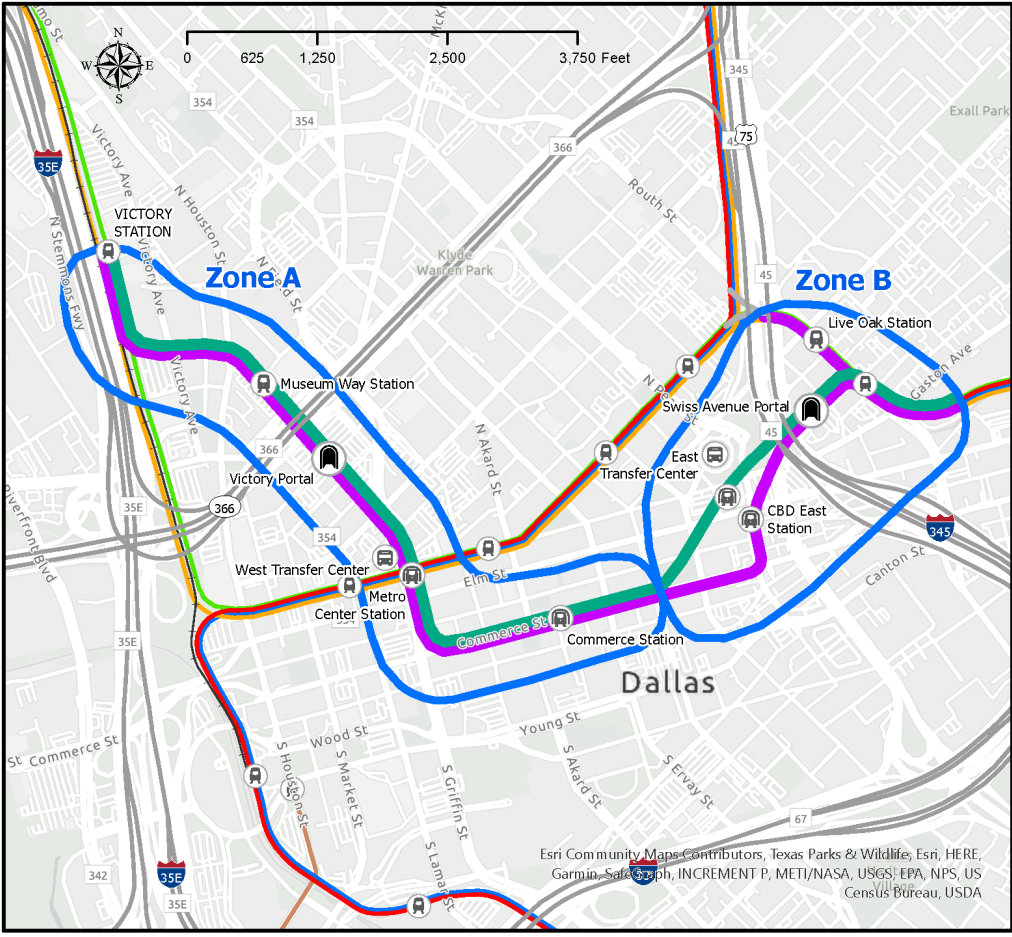


Attachment 1
DART D2 Project
Council District 2, 14

- Locally Preferred Alternative - City Council Resolution September 2017
- DART's Current Proposed Alternative
- BLUE LINE RED LINE TRINITY RAILWAY
- GREEN LINE MCKINNEY AVENUE TROLLEY
- ORANGE LINE DALLAS STREETCAR



CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING
INNOVATIVE PROJECTS DURING COVID
RECOVERY

Regional Transportation Council
May 2021

Michael Morris, P.E.
Director of Transportation

TRAVEL BEHAVIOR BY MODE



Bicycle/Pedestrian (+73%, March)

0

Freeway Volumes (-6%, March)

Airport Passengers (-28%, March)

Toll Roads (-34%, February)

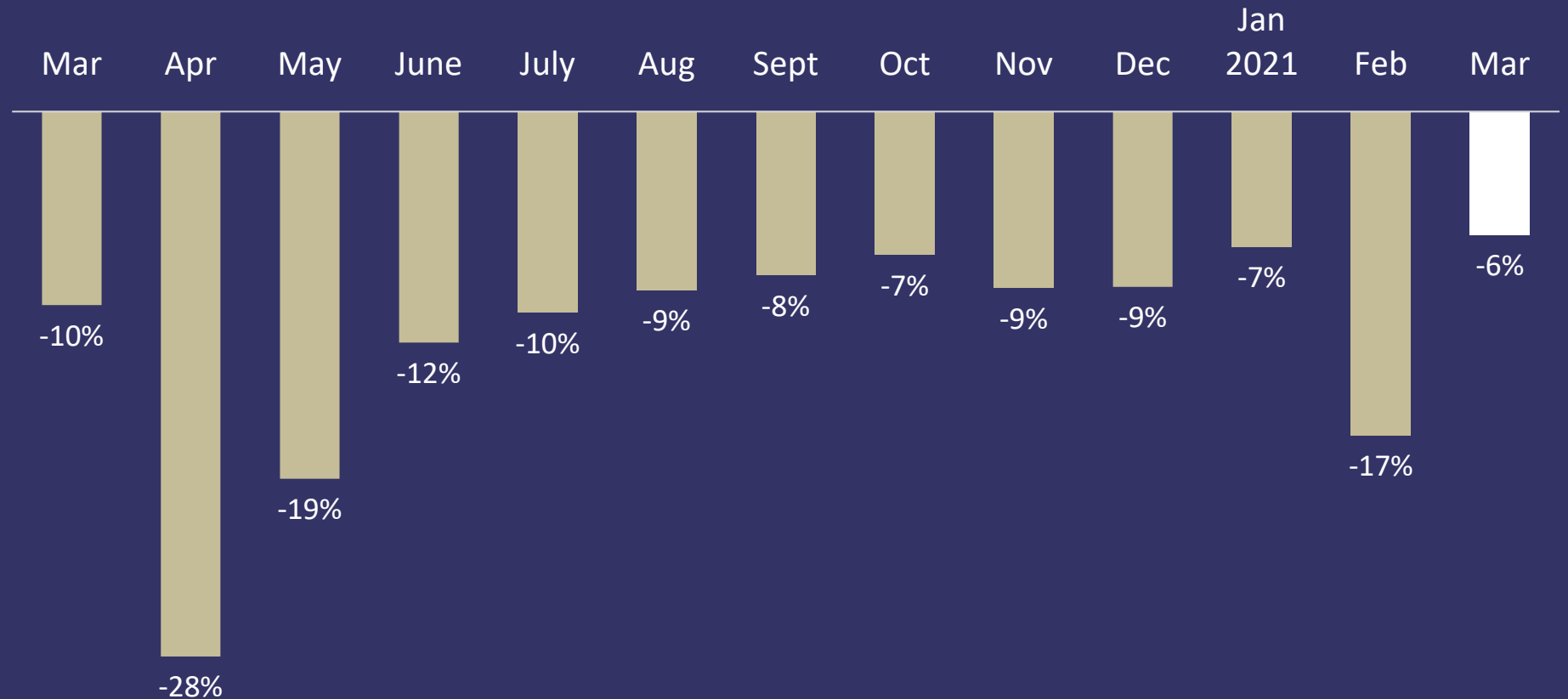
Transit Ridership (-50%, March)



ROADWAY TRENDS

Average
Weekday
Freeway
Volumes

Traffic Decrease vs Baseline



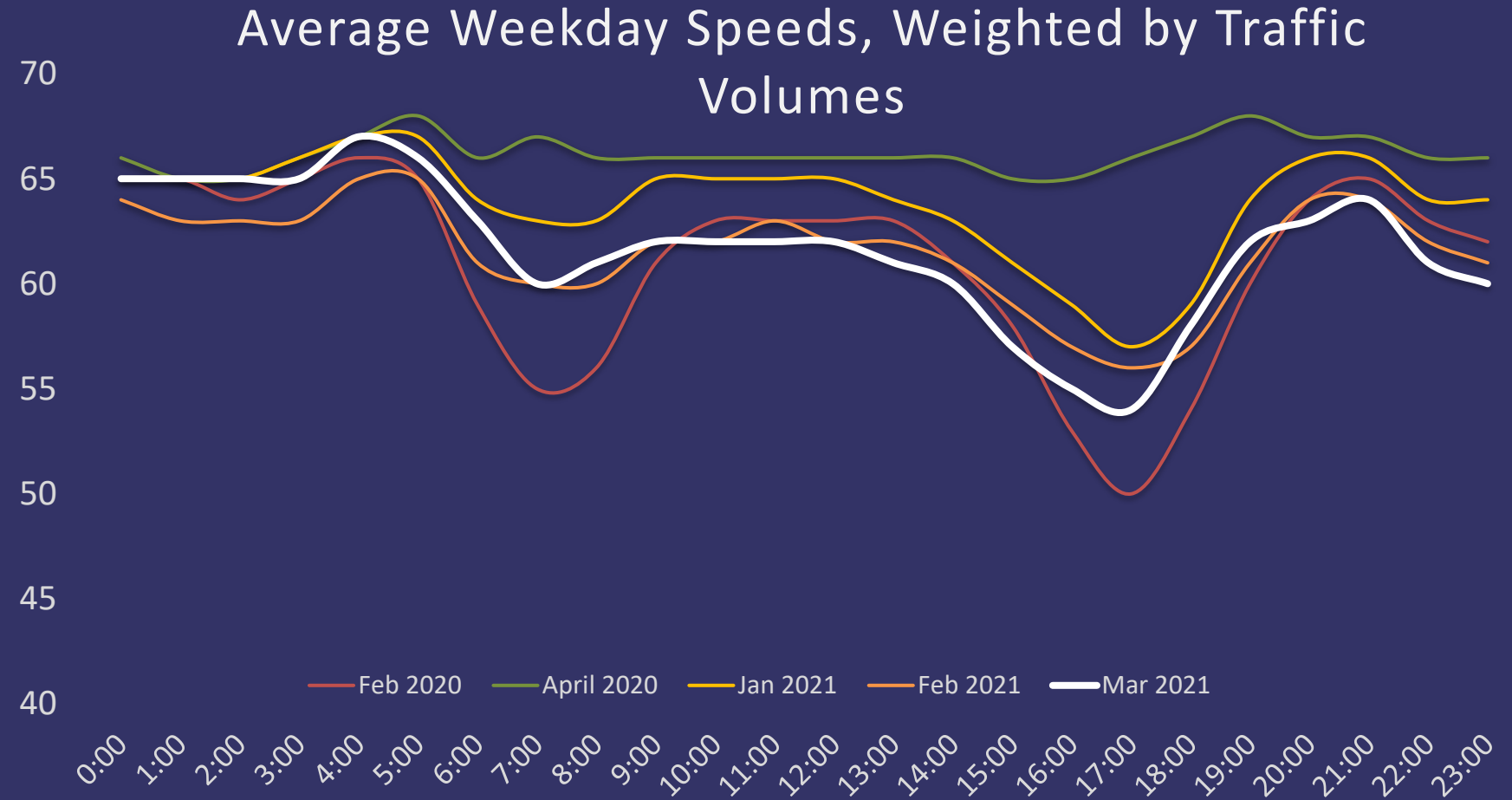
Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters. As of October, growth calculated based on Fort Worth

Note: Baseline is March 2019-February 2020.

Note: Drop in freeway volumes in Feb 2021 due in large part to week-long winter storm.

