Status Report and Discussion on Air Quality

Executive Board • January 26, 2023

Mike Eastland, Executive Director
Chris Klaus, Senior Program Manager
Michael Morris, Director of Transportation, PE
# Emission Monitoring

## National Ambient Air Quality Standards (Criteria Pollutants)

<table>
<thead>
<tr>
<th>Pollutant</th>
<th>Attainment</th>
<th>Nonattainment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ozone</td>
<td></td>
<td>✗</td>
</tr>
<tr>
<td>Lead</td>
<td>✔️</td>
<td></td>
</tr>
<tr>
<td>Carbon Monoxide</td>
<td>✔️</td>
<td></td>
</tr>
<tr>
<td>Nitrogen Dioxide</td>
<td>✔️</td>
<td></td>
</tr>
<tr>
<td>Particulate Matter</td>
<td>✔️</td>
<td></td>
</tr>
<tr>
<td>Sulfur Dioxide</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Partial Nonattainment In Navarro County Due to Aggregate Plant

## Monitoring and Increased Regulations

Greenhouse Gas Emissions (i.e., Carbon Dioxide)
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).

### Ozone Design Value Trends

**1997 Standard < 85 ppb (Revoked)**

**2008 Standard ≤ 75 ppb (Severe by 2027)**

**2015 Standard ≤ 70 ppb¹ (Moderate by 2024)**

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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).
Monitor Locations with Associated Fourth Highest Value

As of November 30, 2022

Legend
- Counties Designated Nonattainment Under 2015 8-Hour Ozone NAAQS
- Metropolitan Planning Area
- Counties Designated Nonattainment Under 2008 8-Hour Ozone NAAQS

2018 - 2020 Design Value (ppb)
- Ozone Monitoring Sites: 56-70 ppb
- Ozone Monitoring Sites: 71-85 ppb

Colors represent Air Quality Index Breakpoints

Prevailing Wind Direction During Summer Ozone Season
Sample of Mobile Source Air Quality Initiatives
### Management and Operations, Air Quality, and Regional Safety Program

<table>
<thead>
<tr>
<th>Category</th>
<th>RTC Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning Activities, Data Collection, and Engineering Activities</td>
<td>$25.24M</td>
</tr>
<tr>
<td>Air Quality Initiatives</td>
<td>$11.65M</td>
</tr>
<tr>
<td>Implementation/Operations Activities (e.g., Auto Occupancy, Special Events, Mobility Assistance Patrol)</td>
<td>$51.74M</td>
</tr>
<tr>
<td>Travel Demand Management/Transit</td>
<td>$6.75M</td>
</tr>
<tr>
<td>Innovative Technologies</td>
<td>$10.40M</td>
</tr>
<tr>
<td><strong>2023-2026 Funding</strong></td>
<td><strong>$105.78M</strong></td>
</tr>
</tbody>
</table>

An additional funding of $50M of RTC-selected funds were approved to be set aside for a regional safety program to support RTC policy to assist in fatality prevention on the transportation system.
Average Weekday Freeway Volumes In 2020

Traffic Decrease vs. 2019

March: -10%
April: -28%
May: -19%
June: -12%
July: -10%
August: -9%
September: -8%
October: -7%
November: -9%

Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters. As of October 2020, growth calculations are based on Fort Worth locations.
## COVID-19 Impacts vs. Air Quality

<table>
<thead>
<tr>
<th>Ozone Exceedance</th>
<th>May</th>
<th>August</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2019</td>
<td>2020</td>
</tr>
<tr>
<td>Frequency</td>
<td>5</td>
<td>4</td>
</tr>
<tr>
<td>Severity</td>
<td>Orange</td>
<td>1 Red/3 Orange</td>
</tr>
</tbody>
</table>

**Freeway Volumes**: -19%, -9%
**Airport Passengers**: -80%, -57%
**Transit Ridership**: -55%, -57%
CHRIS KLAUS  
Senior Program Manager  
cklaus@nctcog.org  
817-695-9286

JENNY NARVAEZ  
Program Manager  
jnarvaez@nctcog.org  
817-608-2342

VIVEK THIMMAVAJJHALA  
Transportation System Modeler II  
vthimmavajjhala@nctcog.org  
817-704-2504

NICK VAN HAASEN  
Air Quality Planner III  
vvanhaasen@nctcog.org  
817-608-2335

https://www.nctcog.org/trans/quality/air/ozone
TRAVEL BEHAVIOR BY MODE

+ 
Bicycle/Pedestrian (+4%, Nov)
Toll Road (+4%, Oct)
Airport Passengers (+2%, Nov)
Freeway Volumes (+1%, Dec)

0

Transit Ridership (-36%, Dec)
Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters. As of October 2020, growth was calculated based on Fort Worth.
Note: Baseline is March 2019-February 2020.
Note: Drop in freeway volumes in Feb 2021 due in large part to week-long winter storm.
Note: Data for November 2021 was not collected for the majority of the locations.
ROADWAY TRENDS

Regional Average Freeway Speeds

Average Weekday Speeds, Weighted by Traffic Volumes

Source: TxDOT Sidefire Devices
TRANSIT IMPACTS

Weekday Ridership

Passenger Decrease vs Baseline

Mar 2020
Apr May June Jul Aug Sep Oct Nov Dec Jan 2021
Mar Apr May Jun Jul Aug Sep Oct Nov Dec Jan 2022
Mar Apr May Jun Jul Aug Sep Oct Nov Dec

-27% -55% -54% -55% -57% -57% -56% -50% -49% -51% -50% -53% -51% -48% -47% -48% -45% -43% -41% -40% -43% -44% -41% -41% -39% -38% -41% -42% -39% -37% -37% -36%

Source: DART, DCTA, and Trinity Metro
Note: Baseline is March 2019-February 2020.
Note: Transit ridership impacted in Feb 2021 by week-long winter storm.
BICYCLE AND PEDESTRIAN IMPACTS

Source: NCTCOG - collected at sites located in Plano, North Richland Hills, Denton, Dallas, Fort Worth, and Allen

Note: Baseline is March 2019-February 2020; No adjustments for weather were applied.

Note: Trail usage impacted in Feb 2021 by week-long winter storm.

