

NATIONAL TRAFFIC INCIDENT RESPONSE AWARENESS WEEK

Regional Transportation Council

November 14, 2019

Traffic Incident Management Training Instructors

First Responder and Manager Course Lead Instructors

- Rick Chron – General Manager, United Road Towing Dallas, Inc.
- Ronald Moore – Retired Division Chief, McKinney Fire Department
- Daniel Plumer – Lieutenant, Dallas County Sheriff's Office
- Joseph Hunt – Supervisor, TxDOT – Dallas District (Former Instructor)

First Responder and Manager Course Alternate Instructors

- Tim Fornash – Police Officer, Fort Worth Police Department
- John Key – Retired Fire Captain, Irving Fire Department

Executive Level Course Instructors

- Daniel Plumer – Lieutenant, Dallas County Sheriff's Office
- John Glover – Assistant Chief, Flower Mound Fire Department



Roadside (Mobility) Assistance Patrol Programs Management Staff

Dallas County Operations

- Albert Simon – Program Manager, Dallas County Sheriff's Office (DCSO)
- David Castillo – Asst. Program Manager, DCSO
- Paul Parchem – Morning Supervisor, DCSO
- William Anderson – Mid-shift Asst. Supervisor, DCSO
- Jose Esperanza – Evening Supervisor, DCSO
- Debra Simmons – Admin Support, DCSO

Tarrant County Operations

- Lynn R. Self – Program Manager, Tarrant County Sheriff's Office



Roadside (Mobility) Assistance Patrol Programs Management Staff

NTTA Operations

- Kareem Williams – Roadside Safety Services Manager, NTTA
- Autavious Roberts – Roadside Safety Services Supervisor, NTTA

LBJ/NTE Texpress Operations

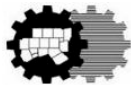
- John Reneau – Director of Roadway Maintenance
- Greg Joslin – Roadway Maintenance Manager
- Emmanuel Ortega – Roadway Maintenance Crew Lead
- Jaime Benitez – Roadway Maintenance Tech
- Joshua Miller – Roadway Maintenance Tech



METROPOLITAN PLANNING ORGANIZATION (MPO) MILESTONE POLICY UPDATE

Regional Transportation Council

November 14, 2019



North Central Texas
Council of Governments
Transportation Department

Background

- The last Metropolitan Planning Organization (MPO) Milestone Policy was adopted by the Regional Transportation Council (RTC) in June 2015.
- Staff identified projects that were funded 10 or more years prior to the policy being approved and had not gone to construction.
- New estimated start dates for projects to go to construction by were established by each implementing agency.
- In April 2016, the RTC approved a policy to give agencies one additional fiscal year from their proposed construction start date to advance projects (i.e., A project with an estimated start date of June 2017 (FY 2017) would have until the end of FY 2018 to start construction).
- The policy stipulates that if a project does not go to construction by the established deadline, the project's funding will be removed.

Project Monitoring Efforts

- Projects included on the 2016 Milestone List have been monitored to ensure timely implementation has occurred.
- Reminder letters were sent to all agencies with a project on the list in December 2016.
- Staff highlighted the projects and their deadlines during the 2019-2022 Transportation Improvement Program (TIP) Development process.
- An update on the status of all projects was provided in the fall of 2018.
- Staff provided an update on the status of the projects that did not meet their deadline of the end of FY 2018 in the spring of 2019.
- The projects and their deadlines were covered during the 2021-2024 TIP Development process.

Outcomes to Date

Of the 57 projects on the initial list:

- 4 projects were canceled initially based on input from the implementing agencies
- 2 projects were canceled as a result of being on the Federal Highway Administration (FHWA) 10-Year Preliminary Engineering Audit list and replaced with a new project*
- 1 project was canceled and the funding moved to another project
- 46 projects have let for construction on time or have been completed
- 1 project remains that does not have an established deadline and will continue to be monitored
- **2 projects that had previously let prior to the deadline are being re-bid***
- **2 projects did not meet their deadline of the end of FY 2019**

*The new project had a December 2018 letting deadline, which it met, but is being re-bid. Project being actively monitored.

Status Update

(Projects That Did Not Meet FY 2018 Deadline)

Agency	Facility/Limits	Scope	Let Date
Dallas County	Camp Wisdom Road from Carrier Parkway to FM 1382	Widen 2 to 4 lane divided	May 2019 (Actual)
TxDOT Dallas	Northwest Highway (Spur 244) at Jupiter	Traffic signal and pedestrian improvements	April 2019 (Actual)
TxDOT Dallas	Northwest Highway (Spur 244) at Plano Road	Traffic signal and pedestrian improvements	April 2019 (Actual)
TxDOT Dallas	SH 78 from IH 635 to Forest Lane	Traffic signals and intersection improvements	April 2019 (Actual)
City of Denton	McKinney Street (Old FM 426) from 1.4 miles west of SL 288 to 1.1 miles east of SL 288	Widen 2 lane roadway to 4 lane divided urban	October 2019 (Actual)

