Air North Texas
2017-2018 Partner Awards

Regional Transportation Council
November 8, 2018
Air North Texas Partners

American Lung Association – DFW Region
Brookhaven College
City of Anna
City of Arlington
City of Bedford
City of Cedar Hill
City of Dallas
City of Denton
City of Fort Worth
City of Garland
City of Grand Prairie
City of Grapevine
City of Kennedale
City of Mesquite
City of North Richland Hills
City of Plano
City of Richardson
Cedar Valley College
DART
DCTA
DFW Airport

Health and Wellness Alliance for Children
Hood County
Insta-brite Technologies
NCTCOG
The North Texas Commission
Dallas County
Parker County
Tarrant County
Trinity Metro
TxDOT – Dallas
TxDOT – Fort Worth
U.S. Green Building Council – North Texas Chapter
University of North Texas Health Science Center
University of Texas at Dallas
University of Texas at Arlington
UT Southwestern
Award Categories

• Outstanding Effort Awards
  • Advertising
  • Initiative
  • Outreach

• Arlo Ambassador Award
• Air North Texas Partner of the Year
Outstanding Advertising
Outstanding Initiative
Arlo Ambassador

Green Dallas
Partner of the Year
Contacts

Mindy Mize
817-608-2346
mmize@nctcog.org

Whitney Vandiver
817-704-5639
wvandiver@nctcog.org

www.airnorthtexas.org
# Federal Measures Target Status

<table>
<thead>
<tr>
<th>Complete</th>
<th>Rulemaking</th>
<th>Number of Measures</th>
<th>MPO Target Setting Deadline</th>
<th>Reporting Period</th>
<th>Reporting Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>✓</td>
<td>Transit Asset Management</td>
<td>4</td>
<td>12/27/2017</td>
<td>Annually</td>
<td>Annually</td>
</tr>
<tr>
<td>✓</td>
<td>Safety Performance</td>
<td>5</td>
<td>2/27/2018</td>
<td>Annually</td>
<td>Annually</td>
</tr>
<tr>
<td></td>
<td>Pavement and Bridge</td>
<td>6</td>
<td>11/15/2018</td>
<td>Four-Year Performance Periods</td>
<td>Biennially</td>
</tr>
<tr>
<td></td>
<td>System Performance</td>
<td>6</td>
<td>11/15/2018</td>
<td>Four-Year Performance Periods</td>
<td>Biennially</td>
</tr>
</tbody>
</table>
Proposed Policy Action Statements

General agreement with TxDOT on statewide targets

Special emphasis on:

- Improving off-system arterial pavement conditions
- Replacing bridges in poor condition

Continue to:

- Improve reliability on freeways/tollways
- Reduce congestion on freeways/tollways
- Increase non-automobile modeshares
- Improve air quality
Federal Performance Measures

Pavement and Bridge
- Interstate Pavement – Good
- Interstate Pavement – Poor
- Non-Interstate Pavement – Good
- Non-Interstate Pavement – Poor
- Bridge Condition – Good
- Bridge Condition – Poor

System Performance
- Interstate Reliability
- Non-Interstate NHS Reliability
- Truck Travel Time Reliability Index
- Peak Hour Excessive Delay
- Percent Non-SOV Mode Share
- On-Road Mobile Source Emissions Reduction
  - Nitrogen Oxide (NOx)
  - Volatile Organic Compound (VOC)
Proposed RTC Position on Pavement Condition Targets

NCTCOG Supports TxDOT Statewide 2022 “Good Pavement Condition” Targets for National Highway System Facilities

Collaboration with TxDOT to Plan and Program Projects Contributing Toward Accomplishment of Pavement Goals will also Include the Following Action: NCTCOG will Work with Local Governments to Focus on Improvement of National Highway System Off-System Arterials in Poor Condition
# Roadway Pavement Condition Targets

