Surface Transportation Technical Committee
July 27, 2018

Emily Beckham, Grants & Contracts Manager
Purpose of Initiative

Focus on 3 Elements:
- Blue – Water
- Green – Environment
- Grey – Transportation Infrastructure

Advance Projects or Programs with Innovative Outcomes

Seed Money to Develop Ideas for Full Funding/Implementation

Leverage Funding Available
Silo Busting

Water (Blue)  Environment (Green)  Transportation Infrastructure (Grey)
Project Eligibility

Eligible Applicants
Universities, Cities, Counties, Transit Authorities, Private Firms, Non-Profits, and Individuals

Project or Program Should be Located in 12-County Metropolitan Planning Area

Awarded Projects or Programs Must be Submitted to Implementing Agency or Fully Implemented within 12 Months of Notice to Proceed
## Evaluation and Scoring Criteria

<table>
<thead>
<tr>
<th>Category</th>
<th>Scoring (points)</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Team Qualifications</td>
<td>10</td>
<td>Team includes the correct mix of experience and expertise.</td>
</tr>
<tr>
<td>Impact</td>
<td>30</td>
<td>Project has a long-term effect and ability to change future designs.</td>
</tr>
<tr>
<td>Innovation/Significance</td>
<td>30</td>
<td>Project shifts current designs/practices by utilizing new approaches or uncommon approaches. Project addresses three elements (water, environment, transportation infrastructure). Project addresses an important problem or challenge.</td>
</tr>
<tr>
<td>Applicability, Adaptation, Transferability, and Practicality</td>
<td>30</td>
<td>Project could be used in other communities or settings. Project is realistic. Program is consistent with eligible funding programs and Regional Transportation Council objectives.</td>
</tr>
</tbody>
</table>
## Recommended Projects

<table>
<thead>
<tr>
<th>Entity</th>
<th>Project Name</th>
<th>Recommended Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amanda Popken Development</td>
<td>Retrofitting Neighborhood Commercial Green Bicycle Park</td>
<td>$38,500</td>
</tr>
<tr>
<td>City of Watauga</td>
<td>Hightower Drive Biofiltration Rain Gardens</td>
<td>$50,000</td>
</tr>
<tr>
<td>Huitt Zollars</td>
<td>Micro-Detention Storage System</td>
<td>$50,000</td>
</tr>
<tr>
<td></td>
<td><strong>Total</strong></td>
<td><strong>$138,500</strong></td>
</tr>
<tr>
<td>Milestone</td>
<td>Estimated Timeframe</td>
<td></td>
</tr>
<tr>
<td>-----------------------------------------------</td>
<td>---------------------</td>
<td></td>
</tr>
<tr>
<td>Application Published</td>
<td>April 6, 2018</td>
<td></td>
</tr>
<tr>
<td>Pre-Application Meeting</td>
<td>April 24, 2018</td>
<td></td>
</tr>
<tr>
<td>Final Questions Due</td>
<td>May 4, 2018</td>
<td></td>
</tr>
<tr>
<td>NCTCOG Responds to Questions</td>
<td>May 9, 2018</td>
<td></td>
</tr>
<tr>
<td>Applications Due</td>
<td>June 1, 2018</td>
<td></td>
</tr>
<tr>
<td>Review/Scoring of Applications</td>
<td>June – July 2018</td>
<td></td>
</tr>
<tr>
<td>STTC Approval of Awards</td>
<td>July 27, 2018</td>
<td></td>
</tr>
<tr>
<td>RTC Approval of Awards</td>
<td>August 9, 2018</td>
<td></td>
</tr>
<tr>
<td>Executive Board (Agreement Approval)</td>
<td>August 23, 2018</td>
<td></td>
</tr>
<tr>
<td>Round 2 Awardees Announced at Irving Summit</td>
<td>August 24, 2018</td>
<td></td>
</tr>
</tbody>
</table>
Action Requested

Recommend RTC Approval Of:

Award to Amanda Popken Development in the amount of $38,500

Award to the City of Watauga in the amount of $50,000

Award to the Huitt Zollars in the amount of $50,000
For More Information

Emily Beckham
Grants & Contracts Manager
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2019 UNIFIED TRANSPORTATION PROGRAM AND UPDATES TO THE REGIONAL 10-YEAR PLAN

