



Air North Texas 2019-2020 Partner Awards

Regional Transportation Council
December 10, 2020

Air North Texas Partners



American Lung Association
 – DFW Region
 Brookhaven College
 City of Anna
 City of Arlington
 City of Bedford
 City of Cedar Hill
 City of Dallas
 City of Denton
 City of Fort Worth
 City of Garland
 City of Grand Prairie
 City of Grapevine
 City of Irving
 City of Kennedale
 City of Mesquite
 City of North Richland Hills
 City of Plano
 City of Richardson
 Cedar Valley College
 DART

DCTA
 DFW Airport
 Health and Wellness Alliance for
 Children
 Hood County
 Insta-brite Technologies
 NCTCOG
 The North Texas Commission
 Dallas County
 Parker County
 Tarrant County
 Trinity Metro
 TxDOT – Dallas
 TxDOT – Fort Worth
 U.S. Green Building Council – North
 Texas Chapter
 University of North Texas Health
 Science Center
 University of Texas at Dallas
 University of Texas at Arlington
 UT Southwestern

Award Categories

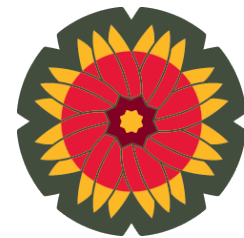
- Outstanding Effort Awards
 - Advertising
 - Initiative
 - Outreach
- Arlo Ambassador Award
- Air North Texas Partner of the Year

Outstanding Advertising



Alex Pharmakis, *Senior Sustainability Outreach Coordinator*

Outstanding Initiative



GARLAND

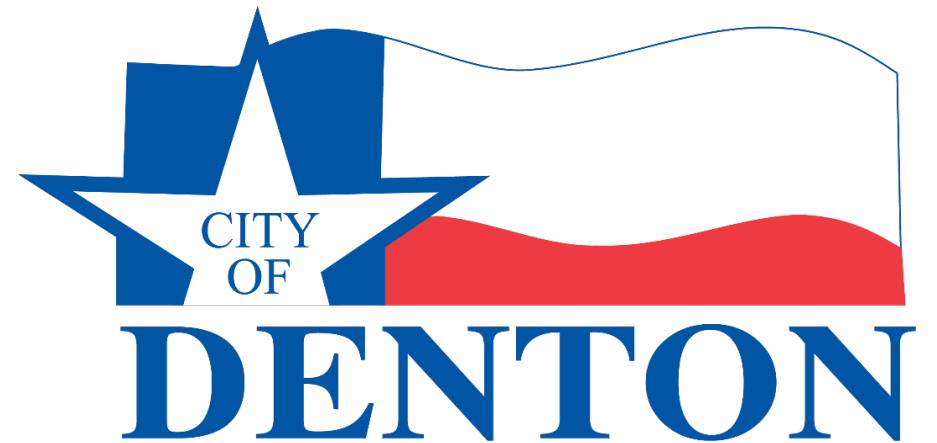
Amber Knott, *Environmental Outreach Coordinator*

Outstanding Outreach



Brittany Hailey, *Environmental Coordinator* and Kevin Overton, *Senior Environmental Coordinator*

Arlo Ambassador



Katherine Barnett, *Sustainability and Customer Initiatives Manager*; Sarah Luxton, *Sustainability Programs Coordinator*; and James Douglas, *Conservation Program Coordinator*

Partner of the Year



Grand Prairie
— T E X A S —

Diana Hernandez, *Public Relations Specialist/Environmental Services* and
Cindy Mendez, *Environmental Quality Manager*

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CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING
INNOVATIVE PROJECTS DURING COVID
RECOVERY

Regional Transportation Council
December 2020

Michael Morris, P.E.
Director of Transportation

TRAVEL BEHAVIOR BY MODE



Bicycle/Pedestrian (+22%, October)



Freeway Volumes (-7%, October)

Toll Road (-20%, September)

Airport Passengers (-47%, September)

