AIRCHECKTEXAS FUNDING

Surface Transportation Technical Committee

October 4, 2019

Chris Klaus
Senior Program Manager
North Central Texas Council of Governments
PROGRAM INNOVATIONS = LOCAL FUNDS

REBATES:
Partnership with credit card vendor created monetary rebates for each transaction: approximately $1.5 million

INTEREST:
AirCheckTexas county funds were placed in an interest bearing account: approximately $2.3 million

TOTAL LOCAL FUNDS:
$3,864,000 projected earnings through December 2019
July 11, 2019 - RTC requested to TCEQ for the approximate $3.8M from generated interest and rebates remain in the region or retain funds in Clean Air Account 151 to assist with future air quality efforts.

August 14, 2019 - TCEQ responded that contracts with participating counties have expired, however, funds generated through use of grant funding are program income and treated as grant funds. Unexpended grant funds will go back into Clean Air Account 151.
NEXT STEPS

Request the TCEQ continue to review all avenues allowing AirCheckTexas locally generated program income be utilized in counties where collected

If turned back to Clean Air Account 151, request this locally generated program income remain allocated or returned to the counties where collected

Request the TCEQ actively pursue all dedicated air quality funds collected be appropriated for their intended purposes

Programming efforts needed now to continue reducing precursor emissions under Weight-of-Evidence process

STTC members provide comments on letter by October 18
CONTACT INFORMATION

Chris Klaus
Senior Program Manager
(817) 695-9286
cklaus@nctcog.org
2008 Ozone Air Quality Standard, Current Ozone Season, and Status Report on Volkswagen

Surface Transportation Technical Committee
October 4, 2019

Jenny Narvaez
Nancy Luong
2008 OZONE AIR QUALITY STANDARD RECLASSIFICATION (EPA)

August 23, 2019 – Dallas/Fort Worth 10-County Nonattainment Area Reclassification from “Moderate” to “Serious”
Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise

August 3, 2020 – State Implementation Plan Revision Due From TCEQ to EPA
Attainment Demonstration
Reasonable Further Progress
NOx & VOC Reasonable Available Control Technologies Rules

July 20, 2021 – “Serious” Attainment Date
Design Value Based on 2018, 2019, and 2020 Ozone Seasons
August 23, 2019 – SIP Documents Available on TCEQ Web Site

September 11, 2019 – TCEQ Commission Proposal Agenda

September 13, 2019 to October 28, 2019 – Public Comment Period

October 17, 2019 – Public Hearing in Arlington TX

March 4, 2020 – TCEQ Commission Adoption

? – TCEQ Submits SIP Documents to EPA

August 3, 2020 – SIP Documents Due to EPA
2008 OZONE AIR QUALITY STANDARD
TRANSPORTATION CONFORMITY (RTC)

August 23, 2019 – Proposed 2020 Motor Vehicle Emission Budgets:

NO\textsubscript{x}: 88.27 tons/day
VOC: 53.05 tons/day

August 3, 2020 – SIP Documents Due to EPA

90-DAYS  \hspace{1cm} (Assuming End of Deadline)

November 2020 – EPA Adequacy on MVEB’s for Conformity Purposes

2-YEARS  \hspace{1cm} (Assuming End of Deadline)

November 2022 – Transportation Conformity Determination Deadline

NOTE: Mobility 2045 Existing 4-Year Plan Cycle Expires November 20, 2022
Upcoming Mobility 2045 Schedule Under Development
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.

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
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).

- **2015 Standard**: ≤ 70 ppb \(^1\) (Marginal by 2021)
- **2008 Standard**: ≤ 75 ppb (Serious by 2021)
- **1997 Standard**: < 85 ppb (Revoked)

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

Source: NCTCOG TR Dept
Texas Commission on Environmental Quality (TCEQ) Goals

1. Reduce Nitrogen Oxides (NOₓ) Emissions
2. Reduce the Potential for Exposure of the Public to Pollutants
3. Prepare for Increased and Sustained Use of Zero Emission Vehicles (ZEV)
4. Complement Other Incentive Funding Programs
STATEWIDE FUNDING DISTRIBUTION FOR $169.5 M

- $69,000,902, Funding Remaining For
  - Local Freight Trucks and Port Drayage Trucks
  - Air Ground Support Equipment
  - Forklifts or Port Cargo-Handing Equipment
  Expected 2020