Surface Transportation Technical Committee
July 27, 2018
2019 UTP & 10-YEAR PLAN UPDATES

Ongoing Activities

• Review Funding Allocation changes since initial target setting (Done)
• Make Year-of-Expenditure/Total Project Cost updates (Done)
• Make adjustments due to revised construction costs (Done)
• Make adjustments due to changes in funding allocations (Future)
• Update with recent Regional Transportation Council (RTC) action on projects such as LBJ East and SH 183 (Done)
• Review project status and timing (Done)
RECENT SUCCESS STORIES

• Due to increased cash flow capacity, TxDOT requested that projects be advanced and funded with STBG instead of Category 2 funds:
  • Affected projects include FM 156 from US 81/287 to Watauga Road ($32,000,000), US 377 from Johnson/Hood County Line to South of SH 171 ($32,800,000), and SH 121 from Glade Road to SH 183 ($25,000,000)
  • NCTCOG has been assured that no other projects will be impacted or delayed due to this action.
  • In addition, the action frees up Category 2 funds for other purposes.

• The draft 2019 UTP includes Category 12 funding for the SH 183 Interchange projects in Irving and additional Category 12 funding for part of the Southeast Connector project in Fort Worth.
REGIONAL 10-YEAR PLAN
ALLOCATION PROGRESSION

2017 UTP (Fiscal Years 2017-2026)

Lettings

Carryover* +

2018 UTP (Fiscal Years 2018-2027)

Lettings

Carryover* +

2019 UTP (Fiscal Years 2019-2028)

*Funds not obligated should carry over

Anticipate that breakdown of allocations and carryover amounts will be provided at the time of the meeting
REGIONAL 10-YEAR PLAN
ALLOCATION PROGRESSION

2017 UTP (Fiscal Years 2017-2026)

2017

Lettings ($25.2M)

2018 UTP (Fiscal Years 2018-2027)

2018

Carryover* ($1.3M) +

Lettings ($608M)

2019 UTP (Fiscal Years 2019-2028)

2019

Carryover ($36.3M) +
### UTP Allocated Amounts

<table>
<thead>
<tr>
<th>Funding Category</th>
<th>FY2017¹</th>
<th>FY2018¹</th>
<th>FY2019-2028</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Category 2</td>
<td>$26,500,000</td>
<td>$216,050,000</td>
<td>$3,775,370,000</td>
<td>$4,017,920,000</td>
</tr>
<tr>
<td>Category 4</td>
<td>$0</td>
<td>$57,000,000</td>
<td>$1,625,350,000</td>
<td>$1,682,350,000</td>
</tr>
<tr>
<td>Category 12</td>
<td>$0</td>
<td>$370,000,000²</td>
<td>$1,848,790,000</td>
<td>$2,218,790,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$26,500,000</td>
<td>$643,050,000</td>
<td>$7,249,510,000</td>
<td>$7,919,060,000</td>
</tr>
</tbody>
</table>

¹: Includes let amount and carryover balance for each fiscal year
²: DFW Connector North of Airport Project (May count toward either FY18 or FY19 in the future)
# UTP TOTALS OVER TIME

INCLUDES CATEGORY 2, 4, AND 12 FUNDS

<table>
<thead>
<tr>
<th></th>
<th>$ in billions</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017 UTP (FY17-2026)</td>
<td>$5.360</td>
</tr>
<tr>
<td>2018 UTP (FY18-2027)</td>
<td>$7.149</td>
</tr>
<tr>
<td>2019 UTP (FY19-2028)</td>
<td>$7.285</td>
</tr>
<tr>
<td>MEETING/TASK</td>
<td>DATE</td>
</tr>
<tr>
<td>------------------------------</td>
<td>----------------</td>
</tr>
<tr>
<td>STTC Information</td>
<td>May 25, 2018</td>
</tr>
<tr>
<td>RTC Information</td>
<td>June 14, 2018</td>
</tr>
<tr>
<td>STTC Status Update</td>
<td>June 22, 2018</td>
</tr>
<tr>
<td>Public Meetings</td>
<td>July 23, 2018</td>
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<tr>
<td>Partial RTC Action</td>
<td>July 12, 2018</td>
</tr>
<tr>
<td><strong>STTC Action</strong></td>
<td><strong>July 27, 2018</strong></td>
</tr>
<tr>
<td>RTC Final Action</td>
<td>August 9, 2018</td>
</tr>
<tr>
<td>TTC Action</td>
<td>August 30, 2018</td>
</tr>
</tbody>
</table>
ACTION REQUESTED