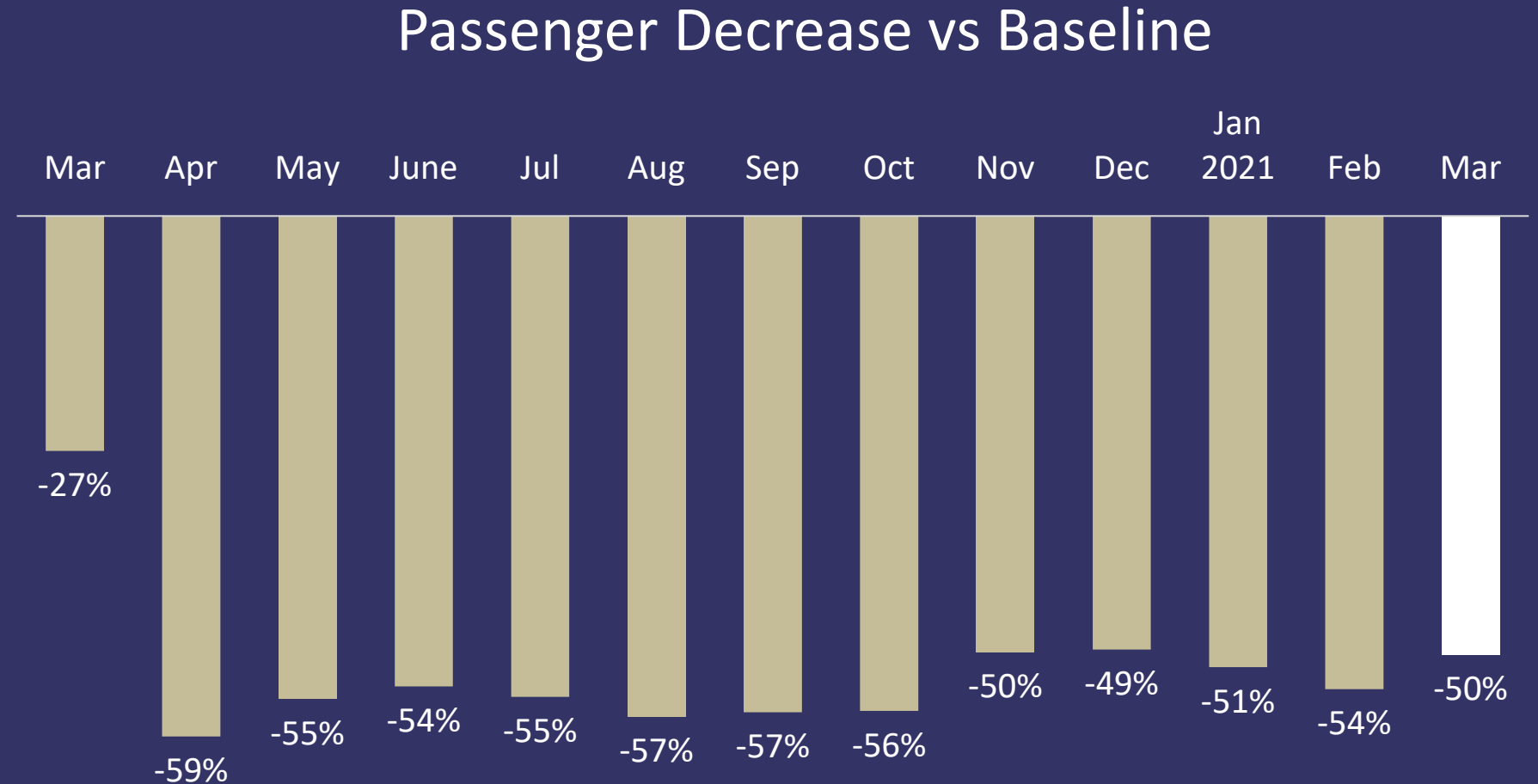
ROADWAY TRENDS

Regional Average
Freeway Speeds



TRANSIT IMPACTS

Weekday Ridership



Source: DART, DCTA, and Trinity Metro

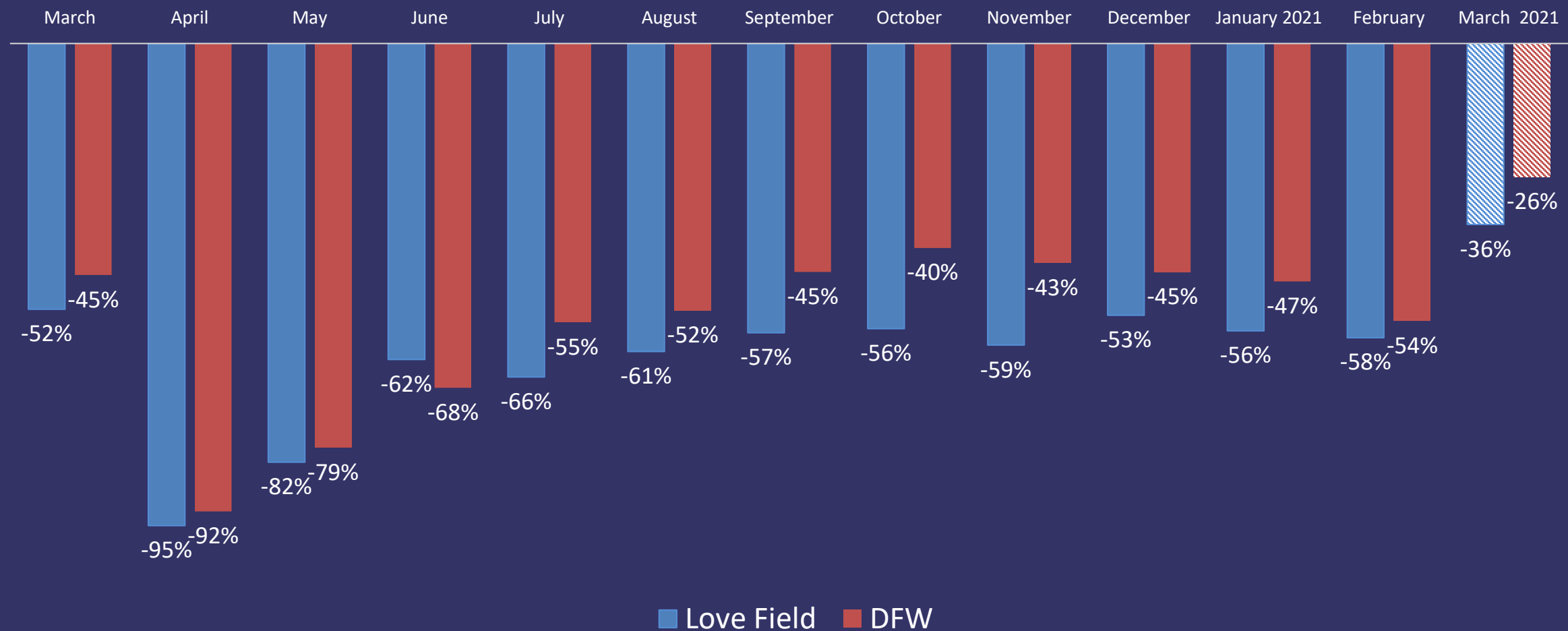
Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

AIRPORT TRENDS

Passengers

Change in Airport Passengers vs Baseline



Source: Dallas Love Field and DFWIA Websites
Note: Baseline is March 2019-February 2020.

FINANCIAL IMPLICATIONS



0

Transit Sales Tax Allocation (-5.8%, February)

Motor Fuel Tax (-5.2%, February)

Sales Tax (-13.3%, February)

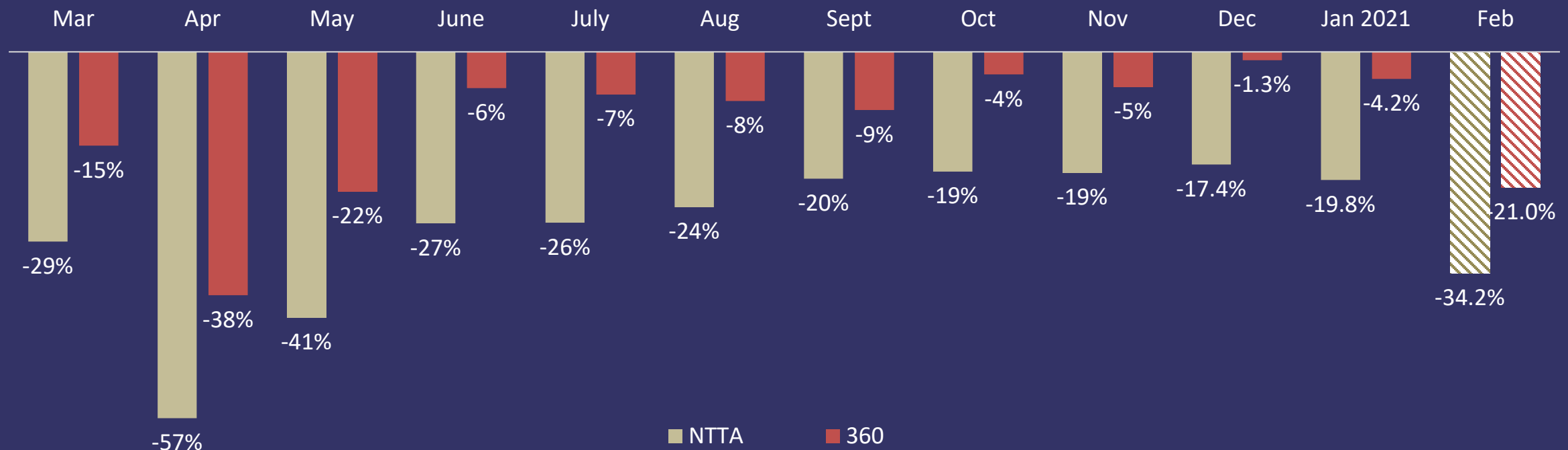
Motor Vehicle Sales and Rental Tax (-13.8%, February)



FUNDING IMPACT

NTTA Transactions,
Including SH 360

Change in Tollway Transactions vs Baseline



Source: NTTA

Notes: Baseline is March 2019-February 2020. Change for NTTA includes 360 Tollway; Despite decline in transactions, the revenues are sufficient to meet debt service for SH 360.

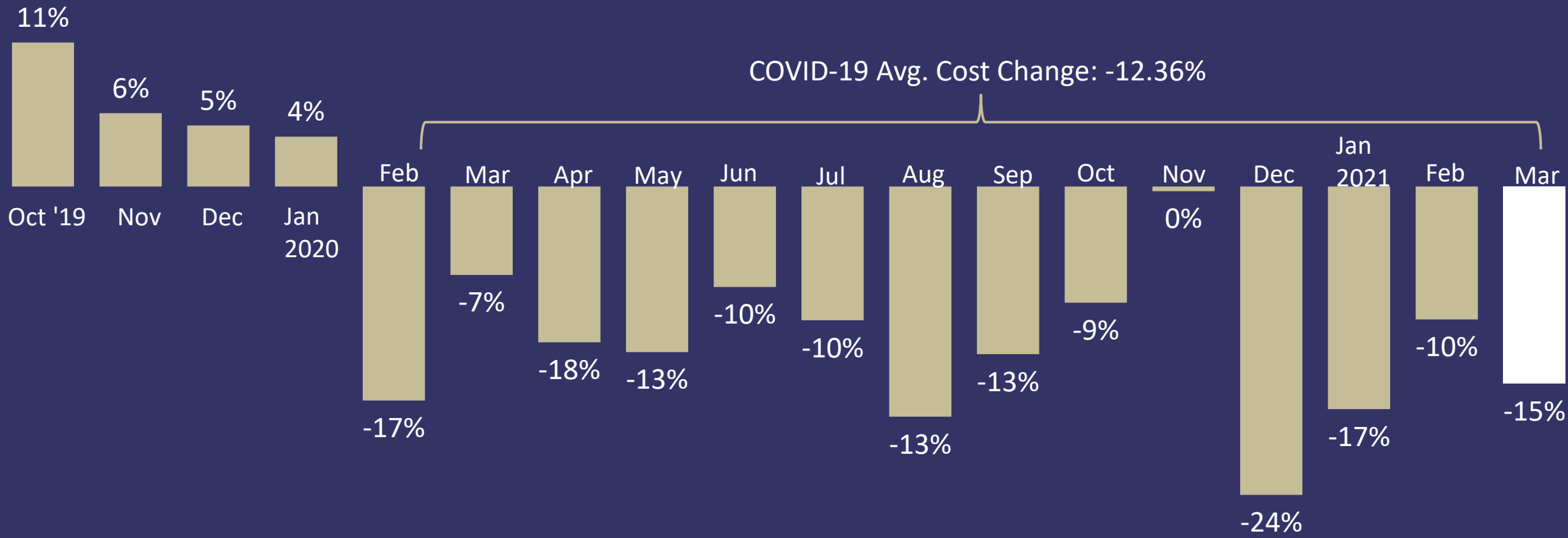
No current impact to RTC backstop expected.

Note: Drop in transactions in Feb 2021 due in large part to week-long winter storm.

