## SH 161, September 2015

### Before and After Lane on Shoulders

#### NB

<table>
<thead>
<tr>
<th>Day</th>
<th>D</th>
<th>Early Morning Off-Peak</th>
<th>Morning Peak</th>
<th>Midday Off-Peak</th>
<th>Afternoon Peak</th>
<th>Night Off-Peak</th>
</tr>
</thead>
<tbody>
<tr>
<td>September 1, 2015 Tue</td>
<td></td>
<td></td>
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<tr>
<td>September 2, 2015 Wed</td>
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<tr>
<td>September 3, 2015 Thu</td>
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</tr>
<tr>
<td>September 4, 2015 Fri</td>
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</tbody>
</table>

#### SB

<table>
<thead>
<tr>
<th>Day</th>
<th>D</th>
<th>Early Morning Off-Peak</th>
<th>Morning Peak</th>
<th>Midday Off-Peak</th>
<th>Afternoon Peak</th>
<th>Night Off-Peak</th>
</tr>
</thead>
<tbody>
<tr>
<td>September 1, 2015 Tue</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>September 2, 2015 Wed</td>
<td></td>
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<tr>
<td>September 3, 2015 Thu</td>
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<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>September 4, 2015 Fri</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Speed, mph**

- No data
- 1 10
- 11 20
- 21 30
- 31 40
- 41 50
- 51 60
- 61 70
Comparison of 5 Largest Metropolitan Areas and Congestion Levels

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>New York</td>
<td>20,092,883</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>Los Angeles</td>
<td>13,262,220</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Chicago</td>
<td>9,554,598</td>
<td>3</td>
<td>10</td>
</tr>
<tr>
<td>Dallas-Fort Worth</td>
<td>6,954,330</td>
<td>4</td>
<td>34</td>
</tr>
<tr>
<td>Houston</td>
<td>6,490,180</td>
<td>5</td>
<td>11</td>
</tr>
</tbody>
</table>

Source: This information is provided by TomTom Index 2015 traffic data and Wikipedia 2014 population data.
In June 2015, the Regional Transportation Council (RTC) approved the Project Milestone Policy.

Projects funded ten (10) or more years ago in which construction has not started are affected.

In November 2015, agencies submitted responses regarding the status of projects for review.

Agencies could justify keeping projects by:

- Providing a realistic, achievable schedule
- Providing documentation of policy board support
- Documenting the availability of local matching funds
MILESTONE POLICY IMPLEMENTATION
RECOMMENDATIONS

- Cancel projects identified in Reference Item 4.1 and move funds back to the regional funding pools
- Monitor projects that are currently under construction or recently let
- Propose that projects with a delay must begin construction within one fiscal year of the year identified in the Reference Item 4.1 recommendation in order to maintain the funding commitment
<table>
<thead>
<tr>
<th>Funding Type</th>
<th>Proposed to Cancel</th>
<th>Under Construction or Recently Let (Confirm Funding)</th>
<th>Confirm Funding</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RTC-Selected Funding Categories*</td>
<td>.56</td>
<td>88.44</td>
<td>47.21</td>
<td>250.15</td>
</tr>
<tr>
<td>Non-RTC-Selected Funding Categories**</td>
<td>2.02</td>
<td>17.69</td>
<td>8.23</td>
<td>79.57</td>
</tr>
<tr>
<td>Total</td>
<td>2.58</td>
<td>106.13</td>
<td>55.44</td>
<td>329.72</td>
</tr>
</tbody>
</table>

*Congestion Mitigation Air Quality Improvement Program, Surface Transportation Program-Metropolitan Mobility, Regional Toll Revenue, etc.

**TxDOT Engineering Funds, TxDOT Right-of-Way Funds, Local Funds, etc.
2017-2020 TIP DEVELOPMENT
Schedule Update
DEVELOPMENT PROCESS

1. Review all existing projects and solicit additional locally funded projects

2. Make needed adjustments to existing projects (staging, funding, scope)

3. Develop revised project listings

4. Balance project listings to estimated revenue

5. Conduct Mobility Plan and Air Quality review

6. Solicit public review (process, draft listings, final listings)

7. Finalize project listings and submit to partners
2017-2020 TIP DEVELOPMENT

SCHEDULE UPDATE

✧ TxDOT has changed the due date of TIP submittals to June 24, 2016 instead of May 2, 2016.