- $58,652,779, School, Transit, and Shuttle Buses Funding
  Open

- $41,894,841, Refuse Haulers Funding
  Opening October 2019
The information published by the Texas Commission on Environmental Quality is as current as September 6, 2019.
<table>
<thead>
<tr>
<th>Applicants Across Dallas-Fort Worth Area</th>
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<tbody>
<tr>
<td><strong>Independent School District</strong></td>
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<tr>
<td>Aledo ISD (1)</td>
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<td>Argyle ISD (6)</td>
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<tr>
<td>Arlington ISD (20)</td>
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<tr>
<td>Birdville ISD (14)</td>
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<tr>
<td>Chico ISD (1)</td>
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<tr>
<td>Cleburne ISD (14)</td>
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<tr>
<td>Community ISD (6)</td>
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<tr>
<td>Dallas ISD (1)</td>
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<tr>
<td>Denton ISD (20)</td>
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<tr>
<td><strong>Local Government</strong></td>
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<tr>
<td>City of Granbury (1)</td>
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<tr>
<td><strong>Other</strong></td>
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<tr>
<td>Durham School Services, LP (20)</td>
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<tr>
<td>Boys and Girls Club of Greater Dallas (3)</td>
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</tbody>
</table>

**29 Total Applicants Requesting 260 Activities**

The information published by the Texas Commission on Environmental Quality is as current as September 6, 2019. Applicants can request a maximum of up to 20 buses for grant funding.
Eligibility: Engine Model Year 1992 – 2009 Refuse Haulers Greater Than 26,001 lbs. That Are Configured To Collect And Transport Municipal Solid Waste

Eligible Refuse Vehicles Include: Garbage Trucks, Roll-off Trucks, Dump Trucks, Sweeper Trucks, Chipper Trucks, and Grapple Trucks.

<table>
<thead>
<tr>
<th>Priority Area</th>
<th>Total Allocation</th>
<th>Funding by Priority Area</th>
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</thead>
<tbody>
<tr>
<td>Dallas-Fort Worth</td>
<td>$33,385,160</td>
<td>$8,346,290</td>
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<tr>
<td>Houston-Galveston-Brazoria</td>
<td>$31,826,279</td>
<td>$7,558,741</td>
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<tr>
<td>San Antonio</td>
<td>$61,585,516</td>
<td>$15,396,379</td>
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<tr>
<td>Austin</td>
<td>$16,297,602</td>
<td>$4,074,401</td>
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<tr>
<td>El Paso</td>
<td>$16,814,031</td>
<td>$4,203,508</td>
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<tr>
<td>Beaumont-Port Arthur</td>
<td>$7,556,869</td>
<td>$1,794,756</td>
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<tr>
<td>Bell County</td>
<td>$2,083,065</td>
<td>$520,766</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>$169,548,522</strong></td>
<td><strong>$41,894,841</strong></td>
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</tbody>
</table>
FOR MORE INFORMATION

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www.nctcog.org/airquality
Public Comment
Availability at Regional Transportation Council Meetings (HB 2840)

SURFACE TRANSPORTATION TECHNICAL COMMITTEE
OCTOBER 4, 2019

AMANDA WILSON, AICP
Overview of HB 2840

Members of the public must be allowed to make comments to a governmental body before or during the body’s consideration of an item.

A governmental body may adopt reasonable rules regarding public comments, including rules that limit the amount of time for each public comment.

If no simultaneous translation equipment is used, a member of the public using a translator must be given double the amount of time to comment.

A governmental body may not prohibit public criticism of the body.

Bill took effect on September 1, 2019.
Process for September and October RTC Meetings

Single public comment period, following the pledges, before any action items

Developed a speaker request card, individuals must identify the agenda item on which they wish to speak (or can provide written comments)

Public comments will be taken on any agenda item

No public comments received at the September meeting

If comments are received, they will be documented in RTC minutes
Next Steps

- Benchmarking local governments on a number of topics
- Drafting rules for the RTC to adopt, including process and time limits
- Looking at additional documents, such as RTC Bylaws and Public Participation to incorporate HB 2840 requirements, if necessary
- Considering room layout, personnel and technology needs to enforce time limits
Questions/Comments

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Program Manager
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awilson@nctcog.org

Ken Kirkpatrick
Legal Counsel
(817) 695-9278
kkirkpatrick@nctcog.org
Transportation 101 Goals

- Provide RTC members with resources to explain the transportation planning process to the general public
- Provide information in easy to understand and enjoyable formats
- Increase awareness of the transportation planning process in the DFW region
Existing Resources

TEXpress Lanes Education Campaign

- Presentation
- Pocket Card
- White Paper
- Testimonial Videos
- Myths and Facts
Existing Resources

Funding 101

- Presentation
- Working on Web Page with Blog Entries
Additional Planned Resources

Enhanced Community Engagement Program
- Education component about transportation planning process
- Interactive activity to understand priorities
- Listening session to hear transportation needs
- Work with community organizations, non-profits, neighborhoods, business organizations, etc.
- Priority focus on groups not traditionally involved in the planning process
- Resources available in English and Spanish
Comments, questions, suggestions?

