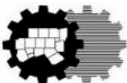


2017-2018 CMAQ/STBG* FUNDING: SAFETY, INNOVATIVE CONSTRUCTION, AND EMERGENCY PROJECTS

Surface Transportation Technical Committee
March 23, 2018

* Congestion Mitigation and Air Quality Improvement Program/
Surface Transportation Block Grant



North Central Texas
Council of Governments
Transportation Department

CMAQ/STBG FUNDING PROGRAMS

STATUS

PROGRAM



Federal/Local Funding Exchanges



Automated Vehicle Program (May bring back a Round 2 effort)



Strategic Partnerships (May bring back a Round 2 effort)



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 and Operations (M&O), NCTCOG-Implemented, and Regional/Air Quality Programs

 = Project Selection Completed

 = Pending STTC/RTC Approval

 = Program Partially Completed

SAFETY, INNOVATIVE CONSTRUCTION, AND EMERGENCY PROJECTS

Description/ Purpose	To support operations, safety, innovative construction, and emergency improvements.
Initial Requests	• Wycliff Avenue Flooding Project • Shady Shores Bridges

SELECTION CRITERIA

- When evaluating projects, the following criteria were taken into account by staff:
 - Project addresses a safety issue (pedestrian safety at risk, history of vehicle crashes, etc.)
 - Project involves an innovative construction element (e.g., modular bridges)
 - Project addresses an emergency situation
 - Flooding issues that affect system resilience
 - Project includes incident management/first responder safety benefits
 - Projects that implement recommendations from regional safety plan

PROPOSED FUNDING BY AGENCY

DRAFT

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

TIMELINE

MEETING/TASK	DATE
STTC Information	February 23, 2018
RTC Information	March 8, 2018
Public Involvement (Online Opportunity to be held in place of meetings)	March 2018
STTC Action	March 23, 2018
RTC Action	April 12, 2018

REQUESTED ACTION

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

QUESTIONS?

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Christie J. Gotti

Senior Program Manager

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Brian Dell

Transportation Planner III

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REGIONAL TRAFFIC SIGNAL RETIMING PROGRAM AND MINOR IMPROVEMENT PROGRAM

Call for Projects Recommendations

Surface Transportation Technical Committee

Marian Thompson, P.E.

March 23, 2018



**North Central Texas
Council of Governments**

What are
these
Programs?

Programs Overview

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

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



Project Eligibility

2017 Call for Projects RTSRP

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



Project Eligibility

2017 Call for Projects Minor Improvements

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



Congestion Mitigation and Air Quality Improvement Program Funding

Local Match

Regional Traffic Signal Retiming Program	Minor Improvement Program
\$2 Million	\$2.9 million

- Twenty Percent (Minimum) Local Match
- Local Match Must be Cash
- Sixty-six Percent Eastern Sub-Region and Thirty-four Percent Western Sub-Region



Evaluation and Scoring Criteria for **RTSRP** Projects

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

Evaluation and Scoring Criteria for Minor Improvement Projects

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

RTSRP and Minor Improvement Proposals Received

Program	No. of Projects	Western Region (Fort Worth District)	Eastern Region (Dallas District)	Total Funds
RTSRP	60	\$ 2,156,000	\$ 4,104,800	\$ 6,260,800
Minor Improvement Program	114	\$ 1,127,500	\$ 3,034,100	\$ 4,161,600

RTSRP Projects Recommendations (Eastern Sub-Region)

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

RTSRP Projects Recommendations (Western Sub-Region)

#	Agency	Project Name	On-System	Off-System	Total Signals
1	Arlington	Pioneer Parkway	20	0	20
2	Arlington	S Cooper St	30	1	31
3	Arlington	S Collins St	17	8	25
4	TxDOT Fort Worth	Southlake Boulevard	15	0	15
5	TxDOT Fort Worth	US 377	11	0	11
6	Keller	Keller Parkway	8	0	8
7	TxDOT Fort Worth	SH 174	11	0	11
8	TxDOT Fort Worth	SH 199	19	0	19
9	TxDOT Fort Worth	US 377	13	0	13
		Total	144	9	153

Minor Improvement Projects Recommendations by Agency (Eastern Sub-Region)

#	Agency	Project Type	# of Projects	Total Amount
1	City of Allen	Communication System	1	\$50,000
2	City of Carrollton	Detection	1	\$50,000
3	City of Dallas	Detection	20	\$860,000
4	City of Garland	Detection	1	\$17,200
5	City of McKinney	Controllers	1	\$50,000
6	City of Richardson	Detection	10	\$480,000
		Total	34	\$1,507,200

Minor Improvement Projects Recommendations by Agency (Western Sub-Region)

#	Agency	Project Type	# of Projects	Amount
1	City of Arlington	Controllers, Detection	3	\$150,000
2	City of Fort Worth	Controllers, Cabinets, Communication	9	\$350,000
3	City of Keller	Communication System	1	\$50,000
4	City of Mansfield	Flashing Yellow Arrows, Detection	5	\$37,500
5	TxDOT Fort Worth	Controller Upgrades	7	\$166,500
		Total	26	\$754,000

Proposed Schedule

Description	Meeting	Date
Information - Corridor Selection Criteria	STTC	July 28, 2017
Information - Corridor Selection Criteria	RTC	August 10, 2017
Action - Approval of Selection Criteria	STTC	August 25, 2017
Action - Approval of Selection Criteria	RTC	September 14, 2017
NCTCOG Call for Projects		September 15, 2017
Proposals Due		October 13, 2017 5:00pm
Scoring by NCTCOG		November 15, 2017
Public Meetings		October 10, 11,16 2017
Information - Projects Selected	STTC	January 26, 2018
Information - Projects Selected	RTC	February 8, 2018
Action - Projects Selected	STTC	March 23, 2018
Action - Projects Selected	RTC	April 12, 2018

STTC Action

Recommend Surface Transportation Technical Committee Approval of the:

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



Questions?

Contact Information

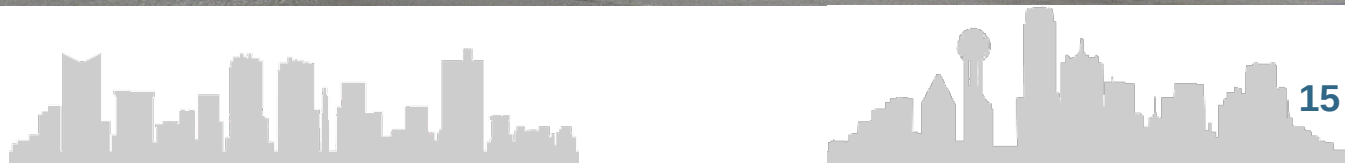
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Mobility 2045 Update: Endorsement of RTC Action

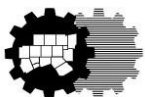
Surface Transportation Technical Committee

March 23, 2018



Topics

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



Mobility 2045 Prioritization and Expenditures

DRAFT

Maximize Existing System	Infrastructure Maintenance Maintain & Operate Existing Facilities Bridge Replacements	\$ 37.5
	Management and Operations Improve Efficiency & Remove Trips from System Traffic Signals and Bicycle & Pedestrian Improvements	\$ 9.5
	Growth, Development, and Land Use Strategies More Efficient Land Use & Transportation Balance	\$ 3.2
Strategic Infrastructure Investment	Rail and Bus Induce Switch to Transit	\$ 33.3
	HOV/Managed Lanes Increase Auto Occupancy	\$ 52.0
	Freeways/Tollways and Arterials Additional Roadway Capacity	

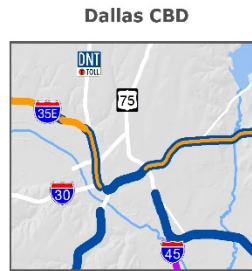
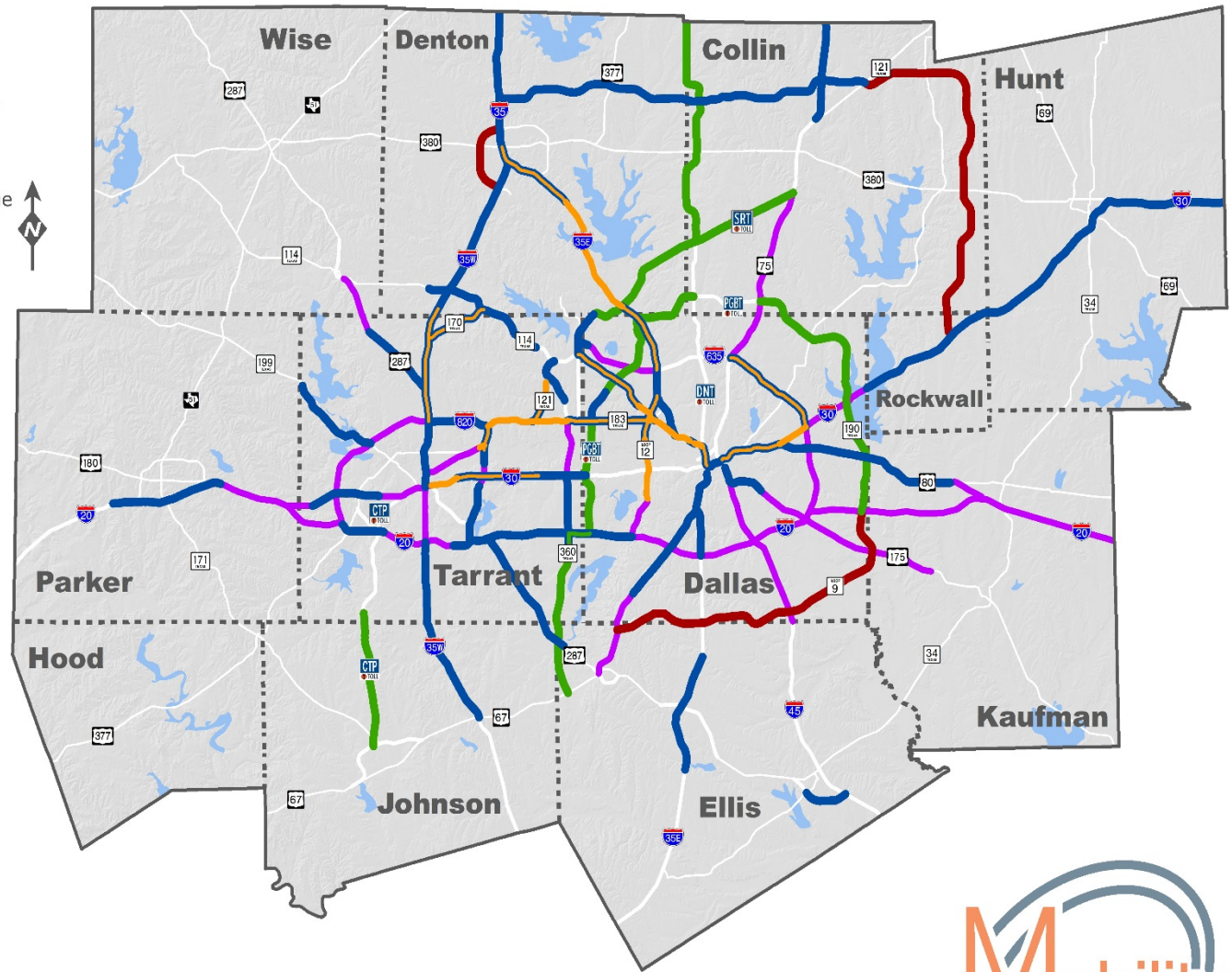
* Actual dollars, in billions.
Values may not sum due to independent rounding.