Projects That Did Not Meet Deadline or Had to Be Re-Bid

TIP Code	Agency	Facility/Limits	Scope	Funding
11258.9	City of Dallas	8 Intersections at KCS RR in Dallas at E Dallas/KCS RR Crossings - Peavy Rd, Gus Thomasson Rd, Barnes Bridge Rd, Centerville Rd, Lakeland Dr, Highland Dr, Santa Anna Ave, & St. Francis Ave at KCS RR	Upgrade gates and install medians at all locations; Install signage at Peavy, Gus Thomasson, Lakeland, Highland, & St. Francis; Resurface at Lakeland and St. Francis	\$1,828,070
533	City of Dallas	Lemmon Avenue at Bluffview	Access improvements to Love Field Airport and construct a pedestrian safety crossing	\$800,000*
633	City of Dallas	Dolphin Rd from Spring Ave to North of Haskell Ave/Military Pkwy	Reconstruct existing roadway from 4 lane undivided to 4 lane divided with intersection improvements at Haskell	\$3,755,560
25043	City of Dallas	Park Lane at US 75; Walnut St at Greenville Ave, Abrams Rd, Richland College	Construct intersection improvements including traffic signal upgrades with radar detection, pedestrian improvements with crosswalks and ADA ramps	\$960,000

*Local funds part of a defederalization package

Action Requested

RTC approval of the following proposals for each project:

- TIP Code 533: Monitor for timely letting; Agency may need to repay federal funds from defederalization package if not implemented on time
- TIP Code 11258.9: Remove funding and return to the regional pool
- TIP Code 633: Project must re-bid by March 2020 or funding will be returned to regional pool
- TIP Code 25043: Project must start by March 2020 or funding will be returned to regional pool

Next Steps

- Continue monitoring projects with deadlines after September 30, 2019
- Bring an item to the Surface Transportation Technical Committee (STTC) and the RTC in December 2019 detailing the next group of Milestone Policy Projects, including:
 - Previously let projects with implementation issues (e.g., projects that are being re-bid)
 - Projects selected in 2006-2010 that have not advanced to construction

Questions?

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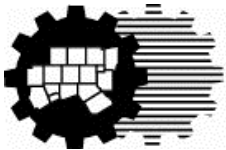
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Clean Fleets North Texas 2019 Funding Recommendations

**Regional Transportation Council
November 14, 2019**

**Chris Klaus
Senior Program Manager**



**North Central Texas
Council of Governments**



Available Funding

Funding Source: Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program

Funding Category	Amount
Remaining Funds from 2017 Award*	\$847,224
New Funds from 2018 Award**	\$1,110,350
Call For Projects Funds Available	\$1,957,574

*Funds from 2017 award distributed through Clean Fleets North Texas 2018 Call For Projects. Any funds released from project awards under the Clean Fleets North Texas 2018 Call For Projects will be added to this initiative.

**EPA award included \$39,789 for staff administration.

Project Eligibility

Eligible Applicants: Local Governments; Private Companies who Contract with Local Governments; and Must Adopt RTC Clean Fleet Policy or Similar

Eligible Activities	Funding Threshold
<u>Replace On-Road Diesel Trucks*</u> 16,001 GVWR and Up; Model Year 1996-2006; (Also Model Year 2007-2009 if Replacing with Electric)	45% Cost if New is Electric 35% Cost if New is Powered by Engine Certified to CARB Optional Low-NO _x Standards (Both Natural Gas and Propane Engines Currently Available)
<u>Replace Non-Road Diesel Equipment*</u> Must Operate >500 Hours/Year; Eligible Model Years Vary	25% Cost for All Others

*All Old Vehicles/Equipment Must be Scrapped; Other Model Years Eligible On Case-By-Case Basis.

Approved Eligibility and Selection Criteria

Eligibility Screens:

Fleet Policy Adoption

Purpose: Reserve Funding for Fleets that are Engaged Beyond Grant Opportunities; Consistent with RTC Adoption of Clean Fleet Policy

Minimum Allowable Subaward: \$100,000

Purpose: Reduce Risk and Administrative Burden by Limiting Number of Subawards

Scoring Criteria:

Cost Per Ton NO_x Emissions Reduced 75%

Purpose: Maximize Emissions Reductions

Subrecipient Oversight Criteria 25%

Purpose: Balance Project Benefits with Administrative Burden

Summary of Recommended Awards

	Requested Activities	Eligible Activities	Total Project Cost	Recommended Funding	Local Match
City of Dallas	12	11	\$3,586,430	\$929,608	\$2,656,823
City of Benbrook	1	1	\$1,300,000	\$325,000	\$975,000
Total			\$4,886,430	\$1,254,608	\$3,631,823

Balance Remaining for Future Project Solicitation: \$702,967 EPA Funds

Total Tons NO_x Reduced Over 6 Years: 25.96

Cost per Ton NO_x Reduced Across Entire Call for Projects: \$48,329

Refer to Electronic Item 6.2 for more details.