✧ Staff proposes to delay the final 2017-2020 TIP listings for Council approval until May 2016.

✧ Staff will continue to refine the listings with input from local agencies, TxDOT, and the public.
<table>
<thead>
<tr>
<th>Date</th>
<th>Action Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>May – Oct. 2015</td>
<td>Met with implementing agencies</td>
</tr>
<tr>
<td>Aug. – Jan. 2016</td>
<td>Data input, financial constraint, and analysis</td>
</tr>
<tr>
<td>Jan. 2016</td>
<td>Draft listings – STTC information</td>
</tr>
<tr>
<td>Feb. 2016</td>
<td>Draft listings – Regional Transportation Council (RTC) information</td>
</tr>
<tr>
<td>Mar. 2016</td>
<td>Draft listings – Public meetings</td>
</tr>
<tr>
<td></td>
<td>Final listings – STTC action</td>
</tr>
<tr>
<td>Apr. 2016</td>
<td>Project Milestone Policy – RTC action</td>
</tr>
<tr>
<td>May 2016</td>
<td>Final Listings – RTC action</td>
</tr>
<tr>
<td>June 24, 2016</td>
<td>Final document to Texas Department of Transportation (TxDOT) and eSTIP submittal</td>
</tr>
<tr>
<td>Aug. 2016</td>
<td>TxDOT Commission approval (for STIP)</td>
</tr>
<tr>
<td>Oct. 2016</td>
<td>Anticipate federal/State approval (STIP)</td>
</tr>
</tbody>
</table>
2017-2020 TIP DEVELOPMENT

ACTION REQUESTED

Approval of:

- The Project Milestone Policy recommendations
- Direct staff to incorporate the Project Milestone Policy recommendations into the 2017-2020 TIP/STIP
2017-2020 TIP DEVELOPMENT

QUESTIONS/COMMENTS

Adam Beckom, AICP
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abeckom@nctcog.org

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Sr. Program Manager
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cgotti@nctcog.org

Wade Haffey
Transportation Planner
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whaffey@nctcog.org

Heather Haney
Transportation Planner
Ph: 817/695-9266
hhaney@nctcog.org

http://www.nctcog.org/trans/tip/
Waco / Dallas-Fort Worth Connections: Present Challenges & Future Opportunities

A conversation between the Waco MPO and the NCTCOG Regional Transportation Council

Thursday, April 14, 2016
Discussion Overview

- Conversation regarding better connecting DFW and Waco
  1. Review of short-term challenge with existing IH-35
  2. Discussion regarding development of new corridors for the future
  3. Discussion on passenger rail and Waco assistance
Short-Term Challenges

• IH-35: Hillsboro split to Salado
  – Rural areas & Temple widened or under construction
  – 9 miles through Waco not funded
  – 1950s design
    • Substandard on & off ramp lengths
    • Insufficient vertical clearances under bridges
    • Substandard horizontal sight distances
Short-Term Challenges

• IH-35: Waco
  – Unreliable travel times
    • Delays of 1 to 2 hours common
  – Frequent incidents due to substandard design / traffic volumes
  – $425 million redesign
    • Frontage road extensions under construction
    • Project shovel ready by FY 2018
<table>
<thead>
<tr>
<th>Date</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
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</tr>
</tbody>
</table>

**Legend**
- Speed, mph
  - Red: 0-20
  - Orange: 21-40
  - Green: 41-70
  - Blue: 71-80
  - Gray: 81-100

---

**I-35 at New Dallas Highway, SB**

Speeds, mph, by time of day (15-minute interval) and day of May 2015.
Short-Term Challenges

• Why is IH-35 in Waco important to DFW?
  – 115,000 vehicles per day
    • Approximately half originate from outside of Waco
    • DFW, Austin, San Antonio most common origin or destination

  – 15,000 to 20,000 Heavy Trucks per day
    • Goods of all types being delivered to or from DFW
    • Impacts to just in time delivery
Short-Term Challenges

