2018 Public Participation Plan Update

Surface Transportation Technical Committee
October 26, 2018
Kyle Roy
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
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 and 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
Action Requested

Approve the updates to the Public Participation Plan, which would take effect with RTC Action on Nov. 8
<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</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>
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
Performance Measures
Target Setting

Surface Transportation Technical Committee
October 26, 2018
# 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>
Federal Performance Measures to be Set by RTC in November

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)
National Highway System Within MPA
Proposed RTC Position on Pavement Condition Targets

**Good Condition**

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

**Poor Condition**

NCTCOG Supports TxDOT Statewide 2022 “Poor 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

### Good Pavement Condition

<table>
<thead>
<tr>
<th>Roadway Categories</th>
<th>Total Network</th>
<th>2018 Baseline</th>
<th>2022 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate National Highway System (% NHS lane miles)</td>
<td>19.19%</td>
<td>66.80%</td>
<td>66.40%</td>
</tr>
<tr>
<td>Non-Interstate National Highway System (% NHS lane miles)</td>
<td>80.81%</td>
<td>54.40%</td>
<td>52.30%</td>
</tr>
</tbody>
</table>

### Poor Pavement Condition

<table>
<thead>
<tr>
<th>Roadway Categories</th>
<th>2018 Baseline</th>
<th>2022 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate National Highway System (% NHS lane miles)</td>
<td>19.19%</td>
<td>0.30%</td>
</tr>
<tr>
<td>Non-Interstate National Highway System (% NHS lane miles)</td>
<td>80.81%</td>
<td>13.80%</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>25.90%²</td>
<td>5.81%³</td>
</tr>
<tr>
<td>Non-Interstate Freeway (on-system)¹</td>
<td>13.40%²</td>
<td>6.76%³</td>
</tr>
<tr>
<td>Toll Roads (off-system)</td>
<td>6.70%²</td>
<td>8.43%³</td>
</tr>
<tr>
<td>Arterials (on-system)¹</td>
<td>30.30%²</td>
<td>18.52%³</td>
</tr>
<tr>
<td>Arterials (off-system)</td>
<td>23.80%²</td>
<td>73.66%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

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Proposed Regional Targets
Proposed RTC Bridge Condition Targets

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

Collaborate with TxDOT to Plan and Program Projects Contributing Toward Accomplishment of Bridge Goals and 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></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridges*</td>
<td>2018 Baseline</td>
<td>2022 Target</td>
</tr>
<tr>
<td>Good Bridge Condition</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All National Highway System Facilities (% bridge deck)</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 (% bridge deck)</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>16.0</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><strong>On-Road Mobile Source Emissions Reductions (Cumulative)</strong></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

**Targets Set to Improve Over Trend**
Agree to Support TxDOT Statewide Targets as Shown 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 Shown for:

- Interstate Reliability
- Non-Interstate Reliability
- Truck Travel Time Reliability Index
- Peak Hour Excessive Delay
- Percent Non-SOV Mode Share
- Emissions Reductions
## Schedule

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</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>
</tr>
<tr>
<td>September 13</td>
<td>RTC Information Item</td>
</tr>
<tr>
<td>September 28</td>
<td>STTC Information Item – Draft Targets</td>
</tr>
<tr>
<td>October 8, 15, 18</td>
<td>Public Meetings</td>
</tr>
<tr>
<td>October 11</td>
<td>RTC Information Item – Draft Targets</td>
</tr>
<tr>
<td><strong>October 26</strong></td>
<td><strong>STTC Action Item – Recommend Approval of Final Targets</strong></td>
</tr>
<tr>
<td>November 8</td>
<td>RTC Action Item – Approval of Final Targets</td>
</tr>
<tr>
<td>November 15</td>
<td>Target Adoption Deadline</td>
</tr>
</tbody>
</table>
Questions

Dan Lamers
Senior Program Manager
dlamers@nctcog.org
(817) 695-9263
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
- 36 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
- 9 projects remain and must let before the end of FY 2019 (September 30, 2019)
# 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>
</tbody>
</table>

**TOTAL:** $29,349,134
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).
- 36 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
Process for Time Extension Requests

- Allow these five non-compliant projects to be presented to an RTC “subcommittee” made up of representatives from the County and City in question.