Total Expenditures*

\$ 135.4

Major Roadway Recommendations

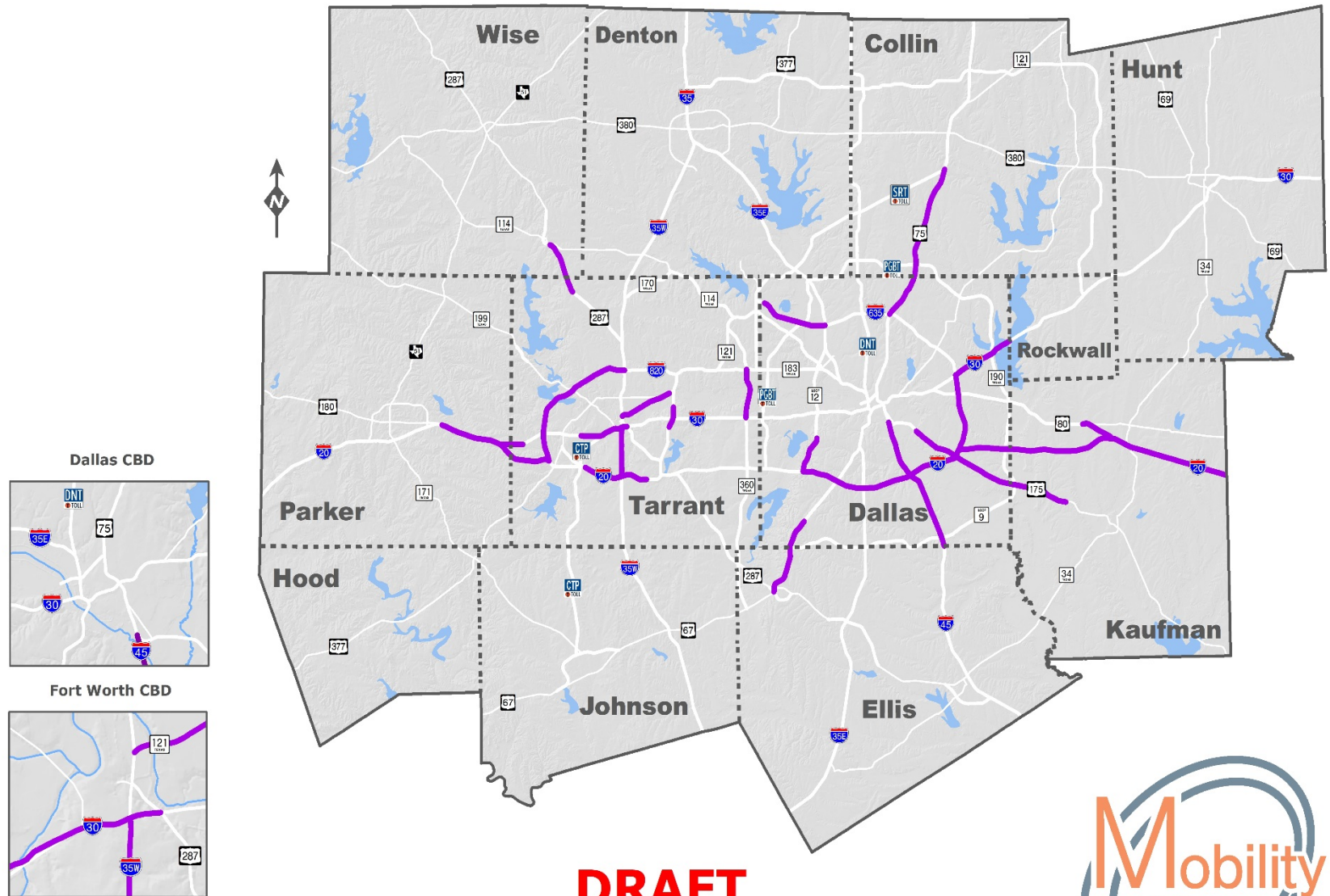
- New or Additional Freeway Capacity
- New or Additional Managed Lane Capacity
- New or Additional Toll Road Capacity
- Staged Facility (Frontage Roads)
- Asset Optimization



DRAFT



Asset Optimization Recommendations



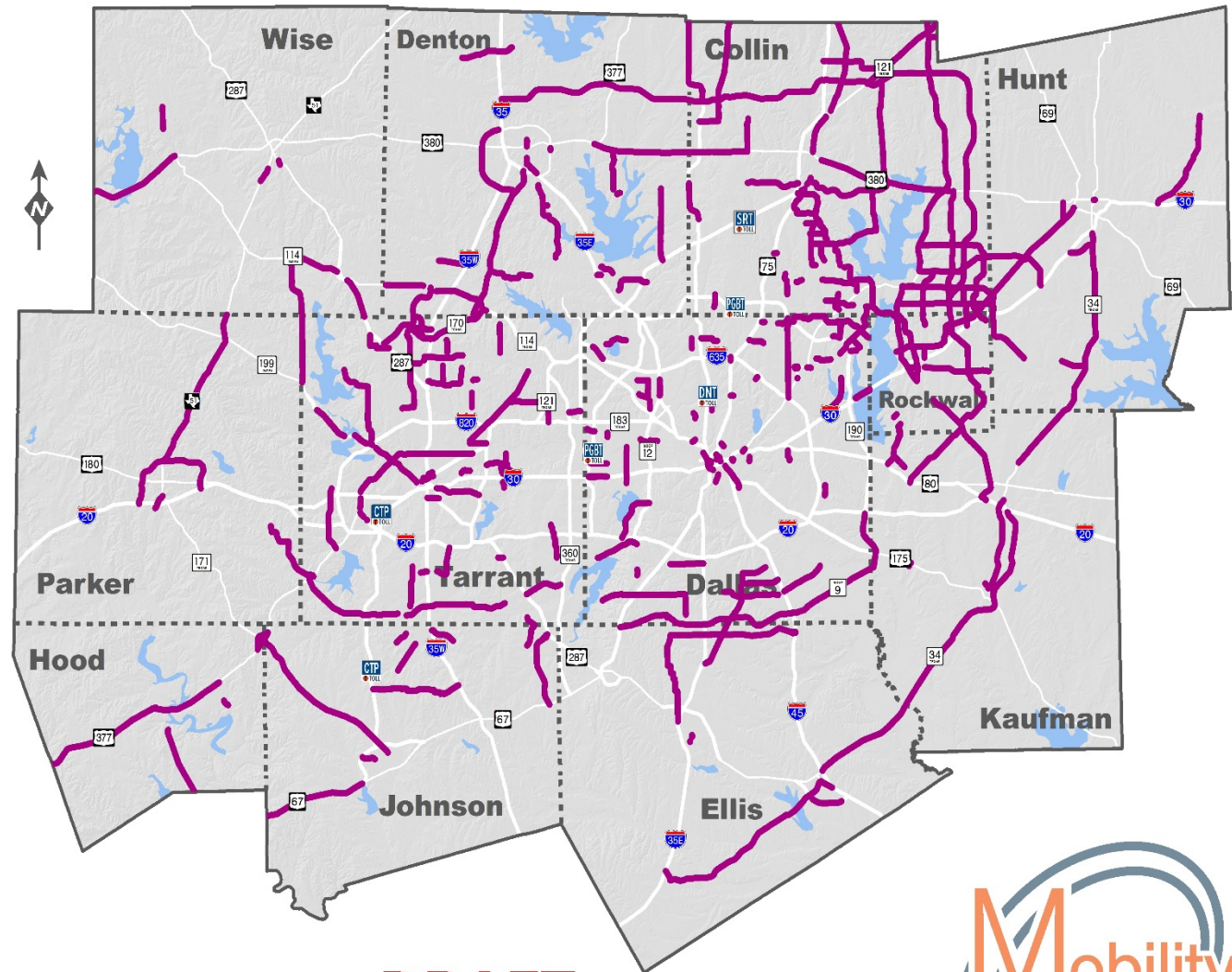
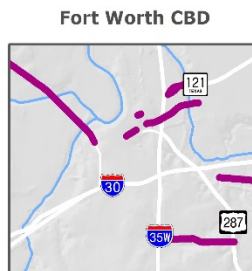
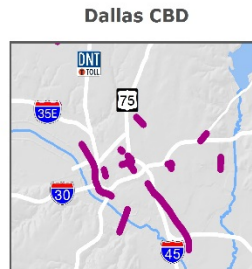
North Central Texas
Council of Governments

March 2, 2018

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

Arterial Capacity Improvements

Disclaimer: Lines indicate arterials with funds for improvement.



