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June 25, 2021

Surface Transportation Technical Committee (STTC) – Action Item
FY 2021 RAISE Discretionary Grant Program – Overview & Proposed Candidate Projects

RAISE Discretionary Grant Program

FY 2021 Program Overview

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Funding Availability

\$1 Billion

– Capital Projects (Nation)

\$30 Million

– Planning Grants (Nation)

50% / 50%

– Urban / Rural Areas

Federal Cost Share / Match

Up to 80%

– Urban Areas

Up to 100%

- a. Rural Areas
- b. Planning Grants in “Areas of Persistent Poverty”

Maximum Award

\$25 Million

– per Project

\$100 Million

– per State

Minimum Award

\$5 Million

– Urban Areas

\$1 Million

– Rural Areas

No Minimum

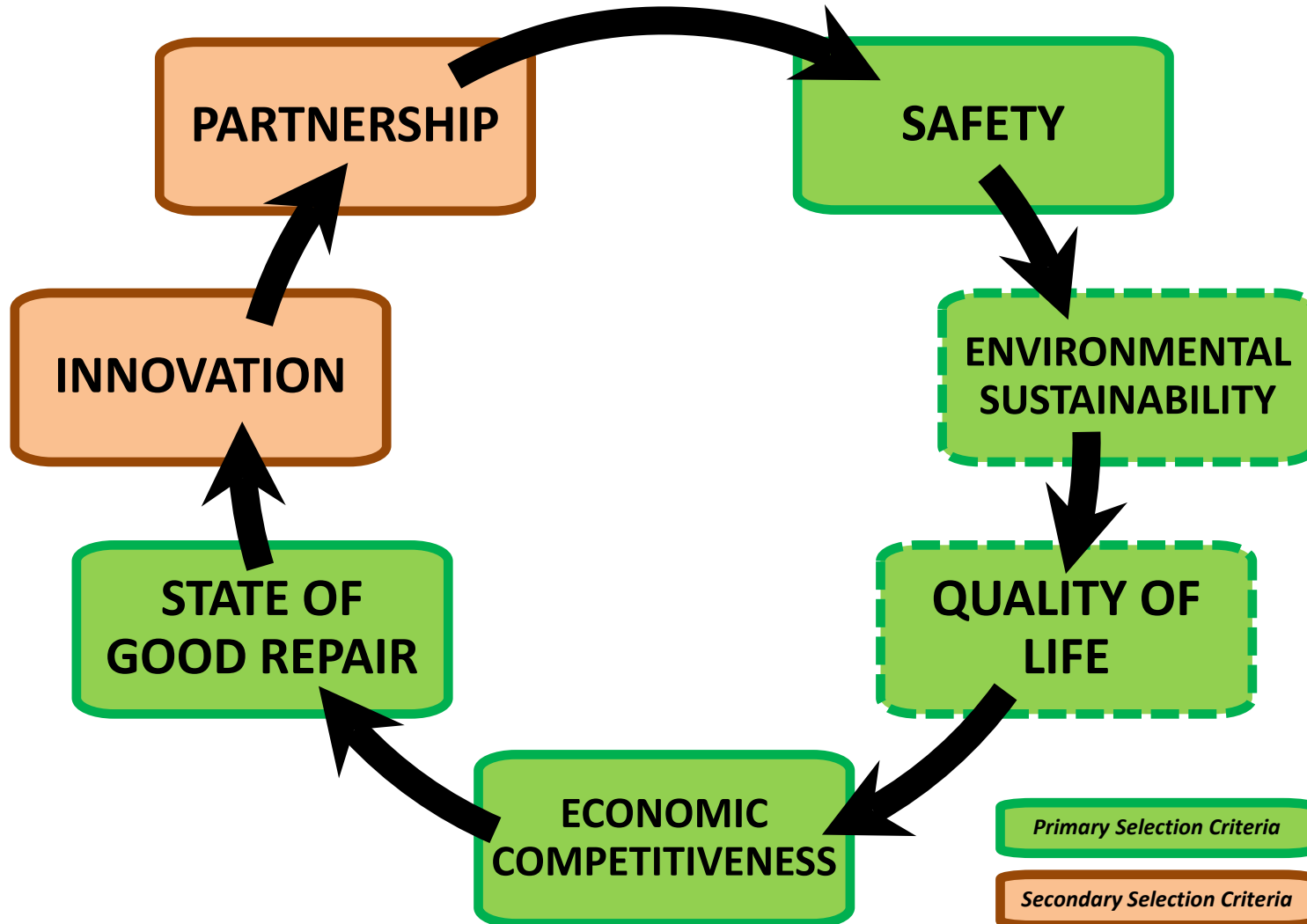
– Planning Grants

- Project awards to be announced by November 22, 2021
- Obligation Deadline: September 30, 2024
- Expenditure Deadline: September 30, 2029

RAISE Discretionary Grant Program

Merit Criteria – Additional Considerations

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- Explicitly considers climate change and environmental justice in the planning and design stage, particularly in communities that may disproportionately experience climate change consequences
- Incorporates infrastructure and/or results in a modal shift that reduces emissions and can support a renewable energy supply chain
- Increases resiliency and disaster preparedness
- Increases transportation choices and equity for all individuals
- Expands access and connectivity to essential services, particularly for underserved or disadvantaged communities
- Proactively addresses racial equity and barriers to opportunity through the planning process or design elements

RAISE Discretionary Grant Program

Possible Opportunity to Advance North Tarrant Express (NTE) / SH 183

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- Per prior RTC direction, staff continues to work with TxDOT and private sector partners to complete additional NTE phases and other public/private partnership (PPP) projects.
- Recent projections indicate general purpose and TEXpress capacity improvements are anticipated to be triggered in mid-2022, with an open-to-traffic date of June 2024.
- The private sector partner is currently coordinating with TxDOT to advance the first item.
- The private sector partner will be paying for these improvements in these amounts:

Capacity Improvements	\$ in Millions	Notes
SH 183/NTE Segment 1 (IH 35W/IH 820 interchange to west of IH 820/SH 121 interchange) & 2W Widening (east of Bedford/Eules Road to east of Westpark Way)	\$162	<i>Add 1 general purpose lane in NTE Segment 1 Add 1 TEXpress lane in NTE Segment 2W</i>
Reliance Parkway to SH 161 (former Segment 2E): Build 2+2 TEXpress lanes	\$860 \$1,000	<i>Segment (5.3 miles) would be built and operated by private sector as an extension of the current facility</i>
SH 161 to Story Road: Build 2+2 TEXpress lanes	\$270 \$360	<i>Segment (2 miles) where Cintra funds would be paid to TxDOT for lane balancing east of SH 161</i>
	\$1,292 \$1,522	

RAISE Discretionary Grant Program

Proposed Candidate Projects (DRAFT)

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EAST/ WEST	AGENCY	PREVIOUS SUBMITTAL	PROJECT		TOTAL COST	GRANT FUNDS	UPDATED STATUS		
			TITLE	DESCRIPTION/LIMITS			NEPA	FUNDING	DELIVERY (Other Means)
EAST	TxDOT (Dallas)	N/A	Dallas “Loop” – Trinity Forest Spine Trail (Phase 3)	Construct Trinity Forest Spine Trail segment from Bruton Avenue to reconstructed US 175/Lake June Road interchange (w/ trail branch to Pemberton Hill Road)	\$34.0M	\$13.0M	PENDING	YES (partial)	NCTCOG/ City of Dallas
BOTH	NCTCOG	N/A	Transform North Tarrant Express (NTE) – IH 820/ SH 183 “NexTE” Phase	Addition of general purpose/TEXpress lane capacity west of SH 161 360 (to IH 35W), along with extra lane balancing, ramp, and frontage road improvements east of SH 161 360 (to Story Road), to address critical corridor bottlenecks	\$1.317B \$1.547B	\$25.0M	PENDING	YES (partial)	TxDOT/Cintra
WEST	NCTCOG	N/A	TEXRail Fort Worth Near Southside/Medical District Extension	Extend TEXRail from Fort Worth T&P Station to Near Southside/Medical District	\$127.5M	\$25.0M	PENDING	YES (partial)	FTA/NCTCOG/City of Fort Worth
EAST	NCTCOG	INFRA (2021) BUILD (2020)	Enhancing Mobility Within the Southern Dallas Inland Port	Electric bus transit, sidewalk, and traffic signal intersection improvements for enhanced employment, education, and healthcare accessibility in southern Dallas/Dallas County	\$12.8M	\$7.7M \$10.2M	NO	YES (partial)	COVID-19 #00X Round 3 (partial)

Selected by TxDOT (Dallas) w/ NCTCOG providing benefit-cost analysis (BCA) technical assistance; does not count against NCTCOG’s three submittal choices

Proposed NCTCOG candidate projects

RAISE Discretionary Grant Program

Proposed Submittal Timeline

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April 13, 2021	RAISE Grant FY 2021 NOFO Announced
May 28, 2021	STTC Information <i>(NCTCOG Projects – Candidates Identified)</i>
June 10, 2021	RTC Information
June 18, 2021	STTC Agenda “Mail-Out” <i>(NCTCOG Projects – Scope, Cost, & Funding Sources/Shares Finalized)</i>
June 21, 2021	RTC Letter of Support Deadline <i>(for projects submitted by partnering agencies, submit to Kyle Roy – kroy@nctcog.org)</i>
June 25, 2021	STTC Action
July 8, 2021	RTC Action
July 12, 2021	RAISE Grant Application Submittal Deadline – www.grants.gov
July 22, 2021	Executive Board Endorsement

RAISE Discretionary Grant Program

Requested STTC Action

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- **Recommend Regional Transportation Council (RTC) approval of:**
 - **Proposed projects to submit for funding consideration through the FY 2021 RAISE Discretionary Grant Program**
 - **Administratively amending the TIP, STIP, and other planning/administrative documents to include proposed projects, if selected for an FY 2021 RAISE Grant award**

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June 25, 2021

Surface Transportation Technical Committee (STTC) – Action Item
FY 2021 RAISE Discretionary Grant Program – Overview & Proposed Candidate Projects

CONGESTION MANAGEMENT PROCESS UPDATE

Surface Transportation
Technical Committee

June 25, 2021

Michael Bils



North Central Texas
Council of Governments

CMP Overview

One of five federally-mandated planning documents (MTP, TIP, UPWP, Public Participation Plan, CMP)

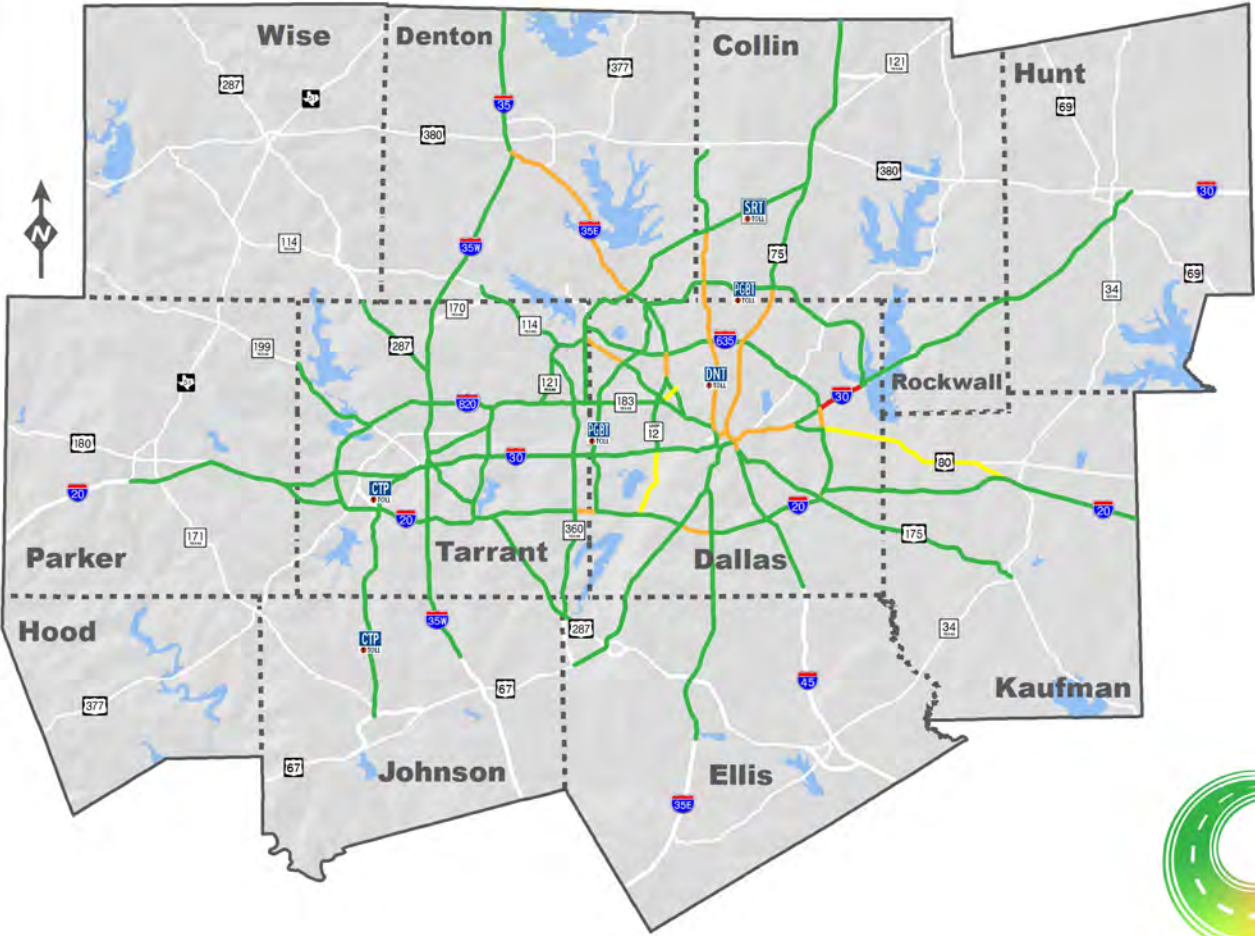
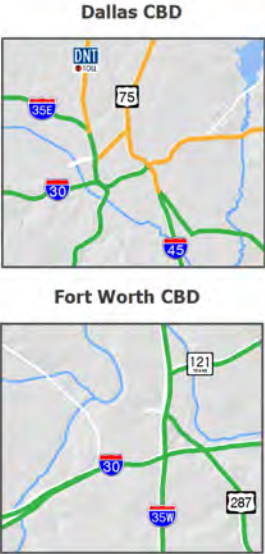
- Used to:
 - Manage Travel Demands
 - Reduce Single Occupancy Vehicle Travel
 - Improve Efficiency of Transportation System
 - Improve Safety for all System Users
 - Maximize Transportation Funds
 - Justify Additional Capacity is Needed
 - Coordinate with Regional Partners

Congestion Management Process Flow



Process Outputs

- Construction (Recent or Planned) (61)
- Continue to Monitor (45)
- CMP Strategy (16)
- Rehab (3)
- Corridor Study (1)



CMP Strategy Corridors

Facility	From	To
DNT (3 segments)	SRT	IH 35E
US 75 (2 segments)	SS 366	PGBT
IH 20	SH 360	PGBT
IH 20	US 67	IH 35E
IH 20	US 175	IH 635 (East)
IH 30	IH 45	US 80
IH 345	SS 366	IH 30
IH 35E	IH 35W	SRT
IH 35E	IH 635 (North)	SL 12
IH 45	IH 30	US 175
IH 635 (East)	IH 30	US 80
SH 114	International Parkway	PGBT (West)
SS 366	IH 35E	US 75

