

North Central Texas Council of Governments

2019 Progress North Texas



Neighborhoods: The Building
Blocks of Regional Transportation

From the Chair



Dear Neighbors,

Thank you for reading Progress North Texas 2019. This year's theme is Neighborhoods: The Building Blocks of Regional Transportation. As always, our goal with this annual state of the region report is to use performance measures to provide you an update on the regional transportation system.

No matter how you choose to move around, there are increasing options for you. Whether it is by car, train, bicycle or walking, or a combination of any of these, the North Central Texas Council of Governments and its partners are working to accommodate you. It is important to look at transportation as a system composed of different modes, all of which can work together to get you from where you live to where you work, play or go to school.

As Chair of the Regional Transportation Council, I recognize the importance of connecting people to one another. It starts in your neighborhood, and we are developing numerous options to facilitate community. At a neighborhood level, enhancements to our bicycle-pedestrian network are among the most obvious. Passenger rail is also a crucial improvement, and we saw the completion of TEXRail from downtown Fort Worth to DFW Airport. Planning for the Cotton Belt line to Plano and Dallas Area Rapid Transit's second downtown line, or D2, also is underway. Added to the many roadway improvements we see in the region, these enhancements form a system that works together to serve one of the most dynamic regions in the nation.

As transportation planners and policy makers, we understand the power of neighborhoods and how they can help shape a transportation system. Housing, retail, restaurants and other businesses all make neighborhoods unique. But the people are what really give them their character. We can develop policies and programs to help them grow, but the people who live, work, play and go to school in those neighborhoods are what make them truly special. As planners and policymakers, it's our job to develop transportation options that help these neighborhoods thrive and connect them to one another.

I invite you to become part of the transportation planning process so that you can impact our system. No matter how you communicate, your feedback is invaluable as we continue planning transportation improvements.

Sincerely,
Gary Fickes
Commissioner, Tarrant County
Chair, Regional Transportation Council

Progress North Texas 2019

Neighborhoods: The Building Blocks of Regional Transportation

June 2019

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www.NCTCOG.org/ourregion

Definitions of terms used in this report

12-county metropolitan planning area:

Collin, Dallas, Denton, Ellis,
Hood, Hunt, Johnson, Kaufman,
Parker, Rockwall, Tarrant, Wise

16-county NCTCOG region:

Collin, Dallas, Denton, Ellis,
Erath, Hood, Hunt, Johnson,
Kaufman, Navarro, Palo Pinto,
Parker, Rockwall, Somervell,
Tarrant, Wise

Transportation in Our Changing Region

Dallas-Fort Worth continues to experience substantial change in terms of population and business growth. Annual population grew by 2%, or 150,000, and employment by 3% last year. The Dallas-Fort Worth area's population stands at 7.5 million and is expected to exceed 11 million by 2045. The map below shows percentage growth by census tract from 2016-2017. The data indicates significant growth in the outer suburban counties, such as western Collin County and eastern Denton County. An area in northern Tarrant County that includes a portion of the AllianceTexas development also grew by more than 10%. Additionally, there were large areas both inside and outside the urban core that expanded substantially.

The Census figures recorded population as of July 1, 2017. Collin County added approximately 29,000 residents from 2016-2017 for a total population of 968,018. On a percentage basis, only Denton County (3.5%) grew faster than Collin County's 3.1% expansion.

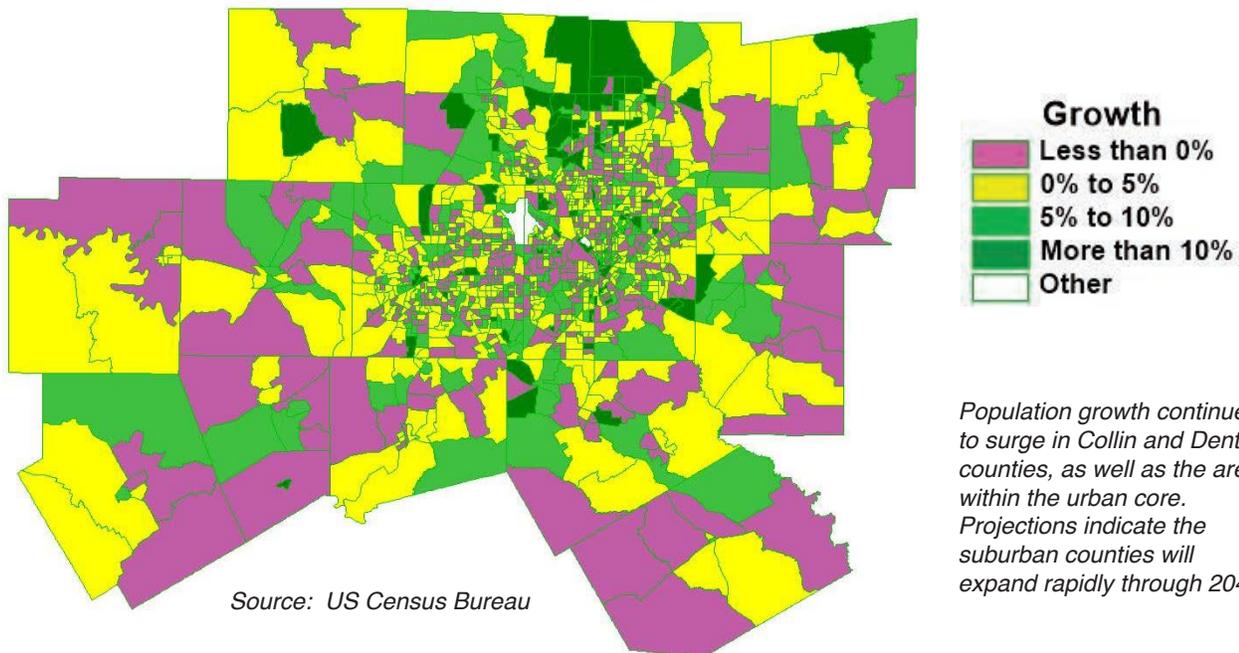
NCTCOG is not only planning for short-term needs of the area; planners are examining what the region will look like in 2045. According to a demographics forecast, the fastest-growing counties by percentage will be Rockwall (82) and Kaufman (81). Collin County is expected to grow 70% to 1.69 million by 2045. Denton County could grow 59%, with a 2045 population of 1.35 million.

With business growth in areas such as Legacy West in Plano and AllianceTexas, the northern suburbs will continue to attract new residents far into the future. As they come, transportation needs will follow. These areas are not the most populous in the region but are growing at a faster rate than the more established parts of Dallas-Fort Worth.

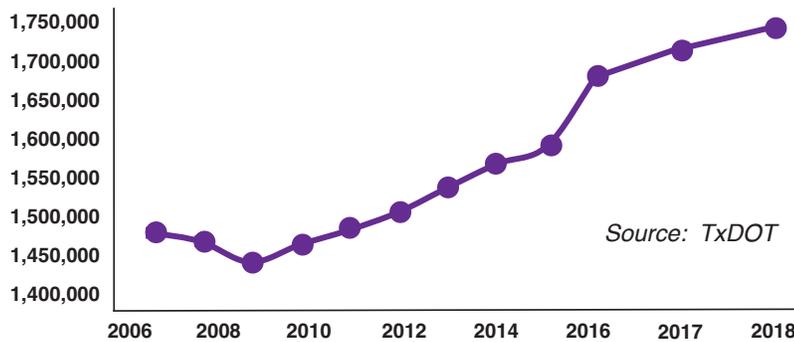
Traffic Counts

Dallas-Fort Worth has long been auto-dependent, and that's not changing. In fact, data shows the steady increase in traffic counts at permanent stations across the region continued in 2018, although the 0.37% growth was smaller than in recent years.

Where the Region is Growing



Average Daily Vehicle Traffic in North Texas



Average daily traffic at permanent stations continued to increase in 2018, climbing 0.37%.

The number of registered vehicles in the region is also on the rise, having increased 2.77% from 2016 to 2017.

However, there are different options for commuters that are helping make Dallas-Fort Worth a region of choice. For example, Trinity Metro completed work on the 27-mile TEXRail commuter rail line in 2018. The rail line stretches from downtown Fort Worth to Dallas Fort Worth International Airport, providing rail access to residents of Tarrant County cities that had waited years for direct access to the airport via passenger train.

Additionally, two areas – Frisco and Arlington – were introduced to automated vehicles, with separate deployments by Drive.ai. Both helped introduce the region to the idea of vehicle automation while providing important first- and last-mile connections for people who want to shop or dine during the day. NCTCOG is also studying the development of modern people-mover systems and high-speed rail or hyperloop

technology. People movers could connect residents to office parks, hospitals and shopping districts. Hyperloop technology is being considered as another transportation choice to connect residents of the region to the planned high-speed rail project between Dallas and Houston, as well as from Fort Worth to Laredo.

Congestion Improving

Traffic is a fact of life throughout the fourth-largest region. But the picture is getting brighter. Dallas-Fort Worth is 21st in congestion, according to the 2018 Inrix Global Scorecard. The region scored better than other cities of comparable size, including Atlanta (11th), Houston (13th) and Denver (19th). Drivers lost an estimated 76 hours due to congestion, better than the national average of 97.

The average person in Dallas-Fort Worth spends 47 minutes per day traveling, according to NCTCOG data. By 2045, travel time is expected to grow to 54 minutes per day.