## STATE of TEXAS

<table>
<thead>
<tr>
<th>Roadway Categories</th>
<th>Total Network</th>
<th>2018 Baseline</th>
<th>2022 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Good Pavement Condition</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interstate National Highway System (NHS)</td>
<td>19.19%</td>
<td>66.80%</td>
<td>66.40%</td>
</tr>
<tr>
<td>Non-Interstate National Highway System (NHS)</td>
<td>80.81%</td>
<td>54.40%</td>
<td>52.30%</td>
</tr>
<tr>
<td><strong>Poor Pavement Condition</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interstate National Highway System (NHS)</td>
<td>19.19%</td>
<td>0.30%</td>
<td>0.30%</td>
</tr>
<tr>
<td>Non-Interstate National Highway System (NHS)</td>
<td>80.81%</td>
<td>13.80%</td>
<td>14.30%</td>
</tr>
</tbody>
</table>

## North Central Texas Region

<table>
<thead>
<tr>
<th>Roadway Categories</th>
<th>2018 Baseline</th>
<th>2022 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstates (on-system)(^1)</td>
<td>5.81%³</td>
<td>7.99%³</td>
</tr>
<tr>
<td>Non-Interstate Freeway (on-system)(^1)</td>
<td>6.76%³</td>
<td>8.93%³</td>
</tr>
<tr>
<td>Toll Roads (off-system)</td>
<td>8.43%³</td>
<td>9.32%³</td>
</tr>
<tr>
<td>Arterials (on-system)(^1)</td>
<td>18.52%³</td>
<td>18.39%³</td>
</tr>
<tr>
<td>Arterials (off-system)</td>
<td>73.66%³</td>
<td>69.82%³</td>
</tr>
</tbody>
</table>

\(^1\) On-system refers to the TxDOT System
\(^2\) Mobility 2045 Plan – 2018 Baseline Network Lane-Miles
\(^3\) Based on 5-year moving average
Proposed RTC Bridge Condition Targets

NCTCOG Supports TxDOT Statewide 2022 “Good/Poor Condition” Targets for National Highway System Bridges

Collaboration with TxDOT to Plan and Program Projects Contributing Toward Accomplishment of Bridge Goals will also Include the Following Action: NCTCOG will Focus on Expedited Programming to Improve National Highway System Bridges in Poor Condition

<table>
<thead>
<tr>
<th>State of Texas</th>
<th>2018 Baseline</th>
<th>2022 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridges*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Good Bridge Condition</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All National Highway System Facilities</td>
<td>50.63%</td>
<td>50.42%</td>
</tr>
<tr>
<td>Poor Bridge Condition</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All National Highway System Facilities</td>
<td>0.88%</td>
<td>0.80%</td>
</tr>
</tbody>
</table>

*Based on total deck area
## Proposed RTC System Performance Targets

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Historical Trend</th>
<th>Baseline (2016/2017)</th>
<th>2020 Target</th>
<th>2022 Target</th>
<th>Target Strategy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate Reliability (% Person Miles Travelled)</td>
<td>Improving</td>
<td>77.3%</td>
<td>78.6%</td>
<td>79.5%</td>
<td></td>
</tr>
<tr>
<td>Non-Interstate NHS Reliability (% Person Miles Travelled)</td>
<td>Worsening</td>
<td>71.1%</td>
<td>N/A</td>
<td>71.1%</td>
<td></td>
</tr>
<tr>
<td>Truck Travel Time Reliability Index</td>
<td>Improving</td>
<td>1.74</td>
<td>1.71</td>
<td>1.66</td>
<td></td>
</tr>
<tr>
<td>Peak Hour Excessive Delay (Hours per Capita)*</td>
<td>Worsening</td>
<td>15.5</td>
<td>N/A</td>
<td><strong>15.0 16.0</strong></td>
<td></td>
</tr>
<tr>
<td>Percent Non-SOV Mode Share (% Commuter Trips)*</td>
<td>Improving</td>
<td>19.5%</td>
<td>19.9%</td>
<td>20.2%</td>
<td></td>
</tr>
<tr>
<td>On-Road Mobile Source Emissions Reductions (Cumulative)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NOx (kg/day)</td>
<td>Improving</td>
<td>2,410.80</td>
<td>2,892.96</td>
<td>5,062.68</td>
<td></td>
</tr>
<tr>
<td>VOC (kg/day)</td>
<td>Improving</td>
<td>499.72</td>
<td>599.67</td>
<td>1,079.40</td>
<td></td>
</tr>
</tbody>
</table>

