2017-2018 CMAQ/STBG* FUNDING: SAFETY, INNOVATIVE CONSTRUCTION, AND EMERGENCY PROJECTS

Surface Transportation Technical Committee
March 23, 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>
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<tbody>
<tr>
<td>✓</td>
<td>Federal/Local Funding Exchanges</td>
</tr>
<tr>
<td>✓</td>
<td>Automated Vehicle Program (May bring back a Round 2 effort)</td>
</tr>
<tr>
<td>✓</td>
<td>Strategic Partnerships (May bring back a Round 2 effort)</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 and Operations (M&amp;O), NCTCOG-Implemented, and Regional/Air Quality Programs</td>
</tr>
</tbody>
</table>

- ✓ = Project Selection Completed
- ■ = Pending STTC/RTC Approval
- ■ = Program Partially Completed
SAFETY, INNOVATIVE CONSTRUCTION, AND EMERGENCY PROJECTS

<table>
<thead>
<tr>
<th>Description/Purpose</th>
<th>To support operations, safety, innovative construction, and emergency improvements.</th>
</tr>
</thead>
</table>
| Initial Requests    | • Wycliff Avenue Flooding Project  
                       • Shady Shores Bridges                                                               |
SELECTION CRITERIA

When evaluating projects, the following criteria were taken into account by staff:

• Project addresses a safety issue (pedestrian safety at risk, history of vehicle crashes, etc.)
• Project involves an innovative construction element (e.g., modular bridges)
• Project addresses an emergency situation
  • Flooding issues that affect system resilience
• Project includes incident management/first responder safety benefits
• Projects that implement recommendations from regional safety plan
## PROPOSED FUNDING BY AGENCY

**DRAFT**

<table>
<thead>
<tr>
<th>PROJECT/PROGRAM</th>
<th>AGENCY</th>
<th>PROPOSED RTC FUNDING</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional Safety Program – Wrong Way Driving Prevention (Phase 2) and the New Safety Performance Measure</td>
<td>NCTCOG</td>
<td>$15,000,000</td>
</tr>
<tr>
<td>South Shady Shores Road</td>
<td>Denton County, City of Lake Dallas, or Town of Shady Shores</td>
<td>$10,000,000</td>
</tr>
<tr>
<td>Wycliff Avenue</td>
<td>Town of Highland Park</td>
<td>$5,600,000</td>
</tr>
<tr>
<td>IH 30 Managed Lane Access Gates</td>
<td>TxDOT Dallas</td>
<td>$1,200,000</td>
</tr>
<tr>
<td>Meacham Airport Improvements</td>
<td>City of Fort Worth</td>
<td>$416,800</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$32,216,800</strong></td>
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# TIMELINE

<table>
<thead>
<tr>
<th>MEETING/TASK</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>STTC Information</td>
<td>February 23, 2018</td>
</tr>
<tr>
<td>RTC Information</td>
<td>March 8, 2018</td>
</tr>
<tr>
<td>Public Involvement (Online Opportunity to be held in place of meetings)</td>
<td>March 2018</td>
</tr>
<tr>
<td>STTC Action</td>
<td>March 23, 2018</td>
</tr>
<tr>
<td>RTC Action</td>
<td>April 12, 2018</td>
</tr>
</tbody>
</table>
REQUESTED ACTION

• Recommend RTC approval of:
  • The proposed list of projects to fund through the 2017-2018 CMAQ/STBG: Safety, Innovative Construction, and Emergency Projects Program (Electronic Item 3.1)
  • Administratively amending the 2019-2022 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents to incorporate these changes.
QUESTIONS?

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Senior Program Manager
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REGIONAL TRAFFIC SIGNAL RETIMING PROGRAM AND MINOR IMPROVEMENT PROGRAM

Call for Projects
Recommendations

Surface Transportation Technical Committee
Marian Thompson, P.E.
March 23, 2018
What are these Programs?

Programs Overview

The **Regional Traffic Signal Retiming Program (RTSRP)** is a regional program to maximize the capacity of the existing roadway system by improving traffic operations through signal retiming.