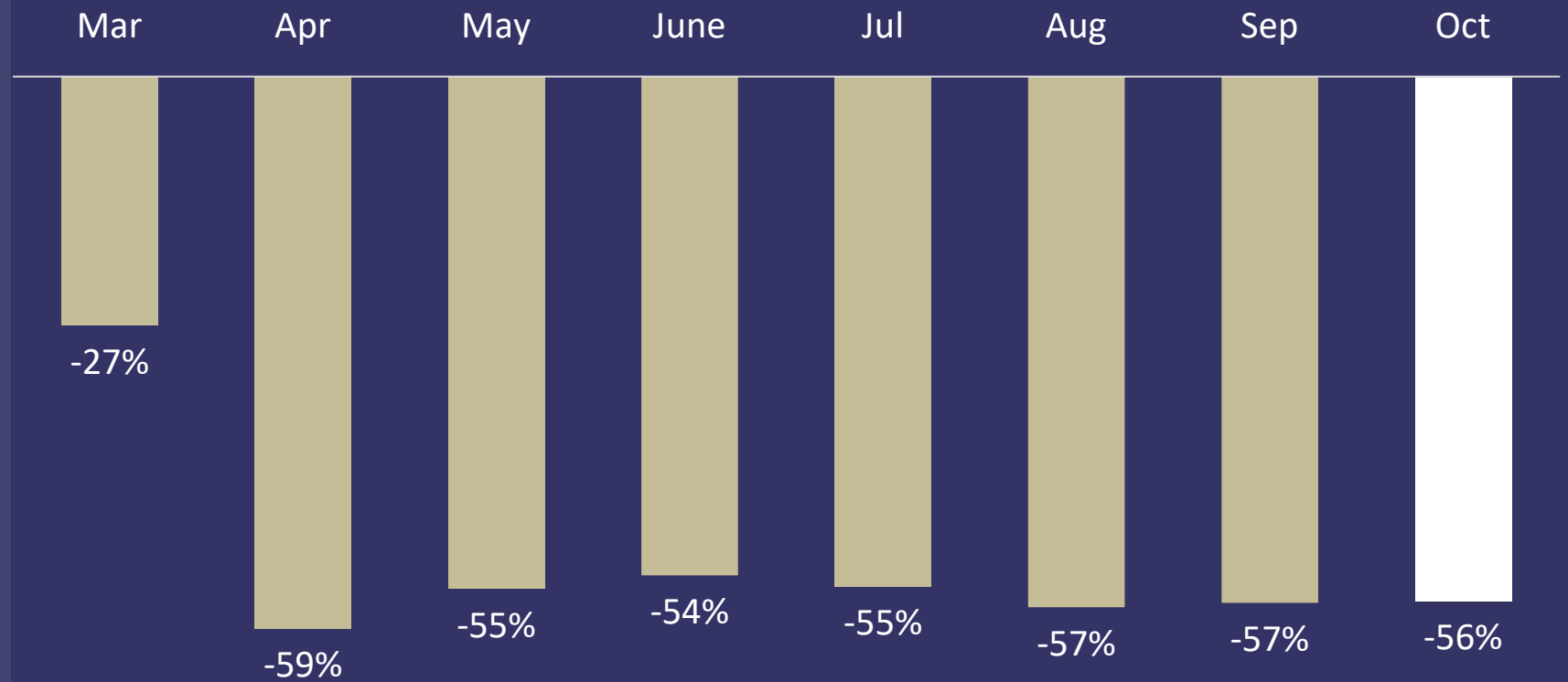
Transit Ridership (-56%, October)