• IH-35 Redesign: Waco
  – Traditional funding insufficient
    • MPO estimates approximately $150 to $180 million in 10 years (35% to 42%)
    • Includes Category 2, Prop 1 & Prop 7

  – Are there partnership opportunities between Waco, DFW, TxDOT, others?
Future Opportunities

- IH-35 work addresses current demand only
  - 2040 traffic volumes in Waco 160,000+
  - TxDOT indicates freight tonnage will more than double by 2040
  - Limited ability to further expand
Future Opportunities

• Other possible corridors to accommodate future traffic / freight demand
  – Chisholm Trail Pkwy / SH 249
    • Fort Worth to Houston connection
  – SH 360
    • Arlington to Hillsboro split
  – US 281 / US 67
    • Truck route bypassing Waco, Temple & Austin
Future Opportunities / Rail

- Texas Oklahoma Passenger Rail Study
  - Oklahoma City to Mexico
  - Waco Station Assumption
  - High or Higher speed service?

- TOPRS & DFW / Houston Service
  - Waco MPO / City of Waco Support
  - City of Waco Resolution – April 19
  - Waco MPO Resolution – May 5

- Discussion of future assistance
Conclusion

• Conversations we hope will continue:

1. Identifying partnership opportunities on short-term highway mobility needs between our regions

2. Further refinement of new mobility corridors between our regions and beyond

3. Further development of passenger rail services within the Texas Triangle
FASTLANE GRANT PROGRAM

PROJECTS RECOMMENDED FOR SUBMITTAL
PURPOSE

- The Fixing America’s Surface Transportation Act established funding for freight and goods movement.

- Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grant program provides this funding support.

- Provides dedicated funding source for projects addressing critical freight infrastructure needs

- Focus is on interstate highways and bridges and freight bottlenecks.
AVAILABLE FUNDING & PROJECT SIZE

- $800 million discretionary grant program in Fiscal Year (FY) 2016
  - $190 million for rural areas
  - $610 million for urban areas
  - $80 million set aside for small projects (in rural or urban areas)

- Large Projects
  - Must be $100 million or more in cost
  - FASTLANE request must be for $25 million or more
  - Up to a 60 percent FASTLANE cost share with 80 percent federal share total (if other federal funds are involved)

- Small Projects
  - Less than $100 million in cost
  - FASTLANE request must be for $5 million or more
  - Up to a 60 percent FASTLANE cost share with 80 percent federal share total (if other federal funds are involved)
GENERAL CONDITIONS

- Only three (3) applications per sponsor
- All project phases are eligible, but projects are more competitive if they are “more” ready-to-go.
- Construction must begin 18 months from obligation of funds.
- All projects must begin construction on or before September 30, 2019.
- Projects can be submitted by states, metropolitan planning organizations, local governments, political subdivisions, public authorities with a transportation function (such as ports), etc.
ELIGIBLE PROJECTS

- Highway freight projects on the National Highway Freight Network
- Highway or bridge projects on the National Highway System
- Grade crossing or grade separation projects (that increase freight movement)
- Other freight projects that are:
  - Intermodal/rail freight projects
  - Within public or private freight rail, maritime, or intermodal facilities
UNITED STATES DEPARTMENT OF TRANSPORTATION SELECTION CRITERIA

- Cost effectiveness
- Cannot easily be completed without federal funds
- Improve efficiency and reliability to increase global economic competitiveness
- Improve mobility of people and goods
- Reduce traffic fatalities and serious injuries
- Improves community or environment (or mitigates harm)
- Strong collaboration among broad range of stakeholders
- Innovation
- Strong financial foundation, including multiple funding sources

2016 FASTLANE Grant Program
PROPOSED REGIONAL TRANSPORTATION COUNCIL (RTC) CONSIDERATIONS

- Focus on freight-related projects
- Identify projects on interstate highways
- Select projects on North American Free Trade Agreement corridors
- Significant truck traffic corridors
- Connections to intermodal facilities
### PROPOSED 2016 FASTLANE SUBMISSIONS BY THE RTC