Note: Trail usage impacted in July 2022 by extreme hot weather.
AIRPORT TRENDS

Passengers

Change in Airport Passengers vs Baseline

Source: Dallas Love Field and DFWIA websites
Note: Baseline is March 2019-February 2020.
Note: Airlines experienced many flight cancellations in Dec. 2021 due to omicron variant affecting staff.
Change in Tollway Transactions vs Baseline

Source: NTTA
Notes: Baseline is March 2019-February 2020.
Note: Drop in transactions in Feb 2021 due in large part to week-long winter storm.
Change in Transactions vs Baseline

Source: TxDOT
Note: Baseline is March 2019-February 2020.
Note: Drop in transactions in Feb 2021 due in large part to week-long winter storm.
Cotton Belt Trail
Phase 1 and Phase 2
Partnership

Karla Windsor
Regional Transportation Council
February 9, 2023
History

- Regional priority
- Seven cities in three counties
- 24+ miles of trail
- DART partnership to implement with the Silver Line Rail
- Engineering design currently underway
- Increasing construction costs
## Background/Timeline

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018 (Oct)</td>
<td>RTC approved funding for design ($8.2M) and construction of the Cotton Belt Trail “critical” sections ($19.46M federal and $1.81M local)</td>
</tr>
<tr>
<td>2018 (Sept)</td>
<td>Dallas Co. approved funding for other trail sections ($5.2M)</td>
</tr>
<tr>
<td>2019 (June)</td>
<td>RTC approved Transportation Alternatives funding for other trail sections ($8.5M federal and $1.9M local)</td>
</tr>
<tr>
<td>2020 (Sept)</td>
<td>RTC approved additional funding for design ($8.2M to $14.9M)</td>
</tr>
<tr>
<td>2020 (Nov)</td>
<td>Notice to Proceed Trail engineering design</td>
</tr>
<tr>
<td>2022 (Dec)</td>
<td>RTC approved Transportation Alternatives funding for trail bridges at Midway Rd and Jupiter Rd</td>
</tr>
</tbody>
</table>
## Phase 1: Priority Projects for Construction

<table>
<thead>
<tr>
<th>Phase 1 Design/Build Contractor (AWH)</th>
<th>Funding Needed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Critical Bridges (Dallas): DNT, White Rock Creek, Preston Green Park, Hillcrest Rd</td>
<td>$13.25M</td>
</tr>
<tr>
<td>Trail Intersection Crossings of Silver Line Rail line and Engineering Services</td>
<td>$4.5M</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$17.75M</strong></td>
</tr>
</tbody>
</table>
Phase 2: Priority Projects for Construction

DART Partnership Focus:
Construction, utility relocation, and project support of the remaining trail bridges and the associated trail sections in the eastern portion of the corridor (prior to Silver Line Rail Revenue Service)

<table>
<thead>
<tr>
<th>Phase 2 Contractor:</th>
<th>Funding Approach</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trail Bridges (FUNDED): • Midway Rd (Addison) • Jupiter Rd (Plano)</td>
<td>2022 NCTCOG Urbanized Area TA Call for Projects RTC Awarded funding on Dec. 8, 2022</td>
</tr>
<tr>
<td>Trail Bridges and Approaches (PENDING): • McKamy (Dallas) • Custer Rd (Richardson) • Various connecting trail segments between bridges, crossings, and signals</td>
<td>• Application: 2023 USDOT RAISE Grant* • Application: 2023 TxDOT Statewide Transportation Alternatives Program Call for Projects*</td>
</tr>
</tbody>
</table>

*If federal funding is not awarded; will return to RTC for support
## Phase 2: Grant Applications

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>DESCRIPTION/LIMITS</th>
<th>SUBMITTAL (Agency)</th>
<th>TOTAL COST</th>
<th>GRANT FUNDS</th>
<th>LOCAL FUNDS</th>
<th>NEW RTC FEDERAL FUNDS TO FLEX WITH DART LOCAL FUNDS</th>
<th>LEVERAGED / AVAILABLE FUNDS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2023 RAISE Discretionary Grant Program</strong></td>
<td>Construct trail segments, bridges, signals, and crossings in Dallas, Richardson and Plano</td>
<td>DART</td>
<td>$40.2 M</td>
<td>$25.0 M</td>
<td>$1.1 M</td>
<td>$7.5 M</td>
<td>$6.6 M</td>
</tr>
<tr>
<td><strong>2023 TxDOT Statewide Transportation Alternatives Program Call for Projects</strong></td>
<td>Construct trail segments, bridges, signals, and crossings in Addison, Dallas, Richardson, and Plano</td>
<td>DART</td>
<td>$52.7 M</td>
<td>$30.0 M</td>
<td>$3.6 M</td>
<td>$3.9 M</td>
<td>$15.2 M</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td>$92.9 M</td>
<td>$55.0 M</td>
<td>$4.7 M</td>
<td>$11.4 M</td>
<td>$21.8 M</td>
</tr>
</tbody>
</table>
## Schedule

<table>
<thead>
<tr>
<th>Date</th>
<th>Task</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan 27</td>
<td>STTC Action</td>
</tr>
<tr>
<td>Jan 27</td>
<td>Preliminary Application deadline (TxDOT TA Call for Projects)</td>
</tr>
<tr>
<td>Feb 9</td>
<td>RTC Action</td>
</tr>
<tr>
<td>Feb 28</td>
<td>Application deadline (USDOT RAISE grant)</td>
</tr>
<tr>
<td>March 27</td>
<td>TxDOT notifies project sponsors of eligibility and provides detailed application</td>
</tr>
<tr>
<td>June 5</td>
<td>Detailed Application deadline (TxDOT TA Call for Projects)</td>
</tr>
<tr>
<td>June 28</td>
<td>Anticipated USDOT RAISE Grant Award Notice</td>
</tr>
<tr>
<td>Oct 26</td>
<td>Anticipated Texas Transportation Commission (TTC) Award Notice</td>
</tr>
<tr>
<td>Oct 27</td>
<td>TIP Modifications deadline</td>
</tr>
<tr>
<td>March/April 2024</td>
<td>FHWA TIP approval (anticipated)</td>
</tr>
</tbody>
</table>
Long Term Strategy and Phase 3 Partnership

• DART to lead trail construction
  o Contractor procurement
  o Manage contractor, flagging, inspections, etc. during construction phases
  o Funding transfer from FHWA to FTA and DART

• Local obligation
  o Partner with DART to expedite the project quickly
  o No unnecessary delays in permit approvals
  o No required additional improvements to other unrelated infrastructure beyond the scope of the trail project

• Continue to prioritize the Regional Cotton Belt Trail for other funding opportunities, focusing on an East to West implementation approach (constructability, meets environmental justice criteria for federal grant, etc.)

• Continue to partner with cities to advance additional segments until fully funded for construction
Silver Line Rail Support

• $500,000 in construction funding is needed by DART to ensure continuation of the betterment walls in the rail corridor adjacent to the Plano ISD property in Dallas (North of Sugar Cane Wy generally between Pinyon Ln and Sage Ln).