Construction Cost Changes

October 2019 to March 2021

Monthly Average Construction Cost Changes
(Letting Low Bid vs. Sealed Engineer's Est.)



Sources: TxDOT Connect and Monthly TxDOT Letting Reports
Notes: Does not include CSJ 2266-02-151; Includes grouped and non-grouped projects; Includes Dallas and Fort Worth District data

DASHBOARD PLATFORM

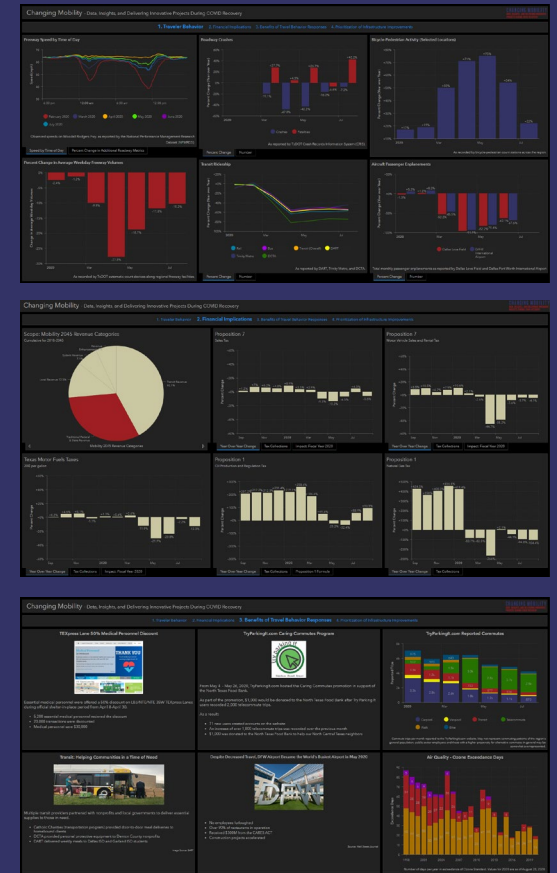
www.nctcog.org/pm/covid-19

Newly launched online dashboard to display Changing Mobility information to the public

Replicates material presented to committees with enhanced interactivity

Separate dashboard for each metric tracked

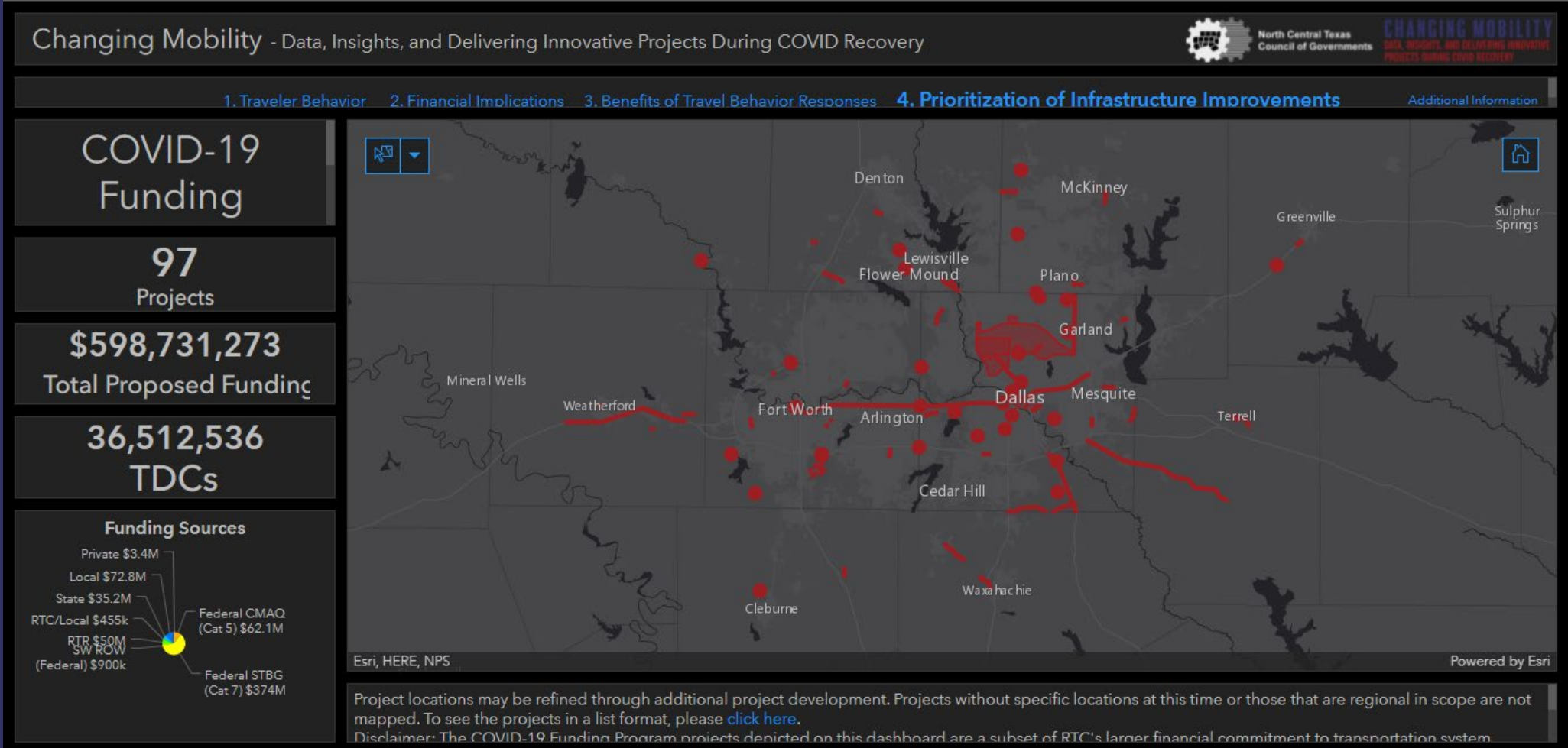
Clean layout to help the public understand the story of the metrics at a glance



DASHBOARD PLATFORM

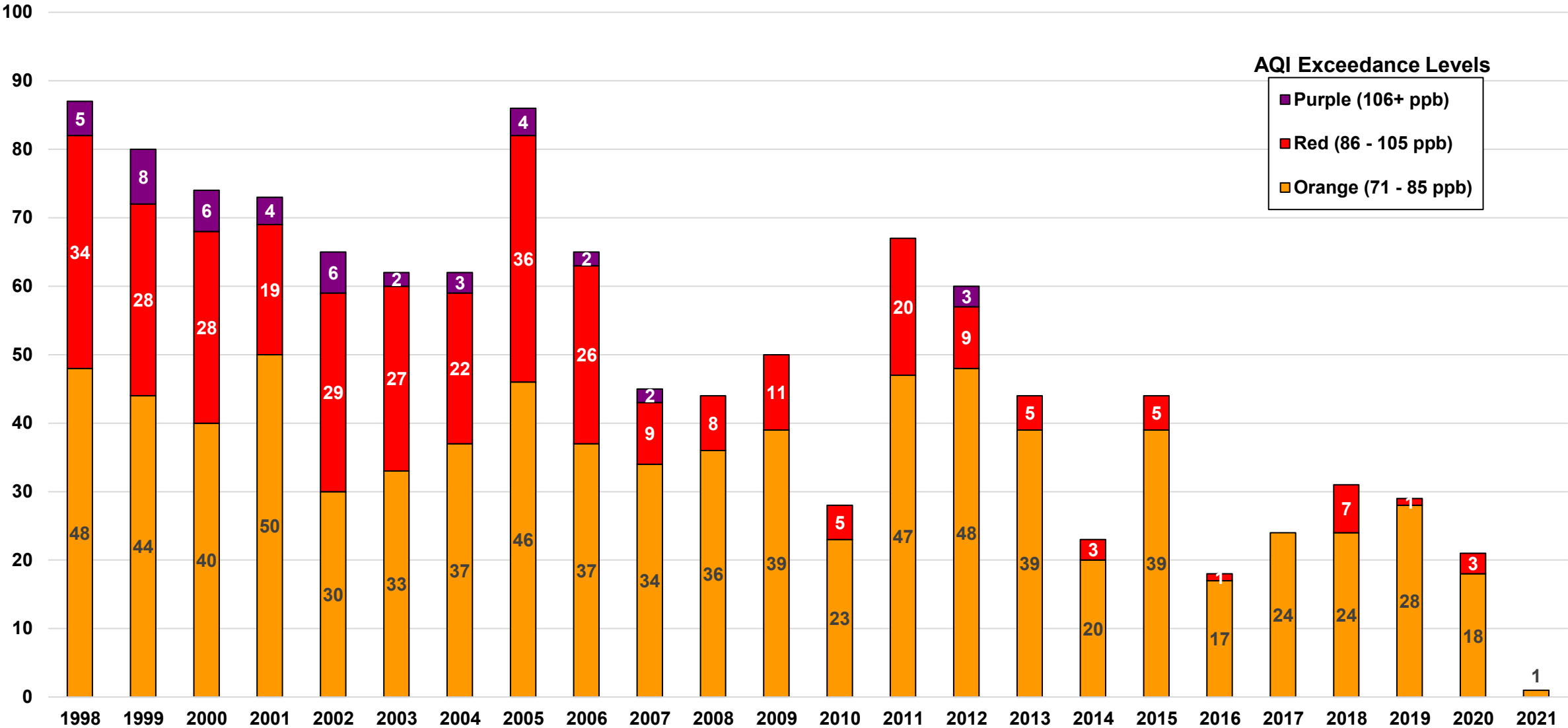
www.nctcog.org/pm/covid-19

Map and list of all projects funded through COVID-19 #00X Program



8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤ 70 ppb (As of May 6, 2021)



Exceedance Level indicates daily maximum eight-hour average ozone concentration.
Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

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

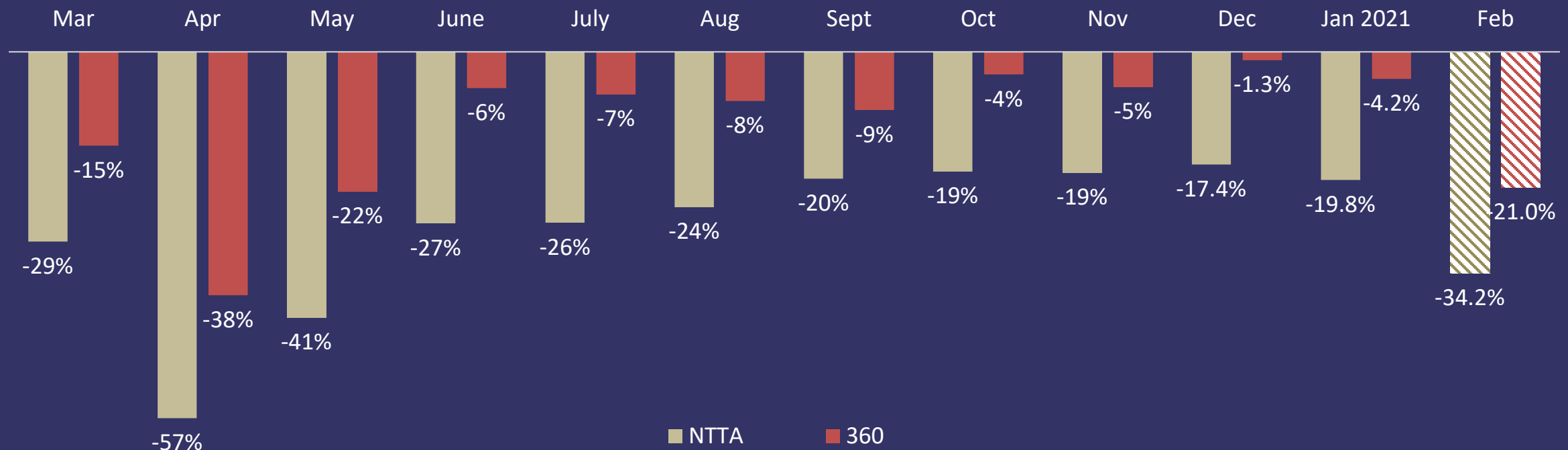
APPROVAL TO TERMINATE SH 360 FINANCIAL BACKSTOP

Regional Transportation Council
May 13, 2021

FUNDING IMPACT

NTTA Transactions, Including SH 360

Change in Tollway Transactions vs Baseline



Source: NTTA

Notes: Baseline is March 2019-February 2020. Change for NTTA includes 360 Tollway; Despite decline in transactions, the revenues are sufficient to meet debt service for SH 360.