<table>
<thead>
<tr>
<th>Project</th>
<th>Amount to be Requested</th>
<th>Proposed Match &amp; Source</th>
<th>Total Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>IH 35E Phase 2 (IH 35E/IH 35W Merge Interchange)</td>
<td>126</td>
<td>84 (State and Future RTC Funds)</td>
<td>210</td>
</tr>
<tr>
<td>DFW Connector – N. Airport Connections (IH 635/SH 121/SH 114)</td>
<td>64</td>
<td>43 (State and Future RTC Funds)</td>
<td>107</td>
</tr>
</tbody>
</table>
## 2016 APPLICATION PROCESS/TIMELINE

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>February 26</td>
<td>FASTLANE Grant Program funds announced by USDOT</td>
</tr>
<tr>
<td>March 10</td>
<td>RTC Information – Director’s Report</td>
</tr>
<tr>
<td>March 25</td>
<td>STTC Action</td>
</tr>
<tr>
<td>March 25</td>
<td>Applicants to email brief project description to <a href="mailto:FASTLANEgrants@dot.gov">FASTLANEgrants@dot.gov</a></td>
</tr>
<tr>
<td>March 30</td>
<td>Requests for letters of support due to Rebekah Hernandez at <a href="mailto:rhernandez@nctcog.org">rhernandez@nctcog.org</a></td>
</tr>
<tr>
<td>April 14</td>
<td>RTC Action</td>
</tr>
<tr>
<td>April 14</td>
<td>Applications due to USDOT</td>
</tr>
</tbody>
</table>
NEXT STEPS

➢ Continue to coordinate with TxDOT regarding:
  – Environmental clearance of each project
  – Assessment of project readiness
  – Preparation of applications

➢ Coordinate with TxDOT on developing future projects, so they are ready for upcoming annual funding opportunities

➢ Identify specific funding sources for future RTC funds associated with any selected projects
ACTIONS REQUESTED

Approval of the projects proposed for submittal by North Central Texas Council of Governments (NCTCOG)/RTC for FASTLANE funding

Direct staff to administratively amend the Transportation Improvement Program (TIP)/Statewide TIP and other planning/administrative documents to include FASTLANE projects if selected

www.transportation.gov/FASTLANEGrants
FASTLANE Information:

Jeff Hathcock
Principal Transportation Planner
Ph: (817) 608-2354
jhathcock@nctcog.org

Letters of Support:

Rebekah Hernandez
Communications Coordinator
Ph: (817) 704-2545
rhernandez@nctcog.org

General Information:

Christie J. Gotti
Senior Program Manager
Ph: (817) 608-2338
cgotti@nctcog.org
PROJECTS RECOMMENDED FOR SUBMITTAL
OVERVIEW

- $500 million discretionary grant program

- $100 million for rural areas
  ($1 million minimum with no match requirement)

- Only $100 million available to any state

- Up to $100 million for Transportation Infrastructure Finance and Innovation Act (TIFIA) loans

- $5 million minimum and $100 million maximum request in urban/metro area
Only three (3) applications per sponsor

Surface transportation capital projects only (no planning funds)

Twenty percent (20%) match requirement, but higher matching percentages improve competitiveness

All funds must be obligated before September 30, 2019, and fully expended by September 30, 2024

No waivers will be possible for these deadlines
## PREVIOUS TIGER VII (2015) GRANT SUBMITTALS AND AWARDS

<table>
<thead>
<tr>
<th>TIGER VII 2015 Capital</th>
<th>Projects</th>
<th>Funded</th>
<th>Funding Initiative</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional Connections through Technology and System Integration</td>
<td>No</td>
<td>Proposed for resubmittal in 2016 TIGER VII Call</td>
<td></td>
</tr>
<tr>
<td>IH 35W Multimodal Corridor Improvements (IH 35W/IH 30 Managed Lane Access and Guaranteed Transit)</td>
<td>No</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>Park Lane/Vickery Meadow Complete Street Project</td>
<td>No</td>
<td>Proposed for resubmittal in 2016 TIGER VII Call</td>
<td></td>
</tr>
</tbody>
</table>
### PROPOSED TIGER VIII (2016)