Feedback Sought to Inform Next Steps

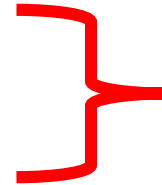
Feedback from Prospective Applicants:

\$100,000 Grant Minimum Too Difficult to Reach

Annual Budget Caps and Application Window Not Aligned

Funding Percentages Too Low

Eligible Model Years Too Restrictive



Governed By Funding Agency

Recommended Next Steps to Exhaust Funding:

Reopen Mid-November for ~90 Day Application Window

Reduce Minimum Allowable Subaward to \$50,000

Increased Communication to Prospective Applicants

Implementation Deadline During Next Fiscal Year

Non-Road Equipment Eligibility

Call For Projects Schedule

Milestone	Estimated Timeframe
STTC Approval to Open CFP	May 24, 2019
RTC Approval to Open CFP	June 13, 2019
CFP Opens	June 14, 2019
Kickoff Webinar	July 9, 2019, at 2 PM
Application Deadline	Friday, September 6, 2019 at 5 pm
Staff Funding Recommendations Finalized	September 2019
STTC Action	October 25, 2019
RTC Action	November 14, 2019
Executive Board Authorization	December 19, 2019
Reopen CFP on Rolling 90-Day Basis to Fully Award Funds	Anticipated November 15, 2019
Next Application Deadline	February 14, 2020, at 5 pm
Project Implementation Deadline	March 31, 2021

Action Requested

Requesting RTC Approval Of:

Funding

\$929,608 to the City of Dallas to Replace Six Vehicles & Four Equipment

\$325,000 to the City of Benbrook to Replace One Fire Truck

Second Round of Project Solicitation

~90 Day Application Window Beginning Mid-November

Incorporate Additional Funds As Available:

EPA Funds Released from Previous Clean Fleets North Texas Awards

TCEQ SEP Funds Received for New School Bus Projects*

Reduced Minimum Award Threshold \$50,000

Maintain Scoring Structure:

Up to 75 Points Cost per Ton NO_x Reduced

Up to 25 Points Subrecipient Oversight

*NCTCOG receives funds for the North Central Texas Clean School Bus Program through the Texas Commission on Environmental Quality Supplemental Environmental Project Program. Funds have been received since the 2019 Clean Fleets North Texas CFP first opened, and more could be received while the second application window is open.

For More Information

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Buy America Act Proposed Safety Equipment Exception

Rebekah Hernandez

North Central Texas Council of Governments

Regional Transportation Council

November 14, 2019



North Central Texas
Council of Governments

Overview

Buy America Background

Safety Initiatives

Unintended Challenges

Proposed Legislative Solution

Buy America Background

- Restrictions on federally funded transportation projects
- Requires the use of iron, steel, and manufactured products produced in the U.S.
- FHWA Buy America provisions are found under 23 U.S. Code, Section 313

Safety Initiatives

- Federal and statewide focus on safety
- NCTCOG incident management training
 - Photogrammetry training courses for first responders
 - Camera images allow for quicker crash investigations
 - Helps to improve mobility and safety

Unintended Challenges

- Buy America requirements are restricting the purchase of vital safety equipment
- Cameras and photogrammetry equipment are made up of complex components from all over world
- Equipment must be produced and manufactured in the U.S.

Action Requested

- Send RTC letter to the North Texas Congressional Delegation
- Letter will propose adding an exception in Title 23 USC Section 313 for traffic incident management safety equipment

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Partnership with DFW International Airport to Enable Electric Bus Purchase

Regional Transportation Council

November 14, 2019

Chris Klaus

Senior Program Manager



Project Background

Additional Airside Buses Needed to Support Growing Number of Daily Flights

Buses Available in Diesel and Electric Options

Buses Expected to Operate for 20+ Years

Higher Capital Cost and Longer Lead Time for Electric Buses

Up to \$3.5 Million Additional Expenses for 4 Electric Buses, Associated Infrastructure, Equipment, and Temporary Lease of Airport Buses Prior to Electric Bus Delivery

Grant Funds Not Available

Constraints Include Buy America and Scrappage Requirements

Electric Airside Bus



Regional Significance of Electric Buses

Avoid Increase in Ozone-Forming Pollutants

Maintain Compliance with General Conformity as Airport Expands

Reduce Passenger & Employee Exposure to Exhaust Emissions from Diesel Buses

Sustain Airport Carbon-Neutral Accreditation

Action Requested

RTC Approval Of:

Contribution of Up to \$3.5 Million in Regional Toll Revenue Funds (Dallas County and Regional Accounts) to DFW International Airport to Support Purchase of Electric Airside Buses, Associated Infrastructure, and Equipment

Administratively Amending the 2020-2022 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and Other Planning/Administrative Documents as Needed

Timeline

Milestone	Estimated Timeframe
RTC Approval	November 2019
STTC Endorsement	December 2019
Submittal to STIP	February 2020
Anticipated Approval of STIP Revision	Late March/Early April 2020
Anticipated Approval of RTR Funds by the TTC	April 2020
Anticipated Electric Bus Delivery	Fall 2020

For More Information

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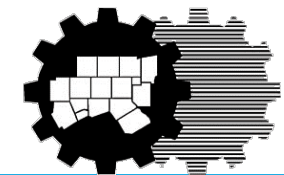
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HIGH OCCUPANCY VEHICLE TRANSPORTATION CONTROL MEASURES: APPLICATION OF MANAGED LANES AND SUBSTITUTION OF TRAFFIC SIGNAL PROGRESSION

REGIONAL TRANSPORTATION COUNCIL
NOVEMBER 14, 2019
JENNY NARVAEZ, PROGRAM MANAGER



North Central Texas
Council of Governments



DRAFT

EVOLUTION TO MANAGED LANES

Interim HOV lanes were added in the 1990's

Temporary and static mobility option to alleviate congestion

Interim HOV lane emission benefits were committed to in the regions State Implementation Plan