• Recommend RTC approval of:
  • The final Regional 10-Year Plan project listing
  • Administratively amending the 2019-2022 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents to incorporate these changes
CONTACT/QUESTIONS?

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Wade Haffey
Transportation Planner II
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whaffey@nctcog.org
TRANSIT IMPLEMENTATION IN THREE AREAS OF THE REGION

Surface Transportation Technical Committee
July 27, 2018

Shannon Stevenson
Program Manager
Collin County: Moving Transit Further to the North

Dallas Area Rapid Transit (DART)

Transportation Management Association (TMA)
Collin County: Moving Transit Further to the North

Dallas Area Rapid Transit (DART)

Cities Requesting Planning Assistance

Transportation Management Association (TMA)
Dallas County: Infilling Transit Service

Dallas Area Rapid Transit (DART)

Potential Transportation Management Association (TMA)
Dallas County: Infilling Transit Service

Dallas Area Rapid Transit (DART)

CITIES REQUESTING PLANNING ASSISTANCE

Potential Transportation Management Association (TMA)
Tarrant County: Comprehensive Approach

Trinity Metro

Pilot Cities with RTC funding
Trinity Metro

Cities Requesting Planning Assistance

Pilot Cities with RTC funding

Tarrant County: Comprehensive Approach
## Elements Considered in Transit Implementation Initiative

<table>
<thead>
<tr>
<th>Element</th>
<th>Collin County</th>
<th>Dallas County</th>
<th>Tarrant County</th>
<th>Include in Combined Effort?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Internal and regional connections</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>Yes</td>
</tr>
<tr>
<td>Focus on strategic implementation</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>Yes</td>
</tr>
<tr>
<td>Near term (now to 10 years)</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>Yes</td>
</tr>
<tr>
<td>Increase transportation options and innovation</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>Yes</td>
</tr>
<tr>
<td>Funding options</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>Yes</td>
</tr>
<tr>
<td>Private sector involvement</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>Yes</td>
</tr>
<tr>
<td>People and goods</td>
<td>?</td>
<td>✓</td>
<td>?</td>
<td>Yes</td>
</tr>
</tbody>
</table>

Preliminary cost estimate of $2M
Transit Implementation Initiative
STTC Action Requested

• Recommend RTC approval of $2 million in Federal Transit Administration, Regional Toll Revenue, and Surface Transportation Block Grant funds to support the development of a comprehensive approach to planning and implementing transit services outside of transit authority service areas.

• Direct staff to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP, and other planning/administrative documents to include a comprehensive study in the three sub-regions following RTC approval.
Contact Information

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Program Manager
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817-608-2304

Jing Xu
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817-608-2335
2018 METROPOLITAN TRANSPORTATION PLAN (MTP) POLICY BUNDLE TDC AWARD

Surface Transportation Technical Committee
July 27, 2018
MTP POLICY BUNDLE PROCESS 2018: Highlights From Round Two*

• All entities awarded in 2017 reapplied and met policy requirements for their entity type.
• All returning entities increased the number of their policies in 2018.
• One city who did not meet requirements in 2017, reapplied in 2018 and exceeded the policy requirement.
• Three new entities applied in 2018 and met the policy requirements.
• Five entities that did not meet requirements in 2017 did not reapply in 2018.

* Small transit providers not required to participate in Policy Bundle process to receive TDCs.
MTP POLICY BUNDLE PROCESS: TDC Allocation Process

• All entities awarded in 2017 will keep their TDCs awarded last round, minus what they have already used (i.e., staff proposes allowing a grace period for first year of Policy Bundle implementation).