The **Minor Improvement Program** improves the capacity of the existing roadway system by implementing low-cost operational improvements, thereby enhancing mobility and improving air quality.
2017 Call for Projects
RTSRP

- Eighty Percent of Traffic Signals Have Not Been Retimed Since 2013
- Eighty Percent of Traffic Signals Located Along Route of Significance
- Eight or More Consecutive Traffic Signals
- No Construction Planned Within Two Years
- Staff Time is Not Eligible
2017
Call for Projects
Minor Improvements

- Projects Along Route of Significance
- No Construction Planned Within Two Years
- Project Funding Request Not to Exceed $50,000
- Low-cost Improvements such as Cabinets, Controllers, Restriping, etc.
- Staff Time is Not Eligible
### Regional Traffic Signal Retiming Program

- $2 Million

### Minor Improvement Program

- $2.9 million

- Twenty Percent (Minimum) Local Match
- Local Match Must be Cash
- Sixty-six Percent Eastern Sub-Region and Thirty-four Percent Western Sub-Region
### Evaluation and Scoring Criteria for RTSRP Projects

<table>
<thead>
<tr>
<th>Category</th>
<th>Scoring (pts)</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Mobility Benefit/Cost Ratio</strong></td>
<td>35</td>
<td>Project benefit/cost ratio will be calculated based on the improvements associated with basic traffic signal program input.</td>
</tr>
<tr>
<td><strong>NOx &amp; VOC Cost Per Pound</strong></td>
<td>35</td>
<td>Air quality benefits will be calculated based on the improvements associated with basic traffic signal retiming improvements.</td>
</tr>
<tr>
<td><strong>Communication</strong></td>
<td>10</td>
<td>Communication technology that keeps traffic signals in sync.</td>
</tr>
<tr>
<td><strong>Environmental Justice Distribution</strong></td>
<td>5</td>
<td>Environmental justice methodology used to map concentrations of EJ populations using demographic data.</td>
</tr>
<tr>
<td><strong>Multi-Modal Operations</strong></td>
<td>5</td>
<td>Projects supporting multimodal operations including high truck volume corridors (four percent or greater) and/or located at or near transit facilities/routes.</td>
</tr>
<tr>
<td><strong>Multi-Jurisdictional Corridor</strong></td>
<td>5</td>
<td>Corridors passing through more than one agency's jurisdictional boundary.</td>
</tr>
<tr>
<td><strong>Data Cloud</strong></td>
<td>5</td>
<td>Provide traffic signal data to the cloud.</td>
</tr>
</tbody>
</table>
Evaluation and Scoring Criteria for Minor Improvement Projects

<table>
<thead>
<tr>
<th>Category</th>
<th>Scoring (pts)</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mobility Benefit/Cost Ratio</td>
<td>35</td>
<td>Project benefit/cost ratio will be calculated based on improvements associated with basic traffic signal program input.</td>
</tr>
<tr>
<td>NOx &amp; VOC Cost Per Pound</td>
<td>35</td>
<td>Air quality benefits will be calculated based on the improvements associated with basic traffic signal retiming improvements.</td>
</tr>
<tr>
<td>Recommended improvements</td>
<td>20</td>
<td>Recommended improvements from previous RTSRP phases by consultants.</td>
</tr>
<tr>
<td>Additional Local Match</td>
<td>5</td>
<td>Agency willing to contribute more than twenty percent local match.</td>
</tr>
<tr>
<td>Environmental Justice Distribution</td>
<td>5</td>
<td>Environmental justice methodology used to map concentrations of EJ populations using demographic data.</td>
</tr>
</tbody>
</table>
# RTSRP and Minor Improvement Proposals Received

<table>
<thead>
<tr>
<th>Program</th>
<th>No. of Projects</th>
<th>Western Region (Fort Worth District)</th>
<th>Eastern Region (Dallas District)</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTSRP</td>
<td>60</td>
<td>$2,156,000</td>
<td>$4,104,800</td>
<td>$6,260,800</td>
</tr>
<tr>
<td>Minor Improvement Program</td>
<td>114</td>
<td>$1,127,500</td>
<td>$3,034,100</td>
<td>$4,161,600</td>
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</tbody>
</table>
## RTSRP Projects Recommendations (Eastern Sub-Region)