Although the region’s roadways will always be important, continued investment in transit options, along with the promise of technology, can help keep neighborhoods and business districts connected.



The cost of congestion in Dallas-Fort Worth is below the national average and many comparable regions, according to data provided by Inrix.



Building Sustainable Communities

NCTCOG’s Sustainable Development Program is planning and funding improvements to communities that offer expanded options to walk, bike and take transit. Activities include planning for transit-oriented neighborhoods, trails and community-oriented schools to increase travel choices.

Transit-Oriented Neighborhoods

Transit-oriented developments encourage pedestrian activity through a mix of higher-density land uses within a half-mile walking distance of a transit station. In 2018, the RTC invested in transit-oriented neighborhoods with more than \$70 million in grants and financing. One of these grants will fund improvements to the Old Town Lewisville Station area where the City of Lewisville and Denton County Transportation Authority are partnering to expand the walkable, transit-oriented Old Town neighborhood. NCTCOG’s investment will help Lewisville create bicycle-pedestrian friendly Complete Streets in the station

area and support a new intermodal transit center with retail and office space. Complete streets are designed to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

Transit-Oriented Development in Fort Worth

The RTC allocated \$11.4 million in federal funds to Trinity Metro for transit improvements in exchange for appropriate local funds that will be transferred from Trinity Metro to Fort Worth Housing Solutions. These funds supported building a mixed-income development on the current T&P Station park-and-ride lot, creating affordable housing with greater access to public transit. It builds on previous investment in the Near Southside, such as the NCTCOG Sustainable Development Funding Program project of \$3.75 million to improve South Main Street. These funds transformed the street into a walkable Complete Street

connecting the neighborhood. For more, visit www.nctcog.org/tod.

Community-Oriented Schools

In 2018, approximately 20 new public schools opened in the region. These new schools are not only responding to growth. They also have a significant impact on the development of communities and transportation. For example, when a school is built on the edge of a neighborhood or along a busy road, students are more likely to be driven to school than walk or bicycle due to traffic and safety concerns.

NCTCOG is working with school districts to help them make decisions that promote bicycling and walking to school. It helps school districts and cities plan for safety and accessibility. For school-siting resources and to learn more about how NCTCOG is helping encourage active transportation around schools, visit www.nctcog.org/schools.



South Main Street, Fort Worth

NCTCOG Photo

TOD Project	2018 Funding Amount
Old Town Lewisville Station	\$ 14,901,056
Heritage Crossing/Downtown Irving Station	\$ 12,000,000
North Richland Hills Smithfield Station	\$ 7,255,707
Fort Worth Trinity Lakes Station	\$ 26,872,467
Texas & Pacific Station- Trinity Metro and Fort Worth Housing Solutions	\$ 11,362,000
TOTAL	\$ 72,391,230

NCTCOG invested over \$72 million into projects around rail stations in 2018.

Regional Trails

Access to safe bicycling facilities has been identified as leading to greater active transportation in the region. Providing safe crossings of roadways and intersections and separating facilities from vehicles are among the most important enhancements that could be made, according to a NCTCOG survey. For more information, visit www.nctcog.org/bikesurvey.

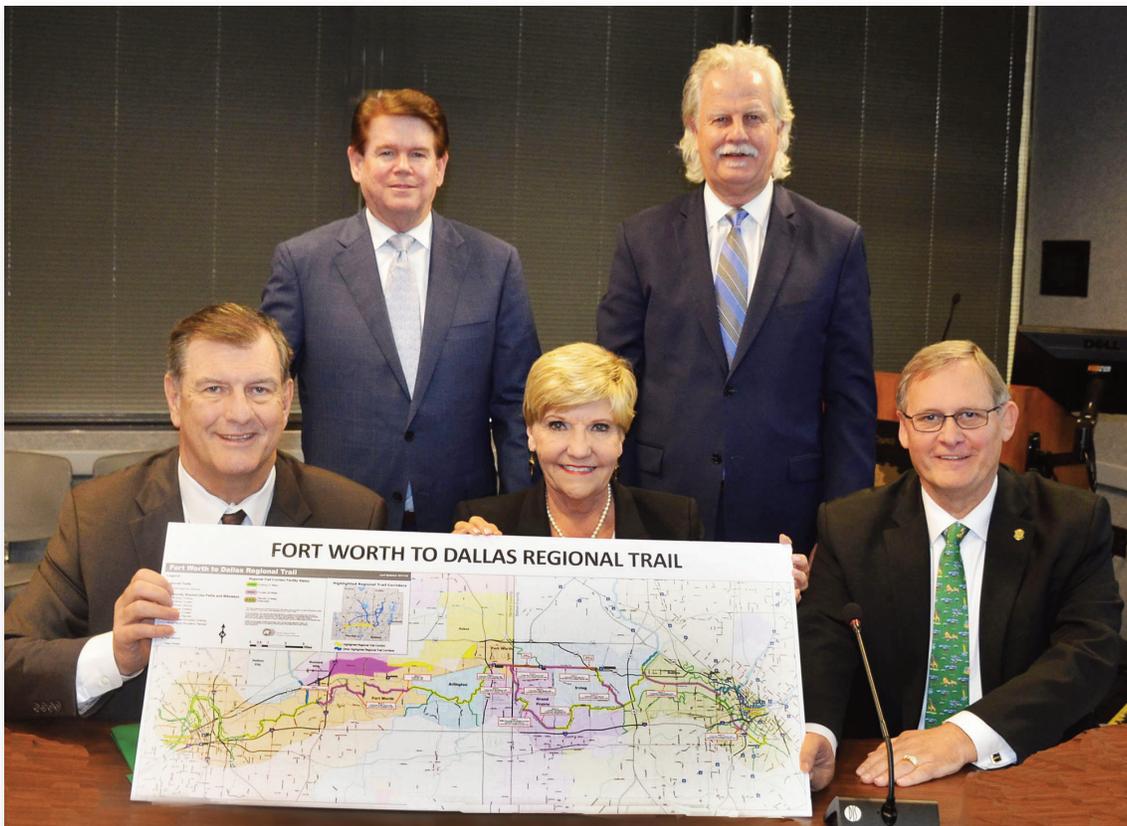
NCTCOG and its transportation partners are increasing options for bicycling and walking, including spending millions to create signature trails that connect neighborhoods to destinations.

Regional Veloweb trails are linear corridors that provide long-distance walking and bicycling connections to transit stations, employment and schools and other major activity venues with

high volumes of users. These trails serve as the major connectors across cities and counties and are supplemented by other community trails that connect neighborhoods with other local destinations. For more information, visit www.nctcog.org/veloweb.

In 2018, the RTC approved more than \$9 million in federal transportation funds for the Fort Worth to Dallas Regional Veloweb Trail. A continuous 53-mile trail alignment will result, connecting Fort Worth, Arlington, Grand Prairie, Irving and Dallas. The trail alignment is anticipated to be complete by 2023. In addition to connecting with multiple rail stations, trail users will be able to access several hundred miles of connecting trails in the five cities. For more information, visit www.nctcog.org/fwtodaltrail.

Additionally, the RTC, Dallas County and several cities committed nearly \$29 million for the engineering design and construction of more than half of the 26-mile Cotton Belt Trail. The Cotton Belt commuter rail and the parallel regional trail will extend through seven cities (Grapevine, Coppell, Carrollton, Addison, Dallas, Richardson and Plano) in three counties (Tarrant, Dallas and Collin), from DFW Airport to Plano. This regional trail will ultimately connect with the existing Cotton Belt Trail in Grapevine that currently extends westward through several cities in Tarrant County. The portion of the trail east of DFW Airport will be designed and built concurrently with the Cotton Belt commuter rail project, which is anticipated to be open in late 2022. For more information, visit www.nctcog.org/cottonbeltrail.



NCTCOG Photo

The RTC recognized, from left, mayors Mike Rawlings, Dallas; Jeff Williams Arlington; Betsy Price, Fort Worth; Ron Jensen, Grand Prairie; and Rick Stopfer, Irving; for their efforts to fund the Fort Worth to Dallas Regional Veloweb Trail.

Community Trails

There are many community trails under development around the region. They include the following examples: The RTC awarded funds to the City of Arlington to install two bridges that will extend the popular River Legacy Trail by another half-mile to the east into Fort Worth. The RTC has also awarded over \$2 million to extend the River Legacy Trail to neighborhoods and developments along Trinity Boulevard. Included are connections to the new American Airlines headquarters and the CentrePort/DFW Airport TRE rail station.

The City of Dallas, in cooperation with Dallas County and the RTC, is extending the Northaven Trail in Dallas. When complete, the trail will span eight miles from the White Rock Creek Trail to Denton Drive, providing connections to neighborhoods in the area. The Trail is slated to be complete by mid-summer 2019. The Northaven Trail will include a bridge over US 75 highway which will provide the connection to the White Rock Creek trail and is expected to be completed in 2022.





Helping Our Communities Breathe Easier

Ensuring health is not harmed by transportation is an important part of the planning process in Dallas-Fort Worth. The region continues to work toward meeting the federal government's ozone standards.

North Texas counties have been in nonattainment for ozone since 1991 and have engaged in efforts to reduce emissions levels, protect health and comply with federal air quality requirements. These efforts have helped reduce ozone concentration levels from 102 parts per billion (ppb) in 1998 to 76 ppb in 2018.