*Regional Transportation Council and TxDOT must agree on a single regional target concurrence from TxDOT agreeing to NCTCOG proposed targets has been received.
Recommended RTC Action*

Agree to Support TxDOT Statewide Targets for National Highway System Pavement and Bridge Conditions with Focus on:
- The Improvement of Regional National Highway System Off-System Arterial Pavements
- National Highway System Bridges in Poor Condition

Adopt Regional Targets as Presented for:
- Interstate Reliability
- Non-Interstate Reliability
- Truck Travel Time Reliability Index
- Peak Hour Excessive Delay
- Percent Non-SOV Mode Share
- Emissions Reductions

*STTC Recommended RTC Adoption of Proposed Targets
2018 Public Participation Plan Update

Regional Transportation Council
November 8, 2018
Amanda Wilson, AICP
Public Participation Plan

Fulfills basic public involvement requirements established by federal law

Defines public involvement procedures and comment periods

Outlines communications and outreach strategies for informing the public

Describes measures for diversity and inclusiveness

Provides basis for evaluating outreach efforts

Last updated in February 2015
Legislative Basis

Public participation requirements are outlined in laws and legislation regarding:

- Transportation funding
- Civil rights
- Environmental justice
- Limited English proficiency
Ways We Involve People

Public meetings, online comment opportunities
Website, email and social media
Publications, newsletters
Community events
Speaking opportunities
Media relations
Advertising

@NCTCOGtrans
Proposed Revisions

- Revised stakeholder list to reflect new federal requirements
- Increased weight given to local comments
- Updated Language Assistance Plan with new demographics
- Refined evaluation measures and reporting
- More efficient public input opportunities
- Increased emphasis on livestreaming
- Outreach to and through community groups
Public Comment Policy Update Summary

What’s Staying the Same
- Length of comment periods
- Meetings recorded and posted online

What’s Changing
- No requirement for multiple public meetings
- Meetings livestreamed whenever possible
- Recommendations for UPWP modifications posted online without video summary
<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>August 9, 2018</td>
<td>RTC Information</td>
</tr>
<tr>
<td>August 24, 2018</td>
<td>STTC Information</td>
</tr>
<tr>
<td>September 10, 11, 19, 2018</td>
<td>Public meetings</td>
</tr>
<tr>
<td>September 10, 2018</td>
<td>Public comment period begins</td>
</tr>
<tr>
<td>October 11, 2018</td>
<td>RTC Information</td>
</tr>
<tr>
<td>October 24, 2018</td>
<td>Public comment period ends</td>
</tr>
<tr>
<td>October 26, 2018</td>
<td>STTC Action</td>
</tr>
<tr>
<td>November 8, 2018</td>
<td>RTC Action</td>
</tr>
</tbody>
</table>
Requested Action

Approve the revised Public Participation Plan and its attachments
Contacts

Amanda Wilson, AICP
Program Manager
awilson@nctcog.org • 817-695-9284

Kyle Roy
Communications Specialist
kroy@nctcog.org • 817-704-5610

www.nctcog.org/trans/involve
Background

- The Metropolitan Planning Organization (MPO) Milestone Policy was adopted by the Regional Transportation Council (RTC) in June 2015.
- Staff identified projects that were funded 10 or more years prior to the policy being approved and had not gone to construction.
- New estimated start dates for projects to go to construction by were established by each implementing agency.
- In April 2016, the RTC approved a policy to give agencies one additional fiscal year from their proposed construction start date to advance projects (i.e., A project with an estimated start date of June 2017 (FY 2017) would have until the end of FY 2018 to start construction).
- The policy stipulates that if a project does not go to construction by the established deadline, the project’s funding will be removed.
Project Monitoring Efforts