• Annually, the TIP team will review federal funding availability for the upcoming year and determine the number of TDCs to be allocated to all new qualifying agencies.
  • In FY 2018, proposing to award 50% of the TDCs awarded last year to align with realistically available federal funding for projects using Policy Bundle TDCs

• TDCs will be available to program through the TIP team throughout the fiscal year as opportunities arise.

• All TDCs not used by the end of FY2019 will be returned for future programming.

• All entities will be required to re-qualify each year.
## 2018 MTP Policy Bundle Results Eligibility

### Cities: Required 10 Policies

<table>
<thead>
<tr>
<th>City</th>
<th>2017</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Arlington</td>
<td>12</td>
<td>13</td>
</tr>
<tr>
<td>City of Coppell</td>
<td>--</td>
<td>11</td>
</tr>
<tr>
<td>City of Dallas</td>
<td>15</td>
<td>17</td>
</tr>
<tr>
<td>City of Duncanville</td>
<td>8</td>
<td>12</td>
</tr>
<tr>
<td>City of Farmers Branch</td>
<td>--</td>
<td>12</td>
</tr>
<tr>
<td>City of Fort Worth</td>
<td>14</td>
<td>16</td>
</tr>
<tr>
<td>City of Garland</td>
<td>--</td>
<td>14</td>
</tr>
<tr>
<td>City of Grapevine</td>
<td>12</td>
<td>16</td>
</tr>
<tr>
<td>City of Lewisville</td>
<td>10</td>
<td>13</td>
</tr>
<tr>
<td>City of McKinney</td>
<td>15</td>
<td>16</td>
</tr>
<tr>
<td>City of Mesquite</td>
<td>15</td>
<td>16</td>
</tr>
<tr>
<td>City of Plano</td>
<td>13</td>
<td>16</td>
</tr>
<tr>
<td>City of Richardson</td>
<td>12</td>
<td>13</td>
</tr>
</tbody>
</table>

### Transit Agencies: Required 5 Policies

<table>
<thead>
<tr>
<th>Agency</th>
<th>2017</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>DCTA</td>
<td>8</td>
<td>10</td>
</tr>
<tr>
<td>FWTA (Trinity Metro)</td>
<td>5</td>
<td>9</td>
</tr>
</tbody>
</table>

*First application in 2018
*Applied in 2018 but did not meet requirements
# TDCs Available for FY 2019

<table>
<thead>
<tr>
<th>Entity</th>
<th>Balance of TDCs Awarded in 2017&lt;sup&gt;1&lt;/sup&gt;</th>
<th>Proposed TDCs to be Awarded in 2018&lt;sup&gt;1,2&lt;/sup&gt;</th>
<th>Total TDCs Available Through FY 2019&lt;sup&gt;1&lt;/sup&gt;</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Arlington</td>
<td>5.0</td>
<td>2.5</td>
<td>7.5</td>
</tr>
<tr>
<td>City of Dallas</td>
<td>7.6</td>
<td>4.0</td>
<td>11.6</td>
</tr>
<tr>
<td>City of Fort Worth</td>
<td>8.0</td>
<td>4.0</td>
<td>12.0</td>
</tr>
<tr>
<td>City of Grapevine</td>
<td>3.0</td>
<td>1.5</td>
<td>4.5</td>
</tr>
<tr>
<td>City of Lewisville</td>
<td>2.4</td>
<td>1.5</td>
<td>3.9</td>
</tr>
<tr>
<td>City of McKinney</td>
<td>3.0</td>
<td>1.5</td>
<td>4.5</td>
</tr>
<tr>
<td>City of Mesquite</td>
<td>3.0</td>
<td>1.5</td>
<td>4.5</td>
</tr>
<tr>
<td>City of Plano</td>
<td>4.8</td>
<td>2.5</td>
<td>7.3</td>
</tr>
<tr>
<td>City of Richardson</td>
<td>3.0</td>
<td>1.5</td>
<td>4.5</td>
</tr>
<tr>
<td>DCTA</td>
<td>1.3</td>
<td>2.5</td>
<td>3.8</td>
</tr>
<tr>
<td>FWTA (Trinity Metro)</td>
<td>7.1</td>
<td>4.0</td>
<td>11.1</td>
</tr>
<tr>
<td>City of Duncanville</td>
<td>N/A</td>
<td>1.5</td>
<td>1.5</td>
</tr>
<tr>
<td>City of Coppell</td>
<td>N/A</td>
<td>1.5</td>
<td>1.5</td>
</tr>
<tr>
<td>City of Farmers Branch</td>
<td>N/A</td>
<td>1.5</td>
<td>1.5</td>
</tr>
<tr>
<td>City of Garland</td>
<td>N/A</td>
<td>2.5</td>
<td>2.5</td>
</tr>
</tbody>
</table>