- If RTC members agree project is still important and feasible, they will take responsibility for the project and schedule before the rest of the RTC.
  - A final schedule must be established, adhered to, and approved by the implementing agencies (all), NCTCOG staff, and the RTC.

- If the RTC as a whole concurs with an extension (i.e., December 2018 RTC meeting), the project status will be reported to the RTC monthly until letting, then regularly after construction begins.

- If the implementing agency of a non-compliant project selects this option, there is no other recourse in the future and the RTC is not paying for additional costs.
Action Requested

• Options:
  • Option 1 – Recommend RTC approval of removing funding from projects that did not meet the deadline, or
  • Option 2 – Recommend RTC approval for impacted RTC members to request a time extension

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

• Direct staff to amend the TIP to incorporate project cancellations

• 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
Annual Report Categories

- Emissions Reduction Measures
- Fuel Reduction Measures
- Partnership with DFW Clean Cities
- Outreach and Awareness of Air Quality Goals
2017 Gallons of Gasoline Equivalent Reduced by Strategy and Fuel Type
23.27 Million Gallons

Alternative Fuel Vehicles, 97%

Other, 3%

Compressed Natural Gas, 82%
Liquefied Natural Gas, 10%
Propane, 4.5%
Biofuels, 2.2%
Hybrid & Electric, 0.8%
Renewable Diesel, 0.3%

Other- Idle Reduction, Electric, Off-Road, Vehicle Miles Traveled
FLEETS USING ALTERNATIVE FUELS
33 REPORTED FLEETS

- Natural Gas (CNG), 8
- Propane, 9
- Biodiesel, 9
- Ethanol, 9
- Renewable Natural Gas, 1
- Hybrids, 22
- Electric, 5
DFW Clean Cities Annual Report Results

Fleet Surveys Received: 33

Millions of Gallons of Petroleum Reduced

2013: 17.28
2014: 22.01
2015: 23.26
2016: 25.45
2017: 23.27
2018: 26.76

Equal to ~391 Tons of NO\textsubscript{x} Avoided in 2017

THIS YEAR'S GOAL
2018 DFW Clean Cities Fleet Recognition Awards

⭐️ BRONZE FLEETS
- City of Carrollton
- City of Coppell
- City of Denton
- City of Irving
- City of Lewisville
- City of Plano
- Dallas Area Rapid Transit
- Denton ISD
- Tarrant County
- Town of Addison
- Town of Flower Mound
- Trinity Metro

⭐️ SILVER FLEETS
- City of Dallas
- City of Euless
- City of North Richland Hills
- City of Richardson
- City of Southlake
- DFW Airport

*2018 Recognition Based on Reports of 2017 Fleet Activity*
DFW Clean Cities Fleet Recognition Awards

Number of Awarded Fleets

- Addison*
- Carrollton
- Coppell*
- Euless*
- DART*
- Denton ISD
- Flower Mound*
- Fort Worth
- Grapevine
- Lancaster
- Lewisville
- Richardson*
- Southlake*
- Allen
- Coppell*
- DART*
- Denton ISD
- Flower Mound*
- Fort Worth
- Lewisville
- N. Richland Hills
- Plano
- Rockwall
- Southlake*
- DFW Airport
- Euless*
- N. Richland Hills
- Richardson*
- Southlake*
- Addison*
- Carrollton
- Coppell*
- DART*
- Denton ISD
- Flower Mound*
- Irving
- Lewisville
- Plano
- Rockwall
- Trinity Metro
- Wylie
- Tarrant County

*Recognized all 4 years

2014 Report & 2015 Recognition
2015 Report & 2016 Recognition
2016 Report & 2017 Recognition
2017 Report & 2018 Recognition

= Bronze
= Silver
Congrats to All Awardees!
Contacts

Bailey Muller
Senior Air Quality Planner
(817) 695-9299

Lori Clark
Program Manager
DFW Clean Cities Coordinator
(817) 695-9232

www.dfwcleancities.org
cleancities@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

Surface Transportation Technical Committee

October 26, 2018

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

STATUS

✓ Federal/Local Funding Exchanges
✓ Automated Vehicle Program
✓ Round 1  ✓ Round 2

■ Strategic Partnerships
✓ Round 1  ✓ Round 2  ▼ Round 3/Intersection Improvements/MTP Policy Bundle