- Projects included on the 2016 Milestone List have been monitored to ensure timely implementation has occurred.
  - Reminder letters were sent to all agencies with a project on the list in December 2016
  - Staff highlighted the projects and their deadlines during 2019-2022 Transportation Improvement Program (TIP) Development process
  - Letters have been sent to agencies with projects that are being proposed for cancellation notifying them of the plan of action
Outcomes to Date

• Of the 57 projects on the initial list:
  • 4 projects were canceled initially based on input from the implementing agencies
  • 2 projects were canceled as a result of being on the Federal Highway Administration (FHWA) 10-Year Preliminary Engineering Audit list
  • 1 project was canceled and the funding moved to another project
  • 37 projects have let for construction on time or have been completed
  • 5 projects did not meet their deadline and are slated for cancellation based on the policy
  • 7 projects must let before the end of FY 2019 (September 30, 2019)
  • 1 project does not have an established deadline
# Projects Proposed for Cancellation

<table>
<thead>
<tr>
<th>Agency</th>
<th>Facility/Limits</th>
<th>Scope</th>
<th>Funding to be Removed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dallas County</td>
<td>Camp Wisdom Road from Carrier Parkway to FM 1382</td>
<td>Widen 2 to 4 lane divided</td>
<td>$7,200,000</td>
</tr>
<tr>
<td>TxDOT Dallas</td>
<td>Northwest Highway (Spur 244) at Jupiter</td>
<td>Traffic signal and pedestrian improvements</td>
<td>$359,331</td>
</tr>
<tr>
<td>TxDOT Dallas</td>
<td>Northwest Highway (Spur 244) at Plano Road</td>
<td>Traffic signal and pedestrian improvements</td>
<td>$522,500</td>
</tr>
<tr>
<td>TxDOT Dallas</td>
<td>SH 78 from IH 635 to Forest Lane</td>
<td>Traffic signals and intersection improvements</td>
<td>$3,400,000</td>
</tr>
<tr>
<td>City of Denton</td>
<td>McKinney Street (Old FM 426) from 1.4 miles west of SL 288 to 1.1 miles east of SL 288</td>
<td>Widen 2 lane roadway to 4 lane divided urban</td>
<td>$17,867,303</td>
</tr>
<tr>
<td><strong>TOTAL:</strong></td>
<td></td>
<td></td>
<td><strong>$29,349,134</strong></td>
</tr>
</tbody>
</table>
Issues to Consider

• All agencies reset and established their own schedule in 2016 (i.e., neither staff or the RTC set their schedule)

• The RTC approved an additional one year extension to the revised schedule

• Some projects were canceled after implementing agency staff determined that the projects were no longer warranted

• Projects were selected in 1992 (26 years ago), 1999 (19 years ago), and 2005 (13 years ago).

• 37 other projects were prioritized by the implementing agencies and successfully met the deadline

• Agencies with non-compliant projects still think their projects are needed

• Each of the five project schedules have been delayed further in the last 12 months

• STTC has proposed a solution for the remaining 5 projects
STTC Recommendation

• Extend deadline for all 5 projects to December 2019 for roadway construction letting

• Report back to the Committee with each project’s status in April 2019

• If projects miss the December 2019 deadline, there will be no further action or discussion. The projects will be canceled.
Action Requested

• Options:
  • Option 1 – RTC approval of removing funding from projects that did not meet the deadline,
  • Option 2 – RTC approval of extending the deadline to December 2019 for projects that did not meet the previous deadline (Surface Transportation Technical Committee’s recommendation)

• Direct staff to continue monitoring projects that must let by the end of FY 2019

• Direct staff to amend the TIP to incorporate RTC action

• Direct staff to initiate a new round of 10-Year Milestone projects in 2019
Questions?

