

Policy Objective Areas	Project Name	Project Overview	Performance Measures	NCTCOG			Difficulty to Implement (H - High; M - Medium; L - Low)	Notes
				FY 2013	FY 2014	Total Project Cost		
Demand Reductions	Aggressive TDM Corridor Pilot	Implement an aggressive TDM program where we leverage the construction of roadway expansion based on employers along the corridor participating in ETR program strategies with specified trip reductions.	Track participation through TPI. Registered users, new users registered, registered employers, new employers registered, VMT reduced, vehicle trips reduced and commute mode used.	\$75,000	\$75,000	\$150,000	M	
Demand Reductions	Slugging Smart Phone Application	As part of the VPPP NCTCOG will work with partner agencies to develop a smart phone application that allows users to set up carpools from their phones in real-time. This will be a complement to the existing Try Parking It website.	Number of commuters using application and number of carpool matches. Track participation through TPI. Registered users, new users registered, registered employers, new employers registered, VMT reduced, vehicle trips reduced and commute mode used.	\$0	\$0	\$0	L	Funded through VPPP.
Demand Reductions	Regional HOV from 2+ to 3+	Converting regional HOV's from 2+ to 3+ auto occupancy will allow us to sell excess capacity and develop a revenue source to fund transportation projects. Benefits include added capacity and sustainable revenues for M & O.	Track usage and auto occupancy through toll tags.	\$500,000	\$500,000	\$1,000,000	M	TxDOT already has lead on this project. Annual funding requests maybe needed and coming to you in a separate item. Increased to \$500,000 per year to be used for technology deployment to implement 2+ to 3+.
Design	IH 35E and IH 30 Pegasus	As new facilities are designed, explore innovative ways to design corridors to accommodate needs of users and measure cost effectiveness. Engaging other folks in the discussion when planning and designing facilities (i.e. operations folks, bike folks, transit folks, etc.).	Develop protocol for new way of doing planning and design using management systems.	\$75,000	\$75,000	\$150,000	L	
Design	Signage and Striping	Video inventory of the limited access transportation system to identify locations where overhead sign placement needs to be adjusted to align with correct lane, and look for striping adjustment that might be needed as well as other pavement markings.	Monitor speeds before versus after improvements.	\$100,000	\$0	\$100,000	L	Reduced to \$100,000 per year to perform inventory to identify locations. Other funds can be used to implement improvements.
Incident Management	Freeway Incident Management - Executive Level Course	NCTCOG holds Executive Level Training bi-annually since 2005. NCTCOG is holding a workshop on July 31, 2012 to review existing Executive Level Course to discuss strengths and weaknesses, review level of capacity and identify strategies to move forward. Based on course outcome will revise training, implementation and outreach.	Identify regional targets and create a starting point for a more detailed cooperative plan to get on a path to improve TSM&O capabilities.	\$0	\$0	\$0	M	Funded largely by FHWA workshop. Removed dollars requested will utilize existing funding.
Incident Management	Freeway Incident Management - First Responders and Managers Course	NCTCOG holds First Responders and Managers Training nine times a year since 2002. NCTCOG would like to increase the marketing / incentives to engage agencies that have not been participating in the training. In addition, marketing /incentives to encourage those that have participated in the training to practice/implement what they had learned.	FIM First Responders and Managers Course Attendance; FIM Executive Level Course Attendance; Photogrammetry Course Attendance . Track incident clearance and roadway clearance times by agency.	\$0	\$0	\$0	L	Removed dollars requested will utilize existing funding.
Incident Management	Incident Management Review Teams	Initiate a peer review to examine and debrief response and clearance for major incidents within the region. This would include the review response of both emergency responders and transportation. Emergency responders would review vehicle response, vehicle placement, duration and clearance. Transportation would review operational adjustments related to DMS and traffic signal adjustments. The outcome of the review would be put into action for future improvements.	Track incident clearance time and roadway clearance time for major incidents. Track reductions in motorist delay.	\$150,000	\$0	\$150,000	L	Combined dollars requested into one year.
Incident Management	Safety Patrol Program	Integration of the Mobility Assistance Patrol Program and Tow Truck Operations. Provide for quick response and clearance of vehicles from the freeway by staging wreckers, integrating wrecker information systems with insurance company systems. City fees to collect on tows to continue to generate revenue.	Track incident clearance time and roadway clearance time for major incidents.	\$1,000,000	\$1,000,000	\$2,000,000	M	Engage insurance companies into a sustainable revenue source for Freeway Management and Operations.