• The Silver Line Rail design/build contractor will construct the walls with the rail project.
Requested Action

Regional Transportation Council Approval:

• $17.75 Million with 3.55 Million Regional Transportation Development Credits for Phase 1 Cotton Belt Trail Priority Projects

• $500,000 with 100,000 Regional Transportation Development Credits for Silver Line Rail betterment wall extension at the Plano ISD property

• To administratively amend the TIP/STIP and other planning/administrative documents to incorporate these changes

• Support the DART partnership submittal of the TxDOT Statewide TA Call for Projects application and funding contribution of $3.9M federal for Phase 2 Projects

• Support the DART partnership submittal of the USDOT 2023 RAISE grant application and funding contribution of $7.5M federal for Phase 2 Projects
Contact Us

Kevin Kokes, AICP
Program Manager
kkokes@nctcog.org
(817) 695-9275

Karla Windsor, AICP
Senior Program Manager
kwindsor@nctcog.org
(817) 608-2376
# Recent and Upcoming Federal Performance Measure Action

<table>
<thead>
<tr>
<th>Rulemaking</th>
<th>Upcoming RTC Target-Setting Action</th>
<th>Next Anticipated RTC Target-Setting Action</th>
<th>Target-Setting Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit Safety (PTASP)</td>
<td>May 2021</td>
<td>Early 2025</td>
<td>Every 4 Years</td>
</tr>
<tr>
<td>Transit Asset Management (TAM)</td>
<td>September 2022</td>
<td>Late 2026</td>
<td>Every 4 Years</td>
</tr>
<tr>
<td>PM3 – System Performance, Freight, and CMAQ</td>
<td>September 2022</td>
<td>Late 2024</td>
<td>Biennial</td>
</tr>
<tr>
<td>PM1 – Roadway Safety</td>
<td>February 2023</td>
<td>Early 2024 (Information/Update)</td>
<td>Targets established as reductions over 5-year period</td>
</tr>
<tr>
<td>PM2 – Pavement and Bridge</td>
<td>Spring 2023</td>
<td>Late 2024</td>
<td>Biennial</td>
</tr>
</tbody>
</table>
Safety Performance Targets

- Regional Transportation Council (RTC) approval of current performance targets established through 2022
- Need to seek approval of new five-year targets
- MPOs have the option to support State targets or adopt our own targets
- Identified to monitor through the Statewide Safety Task Force

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Fatalities</td>
<td>Rate of Fatalities*</td>
</tr>
<tr>
<td>Number of Serious Injuries</td>
<td>Rate of Serious Injuries*</td>
</tr>
<tr>
<td>Bicyclist and Pedestrian Fatalities and Serious Injuries</td>
<td>*Rates calculated per 100 million vehicle miles traveled</td>
</tr>
</tbody>
</table>
In 2021, traffic-related fatalities were at 4,486 compared with 3,895 lives lost on Texas roadways in 2020. (15% increase)

Data as of 03/28/2022
Preliminary NCTCOG Safety Performance Update for 2021

<table>
<thead>
<tr>
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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Fatalities</td>
<td>572.4</td>
<td>614.2</td>
<td>557.2</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Rate of Fatalities</td>
<td>0.762</td>
<td>0.814</td>
<td>0.781</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Number of Serious Injuries</td>
<td>3,375.3</td>
<td>3,647.6</td>
<td>3,663.1</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Rate of Serious Injuries</td>
<td>4.485</td>
<td>4.843</td>
<td>5.200</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Number of Non-Motorized Fatalities and Serious Injuries</td>
<td>592.3</td>
<td>617.0</td>
<td>569.8</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
</tbody>
</table>

Original 2021 Target was calculated in early 2021 and included observed data for 2017-2019 and projected data for 2020-2021. PY2021 actual performance includes 2017-2021 observed data.
Safety Performance Targets Past and Future

**Past**

**TxDOT**
Two percent reduction across each of the five performance targets by target year 2022

In 2021, TxDOT updated fatalities, fatality rates, and bike and pedestrian fatalities to 50 percent reduction by 2035 and zero by 2050

**NCTCOG**
Two percent reduction across each of the five performance targets by target year 2022

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**Future**

**TxDOT**
Fatalities, fatality rates, and bike and pedestrian fatalities to 50 percent by 2035 and zero by 2050

Serious injuries, serious injury rates, and bike and pedestrian serious injuries two percent reduction every year
Observed, Projected and Proposed Target Fatalities (2017-2027)

2022 Preliminary Fatalities

Target Fatalities
Observed and Linear Forecast

2022 Preliminary Fatalities

2022 preliminary data current as of 1/10/23
Observed, Projected and Proposed Fatality Rates (2017-2027)

2022 preliminary data current as of 1/10/23
Observed, Projected and Proposed Serious Injuries (2017-2027)

2022 Preliminary Serious Injuries
3,994

2022 preliminary data current as of 1/10/23
Observed, Projected and Proposed Serious Injury Rates (2017-2027)

2022 Preliminary Serious Injury Rate
4.936

2022 preliminary data current as of 1/10/23
Observed, Projected and Proposed Bike/Ped Fatalities and Serious Injuries (2017-2027)

2022 preliminary data current as of 1/10/23
### Proposed NCTCOG Safety Performance Target Setting for 2023-2027

#### Targets: Number of Fatalities and Fatality Rate

<table>
<thead>
<tr>
<th>Year</th>
<th>Percentage Reduction*</th>
</tr>
</thead>
<tbody>
<tr>
<td>2023</td>
<td>3.4%</td>
</tr>
<tr>
<td>2024</td>
<td>3.6%</td>
</tr>
<tr>
<td>2025</td>
<td>3.7%</td>
</tr>
<tr>
<td>2026</td>
<td>3.8%</td>
</tr>
<tr>
<td>2027</td>
<td>4.0%</td>
</tr>
</tbody>
</table>

#### Targets: Number of Serious Injuries and Serious Injury Rate

<table>
<thead>
<tr>
<th>Year</th>
<th>Percentage Reduction</th>
</tr>
</thead>
<tbody>
<tr>
<td>2023</td>
<td>2%</td>
</tr>
<tr>
<td>2024</td>
<td>2%</td>
</tr>
<tr>
<td>2025</td>
<td>2%</td>
</tr>
<tr>
<td>2026</td>
<td>2%</td>
</tr>
<tr>
<td>2027</td>
<td>2%</td>
</tr>
</tbody>
</table>

The number of non-motorized fatalities and serious injuries target will use both reduction percentages to calculate the combined measures.