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

Brian Dell
Senior Transportation Planner
Ph: (817) 704-5694
bdell@nctcog.org
2017-2018 CMAQ/STBG* FUNDING: STRATEGIC PARTNERSHIPS ROUND 3, INTERSECTION IMPROVEMENTS, AND METROPOLITAN TRANSPORTATION PLAN (MTP) POLICY BUNDLE TRANSPORTATION DEVELOPMENT CREDIT (TDC) PROGRAM

Regional Transportation Council
November 8, 2018

*Congestion Mitigation and Air Quality Improvement Program/ Surface Transportation Block Grant
CMAQ/STBG FUNDING PROGRAMS

<table>
<thead>
<tr>
<th>STATUS</th>
<th>PROGRAM</th>
</tr>
</thead>
<tbody>
<tr>
<td>✅</td>
<td>Federal/Local Funding Exchanges</td>
</tr>
<tr>
<td>✅</td>
<td>Automated Vehicle Program</td>
</tr>
<tr>
<td>✅ Round 1</td>
<td>✅ Round 2</td>
</tr>
<tr>
<td>■</td>
<td>Strategic Partnerships</td>
</tr>
<tr>
<td>✅ Round 1</td>
<td>✅ Round 2</td>
</tr>
<tr>
<td>✅</td>
<td>Planning and Other Studies</td>
</tr>
<tr>
<td>✅</td>
<td>10-Year Plan/Proposition 1 Adjustments</td>
</tr>
<tr>
<td>✅</td>
<td>Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects</td>
</tr>
<tr>
<td>✅</td>
<td>Transit Program</td>
</tr>
<tr>
<td>□</td>
<td>Assessment Policy Programs/Projects</td>
</tr>
<tr>
<td>✅</td>
<td>Local Bond Program Partnerships</td>
</tr>
<tr>
<td>✅</td>
<td>Safety, Innovative Construction, and Emergency Projects</td>
</tr>
<tr>
<td>□</td>
<td>Management &amp; Operations (M&amp;O), NCTCOG-Implemented, &amp; Regional/Air Quality Programs</td>
</tr>
</tbody>
</table>

☑️ = Project Selection Completed ■ = Program Partially Completed ■ = Pending STTC/RTC Approval
STRATEGIC PARTNERSHIPS ROUND 3

• **Purpose**
  - Coordinate and develop partnerships with local agencies and the Texas Department of Transportation (TxDOT) to help fund high-priority projects, leverage non-Regional Transportation Council (RTC) funds, and advance project development

• **Eligibility criteria considered:**
  - Local partners are contributing more than the standard 20% match (overmatching the federal funds or paying for design, right-of-way, etc.),
  - Project has multiple non-RTC stakeholders/contributors, or
  - Project is of strategic importance within/to the region
INTERSECTION IMPROVEMENTS

• Purpose
  • Coordinate with local agencies and TxDOT to identify intersections that need safety and traffic flow improvements

• Selection criteria considered:
  • Project addresses a safety issue (history of vehicle crashes)
  • Air quality benefits
  • Cost effectiveness
  • Current volumes
  • Level of service
MTP POLICY BUNDLE TDC PROGRAM

• Purpose
  • Provide agencies with an opportunity to use MTP Policy Bundle TDCs on federally eligible local projects

• Eligibility criteria considered:
  • New project
  • Project must be eligible to receive federal funds under Title 23 (Highway Program) or Title 49 (Transit Program) of United States Code

• Selection criteria considered (more details can be found in the Council mail out):
  • Current Volumes
  • Air Quality benefits the project yields
  • Cost effectiveness
  • Are additional lanes warranted?
  • Level of Service
  • Project addresses a safety issue (history of vehicle crashes)
PROJECT REVIEW PROCESS

• Projects were divided into project types and evaluated against each other.