CMP Strategy Selection

Expert Review Process

Review
Possible
Strategies

Evaluate
Smaller
Segments

Select
Strategies

Add to TIP

CMP Strategy Review

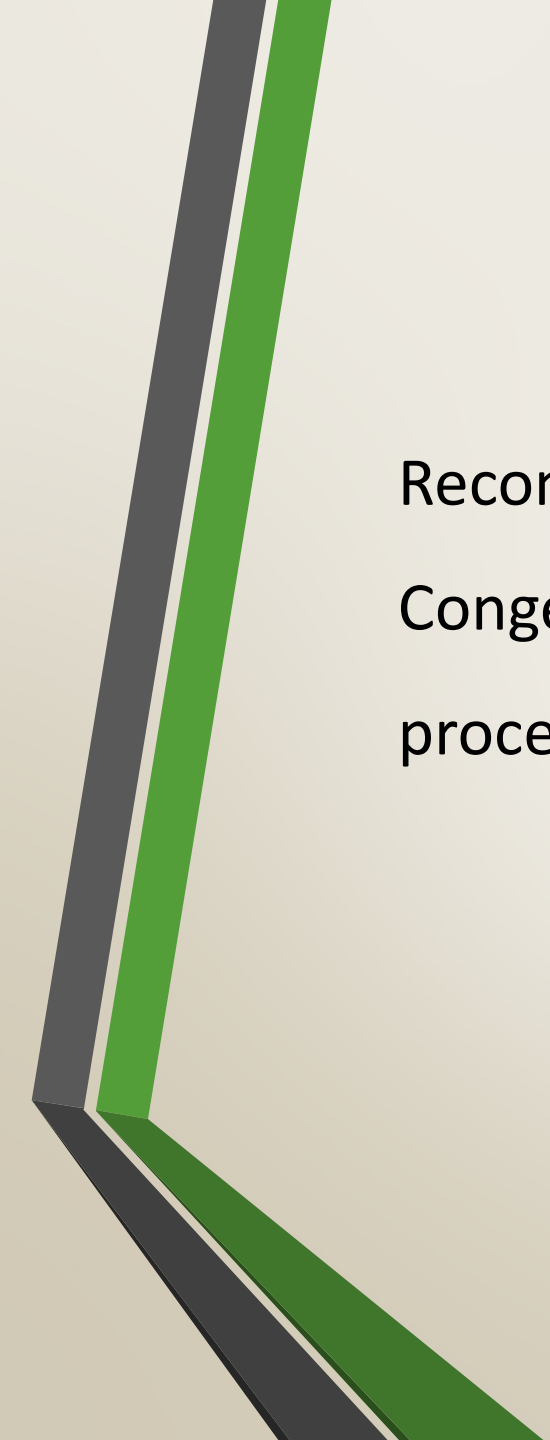
- Organize Review Group
 - Cities, TxDOT/NTTA, Transit Agencies, Counties
 - NCTCOG Staff in Associated Program Areas
- Review Existing TIP Projects on Corridor
- Group Selects Strategies
- Establish CMP Program of Projects
 - Request STTC and RTC Approval
 - Program into TIP

Project Performance Evaluation

- Develop a Set of Baseline Performance Measures to Evaluate Strategies for Effectiveness
- Look to Existing Before/After Studies for Relevant Measures
 - Before/After Speeds
 - Before/After Volumes
 - Before/After Crash Rate
 - Transit Ridership/Mode Split
 - Changes in Asset Condition
 - Changes in Criteria Performance Measures, Peak Hour LOS, Crash Rate, Travel Time Reliability
- Focus on “Initial Criteria” Performance Measures (Crash Rate, Reliability, etc.)
- Use Process to Track Federal Performance Measures as Necessary

CMP Schedule

Committee	Dates
STTC Workshop and STTC Information	May 28, 2021
Public Online Input Opportunity	June 7, 2021-July 6, 2021
RTC Information	June 10, 2021
STTC Action	June 25, 2021
RTC Action	July 8, 2021



2021 CMP Requested Action

Recommend the Regional Transportation Council approval of the 2021 Congestion Management Process, corridor evaluation process, and process to develop CMP program of projects.



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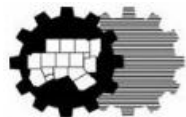
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2022 UNIFIED TRANSPORTATION PROGRAM (UTP) AND REGIONAL 10-YEAR PLAN UPDATE

**Surface Transportation Technical Committee
June 25, 2021**



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPO) develop 10-Year Plans using performance-based planning and project selection methods.
- The plan includes projects funded with Category 2 (MPO selected), Category 4 (TxDOT District selected), and Category 12 (Texas Transportation Commission (TTC) selected)
- The Regional 10-Year Plan was originally approved by the Regional Transportation Council (RTC) in December 2016.
- This plan is updated annually in conjunction with the development of Texas Department of Transportation's (TxDOT) UTP.

ACTIVITIES UNDERTAKEN SINCE LAST UPDATE

- TxDOT began developing the 2022 UTP.
- NCTCOG staff has coordinated with the TxDOT Districts regarding project updates (e.g., costs/funding, environmental clearance and let dates), and potential new projects.
- Proposed new projects were scored using the same process used in previous years.
- A draft project listing was developed that included project scores, project revisions, and potential new projects.

PRINCIPLES FOR THE DEVELOPMENT OF THE REGIONAL 10-YEAR PLAN

- Project should be included in Mobility 2045
- Focus on system versus new, stand-alone projects
- Fully fund existing projects before funding new projects
- Ensure equity of county allocations
- Maintain toll lanes/toll managed lanes on selected corridors
- Re-fund previously unfunded projects, when possible
- Ensure all RTC projects are approved in 2022 UTP (including “placeholders”)
- Projects must be scored and should have a score sufficient to qualify for funding

REGIONAL FUNDING ALLOCATIONS FOR 2017-2022 UTPs

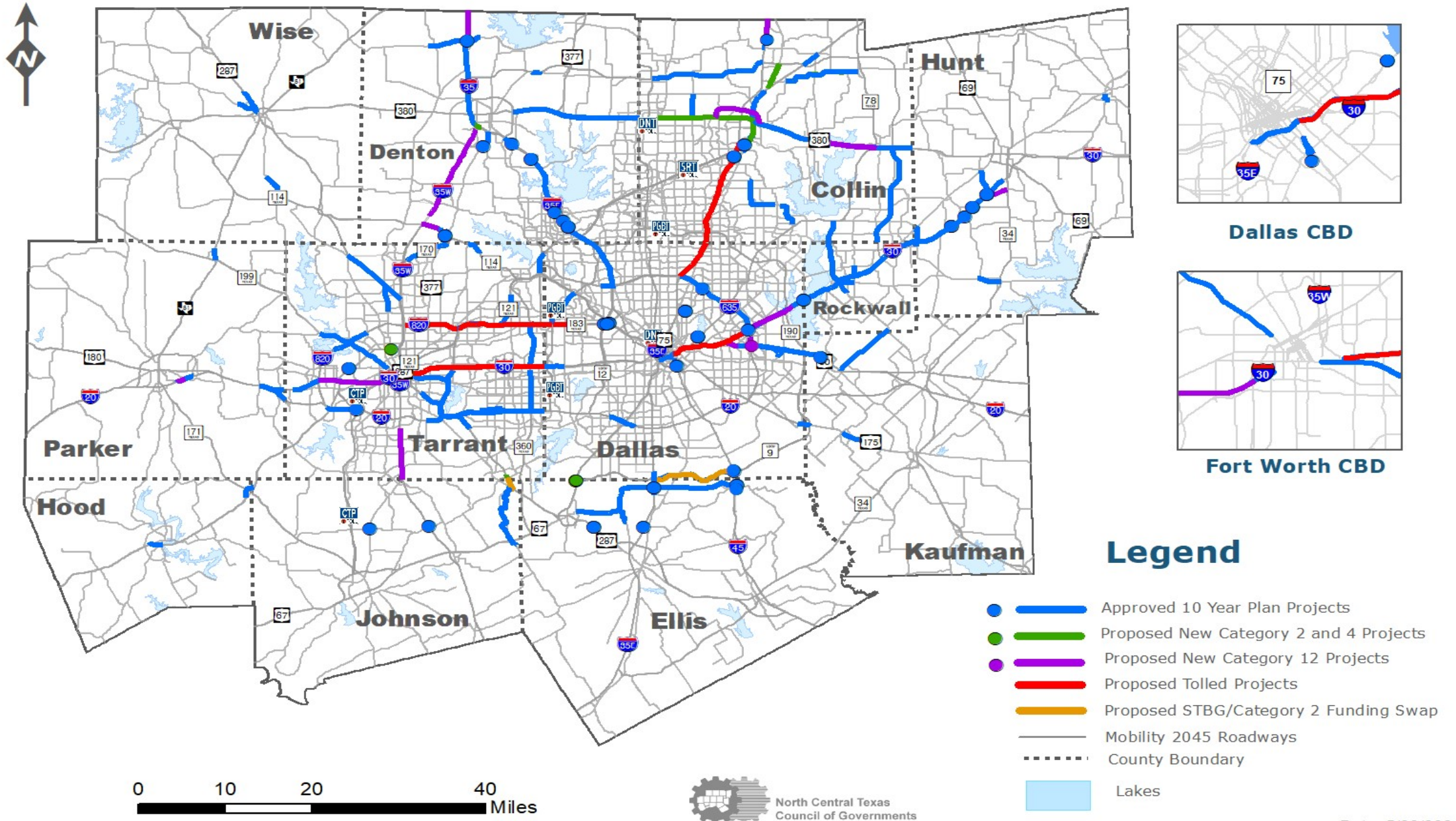
Funding Category	2017 Allocation	2018 Allocation	2019 Allocation	2020 Allocation	2021 Allocation	2022 Proposed Allocation
Category 2	\$3.784B	\$3.607B	\$3.832B	\$3.516B	\$2.913B	\$2.931B
Category 4	\$830M	\$1.553B	\$1.637B	\$1.537B	\$1.340B	\$1.348B
Category 12	\$812M	\$2.130B	\$1.395B	\$3.041B	\$3.089B	TBD
Total Allocation	\$5.426B	\$7.290B	\$6.864B	\$8.094B	\$7.342B	\$4.279B

PROPOSED STBG/CATEGORY 2 FUNDING EXCHANGE

- Given that Surface Transportation Block Grant (STBG) funds are not being obligated as quickly as needed, a STBG/Category 2 funding exchange is being proposed.
- Two projects were identified for this proposal: US 287 in Johnson and Tarrant Counties and State Loop 9 in Dallas and Ellis Counties
- The US 287 projects have ~\$34M of Category 2 funding, which will be exchanged with ~\$34M of STBG funds
- The State Loop 9 projects have ~\$107M of Category 2 funding, which will be exchanged with ~\$107M of STBG funds
- Both projects were selected because they can be let in Fiscal Year (FY) 2021, which will allow the region to quickly reduce the carryover balance of STBG funds.
- A proposal will be brought back with specific projects on which to program the freed-up Category 2 funds.

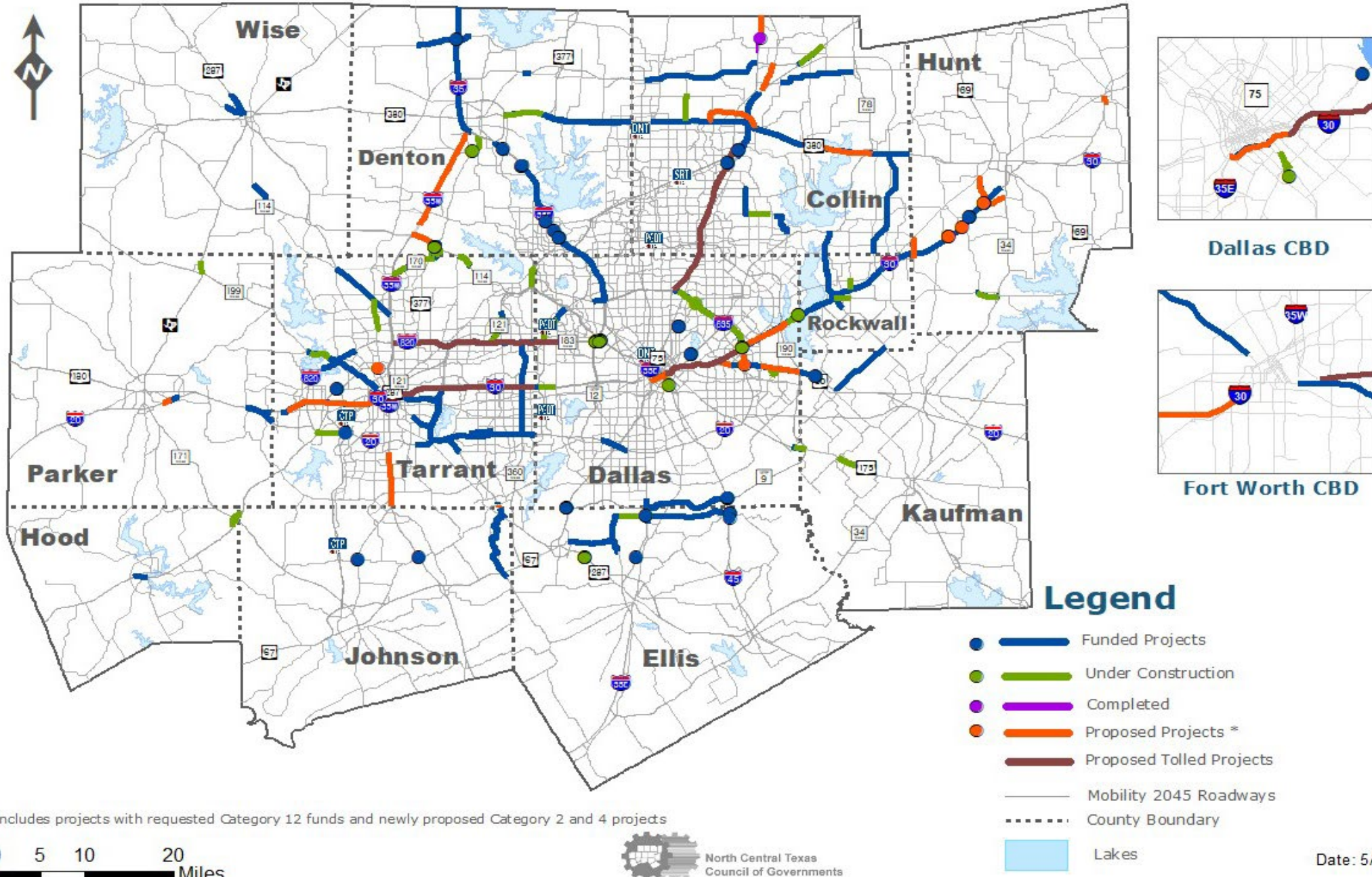
Dallas-Fort Worth Regional 10 Year Plan Projects

FY 2017 - FY 2031



Dallas-Fort Worth Regional 10 Year Plan Project Status

FY 2017 - FY 2031



* Includes projects with requested Category 12 funds and newly proposed Category 2 and 4 projects

TIMELINE

MEETING/TASK	DATE
Funding Targets Received	February 2021
Initial draft list due to TxDOT	March 12, 2021
STTC Information	May 28, 2021
RTC Information	June 10, 2021
NCTCOG Public Involvement	June 2021
STTC Action	June 25, 2021
RTC Action	July 8, 2021
TxDOT Public Meetings for 2022 UTP	June/July 2021
Anticipated TTC Approval of 2022 UTP	August 2021

NEXT STEPS

- Await decisions by the TTC on Category 12 funding
- Bring back any project changes to the Surface Transportation Technical Committee (STTC) and RTC once the TTC weighs in and approves the UTP

REQUESTED ACTION

- Recommend RTC approval of:
 - The 2021 Regional 10-Year Plan project listing
 - The proposed Category 2/STBG funding exchanges
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and amending other planning/administrative documents to incorporate these changes.