*Based on linear trendline of 50 percent reduction by 2035 and zero by 2050.*
# NCTCOG Safety Performance Targets 2023

<table>
<thead>
<tr>
<th>Safety Performance Targets</th>
<th>2022 Adopted Targets</th>
<th>Proposed 2023 Targets</th>
<th>Target Reduction</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. of Fatalities</td>
<td>579.5</td>
<td>590.4</td>
<td>50% by 2035</td>
</tr>
<tr>
<td>Fatality Rate</td>
<td>0.755</td>
<td>0.767</td>
<td>50% by 2035</td>
</tr>
<tr>
<td>No. of Serious Injuries</td>
<td>3,032.9</td>
<td>3,711.5</td>
<td>2% per year</td>
</tr>
<tr>
<td>Serious Injury Rate</td>
<td>3.939</td>
<td>4.615</td>
<td>2% per year</td>
</tr>
<tr>
<td>No. of Non-motorized Fatalities and Serious Injuries</td>
<td>594.7</td>
<td>637.3</td>
<td>50% by 2035 for fatalities, 2% per year for serious injuries</td>
</tr>
</tbody>
</table>
Requested Action

Approve 2023 safety performance targets and the target reduction schedule for 2023 – 2027.
Roadway Safety Team

Natalie Bettger
Senior Program Manager
nbettger@nctcog.org

Sonya J. Landrum
Program Manager
slandrum@nctcog.org

Camille Fountain
Senior Transportation Planner
cfountain@nctcog.org

Kevin Kroll
Senior Transportation Planner
kkroll@nctcog.org

Michael Misantonis
Transportation Planner
mmisantonis@nctcog.org
Certification of Emerging and Reliable Transportation Technology

Swyft

BRENDON WHEELER, P.E.
REGIONAL TRANSPORTATION COUNCIL
FEBRUARY 9, 2023
RTC Policy P22-02

**Purpose**

Provide transparent process for RTC coordination with providers

Periodic solicitation/opportunity for new technology applications

Ensure level playing field for providers and local governments

**Guiding Principles**

Must serve long-range transportation need (MTP)

Technology provider responsible for certification process

NCTCOG will facilitate mutual cooperation

Local governments to consider contingency needs, implementation timeframe, and public use goals and expectations
RTC Policy P22-02

Process:
1) NCTCOG staff to ensure technology solution conforms to policy guidance and long-range transportation need (MTP).
2) NCTCOG staff to brief RTC; RTC to take action on initiating process.
3) Solicit local government interest in submitting potential locations.
4) Technology provider to determine preferred location to pursue.
5) RTC to initiate development activities; NCTCOG staff to provide support.
CERTT Round 1 Results

TransPod:
Arlington

JPods:
Arlington
Dallas County Utility & Reclamation District (DCURD)
Plano
## CERTT
### Round 2 Applicant Status

<table>
<thead>
<tr>
<th>Applicant/Technology Provider</th>
<th>Technology/Mode</th>
<th>Market Solution</th>
<th>Purpose/Benefit</th>
<th>Application Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Boring Company</td>
<td>Tunnel Solutions (subgrade transportation)/Personal Rapid Transit</td>
<td>Regional/Local</td>
<td>People, Goods, Utility/Air Quality, and Congestion Reduction</td>
<td>Application rescinded by provider</td>
</tr>
<tr>
<td>Swyft</td>
<td>Personal Rapid Transit (elevated pod/modern gondola)</td>
<td>Local/Sub-Regional</td>
<td>People/Air Quality and Congestion Reduction</td>
<td>Proposal submitted; staff review complete</td>
</tr>
</tbody>
</table>
Swyft

Personal rapid transit (PRT) system using overhead fixed-cable gondola-like pods (6 passengers/pod)

Low-speed network that runs along/within existing public ROW

Proofs of concept in Mountain View, CA and Christchurch, NZ

Using private financing and can support planning of special districts, P3s, etc.
Swyft: Route Considerations

Supports first/last-mile transit connections, can function as a fixed-guideway ATS

Phased deployment beginning with 1 to 2 miles and 2 to 5 stations, connecting to mass transit and activity centers

Contingency incorporates funds for removal of structures into project budget; open to investigating other means of solving first/last-mile needs
Next Steps

Pending RTC action:

• Staff to develop Submittal Package for interested local governments

• Staff will arrange for pre-submittal meeting with NCTCOG, cities, and technology provider to address detailed questions

• Staff is available for questions or to discuss opportunities on locations that may traverse multiple jurisdictions
## Schedule

<table>
<thead>
<tr>
<th>Date</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>January 27, 2023</td>
<td>STTC Action</td>
</tr>
<tr>
<td><strong>February 9, 2023</strong></td>
<td><strong>RTC Action</strong></td>
</tr>
<tr>
<td>February 13, 2023</td>
<td>Info Packet Mailout</td>
</tr>
<tr>
<td>March 20, 2023</td>
<td>Pre-Submittal Conference</td>
</tr>
<tr>
<td>April 10, 2023</td>
<td>Deadline for Submittals</td>
</tr>
</tbody>
</table>
Requested RTC Action

Staff requests RTC initiate Step 3 of RTC Policy P22-02 to allow local governments to submit potential locations of interest for Swyft to consider.
CONTACT US

Martin Bate
Transportation Planner
mbate@nctcog.org | 817-608-2349

Donald Parker
Principal Transportation Planner
dparker@nctcog.org | 817-608-2380

Brendon Wheeler, P.E.
Program Manager
bwheeler@nctcog.org | 682-433-0478

Additional imagery provided by: The Boring Company and Swyft Cities
FY 23 RAISE GRANT PROGRAM – OVERVIEW

**Funding Availability**
- **$115 Million** Planning Grants
- **$2.16 Billion** Capital Grants
- **50% / 50%** Urban / Rural Areas

**Cost Sharing (Federal)**
- Up to **80%** Urban Areas
- Up to **100%**
  - a. Rural Areas
  - b. Areas of Persistent Poverty
  - c. Historically Disadvantaged

**Maximum Award**
- **$25 Million** – per Project (All)
- **$45 Million** – per Project (FY 23 only)
- **$345 Million** – per State (< 15%)

**Minimum Award**
- **$5 Million** Urban Areas (Capital)
- **$1 Million** Rural Areas (Capital)
- No Minimum Planning Grants

**Applicant Eligibility**
1. State / Territorial Government (or political subdivision)
2. Metropolitan Planning Organization (MPO)
3. Local / Tribal Government (or political subdivision)
4. Public Agency / Chartered Authority
5. Public Special Purpose District (including Port)
6. Multi-Jurisdictional Group of Above Entities

**Project Eligibility**
1. Highway, Bridge, or Road (Title 23)
2. Public Transportation (Chapter 53 of Title 49)
3. Passenger / Freight Rail / Intermodal
4. Port Infrastructure (incl. inland / land ports of entry)
5. Stormwater Runoff Improvement (aquatic species habitat)
6. Historical Cultural and Natural Resources
7. Tribal Surface Facility (vested Federal title / maintenance)
8. TOD / Non-Motorized / Mobility On-Demand

**Other Details**
- FY 22 RCP “Reconnecting Extra” projects with “recommended” overall merit rating & at least one “high” merit criteria score will automatically advance to FY 23 RAISE 2nd tier analysis.
- Application Deadline – February 28, 2023
- Award Announcement – June 28, 2023
- Obligation Deadline – September 30, 2027
- Expenditure Deadline – September 30, 2032
FY 23 RAISE CANDIDATE #1 – SOUTHERN GATEWAY DECK PARK – PHASE 2.0