<table>
<thead>
<tr>
<th>#</th>
<th>Agency</th>
<th>Project Name</th>
<th>On-System</th>
<th>Off-System</th>
<th>Total Signals</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Dallas</td>
<td>Midway/Frankford</td>
<td>0</td>
<td>21</td>
<td>21</td>
</tr>
<tr>
<td>2</td>
<td>Garland</td>
<td>SW Garland Group</td>
<td>4</td>
<td>21</td>
<td>25</td>
</tr>
<tr>
<td>3</td>
<td>TxDOT Dallas</td>
<td>FM 544</td>
<td>13</td>
<td>0</td>
<td>13</td>
</tr>
<tr>
<td>4</td>
<td>Garland</td>
<td>NW Garland Group</td>
<td>21</td>
<td>57</td>
<td>78</td>
</tr>
<tr>
<td>5</td>
<td>Dallas</td>
<td>Greenville</td>
<td>2</td>
<td>13</td>
<td>15</td>
</tr>
<tr>
<td>6</td>
<td>Carrollton/Coppell</td>
<td>Belt Line Road</td>
<td>2</td>
<td>18</td>
<td>20</td>
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<tr>
<td>7</td>
<td>TxDOT Dallas</td>
<td>SH 78</td>
<td>11</td>
<td>0</td>
<td>11</td>
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<tr>
<td>8</td>
<td>Dallas</td>
<td>LBJ</td>
<td>17</td>
<td>0</td>
<td>17</td>
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<tr>
<td>9</td>
<td>Richardson</td>
<td>Arapaho Rd</td>
<td>2</td>
<td>19</td>
<td>21</td>
</tr>
<tr>
<td>10</td>
<td>Richardson</td>
<td>Renner Rd</td>
<td>14</td>
<td>21</td>
<td>35</td>
</tr>
<tr>
<td>11</td>
<td>Richardson</td>
<td>Spring Valley Rd</td>
<td>2</td>
<td>15</td>
<td>17</td>
</tr>
<tr>
<td>12</td>
<td>Dallas</td>
<td>Forest/Abrams</td>
<td>4</td>
<td>14</td>
<td>18</td>
</tr>
<tr>
<td>13</td>
<td>Dallas</td>
<td>Webb Chapel</td>
<td>2</td>
<td>6</td>
<td>8</td>
</tr>
<tr>
<td>14</td>
<td>Dallas</td>
<td>Walnut Hill</td>
<td>5</td>
<td>22</td>
<td>27</td>
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<td></td>
<td><strong>Total</strong></td>
<td></td>
<td><strong>99</strong></td>
<td><strong>227</strong></td>
<td><strong>326</strong></td>
</tr>
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</table>
# Agency Project Name

## On-System Off-System Total Signals

<table>
<thead>
<tr>
<th>#</th>
<th>Agency</th>
<th>Project Name</th>
<th>On-System</th>
<th>Off-System</th>
<th>Total Signals</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Arlington</td>
<td>Pioneer Parkway</td>
<td>20</td>
<td>0</td>
<td>20</td>
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<tr>
<td>2</td>
<td>Arlington</td>
<td>S Cooper St</td>
<td>30</td>
<td>1</td>
<td>31</td>
</tr>
<tr>
<td>3</td>
<td>Arlington</td>
<td>S Collins St</td>
<td>17</td>
<td>8</td>
<td>25</td>
</tr>
<tr>
<td>4</td>
<td>TxDOT Fort Worth</td>
<td>Southlake Boulevard</td>
<td>15</td>
<td>0</td>
<td>15</td>
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<tr>
<td>5</td>
<td>TxDOT Fort Worth</td>
<td>US 377</td>
<td>11</td>
<td>0</td>
<td>11</td>
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<tr>
<td>6</td>
<td>Keller</td>
<td>Keller Parkway</td>
<td>8</td>
<td>0</td>
<td>8</td>
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<tr>
<td>7</td>
<td>TxDOT Fort Worth</td>
<td>SH 174</td>
<td>11</td>
<td>0</td>
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<tr>
<td>8</td>
<td>TxDOT Fort Worth</td>
<td>SH 199</td>
<td>19</td>
<td>0</td>
<td>19</td>
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<tr>
<td>9</td>
<td>TxDOT Fort Worth</td>
<td>US 377</td>
<td>13</td>
<td>0</td>
<td>13</td>
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</tbody>
</table>

**Total**: 144 9 153
# Agency Project Type # of Projects Total Amount
---
1 City of Allen Communication System 1 $50,000
2 City of Carrollton Detection 1 $50,000
3 City of Dallas Detection 20 $860,000
4 City of Garland Detection 1 $17,200
5 City of McKinney Controllers 1 $50,000
6 City of Richardson Detection 10 $480,000

Total 34 $1,507,200
Minor Improvement Projects Recommendations by Agency (Western Sub-Region)