#### NCTCOG/RTC SUBMISSIONS

<table>
<thead>
<tr>
<th>Project</th>
<th>Amount to be Requested ($ in Millions)</th>
<th>Proposed Local Match Source ($ in Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional Connections through Technology and System Integration</td>
<td>10.0</td>
<td>2.5 (State Match and Future RTC Funds)</td>
</tr>
<tr>
<td>E. Lancaster/SH 180 from US 287 to IH 820 – Reconstruction, pedestrian, context sensitive redesign</td>
<td>25.0*</td>
<td>35.0 (State Match, Local Match, and Future RTC Funds)</td>
</tr>
<tr>
<td>Park Lane/Vickery Meadow Complete Street Project</td>
<td>10.0-13.0</td>
<td>5.0-9.0 (City of Dallas, Dallas County, DART, Future RTC Funds)</td>
</tr>
</tbody>
</table>

*If TIGER funds the first half of the project, staff proposes that the RTC and TxDOT commit to funding the other half with future Proposition 1 or 7 funds.*
February 23  TIGER VIII Discretionary Program funds announced by USDOT

March 10  RTC Information – Director’s Report

March 25  STTC Action

April 8 Requests for letters of support due to Rebekah Hernandez at rhernandez@nctcog.org

April 14  RTC Action

April 29 Applications due to USDOT
ACTIONS REQUESTED

Recommend RTC approval of the projects proposed for submittal for TIGER funding by NCTCOG/RTC

Direct staff to administratively amend the Transportation Improvement Program (TIP)/Statewide TIP and other planning/administrative documents to include TIGER 2016 projects if selected.

www.transportation.gov/tiger
CONTACT INFORMATION

TIGER Information:

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

Adam Beckom, AICP
Principal Transportation Planner
Ph: (817) 608-2344
abbeckom@nctcog.org

Letters of Support:

Rebekah Hernandez
Communications Coordinator
Ph: (817) 704-2545
rhernandez@nctcog.org

TIGER Information:
Public/Private Partnership
Environmental Stewardship Program

Eastern Subregion
- Southwest Water Gardens $350k Engineering
- Neighbor Woods Program $300k Trees

Western Subregion
- Lancaster/Hemphill-Lamar $200k Trees
- Lake Worth Mitigation $200k Engineering

Regional
- Education Campaign for Private Sector Stewardship Program $100k Education
- GIS Based Tree Inventory Program $100k Software
DFW Region
High Speed Rail Update and Federal Initiative

Regional Transportation Council
April 15, 2016

Kevin Feldt, AICP
DFW High Speed Rail Projects

Corridor-specific alignment, design, and operational characteristics for the intercity passenger, regional passenger, and freight rail systems will be determined through capacity evaluation and ongoing project development. Refined rail forecasts are necessary to determine technology and alignment in future rail corridors.
Texas-Oklahoma Passenger Rail Study (TOPRS)

Oklahoma to South Texas
Tier 1 Environmental Analysis
Draft EIS Due Early Summer
Public Hearing June 30
Record of Decision Expected Late 2016
Houston to Dallas

Draft EIS Submittal – Late Summer or Early Fall 2016

Record of Decision Expected Mid-2017

2 Dallas Station Options

Several Alignment Options in Ellis County
DFW Core Express Service
DFW Core Express Service

Current Efforts

Revising Alternatives Analysis Report – June
Developing Ridership Estimates
Developing Cost Estimates

Targeted Milestones

Public Hearing – Late Fall 2016
Draft EIS with Preferred Alternative – Late 2016
Record of Decision – Late 2017
High Speed Rail Project Schedules

<table>
<thead>
<tr>
<th>Project</th>
<th>Record of Decision</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOPRS (Tier 1)</td>
<td>Late 2016</td>
</tr>
<tr>
<td>Dallas to Houston (Tier 2)</td>
<td>Mid-2017</td>
</tr>
<tr>
<td>DFW Core Express Service (Tier 2)</td>
<td>Late 2017</td>
</tr>
</tbody>
</table>
Federal Initiative

FAST Act §11308

March 16 Federal Register

Federal RFP For Implementing High Speed Rail

First Phase of Qualification Process

“South Central Corridor”

Includes 3 Branches From DFW To:

- San Antonio and Austin
- Oklahoma City and Tulsa
- Texarkana and Little Rock
Federal Initiative

Eligible Proposers

• All Sources Welcome

• Proposers Must Demonstrate Ability To Assemble Multi-disciplinary Team Able To:
  