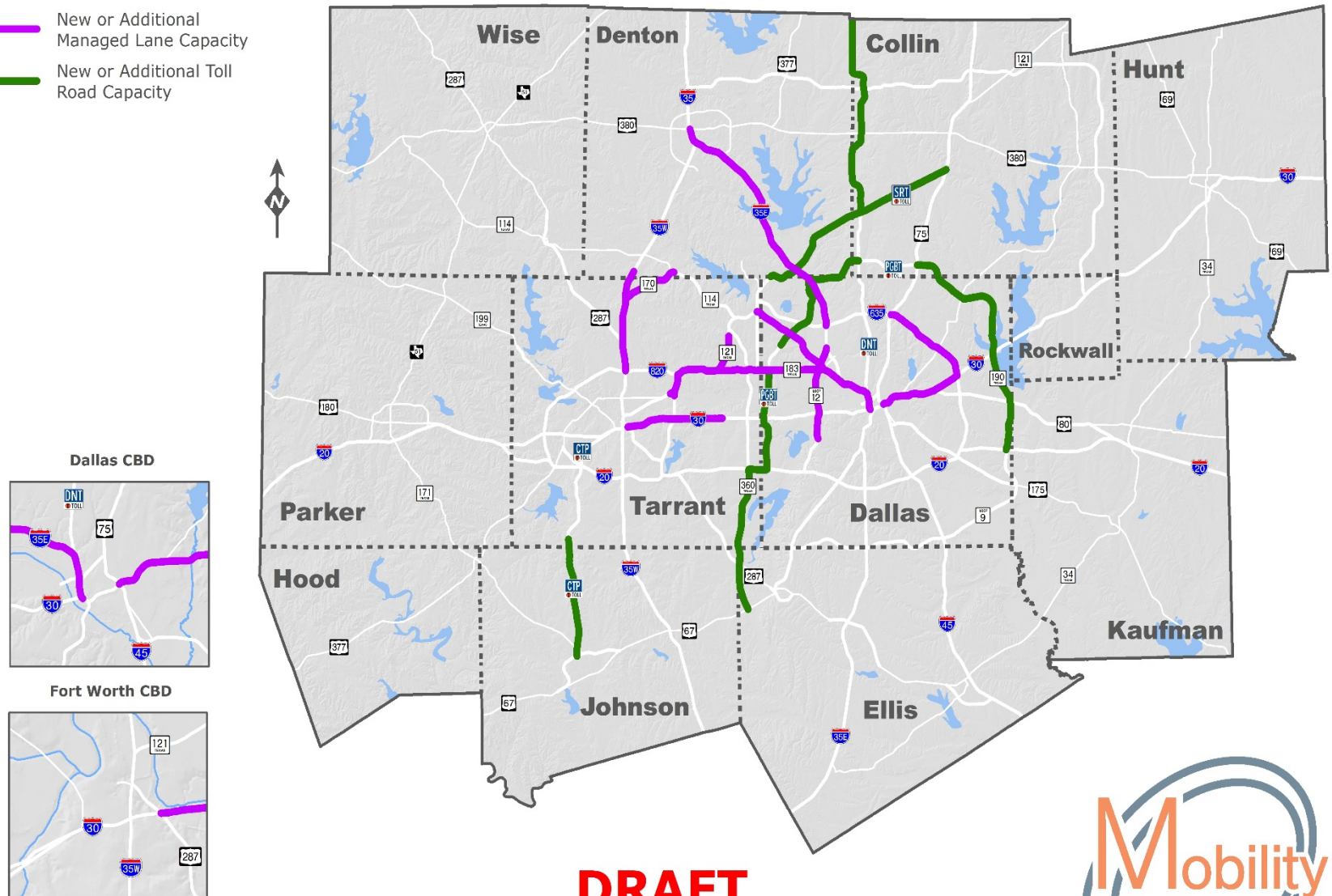
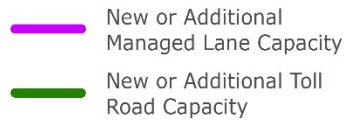
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Council of Governments

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

Priced Facility Recommendations

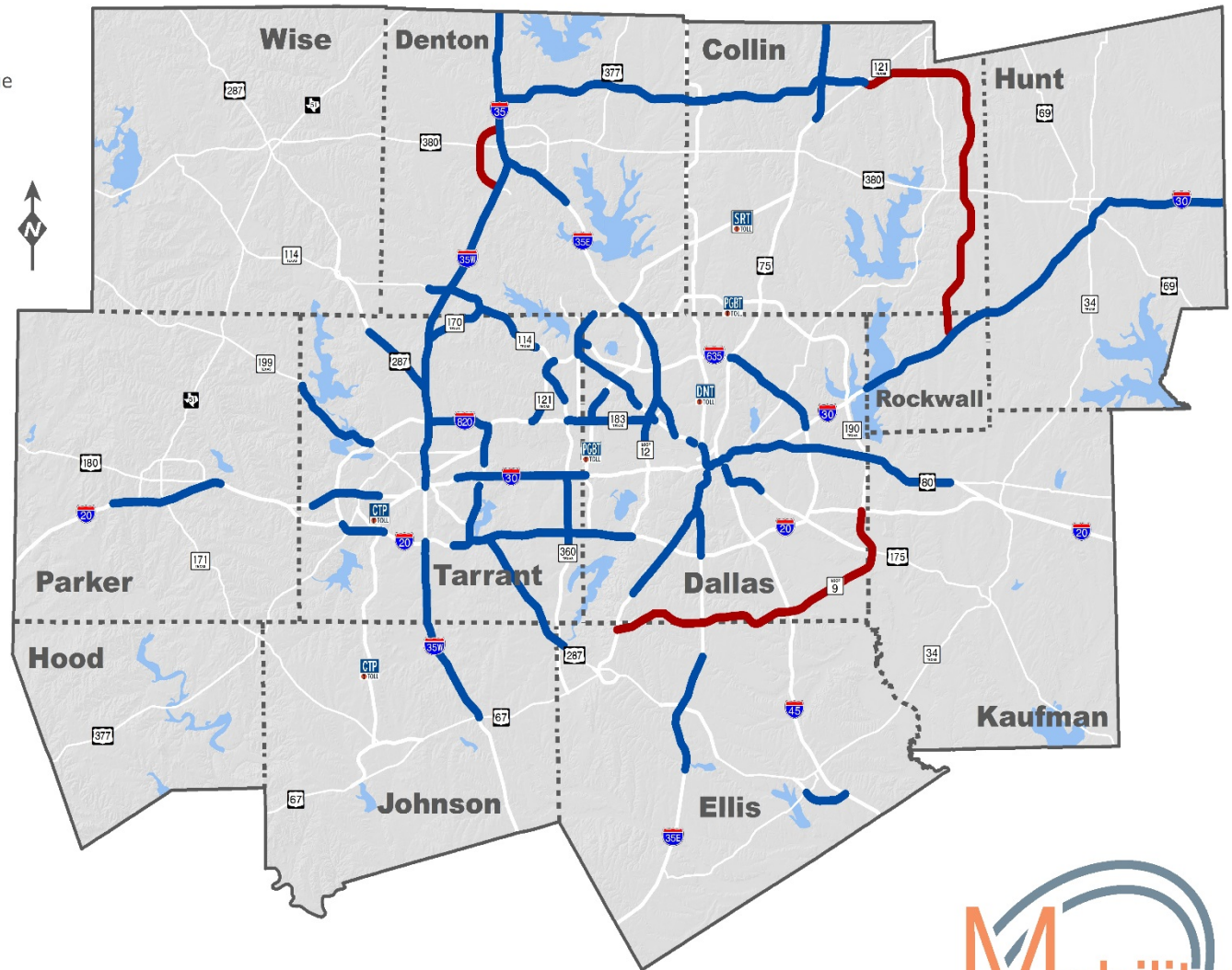


DRAFT



Freeway Recommendations

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



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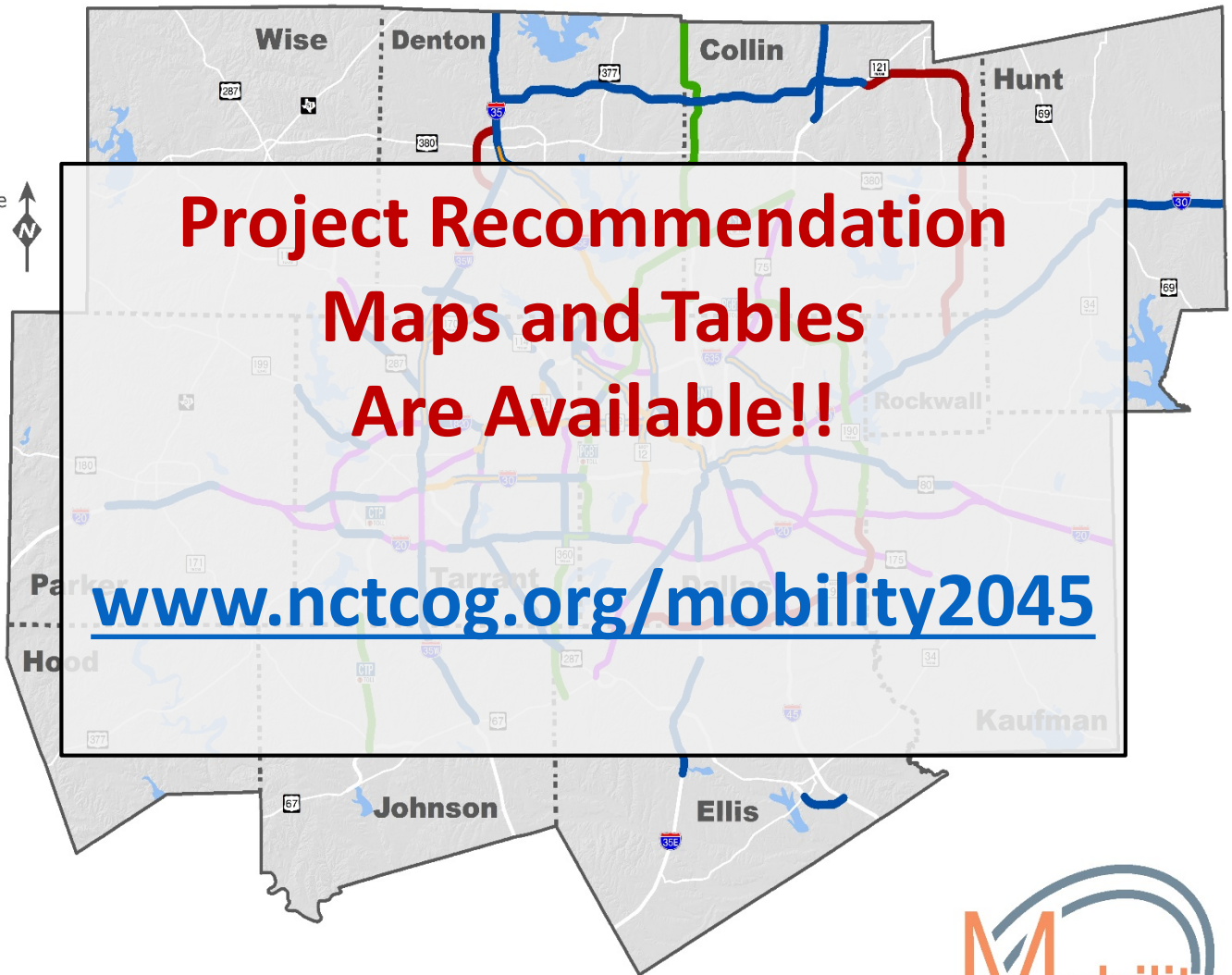