No current impact to RTC backstop expected.

Note: Drop in transactions in Feb 2021 due in large part to week-long winter storm.

Elements of Proposed RTC Resolution Regarding SH 360 NTTA Loan Repayment to TxDOT (Approximately from Green Oaks to US 287)

- 1) Context: Urgency is due to increasing interest rates (currently 4.25% to $\approx$ 3.25%) = \$50M savings)
Part of a larger re-financing
- 2) Agreements (i.e., Two of Them)
 - Project agreement (NTTA and TxDOT)
 - \$300M loan/today's payment is \$330M
 - Backstop agreement (TxDOT, NTTA and RTC)
- 3) Benefits:
 - Relieves the requirement of the RTC financial backstop
 - Releases \$15M in RTC contingency funds for project selection (i.e., STBG federal funds)
 - Elimination of possibility of SH 360 toll rate increases due to RTC step-in
 - Possibility of next stage SH 360 improvement happening sooner
 - Some portion of \$330M selected by the Commission for the DFW region
 - Advance system landscaping

Elements of Proposed RTC Resolution Regarding SH 360 NTTA Loan Repayment to TxDOT (Approximately from Green Oaks to US 287)

4) Major Negotiated Items

- Extending wayfinding signing pilot program from 5 to 10 years (local government meeting confirmation on April 19, 2021)
- Advancing a partnership program that memorializes the advancement of certain transportation improvements in the SH 360 corridor, (specifically SH 360 T Elbow, widening, interchange at US 287, and SH 360 T Section 2) while solidifying revenue sharing to begin no later than 2053

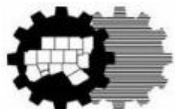
5) Next Steps:

- Local government meeting April 19 (Tarrant County, Grand Prairie, Arlington and Mansfield) ✓
- TxDOT Action
- NTTA Action ✓
- STTC Action ✓
- RTC Action in May

“Trade Fair” Partnerships with Lubbock Metropolitan Planning Organization (MPO) and Rio Grande Valley MPO

REGIONAL TRANSPORTATION COUNCIL

MAY 13, 2021



North Central Texas
Council of Governments
Transportation Department

Status of Surface Transportation Block Grant (STBG) Funds

- Given the large carryover balance of STBG funds, NCTCOG staff has been working on solutions to reduce the balance to a more manageable level, including:
 - The RTC Milestone Policy, Round 2
 - Quarterly project tracking
- As part of the region's 10 Year Plan this year, a proposal to advance projects currently funded with Category 2 with STBG funds will be brought forth.
- Additionally, today NCTCOG staff is proposing two "Trade Fair" partnerships to enable other regions to advance projects while our implementing agencies finish getting projects ready for construction.

Background/Historical Context

- TxDOT has a previous history of coordination among regions to expedite project delivery as a part of the development of the Unified Transportation Program (UTP).
- After each region selected projects for inclusion in the UTP in years past, TxDOT Headquarters held periodic “trade fair” meetings.
- In these meetings, different regions of the state “negotiated” or “balanced” project readiness with the availability of funding and “traded” annual allocation amounts.
- This process moved funding allocations around, instead of being evenly distributed each year.
- It enabled projects to proceed in the year in which funds were needed vs. the year in which funds were individually available to any given region (so long as the total allocation was balanced statewide each year).

Policy Objectives Supporting this Proposal

- Underscores that formula allocation at the State level is necessary to ensure equitable distribution of funding across regions
 - Once each region is certain that their total allocations will not change, they are more likely to be willing to negotiate innovative programs and partnerships to expedite projects
- Continues the long-standing tradition of “Trade Fairs” with other partners in the State
- Buys down carryover balances and reduces risk within the region’s Surface Transportation Block Grant (STBG) program

AAMPO “Trade Fair” in Progress

- In early 2018, NCTCOG had discussions with the Alamo Area Metropolitan Planning Organization (AAMPO) regarding a funding partnership for a feasibility study for High-Speed Transportation from Dallas-Fort Worth to Laredo.
- Initially, it was determined that the RTC would contribute \$300,000 in federal funds, and AAMPO would provide a \$200,000 local match.
- It was later determined that moving local funds between regions is challenging.
- In the fall of 2018, the RTC agreed to program \$500,000 in RTC Local funding for a NCTCOG led feasibility study regarding High-Speed Transportation from Dallas-Fort Worth to Laredo; in return, AAMPO agreed to allocate \$200,000 in CMAQ funding to the DFW region.

Proposed Lubbock MPO “Trade Fair” Partnership

- The Lubbock MPO has approached NCTCOG staff about a potential trade fair partnership between our regions.
- Lubbock MPO receives \$6 million of STBG funding per year.
- In order to cashflow priority projects, the Lubbock MPO needs an additional \$10.5 million in FY 2023 and additional \$10.5 million in FY 2025 for two separate projects.
- Proposal:
 - The RTC “loans” the Lubbock MPO \$21 million in STBG cashflow in the years noted above.
 - In turn, the Lubbock MPO will transfer back \$21 million of STBG allocations over three years (FY2028, FY2029, FY2030) until fully repaid

Proposed Rio Grande Valley MPO “Trade Fair” Partnership

- In addition, the Rio Grande Valley MPO has approached NCTCOG staff about a potential trade fair partnership between our regions.
- Rio Grande Valley MPO receives \$25 million of STBG funding per year.
- In order to cashflow priority projects, the Rio Grande Valley MPO needs an additional \$14.6 million in FY 2022
- Proposal:
 - The RTC will “loan” the Rio Grande Valley MPO \$14.6 million in STBG cashflow in the year noted above.
 - In turn, the Rio Grande Valley MPO will transfer back \$14.6 million of STBG allocations in FY2026.

Overview of “Trade Fair” Partnership Plan

Fiscal Year	Lubbock MPO	NCTCOG	RGVMPO
2022	-	(\$14,578,845)	\$14,578,845
2023	\$10,500,000	(\$10,500,000)	-
2025	\$10,500,000	(\$10,500,000)	-
2026	-	\$14,578,845	(\$14,578,845)
2028	(\$6,903,818)*	\$6,903,818	-
2029	(\$6,994,465)*	\$6,994,465	-
2030	(\$7,101,717)*	\$7,101,717	-

*Amounts returned in FY2028 and FY2029 will be the full amounts Lubbock MPO receives in the UTP for those years. Any remaining amount not covered in these years will come from FY2030 (or future year) allocations.

Requested Action

- RTC Approval:
 - Of a “Trade Fair” Partnership with the Lubbock MPO of transferring:
 - \$10,500,000 in STBG cash flow/allocation in FY 2023
 - \$10,500,000 in STBG cash flow/allocation in FY 2025
 - Receiving \$6,903,818 back in FY 2028
 - Receiving \$6,994,465 back in FY 2029
 - Receiving \$7,101,717 back in FY 2030
 - Of a “Trade Fair” Partnership with the Rio Grande Valley MPO of transferring:
 - \$14,578,845 in STBG cash flow/allocation in FY 2022
 - Receiving \$14,578,845 back in FY 2026

Requested Action, cont.

- Directing staff to enter into interlocal agreements with the Lubbock MPO and Rio Grande Valley MPO that outline the terms of agreement
- Directing staff to monitor the funds transfer agreement process at TxDOT to ensure that the terms of agreements are honored over time

CONTACT/QUESTIONS?

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AMERICAN RESCUE PLAN ACT TRANSIT FUNDING ALLOCATIONS

REGIONAL TRANSPORTATION COUNCIL

MAY 13, 2021

SHANNON STEVENSON, SENIOR PROGRAM MANAGER

TRANSIT MANAGEMENT & PLANNING

AMERICAN RESCUE PLAN ACT OF 2021

- The American Rescue Plan (ARP) Act of 2021 was signed by President Biden on March 11, 2021 and provides \$30.5 billion nationwide in additional emergency funds to help alleviate funding shortfalls for the nation's public transportation systems due to the COVID-19 public health emergency. Also provides a small amount of funding under the Enhanced Mobility of Seniors and Individuals with Disabilities Program (i.e., Section 5310)
- This is the third round of emergency relief funding provided to the transit industry following the [Coronavirus Aid, Relief, and Economic Security \(CARES\) Act](#) and [Coronavirus Response and Relief Supplemental Appropriations Act \(CRRSAA\)](#), which provided \$39 billion to the industry
- Seeking RTC action as soon as possible; ARP funding is not required to be included in the Transportation Improvement Program (TIP), but will be added later for informational purposes
- Projects awarded under the Section 5310 Program must be included or be consistent with the coordinated public transit-human services transportation plan ([Access North Texas](#))

AMERICAN RESCUE PLAN ACT OF 2021

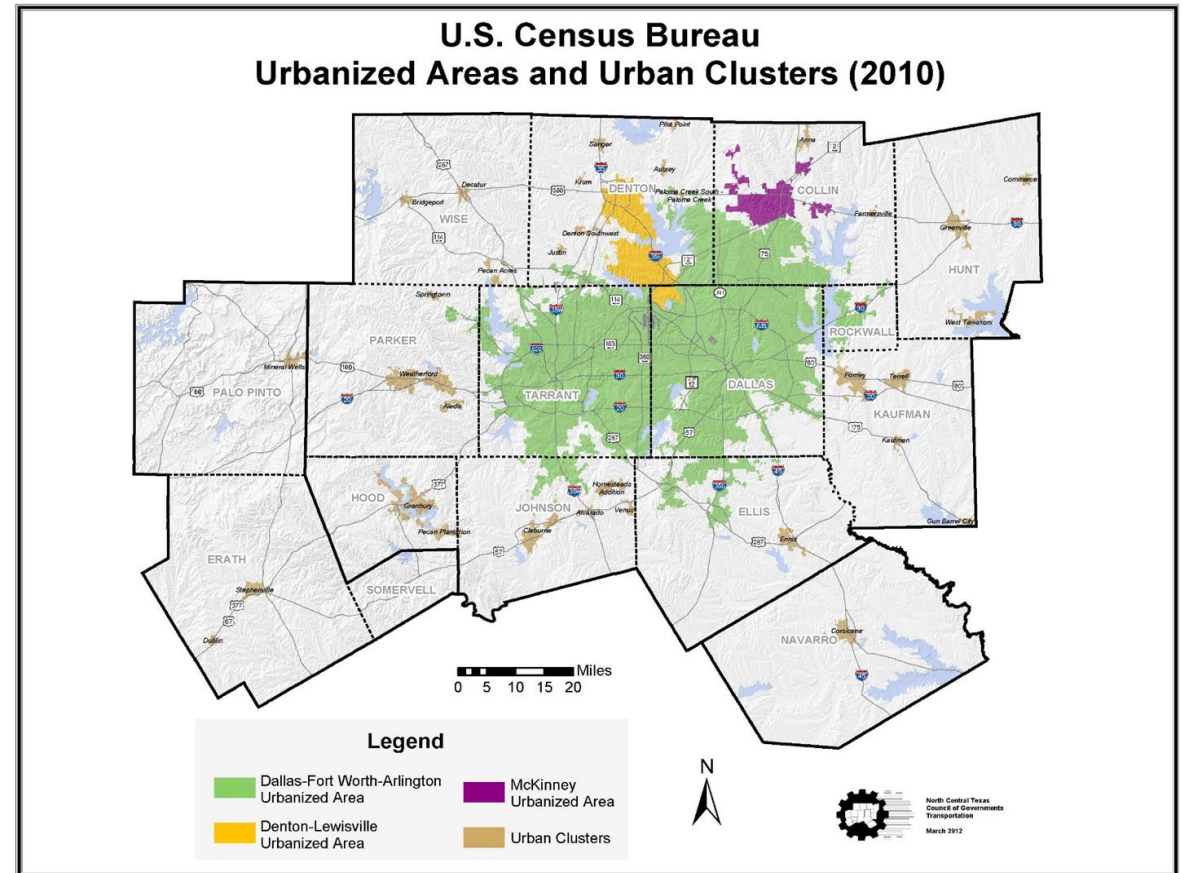
- Funding is being provided at 100-percent federal share, with no local match required, and prioritizes the use of funds for operational and payroll needs but also supports expenses traditionally eligible under the funding programs to prevent, prepare for, and respond to COVID-19. Expenses incurred on or after January 20, 2020 are eligible for reimbursement. Funding must be obligated by 9/30/2024 and disbursed by 9/30/2029.
- Primary objective is to ensure that public transit agencies receive sufficient funding; under this bill, when combined with their CARES Act & CRRSAA apportionments, to equal at least 132 percent of urbanized areas' public transit operating costs
- NCTCOG will not be retaining any funds for administrative purposes to direct the maximum amount available to the transit providers
- For North Texas, this impacts only five (5) transit providers in the region