<table>
<thead>
<tr>
<th>#</th>
<th>Agency</th>
<th>Project Type</th>
<th># of Projects</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>City of Arlington</td>
<td>Controllers, Detection</td>
<td>3</td>
<td>$150,000</td>
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<tr>
<td>2</td>
<td>City of Fort Worth</td>
<td>Controllers, Cabinets, Communication</td>
<td>9</td>
<td>$350,000</td>
</tr>
<tr>
<td>3</td>
<td>City of Keller</td>
<td>Communication System</td>
<td>1</td>
<td>$50,000</td>
</tr>
<tr>
<td>4</td>
<td>City of Mansfield</td>
<td>Flashing Yellow Arrows, Detection</td>
<td>5</td>
<td>$37,500</td>
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<tr>
<td>5</td>
<td>TxDOT Fort Worth</td>
<td>Controller Upgrades</td>
<td>7</td>
<td>$166,500</td>
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<tr>
<td></td>
<td><strong>Total</strong></td>
<td><strong>26</strong></td>
<td><strong>Total</strong></td>
<td><strong>$754,000</strong></td>
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<tr>
<td>Description</td>
<td>Meeting</td>
<td>Date</td>
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<tr>
<td>--------------------------------------</td>
<td>---------</td>
<td>-----------------</td>
<td></td>
<td></td>
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<tr>
<td>Information - Corridor Selection Criteria</td>
<td>STTC</td>
<td>July 28, 2017</td>
<td></td>
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<tr>
<td>Information - Corridor Selection Criteria</td>
<td>RTC</td>
<td>August 10, 2017</td>
<td></td>
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<tr>
<td>Action - Approval of Selection Criteria</td>
<td>STTC</td>
<td>August 25, 2017</td>
<td></td>
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<tr>
<td>Action - Approval of Selection Criteria</td>
<td>RTC</td>
<td>September 14, 2017</td>
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<tr>
<td>NCTCOG Call for Projects</td>
<td></td>
<td>September 15, 2017</td>
<td></td>
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<tr>
<td>Proposals Due</td>
<td></td>
<td>October 13, 2017 5:00pm</td>
<td></td>
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<tr>
<td>Scoring by NCTCOG</td>
<td></td>
<td>November 15, 2017</td>
<td></td>
<td></td>
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<tr>
<td>Public Meetings</td>
<td></td>
<td>October 10, 11,16 2017</td>
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<tr>
<td>Information - Projects Selected</td>
<td>STTC</td>
<td>January 26, 2018</td>
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<tr>
<td>Information - Projects Selected</td>
<td>RTC</td>
<td>February 8, 2018</td>
<td></td>
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<td>Action - Projects Selected</td>
<td>STTC</td>
<td>March 23, 2018</td>
<td></td>
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</tr>
<tr>
<td>Action - Projects Selected</td>
<td>RTC</td>
<td>April 12, 2018</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
STTC Action

Recommend Surface Transportation Technical Committee Approval of the:

- 2017 Regional Traffic Signal Retiming Program and Minor Improvement Program Call for Projects as Provided in Electron Items 4.1 and 4.2
- Ability to Administratively Amend the TIP/STIP, UPWP and Any Other Documents as Appropriate to Include All Projects in the Region
- If Projects Above the Line do Not Move Forward, Allow Staff to Continue to Next Project on the List
Mobility 2045 Update:
Endorsement of RTC Action

Surface Transportation Technical Committee
March 23, 2018
Topics

1. Draft Financial Plan
2. Draft Project Recommendations
3. RTC Concerns
4. Selected Recommended Policies
5. Public Meeting Comments
6. Public Meeting Schedule
7. Schedule and Next Steps
8. Requested Action
### Mobility 2045 Prioritization and Expenditures

**DRAFT**

<table>
<thead>
<tr>
<th>Maximize Existing System</th>
<th>Management and Operations</th>
<th>Growth, Development, and Land Use Strategies</th>
<th>Strategic Infrastructure Investment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Infrastructure Maintenance</td>
<td>Improve Efficiency &amp; Remove Trips from System</td>
<td>More Efficient Land Use &amp; Transportation Balance</td>
<td>Rail and Bus</td>
</tr>
<tr>
<td>Maintain &amp; Operate Existing Facilities</td>
<td>Traffic Signals and Bicycle &amp; Pedestrian Improvements</td>
<td></td>
<td>Induce Switch to Transit</td>
</tr>
<tr>
<td>Bridge Replacements</td>
<td></td>
<td></td>
<td>HOV/Managed Lanes</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Increase Auto Occupancy</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Freeways/Tollways and Arterials</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Additional Roadway Capacity</td>
</tr>
</tbody>
</table>

| | | | Total Expenditures* |
| | | | $ 135.4 |

* Actual dollars, in billions. Values may not sum due to independent rounding.
Major Roadway Recommendations

- New or Additional Freeway Capacity
- New or Additional Managed Lanes Capacity
- New or Additional Toll Road Capacity
- Staged Facility (Frontage Roads)
- Asset Optimization

DRAFT

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

Disclaimer: Lines indicate arterials with funds for improvement.