1. Iconic Element
2. Stage Pavilion
3. Lawn
4. Park Drive (Food Trucks)
5. 12th Street Entrance
6. Escarpment Feature
7. Play
8. Zoo Bridge
9. History Stairs
10. Water Feature
11. Restrooms
12. Flex Building
FY 23 RAISE CANDIDATE #2 – KLYDE WARREN PARK – PHASE 2.0
FY 23 RAISE CANDIDATE #3–EAST LANCASTER AVENUE COMPLETE STREETS & TRANSIT TECHNOLOGY PROJECT
## FY 23 RAISE GRANT PROGRAM – CANDIDATE PROJECTS & FUNDING REQUESTS

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>COST / FUNDING STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PROJECT</td>
<td>NON-FEDERAL</td>
</tr>
<tr>
<td>TITLE</td>
<td>NCTCOG/TxDOT</td>
</tr>
<tr>
<td>Southern Gateway Deck Park – Phase 2</td>
<td>Construct foundational structural, safety, multimodal transportation, &amp; hardscape elements to expand deck park over to Marsalis Avenue bridge.</td>
</tr>
<tr>
<td>Klyde Warren Park – Phase 2</td>
<td>Construct foundational structural, safety, multimodal transportation, &amp; hardscape elements for Pavilion Deck / 2nd Level Plaza &amp; West Lawn Deck.</td>
</tr>
<tr>
<td>East Lancaster Avenue Complete Streets &amp; Transit Technology Project</td>
<td>Reconstruct aging East Lancaster Avenue (Pine Street – IH 820) into a context-sensitive multimodal corridor, with accommodations for an integrated high-capacity bus transit service, to revitalize a critical economic and socially significant asset for East Fort Worth.</td>
</tr>
</tbody>
</table>

### FY 23 RAISE CANDIDATE PROJECT – LOCAL/REGIONAL PARTNERS (with NCTCOG funding requests)

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>COST / FUNDING STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cotton Belt Trail – DART / NCTCOG Partnership ⁸</td>
<td>DART / NCTCOG partnership to construct Cotton Belt Trail segments in Richardson &amp; Plano connecting to / from multiple DART Silver Line Rail stations.</td>
</tr>
</tbody>
</table>

### Notes:
1. Construction: Combined funds from City of Dallas, Dallas County, & Southern Gateway Public Green Foundation
2. Engineering: Surface Transportation Block Grant (STBG) + Transportation Development Credits (TDC) for match
3. Construction: $7,899,100 – City of Dallas; $1,300,900 – Dallas County; $8,845,600 – Woodall Rodgers Park Foundation
4. Construction: $36,800,000 STBG (includes $10,000,000 of RTC’s contribution to be paid back over time)
5. Engineering (PE), Right-of-Way (ROW), & Federal Match: $14,475,000 Existing TxDOT funds ($3,225,000 PE + $1,250,000 ROW + $10,000,000 Match) + $30,238,968 New TxDOT funds ($6,775,000 PE + $3,750,000 ROW + $19,713,968 Match)
6. Utilities: $2,000,000 (Franchise); Construction: $16,430,160 City of Fort Worth (2022 Bond Program / other City sources per Resolution 5668-05-2022)
7. Construction: $40,000,000 Existing TxDOT Federal (Cat 2) + $53,855,872 New TxDOT Federal (Cat 2) to be requested in Unified Transportation Program (UTP)/10-Year Plan
8. Per RTC Action – Item #5 (February 2023): Cotton Belt: $10,480,000 = $1,950,000 local match + $1,030,000 betterments + $7,500,000 DART (exchanged for RTC Federal) NCTCOG: $4,720,000 = previously awarded Transportation Alternative (TA) Set-Aside funds
9. Construction: $10,480,000 = $1,950,000 local match + $1,030,000 betterments + $7,500,000 DART (exchanged for RTC Federal)

RTC Action Item – FY 23 RAISE Grant
FY 22 FEDERAL GRANT OUTCOMES – STATUS OF SUBMITTED NCTCOG PROJECTS

- International Parkway Advanced Mobility Program (NCTCOG / DFW Airport)
  - Not selected for FY 22 RAISE
  - Additional local funds identified to expedite project with local design-build procurement
- South Dallas County Inland Port (SDCIP) Multimodal Connectivity
  - Not selected for FY 22 Multimodal Discretionary Grant Program (MPDG) INFRA / RURAL
  - Plan to resubmit for FY 23 MPDG INFRA / RURAL (Spring 2023)
- IH 30 Downtown Dallas “Canyon” (NCTCOG / TxDOT)
  - Not selected for FY 22 MPDG INFRA / MEGA
  - Will coordinate with TxDOT on plan to resubmit for FY 23 MPDG INFRA / MEGA (Spring 2023)
- Martin Luther King, Jr. / Cedar Crest Boulevard
  - Not selected for FY 22 Safe Streets and Roads for All (SS4A)
  - Will coordinate with partners on plan to resubmit for FY 23 SS4A (Spring 2023)
- Ultimate IH 35W / SH 121 Interchange Phase One – Sylvania Avenue Bridge
  - USDOT review ongoing for FY 22 Bridge Investment Program (BIP) – Small Bridge Projects (< $100M)
- Prairie Creek Road / Union Pacific Rail (UPRR) Grade Separation
  - USDOT review ongoing for FY 22 Railroad Crossing Elimination Program (RCEP)
FY 23 RAISE GRANT PROGRAM – SCHEDULE

November 30, 2022  FY 23 RAISE Notice of Funding Opportunity (NOFO) Released

January 12, 2023  RTC Information – Director’s Report (Item #7)

January 27, 2023  STTC Action – FY 23 RAISE Projects

February 9, 2023  RTC Action – FY 23 RAISE Projects

February 10, 2023  RTC Letter of Support Deadline
                   (for projects submitted by partnering agencies, send requests to Nicholas Allen – nallen@nctcog.org)

February 23, 2023  Executive Board Action

February 28, 2023  FY 23 RAISE Application Deadline – Grants.gov

June 28, 2023  FY 23 RAISE Award Announcement Deadline (USDOT)
FY 23 RAISE GRANT PROGRAM – REQUESTED RTC ACTION

- Recommend approval of:

Submittal of proposed projects for funding consideration through FY 23 RAISE Discretionary Grant Program, as defined on slide #6 (green)

Allocation of new NCTCOG / TxDOT funds for East Lancaster RAISE project to be approved through Unified Transportation Program (UTP) process:
  - $30,238,968 State funds for engineering, right-of-way (ROW), & Federal match
  - $53,855,872 Federal (Cat 2) funds for construction

Administratively amend NCTCOG / State Transportation Improvement Programs (TIP / STIP) and other planning / administrative documents to include proposed projects, if selected for FY 23 RAISE Grant awards
CONTACT INFORMATION