TRANSIT IMPACTS

Weekday
Ridership

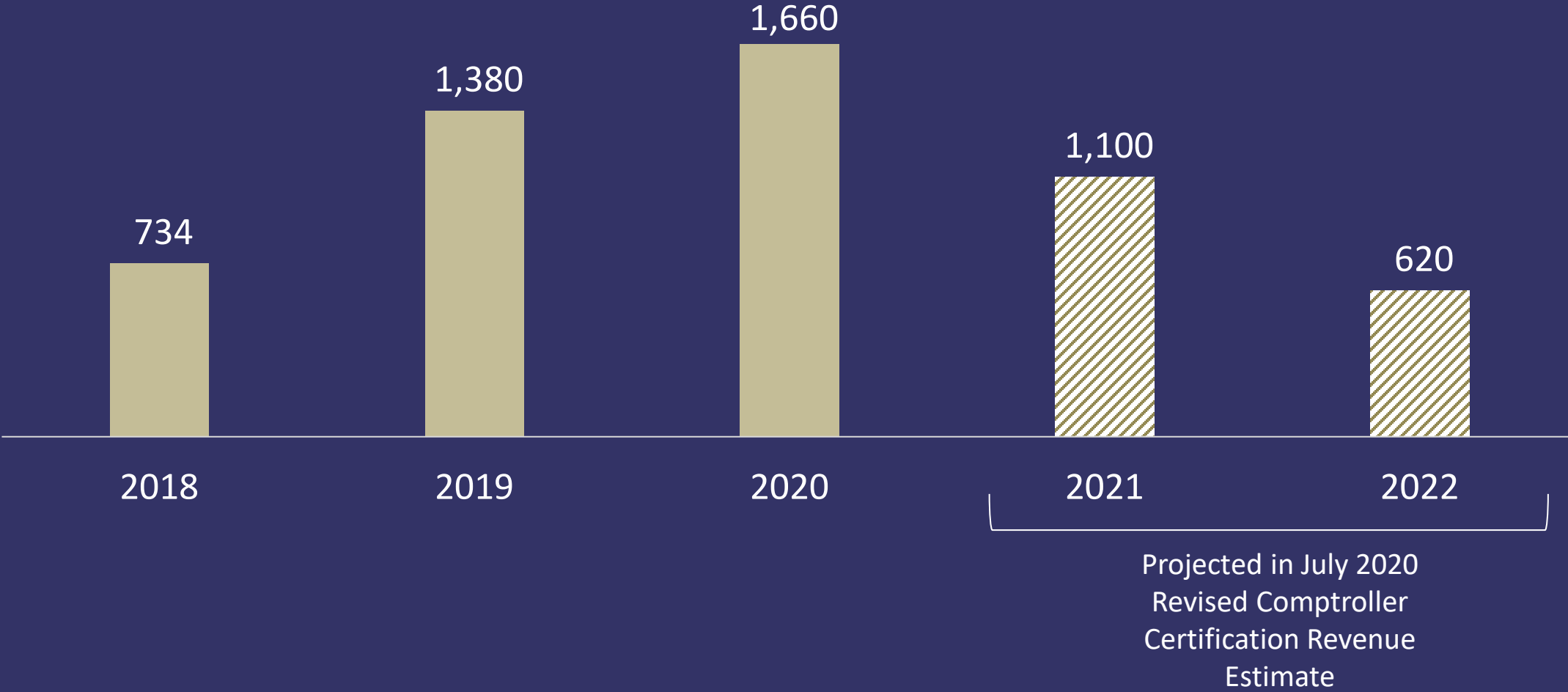
Passenger Decrease : 2019 vs 2020



Source: DART, DCTA, and Trinity Metro

Proposition 1 (Oil & Gas Severance Tax)