• Project types:
  • Roadways
  • Intersections
  • Bicycle/Pedestrian
  • Complete Streets/Context-Sensitive Design
  • Intelligent Transportation Systems (ITS)/Traffic Signals
  • Strategic Partnerships
## PROPOSED FUNDING TARGETS

<table>
<thead>
<tr>
<th>PROJECT CATEGORY</th>
<th>PROPOSED TARGET¹</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roadways</td>
<td>$50,000,000</td>
</tr>
<tr>
<td>Intersections</td>
<td>$15,000,000</td>
</tr>
<tr>
<td>Bicycle/Pedestrian</td>
<td>$20,000,000</td>
</tr>
<tr>
<td>Complete Streets</td>
<td>$35,000,000</td>
</tr>
<tr>
<td>Strategic Partnerships</td>
<td>$50,000,000</td>
</tr>
<tr>
<td>ITS/Traffic Signals</td>
<td>$1,000,000</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$171,000,000²</strong></td>
</tr>
</tbody>
</table>

1: Federal amounts only
2: With these targets, there is still $191M of CMAQ and $84M of STBG funds remaining to be programmed in FY 2019-2023
Staff also proposes to fund a project in North Richland Hills with Regional Toll Revenue (RTR) funds in order to help balance the overall East/West Equity; Staff proposes to move Dallas County RTR funds to Tarrant County.
## SUMMARY OF PROPOSED FUNDING RECOMMENDATION

<table>
<thead>
<tr>
<th>PROJECT TYPE</th>
<th>PROPOSED CMAQ FUNDS</th>
<th>PROPOSED STBG FUNDS</th>
<th>PROPOSED RTR FUNDS</th>
<th>PROPOSED NON-RTC FUNDING</th>
<th>TDCs</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roadways</td>
<td>$4,805,700</td>
<td>$47,675,700</td>
<td>$0</td>
<td>$13,031,490</td>
<td>4,295,000</td>
<td>$65,512,890</td>
</tr>
<tr>
<td>Intersections</td>
<td>$16,038,464</td>
<td>$0</td>
<td>$0</td>
<td>$4,373,566</td>
<td>104,200</td>
<td>$20,412,030</td>
</tr>
<tr>
<td>Bicycle/Pedestrian</td>
<td>$18,495,725</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>3,699,145</td>
<td>$18,495,725</td>
</tr>
<tr>
<td>Complete Streets</td>
<td>$23,438,155</td>
<td>$12,633,659</td>
<td>$0</td>
<td>$100,000</td>
<td>7,214,363</td>
<td>$36,171,814</td>
</tr>
<tr>
<td>Strategic Partnerships</td>
<td>$6,190,188</td>
<td>$40,700,800</td>
<td>$5,804,590</td>
<td>$31,428,875</td>
<td>0</td>
<td>$84,124,453</td>
</tr>
<tr>
<td>ITS/Traffic Signals</td>
<td>$1,220,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>244,000</td>
<td>$1,220,000</td>
</tr>
<tr>
<td>TOTAL</td>
<td>$70,188,232</td>
<td>$101,010,159</td>
<td>$5,804,590</td>
<td>$48,933,931</td>
<td>15,556,708</td>
<td>$225,936,912</td>
</tr>
</tbody>
</table>

Blue text indicates changes since the October 2018 STTC meeting
# APPROVAL TIMELINE

<table>
<thead>
<tr>
<th>MEETING/TASK</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>STTC Information</td>
<td>October 26, 2018</td>
</tr>
<tr>
<td>RTC Information</td>
<td>November 8, 2018</td>
</tr>
<tr>
<td>Public Meetings</td>
<td>November 2018</td>
</tr>
<tr>
<td>STTC Action</td>
<td>December 7, 2018</td>
</tr>
<tr>
<td>RTC Action</td>
<td>December 13, 2018</td>
</tr>
</tbody>
</table>

Please send any questions or comments to staff early in the timeline, so they can be resolved in a timely manner.
QUESTIONS?