AMERICAN RESCUE PLAN FUNDING

NCTCOG: Designated Recipient of FTA
Urbanized Area (UZA) Formula funds for
North Texas

Available Funding for North Texas¹

UZA	Section 5307	Section 5310	TOTAL
DFW-Arlington	\$339,826,672	\$661,260	\$340,487,932
Denton-Lewisville	\$14,073,192	\$41,939	\$14,115,131



¹ FTA funding for the McKinney UZA is administered through TxDOT

ALLOCATION METHODOLOGY

- Qualifying recipients will receive Section 5307 funding based on their 2018 Operating Expenses
 - Section 5307 Emergency Assistance¹ funding for urbanized areas may not exceed 132% of total 2018 Operating Expenses
 - DART, DCTA, Trinity Metro, PTS, and STAR are the transit providers that fall below the 132% threshold
 - All other transit providers exceed 132% of 2018 operating expenses due to CARES Act Funding
- Qualifying recipients will receive Section 5310 funding based on eligibility and overall need
 - Projects must be included or be consistent with Access North Texas
 - Project selection to be determined and will follow normal TIP process
- Apportionment Data
 - 2018 National Transit Database (NTD) Operating Expenses
 - CARES Act & CRRSAA sub-allocation tables

¹Emergency Assistance funding includes both CARES Act and CRRSAA apportionments

METHODICAL REVIEW OF FORMULA ALLOCATIONS

- Did the RTC correctly allocate CARES Act and CRRSAA funding and account for TRE?
 - **Yes**
- Did Congress allocate any ARP funding to North Texas because any agencies were below the 132% threshold?
 - **Yes**
- Were DART, Trinity Metro, PTS, STAR, and DCTA below the 132% threshold?
 - **Yes**
- Does the RTC have discretion on how to distribute ARP funds?
 - **Yes**

5307 ALLOCATION METHODOLOGY CONT.

DFW-Arlington UZA	2018 Operating Expenses	132% of 2018 Operating Expenses	CARES Act + CRRSAA Allocation	Recommended for ARP Funding?
City of Arlington	\$3,291,878	\$4,345,279	\$10,955,694	No
City of Grand Prairie	\$801,084	\$1,057,431	\$3,852,375	No
City of Mesquite	Reported to NTD by STAR Transit	N/A	\$3,442,401	No
City/County Transportation	\$310,255	\$409,537	\$899,600	No
Community Transit Services	\$193,513	\$255,438	\$1,781,036	No
Dallas Area Rapid Transit	\$510,268,560*	\$673,554,500	\$358,138,748	Yes
Trinity Metro/ Fort Worth Transportation Authority (FWTA)	\$71,452,030*	\$94,316,680	\$55,161,034	Yes
North Central Texas Council of Governments	N/A	N/A	\$796,572	No
Northeast Transportation Services	Reported to NTD by FWTA	N/A	\$4,813,723	No
Public Transit Services	\$472,239	\$623,356	\$396,081	Yes
Span, Inc.	\$1,026,700	\$770,025	\$2,204,136	No
STAR Transit	\$3,869,114	\$5,107,231	\$4,698,957	Yes
Denton-Lewisville UZA	2018 Operating Expenses	132% of 2018 Operating Expenses	CARES Act + CRRSAA Allocation	Recommended for ARP Funding?
Denton County Transportation Authority	\$28,350,849	\$37,423,121	\$23,461,867	Yes

NTD: National Transit Database

*Accounts for TRE operating expenses, which are reported by DART to NTD

5307 ALLOCATION METHODOLOGY CONT.

DFW-Arlington UZA	2018 Operating Expenses	132% of 2018 Operating Expenses	Recommended ARP Allocation	Total Recommended COVID Relief¹	Percent of 2018 Operating Expenses (Total COVID Relief)
Dallas Area Rapid Transit	\$510,268,560	\$673,554,500	\$300,035,477	\$658,174,225	129%
Trinity Metro/ Fort Worth Transportation Authority (FWTA)	\$71,452,030	\$94,316,680	\$39,155,646	\$94,316,680	132%
Public Transit Services	\$472,239	\$623,356	\$227,275	\$623,356	132%
STAR Transit	\$3,869,114	\$5,107,231	\$408,274	\$5,107,231	132%
Denton-Lewisville UZA	2018 Operating Expenses	132% of 2018 Operating Expenses	Recommended ARP Allocation	Total Recommended COVID Relief¹	Percent of 2018 Operating Expenses (Total COVID Relief)
Denton County Transportation Authority	\$28,350,849	\$37,423,121	\$14,073,192	\$37,534,988	132%

¹Total COVID Relief includes the aggregate of CARES Act, CRRSAA, and ARP Funding Allocations

SCHEDULE

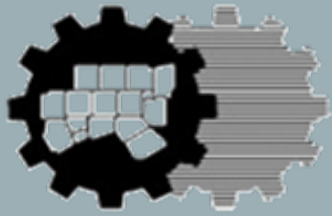
ACTION	DATE
ARP Act Signed into Law	March 11, 2021
FTA Released Funding Allocations	March 29, 2021
STTC Action	April 23, 2021
RTC Action	May 13, 2021
NCTCOG Executive Board Action for Subrecipients	May 27, 2021
Subrecipient Agreement Execution	June 2021

ACTION REQUESTED

RTC Approval:

- Approval of funding allocations
- To revise administrative documents as appropriate to incorporate additional funds

LEGISLATIVE UPDATE



Rebekah Hernandez, Communications Manager
NCTCOG

Regional Transportation Council

May 13, 2021

FEDERAL UPDATE

American Jobs Plan

- Biden's \$2.3T expansive infrastructure plan—\$571B for transportation
- GOP plan proposes \$568B for traditional infrastructure, including baseline spending
- Biden wants bipartisan bill, no consensus yet, may only pass along party-line vote

Surface Transportation Reauthorization

- Surface transportation reauthorization bill needed by September 30
- Earmarks—318 House members submitted 2,380 projects for consideration

FEDERAL UPDATE

American Rescue Plan

- March 2021 COVID relief package
- US Treasury released Interim Final Rule, Fact Sheet, FAQs, and Quick Reference Guide
 - Outlines eligible uses, accepting comments to specific questions
 - Infrastructure funding for water, sewer, broadband
- Entities to receive the first half of funding this month—\$350B to states, counties, cities

STATE BUDGET

SB I

- House and Senate each approved SB I in April
- House Conferees: Representatives Bonnen, Capriglione, Gonzalez, Walle, and Wilson
- Senate Conferees: Senators Nelson, Huffman, Kolkhorst, Nichols, and L. Taylor

Updated Biennial Revenue Estimate

- Comptroller Updated Estimates May 2021
- General Revenue increase of \$1.67B
- Expected transfer of \$1.26B to the State Highway Fund in FY22 and \$1.67B in FY23

TEXAS
LEGISLATURE

Bills of Interest

Transportation Funding

- **SB 1728** (Schwertner/Nichols/Powell), \$200 Alternative Fuel Vehicle Fee and Fee by Vehicle Class, Approved in Senate, Pending in House Transportation 5/11
- **HB 2219** (Canales), Texas Mobility Fund, Approved in House, Referred to Senate Transportation 5/10
- **HJR 99** (Canales) TRZs for Counties, Initial Approval in the House 5/12

TEXAS
LEGISLATURE

Bills of Interest

Air Quality

- **SB 1263** (Birdwell), Portion of TERP Funds to State Highway Fund; Approved in Senate, Initial Approval in House 5/12
- **HB 2539** (J. Turner) LIRAP Funds to Counties for LIP; Approved in House 5/11, Pending Budget Language

TEXAS
LEGISLATURE

Bills of Interest

Safety

- **SB 1055** (Huffman), Pedestrian in a Crosswalk, Approved in Senate, Approved in House Transportation 5/4

High-Speed Rail

- No harmful HSR language approved
- **SB 726** (Leman), Eminent Domain/Landowner Rights, Sent to Governor
- Additional Landowner Rights bills approved

