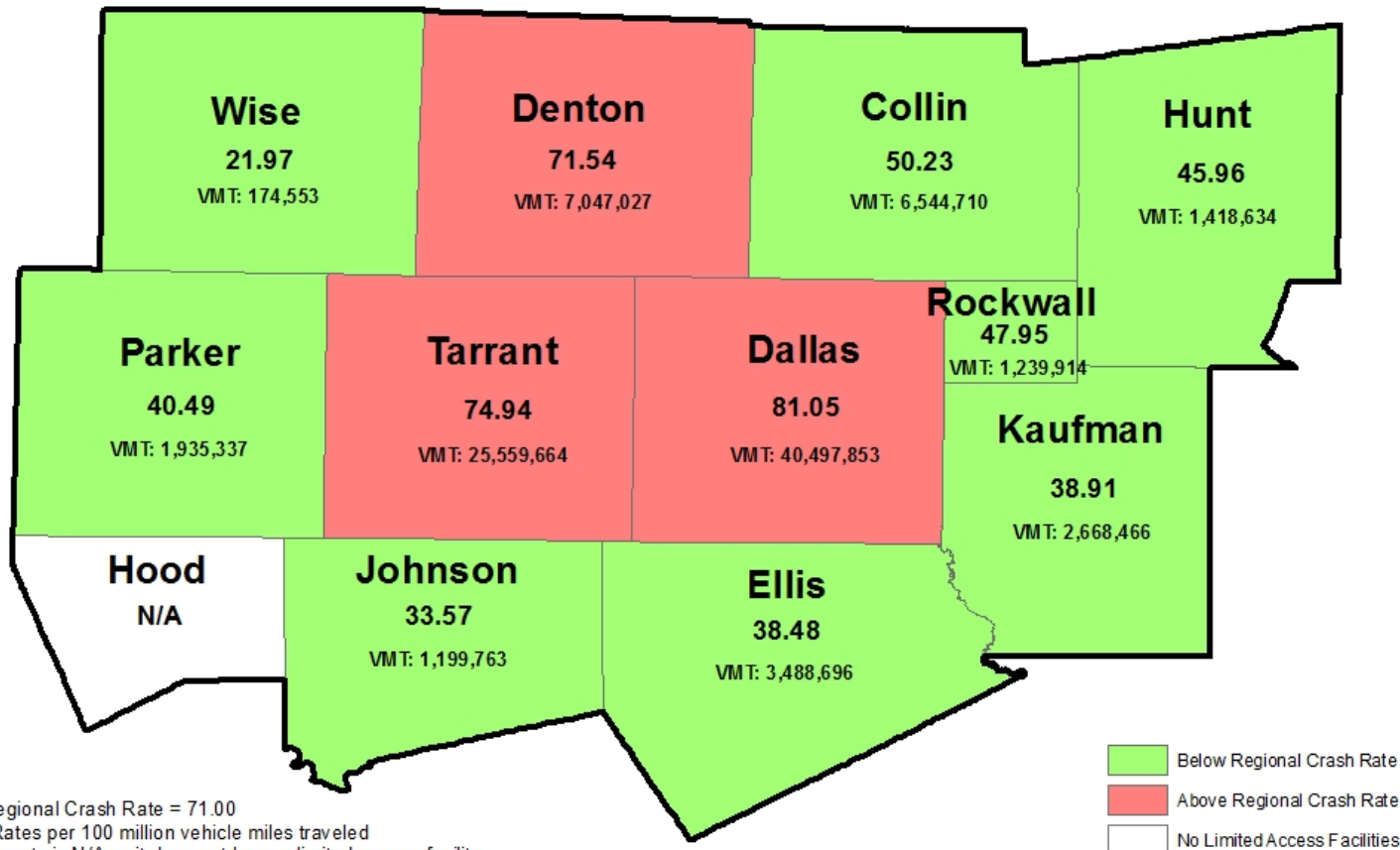
2012-2016 Crashes						
County	2012	2013	2014	2015	2016	% Change 2015-2016
Collin	9,406	10,419	11,845	12,893	13,865	7.54%
Dallas	36,082	40,330	42,895	48,811	55,642	13.99%
Denton	7,634	8,975	9,886	11,655	12,182	4.52%
Ellis	1,801	1,858	2,173	2,401	2,595	8.08%
Erath	558	500	624	674	714	5.93%
Hood	633	638	752	749	795	6.14%
Hunt	1,037	949	1,110	1,317	1,396	6.00%
Johnson	1,947	2,010	1,998	1,983	2,269	14.42%
Kaufman	1,335	1,388	1,480	1,752	2,011	14.78%
Navarro	930	968	1,073	1,253	1,356	8.22%
Palo Pinto	495	535	534	548	557	1.64%
Parker	1,613	1,804	1,999	1,981	2,175	9.79%
Rockwall	982	1,026	1,019	1,285	1,362	5.99%
Somervell	135	141	135	135	169	25.19%
Tarrant	25,419	27,595	28,222	30,714	34,596	12.64%
Wise	837	903	910	791	915	15.68%
Total	90,844	100,039	106,655	118,942	132,599	11.48%