Amanda Wilson
Program Manager
(817) 695-9284
awilson@nctcog.org
Hyperloop Certification Facility Submittal

Assume Specification Table

Assume Stand Alone Hyperloop Cross Section (example 1 or 2)

Requested Information by Entity
- Approximately alignment on map
- Assume cross section (1 or 2)
- Right of way status
- Will there be any additional funding commitment?

Deadline November 22, 2019 at 5:00 pm to Angela Alcedo via Electronic or Regular Mail
# VHO Phases & Timing

(Dates Will Be Pushed Back)

<table>
<thead>
<tr>
<th>VHO Phase</th>
<th>Timing</th>
<th>Length of Track Built in Phase</th>
<th>Total Length of Track</th>
<th>Number of Tubes</th>
<th>Number of Vacuum Buildings</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>18 months (Estimate Feb 2020 to Aug 2021)</td>
<td>1.5 km (straight) (0.9 mi)</td>
<td>1.5 km (straight) (0.9 mi)</td>
<td>1</td>
<td>1</td>
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<tr>
<td>B</td>
<td>9 months (Estimate Aug 2021 to May 2022)</td>
<td>3 to 5 km (1.9 to 3.1 mi)</td>
<td>4.5 to 6.5 km (2.8 to 4.0 mi)</td>
<td>?</td>
<td>?</td>
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<tr>
<td>C</td>
<td>9 Months (Estimate May 2022 to Jan 2023)</td>
<td>0</td>
<td>4.5 to 6.5 km (2.8 to 4.0 mi)</td>
<td>?</td>
<td>?</td>
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<tr>
<td>D</td>
<td>9 Months (Estimate Jan 2023 to Nov 2023)</td>
<td>6 to 8 km (3.7 to 5.0 mi)</td>
<td>10.5 to 14.5 km (6.5 to 9.0 mi)</td>
<td>?</td>
<td>2</td>
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</tbody>
</table>
Typical Sections

Number 1

* Horizontal and vertical clearances allow for the area needed to construct, operate and maintain the guideway and supporting facilities.
** Minimum vertical clearance over roadways is 5 m or 16.5 ft. Vertical clearance of 5.6 m or 18 ft would be required over interstate highways and other roadway corridors designated for freight. Vertical clearance over passenger or freight railroads would be 7 m or 23 ft.
Typical Sections

Number 2

Horizontal Clearance*
4 m
13.1 ft

Tube
5 m
16.4 ft

AV/Roadway
8.5 m
28 ft

Tube
5 m
16.4 ft

Horizontal Clearance*
4 m
13.1 ft

Vertical Clearance*
4 m
13.1 ft

Tube
5 m
16.4 ft

10 to 10.6 m
32.9 to 34.9 ft

Vertical Clearance
Over Roadway**
5 to 5.6 m
16.5 to 18.5 ft

5 m
16.4 ft

26.5 m = 87 ft

* Horizontal and vertical clearances allow for the area needed to construct, operate and maintain the guideway and supporting facilities.

** Minimum vertical clearance over roadways is 5 m or 16.5 ft. Vertical clearance of 5.6 m or 18 ft would be required over interstate highways and other roadway corridors designated for freight. Vertical clearance over passenger or freight railroads would be 7 m or 23 ft.
Efforts to Date

• Request for Information on High Speed Rail
• Alignment Study
• Station Studies for Fort Worth, Arlington & Dallas
• Funding
• Technology/Site Visit (Hyperloop)
• Agreements
Alignment Study Recommendations
Current Efforts

- Public & Agency Engagement Plan
- Travel Demand Forecasting Methodology
- Draft Purpose & Need
- Project Re-Branding
- Data Collection
- Detailed Work Plan
Detailed Work Plan Outline

• Project Overview
• Description of Work
• Schedule & Deliverables
• Budget
• Project Management Plan
  o Project Team/Roles & Responsibilities
  o Project Management Controls
  o Communication Plan
  o Agreements
  o Document Management
  o Project Modifications Procedure
  o Invoicing Procedure
  o QA/QC Procedure
  o Procurement
  o Risk Management
  o Closeout Process
Scope of Work

Phase 1 – Alternative Development

- Public & Agency Engagement
- Alternative Development
- Alternative Screening

Phase 2 – Engineering & Environmental

- Conceptual Engineering
- NEPA Documentation & Approval
- Preliminary Engineering
- Financial & Project Management Plans