Unlike many pollutants, ground-level ozone is not produced directly by a single emission source. It does not come directly out of a vehicle tailpipe, or from a smoke stack. Instead, it is the result of a reaction of other pollutants – oxides of nitrogen (NOx) and volatile organic compounds (VOC) – that mix in the presence of sunlight and heat.

In 2015, the Environmental Protection Agency reduced the ozone standard from 75 ppb to 70 ppb; the ozone monitoring season has been extended by an additional month. Changes have made reaching ozone attainment more challenging, but as standards become stricter, ozone readings continue to improve. In April 2018, the EPA released nonattainment classifications under the 2015

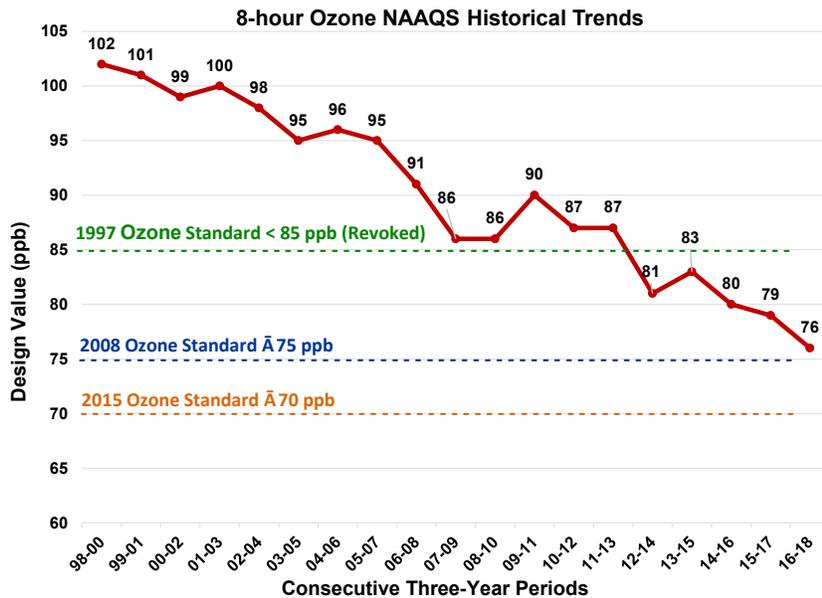
ozone National Ambient Air Quality Standards and classified North Texas as marginal. The deadline to attain the new 70 ppb standard is August 2021. The region also faces a similar deadline to meet the 2008 standard of 75 ppb.

An Important Focus

In 2018, mobile sources such as cars and trucks, aircraft,

locomotives and construction equipment accounted for a significant percentage of NOx emissions in North Texas. The automobile is the primary source of air pollution in the country, but the efficiency of engines continues to improve. As the region's population grows, so too do the number of vehicles; thus focusing on mobile-source air quality efforts is critical to attainment.

Ozone Progress



The region's ozone concentration has improved significantly in recent years, thanks in part to air quality initiatives managed by NCTCOG. Dallas-Fort Worth's design value is now 76, the lowest on record.

Over half the on-road NOx emissions were a product of light- and medium-duty vehicles. Most consumer-driven vehicles fall into these categories. NCTCOG and the RTC focus on actions that reduce NOx and VOC to cut harmful ozone.

Electric Vehicle Growth

Electric vehicles provide numerous advantages to neighborhoods, including quieter-running vehicles and safe and fun options to drive. EVs can range from zero-emission vehicles to low-emission plug-in hybrid electric vehicles, which run on a combination of electricity and gasoline. EVs in North Texas have grown from approximately 240 in 2011 to approximately 7,000, according to data compiled by the Dallas-Fort Worth Clean Cities Coalition. In 2018, the number of EVs in the region increased by 55%.

Entities across North Texas have worked to build EV charging stations to allow EVs to get around without fear of “running out” of battery power. By the end of 2018, there were approximately 320 EV charging stations in North Texas. For access to a station locator and

55%

The growth in the number of electric vehicles in North Texas in 2018

other EV information, visit www.dfwcleancities.org/evnt.

Electric Vehicle Infrastructure Planning

It is important to coordinate planning efforts to meet current and future demand for charging infrastructure. NCTCOG is working with cities to close regional gaps and improve mobility for EV owners in the region and beyond.

Volkswagen Settlement

As part of a federal court settlement, Volkswagen will pay \$2 billion to promote zero-emission vehicle technology through its subsidiary, Electrify America, and \$2.7 billion to the Environmental Mitigation Trust distributed to states to implement new emissions-reducing projects

over the next 10 years. Electrify America will install faster charging stations across the US, including along Texas highways.

Environmental Mitigation Trust funds will be administered by the Texas Commission on Environmental Quality according to the final Beneficiary Mitigation Plan for Texas, published on November 16, 2018.

Under this plan, TCEQ will distribute approximately \$31 million for statewide zero-emission vehicle charging infrastructure and about \$169.5 for eligible mitigation actions. This consists mostly of replacement or repower of heavy-duty diesel vehicles. Dallas-Fort Worth will receive approximately \$33.4 million.

Moving Forward

Cooperation will continue to be necessary for the region to attain ozone standards. As more people move to North Texas, air quality efforts will remain focused on reducing the negative impacts that come with prolonged exposure to ground-level ozone.

The number of EV charging stations increased to 320 in 2018.



NCTCOG, Photo

Air Quality Initiatives

NCTCOG administers many air quality programs and initiatives to support emissions reductions across North Texas. Programs predominantly focus on light- and heavy-duty vehicles and equipment, which represent the majority of ozone forming emissions in the region.

DFW Clean Cities Coalition

The Dallas-Fort Worth Clean Cities Coalition works to advance energy security, protect environmental and public health, and stimulate economic development by promoting practices and decisions that improve air quality and increase efficiency in the transportation sector. Its primary focus is on the transportation sector, collaborating with public and private vehicle fleets to increase use of alternative fuel vehicles, reduce idling and implement other fuel-saving

practices. In 2017, 23 million gallons of petroleum were reduced in Dallas-Fort Worth across 32 surveyed fleets using nearly 7,000 vehicles. These fleets also reduced NOx by 390 tons. www.dfwcleancities.org

Emissions Reduction Strategies

Engine Off North Texas encourages the public, truck drivers and local governments to reduce idling. Spread awareness by learning more at www.engineoffnorthtexas.org.

With grants from Clean Fleets North Texas and other programs, fleets can replace older, heavy-duty diesel vehicles with newer, less-polluting vehicles. Therefore, vehicles that need to idle, such as fire trucks, garbage trucks and school buses can do so with minimum impacts.

Car Care Clinics

Car Care Clinics bring vehicle maintenance awareness to drivers

in North Texas. Owners take their vehicles to partnering repair facilities to receive a diagnostic scan by a certified technician at no charge. Clinics are held for one month during the ozone season. Promotion and marketing of the event is a collaborative effort with repair facilities and NCTCOG, with targeted advertising to areas with high vehicle emissions inspection failure rates.

www.ntxcare.org

Regional Smoking Vehicle Program

Since 2007, the Regional Smoking Vehicle Program has allowed North Texans to help improve air quality by anonymously reporting vehicles emitting visible tailpipe smoke. Reporting can be completed online or by phone. Education material and information on how to report a smoking vehicle is available on request.

www.smokingvehicle.net



Dallas-Fort Worth
CLEAN CITIES



Optimizing Our Transportation Resources

Through a combination of large-scale improvements and lower-cost strategies, transportation planners are working to meet the needs of the growing region. In June, the RTC approved Mobility 2045, the Metropolitan Transportation Plan for the Dallas-Fort Worth area. The plan outlines \$136.4 billion in spending through 2045. Improvements include increased highway capacity, infrastructure maintenance, expanded transit, bicycle and pedestrian facilities, and technological enhancements to the existing transportation system.

Mobility 2045 reflects the pressures on transportation in North Texas. Demographic forecasts indicate the population will climb from 7.5 million today to approximately 11.2 million people by 2045. In light of these forecasts and transportation funding

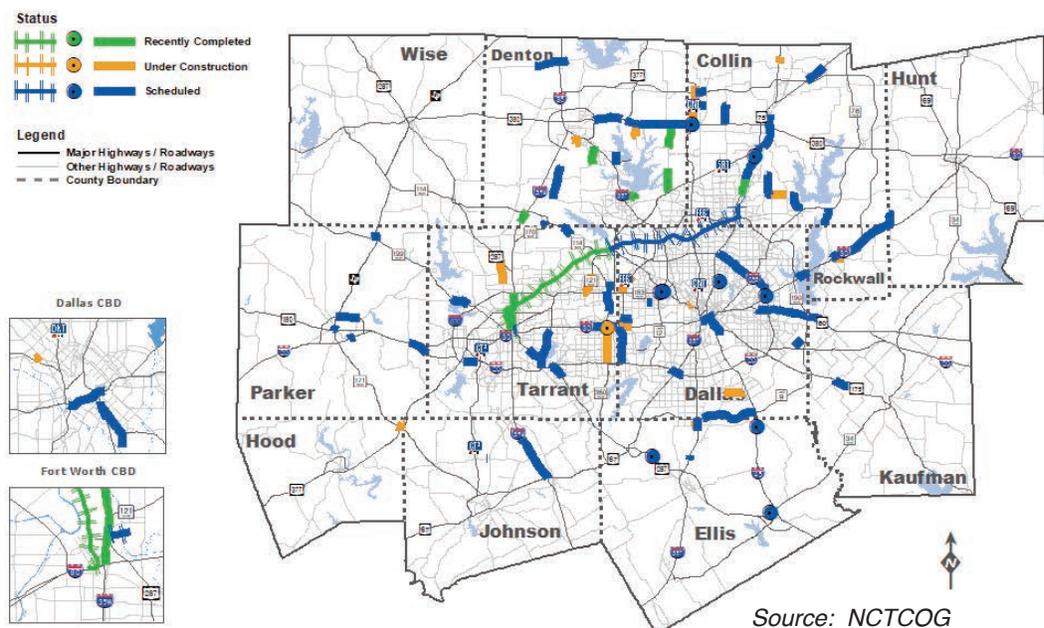
shortfalls, planners first sought to maximize the existing system through management and operations improvements such as traffic-signal retiming. Expansion of bicycle and pedestrian facilities and programs that encourage commuters to share rides were also a focus. Then, planners considered ways to strategically invest in the region's infrastructure by adding transit or highway capacity.