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HIGH-SPEED TRANSPORTATION



Dallas-Fort Worth

06-25-2021 Surface Transportation Technical Committee

Brendon Wheeler, P.E. - NCTCOG

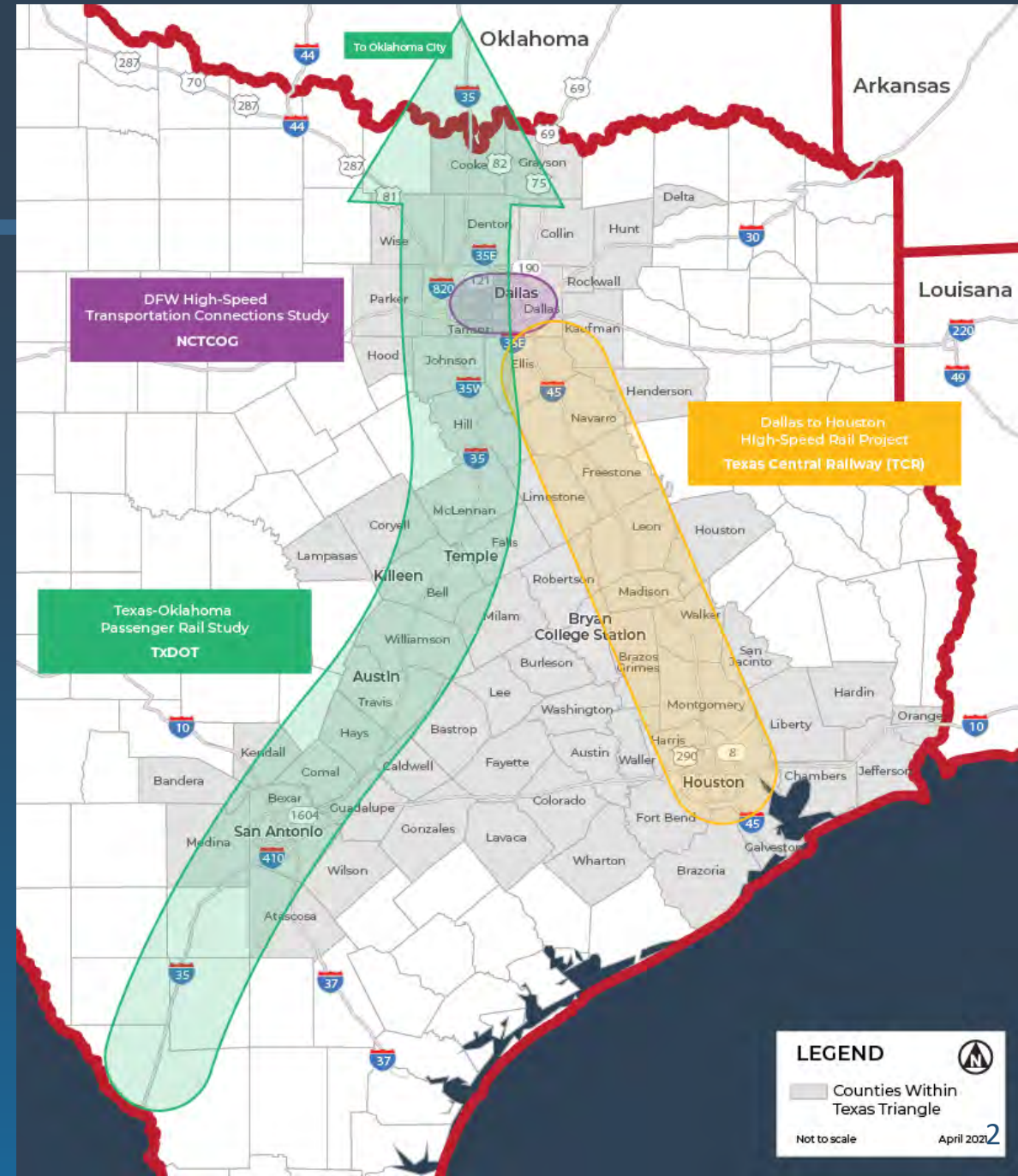


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Evaluate high-speed transportation alternatives (both alignments and technology) to:

- Connect Dallas-Fort Worth to other proposed high-performance passenger systems in the state
- Enhance and connect the Dallas-Fort Worth regional transportation system

Obtain federal environmental approval of the viable alternative





DFW Leads the Way

National leader in technology advancement

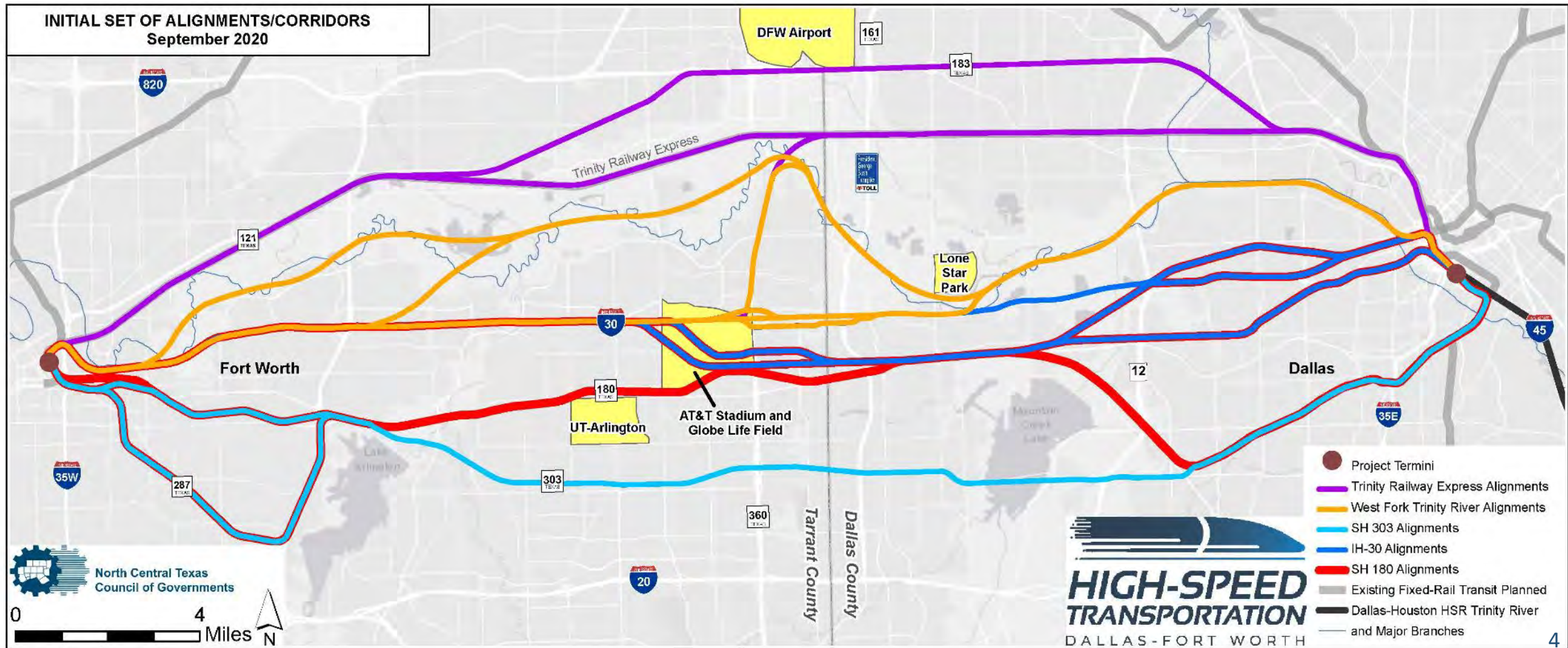
Solidifies DFW as national hub with possible future connections to DFW International Airport through Arlington station.

DFW region as the “Gateway to Texas” with high-speed connections to:

- Dallas to Houston High-Speed Rail

- Fort Worth to Laredo High-Speed Transportation

Initial Set of Alignments/Corridors



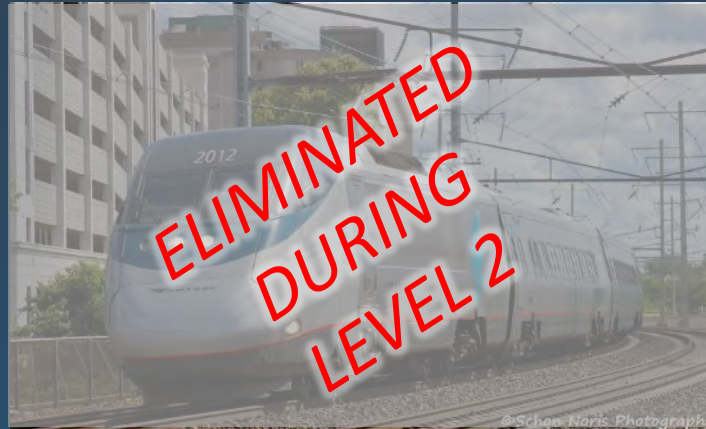


Recommended Phase 1 Modes

● Conventional



● Higher-Speed



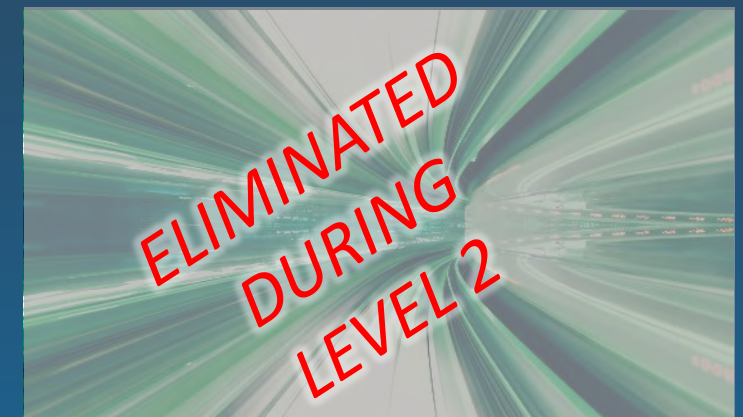
● High-Speed



● Maglev



● Hyperloop



● Emerging Technologies



Public Input

Public Meetings on May 19 and 20

- 140 attendees

- 26 questions answered

Received 45+ Comments during Official Comment Period

- General support for IH 30 alignments

- Support for both Hyperloop and High-Speed Rail

- Connectivity with Dallas to Houston High-Speed Rail

- Questions related to alignment and station location specifics

Phase 2 Activities

Preliminary Engineering

Environmental Documentation in NEPA Process

- Goal: Record of Decision or Finding of No Significant Impact

- Early coordination with Federal Partners on structure of process

Continued coordination with TxDOT, local governments, and stakeholders throughout

Expected 2-year timeframe

Requested STTC Action

Staff requests STTC recommend RTC adopt a high-speed corridor policy:

- Continued support of Mobility 2045 plan policies for 3-station concept and one-seat ride
- Staff directed to:
 - Proceed with Phase 1 recommendations for alignments and modes
 - Coordinate with Federal Partners to determine appropriate path forward into NEPA with advancing technology
 - Continue coordination with TxDOT and local governments in Phase 2
 - Integrate alignment and mode recommendations into other planning activities

Upcoming Schedule

- April 23 – STTC Briefing

- May 6 – FTA/FRA Progress Meeting

- May 13 – RTC Briefing

- May 14 – Elected Officials Briefing

- May 19 – Public Meeting, 12:00 noon

- May 20 – Public Meeting, 6:00pm

- May 27 – Resource Agency Meeting

- June 3 – FTA/FRA Progress Meeting

- June 4 – Technical Work Group #8

- June 25 – STTC Action

← **TODAY**

- July 1 – FTA/FRA Progress Meeting

- July 8 – RTC Action

- August 5 – FTA/FRA Progress Meeting

- August 2021 – Complete Phase 1

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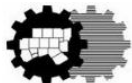
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METROPOLITAN PLANNING ORGANIZATION (MPO) MILESTONE POLICY (ROUND 2) QUARTERLY STATUS UPDATE

Surface Transportation Technical Committee

June 25, 2021



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- ❖ The objective of the MPO Milestone Policy is to ensure that projects that have been funded for at least 10 years and have not gone to construction are being implemented in a timely manner.
- ❖ The second round of the Milestone Policy was initiated in November 2019 to review projects currently over 10 years old that have not been implemented.
- ❖ In February 2021, the RTC approved the second round Milestone Policy, including:
 - ❖ Establishing deadlines by which projects must go to construction
 - ❖ A revamped project tracking process

RTC APPROVED MILESTONE POLICY TRACKING PROCESS

- ❖ Quarterly status reports are required on all projects on the Milestone Policy list until they go to letting.
- ❖ Reports must detail steps that the project sponsor is taking to advance the project (e.g., executing funding or railroad agreements, engaging property owners or utility companies, etc.)
- ❖ NCTCOG staff evaluates the reports and “rates” the projects based on how well the project sponsor is implementing the project(s) and how many risk factors there are. The rating system is as follows:
 - ❖ Green – Low risk of project delays
 - ❖ Yellow – Medium risk of project delays
 - ❖ Red – High risk of project delays
- ❖ If the committed schedule is not met and the project has been graded as red/high risk, the project will likely be recommended for cancellation.

PROJECT MONITORING EFFORTS

- ❖ Questionnaires were sent to implementing agencies with projects on the Milestone Policy List that have not gone to construction and will continue to be sent on a quarterly basis until projects let.
- ❖ Projects that are deemed to be at medium or high risk of missing their deadlines may require further coordination between NCTCOG staff and implementing agencies.
- ❖ Assistance will be provided as needed to help ensure that projects stay on track (e.g., facilitating discussions with railroads).

PROJECTS SUMMARY (FEBRUARY 2021)

PROJECT CATEGORIES	NUMBER OF PROJECTS	FUNDING AMOUNT
Cancelled	10	\$23,782,958
Under Construction or Complete	8	\$246,173,091
FY 2021 Scheduled Letting	3	\$7,486,958
FY 2022 Scheduled Letting	6	\$121,639,209
FY 2023 Scheduled Letting	10	\$93,552,660
Scheduled Letting in FY 2024+	4	\$117,892,158
Total	41	\$610,527,034

Note: Some projects have let, but actual construction has not begun. Staff will continue to monitor those projects.

SUMMARY OF PROJECTS THAT HAVE NOT GONE TO CONSTRUCTION (JUNE 2021)

PROJECT CATEGORIES	NUMBER OF PROJECTS	TOTAL FUNDING OF PROJECTS
Scheduled Letting FY 2021	3	\$7,486,958
Scheduled Letting FY 2022	6	\$121,639,209
Scheduled Letting FY 2023	10	\$115,442,016
Scheduled Letting FY 2024 or Beyond	4	\$117,892,158
Total	23	\$362,460,341

In future updates, the focus will be on projects that have not gone to construction (i.e., those that have not proceeded to actual construction and those not previously canceled or completed).