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

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

- New or Additional Freeway Capacity
- Staged Facility (Frontage Roads)

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

Project Recommendation Maps and Tables Are Available!!

[Map Image]

www.nctcog.org/mobility2045
Roadway Corridors for Future Evaluation

Roadway corridors for future evaluation indicate an identified transportation need and do not represent recommendations or specific alignments. Recommendations may be developed for future MTPs through feasibility analyses, thoroughfare plans, and environmental studies.
Regional Funding

Roadway Expenditures $ 52 B

Regional Roadway Needs $ 389 B

Shortfall $ 337 B

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

Rail
- 1 - Cotton Be
- 2 - Cotton Belt East Extension
- 3 - Downtown Dallas 2nd Alignment (D2)
- 4 - Dallas Streetcar
- 5 - A-train Extension
- 6 - Frisco Line
- 7 - Mansfield Line
- 8 - McKinney Line
- 9 - Midlothian Line
- 10 - Green Line Extension
- 11 - Cleburne Line
- 12 - Southwest TEX Rail
- 13 - Scyene Line
- 14 - Waxahachie Line

High-Intensity Bus
- 15 - IH 35W Express
- 16 - IH 30 Express
- 17 - Spring Creek Parkway
- Existing Rail

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

• Public Involvement Opportunities
  • FM 730
  • Arterial North of Lake Weatherford

• Roadway Corridors for Future Evaluation in Collin County

• Include Policy for Active Mode Share
Additional Plan Components

- Sustainable Development
- Bicycle and Pedestrian Facilities
- People Movers
- Freight
- Aviation
- Transportation Demand Management
- Transportation System Management
- Transportation System Safety and Security
Additional Plan Components

✓ Environmental Considerations
  ✓ Natural Environment – Extreme Weather Resiliency
  ✓ Environmental Justice
✓ High-Speed Rail
✓ Social Considerations
✓ Financial Plan
✓ Technology
✓ Policies
✓ Programs
Selected Proposed Policy Additions

General

Support Ability to Modify Mobility Plan for Emergency Operational Improvements

- Technology Lanes
- Managed Lanes
- Access Ramps
- Auxiliary Lanes

Managed Toll Lane System

Support Implementation within a Tolled Managed Lane Policy Area
Toll Managed Lane System Policy Boundary

Within Boundary – Year 2018
13% Land Area
79% Vehicle Hours of Congestion Delay

Cost of Congestion/Delay: $11.9 billion
Congestion Index is based on a percent increase in travel time.
Public Comment Topics

October 2017
- Eminent Domain
- Lake Corridor Project in Collin County

January 2018
- Funding
- Hyperloop and Bullet Train
- Backup Plan for Toll Road Funding
- Arterial Needs Assessment
- Draft Plan Available When?
- Use Union Pacific Railroad (UPRR) from Fort Worth to Dallas for Commuter Rail
- Alternate Roads, Do Not Expand Other Modes
Public Comment Topics

February 2018

Policy Foundation for Mobility 2045
Transportation Assistance for South Dallas County
Transit Funding
Mobility 2045 Schedule

---|---|---|---|---|---|---|---|---|---|---|---|---|---|---

Plan Development

Draft Recommendations for Review

Official Comment Period

STTC Action

RTC Action

Air Quality Conformity

Notes:
- Public meetings held during highlighted months.
- Regional Transportation Council action on Mobility 2045 Plan scheduled for June 14, 2018.
Next Steps

Official Public Comment Period
April through May

Revise Recommendations

Draft Final Document – April 9

STTC Updates in April

Review and Action
STTC – May 25
RTC – June 14
Tentative Public Meeting Schedule

April 9 – Garland, 6:00 pm
April 10 – North Richland Hills, 6:00 pm
April 11 – NCTCOG, 2:30 pm
May 15 – NCTCOG
May 17 – TBD
May 22 – TBD
Requested Action

Support Regional Transportation Approval to Present the Draft Mobility 2045 Recommendations at Public Meetings Beginning in April.
Questions?