**Notes:**
1 Credits represents in millions
2 Awarded based on population
Next Steps

• What is the process for submitting projects?
  • Submit project ideas via email to Brian Dell at bdell@nctcog.org
  • Please submit ideas by August 31, 2018 for inclusion in next funding opportunity.

• What type of projects are eligible?
  • Must be used for new projects, not previously selected projects
  • Must be eligible for federal roadway or air quality funds
  • Projects will be vetted against typical RTC selection criteria

• Entities have one year to get their projects added to the TIP
• Once projects are selected for inclusion in the TIP, agencies have two years to meet the following requirements or the TDCs expire:
  • Sign a TDC agreement with the MPO
  • Begin project implementation
Next Steps, Cont.

• Process for Round 3 awards (for FY 2020):
  • To be considered, entities must submit new applications when process opens (fall 2018).
    • Current entities that applied this year will need to resubmit.
    • To request submission form, go to: https://www.nctcog.org/trans/plan/mtp/policy-bundle
  • Additional information is located on the MTP Policy Bundle page at: https://www.nctcog.org/trans/plan/mtp/policy-bundle
  • Will follow the process for awarding TDCs as outlined in slide 3 (i.e., TIP team will identify available TDCs in advance of application deadline)
CONTACTS

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Brian Dell
Transportation Planner
817-704-5694
bdell@nctcog.org
Airport Transit Access

Surface Transportation Technical Committee
July 27, 2018

Karina Maldonado
Senior Transportation Planner

North Central Texas Council of Governments
Background

**September 2009:** DFW Airport Awarded Transit Funds to Implement TRE Shuttle Service from CentrePort Station to Remote South Parking Lot

**March 2018:** DFW Airport Notified NCTCOG of its Intention to Discontinue Service Once TEXRail Service is Fully Operational

**April 2018:** NCTCOG Reached Out to DFW Airport, DART, and FWTA about the Future of this Service

TRE: Trinity Railway Express
FWTA: Fort Worth Transportation Authority, also known as Trinity Metro
TRE Shuttle Location
Proposed Solutions

Immediate
Continue Conversations with DFW Airport to Operate Shuttle
And/Or
Partner with FWTA
  Incorporate into Existing Nearby Route

Future
Implement Advanced Technologies
  Electric Vehicles
  Automated Transportation System (People Mover)
For More Information

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Senior Transportation Planner
Transit Operations
kmaldonado@nctcog.org
817-704-5641
SH 161 Peak-Hour Shoulder-Use Lane

CLIFTON HALL

Surface Transportation Technical Committee
July 27, 2018
Daily Operations

• Assist Irving PD in Expedited Vehicle Removal

• DMS and Operations Management with DalTrans

• Lane Opened for Special Events in 2016-2018 through Coordination with DalTrans

• Emergency Parking Areas to Provide Refuge from Lane
Directional Hourly Volume by Lane
Belt Line Toll Plaza (9/8/15-10/2/15)

Data Source: NTTA
Total Lane Violations by Hour at Belt Line Road Toll Plaza

Data Source: NTTA
Lessons Learned

- The Peak-Hour Lane increased traffic volume through the bottleneck portion of SH 161 between the two segments of President George Bush Turnpike

- Faster speeds were observed after the opening of the lane, but as volume increased, speeds normalized