SUMMARY OF PROJECT RISK

PROJECT RATING	NUMBER OF PROJECTS	TOTAL FUNDING OF PROJECTS
Green (Low Risk of Delay)	15	\$200,153,027
Yellow (Medium Risk of Delay)	7	\$135,307,314
Red (High Risk of Delay)	1	\$27,000,000
Total	23	\$362,460,341

NEXT STEPS

- ❖ Continue monitoring project progress and providing any assistance needed
- ❖ Provide quarterly updates moving forward

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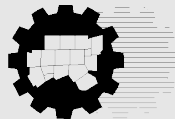
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2020 TRANSPORTATION SAFETY PROGRAM PERFORMANCE MEASURES REPORT

Surface Transportation Technical Committee

Director's Report

June 25, 2021



North Central Texas Council of Governments

2020 Safety Performance Measures Overview

- Federal Safety Performance Targets vs. NCTCOG Performance Targets
- NCTCOG Crash and Fatality Statistics
- Contributing Factors for Serious Injury and Fatality Crashes
- Crash Rates by County
- Traffic Incident Management Course Attendance
- Responder Struck-By Statistics
- HazMat Statistics
- Roadside Assistance Program Performance
- Crashes Involving Impaired Drivers

Federal Safety Targets vs. NCTCOG Safety Targets

Safety Performance Targets	2019 TxDOT Targets	2019 NCTCOG Targets	2020 TxDOT Targets	2020 NCTCOG Targets	2021 TxDOT Targets	2021 NCTCOG Targets
	0.8% Reduction		1.2% Reduction		1.6% Reduction	
No. of Fatalities	3,791.0	5,992	4,068	589.3	3,687*	572.4
Fatality Rate	1.414	0.838	1.48	0.803	1.33*	0.762
No. of Serious Injuries	17,751.0	3,999.6	18,602	3,514.7	17,151	3,375.3
Serious Injury Rate	6.550	5.568	6.56	4.768	6.06	4.485
No. of Non-motorized Fatalities and Serious Injuries	2,237.6	582.4	2,477	595.0	2,316.4	592.3

Note: *2021 Targets for TxDOT include new 50% reduction by 2035 targets for fatalities and fatality rate only.

Actual NCTCOG Safety Performance Targets

Safety Performance Measures	2019 Original Target	2019 Actual Performance	2012-2016 Baseline Performance	Met Target?	Better than the Baseline?	Met or Made Significant Progress?
Number of Fatalities	599.2	557.2	496	Yes	No	Yes
Rate of Fatalities	0.838	0.781	0.768	Yes	No	
Number of Serious Injuries	3,999.6	3,692	3,754	Yes	Yes	
Rate of Serious Injuries	5.568	5.200	5.807	Yes	Yes	
No. of Non-Motorized Fatalities and Serious Injuries	582.4	559	497	Yes	No	

Note:

An agency is determined to have met or made significant progress toward meeting its targets when at least four of the five established performance targets a) are met or b) the outcome for a performance measure is less than the five-year rolling average data for the performance measure for the year prior to the establishment of the State's target.

2016-2020 Fatality Statistics: 12-County MPA

2016- 2020 Reportable Crashes						
County	2016	2017	2018	2019	2020	% Change 2019-2020
Collin	13,905	13,102	13,209	13,940	10,270	-26.33%
Dallas	55,680	50,556	49,754	55,254	48,291	-12.60%
Denton	12,232	11,965	11,762	12,192	9,551	-21.66%
Ellis	2,595	2,724	2,811	2,796	2,838	1.50%
Hood	794	821	725	798	706	-11.53%
Hunt	1,418	1,346	1,470	1,364	1,357	-0.51%
Johnson	2,283	2,353	2,368	2,394	2,190	-8.52%
Kaufman	2,025	1,913	2,128	2,016	1,954	-3.08%
Parker	2,177	2,308	2,217	2,201	2,035	-7.54%
Rockwall	1,374	1,364	1,412	1,592	1,428	-10.30%
Tarrant	34,732	34,312	33,049	32,458	27,428	-15.50%
Wise	970	954	971	930	900	-3.23%
Total	130,185	123,718	121,876	127,935	108,948	-14.84

2016-2020 Fatality Statistics: 12-County MPA

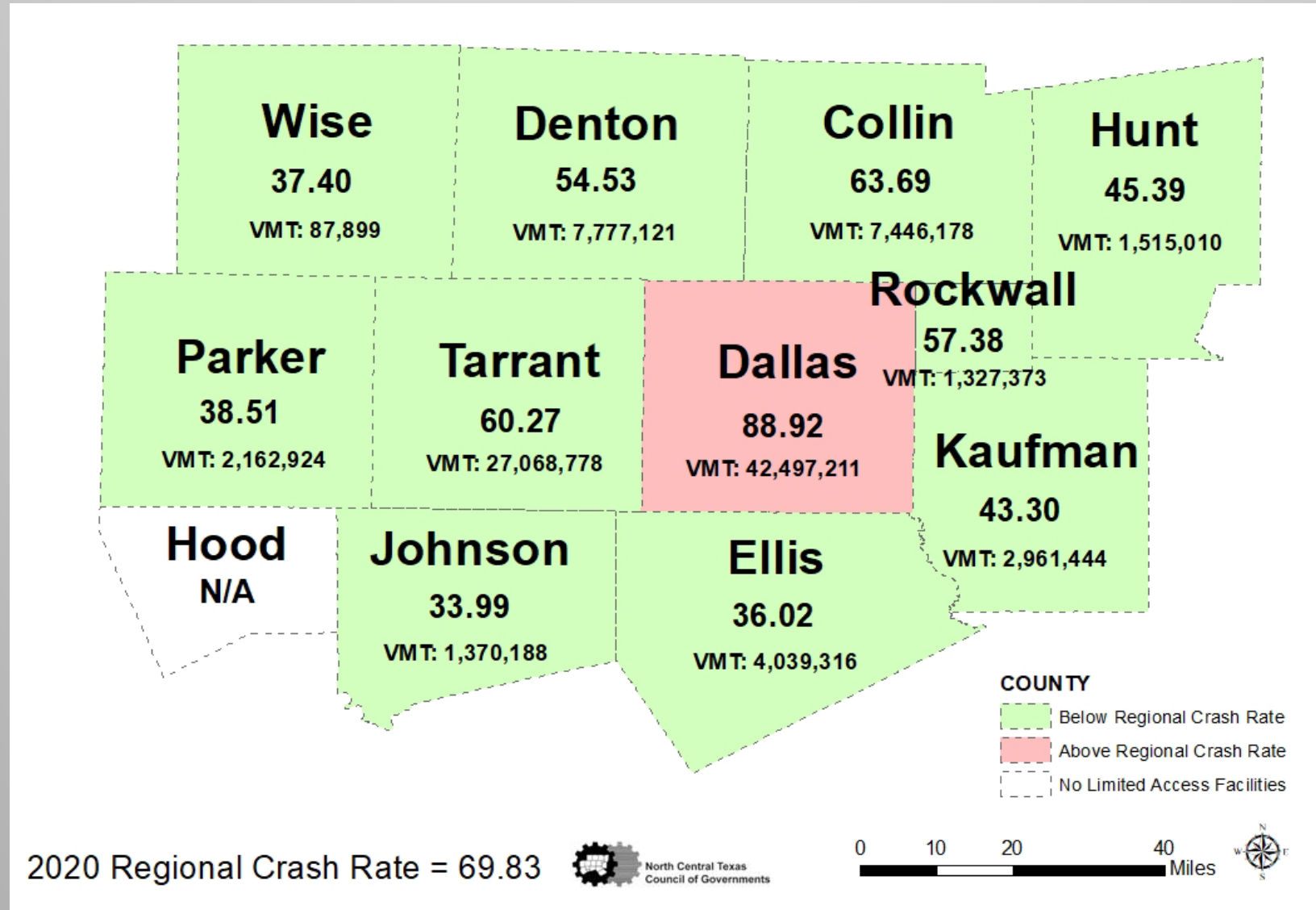
2016 - 2020 Reportable Crashes						
County	2016	2017	2018	2019	2020	% Change 2019-2020
Collin	50	68	45	53	64	20.75%
Dallas	316	281	295	271	333	22.88%
Denton	49	49	51	52	59	13.46%
Ellis	28	33	16	27	49	81.48%
Hood	15	11	5	12	9	-25.00%
Hunt	28	27	17	25	26	4.00%
Johnson	23	21	23	39	20	-48.72%
Kaufman	28	31	25	32	33	3.13%
Parker	21	20	29	26	21	-19.23%
Rockwall	12	13	8	2	7	250%
Tarrant	166	182	169	171	188	9.94%
Wise	19	22	16	14	11	-21.43%
Total	755	758	699	724	820	13.26%

2020 Contributing Factors – Serious Injury and Fatal Crashes

	Top Ten Contributing Factors	2019	2020
1	Speeding - (Overlimit / Unsafe Speed / Failed to Control Speed)	32.37%	33.04%
2	Impaired Driving (Under Influence: Had Been Drinking, Alcohol, Drug / Taking Medication / Fatigued or Asleep)	10.84%	11.99%
3	Failed to Drive in Single Lane	10.84%	9.86%
4	Driver Related (Distraction in Vehicle / Driver Inattention / Road Rage / Cell/Mobile Device Use - (Talking / Texting / Other / Unknown) - [0.48%])	10.01%	9.41%
5	Faulty Evasive Action	6.22%	8.35%
6	Changed Lane When Unsafe	8.95%	7.10%
7	Disabled/Parked in Traffic Lane	1.92%	5.60%
8	Pedestrian Failed to Yield Right of Way to Vehicle	5.00%	5.24%
9	Followed Too Closely	4.02%	2.93%
10	Wrong Way Driving (Wrong Way – One Way Road / Wrong Side – Not Passing)	1.02%	1.42%

Note: Contributing Factor Analysis includes Primary, Secondary, and Tertiary Contributing Factors on limited access facilities.

2020 Crash Rates By County

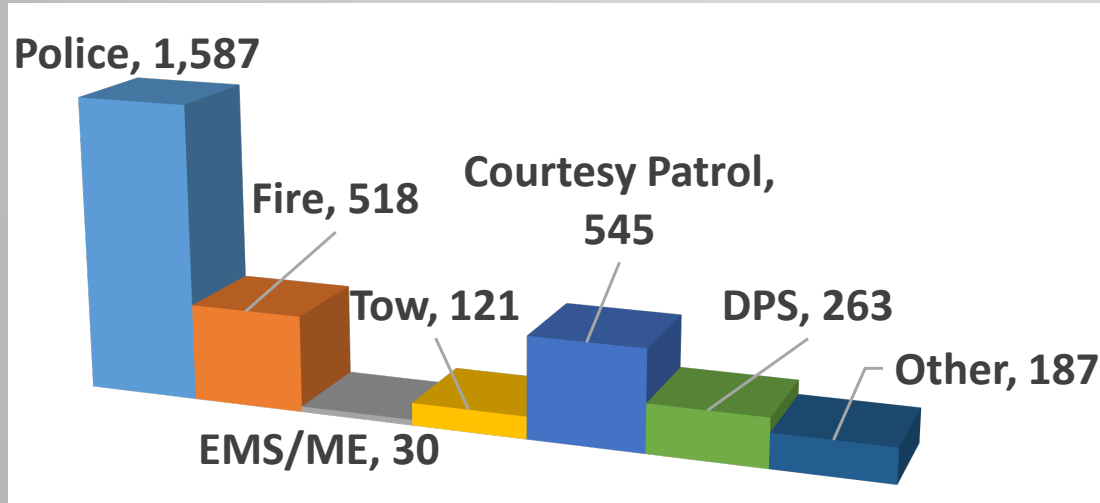


Note:

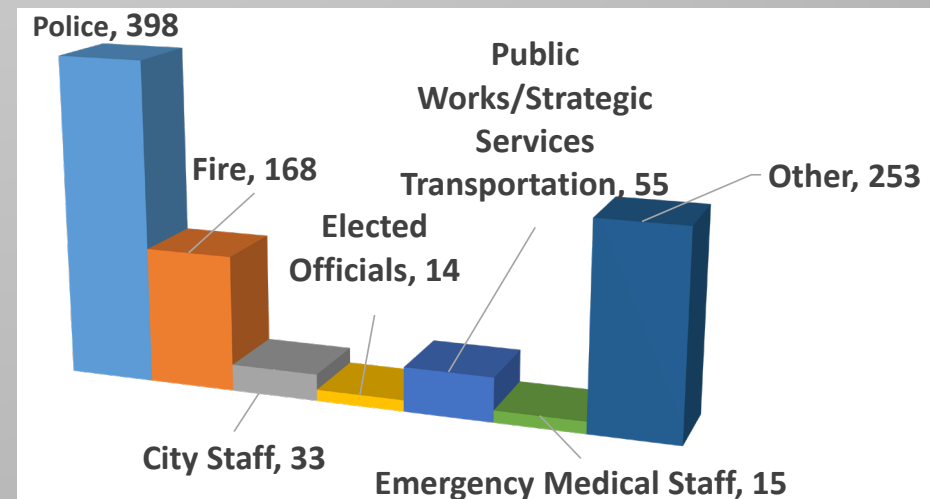
Crash Rates calculated for limited access facilities: IH, SH, and US mainlanes.

Traffic Incident Management Attendance Overview

➤ First Responders Training (2003-2021): 3,266 Attendees



➤ Executive Level Training (2005-2021): 936 Attendees



Responder Struck-By Statistics

First Responder Struck-By “Fatality” Stats

	Discipline	2019 National	2020 National	2019 Statewide	2020 Statewide	2019 NCTCOG Region	2020 NCTCOG Region
1	Police	18	17	5	3	1	0
2	Fire/EMS	9	4	2	1	0	0
3	Towing	14	21	3	1	2	0
4	Roadside Assistance Patrol	0	3	0	0	0	0
	Total Responder Fatality Struck-bys	41	45	10	5	3	0