Transfers to the State Highway Fund, Millions

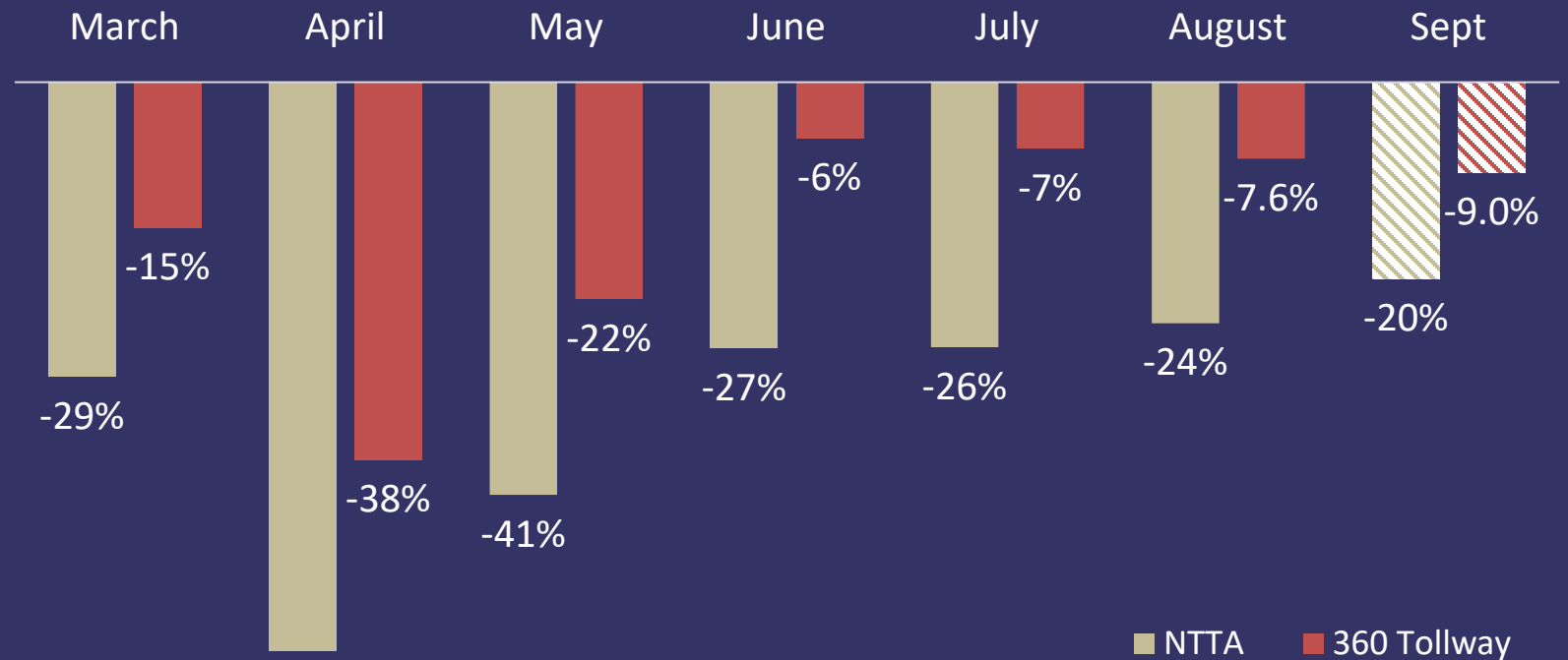


Source: Texas Comptroller of Public Accounts

FUNDING IMPACT

NTTA Transactions,
Including SH 360

Change in Tollway Transactions: 2019 vs 2020



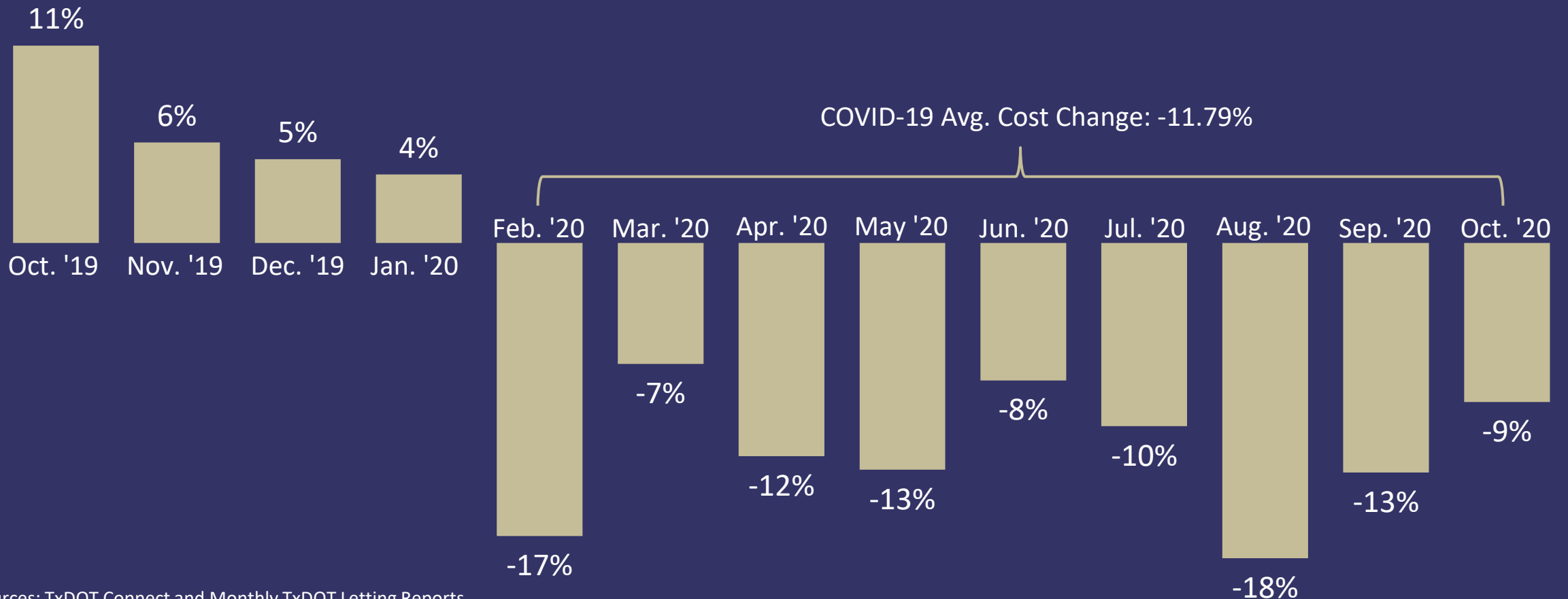
Source: NTTA

Note: Change for NTTA includes 360 Tollway

Additional Note: Despite decline in transactions, the revenues are sufficient to meet debt service for SH 360. No current impact to RTC backstop expected.