CONTACT INFORMATION

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HIGH-SPEED



TRANSPORTATION

Dallas-Fort Worth

05-13-2021 Regional Transportation Council

Dan Lamers, P.E. - NCTCOG



North Central Texas
Council of Governments



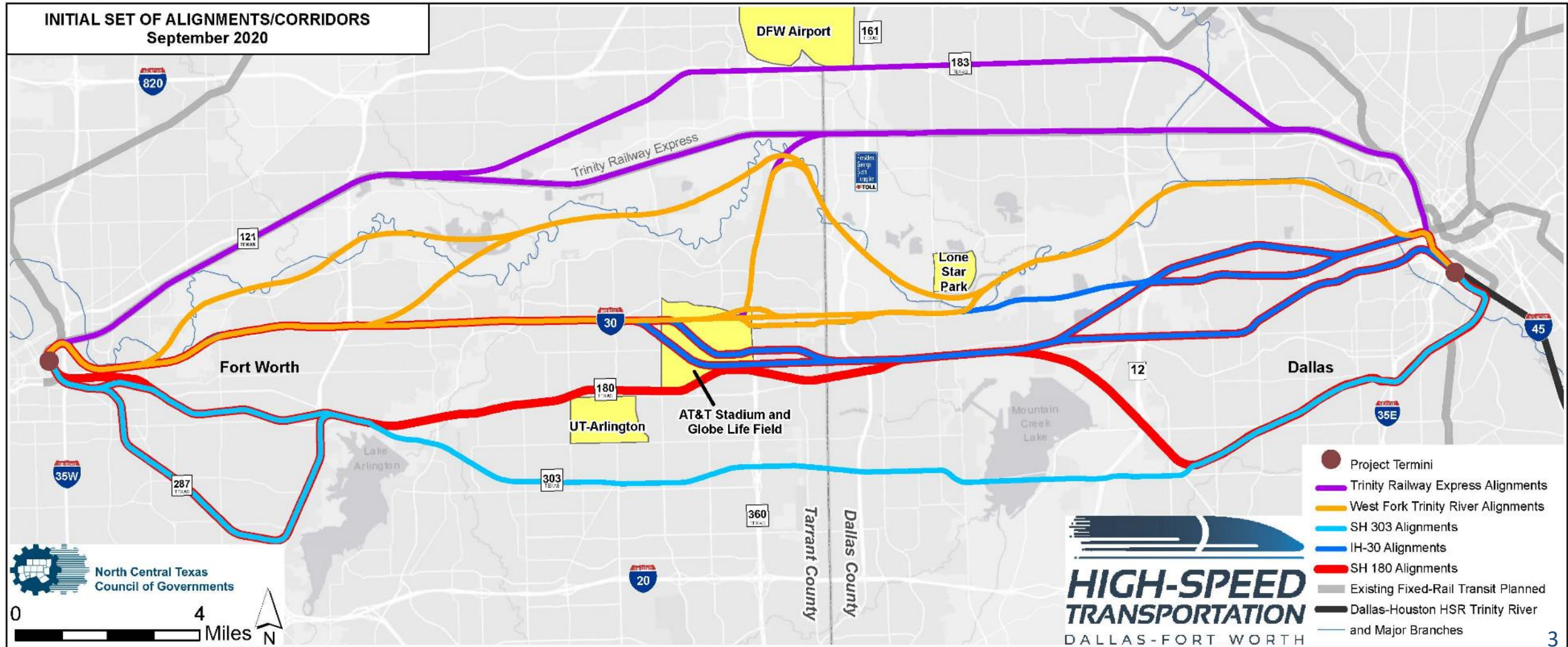
Objective of this Study

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

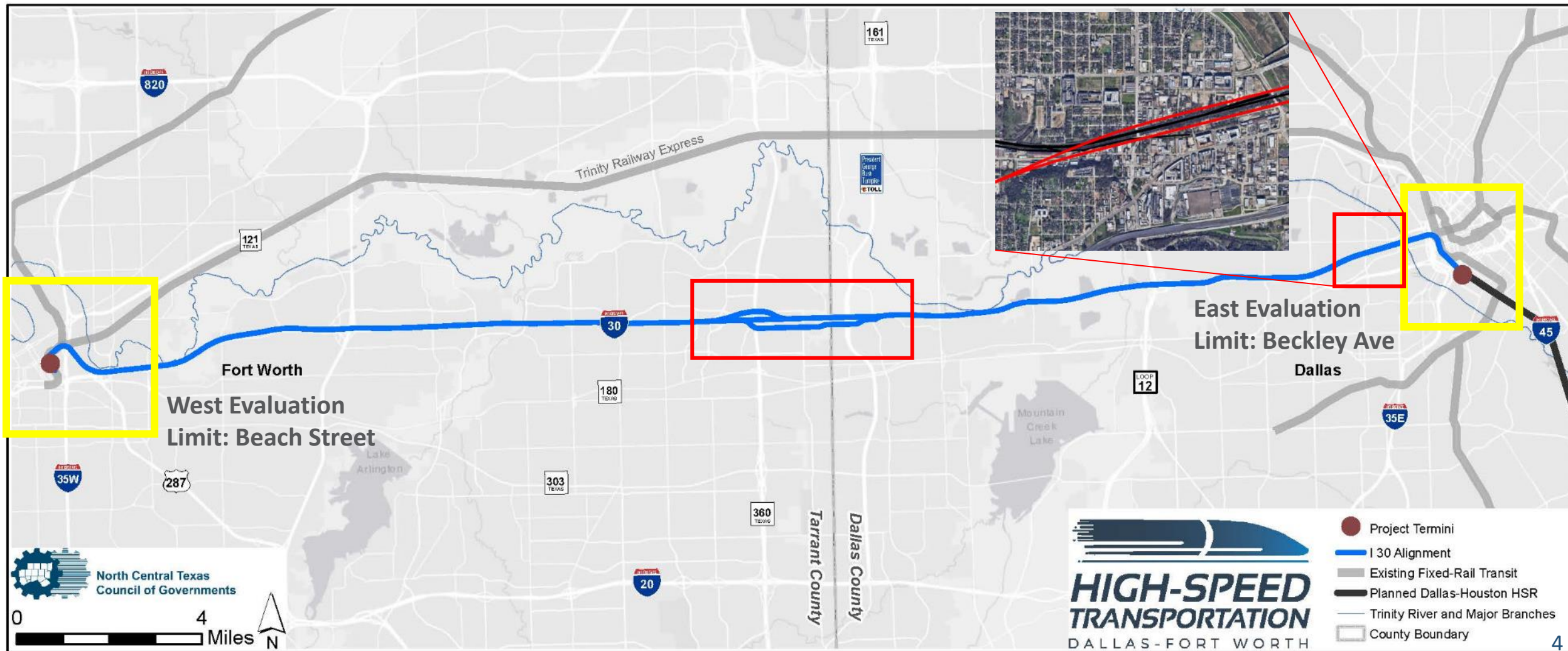
- Connect Dallas-Fort Worth to other proposed high-performance passenger systems in the state
- Enhance and connect the Dallas-Fort Worth regional transportation system