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www.nctcog.org/mobility2045
# Mobility 2040 vs Mobility 2045

<table>
<thead>
<tr>
<th></th>
<th>Mobility 2040</th>
<th>Mobility 2045</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning Horizon</td>
<td>2016 – 2040 (25 Years)</td>
<td>2018 – 2045 (28 Years)</td>
</tr>
<tr>
<td>Legislative Action Revenue</td>
<td>Propositions 1 &amp; 7 revenues estimated</td>
<td>Propositions 1 &amp; 7 now integrated into UTP and TIP</td>
</tr>
<tr>
<td>Innovative Revenue</td>
<td>Toll and tolled managed lane facilities scaled back</td>
<td>Continue to use toll managed tools in select corridors based on new regional toll policy boundary</td>
</tr>
<tr>
<td>Enhancement Revenue</td>
<td>Needs outpace ability to pay for improvements; included state, federal, and local revenue enhancements</td>
<td>Needs outpace ability to pay for improvements; continuing assumptions of federal, state, and local revenue enhancements</td>
</tr>
</tbody>
</table>
Financial Assumptions

Traditional Funds are Insufficient

Multiple Scenarios and Options to Generate Additional Funds

Continue Toll Roads and Toll Managed Lanes as a Long Term Strategy

Not Approving a Specific Scenario

Future Available Funding Sources Unknown

New Federal Infrastructure Initiative

Approving Equivalent Magnitude Funding Amount
## Financial Assumptions

<table>
<thead>
<tr>
<th>Funding Strategy</th>
<th>Mobility 2040 (Final)</th>
<th>Mobility 2045 (DRAFT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Fuel Tax (per gallon)</td>
<td>Existing State Motor Fuel Tax +$0.05 in 2020 +$0.07 in 2030</td>
<td>Existing State Motor Fuel Tax +$0.05 in 2025 +$0.07 in 2035</td>
</tr>
<tr>
<td>State Fuel Tax Indexing</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Federal Fuel Tax (per gallon)</td>
<td>Existing Federal Motor Fuel Tax +$0.05 in 2020 +$0.05 in 2030</td>
<td>Existing Federal Motor Fuel Tax +$0.05 in 2025 +$0.05 in 2035</td>
</tr>
<tr>
<td>Average Vehicle Registration Fee</td>
<td>Existing Fee +$10 in 2020 +$10 in 2030</td>
<td>Existing Fee +$10 in 2025 +$10 in 2035</td>
</tr>
<tr>
<td>Tollroads, Managed Lanes, CDA, and PPP</td>
<td>Currently Funded Facilities</td>
<td>Currently funded projects + select, strategic facilities based on new toll area policy</td>
</tr>
<tr>
<td>Other Assumptions</td>
<td>Utilize New Revenues from 84th Legislature (~$34.5B to region over time)</td>
<td>New revenues from 84th legislature, now allocated in UTP/TIP, will continue through horizon year</td>
</tr>
<tr>
<td>Total Revenue ($B)</td>
<td>$118.9</td>
<td>$135.5</td>
</tr>
</tbody>
</table>
Selected Proposed Policy Additions

**Freight**

Encourage Regional Railroads to Participate in Regional Planning

**Active Transportation Mode Share**

Support Active Transportation Measurable Share of all Transportation Modes
Selected Proposed Policy Additions

**Technology**
- Encourage Data Sharing
- Encourage Automated Vehicles
- Support Infrastructure Maintenance
- Encourage Ridesharing

**Asset Optimization**
- Resiliency
  - Develop Strategies to Address Vulnerabilities
- Roadway Maintenance
  - Support Asset Management Policies
Legislative Update

Surface Transportation Technical Committee
March 23, 2018

Rebekah Hernandez
North Central Texas Council of Governments
Federal Update

Appropriations

February budget deal included FY18 Continuing Resolution (expires today) plus an additional $10B per year in FY18 and FY19 for infrastructure

Congress currently finalizing FY18 bill

- $1.3 trillion total for all departments
- House and Senate approved; President still needs to sign
Federal Update

FY18 Appropriations - Transportation

Transportation-HUD increase of $12.6B over FY17 ($57.7B to $70.3B)

- $47.5B for FHWA programs (+$2.55B); no rescission of highway contract authority
- $10.5B for transit formula grants (+$834M)
- $2.6B for Capital Investment Grants (+$232M)