Includes a technology forum
Includes alignments & technology

Winter 2021
Winter 2023
Scope of Work

Flowchart

- Review existing conditions & previous studies
- Develop initial alternatives (routes & technologies)
- Stakeholder & public input
- Develop reasonable alternatives (5% design)
- Add/refine initial alternatives (routes & technologies)
- Stakeholder & public input
- Task 2
- Task 3
- Task 4
- Task 5
- Identify preferred alternative
- Analyze comments
- NEPA studies & documentation
- Review existing conditions & previous studies
- Establish evaluation criteria
- Inventory potential technologies
- Establish design criteria by technology
- Technology forum
- Develop preliminary purpose & need
- Scope of Work
- Flowchart

Final NEPA document & approval

1. Level 1 screening
2. Level 2 screening
3. Level 3 screening
4. Public hearing

Phase 1

Phase 2

Recommendation(s)

NEPA studies & documentation

Purpose & Need

Preliminary Design

Develop 30% (preliminary) design for preferred alternative

Develop 15% (conceptual) design

Analyze comments

Stakeholder & public input

Level 1 screening

Level 2 screening

Level 3 screening

Level 1 screening*}

Establish design criteria by technology

Establish evaluation criteria

NEPA studies & documentation

Final NEPA document & approval

Review existing conditions & previous studies

Inventory potential technologies

Stakeholder & public input

Level 1 screening*
# Draft Schedule

<table>
<thead>
<tr>
<th>Task Name</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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<tbody>
<tr>
<td><strong>Procurement</strong></td>
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<tr>
<td><strong>Pre-Consultant Activities</strong></td>
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<tr>
<td><strong>Design/Engineering</strong></td>
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<tr>
<td>Task 1 Project Management</td>
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<tr>
<td>1.1 Detailed Work Plan and Schedule</td>
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<td>1.2 Kick-Off Meeting and Coordination Meetings</td>
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<tr>
<td>1.3 Invoicing</td>
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<tr>
<td>Task 2 Phase 1 Preliminary Purpose and Need and Agency and Public Involvement</td>
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<td>2.1 Preliminary PLAN</td>
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<td>2.2 Agency and Public Involvement Plan</td>
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<td>2.3 Public Agency Coordination</td>
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<td>2.3.1 Resource Agency Coordination</td>
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<td>2.3.2 Local Coordination</td>
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<td>2.3.3 Technical Work Group</td>
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<td>2.3.4 Technology Forum</td>
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<td>2.3.5 Public Meetings #1</td>
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<tr>
<td>2.3.6 Public Meetings #2</td>
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<tr>
<td>Task 3 Preliminary Analysis and Development</td>
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<tr>
<td>3.1 Develop Evaluation/Screening Criteria</td>
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<tr>
<td>3.2 Review Previous Studies/Establish Design Criteria</td>
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<td>3.3 Data Collection</td>
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<td>3.4 Preliminary Route/Alternatives Development</td>
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<td>3.5 Travel Demand Assessment/Modeling</td>
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<tr>
<td>3.6 Evaluation/Screening</td>
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<td>3.7 Recommendations and Final Report</td>
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<td>Task 4 Conceptual/Preliminary Engineering</td>
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<tr>
<td>4.1 Conceptual Design (15% design)</td>
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<td>4.2 Preliminary Engineering (30% design)</td>
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<td>4.3 Financial Plan</td>
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<td>4.4 Project Implementation Plan</td>
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<td>Task 5 National Environmental Policy Act</td>
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<td>5.1 Notice of Intent</td>
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<td>5.5 Field Studies and Analyses</td>
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<td>5.6 Draft NEPA Document</td>
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<td>5.7 Public Hearings</td>
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<td>5.8 Final NEPA Document</td>
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<td>5.9 Finding of No Significant Impact or Record of Decision</td>
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REGIONAL 10-YEAR PLAN COMMITMENTS

Surface Transportation Technical Committee
October 4, 2019
BACKGROUND

- The updated Regional 10-Year Plan project listing was approved by the Regional Transportation Council (RTC) on September 12, 2019.

- Approved changes included removal/temporary removal of funding from several projects or swaps from one funding category to another (e.g., Category 2 funds were swapped for future Category 12 funds).

- These changes were made to help leverage Category 12 funding from the Texas Transportation Commission (TTC) in the 2020 Unified Transportation Program (UTP).
CATEGORIES OF CHANGES

- Projects To Be Re-funded in a Future 10-Year Plan Update
- Projects Staying Unfunded (2 Categories):
  - Projects Remaining Unfunded
  - Funding Transferred to Other Project(s)
- Continue to Request TTC Concurrence
- TxDOT to Lead a Conversation Regarding How to Fund Project
PROJECTS TO BE RE-FUNDED IN A FUTURE 10-YEAR PLAN UPDATE

- Collin County
  - North/South Roadways – Swap of Category 12 for Category 2 funding to be reversed