Christie Gotti
Senior Program Manager
(817) 608-2338
CGotti@nctcog.org

Kevin Kokes
Program Manager
(817) 695-9275
KKokes@nctcog.org

Michael Morris
Director of Transportation
(817) 695-9240
MMorris@nctcog.org

Patricia Rohmer
Project Engineer
(817) 608-2307
PRohmer@nctcog.org

Brian Dell
Principal TR / AQ Planner
(817) 704-5694
BDell@nctcog.org

Jody Loza
Principal TR / AQ Planner
(817) 704-5609
JLoza@nctcog.org

Jeffrey C. Neal
Senior Program Manager
(817) 608-2345
JNeal@nctcog.org

Karla Windsor
Senior Program Manager
(817) 608-2376
KWindsor@nctcog.org

USDOT RAISE Grant Program: https://www.transportation.gov/RAISEgrants
Federal Railroad Administration Grant Programs

Corridor Identification and Development (ID) Program creates foundational framework for identifying and developing new or improved intercity passenger rail services, setting up a PIPELINE of projects.
- Step 1: Corridor Development Initiation
- Step 2: Service Development Planning
- Step 3: Project Planning/Development

Federal-State Partnership (FSP) Intercity Passenger Rail Program advances project development and FUNDS capital rail projects for new, expanded, or improved intercity passenger rail service, with preference for capital projects progressed from Corridor ID Program.
- Track 1: Project Planning
- Track 2: Project Development
- Track 3: Final Design/Construction

DEVELOPMENT STAGES

- Systems Planning
  - Regional/State Rail Plans
  - Corridor ID Program

IMPLEMENTATION STAGES

- Project Planning
  - Track 1
- Project Development
  - Track 2
- Final Design
  - Track 3
- Construction
- Operation

Federal-State Partnership/Other Federal Funding Programs

Restoration & Enhancement Program
Corridor Identification and Development (ID) Program

**Funding Availability**
- **$1.8 Billion**
  - FY2022-2026 Overall

**Corridor ID Steps:**
1. Service Development Plan (SDP) Initiation/Scoping
2. SDP Preparation/Approval
3. Project Development

**Cost Sharing (Federal)**
- **100%**
  - Step #1
- **Up to 90%**
  - Step #2
- **Up to 80%**
  - Step #3

**Maximum Award**
- **$500,000**
  - Step #1
- **No Maximum**
  - Step #2 (TBD)
- **No Maximum**
  - Step #3 (TBD)

**Applicant Eligibility**
1. Amtrak
2. State/Territorial Government (or political subdivision)
3. Groups of States
4. Tribal Government (or political subdivision)
5. Regional Passenger Rail Authorities
6. Interstate Compact Entities

No application limit per agency

**Project Eligibility**
**Eligible**
1. Short-distance (≤ 750 miles) intercity passenger services
2. Restoring route service formerly operated by Amtrak
3. Increasing frequencies of long-distance service

**Ineligible**
1. Commuter rail
2. Intercity passenger rail segment not functional as stand-alone intercity corridor
3. Technology under development, but not yet proven

**Other Details**
Letters of Interest:
Previously requested by Federal Railroad Administration (FRA) when Corridor ID was established & published in the Federal Register on May 13, 2022.
Federal-State Partnership (FSP) Intercity Passenger Rail Program

**Funding Availability**
- $4.6 Billion
  - FY22 & FY23 FSP Program
- $12 Billion
  - (at least for National program)
  - FY2022-2026 FSP Program – Bipartisan Infrastructure Law (BIL)

**Cost Sharing (Federal)**
- 80%
  - All FSP “Tracks”

**Min/Max Award & Type**
- No Min/Max
  - All

**FSP “Tracks”:**
1. Project Planning
2. Project Development
3. Final Design/Construction

**Project Eligibility**
1. Replace, rehabilitate, or repair intercity passenger rail infrastructure, equipment, or facilities
2. Improve intercity passenger rail performance (reduced trip time/congestion; increased service/speed/reliability; electrification)
3. Expand or establish new intercity passenger rail (including high-speed rail and other applicable intercity passenger rail options)
4. Group of related projects listed above
5. Planning, environmental studies, and final design for project(s)/group(s) listed above

**Applicant Eligibility**
1. Amtrak
2. State/Territorial Government (or political subdivision)
3. Groups of States
4. Tribal Government (or political subdivision)
5. Regional Passenger Rail Authorities
6. Interstate Compact Entities

*No application limit per agency; projects preferred where Amtrak is NOT sole applicant*
FRA’s Corridor ID Program
Intercity Passenger Rail Corridor (Amtrak)

Heartland Flyer

RTC Letters of Support in 2008 and 2021

Dallas-Fort Worth to Atlanta

RTC Resolution (R22-01) reaffirmed corridor support in March 2022

Expressions of Interest submitted for both corridors to FRA by others (including TxDOT)

Amtrak Connects Us Map (April 2, 2021)
FRA’s Corridor ID Program
Fort Worth to Houston High-Speed Rail Corridor

(Fort Worth to Dallas + Dallas to Houston)

Expressions of Interest submitted to FRA by:
- NCTCOG (Dallas to Fort Worth)
- TxDOT (Eddie Bernice Johnson Union Station in Dallas to Houston Amtrak Station)

Desire to combine both segments into one corridor

Primary Applicant:
- Amtrak? (if interested)
- NCTCOG?
FRA’s FSP Intercity Passenger Rail Program
Fort Worth to Houston High-Speed Rail

Integrated corridor through FRA’s Corridor ID Program registers Fort Worth to Dallas and Dallas to Houston as one high-speed rail corridor

**Fort Worth to Dallas HSR Segment:**
NCTCOG supports advancing Fort Worth to Dallas High-Speed Rail through federal environmental process
Segment not ready for FSP Intercity Rail Program

**Dallas to Houston HSR Segment:**
Amtrak (if desired) to submit Dallas to Houston High-Speed Rail segment
Requested RTC Action

**Corridor ID Program:**
*(Application Deadline: March 27, 2023)*

**Fort Worth to Dallas High-Speed Rail**
- Coordinate with Amtrak and TxDOT on integrated corridor application
- Primary Applicant: Amtrak (preferred) or NCTCOG

**Dallas-Fort Worth to Atlanta (Amtrak)**
- Support primary application by others
- Provide letter of support

**Heartland Flyer (Amtrak)**
- Support primary application by others
- Provide letter of support

**Federal-State Partnership Intercity Passenger Rail Program:**
*(Application Deadline: April 21, 2023)*

**Dallas to Houston High-Speed Rail**
- Support application by others (Amtrak?)
- Provide letter of support
Contact Us

Dan Lamers, P.E.
Senior Program Manager
dlamers@nctcog.org
817-695-9263

Brendon Wheeler, P.E.
Program Manager
bwheeler@nctcog.org
682-433-0478

Rebekah Gongora
Communications Manager
rgongora@nctcog.org
682-433-0477
FEDERAL AND STATE LEGISLATIVE UPDATE

REBEKAH GONGORA
NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Regional Transportation Council
February 9, 2023
FEDERAL UPDATE