One additional way to add capacity to the roadway system is through the development of TEXpress Lanes. These innovative high-occupancy vehicle lanes give drivers the choice to pay a toll for a more reliable commute. They have been built adjacent to non-tolled, general-purpose lanes in many of the region's busiest corridors, including IH 35W in Fort Worth. From 2014-2018, 251 lane miles

have been added. By 2028, an additional 35 lane miles are expected to open. Tax-supported lanes have also been improved in these corridors.

Since financial realities make it difficult to construct all the large-scale projects the region needs, other options to optimize the regional transportation system must also be considered. Projects identified as asset optimization allow congestion to be mitigated within the existing right-of-way with lower-cost operational improvements and capital improvement strategies. These are more cost-effective and quicker to implement than large-scale capacity expansion projects. These short-term projects have proven to be effective with removing bottlenecks and promoting transportation system efficiency and reliability.

2018 DFW Road and Rail Improvements



The region added approximately 28 centerline miles of additional freeway/tollway capacity and 27 miles of rail in 2018.

Source: NCTCOG

Mobility 2045 identifies 22 roadway corridors where \$1.63 billion of asset optimization strategies will be considered. In 2018, asset optimization activities were conducted in the following corridors:

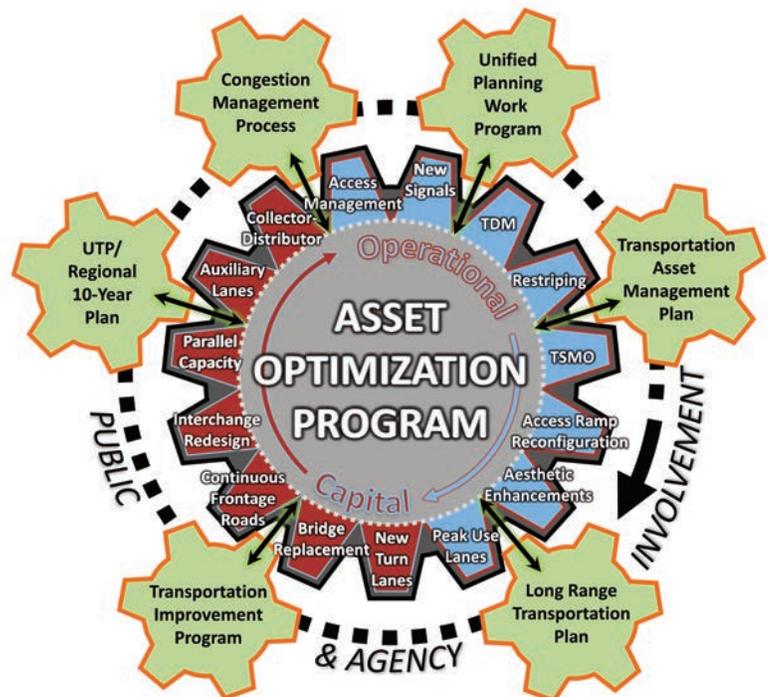
- IH 20 in Dallas and Tarrant counties
- IH 20/IH 30 in Parker and Tarrant counties
- IH 30 in Rockwall and Hunt counties
- IH 35E in Ellis County
- IH 820 west in Tarrant County
- US 380 in Collin and Denton counties
- US 75 in Collin and Dallas counties

This graphic contains examples of asset optimization improvements. These enhancements are often less costly than major construction projects.

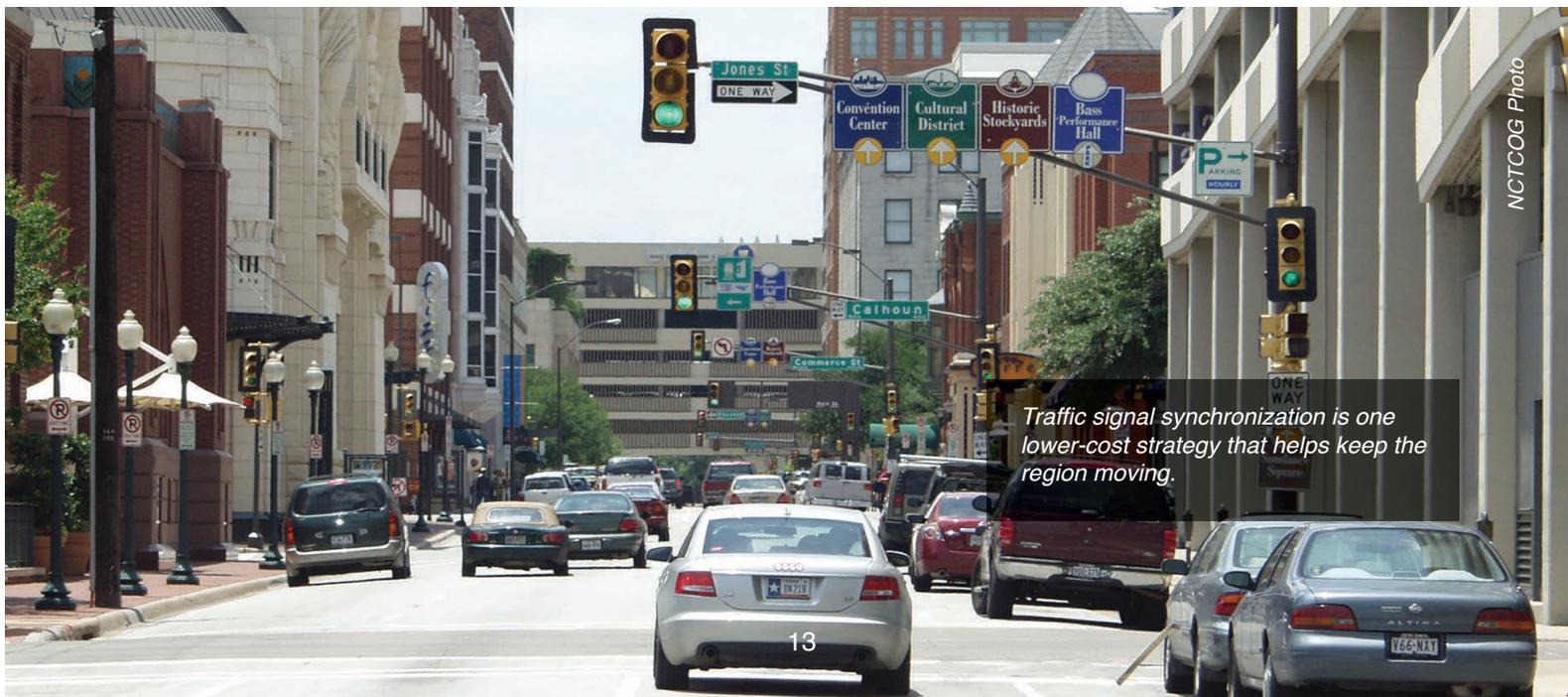
Additional corridors will be considered in the next update to the Congestion Management Process in 2019. Required for regions with populations of more than 200,000, the CMP consists of lower-cost strategies to improve the reliability of the transportation system.

In the future, Dallas-Fort Worth's transportation system will be

assessed by the federal performance measures the region must collect to determine system performance, pavement and bridge condition, freight movement, safety and air quality. The RTC has adopted targets for each of these areas, and data will be available in coming years to help planners improve regional mobility. More information on these targets is available on pages 26-29.



Annual Project Listing	
Roadways	\$886,723,945
Transit	\$199,178,061
Bicycle-pedestrian	\$22,656,643
Total	\$1,108,558,649



NCTCOG Photo

Improving Efficiency with Technology

Through its automated vehicle program, NCTCOG is exploring a series of technology options that could improve mobility in communities across the region. NCTCOG is assisting with innovative solutions to the region's complex transportation challenges. And it is making funding and other resources available to help improve connectivity in the region.

Automated Vehicle 2.0

The RTC approved a \$31.5 million funding package to equip cities and other public entities with the resources to partner effectively with automated vehicle developers.

The funding program consists of three elements: (a) assistance for public entities planning ahead for the deployment of AVs in their communities; (b) funding to help public entities cover infrastructure, equipment, safety, public education and other costs

associated with AV deployments; and (c) funding for strategic AV deployments addressing use cases/communities that have not attracted AV developer interest.