NCTCOG Roadside Assistance Patrol Struck-By “Non-Fatality” Stats

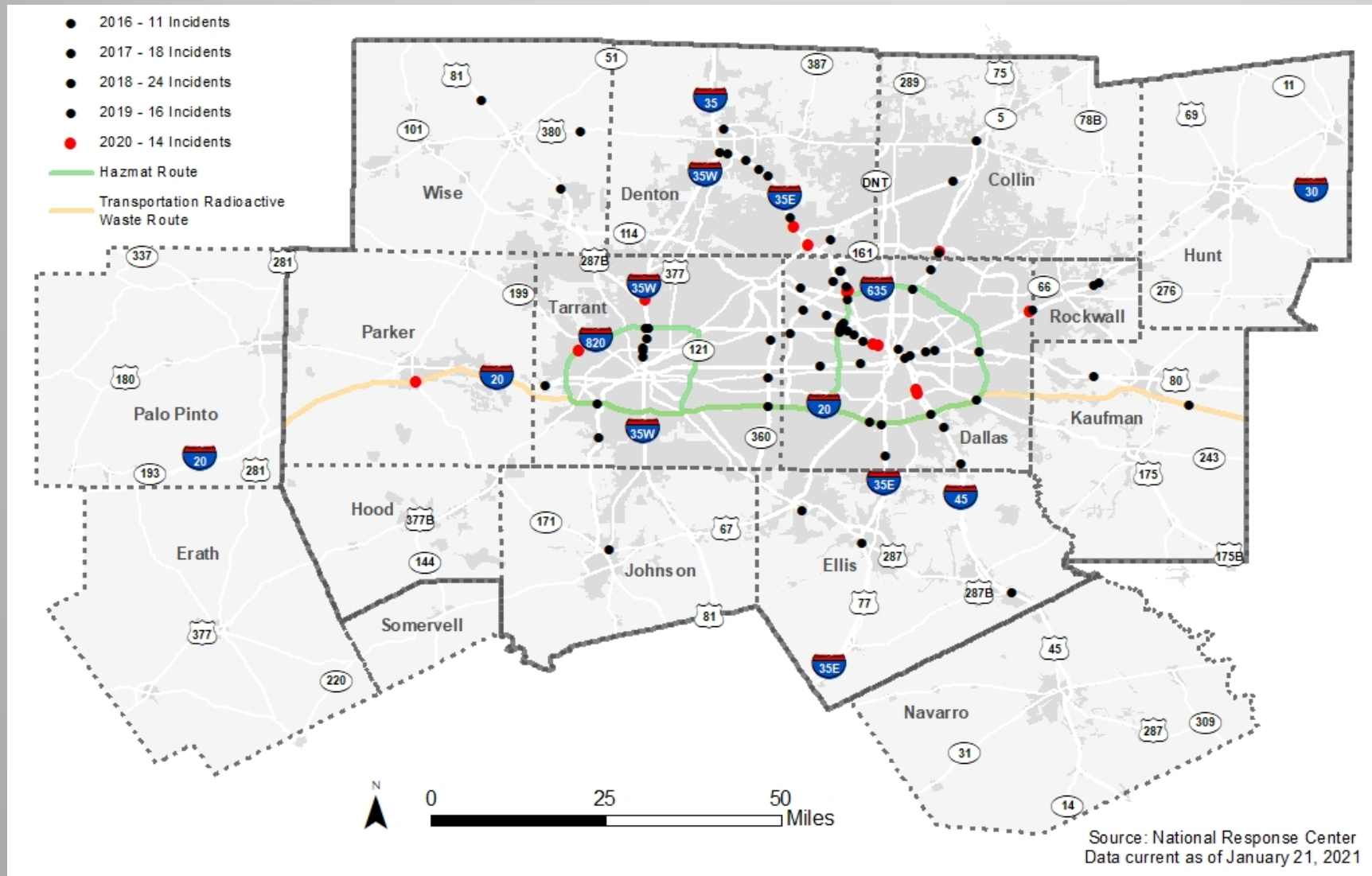
Roadside Assistance Patrol	Dallas County	LBJ Express	NTE Express	NTTA	Tarrant County	NCTCOG Region
2017	*	2	0	*	1	3
2018	*	1	1	13	3	5
2019	1	7	4	9	0	12
2020	*	0	1	15	2	3

**Information Unavailable or Pending from reporting agency.*

Note:

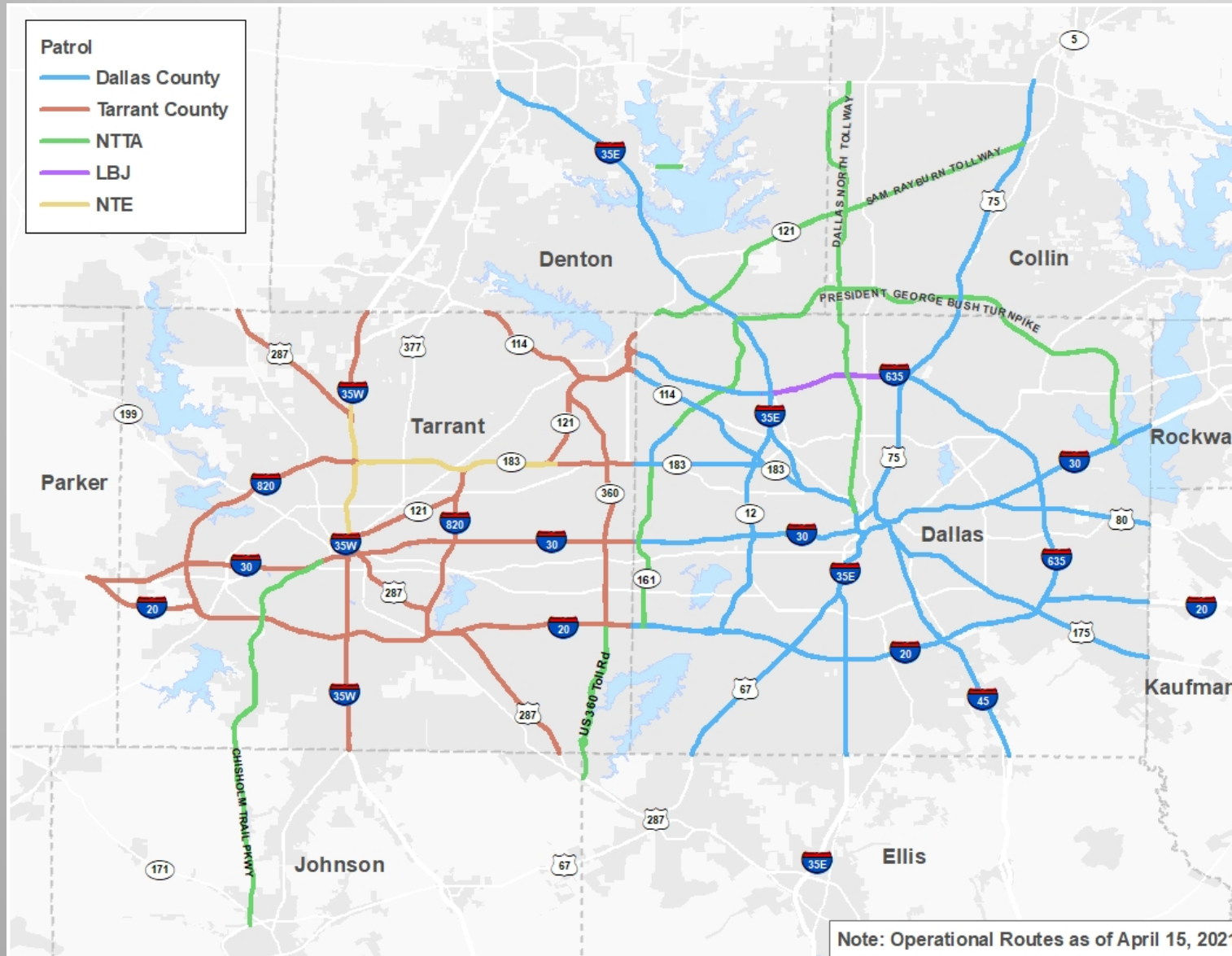
The regional Roadside Assistance Patrol Program struck-by data is collected directly from regional mobility assistance patrol providers.

2020 HazMat Incidents: 16 Counties



County	2019	2020
Collin	0	0
Dallas	8	8
Denton	1	2
Ellis	2	0
Erath	0	0
Hood	0	0
Hunt	0	0
Johnson	0	0
Kaufman	1	0
Navarro	0	0
Parker	0	1
Palo Pinto	0	0
Rockwall	0	0
Somervell	0	0
Tarrant	3	3
Wise	1	1
Total	16	14

Regional Roadside Assistance Patrol Program



	2019 Assists	2020 Assists
DCSO	68,649	67,251
TCSO	27,135	23,706
NTTA	44,702	43,747
NTE	6,185	3,604
LBJ	6,080	4,023

Note: Operational Routes as of April 15, 2021

Regional Roadside Assistance Patrol Program

In 2020, Dallas/Fort Worth Area Roadside Assistance Patrols

provided:



65,197

Driver Assistance /
Stalled Vehicle



26,891

Courtesy Check /
Directions



4,909

Crash
Assistance



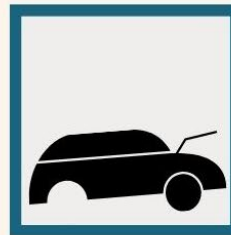
17,106

Debris
Removal



16,600

Protection to
First Responders



7,680

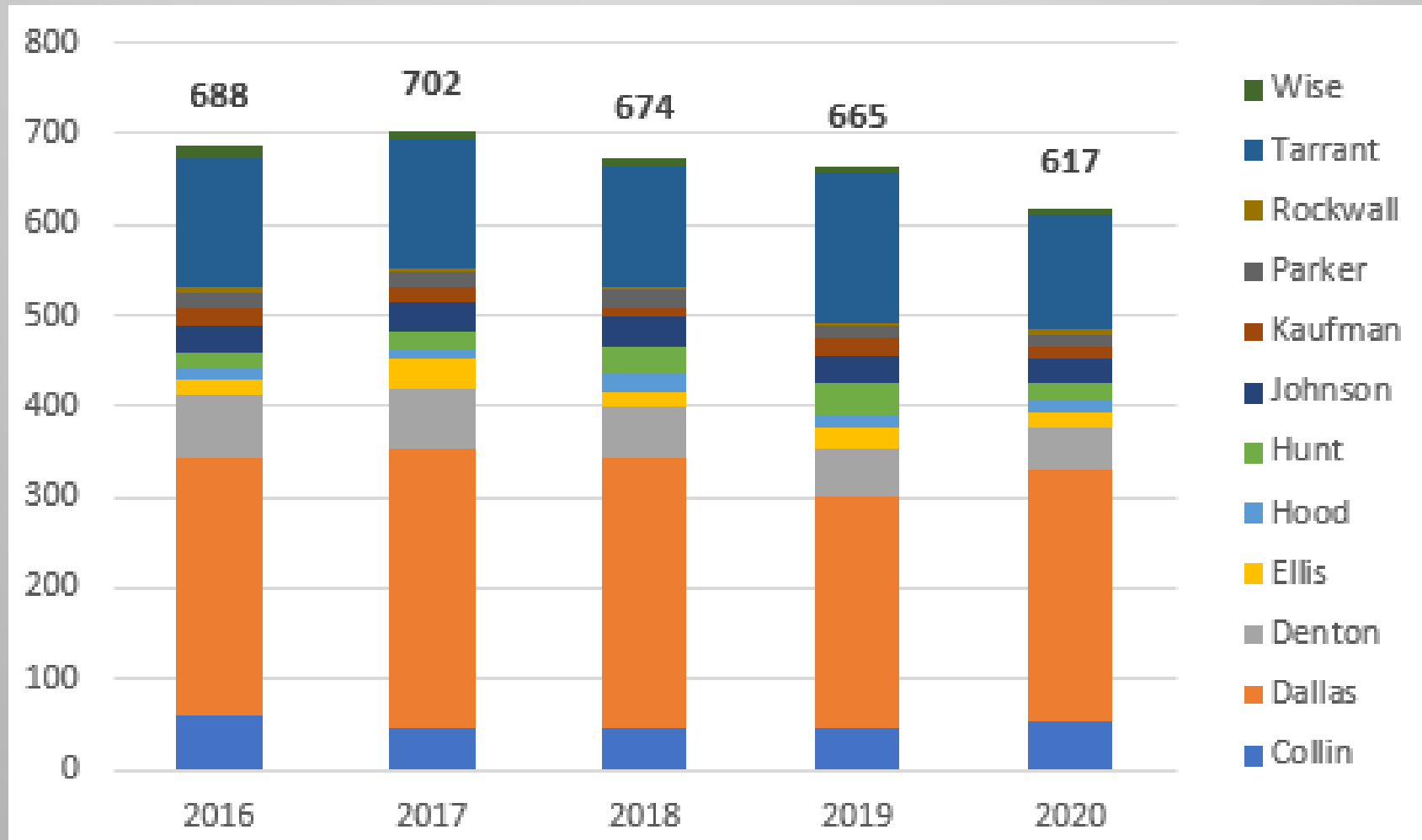
Abandoned
Vehicle Check

Total Combined Assists: 142,331

Note:

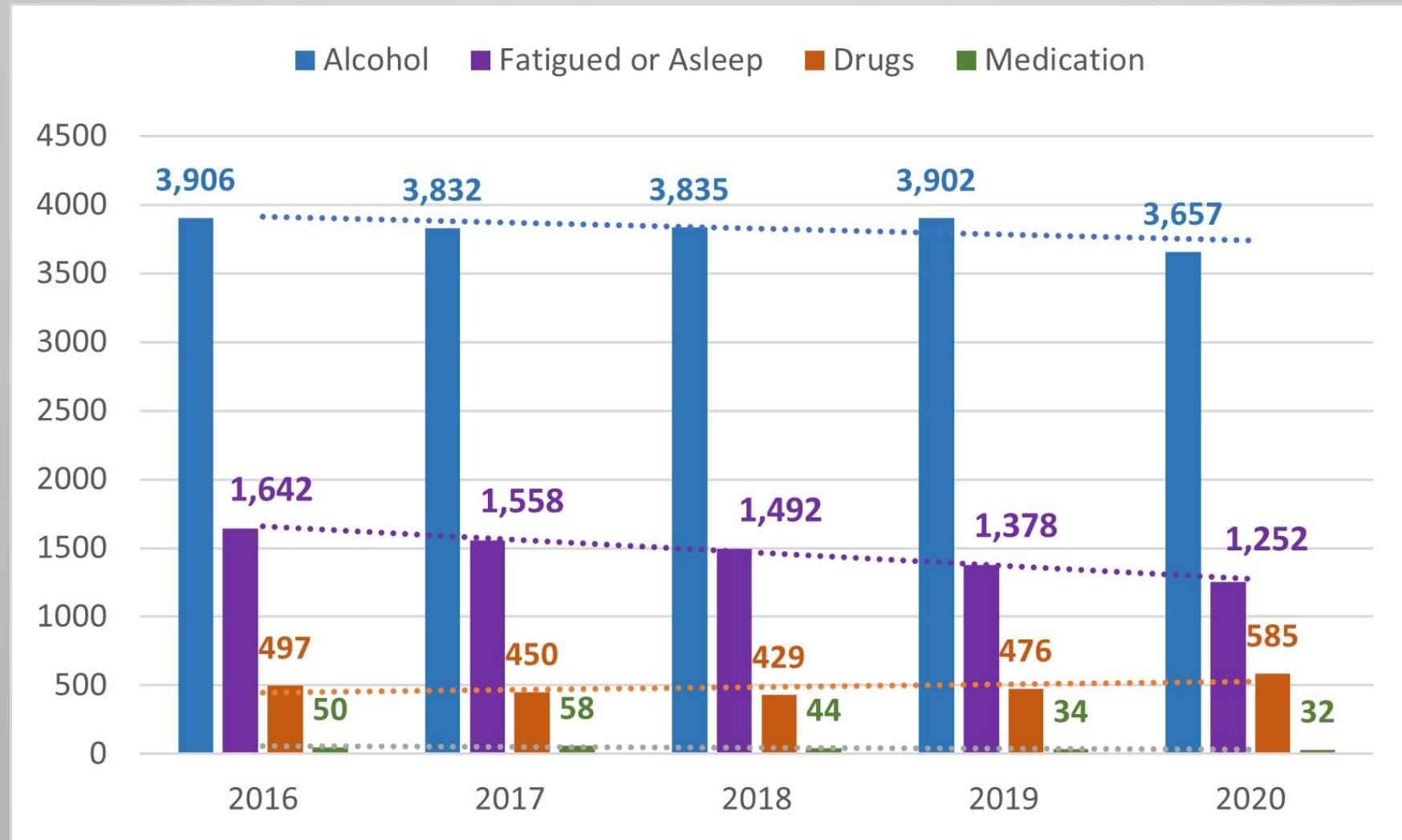
2,467 assists were either not found or were cancelled before a patrol vehicle arrived. 1,481 assists were not categorized.

12-County MPA – Wrong Way Driving Crashes: 2016-2020



Note: The Impaired Driving Analysis includes TxDOT crash records where the primary, secondary, or tertiary contributing factors were cited as “Had been drinking”, “Taking medication”, “Under influence—alcohol”, “Under influence—drugs”, or “Fatigued or Asleep”. Motor vehicle crash within the NCTCOG 12-County area are included.