2012-2016 Fatalities					
2012	2013	2014	2015	2016	% Change 2015-2016
47	41	41	36	50	38.89%
173	218	235	256	317	23.83%
34	40	36	34	49	44.12%
12	19	23	25	28	12.00%
7	10	16	18	13	-27.78%
8	5	8	3	15	400.00%
22	15	18	18	29	61.11%
20	18	23	23	23	0.00%
27	12	24	17	28	64.71%
8	13	10	11	6	-45.45%
7	11	8	10	8	-20.00%
20	18	15	19	21	10.53%
12	8	3	4	11	175.00%
5	6	3	2	2	0.00%
107	139	142	155	159	2.58%
19	10	14	20	19	-5.00%
528	583	619	651	778	19.51%

2016 Contributing Factors Serious Injury and Fatal Crashes – Limited Access Facilities

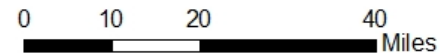
	Top Ten Contributing Factors	Percentage
1	Speeding (Failed to Control Speed / Overlimit / Unsafe Speed)	34.63%
2	Changed Lane When Unsafe	13.02%
3	Driver Related (Distraction in Vehicle / Driver Inattention / Drove Without Headlights / Road Rage / Cell/Mobile Device Use - (Talking / Texting / Other / Unknown [0.68%])	12.23%
4	Followed Too Closely	10.83%
5	Faulty Evasive Action	7.09%
6	Failed to Drive in Single Lane	6.95%
7	Under Influence - (Had Been Drinking / Alcohol / Drug)	3.19%
8	Failed to Yield ROW (To Pedestrian / Turning Left / Yield Sign)	2.79%
9	Fatigued or Asleep	1.50%
10	Turned Improperly (Cut Corner on Left / Wide Right / Wrong Lane)	1.13%

2016 Crash Rates By County



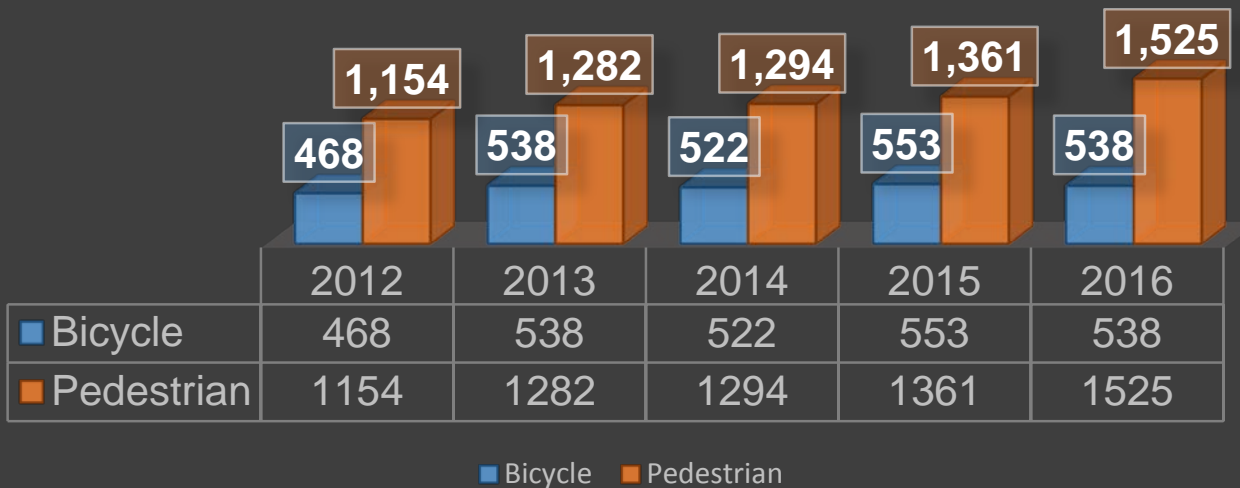
Note:
 2016 Regional Crash Rate = 71.00
 Crash Rates per 100 million vehicle miles traveled
 Hood County is N/A as it does not have a limited access facility

Source:
 Crash Data - TxDOT Crash Records Information System (CRIS)
 VMT Data - Interpolated NCTCOG Trans Model Performance Reports



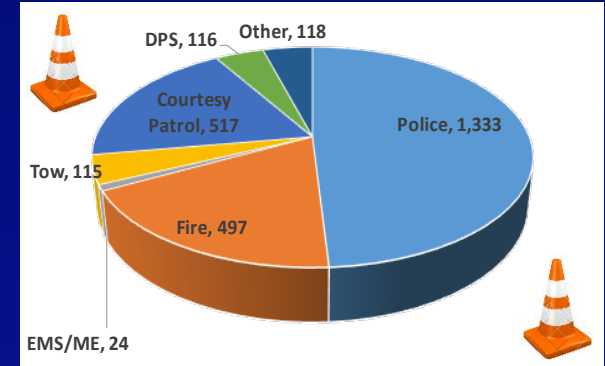
2012-2016 Regional Bicycle/Pedestrian Crash Data (All Crashes)