AV 2.0 will enable cities and other public entities in DFW to be effective partners with AV developers.

Frisco unveiled a partnership with Drive.ai to launch Texas' first on-demand, self-driving taxi service on public streets. Through coordination with the Frisco Transportation Management Association, Drive.ai offered rides to up to 10,000 people in self-driving vehicles in an area containing retail, entertainment and office space.

Later in the year, Arlington reached an agreement with Drive.ai to test the self-driving vehicles in the city's Entertainment District. Like Frisco, Arlington is a leader in the Waze Connected Citizens program and makes its

traffic signal data feed accessible to transportation technology companies.

Sidewalk Delivery Vehicles

Delivery robots are coming. The Dallas City Council recently recommended establishing guidelines and a pilot program for robotic street delivery vehicles. Arlington will also host a robotic sidewalk delivery pilot. Companies are developing vehicles that will improve the efficiency of last-mile goods deliveries. This could reduce emissions and improve air quality in the region while improving package delivery.

While automated vehicles are on the streets now, they are not the only futuristic form of transportation receiving attention by North Texas policymakers.



Two cities reached agreements in 2018 with Drive.ai, an automated vehicle company, to test its vans on city streets.

Hyperloop

The RTC committed in July to explore hyperloop technology for two major transportation initiatives. One is a high-speed corridor connecting Dallas, Arlington and Fort Worth. The other runs from Fort Worth to Laredo. The decision was made after a delegation from the RTC visited Virgin Hyperloop One's full-scale test track in the Nevada desert for a first-hand look at the next-generation technology.

6 minutes

The amount of time a hyperloop trip from Dallas to Fort Worth could take

The region will consider hyperloop and high-speed rail for these corridors. Texas Central Partners is involved in a project that would introduce HSR to Texas, along the Dallas-to-Houston corridor. Dallas-Fort Worth, which was part of the Texas Triangle project named a finalist in the Virgin Hyperloop One Global Challenge, could attract a hyperloop certification track, which

may ultimately become part of a permanent hyperloop corridor.

511DFW

The 511DFW Traveler Information System recently underwent enhancements to make it more user-friendly and to incorporate more data.



TxDOT, several local agencies and the three major transit agencies provide local data on roadway closures, construction and other traffic and transit information. The 511DFW system continues to provide travel speeds and times for major roadways. Crowd-sourced incident information from Waze is provided through 511DFW as part of the upgrade.

It also includes improvements to the 511DFW website, www.511dfw.org, and mobile

app. The app is available for free on Apple and Android devices. A Spanish language version of 511DFW is also available.

Data Sharing Grant Programs

NCTCOG launched a second round of data-sharing grants in early 2018 after a successful round of grants in 2017. There are two programs dedicated to improving the connectivity and efficiency of local roadways. The first, 511DFW/Waze Data Sharing, assists traffic engineers in connecting their traffic feeds to 511DFW through the Waze Connected Citizens Program. The second, Traffic Signal Data Sharing, provides assistance to traffic engineers interested in increasing the number of connected traffic signals in their cities. With both programs, as public entities develop a bank of data through the tools gained by these grants, participants will have the means to innovate in partnership with transportation-related technology providers.

Traffic Signal Data Sharing Program

Recipient	Amount
City of Plano	\$22,000
City of Frisco	\$22,000
City of Lewisville	\$21,000
City of Arlington	\$20,000
City of Allen	\$20,000
City of McKinney	\$20,000
Total	\$125,000





Making Connections Through Transit

Transit options expanded dramatically in 2018, with the completion of Trinity Metro’s TEXRail line. Dallas Area Rapid Transit has also committed to develop the Cotton Belt and a second downtown line. TEXRail opens passenger rail to more western suburbs and provides new opportunities for transit-oriented neighborhoods. The Cotton Belt will do the same in the east.

Trinity Metro, DART and Denton County Transportation Authority are the major providers of public transportation in the region. The three combined to provide approximately 71.2 million passenger trips in fiscal year 2018. But in a metropolitan area as large as Dallas-Fort Worth, all transit partners play a role in connecting people to their destinations. In the 16-county region, 18 public transportation

providers operate service. The ridership chart on the next page provides an idea of the scale of service.

71.2 million

Passenger trips in FY 2018 by region’s 3 major public transit providers

Mobility management helps people understand their transportation options. Access North Texas identifies the transportation needs of older adults, individuals with disabilities, individuals with lower incomes and others with transportation challenges. To implement a regional mobility management program that improves the coordination of transportation and

medical services, NCTCOG applied for the Federal Transit Administration’s Access and Mobility Partnership grant. FTA is scheduled to make a funding announcement in 2019.

2018 Regional Vanpool Performance Update

The Regional Vanpool Program continues to play a vital role in reducing congestion, improving air quality and helping riders experience less stressful commutes. The program is operated by DART, Trinity Metro and DCTA. The table below provides a summary of the 2018 vanpool data for each transit agency involved. Nearly 300 active vanpools combined to save almost 34.6 million miles in 2018.

Try Parking It is an additional mobility management tool that helps commuters find carpool and

2018 Regional Vanpool Program Performance Update

Regional Vanpool Program	DART	Trinity Metro	DCTA	Combined
Total Number of Vans (at year end)	176	80	30	286
Average Participants Per Month	1,224	568	298	2,090
Total Van Trips Traveled (annual)	2,965,075	1,897,418	688,593	5,551,086
Total Vehicle Miles of Travel Reduced (annual)	18,041,395	10,578,369	5,962,320	34,582,084
Total Vehicle Trips Removed (annual)	535,526	245,776	137,922	919,224
NOx Emissions Reduced (pounds)	10,729	6,291	3,546	20,566
VOC Emissions Reduced (pounds)	3,576	2,097	1,182	6,855

Vanpools give the region’s workers an opportunity to save money commuting while benefiting the environment through the removal of vehicles from the roads.

vanpool options. It also allows employers to incentivize alternative commutes for their employees.

To participate in the program, residents can log on to www.tryparkingit.com and start entering their alternatives to driving alone.

The NCTCOG Travel Demand Management Program hosted the first regional Try Parking It Employee Transportation Champion Award Luncheon in June 2018, presenting the Employee Transportation Champion of the Year Awards to individuals in the education, private and public sectors who best demonstrated a commitment to promoting and advancing commuter transportation options at work. The winners of the 2018 ETC awards were: **Sandy Bauman**, University of North Texas Health Science Center

(Education); **Kendra Beseler and Ty Munger**, Liberty Mutual Insurance Co. (Private); and **Kevin Overton and Brittany Hailey**, City of Dallas (Public).

New Transit Services

Several new transportation services debuted in 2018, connecting people to neighborhoods and other parts of the region.

1. DART introduced its new GoLink service. Rides can be scheduled via DART's GoPass app or by calling DART directly. The benefit of DART's GoLink service is the ability to extend transit options and connections to riders in nonmember cities.
2. A partnership between Hillwood Properties, DCTA and Trinity Metro created a first-mile/last-mile connection

for major employers in the Alliance area. The service, called Alliance Link, began in 2018 as a pilot project initially funded by Toyota to assist employees with job access.

3. STAR Transit's new service in DeSoto provides access to jobs and transit in the area.
4. Due to additional funding, Span now provides public transportation to Flower Mound, Little Elm, The Colony, Corinth, Lake Dallas, Hickory Creek and Shady Shores.

Federal law requires NCTCOG to set regional targets for transit asset management to ensure vehicles, rail lines and other capital assets are in a state of good repair and able to meet the needs of the riding public. More information on these performance measures is available on page 29.

FY2018 Passenger Trips for Smaller Providers

Transportation Provider	Passenger Trips in FY 2018
City/County Transportation	32,024
Community Transportation Services	54,323
Public Transit Services	69,704
Span	59,562
STAR Transit	201,144
Total	416,757

Although the region's major transportation providers are most visible, smaller entities play a big role in connecting neighborhoods.



Joining People Through Aviation

Aviation continues to contribute greatly to the region’s economic landscape. Dallas-Fort Worth is home to 33 public-use facilities. Commercial aviation provides significant opportunities in North Texas, while helping drive economic activity. Commercial visitors support \$19 billion in economic output. Dallas Fort Worth International Airport and Dallas Love Field both experienced growth in the number of flights and passengers served in 2018. Daily flights at DFW Airport, the nation’s fourth-busiest airport, increased 1.5%. Love Field saw 2% more flights. Both airports’ passenger loads grew 3% in 2018.

Among the region’s diverse communities, other airports are called on to move people and goods. Whether the purpose is business, leisure, training or emergency response, general aviation airports link communities. Flights may commence at a

neighborhood airport before transitioning or concluding at a regional airport or facility outside Texas.

General aviation itself has a significant impact on the region’s economy. An estimated 17 jobs are supported from every \$1 million spent by general aviation visitors, providing a total economic output of \$325.8 million for the State, according to TxDOT. General aviation’s impact statewide grew 58% between 2011 and 2018. Commercial aviation is also growing.

To keep pace with the growth in activity, airports must be well-maintained. In fiscal year 2018, the region’s airports received more than \$24 million to assist with runway rehabilitation, acquisition of land, ground equipment and emergency response vehicles, as well as expansion of taxiways, and various studies.