  Plan, Organize, Finance, Design and Construct a Complete HSR System

  Gain Support of Key Public and Private Stakeholders

  Successfully Operate and Maintain a HSR System Long Term
Federal Initiative

Review Process

• Secretary of Transportation

• Corridor Commissions To Be Established
  Governor, Mayors, Freight Railroads, Transit Authorities, Labor Organizations, Amtrak

• Report to Congress

• Congress Enact Statutory Authority to Implement

Currently No Funding Identified

Proposals Due August 31
NCTCOG Role

Scheduling Industry Forum

- Provide DFW Information to Prospective Proposers
- Invite Potential Prospective Proposers
  - Chairman Meadows List
- Encourage Private Sector Participation

Serve as Resource to Proposers

- Ensure Consistency With Region Policies
- Mobility 2040
- Provide Technical Information
Questions?

Kevin Feldt, AICP
Program Manager
kfeldt@nctcog.org
(817) 704-2529
START OF OZONE SEASON AND AIR QUALITY UPDATES

Regional Transportation Council
April 14, 2016

Chris Klaus
Senior Program Manager
EIGHT-HOUR OZONE EXCEEDANCE DAYS

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 parts per billion (ppb).

- Orange (71-75 ppb)
- Orange (76-85 ppb)
- Red (86-105 ppb)
- Purple (106+ 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)

* Data not certified by the TCEQ
*Not a full year of data, current as of 4/05/2016
Source: TCEQ, http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl

Exceedance Days

Ozone Season (Year)

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 ppb.

*Data not certified by the Texas Commission on Environmental Quality

2008 Standard ≤ 75 ppb¹ (by 2017)

2015 Revised Standard ≤ 70 ppb (TBD; Moderate by 2024)

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 ppb.

*Data not certified by the Texas Commission on Environmental Quality

¹Not a full year of data, current as of 4/05/2016.
2008 EIGHT-HOUR OZONE STANDARD ($\leq 75$)

### Milestones

**TCEQ Proposed State Implementation Plan (SIP):**
December 9, 2015

**EPA Comments to TCEQ on SIP:**
January 29, 2016

"We appreciate the number and variety of projects coordinated through the DFW area governments and NCTCOG that will reduce emissions from mobile sources." -- EPA

**TCEQ Submits SIP to EPA:**
June 2016

**Moderate Nonattainment Date:**
July 20, 2018
(Based on 2015-2017)

**Revoke 2008 Eight-Hour Ozone Standard$^1$:**
December 2018

$^1$Anticipated revocation date, subject to change.

Source: Environmental Protection Agency (EPA)
April 3  Fort Worth Earth Party ✓
April 9  ColorPalooza: A Celebration of Spring (Lewisville) ✓
April 10 Oak Cliff Earth Day (Dallas) ✓
April 16 Epic Earth Day Grapevine EcoCoppell Earth Fest
April 22-24 Earth Day Texas (Dallas)
June 24 Regional Clean Air Action Day (Everywhere)
June 25 Dallas Arboretum Sustainability Event

For air quality information and more community events - www.airnorthtexas.org
For alternative fuel trainings and events - www.dfwcleancities.org
## Anticipated Implementation Timeline

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015 Standard Final:</td>
<td>October 26, 2015¹</td>
</tr>
<tr>
<td>Effective Date:</td>
<td>December 28, 2015</td>
</tr>
<tr>
<td>State Designation Public Comments:</td>
<td>Closes April 15, 2016</td>
</tr>
<tr>
<td>State Nonattainment Designation Recommendations to EPA:</td>
<td>October 2016</td>
</tr>
<tr>
<td>EPA Designation Final:</td>
<td>October 2017</td>
</tr>
<tr>
<td>EPA Designations Effective:</td>
<td>December 2017</td>
</tr>
<tr>
<td>Attainment Plans Due (moderate and above):</td>
<td>December 2020</td>
</tr>
<tr>
<td>Attainment Dates (no later than)</td>
<td></td>
</tr>
<tr>
<td>Marginal:</td>
<td>December 2020</td>
</tr>
<tr>
<td>Moderate:</td>
<td>December 2023</td>
</tr>
<tr>
<td>Serious:</td>
<td>December 2026</td>
</tr>
<tr>
<td>Severe:</td>
<td>December 2032</td>
</tr>
</tbody>
</table>