- Violations (driving in lane while closed) occurred frequently
  - Most frequently within approximately 30 minutes of opening/closing lane and on weekends
  - Enforcement v. safety was a major issue for first responders
Next Steps

• Lane will open all hours once TxDOT construction on ultimate section commences December 2018

• Extend contract with URT Texas to continue Peak-Hour Lane operations through December 2018

• Analyze performance data collected by towing agency

• Investigate areas of further application of Peak-Hour Lane strategies (e.g. US 75, SH 121)
The complete TTI report is available by contacting Clifton Hall at chall@nctcog.org or Jason Crawford, P.E., at TTI j-crawford@tti.tamu.edu.
Contact Information

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Clifton Hall  
Transportation Planner  
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Performance Measure Target Setting
Surface Transportation Technical Committee

Dan Lamers, P.E.
July 27, 2018
Federally Required Measures

Performance Measure #1 (Safety)
- Number of Fatalities
- Rate of Fatalities
- Number of Serious Injuries
- Rate of Serious Injuries
- Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries

Performance Measure #2 (Pavement and Bridge)
- Percentage of Pavement of the Interstate System in Good Condition
- Percentage of Pavement of the Interstate System in Poor Condition
- Percentage of Pavement of Non-Interstate System in Good Condition
- Percentage of Pavement of Non-Interstate System in Poor Condition
- Percentage of Bridges Classified as in Good Condition
- Percentage of Bridges Classified as in Poor Condition
Federally Required Measures

Performance Measure #3 (System Performance/Freight/CMAQ)

- Percentage of Person-Miles Traveled on the Interstate System that are Reliable
- Percentage of Person-Miles Traveled on the Non-Interstate System that are Reliable
- Truck Travel Time Reliability Index
- Annual Hours of Peak-Hour Excessive Delay per Capita
- Percentage of Trips that are not Single Occupant Vehicles (Non-SOV)
- Total Emission Reductions
Federally Required Measures

Transit Asset Management (TAM)

• Percentage of Non-Revenue, Support-Service, and Maintenance Vehicles that have either Met or Exceeded their Useful Life Benchmark

• Percentage of Revenue Vehicles within a Particular Asset Class that have either Met or Exceeded their Useful Life Benchmark

• Percentage of Track Segments with Performance Restrictions

• Percentage of Facilities within a Particular Asset Class that are RatedBelow Condition 3 on the TERM Scale
Requirements

Target Setting
• State → MPO (PM1, PM2, PM3)
• Transit Provider → MPO → State (TAM)

Data Analysis and Measure Calculation (Reporting Period)

Reporting Deadline
<table>
<thead>
<tr>
<th>Complete</th>
<th>Rulemaking</th>
<th>MPO Target Setting Deadline</th>
<th>Reporting Period</th>
<th>Reporting Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>✓</td>
<td>PM1 (Safety)</td>
<td>2/27/2018</td>
<td>Annually</td>
<td>Annually</td>
</tr>
<tr>
<td></td>
<td>PM2 (Pavement and Bridge)</td>
<td>11/15/2018</td>
<td>Four-year Performance Periods (starting 2018-2022)</td>
<td>Biannually (beginning, middle, and end of performance periods)</td>
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<td>PM3 (System Performance)</td>
<td>11/15/2018</td>
<td>Four-year Performance Periods (starting 2018-2022)</td>
<td>Biannually (beginning, middle, and end of performance periods)</td>
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<td>✓</td>
<td>Transit Asset Management</td>
<td>12/27/2017</td>
<td>Annually</td>
<td>Annually</td>
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</tbody>
</table>
Regional Approach

Implement Required Federal Measures
(National performance)

Implement Additional Regional Measures
(Tell our story)

Reporting
• Metropolitan Transportation Plan (as adopted)
• Transportation Improvement Program (as adopted)
• State of the Region Report (annually)
## Schedule