Crashes Involving Impaired Drivers: 2016-2020



Note: The Impaired Driving Analysis includes TxDOT crash records where the primary, secondary, or tertiary contributing factors were cited as “Had been drinking”, “Taking medication”, “Under influence—alcohol”, “Under influence—drugs”, or “Fatigued or Asleep”. Motor vehicle crash within the NCTCOG 12-County area are included.

NCTCOG Safety Program Contacts

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LEGISLATIVE UPDATE



Nicholas Allen, Communications Coordinator
NCTCOG

Surface Transportation Technical Committee

June 25, 2021

FEDERAL UPDATE

Infrastructure Bill

- Bipartisan Senate group has negotiated \$974 billion deal
 - \$550+ billion in new spending for roads, bridges, other traditional infrastructure
 - Proposed funding sources have not been released
- President Biden gave his support to deal yesterday
- Senate still has budget reconciliation option if deals fall through

FEDERAL UPDATE

Surface Transportation Reauthorization—expires Sept. 30

Approved Bipartisan Senate Committee Bills

- Environment & Public Works: Highways only, \$304 billion for five years
- Commerce: Rail and road safety only, \$78 billion for five years

House Transportation & Infrastructure Committee: \$547 billion, 5 years

- Roads, Bridges, and Safety: \$343 billion
- Transit: \$109 billion
- Passenger and Freight Rail: \$95 billion

TEXAS LEGISLATURE

State Budget

Texas Legislature approved SB 1

- \$248 billion FY22-23 statewide budget
- \$13.5 billion decrease from FY20-21, due to federal stimulus funding
- Increases in Prop 1 (\$4.53 billion) and Prop 7 (\$5.06 billion)

Next steps:

- July 8 Special Session
- \$16 billion in federal funds to be allocated in a future special session

TEXAS
LEGISLATURE

Approved Bills:

- **Transportation Funding**
 - Texas Mobility Fund, County Bonds
- **Air Quality**
 - TERP Tweaks, Additional Funds for Certain Air Quality and Transportation Programs

TEXAS
LEGISLATURE

Approved Bills:

- **Safety**

- Speed limits, Bike + Pedestrian Protections, Move Over/ Slow Down Campaign

- **Technology**

- Autonomous Vehicles, UAS/ UAM, Broadband Expansion

- **Miscellaneous**

- Road Use Study, Peer-to-Peer Vehicle Sharing Rules

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OVERVIEW OF THE 2020 BICYCLE AND PEDESTRIAN ANNUAL TRAFFIC COUNT REPORT

Pedestrian and Bicycle Travel on Trails in North Texas



Surface Transportation Technical Committee

June 25, 2021

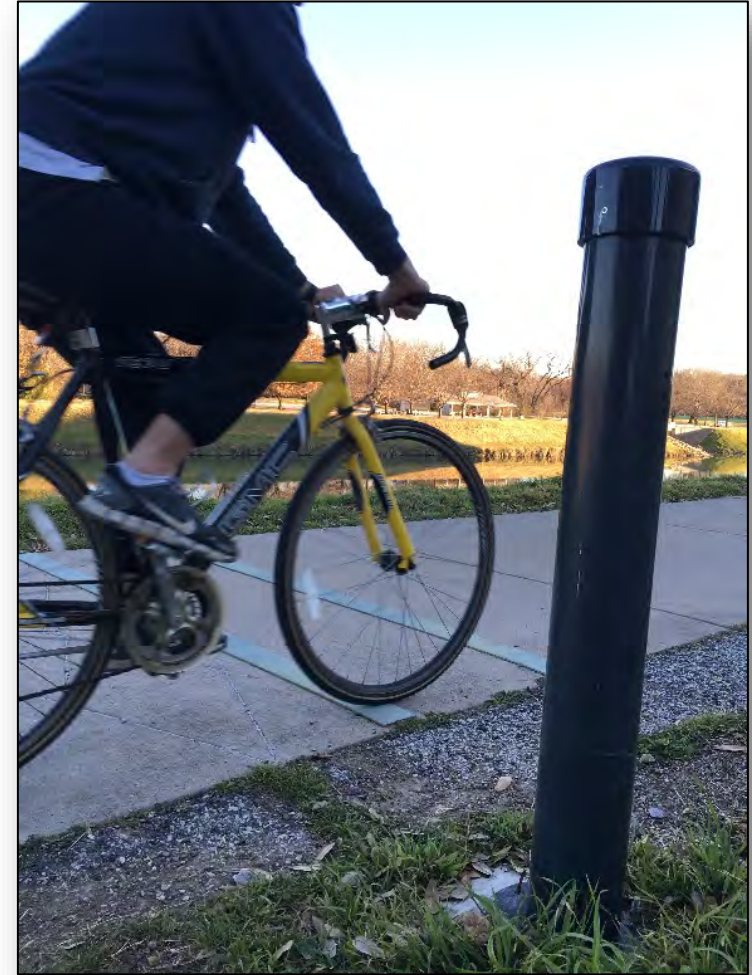
Daniel Snyder, AICP



**North Central Texas
Council of Governments**

Permanent Trail Count Equipment

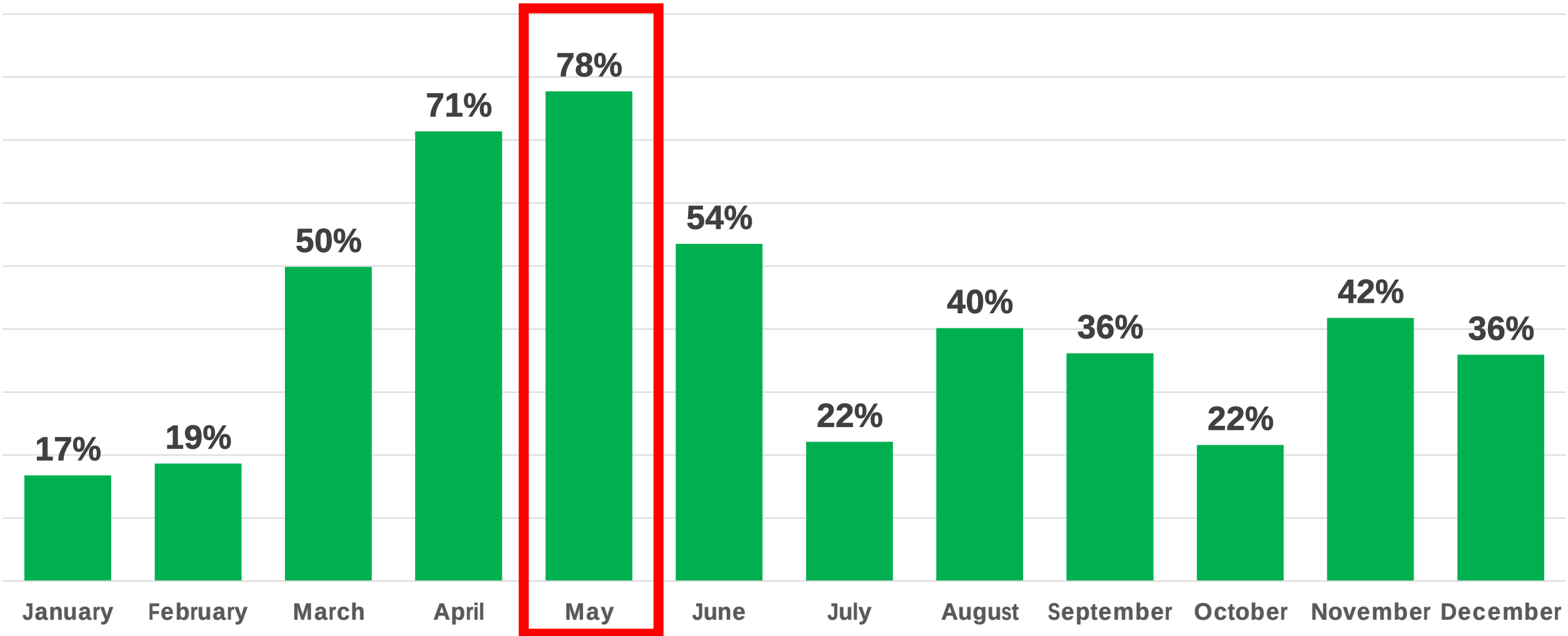
Infrared and Inductive Loop Combination



This map displays the Dallas-Fort Worth Metroplex region, highlighting county boundaries and major transportation routes. The counties shown are Wise, Denton, Collin, Hunt, Tarrant, Dallas, and Rockwall. Major highways such as I-35, I-40, I-75, I-820, and US-75 are clearly marked. Red dots indicate specific locations of interest, including Denton, North Richland Hills, Fort Worth, Dallas, and Plano. Blue dots are distributed across the metroplex area, likely representing various data points or facilities. The map uses a color-coded system to distinguish between different geographic areas and infrastructure.

Monthly Trail Usage

(Percent Change 2019 vs 2020)

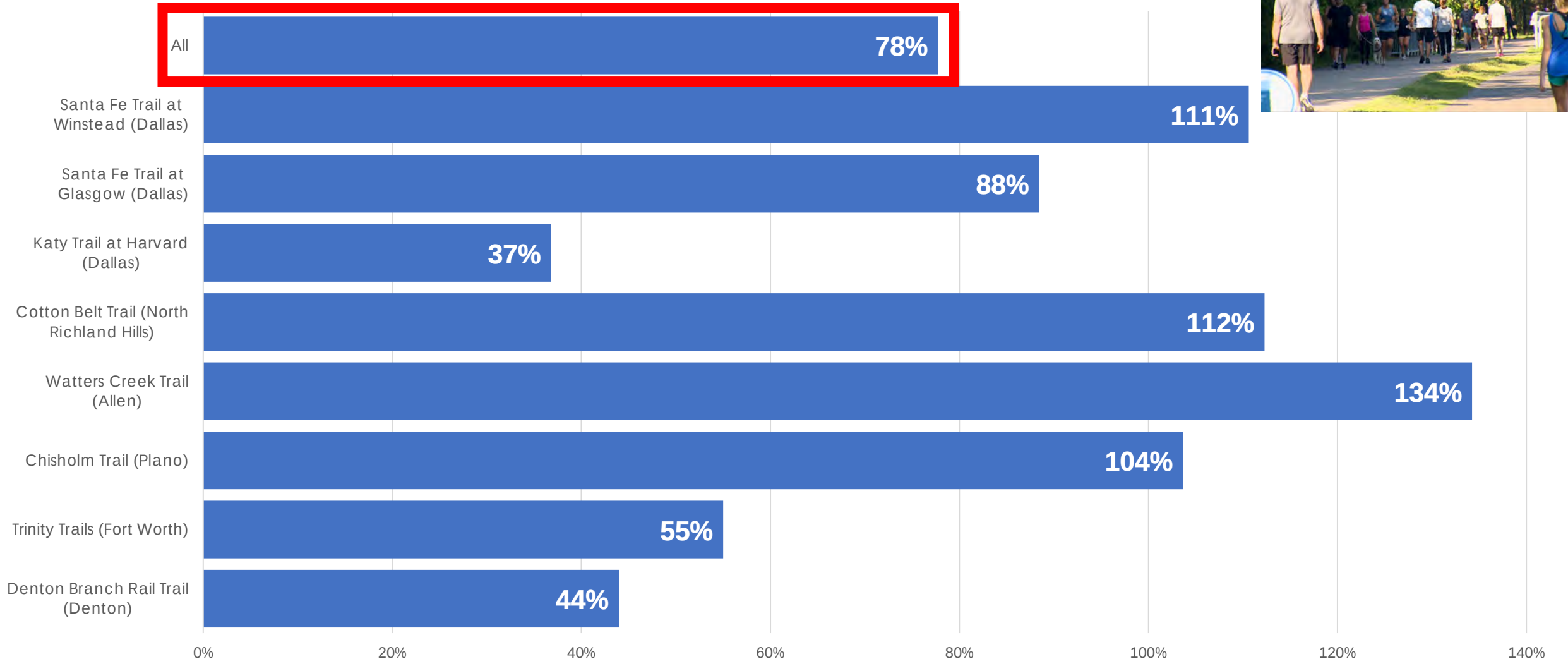


Source: NCTCOG - collected at 8 sites located in Plano, North Richland Hills, Denton, Dallas, Fort Worth, and Allen.

Note: No adjustments for weather were applied.

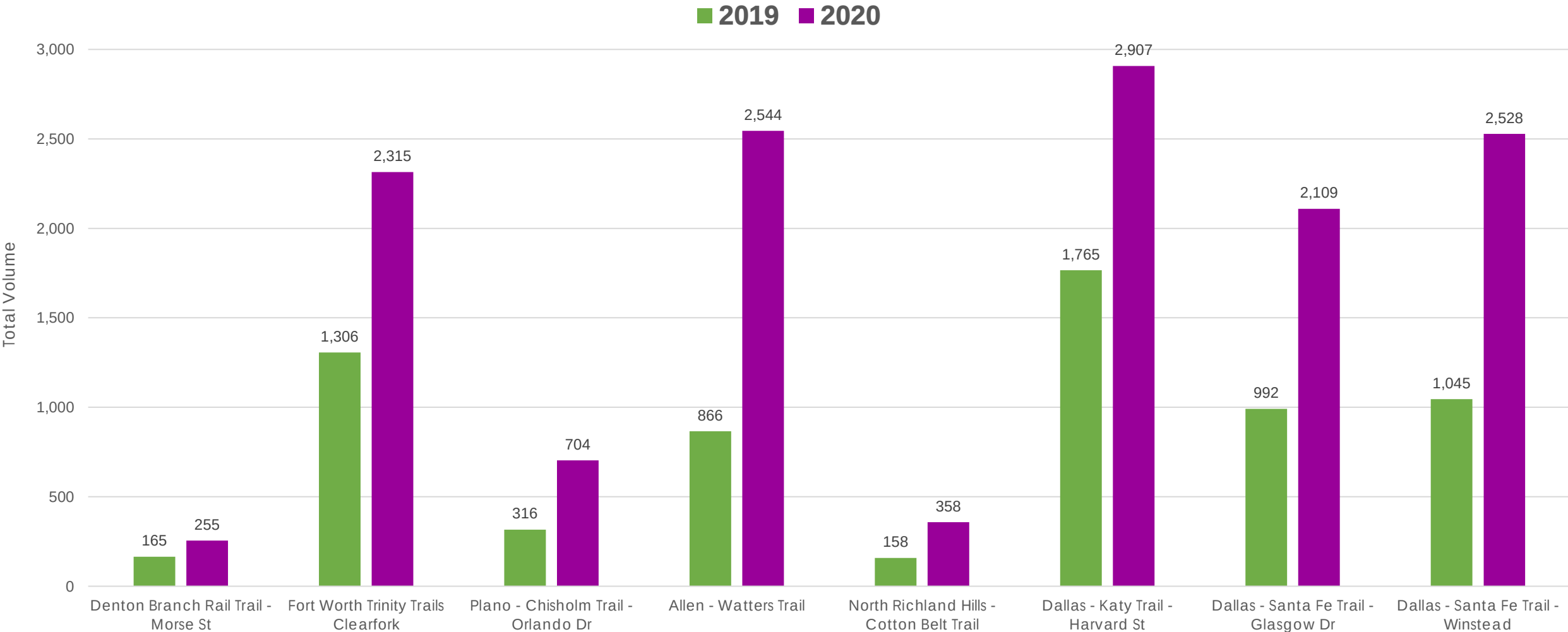
Full Week Trail Volumes by Location

(Percent Change May 2019 vs May 2020)