Interim HOV lanes have evolved to Managed Lanes in response to changing conditions by maximizing efficiency of a roadway through active management of the lane(s)

Benefits of Managed Lanes include:

HOV 2+ discounts during peak commute periods

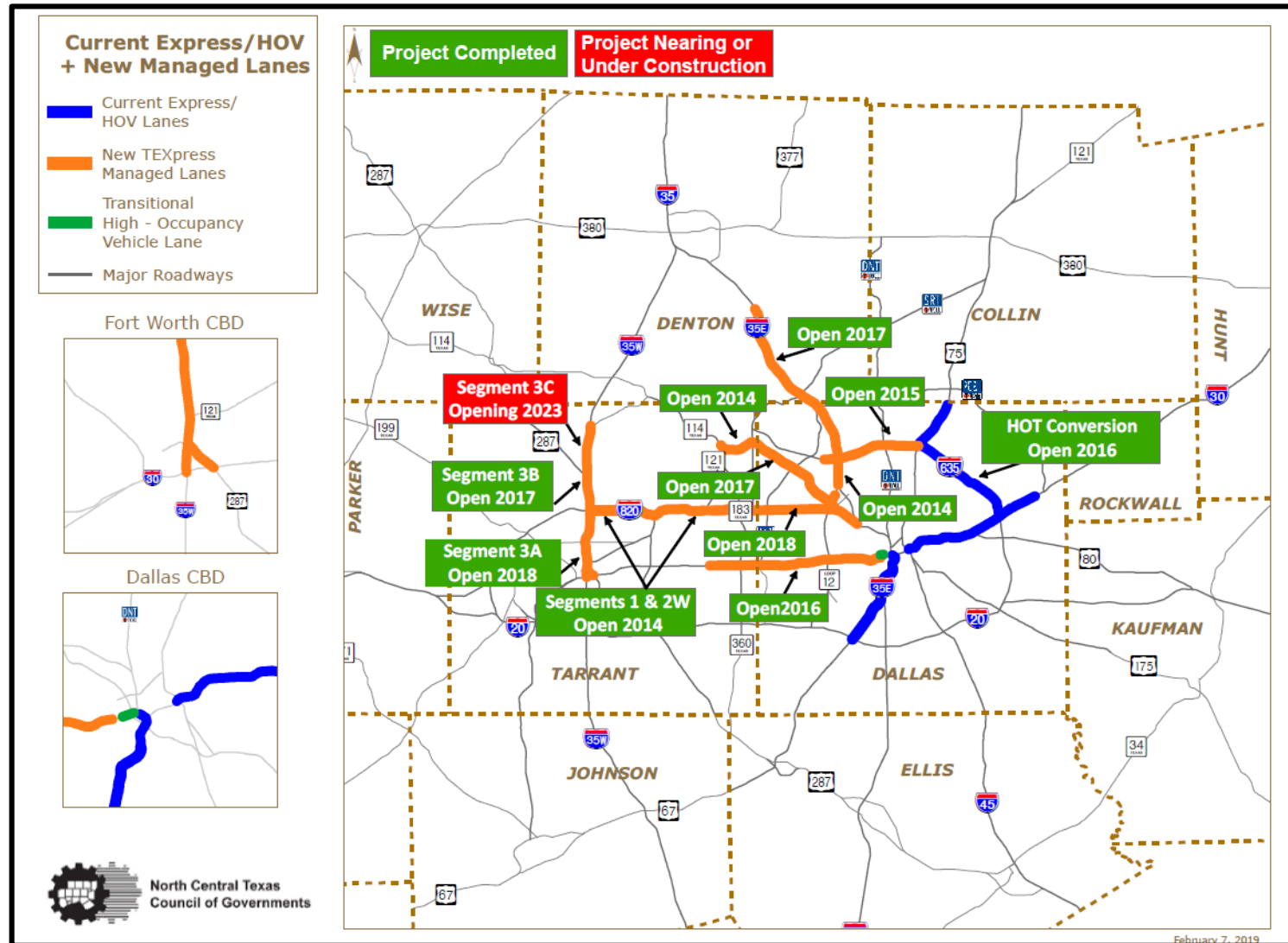
Includes options for High-intensity bus

Variable pricing

Guaranteed speeds

EVOLUTION TO MANAGED LANES

Near Term Managed Lane System Openings



HOV TCM SUBSTITUTION

OVERVIEW

Three Interim HOV lanes remain in the following State Implementation Plan (SIP) as TCMs:

Dallas-Fort Worth 1-Hour Ozone Attainment Demonstration State Implementation Plan Revision - April 2000

Dallas-Fort Worth 1997 8-Hour Ozone Attainment Demonstration and Reasonable Further Progress State Implementation Plan Revision - May 2007