Incident Management	Crash Severity Scale	Develop a communication scale for public to know severity of crashes and estimated duration. NCTCOG would propose to use the University of Texas at Austin to help develop this scale with input from regional partners.	Allow public to provide feedback via a website.	\$0	\$0	\$0	L	Removed funding requested, will submit a research project through RTT.
Incident Management	Aggressive Enforcement	Implement a pilot program to increase law enforcement presence and ability to respond to incidents by supplementing the program. Measure performance to see if more compliance with speed limits and other laws.	Track incident clearance time and roadway clearance time for incidents. Before and after travel speeds. Reduction in crashes.	\$1,000,000	\$1,000,000	\$2,000,000	L	

Policy Objective Areas	Project Name	Project Overview	Performance Measures	FY 2013	FY 2014	Total Project Cost	Difficulty to Implement (H - High; M - Medium; L - Low)	Notes
Safety	Safe Pavement Conditions	Examination of safety data to identify smooth, unsafe pavement conditions to implement planning/rotomilling concrete to improve ride and skid resistance or other safety measure.	Track crashes before and after implementation.	\$100,000	\$100,000	\$200,000	L	Reduced to \$100,000 per year for off-system locations only. TxDOT is already doing this for all on-system locations. Planning/rotomilling concrete- improves ride and skid resistance. Cost \$6/sq yd = \$43,000 per lane per mile Skid abrading – improves skid resistance but not the ride. Cost \$3-4/sq yd = \$25,000 per lane per mile.
Safety	Wrong Way Driver Program	The region has initiated a pilot program to help alleviate wrong way driver crashes. This program focuses on developing and implementing a standard signage for interchanges to help reduce or eliminate wrong way driver crashes. The region has funded a pilot program for Dallas County of \$1 million.	Monitor wrong way drivers and crashes associated with wrong way drivers.	\$0	\$1,000,000	\$1,000,000	L	Increased by \$1,000,000 to fund technology to detect wrong-way drivers after initial pilot program has been completed. Funded with Regional Toll Revenue dollars.
Safety	Aggressive Driver Pilot	Implement a program where citizens could report aggressive driving similar to the smoking vehicle program.	Measure usage of the system to gauge public interest.	\$0	\$0	\$0	H	After discussions with TxDOT plan to remove, more of a police enforcement issue than a congestion issue. Consider 511 as a potential communication tool.
Safety	Voice Activated Smart Phone Application to Notify Motorist of Slow or Stopped Traffic	Develop a seamless application for cell phone tracking and integrated data sets. Wireless device applications currently exist that inform drivers of traffic conditions via a map or a text message. The integration of existing datasets (i.e. traffic, weather, and voice) could allow drivers to be notified in advance when approaching severe weather conditions, incidents, special events, etc. via a phone call to their wireless device. For example, "fog warning-roadway closed 1 mile ahead; be prepared to stop." Interested in developing the next generation mobile traveler information application to improve reliability and safety of the transportation system.	Measure usage of the system to gauge public interest. Measure reduction in secondary crashes associated with slow or stopped traffic.	\$200,000	\$100,000	\$300,000	L	
Safety	NEW Work Zone Safety and Mobility Management	Implement a stronger policy on management of work zone safety and mobility impacts to reduce congestion during construction projects. This could be through enhanced police enforcement, moveable barriers, technology, signage, etc. Pilot test technology applications in work zones to help provide greater response and quicker clearance of accidents or congestion.	Monitor speeds and crashes in work zones where enhanced safety elements are implemented.	\$750,000	\$0	\$750,000	L	Reduced from \$1,000,000 to \$750,000 to remain at the same funding request balance. Combined dollars requested into one year. NCTCOG organized a Work Zone Safety Working Group to investigate the use and effectiveness of strategies that could possibly reduce the number of fatalities and injuries that occur in work zones. Possible strategies include: increased police enforcement, moveable barriers/alternative barriers, more informative signage, technology in work zones, protective trailers, portable stoplights vs. flaggers, speed limit modifications, worker visibility, public education, LED lights on signs, and no cell phones in work zones.
Transportation System Management	Pass-on-Left Campaign	Implement a public awareness campaign to education drivers that the right lane is used for passing to try to eliminate weaves and better manage speeds on facilities. Implement a pilot test on IH 30 corridor from Dallas to Arlington.	Visually monitor reduction in weaving. Measure travel time, speed and accident rates before and after.	\$0	\$0	\$0	L	Removed funding currently a state initiative.