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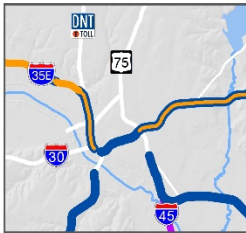
Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.

Major Roadway Recommendations

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



Dallas CBD



Fort Worth CBD



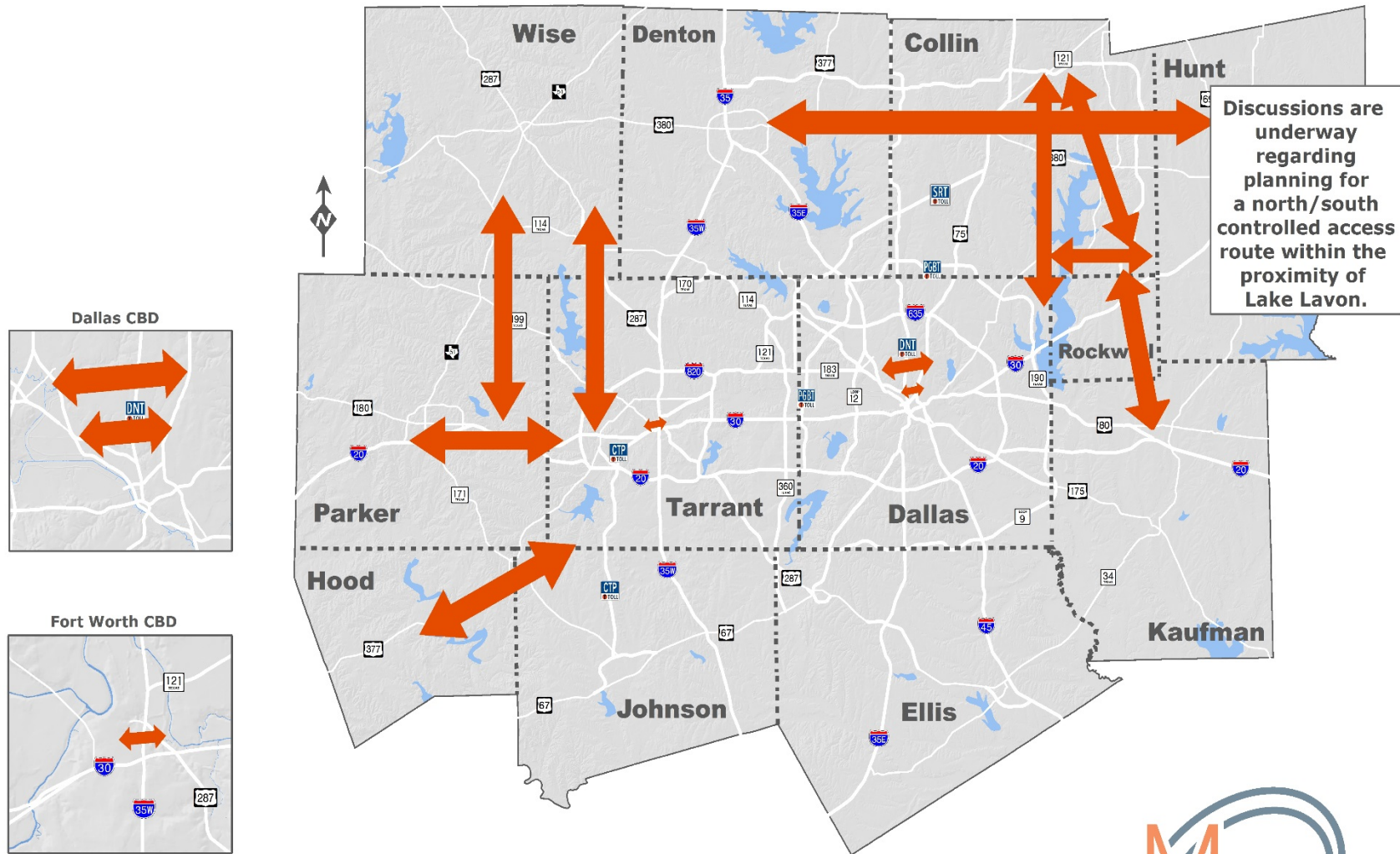
DRAFT



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

Roadway Corridors for Future Evaluation



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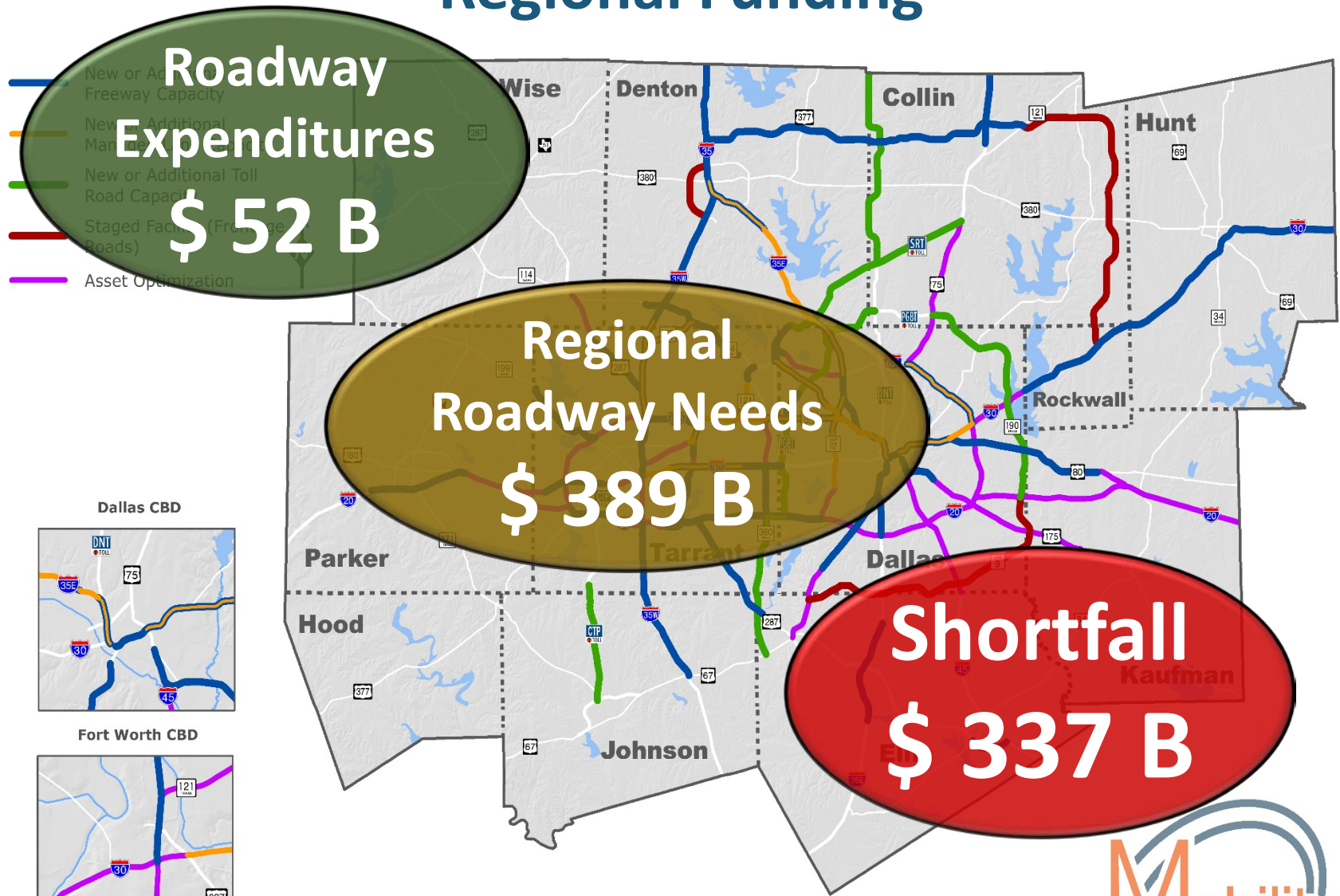