Christie J. Gotti
Senior Program Manager
817-608-2338
cgotti@nctcog.org

Evan Newton
Transportation Planner II
817-695-9260
enewton@nctcog.org

Brian Dell
Senior Transportation Planner
817-704-5694
bdell@nctcog.org

Cody Derrick
Transportation Planner I
817-608-2391
cderrick@nctcog.org
Legislative Update and RTC
Legislation and Finance
Subcommittee Update

REGIONAL TRANSPORTATION COUNCIL | NOVEMBER 8, 2018

AMANDA WILSON
Federal Outlook

Impact of Midterm Election

FY 19 Appropriations

Potential for Infrastructure Bill

FAST Act Reauthorization – Hearings Starting 2019

Highway Trust Fund Fix Needed
Federal Update

FY 2019 Appropriations

Continuing Resolution to extend FY 2018 appropriations levels through Dec. 7

House and Senate working to resolve differences on “minibus” bill for Transportation and HUD

Budget Outlook

Congress must pass “minibus” bill or another CR to extend appropriations into the new Congress
Federal Update

Shuster Infrastructure Draft Bill

Discussion draft released July 23, 2018
Sets the conversation for new infrastructure bill expected next year
Four principles:

Reform the Highway Trust Fund: 15-person commission to present proposal to Congress to keep fund solvent

Strengthen investment: 15-cent gas tax increase, BUILD ($3B/year 2019-2023) and STBG authorizations ($4.5B/year 2019-2021)

Utilize innovative financing: National VMT pilot program

Accelerate project delivery: Environmental review within 2 years
Draft Federal Legislative Principles

Review Electronic Item 8.2

Provide comments, questions, suggestions to staff by November 30

Anticipated RTC approval in December
Texas Legislature Outlook

Impact of Election – Many New Members

New Speaker of the House

Interim Reports – Expected November/December
Texas Legislature Update

Senate Transportation Committee (Aug. 27)

Effect of UTP funding allocations and project selection decisions on accomplishing goals in the statewide transportation plan

Penalty practices employed by toll authorities around the state

Legislative Budget Board (Aug. 30)

TERP: Current balance is $1.6B. TCEQ requesting $77.4M per year for FY 2020-2021 to maintain current levels. Revenue streams will expire when FY 2019 ends.

LIRAP: No request

Senate Natural Resources Committee (Sept. 5)

TERP revenues and appropriations – no consensus on next steps
Draft Texas Legislative Program

Review Electronic Item 8.1

Provide comments, questions, suggestions to staff by November 30

Anticipated RTC approval in December
Questions and Comments

Amanda Wilson
Program Manager
(817) 695-9284
awilson@nctcog.org
511DFW and EcoTrafiX

Regional Transportation Council

Natalie Bettger
November 8, 2018
511DFW and EcoTrafiX

- Regional Traveler Information System
- Integrate Data from Various Sources
  - TxDOT (Speeds, DMS, CCTV images, Incidents)
  - Cities
  - Waze (bidirectional, filtered, unfiltered)
  - HERE Speed, Travel Time, Trip Planner
  - Others
- Transit Data and Trip Planner
511DFW and EcoTrafiX Components

• Website: 511DFW.org
• **My511 - Personalized Website**
• Dial 511 - Interactive Voice Response
• Mobile App
• All of the Above in Spanish
• Information Exchange Network
• Data Archive
• Performance Measures
• Open API
511DFW Freeway and Arterial Speed Display

The new 511DFW has launched!
511DFW Incidents Display
511DFW Waze Events Display

The new 511DFW has launched!
511DFW Transit Rail Display

The new 511DFW has launched!