- Dallas County
  - IH 35E from IH 30 to SH 183 (Lower and Lowest Stemmons) – Category 12 funding to be requested in a future UTP
  - IH 30 at SL 12 – Category 12 funding to be requested in a future UTP
  - IH 30 from IH 45 to Bass Pro – Category 2 funds to be added for the tolled components and Category 12 funding to be requested for non-tolled components in a future UTP

- Denton County
  - Greenbelt/Regional Outer Loop at FM 428 – Category 2 funding to be replaced

- Hunt County
  - IH 30 at Monty Stratton – Category 12 funding to be requested in a future UTP

- Tarrant County
  - IH 30 from IH 820 to Summit Avenue and from US 287 to Cooper Street – Category 2 funding to be replaced
PROJECTS STAYING UNFUNDED

- Projects Remaining Unfunded
  - IH 35E from US 67 to Laureland Drive (Dallas County)
  - IH 35E Interchanges at Bus 287, US 287 Bypass, Lofland, and Sterret (Ellis County)

- Funding Transferred to Other Project(s)
  - SH 183 from IH 35E to PGBT (Dallas County)
  - IH 35E Phase 2 (Denton County)
CONTINUE TO REQUEST TTC CONCURRENCE

- Collin County
  - North/South Roadways
  - US 380

- Hunt County
  - FM 1570 from IH 30 to SH 66
  - FM 2642 from FM 35 to SH 66
  - IH 30 at FM 1903
  - SH 24/SH 11 from Culver Street to Live Oak Street and SH 11 from SH 24 to Monroe Street

- Tarrant County
  - SH 183 at Pumphrey
TXDOT TO LEAD CONVERSATION REGARDING HOW TO FUND PROJECT

- US 377 in Granbury (Hood County)
NEXT STEPS

- Engage in discussions with the Texas Department of Transportation (TxDOT) as noted in Item 10
- Identify available funding for next iteration of the 10-Year Plan/2021 UTP
- Coordinate with TxDOT on the next round of candidate projects
Proposed “Regional Compact”: Goods Movement, System Rail and System Managed Lanes
Next Steps Impacting the Texas Department of Transportation

1. Partnership
2. Innovation Funding *(tolling / borrowing)*
3. Statewide Formula Allocation
4. Toll Advancement: Good Government Principles
   - Environmental Documents
   - Projects
Partnership

MPO Responsibility and Federal Law

- Mobility Plan
- Transportation Improvement Program
- Congestion Management Process
- Air Quality Conformity

Texas Transportation Commission Responsibilities and State Law

MPO / Governor / Local Government Authority
Innovative Funding for Environmental Clearance and Construction

- Local Contributions
- NTTA Loan to RTC
- TIFIA / Smith / State Comptroller
- P3 Concession
- RTR Funds
- NTTA Toll Roads
- Tolled Managed Lanes
- TxDOT Loans
Statewide Formula Allocation

Local / NTTA Loan / RTR Funds / NTTA / Tolled Managed Lanes

Formula Allocation
- Minutes
- Senator Nichols Letter
- RTR Agreement
- Legislation
- Size of Category 12

Review UTP and Resolve SH 183 TIFIA
Toll Advancement: Authority Through MPO Under Several Conditions

Governor Gets Credit

Toll Managed Based on MPO Good Government Principles

Need Next Phase of Toll Road Implementation

TxDOT Builds Great Projects
MPO Good Government Principles

The MPO’s will work with toll road entities to update the toll road system.

The MPO must demonstrate that Proposition 1 and 7 revenues do meet transportation needs.

The MPO must have representation that is a minimum of 75% elected officials.

The MPO must have a second vote of elected officials for consideration of a tolled project. It must be approved with a 66% super majority vote through a roll call vote.

The MPO must have a policy that restricts toll managed lanes to a minority of their planning area.

The MPO must have a policy to reduce tolls in non-congested times once bonds, operations maintenance and rehabilitation funds area established.

As a result, tolled managed lanes financial tools will be re-established under these conditions.
Policy Implications

Advance EIS Projects

Continued Construction of Phased Implementation

US 75 Technology Lane

New Tolled Managed Lanes

Collin County Next Priority (non tolled facilities)

Next Phase with NTTA
2018 TRANSPORTATION SAFETY PROGRAM PERFORMANCE MEASURES REPORT

Surface Transportation Technical Committee

Camille Fountain
October 4, 2019

North Central Texas Council of Governments
2018 Safety Performance Measures

- NCTCOG Safety Performance Targets
- NCTCOG Crash and Fatality Statistics
- Contributing Factors for Serious Injury and Fatality Crashes
- Crash Rates by County
- Bicycle and Pedestrian Safety Data
- Traffic Incident Management Course Attendance
- HazMat Statistics
- Roadside Assistance Program Performance
- Wrong-Way Driving Crash Statistics
- Crashes Involving Impaired Drivers
- Motorcycle Injury Data
Establishing NCTCOG Safety Performance Targets