16-COUNTY CRASHES ALL ROADWAYS



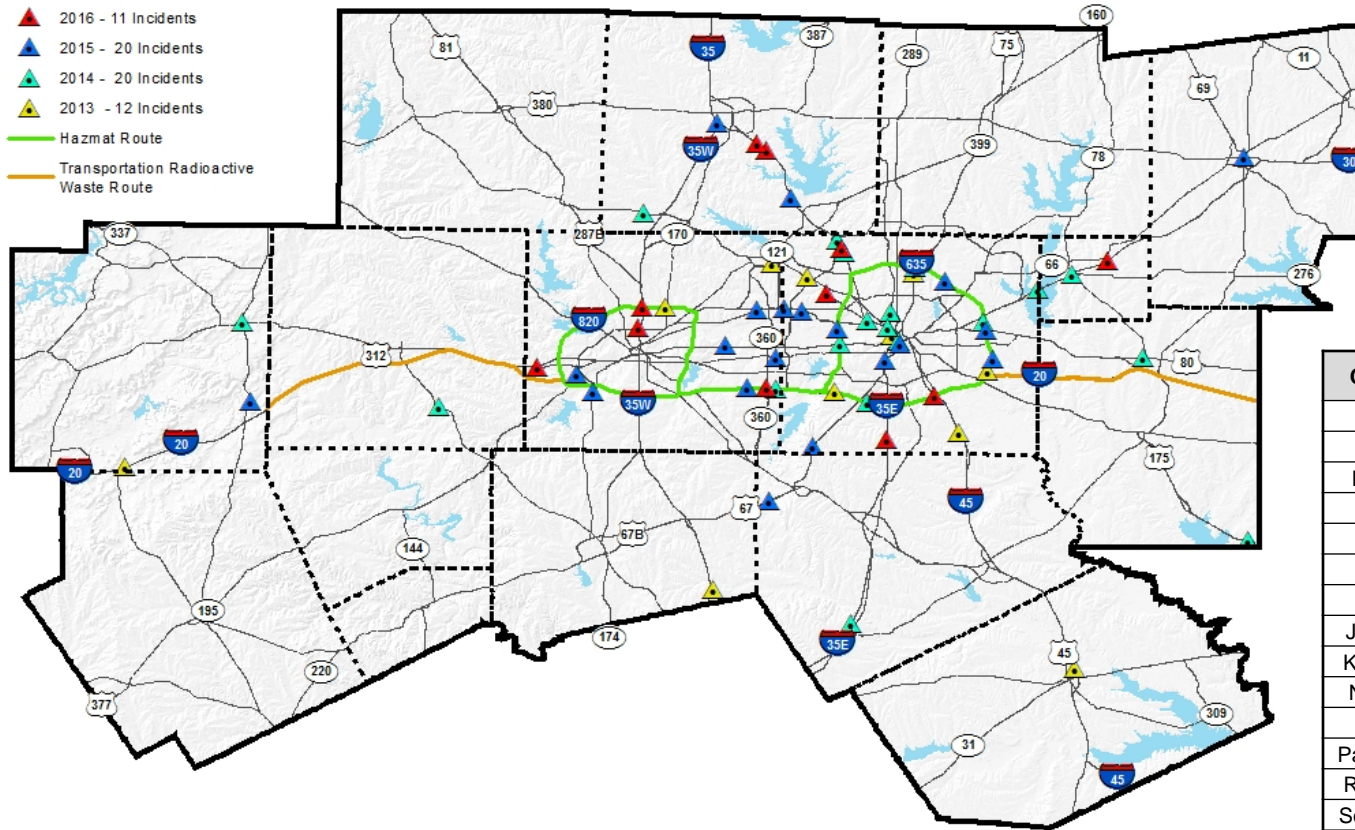
Traffic Incident Management Attendance (At a Glance)

TIM Training Attendance Overview



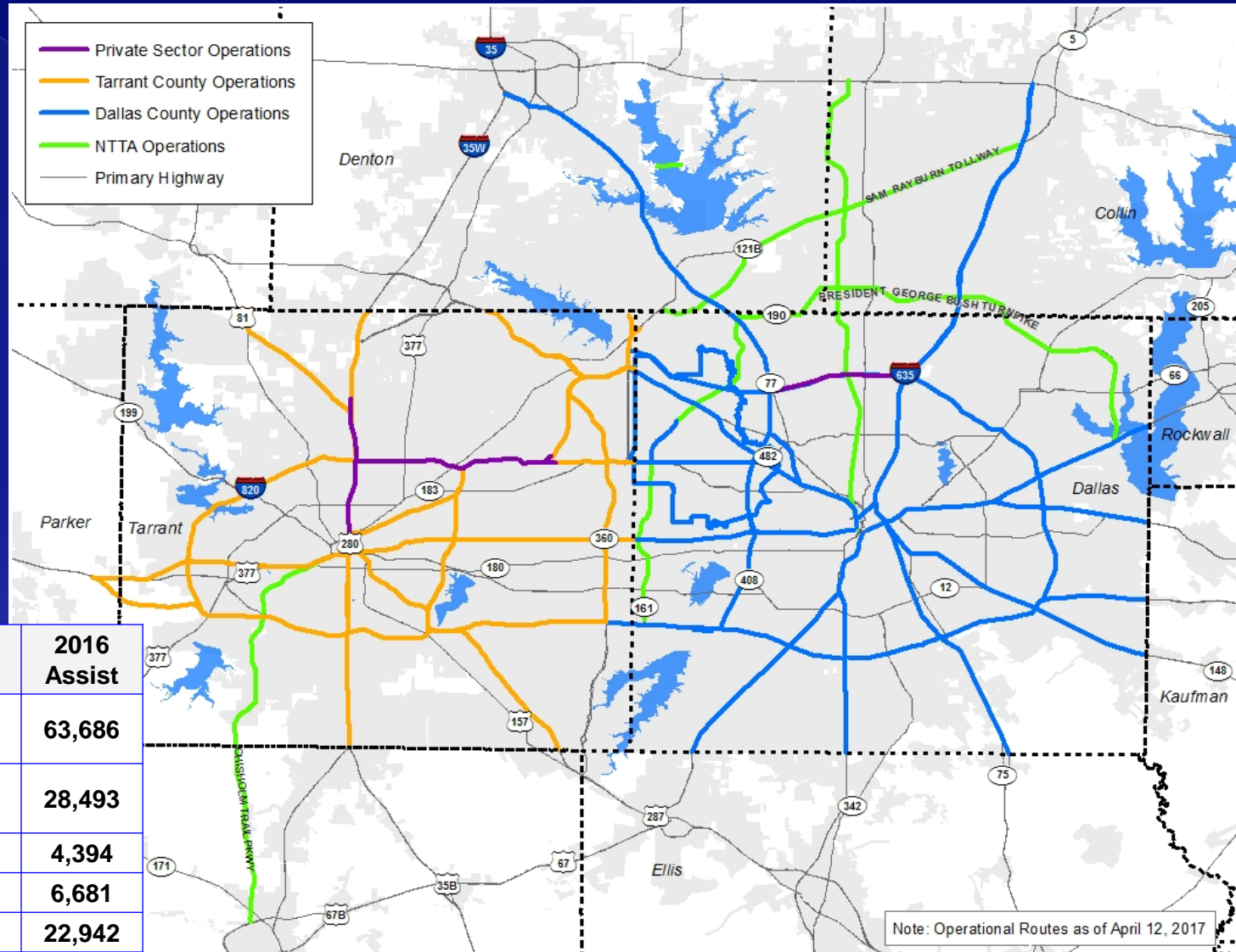
- First Responders Training – 2,720 Attendees
- Executive Level Training – 712 Attendees
- Photogrammetry Training – 190 Attendees (Basic)
120 Attendees (Advanced)