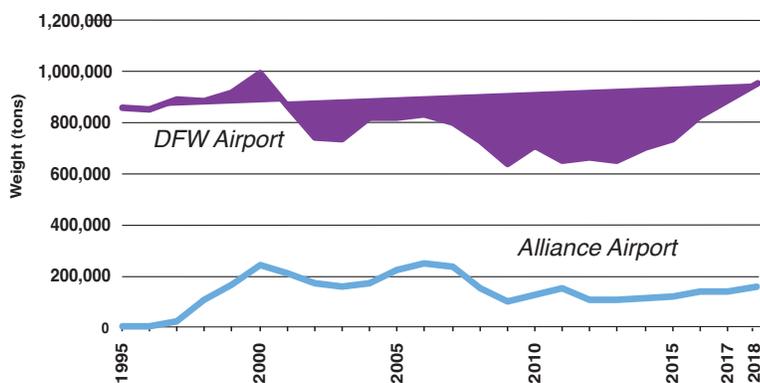
2018 Airport Funding

Addison Airport	\$805,000
Fort Worth Meacham International Airport	\$8,665,529
Fort Worth Spinks Airport	\$5,110,632
Granbury Regional Airport	\$8,816,666
Grand Prairie Municipal	\$195,000
Majors Field	\$299,700
Mid-Way Regional	\$80,000
Mineral Wells Airport	\$166,667
Total	\$24,139,194

Air Cargo

2018 was another strong year in the aviation industry, with DFW Airport serving a record number of travelers. But there is more to aviation than just moving people. Air cargo is also a growing business in North Texas.

DFW International Airport and Alliance Air Cargo Tonnage



DFW Airport handled 918,000 tons of air cargo in 2018, a 2.8% increase over 2017. Alliance Airport experienced a 3.5% increase in tonnage.



Daily Flights

**DFW Airport
1,828**

**Love Field
633**

DFW Airport and Love Field both experienced increases in daily flights in 2018. Together, the airports have a capacity to operate more than 5,100 daily flights.

Unmanned Aircraft Systems in North Texas

As technology evolves, unmanned aircraft systems are becoming more widespread. There were approximately 22,000 UAS registered in North Texas by the end of 2018. As UAS become more commonplace, North Texas and other regions must make sure they are operated safely. The UAS Safety & Integration Task Force was assembled by NCTCOG to serve as an information “clearinghouse” for academia, public- and private-sector entities and the general public. To effectively address integration issues and carry out solutions, the task force has formed working groups focused on education and public awareness, legislation, training and integration.

UAS Registered in North Texas

Recreational – approximately 17,000

Commercial – approximately 5,000



Moving Goods

The Dallas-Fort Worth area is undergoing improvements that will help move freight to customers whether they are down the street or around the world.

BUILD Grant

To facilitate goods movement in the region, NCTCOG partnered with the City of Haslet and TxDOT to secure a \$20 million grant award from the Better Utilizing Investment to Leverage Development (BUILD) program for the AllianceTexas/Haslet Accessibility Improvement Project. This project is composed of three components:

1. Construction of Haslet Parkway as a new four-lane divided thoroughfare from IH 35W to FM 156 and Avondale-Haslet Road
2. Extension of Intermodal Parkway as a four-lane divided thoroughfare from its current terminus south to the new Haslet Parkway

3. Widening of Avondale-Haslet Road to a four-lane divided thoroughfare from FM 156 to the Haslet city limits

In addition to filling in a critical east-west thoroughfare network gap between IH 35W and US 287, the project will support continued growth in the City of Haslet and nearby communities. It will also provide greater accessibility to the AllianceTexas/Hillwood master-planned, mixed-use development. Included in AllianceTexas are more than 480 companies with over 48,000 employees, Fort Worth Alliance Airport (a regional hub for air cargo carriers), the Alliance Global Logistics Hub, and the BNSF Railway intermodal facility and carload transportation center.

Regional Truck Parking

In 2018, NCTCOG completed the Regional Truck Parking Study to assess the overnight and temporary truck parking needs in the region. The analysis also

identified specific areas with the most critical truck parking priorities, the Corridors of Concern. Recommendations were developed to provide guidance to address these findings. Since the completion of the study, NCTCOG has been following through on the recommendations. NCTCOG is coordinating with TxDOT, updating datasets used in the study, identifying potential truck parking locations and funding for truck parking, and developing the Regional Truck Parking Plan. This plan, one recommendation from the Truck Parking Study, will outline NCTCOG's approach to truck parking, policies, programs, best practices for truck parking and how to handle atypical project requests.

48,000+

**Number of employees
working at AllianceTexas**

Corridors of Concern

Corridor

Great Southwest
South Dallas
Garland and Mesquite
Dallas and Farmers Branch
North of Downtown Fort Worth
Parker County

Location

IH 30/SH 360
IH 45/IH 20
IH 30/IH 635
IH 35E/IH 635
IH 35W
IH 20/IH 30



Regional Rail Study

TxDOT and NCTCOG are working with regional rail partners to produce a study that addresses freight rail movements and infrastructure in North Texas. The study will use carload data, train counts, grade crossing data and assessment of rail infrastructure to identify areas for improvement. This data will also be used with rail modeling efforts to determine where bottleneck and congestion issues exist, now and in the future, and what enhancements are needed to improve those issues. When completed, the report will include prioritized performance improvements enabling projects, including cost estimates, potential grade separations and any other improvements to regional rail operations that may be needed.

Truck Automation

NCTCOG has partnered with the University of Texas at Arlington to study the impact of truck automation on the region. Tasks for the study include identifying the trucking industry's most crucial issues related to automation, including how to properly move forward with automation implementation. To accomplish these goals, a survey will be conducted to review the impact on drivers, fleet managers, technology providers, highway planners and designers. The results of the automated vehicle study will be factored into regional freight planning moving forward.

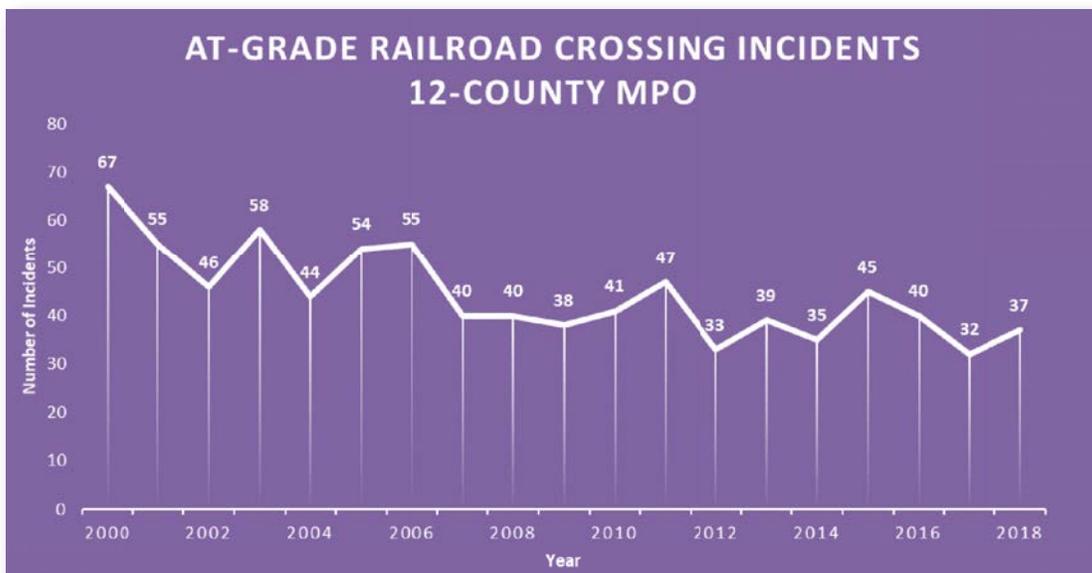
Texas Freight Corridor

The NCTCOG Automated Vehicles Program received approval in 2018 for a grant proposal to partner with TxDOT to implement the IH 30 Technology Corridor

project. This is part of TxDOT Connected Freight Corridor program that includes piloting new communications technologies along the highways that compose the "Texas Triangle." Technologies include direct short-range radio communications and fifth-generation (5G) wireless technologies. This project along IH 30 will allow NCTCOG and other agencies to test various connected vehicle technologies.

Crossing Incidents

There are over 2,900 at-grade railroad crossings in the region. It is important for North Texans to follow proper safety precautions near crossings and remember the train always has the right-of-way. Since 2000, when there were 67 incidents in North Texas, the number has been trending downward. In 2018, there were 37 incidents recorded.



Safety at railroad crossings is essential. Incidents have decreased since 2000. It is important to remain vigilant around railroad tracks so progress can continue.



Keeping Our Neighbors Safe

NCTCOG works to improve the safety of the transportation system by developing and implementing programs and projects that reduce the number of crashes, serious injuries and fatalities.

In 2018, the 12-county Dallas-Fort Worth area experienced 119,499 crashes, with 3,637 resulting in at least one fatality or serious injury. There were fewer crashes and fatalities in 2018. The RTC has adopted a stringent regional safety position. It states, “Even one death on the transportation system is unacceptable.”

Safety Targets

NCTCOG continues to coordinate with TxDOT in support of the safety performance targets. Planners seek to reduce the number of fatalities, the fatality rate, serious injuries, the serious injury rate, bike and pedestrian fatalities and serious injuries covering all roadway types.