North Central Texas
Council of Governments

March 9, 2018

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

Regional Funding



DRAFT



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

Transit Corridor Recommendations

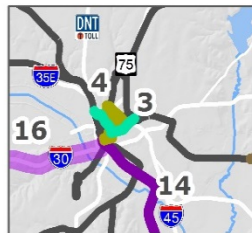
Rail

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

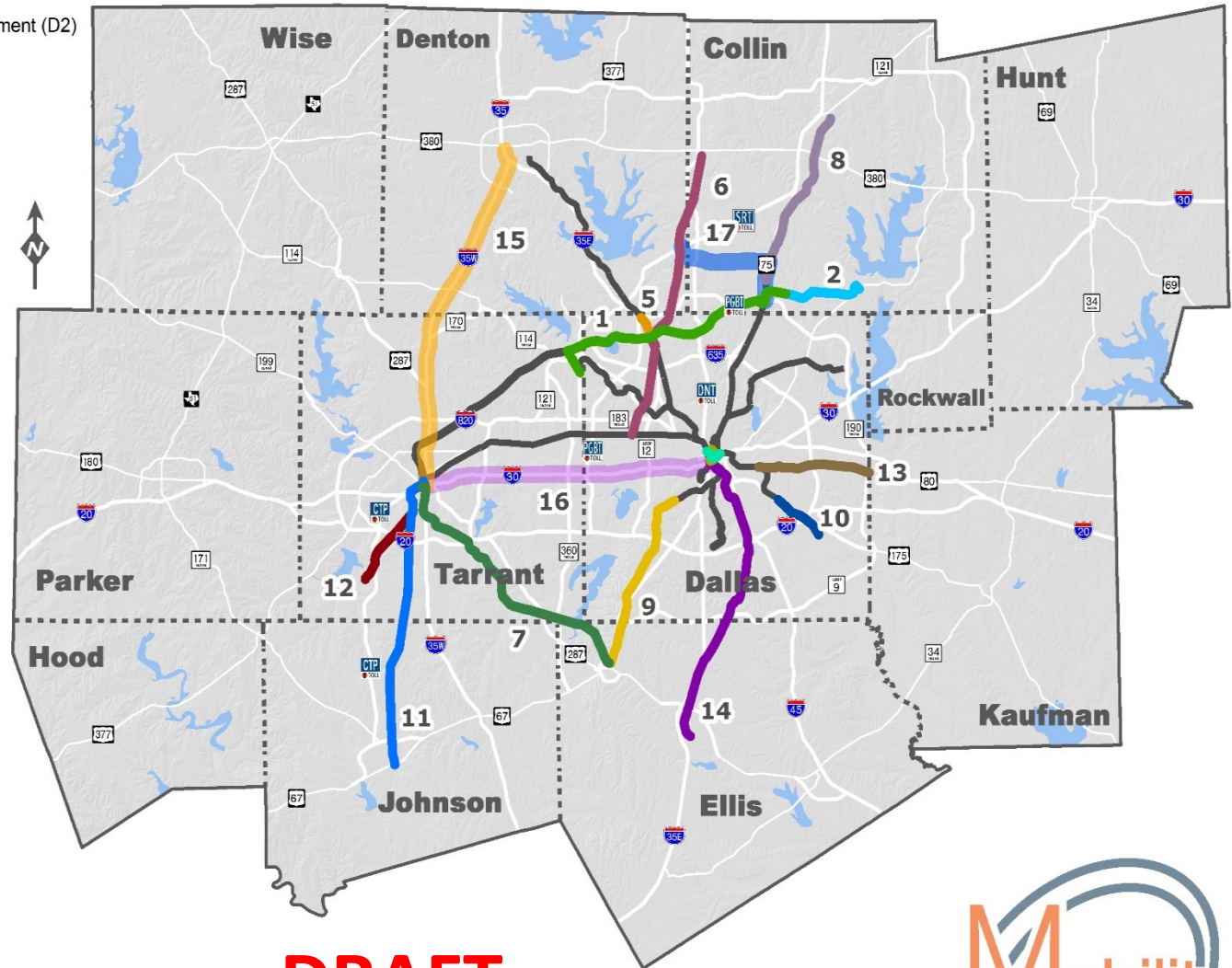
High-Intensity Bus

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

Dallas CBD



Fort Worth CBD



DRAFT

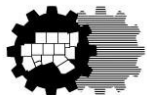


North Central Texas
Council of Governments

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

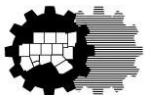
RTC Concerns

- **Public Involvement Opportunities**
 - FM 730
 - Arterial North of Lake Weatherford
- **Roadway Corridors for Future Evaluation in Collin County**
- **Include Policy for Active Mode Share**



Additional Plan Components

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



Additional Plan Components

✓ Environmental Considerations

- ✓ Natural Environment – Extreme Weather Resiliency
- ✓ Environmental Justice

✓ High-Speed Rail

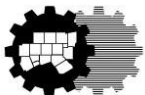
✓ Social Considerations

✓ Financial Plan

✓ Technology

✓ Policies

✓ Programs



Selected Proposed Policy Additions

General

Support Ability to Modify Mobility Plan for
Emergency Operational Improvements

Technology Lanes

Managed Lanes

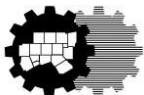
Access Ramps

Auxiliary Lanes



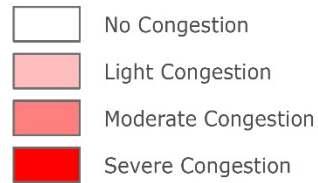
Managed Toll Lane System

Support Implementation within a Tolloed
Managed Lane Policy Area

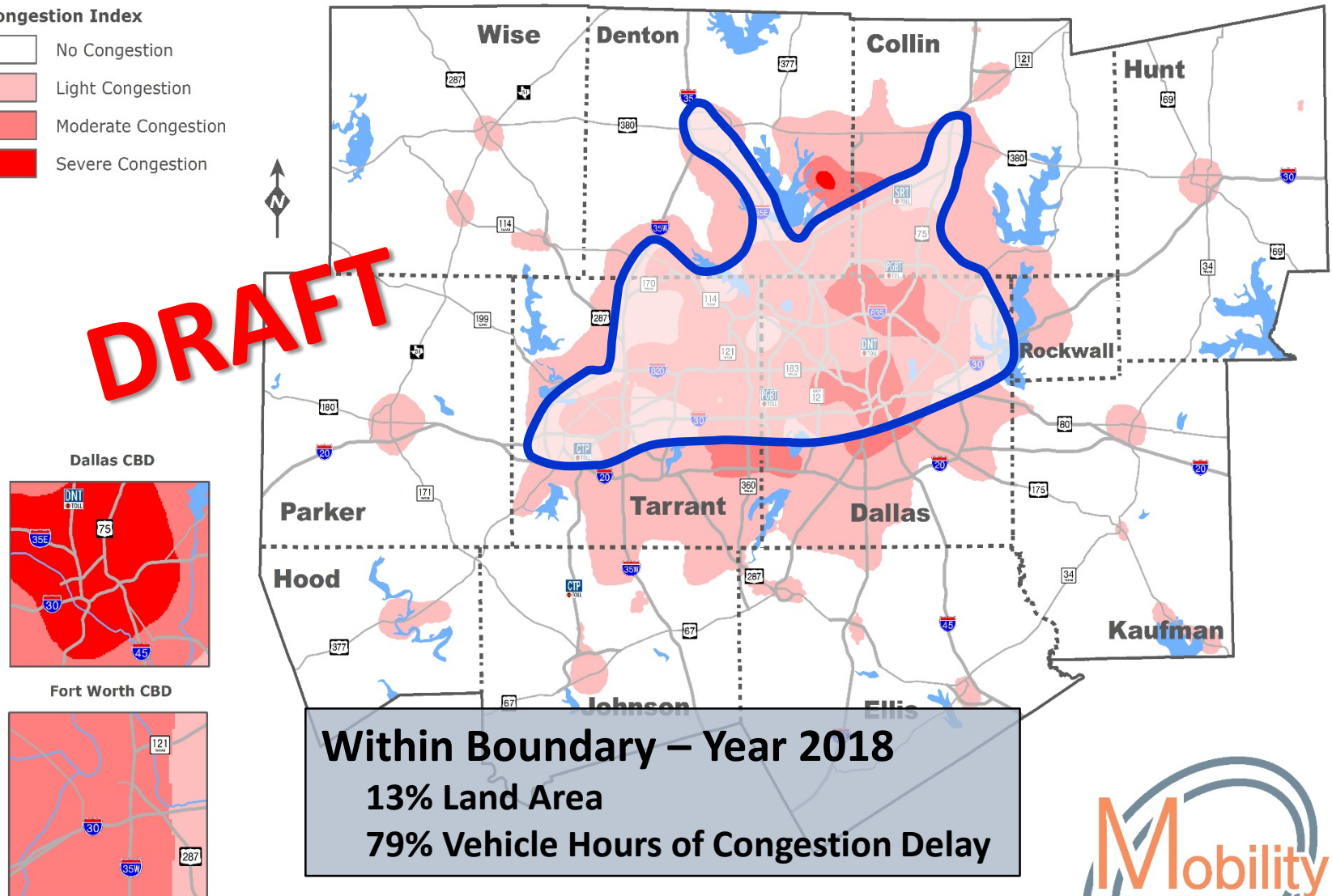


Toll Managed Lane System Policy Boundary

Congestion Index



DRAFT



Public Comment Topics

October 2017

Eminent Domain

Lake Corridor Project in Collin County

January 2018

Funding

Hyperloop and Bullet Train

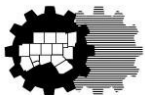
Backup Plan for Toll Road Funding

Arterial Needs Assessment

Draft Plan Available When?