¹ [https://federalregister.gov/a/2015-26594](https://federalregister.gov/a/2015-26594)

Source: Environmental Protection Agency (EPA)
2015 EIGHT-HOUR OZONE STANDARD

State Designation Recommendations

Legend
- Counties Designated as Nonattainment Under 2008 Eight-Hour Ozone Standard
- Counties Recommended Nonattainment Under 2015 Eight-Hour Ozone Standard
- Metropolitan Planning Area

2013-2015 Design Value (ppb)*
- Green: 0 - 54 ppb
- Yellow: 55 - 70 ppb
- Orange: 71 - 85 ppb

*Air Quality Index based on 2015 Eight-hour Ozone standard, ≤70 parts per billion (ppb)
FOR MORE INFORMATION

NCTCOG Website:

www.nctcog.org/trans/air

TCEQ SIP Website:

www.tceq.texas.gov/airquality/sip/dfw/dfw-latest-ozone

Contact:

Chris Klaus
cklaus@nctcog.org
(817) 695-9286
The Importance of Active Transportation Data Collection

Provide Data About Actual Non-motorized Travel Volumes (Mobility Plan Performance Measures)

Inform the Public and Decision Makers About Actual Usage and Travel Patterns (e.g. Bicycle Commuters)

Analyze Trends

Evaluate the Impacts of Specific Projects (before/after)
Technology – Permanent Equipment

Count Equipment is Used on Both Trails and On-street Bikeways

Infrared and Inductive Loop Combination
Count Locations

Shared Use Paths/Trails
(off-street trails)

On-street Bicycle Facilities

Regionally Significant Corridors
Near Employment Centers,
Transit, Schools, Major
Destinations

Urban and Suburban Locations
2015 Data Overview

4.2 Million Counts
Mode Share Split by Count Station (2015)

<table>
<thead>
<tr>
<th>Pedestrians</th>
<th>Bicyclists</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dallas: White Rock Creek Trail - Mockingbird Ln.</td>
<td>13%</td>
</tr>
<tr>
<td>Fort Worth: Trinity Trails - Cowtown Wakepark</td>
<td>25%</td>
</tr>
<tr>
<td>Denton: Denton Branch Rail Trail - Morse St.</td>
<td>29%</td>
</tr>
<tr>
<td>Dallas: Santa Fe Trail - Morse St.</td>
<td>34%</td>
</tr>
<tr>
<td>Dallas: White Rock Creek Trail - Cottonwood Trail Crossing</td>
<td>34%</td>
</tr>
<tr>
<td>North Richland Hills: Cotton Belt Trail - Holiday Ln.</td>
<td>34%</td>
</tr>
<tr>
<td>Dallas: White Rock Creek Trail - Park Central Dr.</td>
<td>35%</td>
</tr>
<tr>
<td>Plano: Bluebonnet Trail - US 75</td>
<td>36%</td>
</tr>
<tr>
<td>Dallas: Santa Fe Trail - Glasgow Dr.</td>
<td>41%</td>
</tr>
<tr>
<td>Denton: Denton Branch Rail Trail - Medpark Station</td>
<td>44%</td>
</tr>
<tr>
<td>Dallas: Santa Fe Trail - Winstead Dr.</td>
<td>46%</td>
</tr>
<tr>
<td>Plano: Chisholm Trail - Jack Carter Park</td>
<td>47%</td>
</tr>
<tr>
<td>Dallas: Cottonwood Trail - Hamilton Park</td>
<td>47%</td>
</tr>
<tr>
<td>Plano: Oak Point Park &amp; Nature Preserve Trail</td>
<td>48%</td>
</tr>
<tr>
<td>Dallas: Santa Fe Trail - Beacon St.</td>
<td>48%</td>
</tr>
<tr>
<td>Fort Worth: Trinity Trails - Clearfork Food Park</td>
<td>48%</td>
</tr>
<tr>
<td>Plano: Chisholm Trail - Orlando Dr.</td>
<td>48%</td>
</tr>
<tr>
<td>Fort Worth: Trinity Trails - Henderson Bridge</td>
<td>55%</td>
</tr>
<tr>
<td>Dallas: White Rock Lake Trail - Wendy Ln.</td>
<td>62%</td>
</tr>
<tr>
<td>Plano: Russell Creek</td>
<td>63%</td>
</tr>
<tr>
<td>Dallas: White Rock Lake Trail - Fisher Rd.</td>
<td>63%</td>
</tr>
<tr>
<td>Plano: Legacy Trail</td>
<td>70%</td>
</tr>
<tr>
<td>Dallas: Katy Trail - Lyte St.</td>
<td>77%</td>
</tr>
<tr>
<td>Dallas: Katy Trail - Fitzhugh Ave.</td>
<td>79%</td>
</tr>
<tr>
<td>Dallas: Katy Trail - Harvard Ave.</td>
<td>80%</td>
</tr>
<tr>
<td>Dallas: Katy Trail - Routh St.</td>
<td>83%</td>
</tr>
</tbody>
</table>