The safety performance targets were developed using a data-driven, multi-year, collaborative process. The goal is to reduce serious injuries and fatalities by

2% in 2022. See the regional targets for 2019 on page 27. One tool being used to make progress toward these targets is emergency assistance along highways. Mobility assistance patrols provide help to stalled or stranded motorists along interstate corridors in Dallas and Tarrant counties, along with toll roads managed by NTTA and private operators on LBJ Express, the North Tarrant Express and IH 35W.



2018 Regional Crashes

County	Total Crashes	Fatal Crashes
Collin	13,185	40
Dallas	49,730	285
Denton	11,743	45
Ellis	2,810	16
Hood	725	5
Hunt	1,472	17
Johnson	2,351	19
Kaufman	2,128	23
Parker	2,217	25
Rockwall	1,406	8
Tarrant	30,762	143
Wise	970	14
Total	119,499	640



More than 135,000 stranded motorists were helped in 2018 by mobility assistance patrols. This represented an increase of 6,000 over the previous year.

In 2018, mobility assistance patrols helped 6,000 more motorists than the previous year get their vehicles moving again and provided protection to motorists and first responders. To help ensure the safety of first responders, Texas law requires motorists to move over or slow down for emergency vehicles on the side of the road.

NCTCOG also trains emergency personnel to clear crash scenes quickly. More than 3,000 first responders and managers have completed incident management training, which helps emergency workers handle roadway incidents more efficiently to minimize the effects of traffic crashes. Police officers, firefighters and courtesy patrol representatives have accounted for approximately 82% of the participants of the program.

3,000+
first responders and managers have completed NCTCOG's incident management training.

Wrong-Way Driving

In 2018, there were 694 wrong-way crashes on area roadways, with 100 resulting in at least one fatality or serious injury. Due to the severity of these crashes, NCTCOG continues to work with the Dallas and Fort Worth TxDOT districts to execute the Wrong Way Driving Mitigation Program to implement intersection, highway and technology improvements that assist in preventing future incidents.

The program began in Dallas County in 2014 and was expanded to Tarrant County in 2015. It has since been introduced in several additional cities across the eastern half of the region. To date, 382 ramp/intersection improvements have either been completed or are underway.

NTTA is also working to combat wrong-way driving on its roadways by implementing similar countermeasures, including ITS technologies. A pilot program that uses traffic cameras and specialized software that can detect a vehicle moving in the wrong direction has been implemented in Dallas County.

Public Involvement

The Transportation Department had a busy year on the public involvement front. In 2018, the department updated its Public Participation Plan as it sought to embrace modern communications techniques. It has begun implementing many of the changes, including a revised public meeting calendar.

In the past, NCTCOG typically scheduled three meetings for each round of public meetings, regardless of the topics being discussed. With live streaming over the internet, meetings can be “broadcast” on residents’ computers, tablets or smartphones, eliminating the need for many to travel to public meetings. There is still an opportunity to attend the meeting that is streamed, but people can also watch it at their convenience, either live or recorded.

Community Outreach

Outreach is another important component of the Transportation Department’s public involvement

strategy. Staff attends community events throughout the year to maximize its reach. In 2018, the department was involved with 13 events that reached more than 133,000 people. Outreach will be enhanced in the future with the department’s plan to engage area businesses and community organizations.

2,500+
Number of monthly visitors to the aviation careers website

Additionally, the department conducted extensive aviation outreach, attending 18 events. Interactions with youth at summer camps, STEM-related activities, career fairs and air shows helped spread the word about career opportunities in aviation and about FLYBY DFW, the department’s interactive gaming app. Nearly 2,500 unique users visited the aviation careers website per

month, while almost 700 people downloaded the app for Apple and Android devices.

Social Media

Social media is an important tool the department uses to reach its audience. And its influence continues to grow. For example, the department’s Facebook account grew by 34%, and Twitter gained 11% more followers. Below are the most engaging topics from 2018. Posts about roadway projects, planning and programs reached the most people, followed by transit posts. High-speed rail was the most engaging topic, at 6.1%.

Live Streaming

One way to promote open government is to stream meetings live online. The department saw a surge in activity last year, with 37% more people watching the live feeds. Viewership peaked in April, during the RTC’s consideration of how to move forward with the LBJ East project.

Social Media Engagement

Topic	Posts	Engagement	Reach	Share of Reach
High-Speed Rail	4	6.1%	4,042	0.6%
About Us	10	5.4%	5,149	0.8%
Roadway Projects/Planning/Programs	38	5.2%	83,576	12.4%
Publications	14	3.6%	10,427	1.6%
Transit	67	3.0%	62,999	9.4%

These are the five most engaging topics covered on the department’s Facebook and Twitter pages in 2018. Engagement is defined as the combination of likes, comments, shares and clicks on a post.

New Website

The agency introduced a new website in 2018 with a more modern look and feel aimed at enhancing user experience while helping more people participate directly in the planning process. The site also is mobile-friendly. Maps, reports, publications or data can be examined on your desktop or in the palm of your hand. Visit www.nctcog.org/trans for more information.

Air North Texas

One campaign that allows residents to directly participate in

the solution of a problem is Air North Texas.

Air North Texas celebrated Clean Air Action Day on June 22, securing more than 1,000 commitments from individuals pledging to take an active role to improve air quality. The campaign encourages individuals, governments and companies to make choices that lead to air quality improvement. Residents across the region participated in the event by logging and sharing their specific commitments to www.airnorthtexas.org and NCTCOG's social media pages.

Individuals could select from among more than 20 commitments.

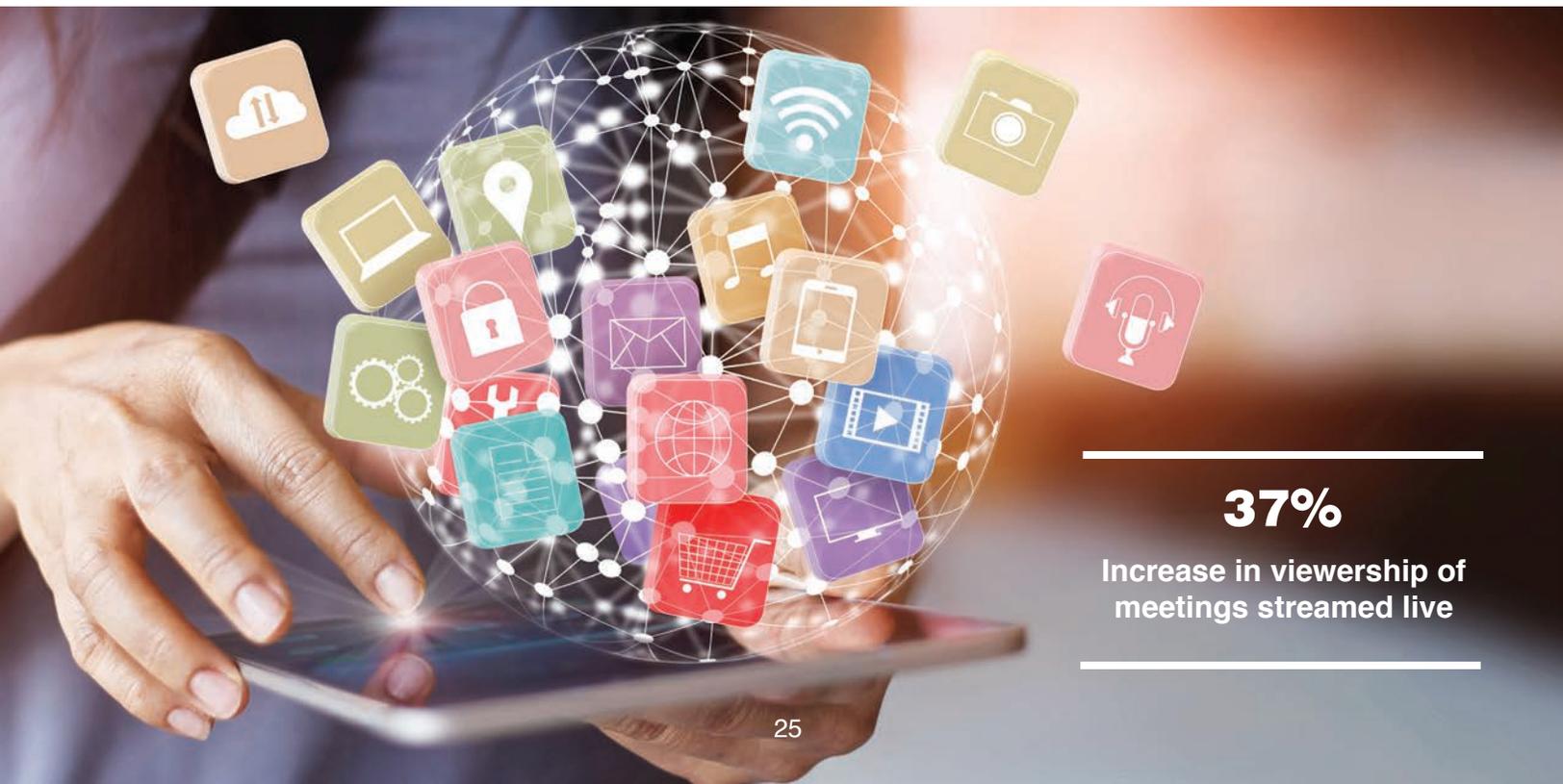
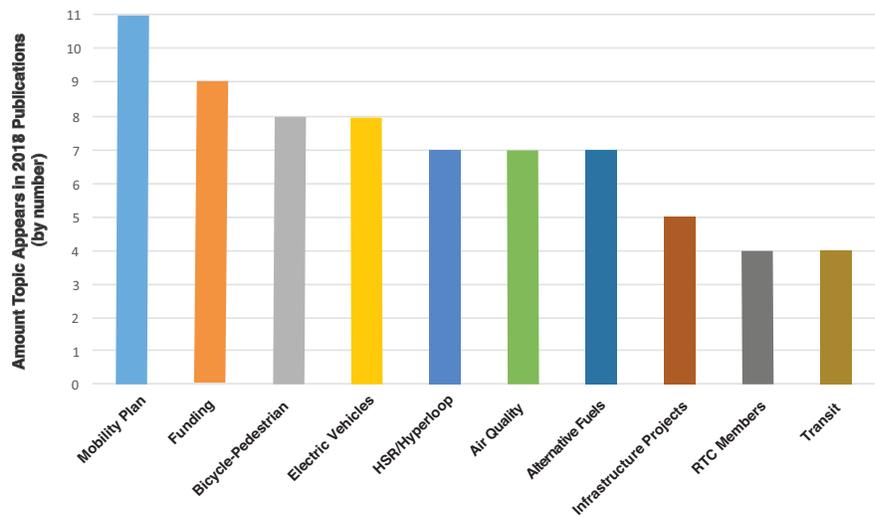
The top three were:

- Take lunch to work
- Confirm maintenance and State emissions and safety inspection are up to date
- Maintain consistent driving speed

Help NCTCOG plan for future needs in your neighborhood and beyond. We are listening.

2018 Public Involvement Topics

Mobility 2045 and funding were the most popular topics communicated by NCTCOG in publications and media relations.



37%

Increase in viewership of meetings streamed live

Federal Performance Measures

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ONE WAY

Roadway and Transit Performance Measures

The Federal Highway Administration and Federal Transit Administration are required to implement a common system of transportation performance measures for states and metropolitan planning organizations. FHWA and FTA have developed a series of measures through four rulemaking processes. NCTCOG is implementing and integrating the required measures. This common set of measures makes it easier to evaluate the existing National Highway System and the effectiveness of funding programs. It also allows for region-to-region comparisons of transportation system performance.

NCTCOG continues to monitor and report on these federal performance measures and has responded to all four major performance measure rulemakings. The rulemakings include measures related to safety; pavement and bridge condition; system performance, freight, and congestion mitigation and air quality; and transit asset management. The pavement and bridge condition, system performance, freight and CMAQ measures have a four-year performance reporting cycle that began in 2018. NCTCOG and TxDOT must set two-year and four-year targets for each of these measures. The RTC adopted 2020 and 2022 targets for pavement and bridge condition and system performance, freight, and CMAQ measures in November 2018. Other performance measures (safety and transit asset management) are adopted annually. The RTC approved targets for the safety and transit asset management measures in February 2019.

NCTCOG Safety Target Recommendations

Safety Performance Targets	TxDOT	NCTCOG
Fatalities	3,791	599.2
Fatality Rate	1.414	0.838
Serious Injuries	17,751	3,999.6
Serious Injury Rate	6.55	5.568
Non-motorized Fatalities and Serious Injuries	2,237.60	582.4

The RTC has approved safety targets, required by federal transportation legislation, for 2019.



Bicycling safely will help the region reach roadway safety targets in the future.

Pavement and Bridge Condition Measures

The NHS includes all Interstate Highways and other roads developed by the US Department of Transportation as important to the nation’s economy, defense and mobility. Texas has the largest NHS network in the nation. The NHS network in the region includes over 12,000 lane miles (over 3,600 bridges).

For NHS pavement conditions, NCTCOG must set targets for the percentage of pavement (based on lane miles) of the Interstate System and the Non-Interstate NHS in “good” or “poor” condition. NCTCOG is supporting the pavement performance targets set by TxDOT. The RTC also approved a policy statement to work with local governments to focus on the improvement of NHS local off-system arterials in “poor” condition.

Additionally, NCTCOG must set targets for the percentage of NHS bridges classified in “good” or “poor” condition. It is supporting the bridge performance targets set by TxDOT. In addition, the RTC approved a policy statement to expedite the programming of funding to improve NHS bridge in “poor” condition.

Roadway and Transit Performance Measures

System Performance, Freight, and CMAQ Measures

This broad set of required measures addresses travel time reliability, freight movement, excessive delay, commuter mode share and air quality. For most of these measures, NCTCOG opted to establish its own targets for 2020 and 2022, though in some cases these targets must be agreed upon with TxDOT. For more information visit www.nctcog.org/pm.

Performance Measure	Baseline (2016/2017)	2020 Target	2022 Target
Interstate Reliability (Person Miles Traveled)	77.3%	78.6%	79.5%
This measure represents the percentage of travel on the region's Interstates that occurs on facility segments that meet the threshold for reliability/predictability of travel specified in the rulemaking. Increasing values represent an improvement.			
Non-Interstate NHS Reliability (Person Miles Traveled)	71.1%	N/A	71.1%
This measure represents the percentage of travel on the region's Non-Interstate National Highway System (NHS) that occurs on facility segments that meet the threshold for reliability/predictability of travel specified in the rulemaking. Increasing values represent an improvement.			
Truck Travel Time Reliability Index	1.74	1.71	1.66
This measure is a reliability index that represents the amount of extra time that truck drivers have to add to median trip times because of predictability issues to arrive on time at their destination. If a hypothetical trip in the region is typically 10 minutes, truck drivers needed to plan for 17.4 total minutes in 2017 to arrive on time 95% of the time. Lower values represent an improvement.			
Peak Hour Excessive Delay (Person Hours per Capita)	15.5	N/A	15.0
The rulemaking defines "excessive delay" as delay during peak travel times that occurs either below 20 mph or 60% of the speed limit, whichever is lower. The measure reported is the amount of this delay per capita, which represents the impact that delay has on individual users of the roadway system. Lower values represent an improvement.			
Percent Non-SOV Mode Share (% Commuter Trips)	19.5%	19.9%	20.2%
This measure is the percentage of commuters in the urbanized area who traveled to work using a means other than driving alone as reported by the latest available American Community Survey data. Higher values represent an improvement.			

Roadway and Transit Performance Measures

Performance Measure		Baseline (2016/2017)	2020 Target	2022 Target
On-Road Mobile Source Emissions Reductions (Cumulative)	NOx (kg/day)	2,410.80	2,892.96	5,062.68
	VOC (kg/day)	499.72	599.67	1,079.40
This measure is the cumulative reduction of certain pollutants that will be eliminated by the construction of projects funded with CMAQ funding. The 2020 and 2022 targets are cumulative totals for the performance period. Higher values represent an improvement.				

All targets represent an improvement over the observed historical trend. NCTCOG will continue to monitor and report these measures, and the RTC will have the opportunity to revisit the 2022 (four-year) targets in 2020.

Regional Transit Asset Management Targets

NCTCOG is required by the federal government to set regional transit asset management targets in coordination with transit providers. The regional targets of transit assets focus on ensuring that public transportation vehicles, rail lines and other capital assets are in a state of good repair. TAM will help prioritize funding to achieve or maintain the state of good repair by evaluating the condition of transit assets compared to the regional targets.

Asset Category	2019 Target	Metric
Rolling Stock (transit vehicles)	0%	Percent of vehicles that meet or exceed their useful life
Infrastructure (rail track)	0%	Percent of rail track segments with performance restrictions
Equipment (transit support vehicles)	0%	Percent of vehicles that meet or exceed their useful life
Facilities (buildings, stations, park and rides)	0%	Percent of transit facilities rated below "adequate" on the Transit Economic Requirements Model scale

2019 Art Contest Winners

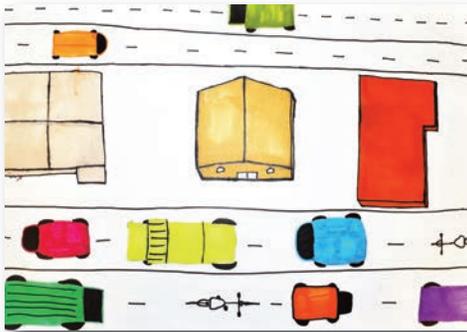
Congratulations to **Jayden Crook**, the winner of this year's competition. We asked children of our staff to illustrate what this year's theme of Neighborhoods: The Building Blocks of Regional Transportation, means to them. Jayden's artwork is on the cover.



First Place
Jayden Crook
Age 6



Second Place
Andrew Wilson
Age 8



Third Place
Alexis Mize
Age 16



Honorable Mention
Keira Mize
Age 11

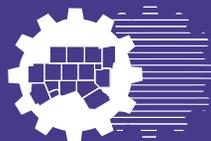
To see entries, visit www.NCTCOG.org/ourregion.

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Arlington, TX 76005-5888



Progress North Texas 2019

*Neighborhoods: The Building Blocks
of Regional Transportation*



Prepared in cooperation with the US Department of Transportation (Federal Highway Administration and Federal Transit Administration) and the Texas Department of Transportation. The contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration or the Texas Department of Transportation.