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>July 27</td>
<td>STTC Information Item - Performance Measures and Targets</td>
</tr>
<tr>
<td>August 9</td>
<td>RTC Information Item - Performance Measures and Targets</td>
</tr>
<tr>
<td>August 24</td>
<td>STTC Workshop - Performance Measures and Targets</td>
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<tr>
<td>September 13</td>
<td>RTC Information Item (Optional)</td>
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<tr>
<td>September 28</td>
<td>STTC Information Item - Draft Targets</td>
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<tr>
<td>October 11</td>
<td>RTC Information Item - Draft Targets</td>
</tr>
<tr>
<td>October 26</td>
<td>STTC Action Item - Recommend Approval of Final Targets</td>
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<tr>
<td>November 8</td>
<td>RTC Action Item - Approval of Final Targets</td>
</tr>
<tr>
<td>November 15</td>
<td>Deadline for Targets</td>
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</tbody>
</table>
Staff Contacts

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Freight Safety Awareness Initiative

Surface Transportation Technical Committee
July 27, 2018

Jeff Hathcock, Principal Transportation Planner
NCTCOG Transportation Department
The Freight Safety Awareness Initiative will help create awareness for safe driving habits near large freight vehicles on the highway and at railroad crossings.
SAFETY

Truck Safety – There have been an average of 151 truck crashes per month over the last 5 years.

Rail Safety – There were 32 crossing incidents in 2017.

<table>
<thead>
<tr>
<th>Year</th>
<th>Yearly Crashes</th>
<th>Monthly Average</th>
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<tr>
<td>2012</td>
<td>1,318</td>
<td>110</td>
</tr>
<tr>
<td>2013</td>
<td>1,413</td>
<td>118</td>
</tr>
<tr>
<td>2014</td>
<td>1,617</td>
<td>135</td>
</tr>
<tr>
<td>2015</td>
<td>2,299</td>
<td>192</td>
</tr>
<tr>
<td>2016</td>
<td>2,413</td>
<td>201</td>
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</table>

AT-GRADE RAILROAD CROSSING INCIDENTS
12-COUNTY MPO
GOALS

To create a safer environment for freight and passenger movements through physical improvements and safety awareness initiatives

**Truck Safety** – To reduce freight-related crashes by 10 percent over the next 2 years by informing the public about driving conditions and safe driving practices around heavy-duty freight vehicles

**Rail Safety** – To reduce rail crossing and trespassing incidents by 10 percent over the next 2 years by informing the public about safe rail crossing habits and practices
TARGET AUDIENCE

General Public – Increase awareness about truck limitations with regard to:

- Stopping distance and sight line availability
- Strategies and simple adjustments for driving near large trucks
- The importance of freight and its role in our daily lives

The initiative will also help increase awareness about safe mobility practices at rail crossings and Quiet Zones, and the importance of not trespassing on railroad land.

Truck Drivers – The initiative also aims to educate truck drivers about truck lane restriction locations and safety benefits to increase awareness on the roadways. Information about air quality and mobility benefits will also be present in this initiative.
Outreach will be conducted through the following:

- Fact Sheets
- Social Media
- Search Engine Optimization
- Billboards
- Radio
- Website Information
The Webpage is www.freightntx.org

Freight Safety

Regional transportation safety initiatives are developed to create a safer environment for bicyclists and pedestrians, commuters, first responders, commercial motor vehicle operators and anyone else traveling from one place to another on our roadways. North Central Texas has an enormous volume of freight being transported every day, by semi-trucks and other Commercial Motor Vehicles. If you own it, a truck probably brought it.

As the population grows and freight traffic increases to supply the growing demand of consumer product deliveries, the potential for roadway incidents between automobiles and Commercial Motor Vehicles escalates. Many drivers do not realize that these vehicles have “blind spots” where the driver has no view of passing vehicles. They are difficult to maneuver and the length of time needed to stop is about 40% greater than cars.

Source: TheTruckersReport.com

About every 3 hours, a person or vehicle is hit by a train.

Operation Lifesaver is working to change people’s behavior around railroad tracks and crossings with the national public awareness campaign, See Tracks? Think Train!
QUESTIONS
CONTACT INFORMATION

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Jeff Hathcock
Principal Transportation Planner
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TRUCK PARKING STUDY

Truck parking is a major issue both nationally and within our region.

Truck parking data was collected and analyzed for area-specific recommendations.