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>No. of Fatalities</td>
<td>3,703.08</td>
<td>665.2</td>
<td>3,791.0</td>
<td>599.2</td>
</tr>
<tr>
<td>Fatality Rate</td>
<td>1.432</td>
<td>0.960</td>
<td>1.414</td>
<td>0.838</td>
</tr>
<tr>
<td>No. of Serious Injuries</td>
<td>17,565.4</td>
<td>3,647.8</td>
<td>17,751.0</td>
<td>3,999.6</td>
</tr>
<tr>
<td>Serious Injury Rate</td>
<td>6.740</td>
<td>5.180</td>
<td>6.550</td>
<td>5.568</td>
</tr>
<tr>
<td>No. of Non-motorized Fatalities and Serious Injuries</td>
<td>2,150.6</td>
<td>560.0</td>
<td>2,237.6</td>
<td>582.4</td>
</tr>
</tbody>
</table>

- Targets are based on five-year averages and will be revisited annually.
- Two percent reduction achieved by the year 2022.
- Regional Safety Position: Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel.
## 2014-2018 Crash Statistics: 12-County MPA

### 2014 - 2018 Reportable Crashes

<table>
<thead>
<tr>
<th>County</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
<th>% Change 2017-2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collin</td>
<td>11,861</td>
<td>13,222</td>
<td>13,898</td>
<td>13,100</td>
<td>13,201</td>
<td>0.77%</td>
</tr>
<tr>
<td>Dallas</td>
<td>42,879</td>
<td>48,905</td>
<td>55,684</td>
<td>50,565</td>
<td>49,745</td>
<td>-1.62%</td>
</tr>
<tr>
<td>Denton</td>
<td>9,952</td>
<td>11,693</td>
<td>12,236</td>
<td>11,970</td>
<td>11,768</td>
<td>-1.69%</td>
</tr>
<tr>
<td>Ellis</td>
<td>2,181</td>
<td>2,407</td>
<td>2,596</td>
<td>2,725</td>
<td>2,810</td>
<td>3.12%</td>
</tr>
<tr>
<td>Hood</td>
<td>752</td>
<td>751</td>
<td>795</td>
<td>819</td>
<td>725</td>
<td>-11.48%</td>
</tr>
<tr>
<td>Hunt</td>
<td>1,111</td>
<td>1,332</td>
<td>1,418</td>
<td>1,346</td>
<td>1,471</td>
<td>9.29%</td>
</tr>
<tr>
<td>Johnson</td>
<td>1,998</td>
<td>2,020</td>
<td>2,287</td>
<td>2,354</td>
<td>2,358</td>
<td>0.17%</td>
</tr>
<tr>
<td>Kaufman</td>
<td>1,482</td>
<td>1,802</td>
<td>2,026</td>
<td>1,913</td>
<td>2,128</td>
<td>11.24%</td>
</tr>
<tr>
<td>Parker</td>
<td>2,003</td>
<td>2,014</td>
<td>2,176</td>
<td>2,306</td>
<td>2,219</td>
<td>-3.77%</td>
</tr>
<tr>
<td>Rockwall</td>
<td>1,109</td>
<td>1,308</td>
<td>1,369</td>
<td>1,346</td>
<td>1,407</td>
<td>4.53%</td>
</tr>
<tr>
<td>Tarrant</td>
<td>28,274</td>
<td>30,831</td>
<td>34,722</td>
<td>34,295</td>
<td>32,809</td>
<td>-4.33%</td>
</tr>
<tr>
<td>Wise</td>
<td>911</td>
<td>811</td>
<td>968</td>
<td>954</td>
<td>971</td>
<td>1.78%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>104,513</strong></td>
<td><strong>117,096</strong></td>
<td><strong>130,175</strong></td>
<td><strong>123,693</strong></td>
<td><strong>121,612</strong></td>
<td><strong>-1.68%</strong></td>
</tr>
</tbody>
</table>
## 2014-2018 Fatality Statistics: 12-County MPA