Use Union Pacific Railroad (UPRR) from Fort Worth to Dallas for Commuter Rail

Alternate Roads, Do Not Expand Other Modes



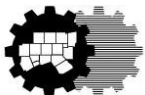
Public Comment Topics

February 2018

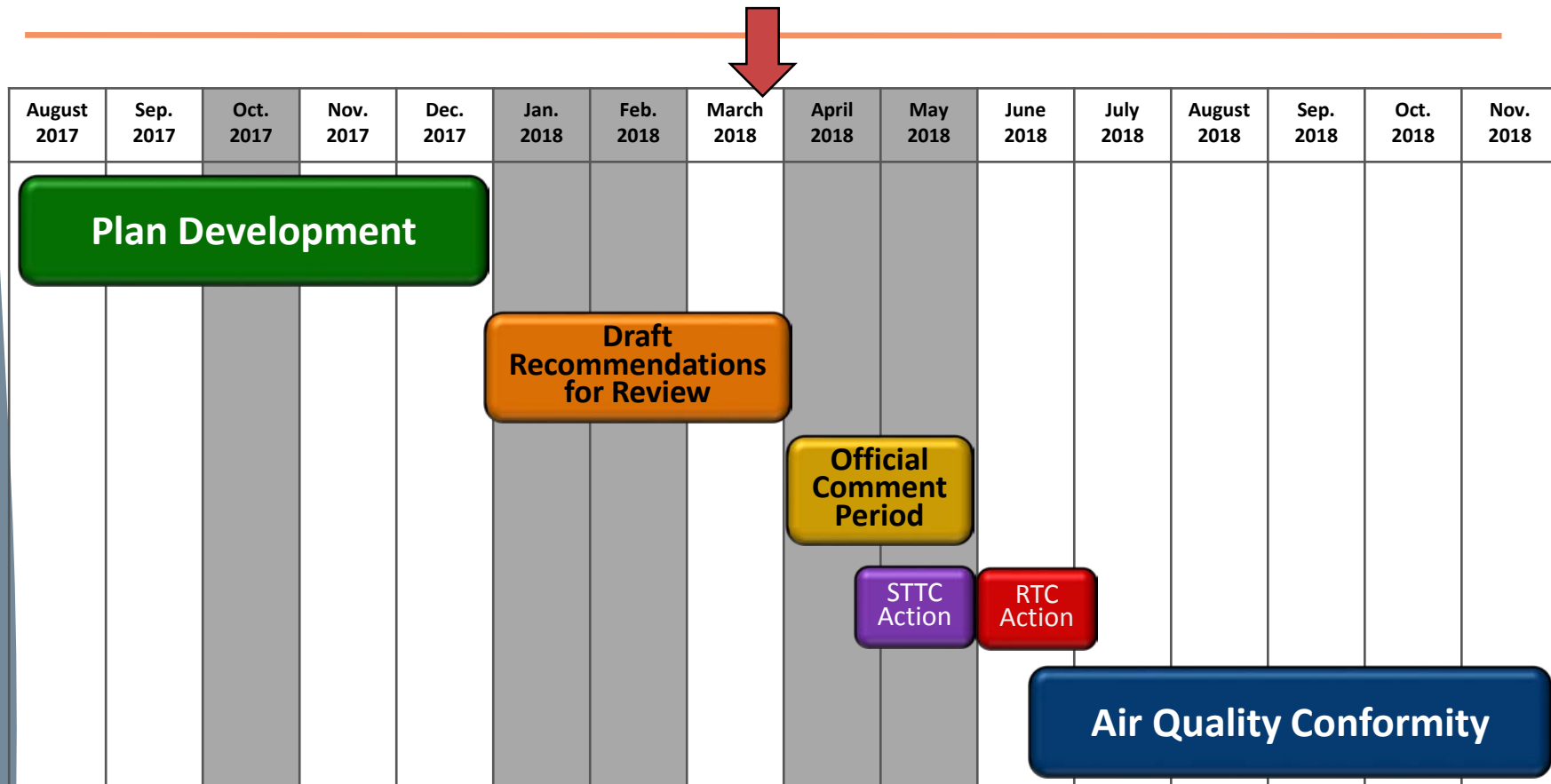
Policy Foundation for Mobility 2045

Transportation Assistance for South Dallas County

Transit Funding

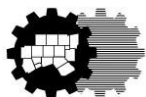


Mobility 2045 Schedule



Notes:

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



Next Steps

Official Public Comment Period

April through May

Revise Recommendations

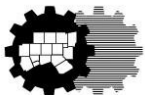
Draft Final Document – April 9

STTC Updates in April

Review and Action

STTC – May 25

RTC – June 14



Tentative Public Meeting Schedule

April 9 – Garland, 6:00 pm

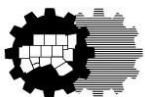
April 10 – North Richland Hills, 6:00 pm

April 11 – NCTCOG, 2:30 pm

May 15 – NCTCOG

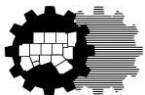
May 17 – TBD

May 22 – TBD



Requested Action

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



Questions?

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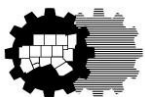
Sarah Chadderdon

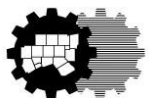
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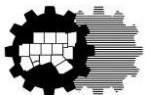
www.nctcog.org/mobility2045





Mobility 2040 vs Mobility 2045

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



Financial Assumptions

Traditional Funds are Insufficient

Multiple Scenarios and Options to Generate Additional Funds

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

Not Approving a Specific Scenario

Future Available Funding Sources Unknown

New Federal Infrastructure Initiative

Approving Equivalent Magnitude Funding Amount



Financial Assumptions

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

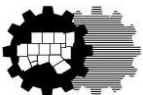
Selected Proposed Policy Additions

Freight

Encourage Regional Railroads to Participate in Regional Planning

Active Transportation Mode Share

Support Active Transportation Measurable Share of all Transportation Modes



Selected Proposed Policy Additions

Technology

Encourage Data Sharing

Encourage Automated Vehicles

Support Infrastructure Maintenance

Encourage Ridesharing

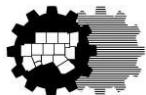
Asset Optimization

Resiliency

Develop Strategies to Address Vulnerabilities

Roadway Maintenance

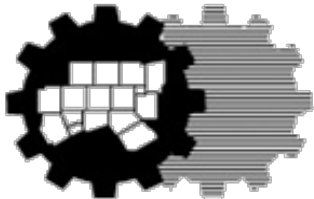
Support Asset Management Policies



Legislative Update

Surface Transportation Technical Committee

March 23, 2018



Rebekah Hernandez

North Central Texas Council of Governments

Federal Update

Appropriations

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

Congress currently finalizing FY18 bill

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

Federal Update

FY18 Appropriations - Transportation

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

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

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

Federal Update

FY18 Appropriations - TIGER

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

Federal Update

Proposed White House Infrastructure Plan

I. Funding Programs

Proposed \$200B total and leveraged to \$1.5 trillion

Focuses on public-private partnerships and funding from state and local governments

II. Principles for Infrastructure Improvements

III. Environmental Review/Permitting Process

More decision making power to states, pilot programs for innovative review processes

IV. Workforce Development Programs

Texas Legislature

Interim Committees Continue to Meet

Senate Finance

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

House Transportation

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

Upcoming RTC Legislative Workshop in May

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Grant Opportunity Announcement Round 2:

Traffic Signal Data Sharing

511 DFW/Waze Data Sharing

Surface Transportation Technical Committee
March 23, 2018

Clint Hail, Transportation Planner



Round 1: Thank you...

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

Arlington

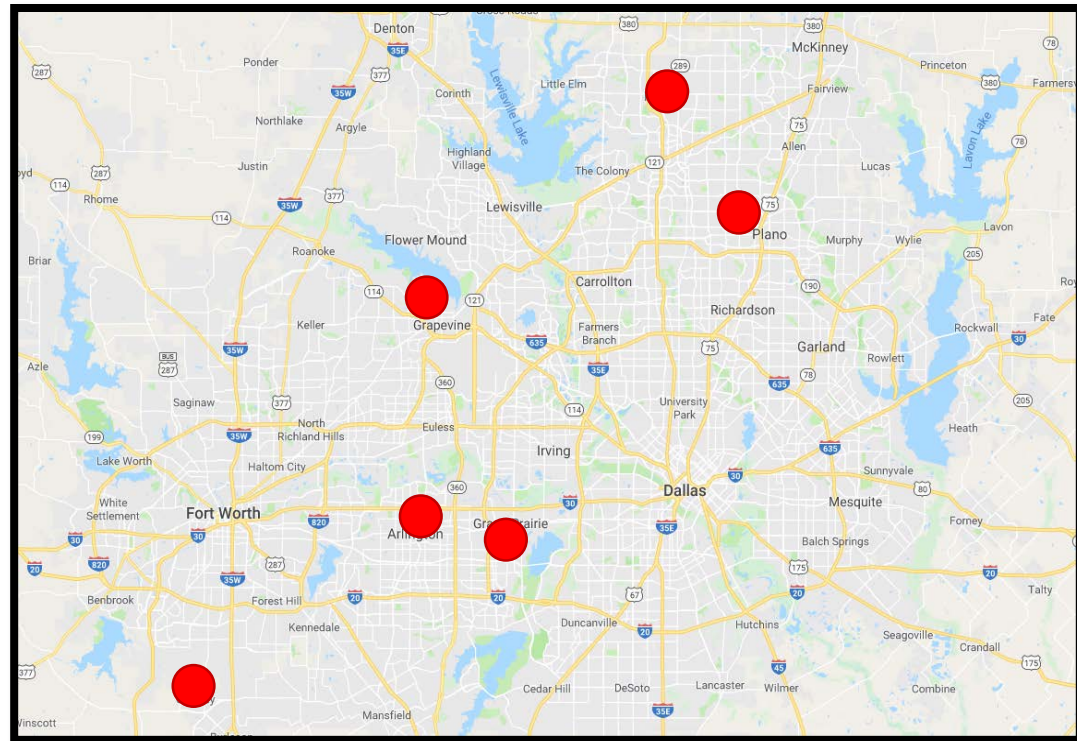
Crowley (Waze)

Frisco

Grand Prairie

Grapevine (Traffic Signal)

Plano



Serve North Central Texas...