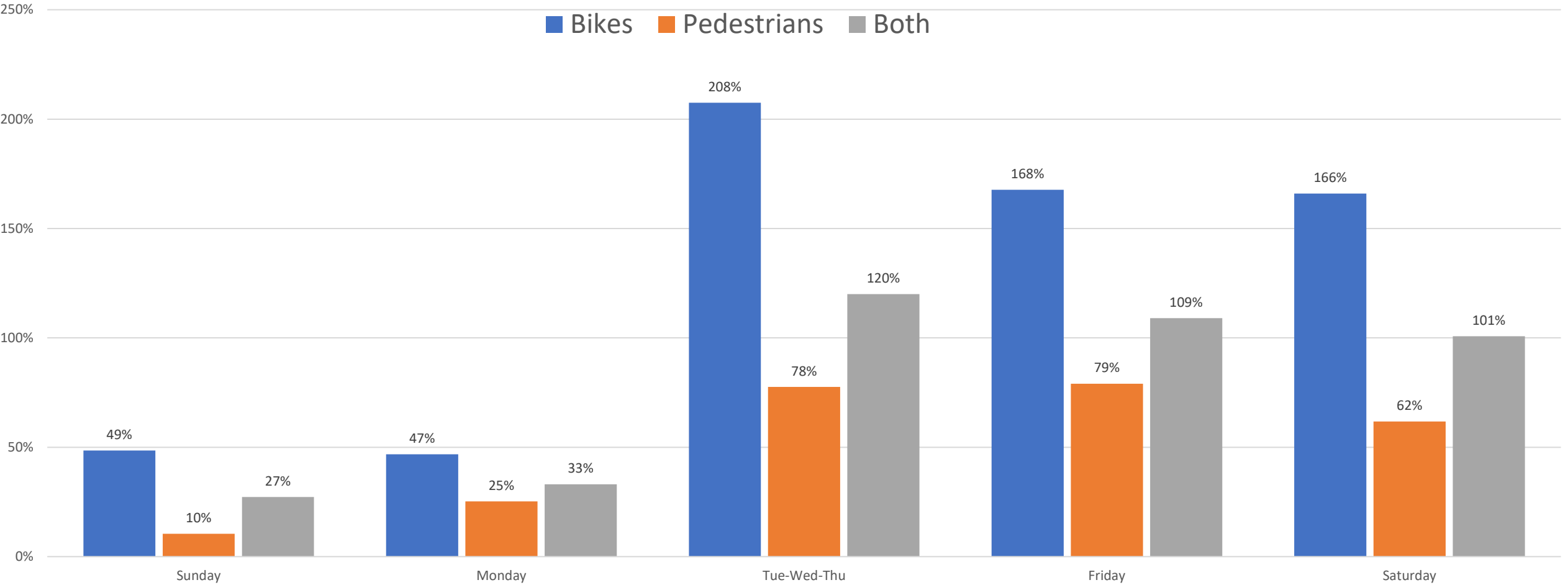
Daily Average Trail Volumes

(May 2019 vs May 2020)



Day of Week

(Percent Change May 2019 vs May 2020)



Contact Information

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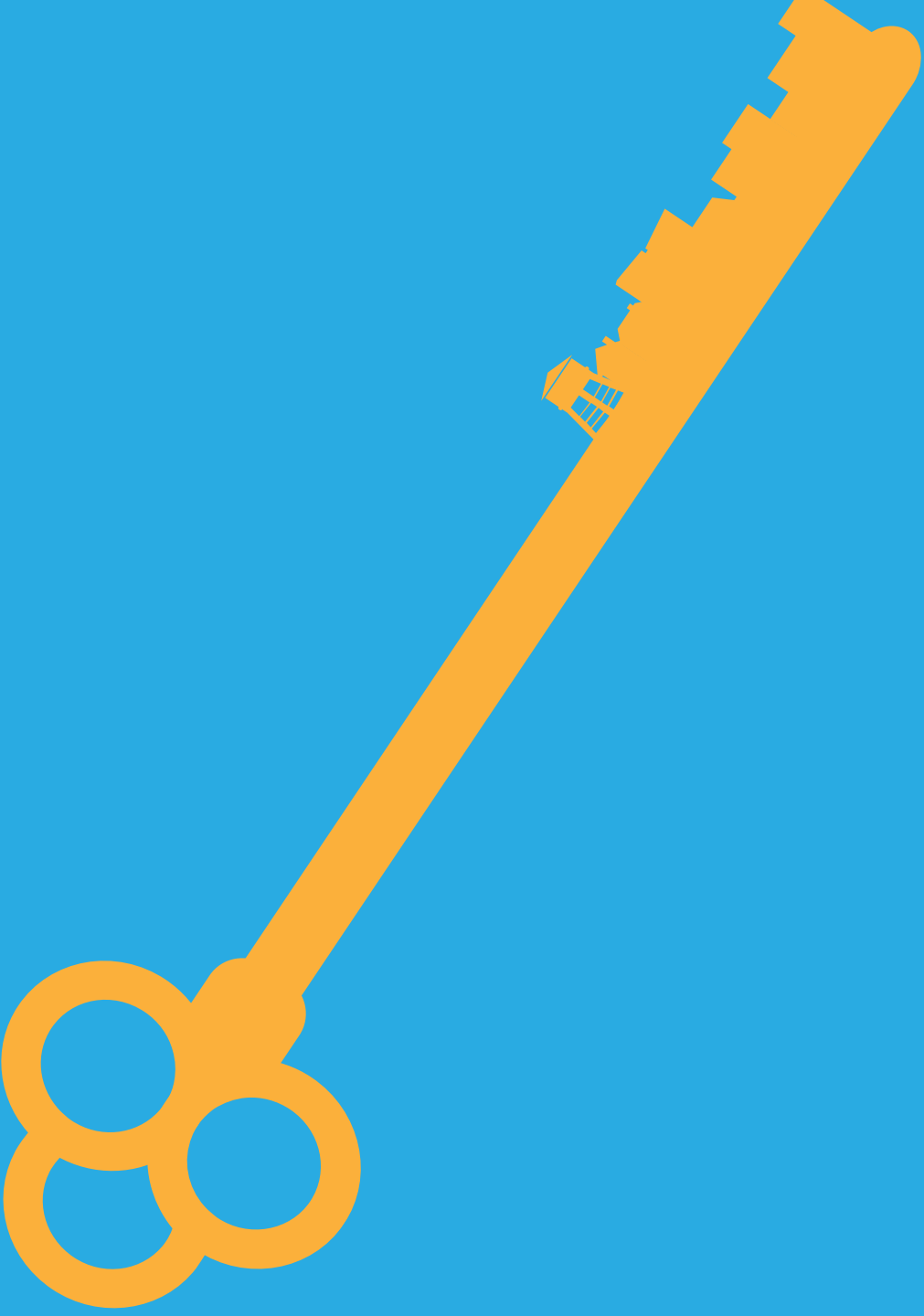
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nctcog.org/BikePedCountData





Access North Texas 2022 Plan Update

Surface Transportation Technical Committee
June 25, 2021

Vivian Fung
Transit Management and Planning

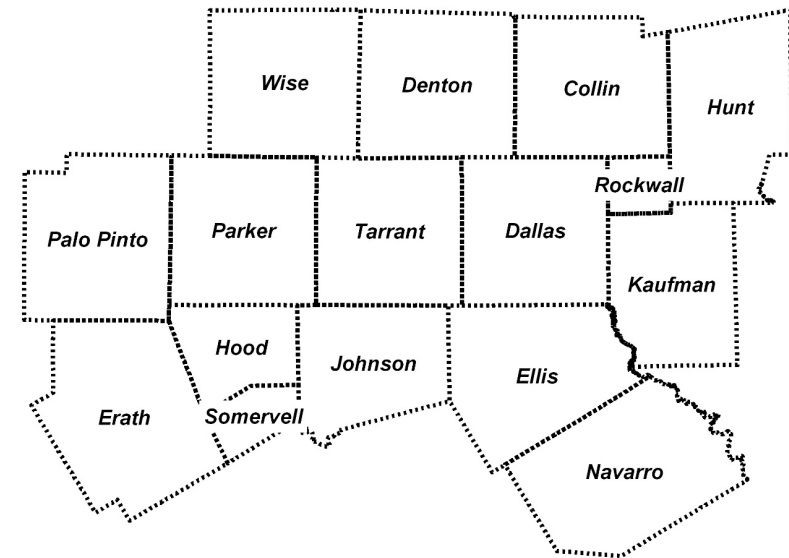
Background

Regional public transportation coordination plan to:

- Identify the public transportation needs of older adults, individuals with disabilities, low-income individuals and others with transportation challenges
- Specify strategies to:
 - Address needs and current challenges
 - Eliminate gaps in service
 - Avoid duplication of transit services
 - Meet federal and State requirements for transit coordination in the 16 counties

RTC adopted the last update on March 8, 2018

Updates are required every 4 years



Background

Regional Public Transportation Coordination Plan
Required by FTA & TxDOT

Information is used for planning & funding decisions

Visit www.accessnorthtexas.org to find the 2018 update
and public input opportunities for the 2022 update.



**Federal Transit
Administration**



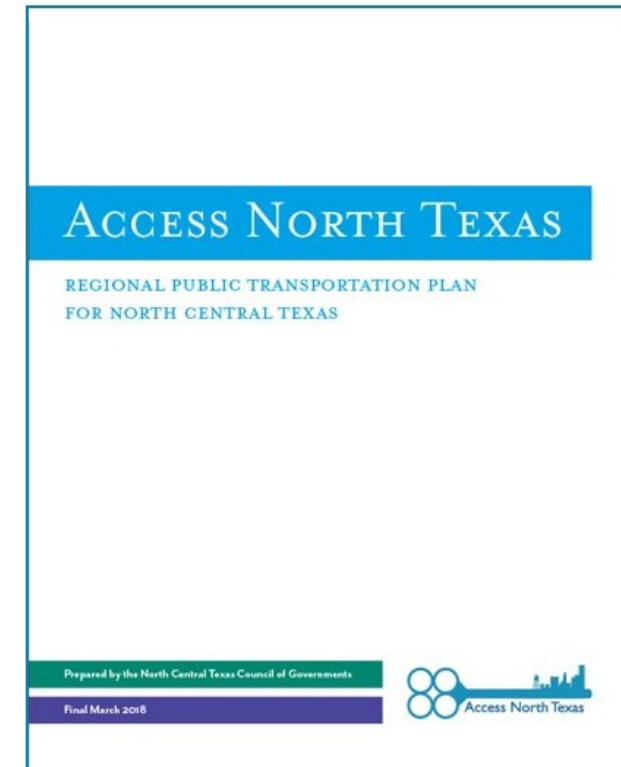
The 2018 Plan Update

Regional and County-Specific Strategies Identified

Encourages non-traditional transit solutions

Used as a guide for funding and project implementation decisions since the plan was released

More info at www.accessnorthtexas.org



Regional Strategies from 2018 Update



Regional Strategy 1 In areas with no public transit service, assess community needs and implement transit



Regional Strategy 2 Expand projects that have a no-wrong-door approach



Regional Strategy 3 Create partnerships to simplify regional trips



Regional Strategy 4 Explore partnerships to increase the affordability of fares



Regional Strategy 5 Work towards uniform, regional fares



Regional Strategy 6 Integrate funding sources to maximize efficiency and increase affordability



Regional Strategy 7 Utilize non-traditional partnerships to deliver public transportation



Regional Strategy 8 Recruit and educate, influential champions for public transit

Progress Since 2018: Select Projects

City of Arlington, Via Rideshare Service

- Started on-demand service with small area near the Entertainment District and has expanded to cover most of the City of Arlington
- Trips are scheduled online and take place within a one-to-two-block walk

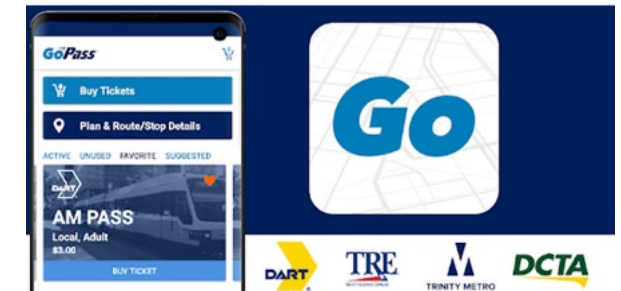
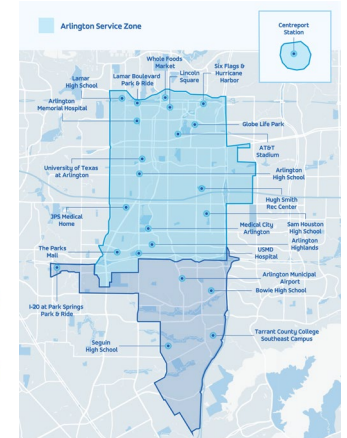
DART, GoPass® Expansion & Discount Program

- Riders can purchase tickets for any major transit authority in the region, access information, and request on-demand trips
- Implemented a Discount GoPass Tap Card Pilot Program in 2020 to make fares more affordable

My Ride North Texas 2.0

- Residents of North Texas can call 1-800 number and reach personalized travel navigation services 24/7
- Regional Mobility Manager Meetings established to host discussion and coordination among transit providers and partners within the region

**MY
RIDE**
NORTH TEXAS

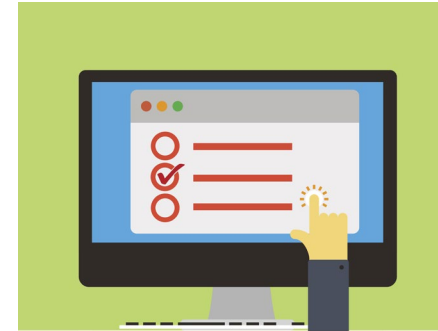


Ongoing Outreach Efforts

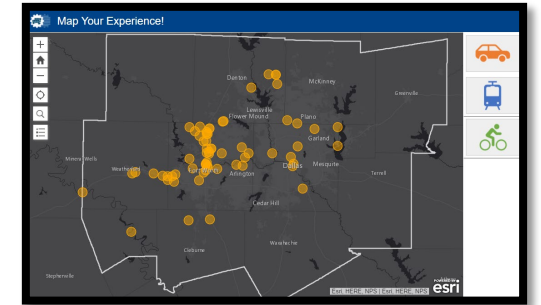
Virtual Public Meetings



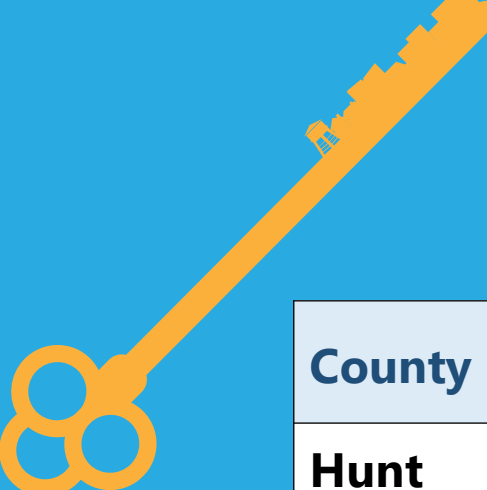
Survey



Map Your Experience



Virtual Public Meetings



County	Weekday Meeting #1	Weekday Meeting #2	Weekend Meeting
Hunt	April 27, 11:00 AM	April 29, 5:30 PM	
Johnson	May 5, 2:00 PM	May 6, 6:00 PM	
Rockwall	May 12, 12:00 PM	May 13, 6:00 PM	
Ellis & Navarro	May 19, 2:00 PM	May 20, 6:00PM	
Parker & Palo Pinto	May 26, 2:00 PM	May 27, 6:00 PM	
Wise	June 2, 11:00 AM	June 3, 5:30 PM	
Collin	June 9, 12:00 PM	June 10, 6:00 PM	June 12, 11:00 AM
Hood & Somervell & Erath	June 16, 2:00 PM	June 17, 6:00 PM	
Denton	June 23, 2:00 PM	June 24, 6:00 PM	June 26, 11:00 AM
Dallas	June 29, 11:00 AM	July 1, 6:00 PM	June 26, 1:00 PM
Tarrant	July 7, 12:00 PM	July 8, 6:00 PM	July 10, 11:00 AM
Kaufman	July 14, 2:00 PM	July 15, 6:00 PM	