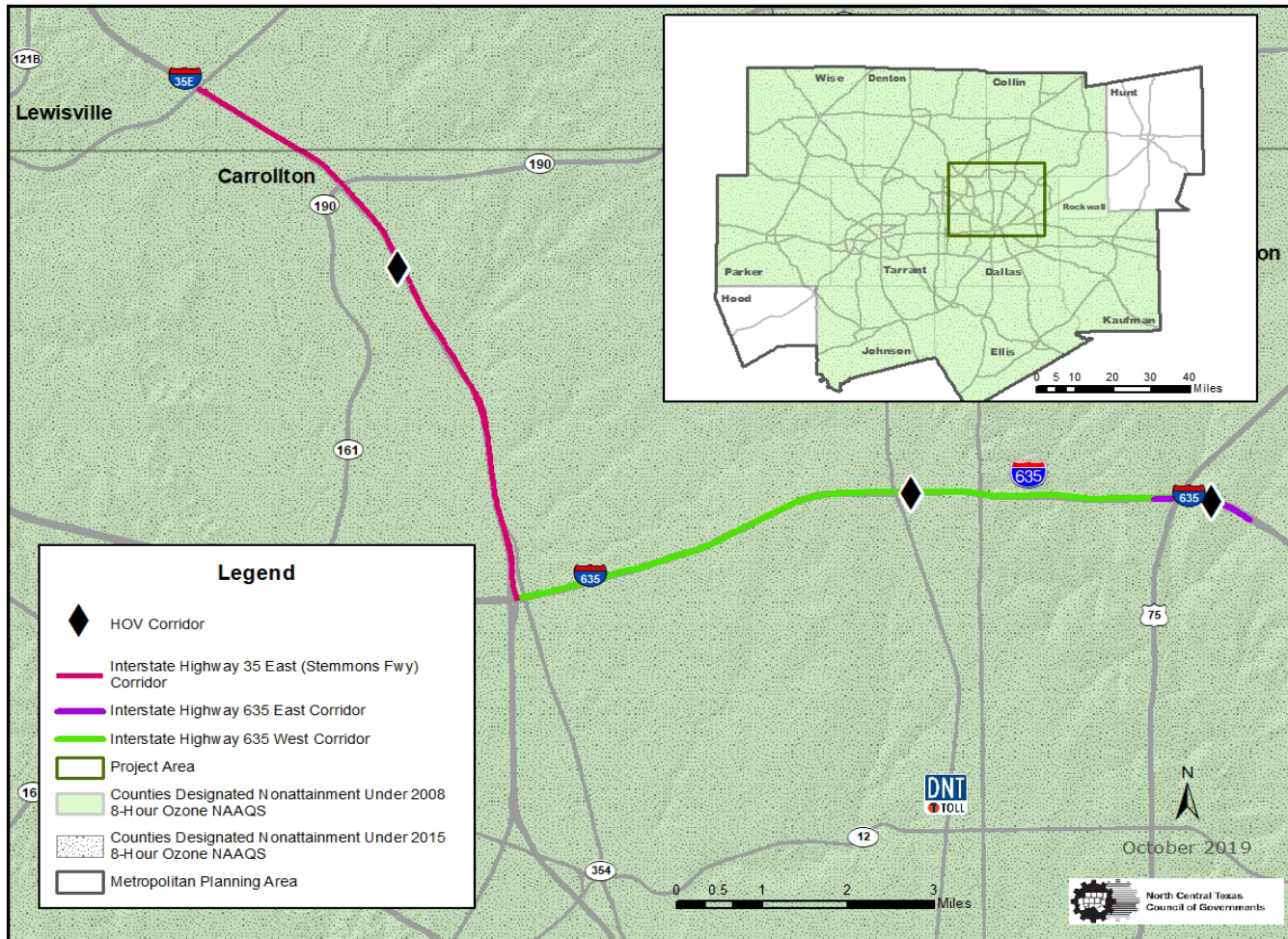
These Interim HOV lanes are being removed as a TCM in the SIP documentations due to being changed to Managed Lanes.

Removing them requires substituting alternate TCM projects that achieve equivalent emissions benefits.

HOV TCM SUBSTITUTION

HOV LANES TO BE SUBSTITUTED

Location of HOV Lanes to be Substituted



**IH 35E corridor (Stemmons Fwy)
between IH 635 and SH 121**

**IH 635 east corridor (LBJ Fwy)
between Coit Rd and Greenville Ave**

**IH 635 west corridor (LBJ Fwy)
between Luna Rd/IH 35E and US 75**

HOV TCM SUBSTITUTION

POTENTIAL TRAFFIC SIGNALIZATION PROJECTS TO BE USED AS SUBSTITUTES

7 Corridors:

Parker Rd (Midway Rd to Preston Rd)

9 signals

Park Blvd (Midway Rd to Coit Rd)

16 signals

Custer Rd (Legacy Dr to SH 121 NB)

8 signals

Coit Rd (Legacy Dr to SH 121 NB)

8 signals

Spring Creek Pkwy/Shiloh Rd (Custer Rd to Plano Pkwy)