HazMat Incidents 2013-2016



County	2013	2014	2015	2016	Total
Collin	0	1	0	0	1
Dallas	6	10	9	4	29
Denton	0	1	2	2	5
Ellis	0	1	1	0	2
Erath	0	0	0	0	0
Hood	0	0	0	0	0
Hunt	0	0	1	0	1
Johnson	1	0	0	0	1
Kaufman	0	2	0	0	2
Navarro	1	0	0	0	1
Parker	0	1	0	0	1
Palo Pinto	1	1	1	0	3
Rockwall	0	2	0	1	3
Somervell	0	0	0	0	0
Tarrant	3	1	6	4	14
Wise	0	0	0	0	0
Total	12	20	20	11	63

Mobility Assistance Patrol Program



Agency	2015 Assist	2016 Assist
Dallas County Operations	66,501	63,686
Tarrant County Operations	26,460	28,493
NTE	3,479	4,394
LBJ	3,928	6,681
NTTA	24,535	22,942

Mobility Assistance Patrol Program

In 2016, Dallas and Tarrant County Mobility Assistance Patrols provided:



• • • 38,310

Driver Assistance /
Stalled Vehicle



• • • 27,735

Courtesy Check /
Directions



• • • 3,620

Crash Assistance



• • • 5,987

Debris Removal



• • • 6,930

Protection to First
Responders



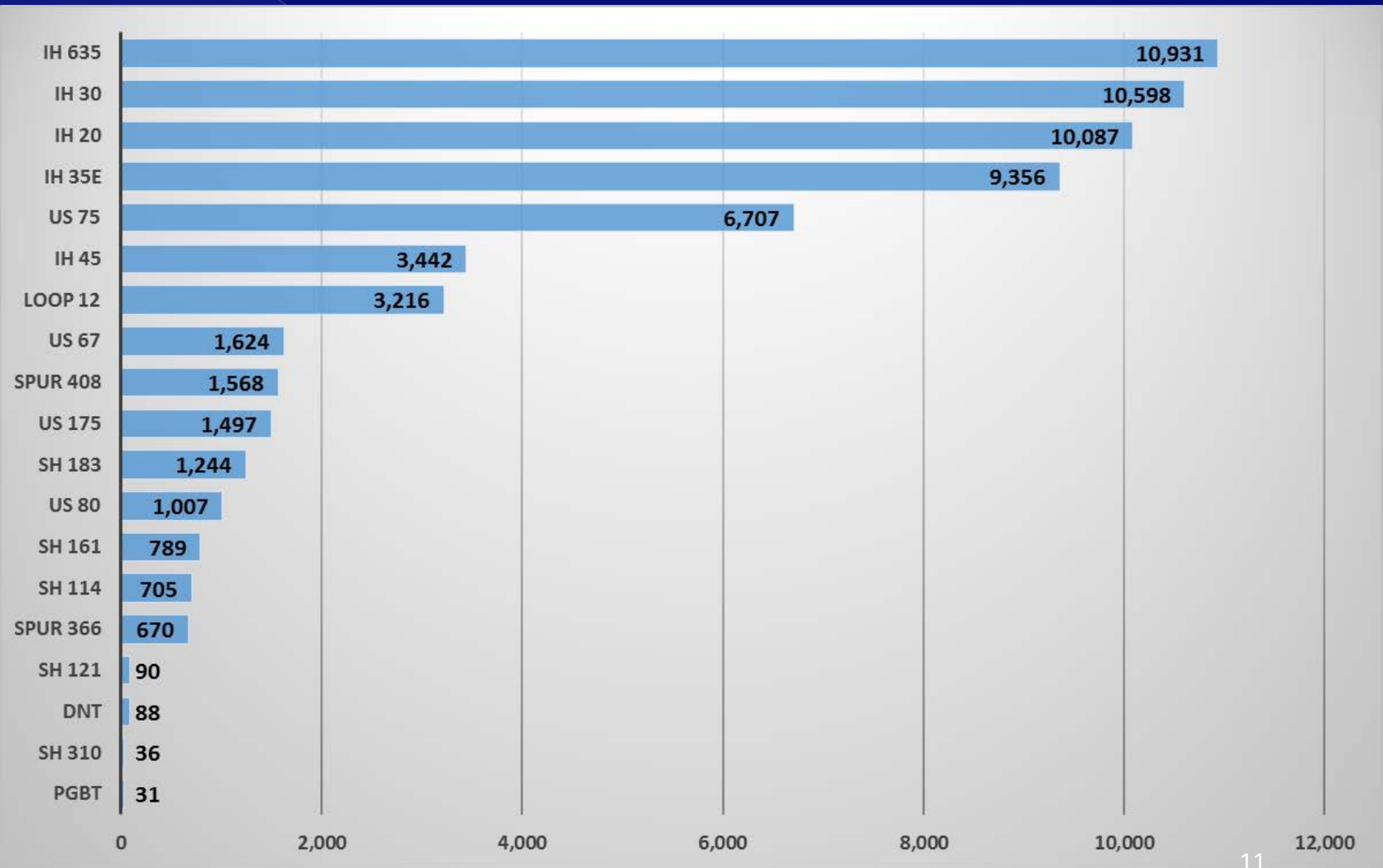
• • • 6,646

Abandoned Vehicle
Check

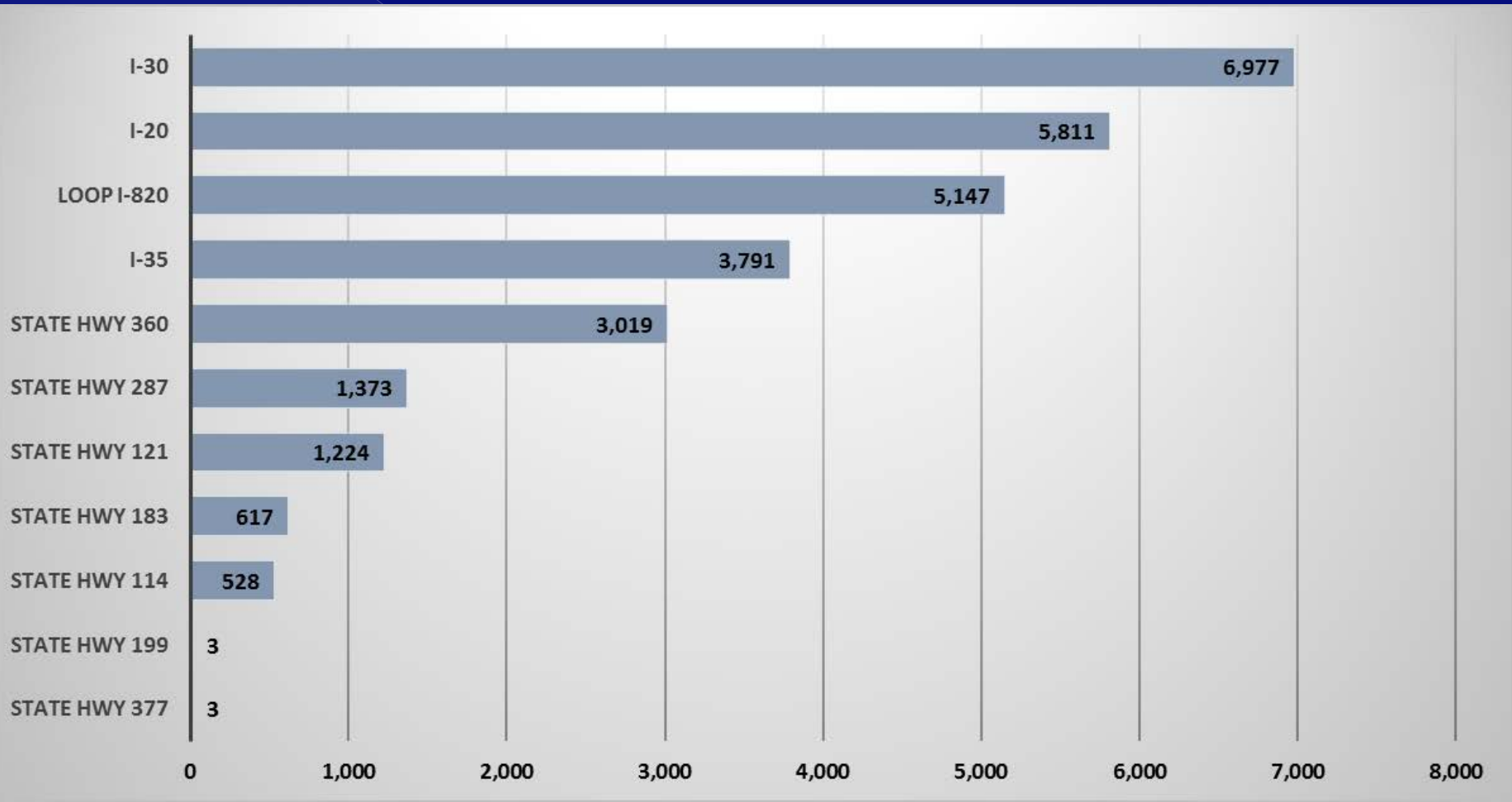
Total Combined Assists: 92,179
Combined Highway Miles Patrolled: 464