6 month FAA extension; $18B for aviation (+$1.6B)
Federal Update

FY18 Appropriations - TIGER

◦ $1.5B for TIGER (+$1B)
◦ Rural set aside of 30 percent
◦ Maintains $25M maximum grant size
◦ Maximum state share of 10 percent of all grants ($147.5M)
◦ Up to $15M for planning grants
Federal Update

Proposed White House Infrastructure Plan

I. Funding Programs
   Proposed $200B total and leveraged to $1.5 trillion
   Focuses on public-private partnerships and funding from state and local governments

II. Principles for Infrastructure Improvements

III. Environmental Review/Permitting Process
   More decision making power to states, pilot programs for innovative review processes

IV. Workforce Development Programs
Texas Legislature

Interim Committees Continue to Meet

Senate Finance

- The State Comptroller presented preliminary revenue estimates for the 2020-21 statewide budget
- Proposed changes to the Rainy Day Fund, creating an investment fund

House Transportation

- Discussed emerging issues in transportation
- Automated vehicle technology and UAS/drones

Upcoming RTC Legislative Workshop in May
Contact Information

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www.nctcog.org/legislative
Grant Opportunity Announcement Round 2: Traffic Signal Data Sharing
511 DFW/Waze Data Sharing

Surface Transportation Technical Committee
March 23, 2018

Clint Hail, Transportation Planner


Round 1: Thank you...

...for contributing to the region’s culture of transportation innovation and leadership.

Arlington
Crowley (Waze)
Frisco
Grand Prairie
Grapevine (Traffic Signal)
Plano
Serve North Central Texas...

by providing developer friendly data resources

through interlocal cooperation and data sharing

so that, our region is prepared for the continued introduction of automated vehicle (AV) technologies.

Images: marble.io (above), waymo.com (below)
Traffic Signal Data Sharing
Traffic Signal Data Sharing...

Eligibility Requirements

Public entity with jurisdiction over traffic signals

Public entity is willing to make its traffic signal data accessible to developers, universities, NCTCOG, and other public entities, etc. consistent with regional policies/practices.
Traffic Signal Data Sharing...

Evaluation Criteria

Amount requested [10%]

Quality of proposed technical solution [60%]
  • Number of traffic signals made accessible
  • Number on Routes of Significance
  • Traffic volumes served by traffic signals
  • Connectivity w/other data-sharing jurisdictions
  • Ability to share data w/multiple parties

Can implement solution in timely fashion [30%]
511 DFW /Waze
Data Sharing
## Schedule

<table>
<thead>
<tr>
<th>Grant Opportunity</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Announcement</td>
<td>3/23/18</td>
</tr>
<tr>
<td>Application deadline</td>
<td>5/4/18</td>
</tr>
<tr>
<td>STTC Approval—Grants</td>
<td>5/25/18</td>
</tr>
<tr>
<td>RTC Approval—Grants</td>
<td>6/14/18</td>
</tr>
<tr>
<td>Executive Board Approval—Grants</td>
<td>6/28/18</td>
</tr>
<tr>
<td>Execute Agreements</td>
<td>July 2018</td>
</tr>
<tr>
<td>Project Implementation</td>
<td>August 1 – Oct 31, 2018</td>
</tr>
</tbody>
</table>
Contact Information

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(817) 704-5633
511 DFW/Waze Data Sharing

Eligibility Requirements

Public entity with jurisdiction over highways/streets or transit system

Public entity is willing to make its highway and traffic or transit conditions data accessible to developers, universities, NCTCOG, other public entities, etc. consistent with regional policies/practices
Evaluation Criteria

Amount requested [10%]

Quality of proposed technical solution [60%]

Routes of Significance in community
  • Traffic volumes
  • Population
  • Connectivity
  • Ability to share data with multiple parties

Ability to implement proposed solution in a timely fashion [30%]
START OF OZONE SEASON

Surface Transportation Technical Committee

March 23, 2018

Jody Loza
Senior Transportation Planner
Exceedance Level indicates daily maximum eight-hour average ozone concentration. Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

*Data not certified by the TCEQ
^Not a full year of data, current as of 3/22/2018
Source: TCEQ, http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl

ppb = parts per billion
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).