Shaded dates have occurred, but recordings are posted online after the meetings

Survey Outreach

Take the Public Survey
(English)



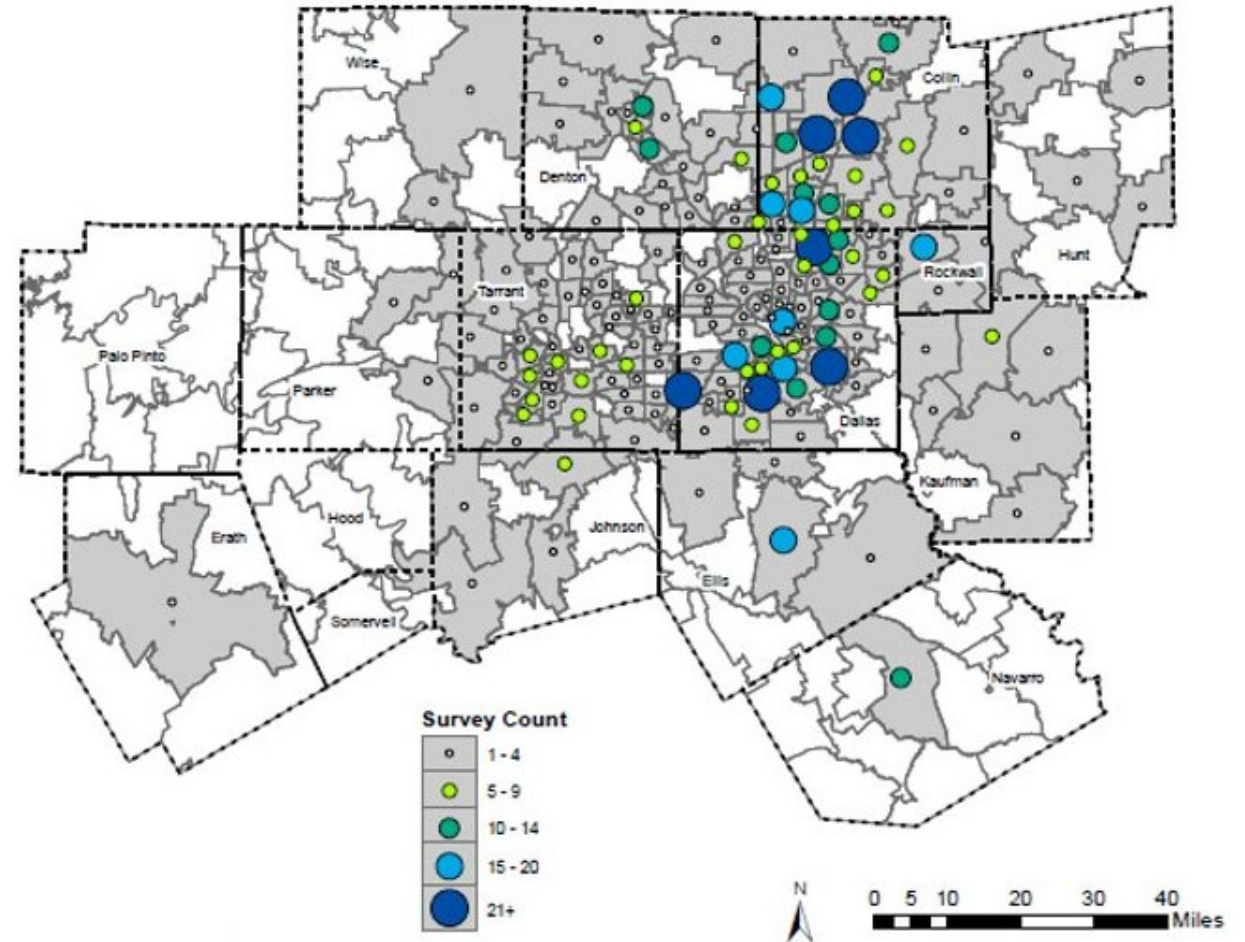
Tomar La Encuesta Publica
(Español)



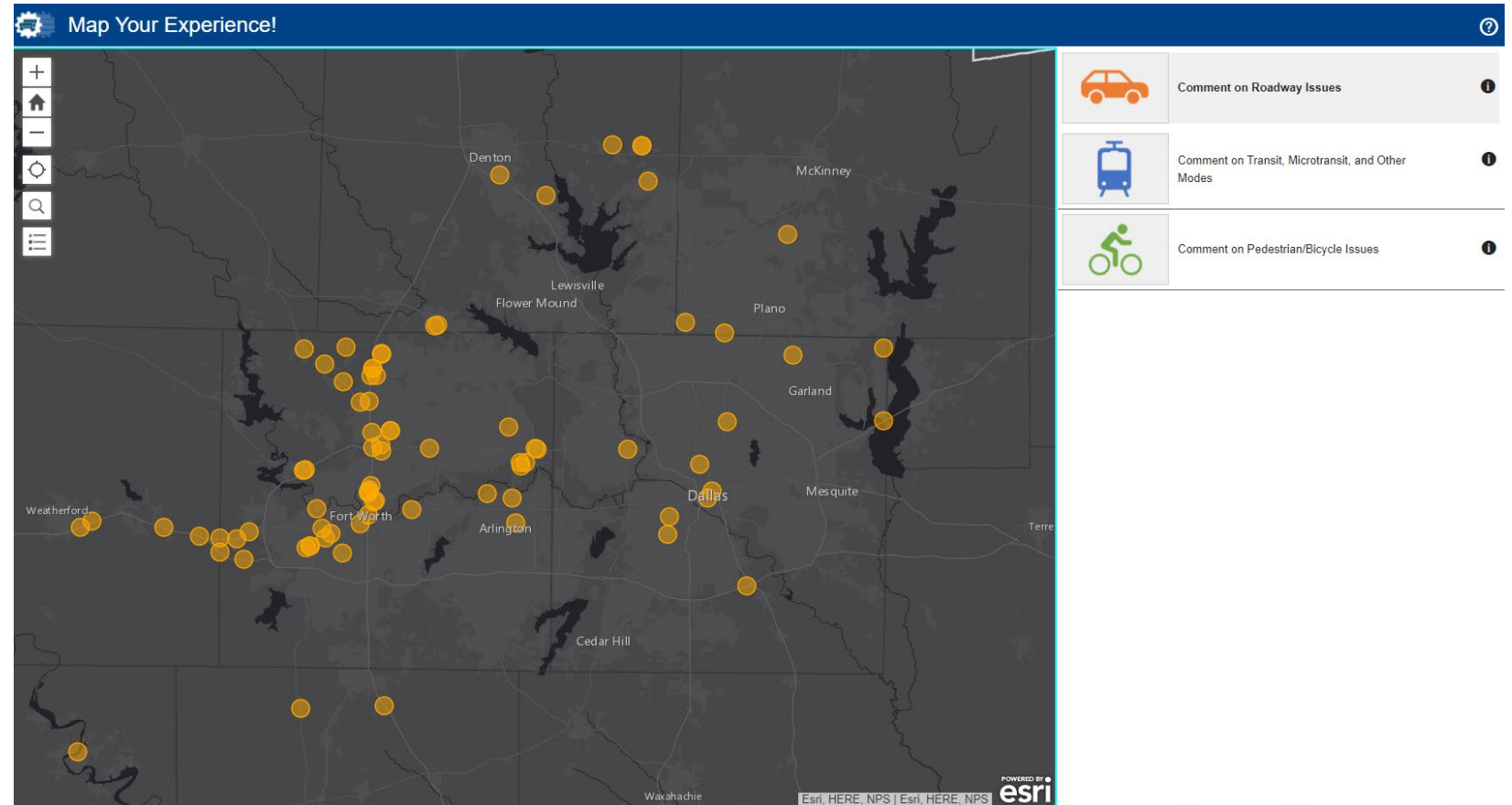
Take the Agency Survey
(for Organizations)



Distribution of Access North Texas Stakeholder Poll Responses
January - July 2017



Map Your Experience Tool



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

Plan In Progress

COMPLETED/CURRENT

Public Involvement Framework:

- Develop Survey Template
- Access North Texas Update webpage
- Press Release and Articles

Public Outreach Activities:

- Kick-Off Meeting with Partners
- Virtual Public Meetings
- Surveys
- Map Your Experience Tool

FUTURE

- Continue Partner Coordination
- Data Analysis and Develop Goals/Strategies
- Draft Plan Review
- Incorporate Public Comments on Proposed Plan
- Board Approval
- Plan Implementation



Access North Texas 2022 Update Timeline



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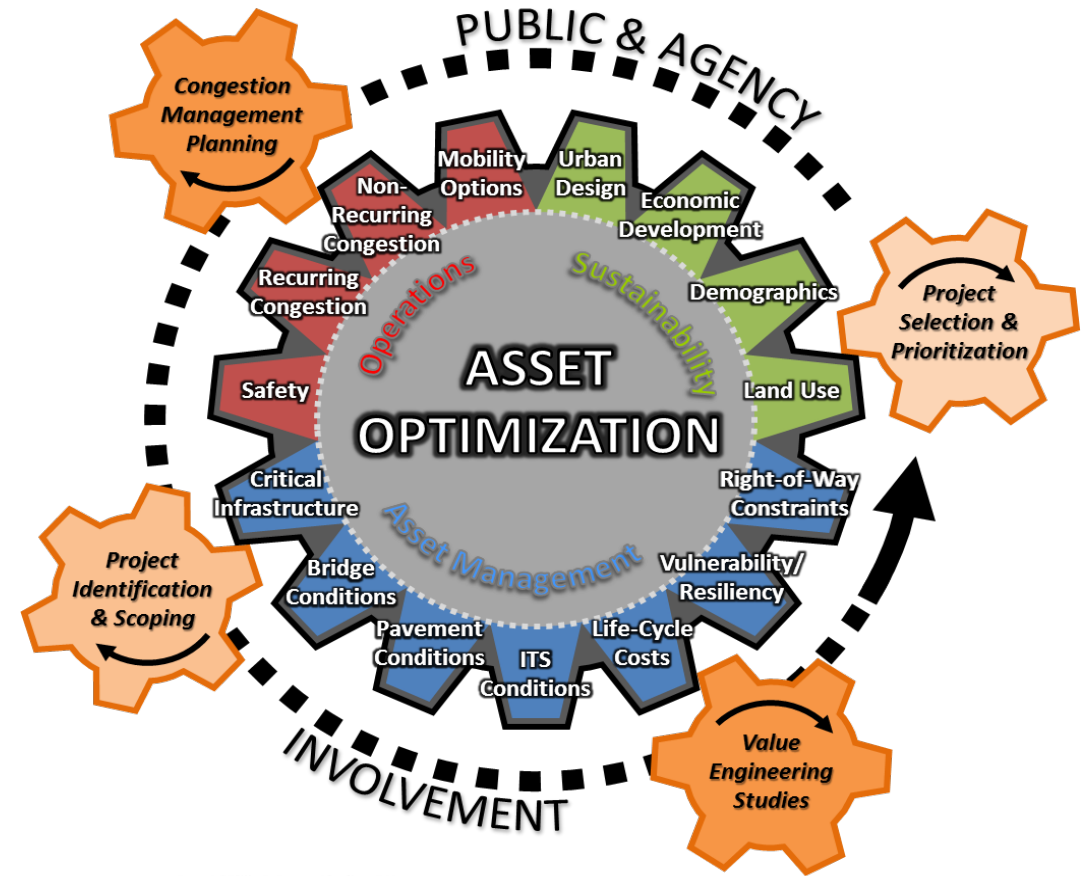
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Measuring Resiliency Dimensions of Transportation Infrastructure in North Central Texas:

University Partnership Program (UPP) Survey



June 25, 2021

Surface Transportation Technical Committee (STTC) – Information Item

Relating Resiliency, Asset Management, & Planning

What Does “Resiliency” Mean?

2



“Ability to anticipate, prepare for, and adapt to changing conditions, and to withstand, respond to, and recover quickly from disruptions.”



UPP Transportation Infrastructure Resiliency Study

Survey Information

3

- UPP Study will appraise the overall resiliency dimensions of regional multimodal transportation infrastructure with respect to current/future conditions, stressors (natural and human-made), and environmental characteristics
- Survey attributes:
 - ▣ Voluntary participation
 - ▣ Confidential responses
 - ▣ No personal information will be represented in final report or in any data made available to the public
 - ▣ Approximately 15 minutes to complete
 - ▣ Responses requested by Friday, July 2nd
- Survey link:
 - ▣ <https://resiliencedimensionproject2021.questionpro.com/>

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Update: Regional Automated Transportation System (ATS) Guidelines Development

Clint Hail, Transportation Planner
Connected and Automated Vehicle Program

Surface Transportation Technical Committee
June 25, 2021



North Central Texas
Council of Governments

Regional People Mover Initiative

Source Initiative for the Guidelines Development Project

Purpose:

To connect, support, and enhance passenger transit and goods shipments within the region by deploying ATS (automated transportation system) technologies

To provide first mile/last mile solutions to and from regional hubs and corridors for passengers and goods

To provide circulation within and adjacent to dense mixed-use developed activity centers

To develop homogenous regional infrastructure and vehicle technology that can be effectively deployed throughout the region

Background

NCTCOG has analyzed and compiled potential locations, as documented in Mobility 2045, and has determined two types of applications for ATS technology

- Movement of People

- Movement of Goods

Dallas Midtown ATS Conceptual Engineering Study (2018)

- Technology Scan Whitepaper

Dallas Midtown ATS & Shared Parking Feasibility Study (2019)

- Explored ridership projections, operational characteristics (at-grade vs. elevated), and shared parking effects

ATS Development Project Purpose & Scope

Develop specifications for subsequent infrastructure design and vehicle procurement.
Includes three key elements:

1. To evaluate and short-list *ATS Vehicle Technologies* for DFW region
2. To develop *Modular Infrastructure* standardized designs and guidelines for a grade-separated guideway
3. To evaluate wireless vehicle *Charging Technologies:*
 - Incorporation within guideway pavement
 - Compatibility with short-listed ATS vehicle technology

Scope Summary:

Develop performance guidelines for a combined technology and infrastructure solution capable of safe and effective operations within two primary operating environments

Project Overview

Two Primary Operating Environments (OE):

OE-A: People Movement

Mixed-use development, campuses, transit connection/enhancement

OE-B: Freight/Goods Movement

Manufacturing, freight-oriented development, connecting to yards & railheads

Project Tasks:

Task 1: Evaluate “rubber-tired” ATS technologies

Task 2: Infrastructure specification development (new construction and retrofit)

Task 3: Evaluate wireless electric vehicle charging systems

Consultant Selected: Lea + Elliott

Project Budget: \$850,000

Project Timeline: 12-18 months from contract execution

Next Steps

June 2021

Project Update to STTC
Information Item

August 2021

Project Update to RTC
Information Item

March-April 2022

Mid-Project Update to STTC & RTC
Information Item

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