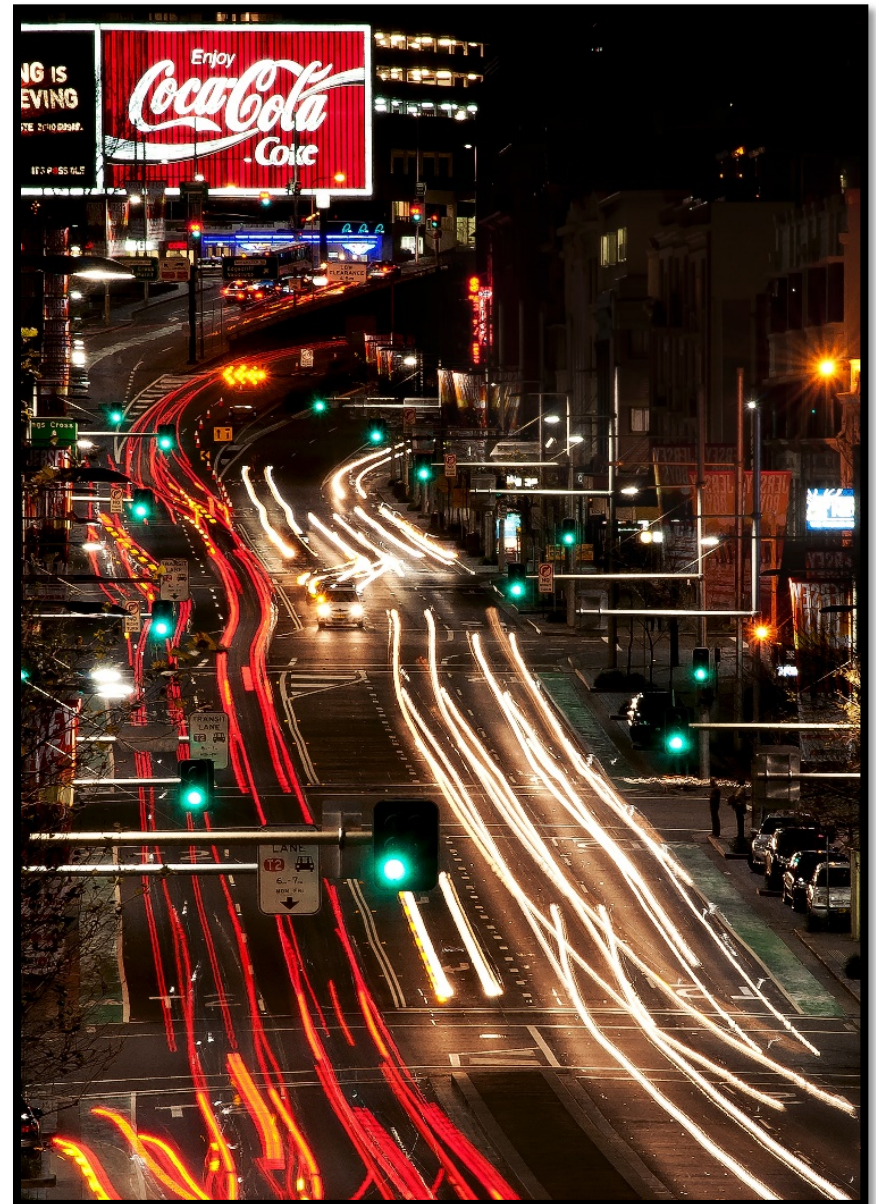
by providing developer friendly data resources

through interlocal cooperation and data sharing

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



Traffic Signal Data Sharing



Traffic Signal Data Sharing...

Eligibility Requirements

Public entity with jurisdiction over traffic signals

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

Traffic Signal Data Sharing...

Evaluation Criteria

Amount requested [10%]

Quality of proposed technical solution [60%]

- Number of traffic signals made accessible
- Number on Routes of Significance
- Traffic volumes served by traffic signals
- Connectivity w/other data-sharing jurisdictions
- Ability to share data w/multiple parties

Can implement solution in timely fashion [30%]

511 DFW /Waze Data Sharing



Schedule

Grant Opportunity

Announcement

3/23/18

Application deadline

5/4/18

STTC Approval—Grants

5/25/18

RTC Approval—Grants

6/14/18

Executive Board Approval—Grants

6/28/18

Execute Agreements

July 2018

Project Implementation

August 1 – Oct 31, 2018

Contact Information

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Transportation Planner

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511 DFW/Waze Data Sharing

Eligibility Requirements

Public entity with jurisdiction over highways/streets or transit system

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

511 DFW/Waze Data Sharing

Evaluation Criteria

Amount requested [10%]

Quality of proposed technical solution [60%]

Routes of Significance in community

- Traffic volumes
- Population
- Connectivity
- Ability to share data with multiple parties

Ability to implement proposed solution in a timely fashion [30%]

START OF OZONE SEASON

Surface Transportation Technical Committee

March 23, 2018

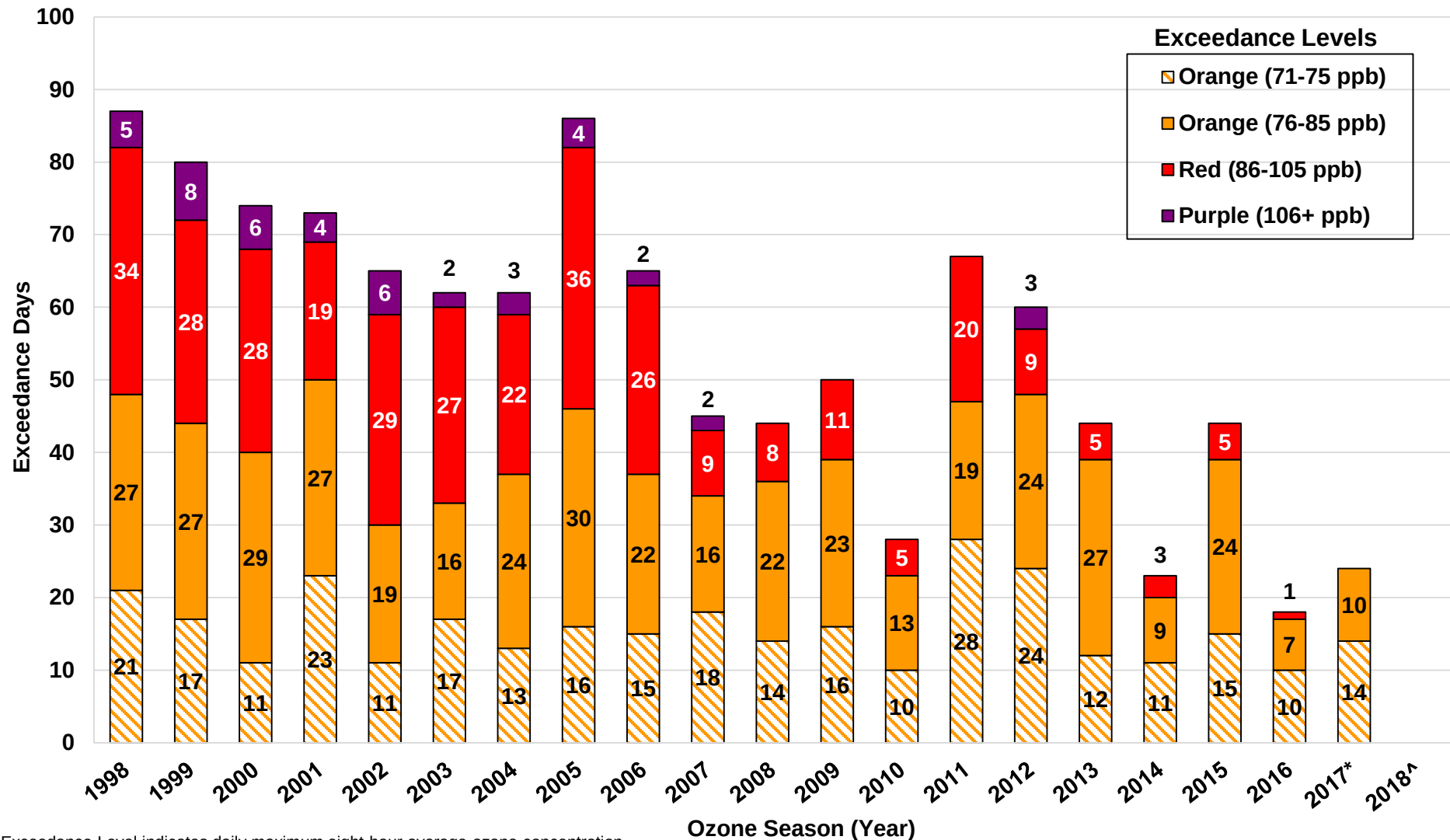
Jody Loza
Senior Transportation Planner



North Central Texas
Council of Governments

8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤ 70 ppb (As of March 22, 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 revised ozone standard of 70 ppb.

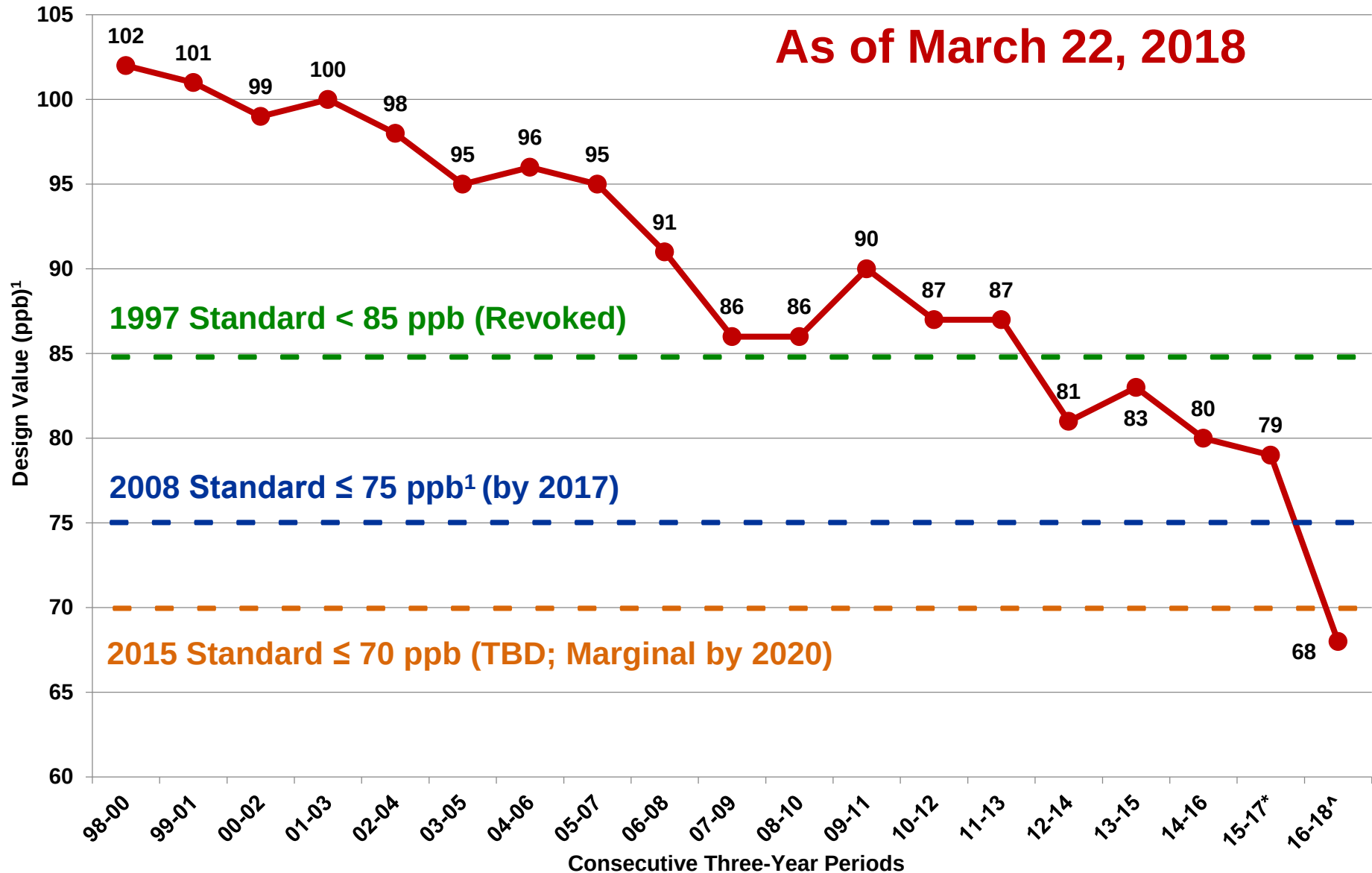
 = Additional level orange exceedance days under the revised standard that were not exceedances under the previous 75 ppb standard. (AQI level orange = 71-75 ppb)