Map Options
- Refresh Rate: 5 mins
- Save Map
- Display Map
- Clear Map

Layers
- Traffic
  - Incidents
  - Construction
  - Special Events
  - Waze Events
  - Traffic Speeds
  - HOV/Toll Lanes
  - Cameras
  - Message Signs
  - Parking
- Transit
  - Transit Incidents
  - Transit Construction
- Rail
- Bus Stop
- Weather
  - Weather Alert
  - Weather Forecast
  - Radar Overlay
- Other
  - EV Charging Stations
The new 511DFW has launched!
Regional Closed Circuit Television and Dynamic Message Signs Display
511DFW and EcoTrafiX Components Recent and Future Enhancements

• EV Charging Stations
• Bike/Ped Routes
• Freeway Motorist Assistance
• Future:
  • Traffic Signal Control Module
  • Flood data
  • Parking
  • Wrong Way Driving
  • Marketing and Outreach
511DFW App Display

BEGIN YOUR TRIP HERE.
Questions or comments?

Natalie Bettger
 nbettger@nctcog.org
  817-695-9280

Marian Thompson, P.E.
 mthompson@nctcog.org
  817-608-2336

Eric Quintana
 equintana@nctcog.org
  817-608-2381
TECHNOLOGY LANE TO REPLACE NON-WORKING US 75 HOV
(Non-Legislative Items)

Option 1A: Pay $15 Million minus Depreciated Items
Option 1B: Pay $15 Million in Transportation’s Development Credits
Option 2A: Terminate HOV Project Due to Design Life
Option 2B: Terminate Project: 3 Design Exceptions
Option 3: Equity of Tolling with 3 Nearby Tollroads: Policy Sensitivity
Option 4: Federal Requirements with State Restrictions
Option 5: Differential Price through HOV Reward
TECHNOLOGY LANE TO REPLACE 
NON-WORKING US 75 HOV 
(Non-Legislative Items)

Option 6: Develop a Permit for Drive Alone Users
Option 7: Remove Pylons and Continue Unenforceable HOV
Option 8: Section 166 (introduction of price) Developed after HOV Award
Option 9: Price SOV Minimum Amount / Hours of Operation / Direction
New Option 10: Construct with Non-Federal Funds
New Option 11: Introduce New Guaranteed Transit From Plano Along LBJ Managed Lane
New Option 12: Federally Required Congestion Management Process is in conflict with Section 166.
<table>
<thead>
<tr>
<th></th>
<th><strong>Phase 1</strong></th>
<th><strong>Phase 2</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Procurement of</strong></td>
<td>NCTCOG</td>
<td>Included in First Procurement</td>
</tr>
<tr>
<td><strong>Phase 1 and 2:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Lead:</strong></td>
<td>RTC with HSR Commission</td>
<td>Federal Railroad Administration</td>
</tr>
<tr>
<td><strong>Purpose:</strong></td>
<td>Reduce Options</td>
<td>Environmental Impact Study</td>
</tr>
<tr>
<td><strong>Consultants:</strong></td>
<td>Yes, Helping Us</td>
<td>Yes, All Consultants</td>
</tr>
<tr>
<td><strong>Public Outreach:</strong></td>
<td>NCTCOG</td>
<td>Consultants</td>
</tr>
<tr>
<td><strong>Options:</strong></td>
<td>NCTCOG</td>
<td>Consultants</td>
</tr>
<tr>
<td><strong>When:</strong></td>
<td>&lt;1 Year</td>
<td>&lt; 2 Years</td>
</tr>
<tr>
<td><strong>Start:</strong></td>
<td>Can Start Before Consultants Selected</td>
<td>Consultants Help in Phase 1 and Conduct Phase 2</td>
</tr>
</tbody>
</table>

NCTCOG: November 2018