2,951 assists were either not found or cancelled before a patrol vehicle could arrive

2016 MAPP Assists By Roadway – Dallas County Operations



2016 MAPP Assists By Roadway – Tarrant County Operations



Wrong-Way Driving Pilot Projects - Dallas and Tarrant Counties

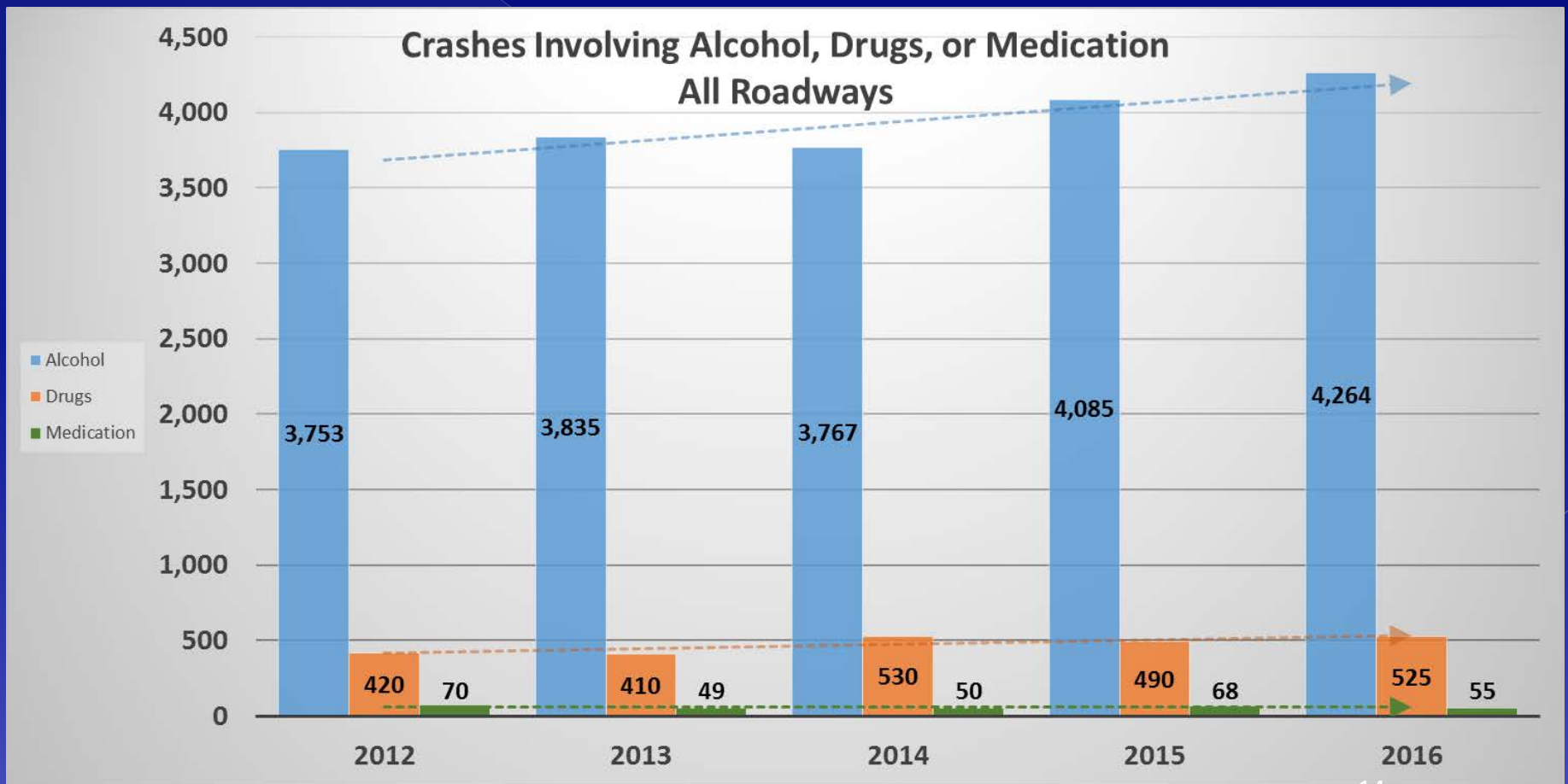
◎ Phase I — Dallas County

- › Began with 350 Diamond Interchanges
 - Replacement of conflicting lane and arrow markings, signal enhancements
 - 156 Intersections completed
- › Expanded into Collin and Denton Counties
 - Identified 32 additional intersections

◎ Phase II — Tarrant County

- › Focused on 54.2 miles of seven freeway corridors
 - Pavement markings, enhanced signage with active-detection units, optimized sign placement, and use of technology

Crashes Involving Impaired Drivers: 2012—2016



Takata Airbag Recall

- ◉ 70 Million airbags under recall by 2019
 - > 500,000 of which are estimated to be in North Texas
 - > Eleven deaths have occurred so far – **two in Texas**
- ◉ Help spread the word about the Takata Airbag recall by urging colleagues and residents to check if their vehicles are affected by visiting either Safercar.gov or AirbagRecall.com
- ◉ Handouts are available on the back table



Contacts

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TOLL MANAGED LANE DATA MONITORING

Surface Transportation Technical Committee

June 23, 2017

Berrien Barks



*North Central Texas Council of Governments
Transportation Department*

TOLL MANAGED LANE DATA MONITORING

Cumulative December 2013 – April 2017

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

\$1,349,808 as of April 2017

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

\$ 2,717 from October 2014 – April 2017

How long can the RTC keep the HOV policy at 2+?