<table>
<thead>
<tr>
<th>County</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
<th>% Change 2017-2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collin</td>
<td>46</td>
<td>38</td>
<td>50</td>
<td>68</td>
<td>45</td>
<td>-33.82%</td>
</tr>
<tr>
<td>Dallas</td>
<td>222</td>
<td>260</td>
<td>316</td>
<td>281</td>
<td>294</td>
<td>4.63%</td>
</tr>
<tr>
<td>Denton</td>
<td>34</td>
<td>35</td>
<td>49</td>
<td>49</td>
<td>51</td>
<td>4.08%</td>
</tr>
<tr>
<td>Ellis</td>
<td>24</td>
<td>25</td>
<td>28</td>
<td>33</td>
<td>16</td>
<td>-51.52%</td>
</tr>
<tr>
<td>Hood</td>
<td>8</td>
<td>3</td>
<td>15</td>
<td>11</td>
<td>5</td>
<td>-54.55%</td>
</tr>
<tr>
<td>Hunt</td>
<td>18</td>
<td>22</td>
<td>28</td>
<td>27</td>
<td>17</td>
<td>-37.04%</td>
</tr>
<tr>
<td>Johnson</td>
<td>21</td>
<td>23</td>
<td>23</td>
<td>21</td>
<td>23</td>
<td>9.52%</td>
</tr>
<tr>
<td>Kaufman</td>
<td>22</td>
<td>18</td>
<td>28</td>
<td>31</td>
<td>25</td>
<td>-19.35%</td>
</tr>
<tr>
<td>Parker</td>
<td>14</td>
<td>18</td>
<td>21</td>
<td>20</td>
<td>29</td>
<td>45.00%</td>
</tr>
<tr>
<td>Rockwall</td>
<td>2</td>
<td>4</td>
<td>12</td>
<td>13</td>
<td>8</td>
<td>-38.46%</td>
</tr>
<tr>
<td>Tarrant</td>
<td>138</td>
<td>151</td>
<td>166</td>
<td>182</td>
<td>168</td>
<td>-7.69%</td>
</tr>
<tr>
<td>Wise</td>
<td>10</td>
<td>21</td>
<td>19</td>
<td>22</td>
<td>16</td>
<td>-27.27%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>559</td>
<td>626</td>
<td>755</td>
<td>758</td>
<td>697</td>
<td>-8.05%</td>
</tr>
</tbody>
</table>
## 2018 Contributing Factors – Serious Injury and Fatal Crashes

### Top Ten Contributing Factors 2018 vs 2017

<table>
<thead>
<tr>
<th>Factor</th>
<th>2018</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Speeding - (Overlimit / Unsafe Speed / Failed to Control Speed)</td>
<td>34.23%</td>
<td>33.15%</td>
</tr>
<tr>
<td>2. Driver Related (Distraction in Vehicle / Driver Inattention / Road</td>
<td>11.41%</td>
<td>10.24%</td>
</tr>
<tr>
<td>Rage / Drove Without Headlights / Cell/Mobile Device Use -</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(Texting / Other / Unknown - [0.53%])</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Changed Lane When Unsafe</td>
<td>11.31%</td>
<td>6.81%</td>
</tr>
<tr>
<td>4. Faulty Evasive Action</td>
<td>9.49%</td>
<td>7.88%</td>
</tr>
<tr>
<td>5. Followed Too Closely</td>
<td>8.72%</td>
<td>3.98%</td>
</tr>
<tr>
<td>6. Failed to Drive in Single Lane</td>
<td>8.26%</td>
<td>10.44%</td>
</tr>
<tr>
<td>7. Under Influence - (Had Been Drinking / Alcohol / Drug)</td>
<td>5.61%</td>
<td>9.10%</td>
</tr>
<tr>
<td>8. Fatigued or Asleep</td>
<td>2.16%</td>
<td>2.09%</td>
</tr>
<tr>
<td>9. Disabled in Traffic Lane</td>
<td>1.79%</td>
<td>2.36%</td>
</tr>
<tr>
<td>10. Pedestrian Failed to Yield Right of Way to Vehicle</td>
<td>1.26%</td>
<td>3.71%</td>
</tr>
</tbody>
</table>
2018 Crash Rates By County

- Wise: 49.42 (VMT: 83,156)
- Denton: 63.34 (VMT: 7,465,431)
- Collin: 91.64 (VMT: 7,085,857)
- Hunt: 49.75 (VMT: 1,448,221)
- Parker: 46.25 (VMT: 2,067,193)
- Tarrant: 76.76 (VMT: 25,850,494)
- Dallas: 87.73 (VMT: 41,084,050)
- Rockwall: 49.19 (VMT: 1,280,984)
- Kaufman: 48.60 (VMT: 2,807,226)
- Hood: N/A
- Johnson: 45.09 (VMT: 1,263,916)
- Ellis: 40.84 (VMT: 3,803,990)

2018 Regional Crash Rate = 77.40

North Central Texas Council of Governments
NCTCOG 12-County MPA Bicycle and Pedestrian Crash Data

2014-2018 Bicycle & Pedestrian Crashes
12-County MPA

2014-2018 Bicycle & Pedestrian Fatalities
12-County MPA
Traffic Incident Management Attendance Overview

- First Responders Training: **3,134 Attendees**
- Executive Level Training: **833 Attendees**
- Photogrammetry Training: **230 Attendees** (Basic); **133 Attendees** (Advanced)
2018 HazMat Incidents: 16 Counties