14 signals

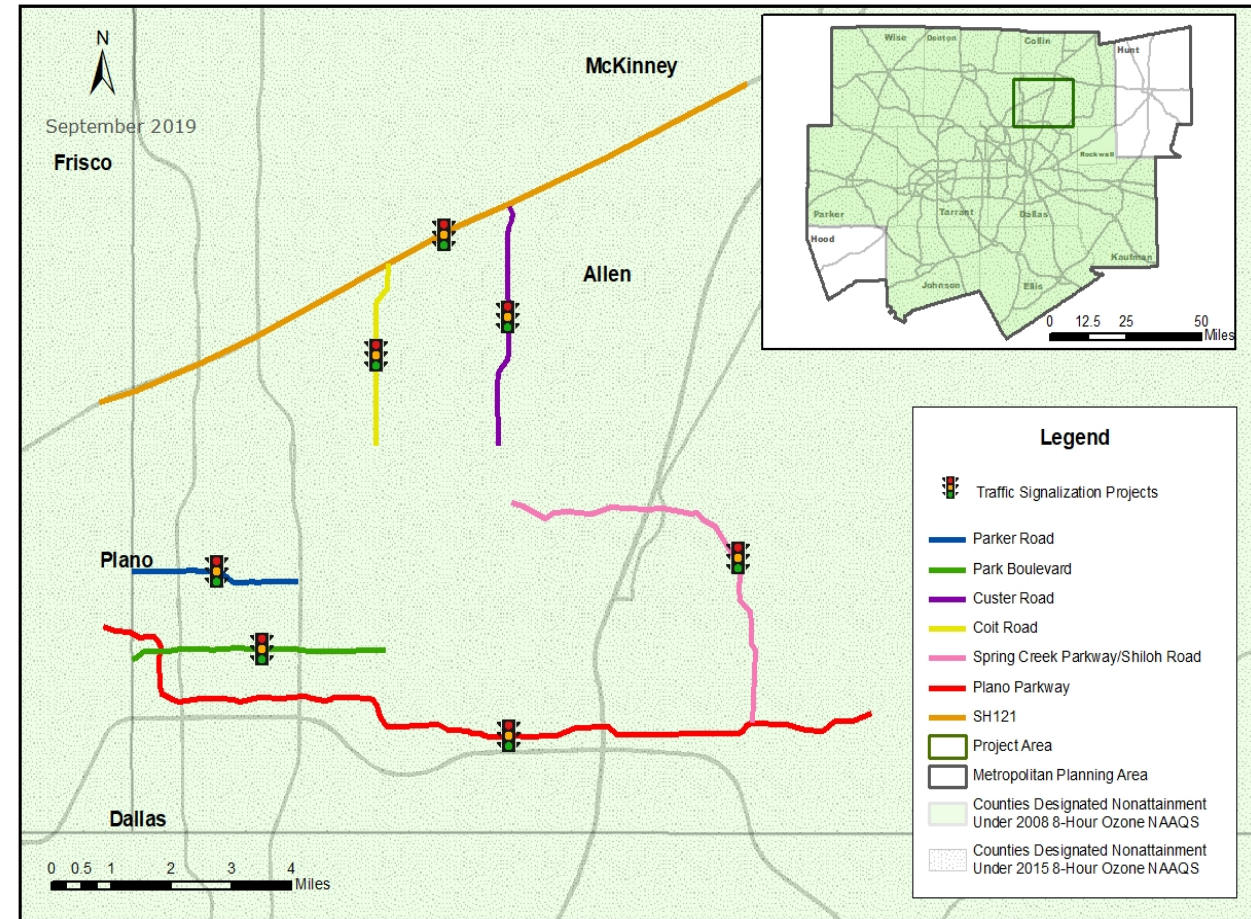
Plano Parkway (Dublin Rd to Marsh Ln)

30 signals

SH 121 (Spring Creek Pkwy to Hardin Rd)

34 signals

Location of Plano Traffic Signals



HOV TCM SUBSTITUTION

Transportation Control Measure Substitution

Transportation Control Measures (TCM) specified in an implementation plan may be replaced with Control Measures if the substitute measures achieve equivalent or greater emissions reductions than the TCMs to be replaced.

Pollutants	Emissions Impact of Three HOV Projects
NO _x	-0.108 tpd
VOC	-0.061 tpd

HOV TCM SUBSTITUTION

TIMELINE

AGENCY	ACTION	DATE
NCTCOG	Calculate emissions reductions attributable to the selected project to be used for substitution	Complete
TCM Substitution Working Group ¹	Present projects to be used as the substitute TCMs to Working Group	Complete
STTC	HOV TCM Substitution – Information	October 25, 2019
NCTCOG	Request concurrence from Working Group on Pre-Analysis Plan via email, including: <ul style="list-style-type: none"> > Selected projects to be used for substitution; > Emission off-sets and methodology; and > Documentation of implemented projects 	October - November 2019
RTC	HOV TCM Substitution – Information	November 14, 2019
NCTCOG	NCTCOG Public Meetings <ul style="list-style-type: none"> > 30-day public notice and comment period 	November 2019
STTC	HOV TCM Substitution – Action	December 2019
NCTCOG	Comment period closes <ul style="list-style-type: none"> > Review and provide comments and responses to Working Group 	December 2019
SWG	Conference call for Working Group to concur on TCM Substitution	December 2019
RTC	HOV TCM Substitution – Action	January 2020
NCTCOG	Distribute RTC adopted resolution to the TCM Working Group	January 2020
TCEQ and EPA	Send concurrence letters to the TCM Working Group	February 2020
TCEQ	Documentation of approved substitution provided to EPA regional office (must occur within 90 days)	May 2020
EPA	Region 6 office to publish action notice in the <i>Federal Register</i> without a comment period	May 2020