For now, it remains 2+ and it will continue to be monitored quarterly

Have there been any additional NTTA customer service needs?

No, minimal impact

Have the speeds on the Toll Managed Lane facilities dropped below 35 mph?

No

TOLL MANAGED LANE DATA MONITORING

Cumulative December 2013 – April 2017

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
North Tarrant Express <i>SH 183/121 from IH 35W to SH 121</i>	\$606,303	Negligible	0
LBJ Express <ul style="list-style-type: none"> • <i>IH 635 from Preston Road to Greenville Avenue</i> • <i>IH 35E from Loop 12 to IH 635</i> 	\$743,505	Negligible	0
DFW Connector <i>SH 114 from Kimball Avenue to Freeport Parkway</i>	N/A	Negligible	0
IH 30 Managed Lanes <i>IH 30 from SH 161 to Westmoreland Road</i>	N/A	Negligible	0
IH 35E Managed Lanes <i>IH 35E from FM 2181 (Teasley) to LBJ</i>	N/A	Negligible	0

Mobility 2045

Requests for project inclusion in the MTP are being accepted at this time.

RTC guidelines stipulate the project must;

- Demonstrate a strong local consensus

- Financial constraint

- Documented public involvement process.

The deadline for submittals is **August, 31, 2017**.

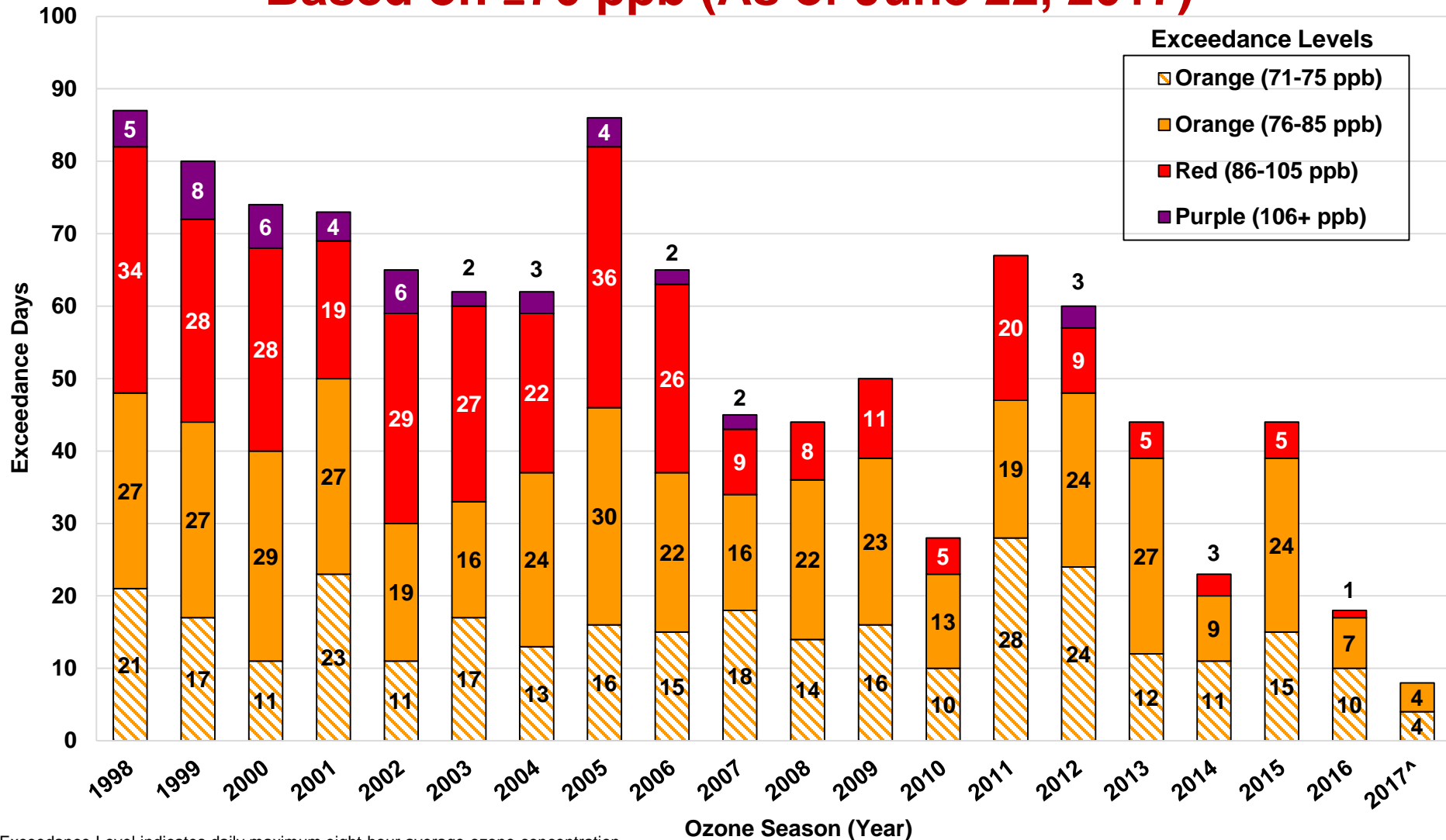
Coordinate with TxDOT, NTTA or transit agencies.