*Data not certified by the TCEQ

^Not a full year of data, current as of 3/22/2018

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

8-HOUR OZONE NAAQS HISTORICAL TRENDS



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).

*2017 data not certified by the Texas Commission on Environmental Quality

^Not a full year of data, current as of 3/22/2018

GETTING INVOLVED

Clean Fleets North Texas

2018 Call for Projects - Vehicles and Equipment

\$1.5 million available locally

<http://www.nctcog.org/aqfunding>

Volkswagen Settlement

Summer 2018 – Mitigation Plan

\$209 million statewide to replace or repower old diesel

<http://www.nctcog.org/trans/air/VWsettlement>

Metropolitan Transportation Plan Policy Bundle

- Clean Fleet
- Clean Construction
- Idling Restrictions
- Recycle Tires (future)

Opportunity to inventory for future funding consideration

<http://www.nctcog.org/policybundle>

Texas Emissions Reduction Plan – Summer 2018

Texas Clean Fleet Program (Alternative Fuel Vehicles)

Emissions Reductions Incentive Grant Program (Clean Diesel Vehicle & Equipment)

<http://www.terpgrants.org>

AIR NORTH TEXAS 2018 PLANS

**Campus Clean Air Action Days to take place at participating universities
March – April 2018**

**Staff presence at regional outreach events
Spring 2018**

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

Clean Air Action Day June 22, 2018

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

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



*** Let us know of any other opportunities.**

2015 8-HOUR OZONE NAAQS UPDATES

November 16, 2017:	EPA designated 2,646 counties as Attainment/Unclassifiable and 3 counties as Unclassifiable
January 16, 2018:	Final Rule Effective Date
April 2018:	Final Rule Classifying Nonattainment Counties (Marginal classification anticipated for DFW 10-county nonattainment region)
On-going:	Monitor the United States Court of Appeals for the District of Columbia Circuit case No. 15-1115 <i>South Coast Air Quality Management District v. EPA, et al., vacating portions of the 2008 Ozone Implementation Rule</i> ²

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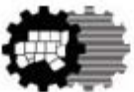
BIKE SHARE UPDATE

Surface Transportation Technical Committee

March 23, 2018



Kevin Kokes, Principal Transportation Planner
Sustainable Development Program



Stationless (Dockless) Bike Share

Source: LimeBike

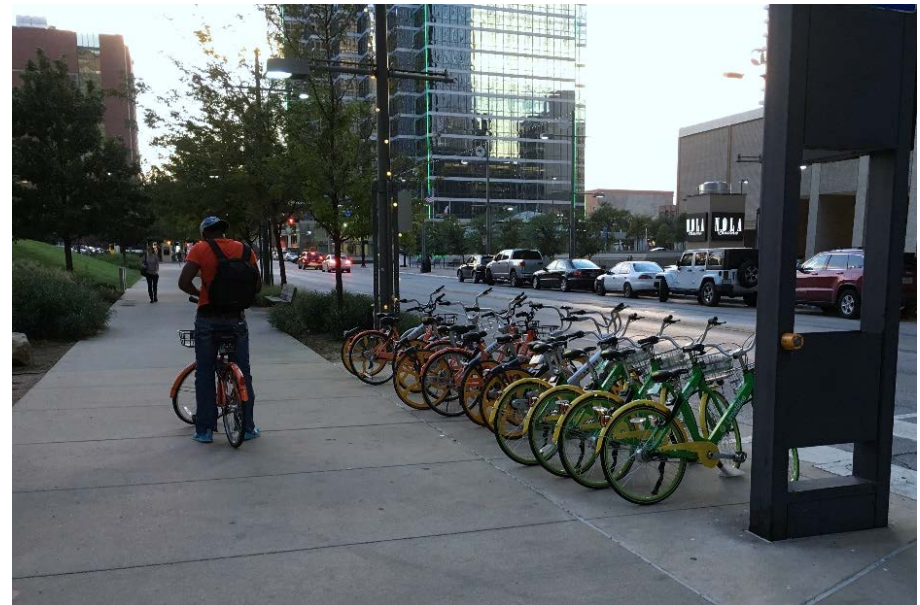
New Generation of
Bike Share

Private Companies
Provide Bikes for Public Use

No Docking Station
or Fixed Bike Rack

GPS-Based – Mobile App
Identifies Bike Locations

Pay-as-you-go Rides
Via Mobile App



Bike Share Advantages

Easily Accessible “As Needed”

Affordable

First / Last Mile

Connections to Transit

Opportunities to

Reduce Short Car Trips

Public Health Benefits

Data – Improved Planning for Infrastructure



Stationless (Dockless) Bike Share Concerns

Parked Bicycles Left in Public Right-of-Way

- ADA Compliance
- Safety

Aesthetics – Lack of Order

Rebalancing of Fleet
(unutilized bikes)



Source: City of Denton

Local Policy Options

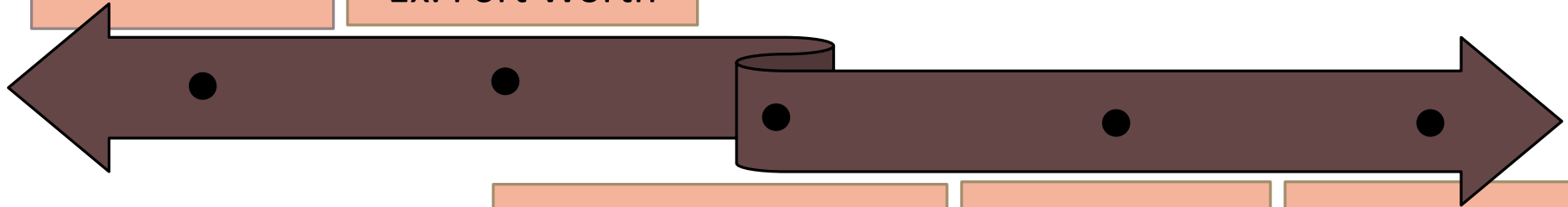


Banned by Ordinance

Ex. Highland Park

Not Currently Permitted in Public ROW

Ex. Fort Worth



License Agreements or Permit Process in Public ROW

Ex. DART, Denton, Plano

No Restrictions

Ex. Dallas (current trial period)

No Restrictions

Various Cities (monitoring)

Option: Introduce as Pilot Program

Local Ordinances / Permits



Permit Fee (Denton: \$50-\$750)

- Fines and/or Loss of Permit if Customer Service Metrics Are Not Met

Rebalancing Plan and Regulated Parking Locations

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

Cap on the Number of Bikes Deployed (per company)

- (Denton may reassess the maximum based on demonstrated rider demand.)

Plan for Educating Users on Proper Bicycle Parking

Data Sharing

Data Collection

Transportation Planning



Trip Duration

Trip Distance

Start Date, Time, and Location

End Date, Time, and Location

Enforcement



GPS Coordinate

Availability Duration

Availability Start Date

Availability Start Time



Heat Map of Trip Origination



Next Steps

Monitor

Share Model
Ordinances

Coordinate
Data Sharing
and Analysis

Transportation
Planning



NCTCOG Contacts

Sustainable Development Program

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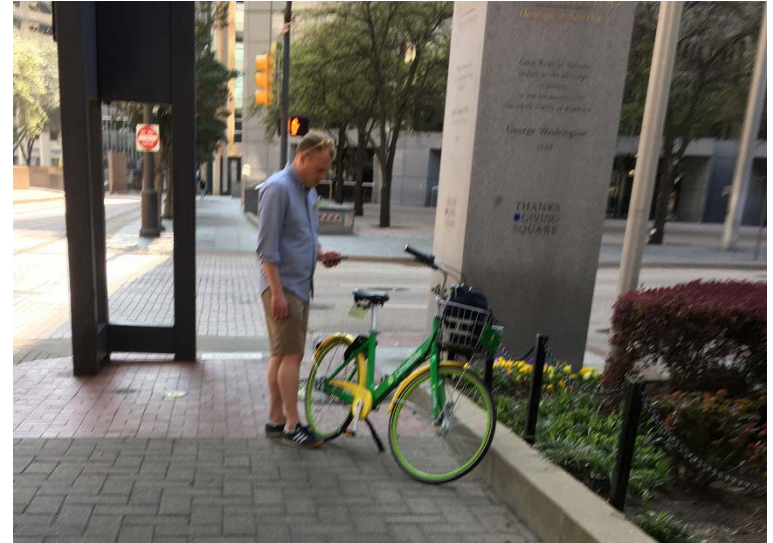
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