Percent of Bicyclists and Pedestrians
Total Bicycle and Pedestrian Traffic by Count Station

October 2015

Bicycle and Pedestrian Trips

- 20,000
- 40,000
- 60,000
- 80,000
- 100,000
- 120,000
- 140,000

- Dallas: Katy Trail - Routh St.
- Dallas: Katy Trail - Fitzhugh Ave.
- Dallas: Katy Trail - Lyte St.
- Dallas: Katy Trail - Harvard Ave.
- Dallas: White Rock Lake Trail - Fisher Rd.
- Dallas: Katy Trail - Lyte St.
- Dallas: Katy Trail - Fitzhugh Ave.
- Dallas: Katy Trail - Routh St.
- Dallas: Santa Fe Trail - Hill Ave.
- Dallas: Santa Fe Trail - Glasgow Dr.
- Dallas: Santa Fe Trail - Beacon St.
- Dallas: White Rock Creek Trail - Park Central Dr.
- Dallas: White Rock Creek Trail - Cottonwood Trail Crossing
- Dallas: Santa Fe Trail - Winstead Dr.
- Dallas: White Rock Creek Trail - Mockingbird Ln.
- Fort Worth: Trinity Trails - Clearfork Food Park
- Dallas: White Rock Lake Trail - Fisher Rd.
- Dallas: Katy Trail - Harvard Ave.
- Dallas: Santa Fe Trail - Hill Ave.
- Dallas: Santa Fe Trail - Glasgow Dr.
- Dallas: Santa Fe Trail - Beacon St.
- Fort Worth: Trinity Trails - Cowtown Wakepark
- Denton: Santa Fe Trail - Winstead Dr.
- Denton: Santa Fe Trail - Beacon St.
- Denton: Santa Fe Trail - Glasgow Dr.
- Plano: Legacy Trail
- Plano: Bluebonnet Trail - US 75
- Plano: Russell Creek
- Plano: Oak Point Park & Nature Preserve Trail
- Plano: Chisholm Trail - Orlando Dr.
- Dallas: Santa Fe Trail - Hill Ave.
- Dallas: White Rock Creek Trail - Park Central Dr.
- Dallas: White Rock Creek Trail - Cottonwood Trail Crossing
- Dallas: Santa Fe Trail - Winstead Dr.
- Dallas: Santa Fe Trail - Mockingbird Ln.
- Fort Worth: Trinity Trails - Clearfork Food Park
- Dallas: White Rock Lake Trail - Fisher Rd.
- Dallas: Katy Trail - Harvard Ave.
- Dallas: Katy Trail - Lyte St.
- Dallas: Katy Trail - Fitzhugh Ave.
- Dallas: Katy Trail - Routh St.
Year-Round Pedestrian Activity

Fort Worth: Trinity Trails - Clearfork Food Park

- Pedestrians
- Bicyclists

No data reported due to battery failure.
What’s Next?

Include the Bike/Pedestrian Traffic Counts as Part of the Historical Motorized Vehicle Traffic Count Web Map

Analyze the Relationship of Surrounding Land Use and Actual Bike/Pedestrian Traffic Volumes

Loan Out Mobile Counter Equipment

nctcog.org/BikePedCountData
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