HOV TCM SUBSTITUTION

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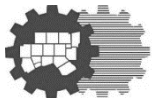
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RTC WORKSHOP FOLLOW UP

LOCAL OPTION, TRANSIT, HYPERLOOP, AND THE PATH FORWARD WITH TXDOT

Regional Transportation Council
November 14, 2019

Michael Morris, P.E.
Director of Transportation, NCTCOG

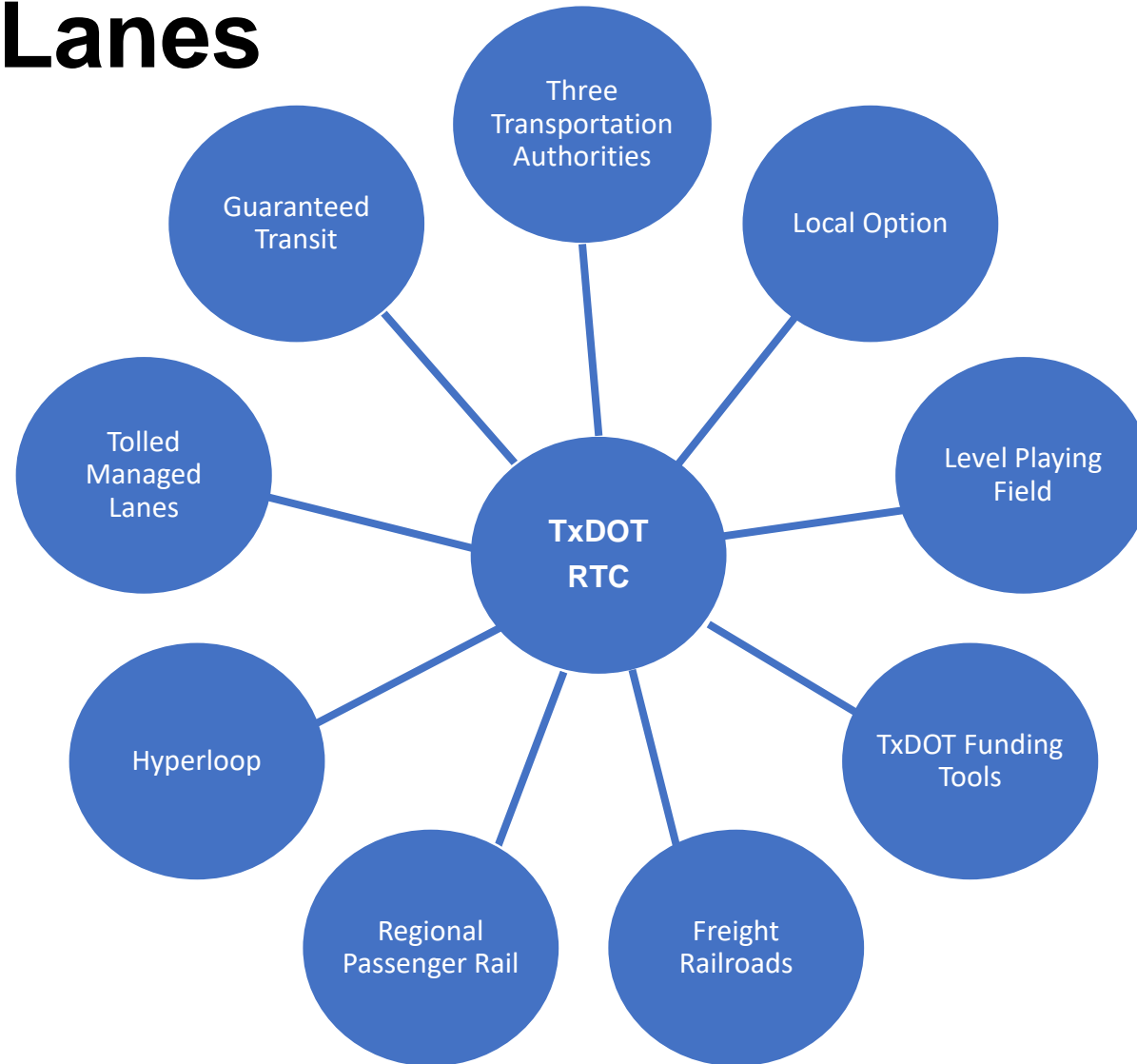


North Central Texas Council of Governments

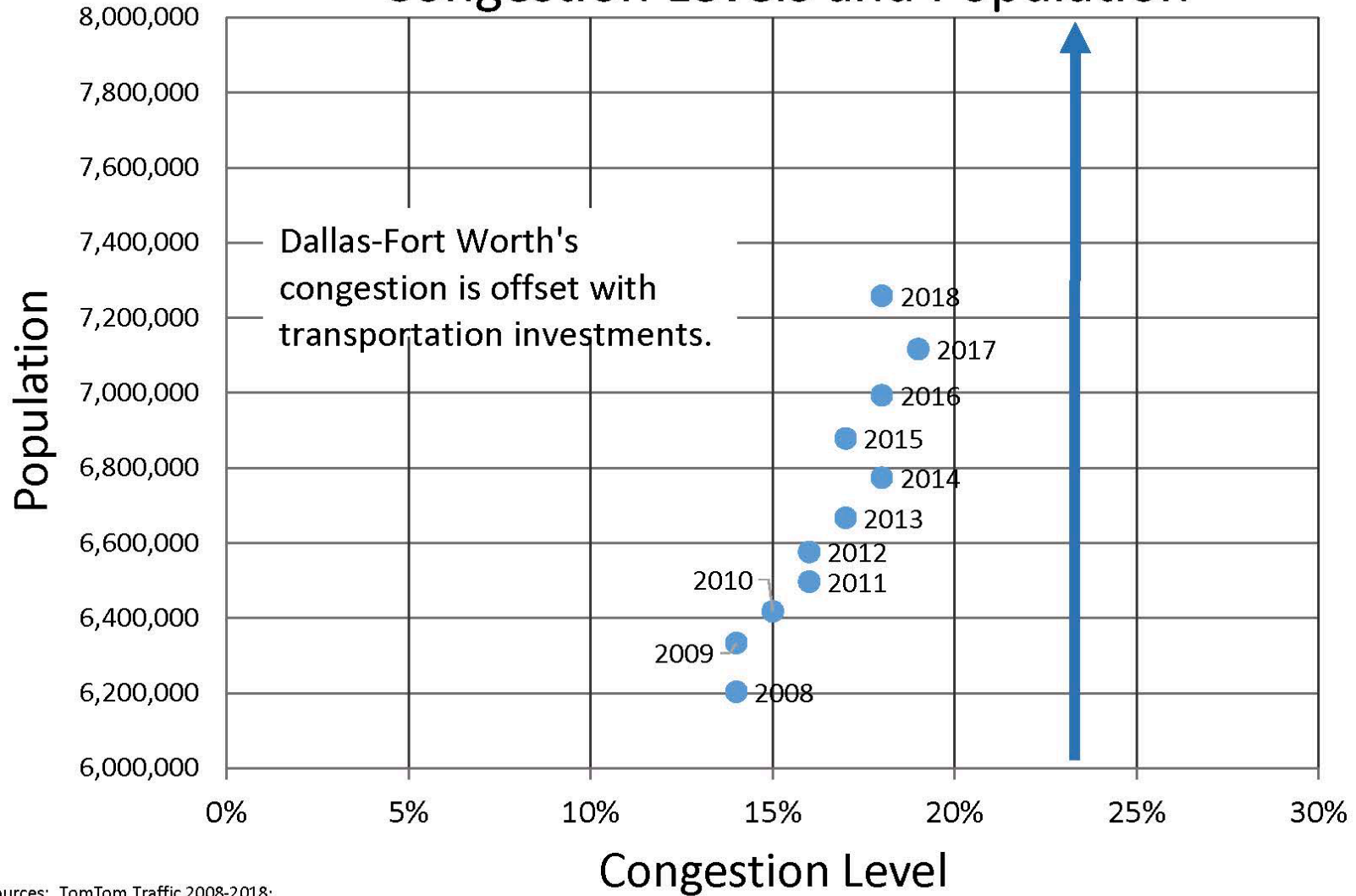


Proposed “Regional Compact”: Goods Movement, System Rail and System Managed Lanes

DRAFT



Dallas-Fort Worth Congestion Levels and Population



Sources: TomTom Traffic 2008-2018;
North Central Texas Council of Governments

Next Steps Impacting the Texas Department of Transportation

DRAFT

Partnership



Innovation Funding (*tolling / borrowing / P3*)



Statewide Formula Allocation



Toll Advancement: Good Government Principles

- Environmental Documents
- Projects

FAST RAIL SERVICE

1. Houston to Dallas – 424 Days to Legislative Session
 - Finding of No Significant Impact
 - Safety Protocol
 - “Railroad”

2. Dallas – Arlington (to DFW International) – Fort Worth
 - RFP (“Cone of Silence”)
 - December 13, 2019 Deadline