Transportation System Management	Institutionalizing TMCs for the future	This project would look at who and how the TMC's should operate in the future. This would include research and development of innovative approaches to outline how TMC's can operate more efficiently and effectively to manage and respond to traffic. NCTCOG would propose to use the University of Texas at Austin to help with this project. Research and propose new approach.	Analyze efficiencies of operations and budget savings associated with future operations of TMC's.	\$0	\$0	\$0	L	Removed funding requested, will submit a research project through RTT.
Transportation System Management	Integrated Traffic Signal Retiming Program	NCTCOG currently has a Regional Traffic Signal Retiming Program where consultant services are used to develop and implement traffic signal retiming across jurisdictional lines. NCTCOG would like to enhance this program to develop a policy or program to continue to monitor these systems after implementation and receive commitment from local agencies to maintain and adjust these systems as construction projects are implemented, special events or accidents occur, etc.	Collect before and after travel times along the corridor.	\$0	\$0	\$0	L	Funded with CMAQ dollars, \$1,000,000 per year FY 2013 - 2016.
Transportation System Management	Smart Card	Identify a smart card technology and implement pilot. NCTCOG is implementing a pilot along the IH 30 corridor as part of the VPPP.	Measure usage of smart cards and request public input.	\$0	\$0	\$0	M	Funded through VPPP.

Policy Objective Areas	Project Name	Project Overview	Performance Measures	FY 2013	FY 2014	Total Project Cost	Difficulty to Implement (H - High; M - Medium; L - Low)	Notes
Transportation System Management	TMC Capability	Update TxDOT TMC in region to share resources. Leverage 24/7 operations between Districts and possibility with municipalities. In addition, fill in gaps in the current system to cover critical corridors.	Budget savings, response time to notify others and adjustments to traffic control devices. Measure travel time and speeds.	\$1,000,000	\$1,000,000	\$2,000,000	L	Increased funding by \$1,000,000 to fund ITS projects to complete the ITS system and provide redundancy in the region.
Transportation System Management	Utilize Shoulders	Implement the use of shoulders in a corridor during peak period as a pilot for the region. Evaluate effectiveness of project and determine if we could implement in other areas of the region.	Collect before and after travel times along the corridor. Analyze before and after pavement conditions.	\$250,000	\$250,000	\$500,000	M	
Transportation System Management	Aggressive DMS messages	When accidents occur on the freeway system, DMS messages are posted about the accident but not for alternate routes. Explore opportunities to improve our communication with the public to provide alternate routes when accidents occur. Monitor alternate routes to ensure the route does not become over capacity, and continue to adjust messages. Implement along a pilot corridor to integrate systems and test responsiveness from the user of the system.	Measure vehicles taking alternate route, track volumes and speeds on the freeway and alternate route.	\$225,000	\$225,000	\$450,000	H	Adjusted from \$250,000 to \$225,000 to balance funding requested. Institutional barriers, maybe difficult to do, look at implementing on state routes only.
Transportation System Management	NEW Coordination with Railroads	Discuss ideas for coordinating impacts of railroads on the transportation system during rush-hour, special events, work zones and accidents. How can we enhance our communication with each other (railroad versus public sector cities, TxDOT, etc.) to better operate the transportation system? Peak period or peak hour, not block major routes? Work zones or special events, not block alternative route. When an accident occurs on the roadway and the alternative parallel route has a railroad grade crossing that is blocked. Can we develop a communication protocol that local traffic engineers or police contact the railroad? And vice versa.	Monitor usage of call ladder and response or action. Measure speeds in corridor.	\$50,000	\$50,000	\$100,000	H	
Transportation System Management/Incident Management	NEW Develop regional model with sensitivity to operational characteristics	The purpose of this project is to create a model sensitive to operational strategies that are applied for management and operation of traffic and transit system. This tool provides a visual simulation of the traffic condition on virtually all roadway facilities in an integrated and centralized manner. It also provides a central and organized repository of system data. Access to a realistic simulation tool can assist the management and operation professionals and decision makers in evaluation and quantification of the effects of multitude of policy ideas and technological investment before or after the real world implementation.		\$100,000	\$50,000	\$150,000	L	Test a pilot demonstration on one corridor.
Total				\$5,575,000	\$5,425,000	\$11,000,000		