COMMITTEE ASSIGNMENTS AND HEARINGS

House Transportation and Infrastructure
• Organizational Meeting held February 1
• Congressman Sam Graves (R-MO) selected as Chair
• Congressman Lance Gooden (R-TX) is a new member
• Congressman Collin Allred (D-TX) returns

House Appropriations
• Organizational hearing held February 8
• Congresswoman Kay Granger (R-TX) selected as Chair
FEDERAL UPDATE

COMMITTEE ASSIGNMENTS AND HEARINGS

Senate Commerce, Science, and Transportation
• Organizational Hearing scheduled for February 9
• Senator Ted Cruz (R-TX) is a member

Senate Environment and Public Works
• Organizational Hearing held February 1
• Senator Tom Carper (D-DE) selected as Chair
STATE BUDGET

SENATE BILL 1 & HOUSE BILL 1

Statewide Total for FY24-25:
$288.1 billion in All Funds
• $130.1 billion in General Revenue Funds
• $6.3 billion in General Revenue - Dedicated Funds
• $93.7 billion in Federal Funds
• $58.5 billion in Other Funds

ARTICLE VII – TRANSPORTATION

TxDOT Total for FY24-25:
$35.6 billion in All Funds
• $30.5 billion for Highway Planning and Design, ROW Acquisition, Construction, Maintenance
  • Prop 1: $6.2 billion
  • Prop 7: $5.4 billion
TEXAS LEGISLATURE

SENATE TRANSPORTATION COMMITTEE

Robert Nichols, Chair
Royce West, Vice Chair
Carol Alvarado
Sarah Eckhardt
Kelly Hancock
Phil King
Boris Miles
Tan Parker
Charles Perry

*Bolded names represent North Texas members

HOUSE TRANSPORTATION COMMITTEE

Terry Canales, Chair
John Raney, Vice Chair
Trent Ashby
Yvonne Davis
J.M. Lozano
Ramon Romero, Jr.
Erin Gámez
Caroline Harris
Brooks Landgraf
John Lujan
Claudia Ordaz
Jared Patterson
Mary Ann Perez
TRANSPORTATION FUNDING

- **SB 505** proposes an additional $400/$200 registration fee on EVs to State Highway Fund.
- **SJR 37/HJR 77** Constitutional amendment would add public transportation, bicycle paths, and sidewalks to the uses of Proposition 1 funds.

BILLS OF INTEREST

- **SB 225** would eliminate the expiration date for Proposition 1 in statute, making the funding stream permanent.
- **SCR 2** would extend the expiration dates for Proposition 7 to 2042 for the $5B/biennium from general sales tax, and to 2039 for the portion of Proposition 7 from motor vehicle sales tax.
BILLS OF INTEREST

MISCELLANEOUS TRANSPORTATION

• **HB 1259** Would require TxDOT to submit funding reports to the Legislature on UTP, funding categories, public private partnerships, and feasibility study on alternative delivery methods.

• **HB 1638** Would require TxDOT to conduct a study on the state’s projected transportation needs and costs for 2045, appoints a committee for guidance.
BILLs OF INTEREST

SAFETY

HB 1639/HB 1885 Would allow the Texas Transportation Commission to establish variable speed limits to address certain conditions that affects the safe movement of traffic.

HB 1855 Would designate highway safety corridors for roadways with a high number of crashes, doubling fines.

LIRAP/LIP FUNDS

Would Redistribute LIRAP Funds to Counties for Transportation/Air Quality Purposes (HB 1175; HB 1351; SB 607)
## North Texas Impacts

<table>
<thead>
<tr>
<th>Activity</th>
<th>Count</th>
<th>Cost/Value</th>
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</thead>
<tbody>
<tr>
<td>No Inspections</td>
<td>31,828</td>
<td>$8.25 (State) + $25.50 (Local Business)</td>
</tr>
<tr>
<td>No Registrations (Statewide)</td>
<td>1,279,481</td>
<td>$56.50 (State) + $10 (County)</td>
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<tr>
<td>Lost Motor Vehicle Sales Tax</td>
<td>TBD</td>
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</tr>
<tr>
<td>NTTA Toll System</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>Serious/Fatal Crashes</td>
<td>TBD</td>
<td>Up to 39% in North Texas</td>
</tr>
<tr>
<td>Previously Vetoed Funds</td>
<td></td>
<td>$80 Million</td>
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</tbody>
</table>

Criminals – Counterfeiting revised tag format; reusing created tags; nonrepairable/junk cars

Law Enforcement Safety – At least one police officer fatality resulted from fraud

No Insurance – Impacts of uninsured motorist; Motor Vehicle Crime Prevention Authority

**Estimated Revenue Lost $166 Million +++ (State, County, Local)**

Sources: NCTCOG Emissions Database, Texas Department of Motor Vehicles (TXDMV), Travis County Constable Precinct 3 Clean Air Task Force, North Texas Tollway Authority (NTTA)
CONTACT US

Rebekah Gongora
Communications Manager
rgongora@nctcog.org | 682-433-0477

Nick Allen
Communications Coordinator
nallen@nctcog.org | 817-704-5699

NCTCOG Legislative Updates: www.nctcog.org/legislative
Texas Legislature Online: https://capitol.texas.gov/
NCTCOG Roadway Safety Plan

Regional Transportation Council
February 9, 2023
Sonya J. Landrum, Program Manager
Roadway Safety Program Area
What is a Roadway Safety Plan?

- A Roadway Safety Plan provides a framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads.

- It serves as a guide to identify crash factors which contribute to a high number of fatal and serious injuries.

- Appropriate safety projects and countermeasures are then selected.

- The overall goal is to eliminate fatal crashes by 2050.
Need for a Roadway Safety Plan

• Metropolitan Planning Organizations (MPOs) like the North Central Texas Council of Governments (NCTCOG) are required to monitor and set targets for a specific set of performance measures

• Initial safety performance targets for 2018 were approved by Regional Transportation Council (RTC) in December 2017

• RTC Established Regional Safety Position:
  "Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel"

• Texas Transportation Commission adoption of Minute Order 115481
  "The Texas Transportation Commission directs the Texas Department of Transportation to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. The commission acknowledges a majority of motor vehicle crashes can be prevented, thereby reducing fatalities."
Fatal and Serious Injuries Within the 12-County Area (2016-2021)

- Total # of Fatalities
- Total # of Serious Injuries

<table>
<thead>
<tr>
<th>Year</th>
<th>Total # of Fatalities</th>
<th>Total # of Serious Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>755</td>
<td>4,522</td>
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<tr>
<td>2017</td>
<td>758</td>
<td>4,570</td>
</tr>
<tr>
<td>2018</td>
<td>699</td>
<td>3,750</td>
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<td>2019</td>
<td>724</td>
<td>4,000</td>
</tr>
<tr>
<td>2020</td>
<td>820</td>
<td>3,594</td>
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<tr>
<td>2021</td>
<td>959</td>
<td>4,995</td>
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</tbody>
</table>
NCTCOG Roadway Safety Plan Development Process

Project Initiation, Work Plan, and Research

Prioritization and Implementation of Projects and Programs

Plan Development, Crash Data Analysis, and Development of Crash Mitigation Strategies

Ongoing Iterative Review of Plan and Implementation

Plan Development

Plan Implementation
Systemic Safety Approach

The Systemic Safety Analysis approach evaluates crash risk across an entire roadway system instead of managing risk at specific locations.