✓ Planning and Other Studies
✓ 10-Year Plan/Proposition 1 Adjustments
✓ Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects
✓ Transit Program
□ Assessment Policy Programs/Projects
✓ Local Bond Program Partnerships
✓ Safety, Innovative Construction, and Emergency Projects
□ Management & Operations (M&O), NCTCOG-Implemented, & Regional/Air Quality Programs

✓= 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 Committee 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 TARGET(^1)</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>$171,000,000(^2)</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
### EAST/WEST FUNDING DISTRIBUTION

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>EASTERN SUBREGION</th>
<th>WESTERN SUBREGION</th>
</tr>
</thead>
<tbody>
<tr>
<td>CMAQ</td>
<td>$48,816,914</td>
<td>$21,371,318</td>
</tr>
<tr>
<td>Funding Share</td>
<td>69.5%</td>
<td>30.5%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>EASTERN SUBREGION</th>
<th>WESTERN SUBREGION</th>
</tr>
</thead>
<tbody>
<tr>
<td>STBG</td>
<td>$60,745,800</td>
<td>$40,264,359</td>
</tr>
<tr>
<td>Funding Share</td>
<td>60.1%</td>
<td>39.9%</td>
</tr>
</tbody>
</table>

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>tdc $</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>
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<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>
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<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>
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<tr>
<td>Strategic Partnerships</td>
<td>$6,190,188</td>
<td>$40,700,800</td>
<td>$5,804,590</td>
<td>$56,126,650</td>
<td>0</td>
<td>$108,822,228</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><strong>Total</strong></td>
<td><strong>$70,188,232</strong></td>
<td><strong>$101,010,159</strong></td>
<td><strong>$5,804,590</strong></td>
<td><strong>$73,631,706</strong></td>
<td><strong>15,556,708</strong></td>
<td><strong>$250,634,687</strong></td>
</tr>
</tbody>
</table>
# 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

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

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

Cody Derrick  
Transportation Planner I  
817-608-2391  
cderrick@nctcog.org
511DFW and EcoTrafiX

Surface Transportation Technical Committee

Marian Thompson, P.E.
October 26, 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
The new 511DFW has launched!
511DFW Incidents Display

The new 511DFW has launched!

The image shows a map with various markers indicating incidents. The map includes different layers such as 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, and other features. The interface also includes options for map display and settings.
511DFW Transit Rail Display

The new 511DFW has launched!

Search 511DFW

Layers

Traffic
- INCIDENTS
- CONSTRUCTION
- SPECIAL EVENTS
- WAZEEVENTS
- TRAFFICSPEEDS
- HOV/TOLL Lanes
- CAMERAS
- MESSAGE SIGNS
- PARKING

Transit
- TRANSIT INCIDENTS
- TRANSIT CONSTRUCTION

Rail

Weather
- WEATHER ALERT
- WEATHER FORECAST
- RADAR Overlay

Other

EV CHARGING STATIONS

Map Options

Refresh Rate: 5 mins

Save Map | Display Map | Clear Map
511DFW Transit Bus Stops Display

The new 511DFW has launched!

Select Bus Routes

- Route 2 HATCHER
- Route 205 ADDISON TC EXPRESS
- Route 206 GLENN HIGHTS EXPRESS
- Route 208 NORTHWEST PLANO PARK & RIDE
- Route 21 RED BIRD TRANSIT CENTER
- Route 212 JACK HATCHELL EXPRESS
- Route 211 LEGACY/TOYOTA
- Route 24 MOCK STA/MEMMLIAN
- Route 26 HATCHER STATION
- Route 27 FIRRES/PARK AND RAIL STATION

Showing 5 to 14 of 146 entries
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
8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤70 ppb (As of October 26, 2018)

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 for the revised ozone standard of 70 ppb.

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

ppb = parts per billion
1Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the Design Value (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

Design Value (ppb)

1997 Standard < 85 ppb (Revoked)

2008 Standard ≤ 75 ppb (Moderate by 2017)

2015 Standard ≤ 70 ppb¹ (Marginal by 2020)

As of October 26, 2018

Source: NCTCOG TR Dept
General Air Quality:
  Jenny Narvaez
  Program Manager
  (817) 608-2342
  jnarvaez@nctcog.org

Outreach:
  Whitney Vandiver
  Communications Coordinator
  (817) 704-5639
  wvandiver@nctcorg.org


https://www.airnorthtexas.org/