Obtain federal environmental approval of the viable alternative

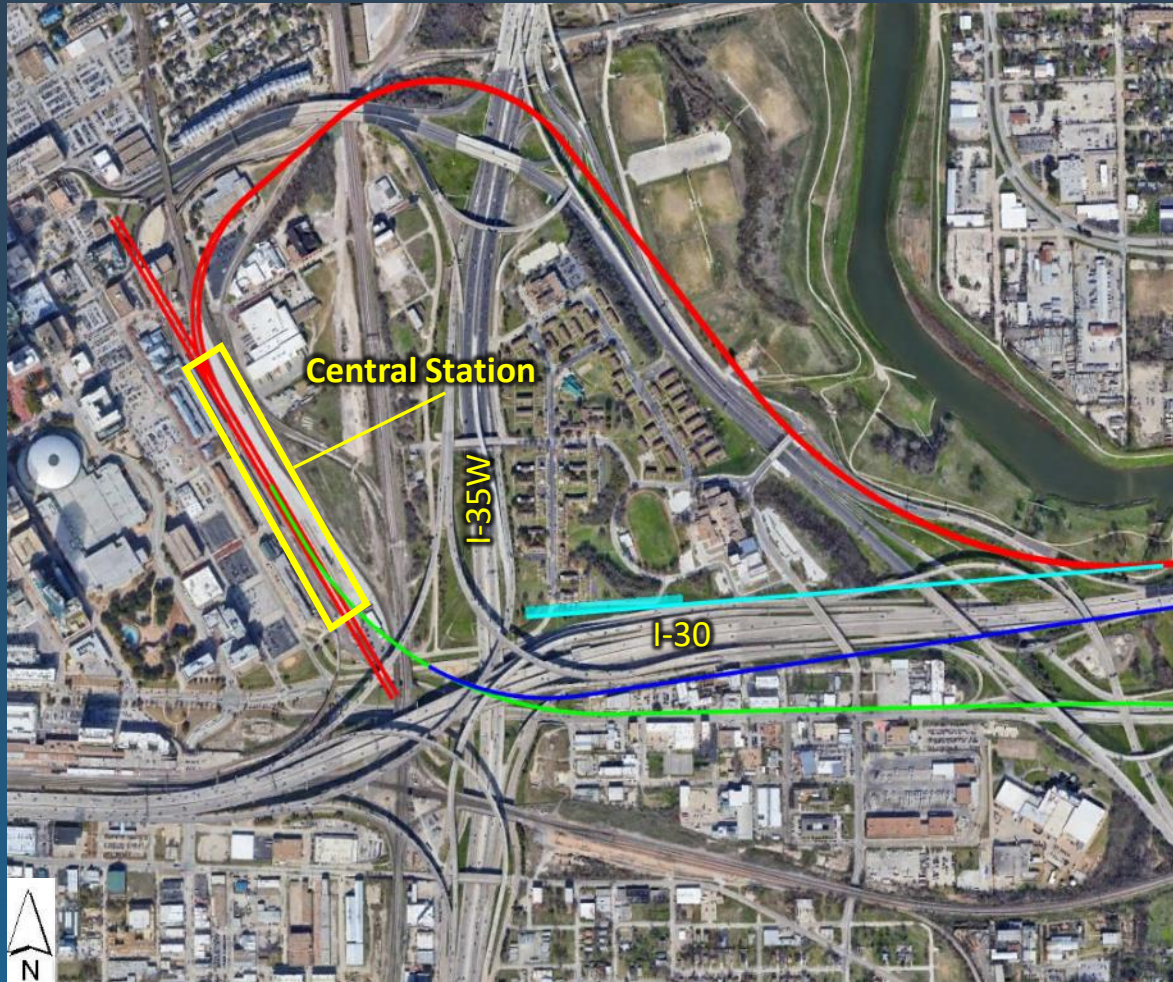
Initial Set of Alignments/Corridors



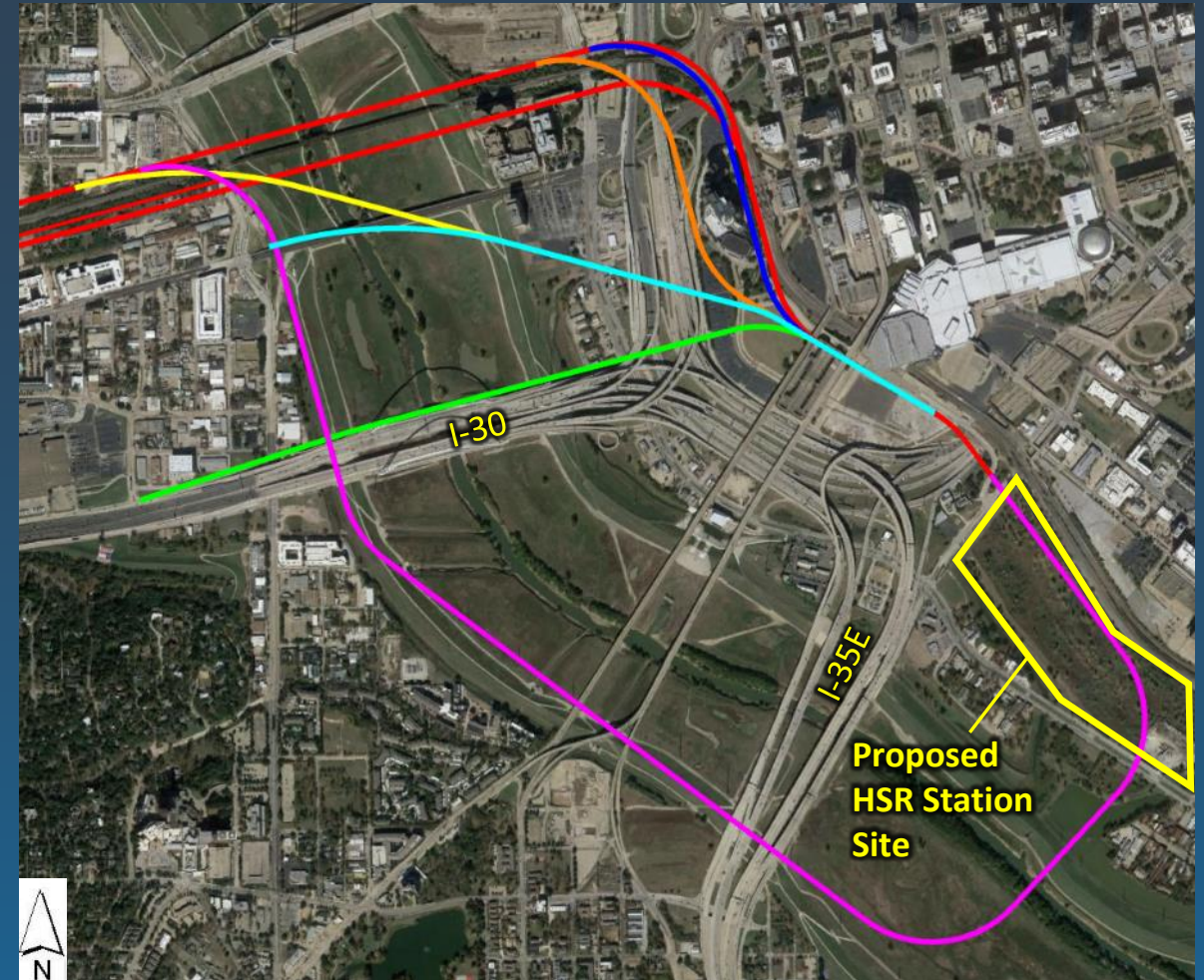
Recommended Phase 1 Alignments



Preliminary Urban Connection Concepts



Fort Worth



Dallas

Initial Modes of Transportation

● Conventional



● Higher-Speed



● High-Speed



● Maglev

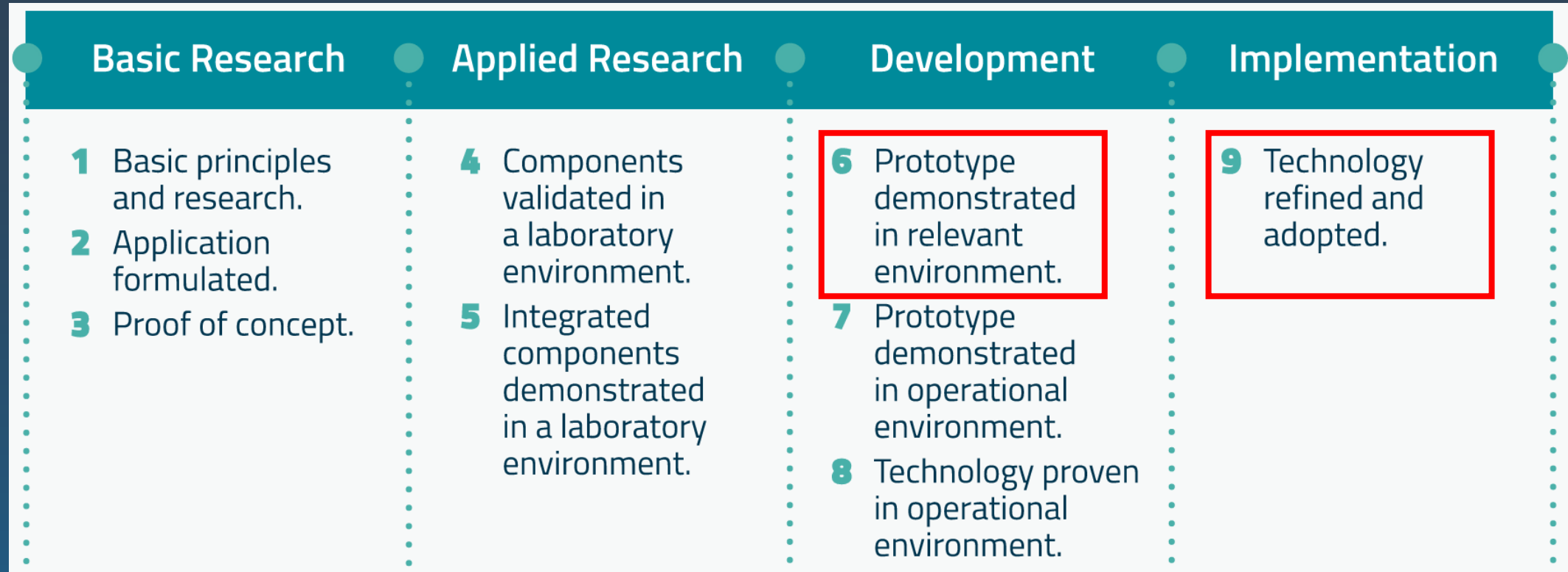


● Hyperloop



● Emerging Technologies

Technology Readiness Levels



Hyperloop

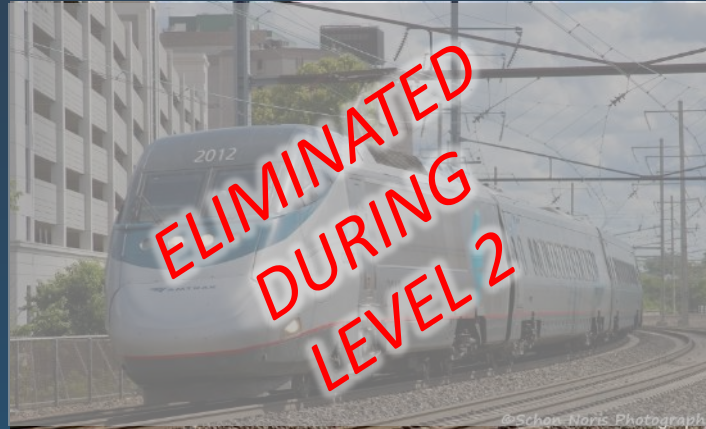
High-Speed Rail

Recommended Phase 1 Modes

● Conventional



● Higher-Speed



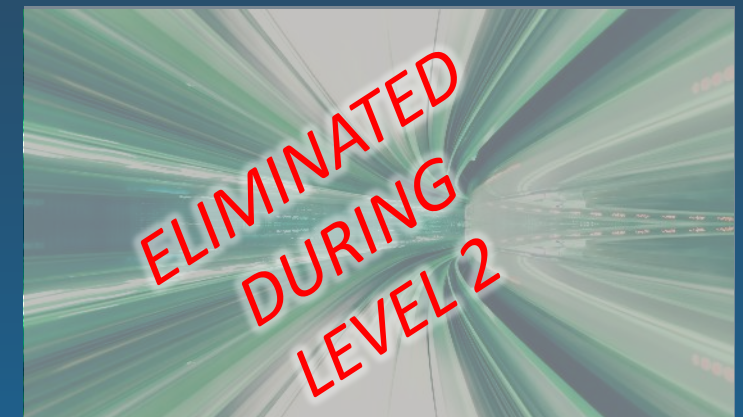
● High-Speed



● Maglev



● Hyperloop



● Emerging Technologies



Stay Connected to DFWHSTC

Project Website Link

www.nctcog.org/dfw-hstcs

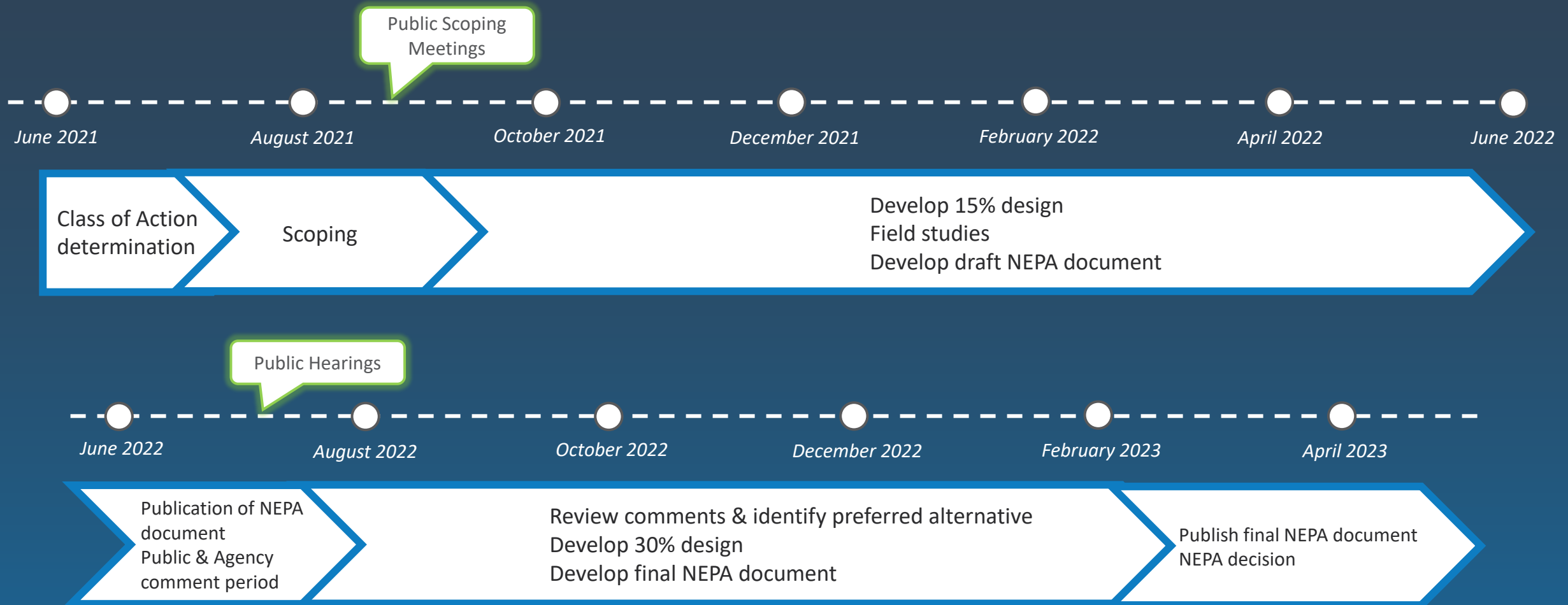
Public Meetings

May 19, 2021 (noon) and May 20, 2021 (6pm)

Refer to the project website for virtual access to meetings.

For future meeting dates, please monitor the project website.

Phase 2 Schedule – 24 Months





Upcoming Schedule

- April 23 – STTC Briefing
- April 29 – Trinity Conservancy Meeting
- 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 24 – UPRR Coordination
- May 27 – Resource Agency Meeting
- June 3 – FTA/FRA Progress Meeting
- June 4 – Technical Work Group #8
- June 25 – STTC Action
- July 1 – FTA/FRA Progress Meeting
- July 8 – RTC Action
- July 30 – WTS Meeting
- August 5 – FTA/FRA Progress Meeting
- August 2021 – Complete Phase 1



REGIONAL PEDESTRIAN SAFETY ACTION PLAN

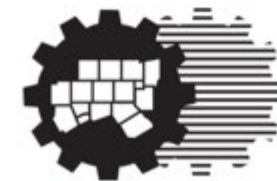
Regional Transportation Council

May 13, 2021

DRAFT

2021

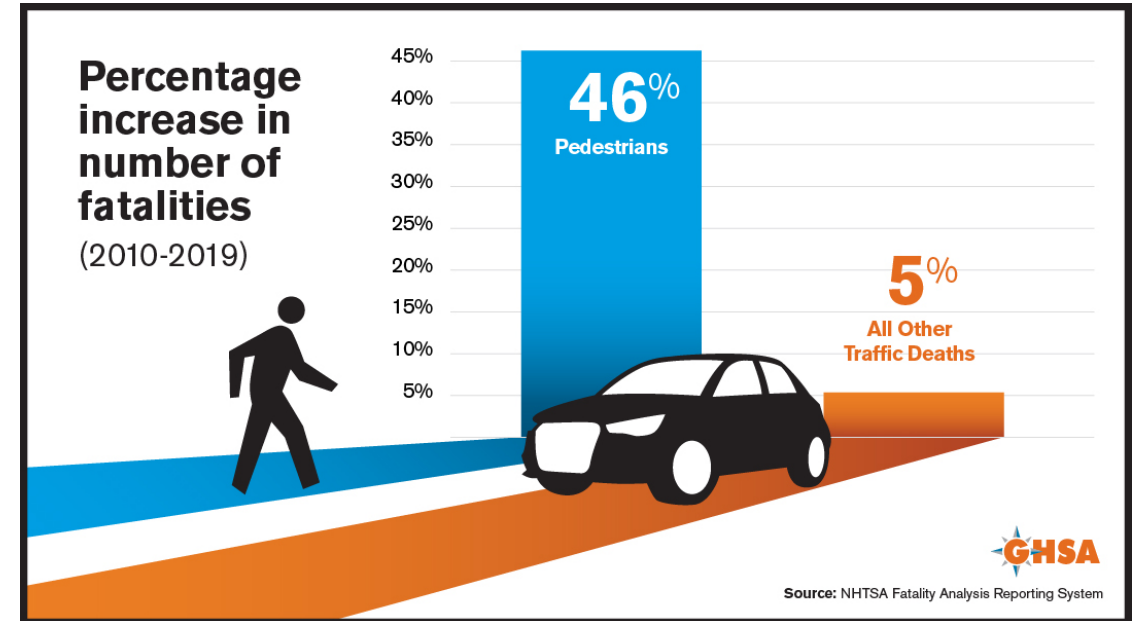
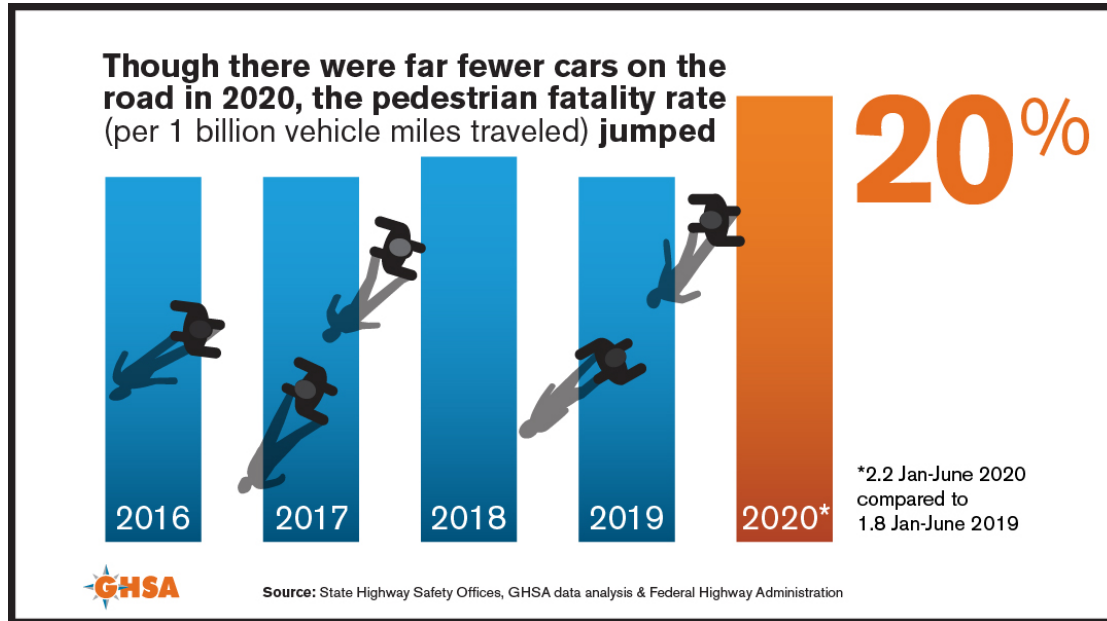
Regional Pedestrian Safety Action Plan