This method helps identify what types of roadways and roadway characteristics produce fatal and serious injuries in the future.

Guiding Principles:
- Deaths and serious injuries are unacceptable
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Redundancy is crucial
Region-wide Analysis
Percentage Fatal and Serious Injuries by Travel Mode (2016-2020)

Dallas/Ft Worth Commuting Characteristics from ACS 2019
Crash Data for the 12-County Area, all roadways
Regional Safety Plan Emphasis Areas Based on Overrepresentation Analysis

Regional Emphasis Areas
- Speeding
- Distracted driving
- Impaired driving
- Intersection safety
- Bicyclist and pedestrian safety
- Roadway and lane departures
- Occupant protection
- Motorcycles

Additional “Areas of Concern”
- Wrong way driving
- Crashes occurring at night*
- Younger drivers*
- Older road users (65+)*

*Represented within multiple emphasis areas
Example: Speeding Related Fatal and Serious Injuries

- Male Fatal
- Female Fatal
- Male Serious Injury
- Female Serious Injury

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Male Fatal</th>
<th>Male Serious Injury</th>
<th>Female Fatal</th>
<th>Female Serious Injury</th>
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<tbody>
<tr>
<td>Under 16</td>
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<td>19 and Under</td>
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<td>50-54</td>
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<td>60-64</td>
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<td>65-69</td>
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<td>70-74</td>
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<td>75-79</td>
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<td>80-84</td>
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<tr>
<td>85 and Over</td>
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</table>

24% of speeding related fatal and serious injuries were cited as NOT having worn a seatbelt.
The Systemic Safety Analysis approach evaluates risk across an entire roadway system versus managing risk at specific locations. However, it is also helpful to identify roadways that have a history of a high number of fatal and serious injuries.

- Network of designated road segments where the highest concentrations of fatal and serious injury crashes occur
- Five-year range of crash data from 2016-2020
- Can be used to help prioritize safety improvements in the region and be used in tandem with the findings of our systemic analysis
High Injury Network:
Fatal and Serious Injuries by Location (2016-2020)
The third step in the Systemic Safety Analysis approach identifies potential countermeasures for each of the 8 emphasis areas.

**What are safety countermeasures?**

Safety countermeasures can be any action undertaken to decrease the risk of a crash occurring or to reduce the severity of a crash.

Countermeasures may involve engineering upgrades, behavioral education campaigns, traffic enforcement programs, or emergency response.

Countermeasure selection should be data driven and risk-based.

Things to consider:

1. Cost
2. Location(s)
3. Proven effectiveness
4. Time to implement
### Example Countermeasures: Speeding

<table>
<thead>
<tr>
<th>Countermeasure</th>
<th>Category</th>
<th>Estimated Reduction in Fatal and Serious Injuries</th>
<th>Cost to Benefit Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improve the effectiveness of educational techniques, tools, and strategies for speeding - younger male drivers</td>
<td>Education</td>
<td>9%</td>
<td>9 to 1</td>
</tr>
<tr>
<td>Increase and sustain high-visibility speeding enforcement</td>
<td>Enforcement</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Appropriate Speed Limits for All Road Users</td>
<td>Engineering</td>
<td>26%</td>
<td></td>
</tr>
<tr>
<td>Variable Speed Limits</td>
<td>Engineering</td>
<td>51%</td>
<td>9 to 1 - 40 to 1</td>
</tr>
<tr>
<td>Pull Out / Enforcement Zones</td>
<td>Engineering</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Speed Safety Cameras</td>
<td>Engineering, Enforcement</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Build or redesign roadways with traffic calming countermeasures and &quot;self-enforcing&quot; speed</td>
<td>Engineering</td>
<td>20-47%</td>
<td></td>
</tr>
</tbody>
</table>

The Roadway Safety Plan will include countermeasures for all regional emphasis areas.
Develop a list of high-priority safety improvement projects scheduled for implementation. This considers both high-crash locations and system-wide analysis. Note that this step will occur after the Roadway Safety Plan itself is completed.

Main Tasks within the final step of the Systemic Safety Analysis

1. Create decision process for selecting countermeasures
2. Develop safety projects, programs, and policies
3. Prioritize project implementation
### Emphasis Areas

<table>
<thead>
<tr>
<th>Emphasis Areas</th>
<th>NCTCOG Roadway Safety Plan</th>
<th>NCTCOG Regional Ped Safety Action Plan</th>
<th>Statewide TxDOT/MPO Safety Task Force</th>
<th>RTC M&amp;O Safety Funding</th>
<th>RTC Legislative Program</th>
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<tr>
<td>Speeding</td>
<td>X</td>
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<td>X</td>
<td>X</td>
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<td>Distracted Driving</td>
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<tr>
<td>Impaired (DUI)</td>
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<td>Intersections</td>
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<tr>
<td>Bicycle/Pedestrian</td>
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<tr>
<td>Roadway Lane Departure</td>
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<td>Occupant Protection (Seatbelts)</td>
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<td>Wrong Way Driving</td>
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<td>Crashes Occurring at Night</td>
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<td>Roadway Illumination</td>
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<td>Younger Drivers</td>
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<td>Older Road Users (65+)</td>
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<tr>
<td>Freight</td>
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</table>
# NCTCOG Safety Program Contacts

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sonya Landrum</td>
<td>Program Manager</td>
<td><a href="mailto:slandrum@nctcog.org">slandrum@nctcog.org</a></td>
</tr>
<tr>
<td>Natalie Bettger</td>
<td>Senior Program Manager</td>
<td><a href="mailto:nbettger@nctcog.org">nbettger@nctcog.org</a></td>
</tr>
<tr>
<td>Kevin Kroll</td>
<td>Senior Transportation Planner</td>
<td><a href="mailto:kkroll@nctcog.org">kkroll@nctcog.org</a></td>
</tr>
<tr>
<td>Michael Misantonis</td>
<td>Transportation Planner</td>
<td><a href="mailto:mmisantonis@nctcog.org">mmisantonis@nctcog.org</a></td>
</tr>
<tr>
<td>Camille Fountain</td>
<td>Senior Transportation Planner</td>
<td><a href="mailto:cfountain@nctcog.org">cfountain@nctcog.org</a></td>
</tr>
</tbody>
</table>

[DriveAwareNTX.org](driveawarentx@nctcog.org)