3. Fort Worth – Laredo (Monterrey, Mexico)
 - Last Round of Public Meeting
 - Winter Results (60 days)

4. Certification Center
 - RFP is Underway by VHO
 - Awaiting RTC Action (11/14/19)

REQUEST FOR PROPOSAL FOR HYPERLOOP CERTIFICATION CENTER (11/4/19)

- Phase 1: Conceptual Proposal (6 Weeks total)
Part A: Intention / Agreement (2 Weeks)

Part B: Credentials / Ideas / Partnerships (12/13/19)

SHORTLIST BY VHO

- Phase 2: Detailed Proposal (2/28/20)

FINALISTS

- Phase 3: Negotiation (Mid – 2020)

ANNOUNCE WINNER

CONSTRUCTION BEGINS 2021

TOP FIVE RTC POLICY INITIATIVES FOR 2020

Regional Transportation Council
November 14, 2019

Michael Morris, P.E.
Director of Transportation, NCTCOG



North Central Texas
Council of Governments



Regional Transportation Council

Top Five RTC Policy Initiatives for 2020

Importance of partnership between local, State, and federal elected officials

Review of revised institutional structures is business as usual

Review of Metropolitan Planning Organization: communication, delegation, and implementation

Taking advantage of Texas interim legislative charges and new federal legislation

Connecting the Dallas-Fort Worth region with the rest of the mega-State