<table>
<thead>
<tr>
<th>County</th>
<th>2018</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collin</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>Dallas</td>
<td>11</td>
<td>10</td>
</tr>
<tr>
<td>Denton</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>Ellis</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Erath</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Hood</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Hunt</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Johnson</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Kaufman</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Navarro</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Parker</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Palo Pinto</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Rockwall</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Somervell</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Tarrant</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Wise</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>24</td>
<td>18</td>
</tr>
</tbody>
</table>

Source: National Response Center
Data current as of March 7, 2019
Regional Roadside Assistance Patrol Program

Note: Operational Routes as of April 8, 2019

<table>
<thead>
<tr>
<th>Patrol</th>
<th>2017 Assists</th>
<th>2018 Assists</th>
</tr>
</thead>
<tbody>
<tr>
<td>DCSO</td>
<td>66,166</td>
<td>66,048</td>
</tr>
<tr>
<td>TCSO</td>
<td>26,687</td>
<td>27,129</td>
</tr>
<tr>
<td>NTTA</td>
<td>44,295</td>
<td>44,684</td>
</tr>
<tr>
<td>NTE</td>
<td>4,436</td>
<td>5,829</td>
</tr>
<tr>
<td>LBJ</td>
<td>7,055</td>
<td>6,176</td>
</tr>
</tbody>
</table>
In 2018, Dallas/Fort Worth Area Roadside Assistance Patrols provided:

- 72,340 Driver Assistance / Stalled Vehicle
- 5,445 Crash Assistance
- 8,860 Protection to First Responders
- 32,053 Courtesy Check / Directions
- 16,024 Debris Removal
- 10,576 Abandoned Vehicle Check

Total Combined Assists: 149,866

Note: 4,568 assists were either not found, cancelled before a patrol vehicle arrived, or did not specify the service provided.
Wrong-Way Driving Mitigation Program Updates

- **Phase I:** Initiated in 2014 and included 329 intersections in Dallas County. Implemented countermeasures include replacement of conflicting lane and arrow markings, signal enhancements, and other intersection improvements. To date, 256 intersections have been completed. Project expanded to include 88 additional intersections in Collin, Denton, Ellis, Rockwall, Navarro, and Kaufman Counties.

- **Phase II:** Initiated in 2015 along 14 segments of IH 30 in Tarrant County. Implemented countermeasures included radar, high definition cameras, and flashing LED Wrong Way signs alongside more traditional WWD countermeasures.

- **NTTA Projects:** Using thermal cameras to detect wrong way drivers on mainlanes of tolled facilities; embedded pavement sensors in tolled ramps; flashing signs to alert wrong way drivers; automatic notification alerts to NTTA staff.

- **NCTCOG Projects:** Released a Request for Information, in partnership with TxDOT and NTTA for wrong-way driver detection, verification and notification through mobile and/or in-vehicle technology in August 2019.
Wrong-Way Driving Crashes: 12-County MPA

Wrong Way Driving Crashes by County (2014-2018)

Note: WWD crashes include those where wrong way driving was identified as either a primary, secondary, or tertiary contributing crash factor.
Crashes Involving Impaired Drivers: 16-Counties

Note: Includes TxDOT crash records where primary, secondary, or tertiary contributing factors were: “Had been drinking”; “Taking medication”; “Under influence - alcohol”; or “Under influence - drugs”.

- 2014: Alcohol 4,426, Drugs 63, Medication 631
- 2015: Alcohol 4,680, Drugs 77, Medication 549
- 2016: Alcohol 4,773, Drugs 70, Medication 610
- 2017: Alcohol 4,662, Drugs 72, Medication 580
- 2018: Alcohol 4,768, Drugs 50, Medication 536
Fall 2019 Traffic Incident Management Executive Level Course

Increase Incident Response
Decrease Driver Delay

Executive Level Incident Management Training Opportunity

Join us for the Traffic Incident Management Executive Level Course hosted by the North Central Texas Council of Governments (NCTCOG). The course is designed to educate decision and policy makers on the importance and benefits of effective incident management. It also encourages a common, coordinated response to traffic incidents—a source of significant delays in our rapidly growing region.

Goals of the Traffic Incident Management Executive Level Course focus on:
- building partnerships with local emergency response agencies
- enhancing safety for emergency personnel
- reducing upstream traffic accidents
- improving the efficiency of the transportation system
- improving air quality in the Dallas-Fort Worth region

Space is limited. Register today. 817.695.9245 / bwalsh@nctcog.org

Thursday, November 7, 2019
10 am—noon
NCTCOG Transportation Council Room
616 Six Flags Drive, Centerpoint II
Arlington, Texas 76011

North Central Texas Council of Governments
Transportation
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