Contact mobilityplan@nctcog.org or mward@nctcog.org.




EIGHT-HOUR NAAQS FOR OZONE HISTORICAL TRENDS

Based on ≤ 70 ppb (As of June 22, 2017)



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.

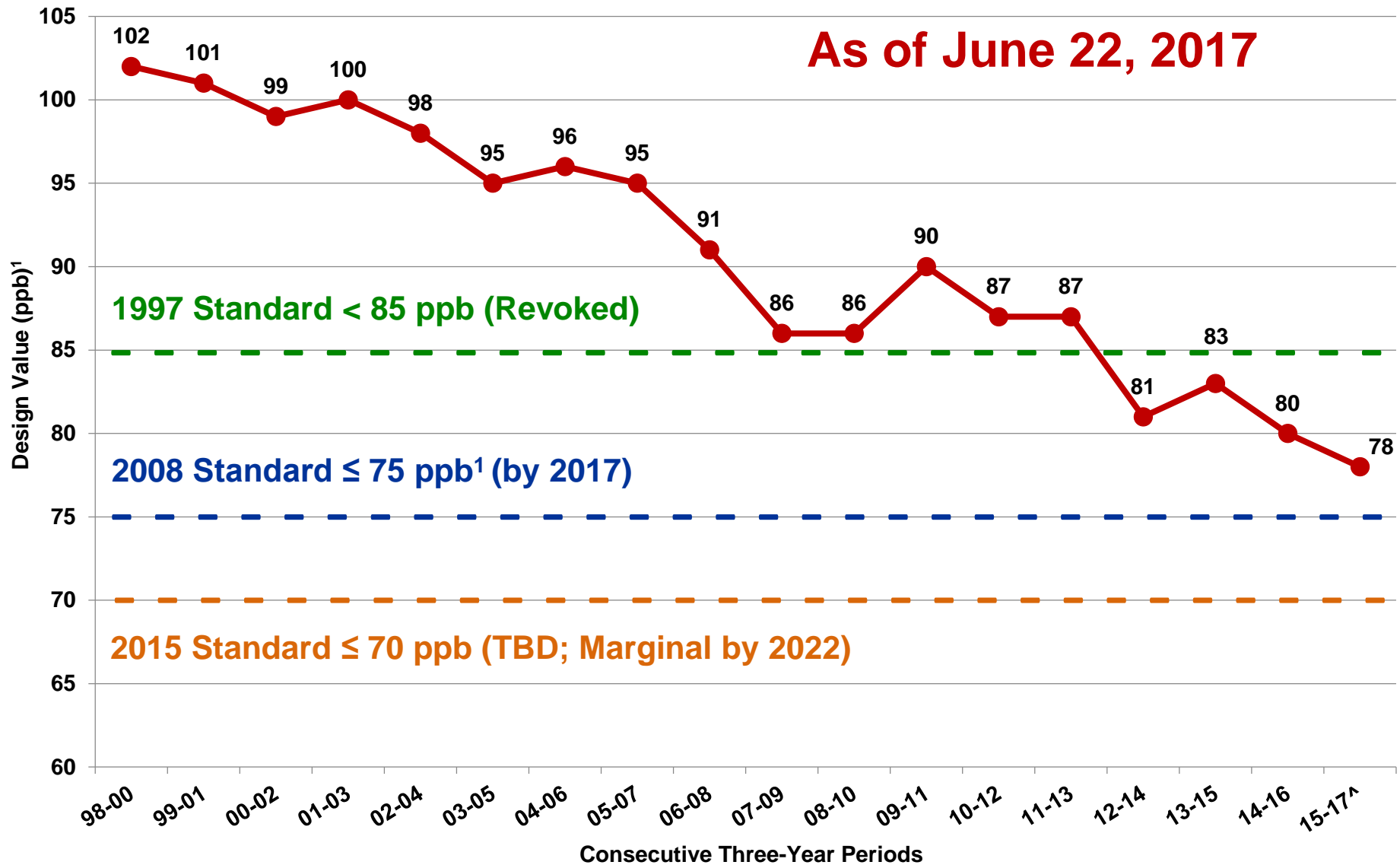
 = Additional level orange exceedance days under the revised standard that were not exceedances under the previous 75 ppb standard. (AQI level orange = 71-75 ppb)

[^]Not a full year of data.

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

EIGHT-HOUR NAAQS FOR OZONE HISTORICAL TRENDS

As of June 22, 2017



¹Attainment 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).

[^]Not a full year of data.



[FLEXIBLE PARKING] FOR THE FUTURE

Responding to market demands and transportation choices

When: August 2, 2017

Where: Hilton Arlington, Arlington, TX

Register online:
NCTCOG.org/parking

Morning Session – 8:00 am to 1:00 pm
Afternoon Concurrent Sessions – 1:20 pm to 3:30 pm