- **1997 Standard**: < 85 ppb (Revoked)
- **2008 Standard**: ≤ 75 ppb (by 2017)
- **2015 Standard**: ≤ 70 ppb (TBD; Marginal by 2020)

- **2017 data not certified by the Texas Commission on Environmental Quality**
- **Not a full year of data, current as of 3/22/2018**

---

**Source:** NCTCOG TR Dept
GETTING INVOLVED

Clean Fleets North Texas
   2018 Call for Projects - Vehicles and Equipment
   $1.5 million available locally
   http://www.nctcog.org/aqfunding

Volkswagen Settlement
   Summer 2018 – Mitigation Plan
   $209 million statewide to replace or repower old diesel
   http://www.nctcog.org/trans/air/VWsettlement

Metropolitan Transportation Plan Policy Bundle
   • Clean Fleet  • Clean Construction
   • Idling Restrictions  • Recycle Tires (future)

   Opportunity to inventory for future funding consideration
   http://www.nctcog.org/policybundle

Texas Emissions Reduction Plan – Summer 2018
   Texas Clean Fleet Program (Alternative Fuel Vehicles)
   Emissions Reductions Incentive Grant Program (Clean Diesel Vehicle & Equipment)
   http://www.terpgrants.org
Campus Clean Air Action Days to take place at participating universities
March – April 2018

Staff presence at regional outreach events
Spring 2018

Social media campaign for Air Quality Awareness Week
April 30 – May 4, 2018

Clean Air Action Day June 22, 2018

Air North Texas advertisements and marketing will appear in billboards, radio, online, etc.
May – October 2018

Air North Texas Air Pollution Alert e-mails
www.airnorthtexas.org

* Let us know of any other opportunities.
<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>November 16, 2017</td>
<td>EPA designated 2,646 counties as Attainment/Unclassifiable and 3 counties as Unclassifiable</td>
</tr>
<tr>
<td>January 16, 2018</td>
<td>Final Rule Effective Date</td>
</tr>
<tr>
<td>April 2018</td>
<td>Final Rule Classifying Nonattainment Counties (Marginal classification anticipated for DFW 10-county nonattainment region)</td>
</tr>
<tr>
<td>On-going</td>
<td>Monitor the United States Court of Appeals for the District of Columbia Circuit case No. 15-1115 <em>South Coast Air Quality Management District v. EPA, et al.</em>, vacating portions of the 2008 Ozone Implementation Rule ²</td>
</tr>
</tbody>
</table>
CONTACTS

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Outreach:  Whitney Vandiver  
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Stationless (Dockless) Bike Share

New Generation of Bike Share

Private Companies Provide Bikes for Public Use

No Docking Station or Fixed Bike Rack

GPS-Based – Mobile App Identifies Bike Locations

Pay-as-you-go Rides Via Mobile App
Bike Share Advantages

Easily Accessible “As Needed”
Affordable
First / Last Mile
Connections to Transit
Opportunities to
Reduce Short Car Trips
Public Health Benefits
Data – Improved Planning for Infrastructure
Stationless (Dockless) Bike Share Concerns

Parked Bicycles Left in Public Right-of-Way
- ADA Compliance
- Safety

Aesthetics – Lack of Order

Rebalancing of Fleet (unutilized bikes)

Source: City of Denton
Local Policy Options

- **Banned by Ordinance**
  - Ex. Highland Park

- **Not Currently Permitted in Public ROW**
  - Ex. Fort Worth

- **License Agreements or Permit Process in Public ROW**
  - Ex. DART, Denton, Plano

- **No Restrictions**
  - Ex. Dallas (current trial period)

- **No Restrictions**
  - Various Cities (monitoring)

Option: Introduce as Pilot Program
Local Ordinances / Permits

**Permit Fee** (Denton: $50-$750)
- Fines and/or Loss of Permit if Customer Service Metrics Are Not Met

**Rebalancing Plan and Regulated Parking Locations**
- Operational Provisions (e.g. respond to complaints and concerns)
- Locations for Virtual Bike Racks / Corral Areas
- Max. Number of Days a Bike May be Idle

**Cap on the Number of Bikes Deployed (per company)**
- (Denton may reassess the maximum based on demonstrated rider demand.)

**Plan for Educating Users on Proper Bicycle Parking**

**Data Sharing**
Data Collection

Transportation Planning
- Trip Duration
- Trip Distance
- Start Date, Time, and Location
- End Date, Time, and Location

Enforcement
- GPS Coordinate
- Availability Duration
- Availability Start Date
- Availability Start Time
Heat Map of Trip Origination

Source: LimeBike
Next Steps

Monitor

Share Model Ordinances

Coordinate Data Sharing and Analysis

Transportation Planning

![Bicycle Image]
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