The Truck Parking Study is a comprehensive document that identifies innovative solutions to meet our growing truck parking needs.
The Following Data Sets were Collected for the Study:

Regional Overview – Classification of freight infrastructure, major freight facilities, and freight-oriented developments

Literature Review – Recently completed truck parking studies that identify opportunities and challenges faced by other cities, regions, and states

Public Truck Parking – Review of rest areas identifying locations of in-region or near-region rest areas, total truck parking lanes available, and amenities offered at each site

Regional Truck Stops – Inventory of all regional truck stop facilities including the name of the location, number of truck parking spaces, overnight parking applicability, locations of combined fueling centers, and other details
REGIONAL DATA COLLECTION

The Following Data Sets were Collected for the Study:

Local Truck Parking Ordinances – Aggregated list of municipal parking ordinances

Hours of Service – Federal rules on Hours of Service

In-Region Travel Times – Series of maps and data that track travel times from specific areas across the region

Heavily Traveled Freight Corridors – Review of regional highways and the number of trucks that routinely travel these highways

Driver Survey and Stakeholder Outreach – Results from the “Truck Parking Study-Driver Survey” and stakeholder outreach meetings
ANALYSIS

The Following Analysis was Conducted:

Review of Driver Survey Results

Identification of Regional and State facilities – Review of underutilized public land

Corridors of Concern Criteria and Scoring – Six criteria to score the corridors against the collected data

Corridors of Concern – Corridors that have major freight activity while lacking sufficient truck parking
ANALYSIS

Corridors of Concern:
• Great Southwest Area - IH 30/SH 360
• South Dallas - IH 45 and IH 20
• North Fort Worth - IH 35W
• North Dallas - IH 35E and IH 635
• East Dallas County - IH 635
• Parker County - IH 20/IH 30
ANALYSIS

Corridor of Concern: IH 35W (North of Downtown Fort Worth)

Legend
- Truck Stops
- Corridors of Concern
- Intermodal Facilities
- Freight Oriented Developments

Study  Data Collection  Analysis  Recommendations  Next Steps  Questions
RECOMMENDATIONS

State and Regional Recommendations – Short-term truck parking facilities could be located on underutilized public land.

Partnership Opportunities – The public- and private-sectors could collaborate to develop truck parking in specified areas through a mutually-beneficial incentivized plan.

Technology Enhancements and Applications – Dynamic Messaging Signs and other technologies may be implemented for notification of truck parking availability at facilities.
NEXT STEPS

Continue updating data sets established in the beginning of the study.

Coordinate recommendations and plans with TxDOT with regard to underutilized land and new public facilities.

Leverage Public-Private Partnerships to increase the number of parking facilities.
QUESTIONS
CONTACT INFORMATION

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Clean Air Action Day
Recognition
Surface Transportation Technical Committee

Whitney Vandiver, Communications Supervisor
July 27, 2018
What is Air North Texas?

• A public awareness campaign that encourages residents of North Texas to make clean air choices

• Composed of a coalition of regional organizations committed to improving the air in North Texas

• Aims to generate a consistent region-wide brand that promotes behavioral and lifestyle changes that impacts our health and the environment
Clean Air Action Day 2018

1,029 North Texans logged actions.

Top actions:

• Take lunch to work
• Vehicle maintenance
• Drive efficiently
• Combine trips
• Reduce idling

airnorthtexas.org
STTC Clean Air Action Day Recognition

Air North Texas partner organizations held Clean Air Action Day challenges

July 12, 2018 - RTC approved Transportation Development Credits for top participating organizations

Top participants:

- City of Cedar Hill
- City of Denton
- City of Dallas
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wvandiver@nctcog.org

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

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

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

ppb = parts per billion
Consecutive Three-Year Periods

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 75 parts per billion (ppb).

2015 Standard ≤ 70 ppb (Marginal by 2020)

2008 Standard ≤ 75 ppb (Moderate by 2017)

1997 Standard < 85 ppb (Revoked)

As of July 26, 2018

Source: NCTCOG TR Dept
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http://www.nctcog.org/trans/quality/air/ozone

https://www.airnorthtexas.org