**North Central Texas Council
of Governments**

3/10/2021

Pedestrian Traffic Fatalities: 2020 U.S. Preliminary Data



Regional Pedestrian Safety

Action by Regional Transportation Council (RTC)
February 14, 2019

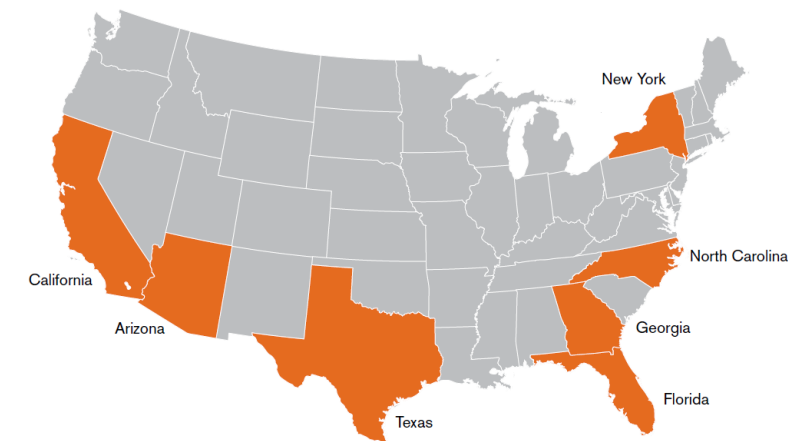
Regional Safety Position

“Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel”

Dallas and Fort Worth

are designated by FHWA as
Pedestrian Safety Focus Cities

7 States
Account for 54% of Pedestrian Deaths,
Jan-June 2020



Source: State Highway Safety Offices

Pedestrian Crashes and Fatalities

12-County MPA

AGE RANGE with the highest number of FATAL AND SERIOUS INJURY PEDESTRIAN CRASHES is

23-29
for **MALES** 
and
 **25-33**
for **FEMALES**

Source: TxDOT's Crash Records Information System (CRIS)
for MPA region from 2014-2018

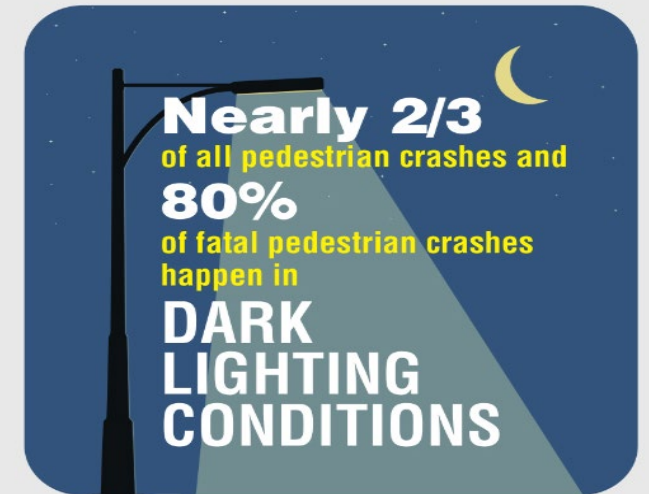
70% 
of All Fatal & Serious Injury
Pedestrian Crashes involve
MALES

Source: TxDOT's Crash Records Information System (CRIS)
for MPA region from 2014-2018



More than
2/3
of **FATAL & SERIOUS INJURY**
PEDESTRIAN CRASHES
are happening at
NON-INTERSECTIONS

Source: TxDOT's Crash Records Information System (CRIS)
for MPA region from 2014-2018



Nearly 2/3
of all pedestrian crashes and
80%
of fatal pedestrian crashes
happen in
DARK LIGHTING CONDITIONS

Source: TxDOT's Crash Records Information System (CRIS)
for MPA region from 2014-2018

Key Elements of the Regional Plan



1. **Demographics and contributing factors** based on reported crashes
2. **Pedestrian Crash density maps**
3. **Priority Pedestrian safety corridors** based on areas with highest reported crash history
4. **Goals and Policies** in support of RTC safety position and regional coordination:
 - *RTC “encourages the implementation of all reasonable pedestrian safety countermeasures that enable the region to achieve adopted safety performance targets” [From PSAP: RTC action item anticipated in June 2021]*
5. **Action Plan** to guide pedestrian safety projects and programs

Urbanized Area Pedestrian Crashes per Square Mile (2014 - 2018)

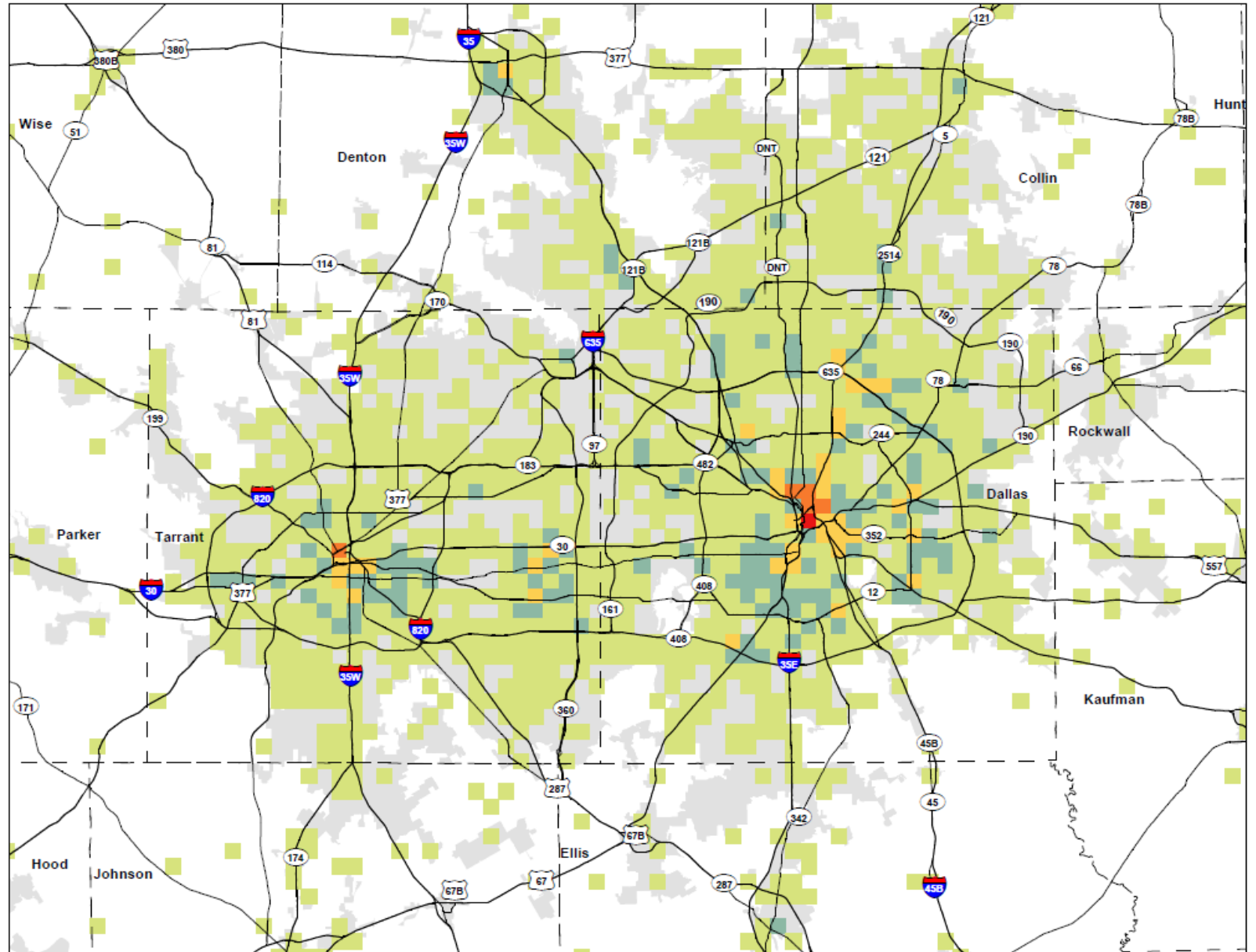
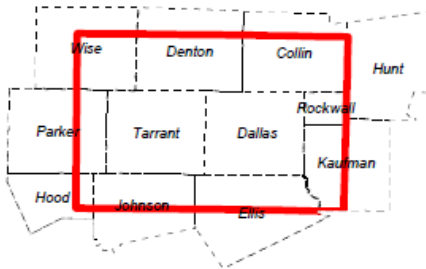
Legend

Counties
Urbanized Area
Crashes per Square Mile

0
1 - 9
10 - 19
20 - 49
50 - 99
100+

Areas
examined
for high-
risk crash
corridors

NCTCOG 12 County Metropolitan Planning Area



- 1.) Source: TxDOT's Crash Records Information System - 2014 - 2018 data is current as of January 2019. All TxDOT disclaimers apply.
- 2.) Data displayed contains reportable crashes with latitude and longitude information. Additional crashes may have occurred.
- 3.) This data is composed of TxDOT "Reportable Crashes" that occurs or originates on a traffic way, results in injury to or death of any person, or damage to the property of any person to the apparent extent of \$1,000.



North Central Texas
Council of Governments

0 5 10 20 Miles

Date: 12/14/2020

Plan Goals:



- ❖ **Eliminate** all serious injury and fatal pedestrian crashes across the region by 2050
(Supports RTC and the TxDOT/TTC safety goals)
- ❖ **Balance the safety and needs** of all users of all ages and abilities in the transportation system design, maintenance and operation phases, with priority given to the most vulnerable users
- ❖ **Provide a high level of comfort** in the design, construction and maintenance of transportation facilities
- ❖ **Integrate** within roadway design the most direct facility alignments that prioritize safe pedestrian movements
- ❖ **Implement** all reasonable pedestrian safety countermeasures to achieve adopted regional safety performance targets

Plan Policies:

(Infrastructure and Non-Infrastructure Projects and Programs)



1	Education/Evaluation/ Encouragement	Collaborate to implement the Plan
2	Education/Evaluation/ Encouragement	Develop educational programs and resources
3	Engineering	Integrate proven safety countermeasures as part of all future roadway projects
4	Engineering	Prioritize implementation of safety countermeasures along the regional pedestrian safety corridors
5	Engineering	Perform Multimodal Level of Service (MMLOS) analysis as part of the roadway design process
6	Enforcement	Provide law enforcement information and training of the laws concerning the most vulnerable roadway users
7	Enforcement	Support state legislation on safety topics (lower speed limits in urban districts, motorists to stop/ yield to pedestrians, the use of a wireless communication device while operating a motor vehicle)

Plan Action Items:

(Infrastructure and Non-Infrastructure Projects and Programs)



1	Education/ Evaluation/ Encouragement	Develop performance measures
2	Education/ Evaluation/ Encouragement	Coordinate/support educational programs/campaigns
3	Education/ Evaluation/ Encouragement	Coordinate/support policies, programs and marketing campaigns
4	Education/ Evaluation/ Encouragement	Update the Plan at least every five years
5	Education/ Evaluation/ Encouragement	Conduct annual monitoring
6	Engineering	Facilitate projects and programs that improve pedestrian safety
7	Engineering	Conduct Roadway Safety Audits (RSA) for the pedestrian safety corridors
8	Engineering	Implement safety improvements in the pedestrian safety corridors
9	Enforcement	RTC legislative program related to safety
10	Enforcement	Information for law enforcement personnel (pedestrian rights/responsibilities and pedestrian crash reporting)

Project Schedule

April 2019:	Stakeholder Committee Meeting #1
May 6 – July 5, 2019:	Online public opinion safety survey
May 2020:	Stakeholder Committee Meeting #2
January 2021:	Stakeholder Committee Meeting #3
February 24, 2021:	Bicycle and Pedestrian Advisory Committee (BPAC) Briefing
April 23, 2021:	STTC Information
 May 13, 2021:	RTC Information
May 28, 2021:	STTC Action
June 10, 2021:	RTC Action
2021-2022:	Road Safety Audits for Select Corridors
2022:	Integration into Mobility Plan (2045 Update)

Thank You!



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