October 2019 to October 2020 Construction Cost Changes

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

CANDIDATE PROJECTS

High Speed Rail: Dallas to Houston

High Speed Rail: Dallas to Fort Worth

Autonomous Transit (Tarrant, Midtown)

Technology (Freeway Induction Loops)

State Highway 183 (Section 2E+)

Y Connector (IH820/IH20)

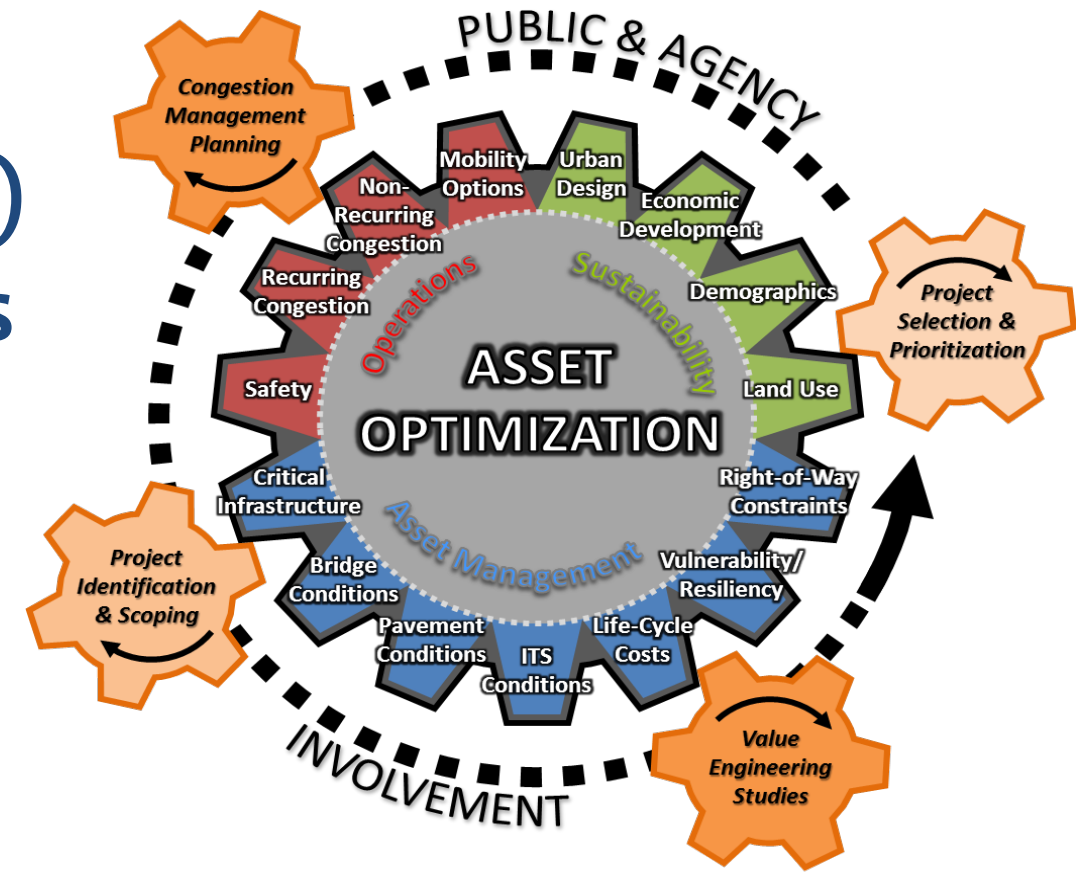
COVID-19 #00X Program



Federal Highway Administration: Pavement/Bridge Condition (PM2) Target Reaffirmation or Revisions

Presented by:

Jeffrey C. Neal – Senior Program Manager
Streamlined Project Delivery & Data Management



NCTCOG Performance Measurement Activities

FAST Act – Performance Measures and Target Setting

2

| Complete | Rulemaking | Number of Measures | DOT/Provider Target Setting Deadline | MPO Target Setting Deadline | Reporting Period | Reporting Schedule |
|--------------|---|--------------------|--------------------------------------|-----------------------------|--|--|
| LATER | Safety (PM1) | 5 | 8/31/2020 | 2/27/2021 | Annually | Annually |
| NOW | Pavement/Bridge Condition (PM2) | 6 | 10/01/2020 | 3/30/2021 | Four-Year Performance Periods (starting 2018-2022) | Biennially (beginning, middle, & end of performance periods) |
| YES | System Performance (PM3) | 7 | 10/01/2020 | 10/01/2020 | Four-Year Performance Periods (starting 2018-2022) | Biennially (beginning, middle, & end of performance periods) |
| LATER | Public Transportation Safety Plan (PTASP) | 7 | 12/31/2020 | 6/29/2021 | Annually | Annually |
| LATER | Transit Asset Management (TAM) | 4 | 1/01/2021 | 6/30/2021 | Annually | Annually |

NCTCOG Performance Measurement Activities (cont.)

PM₂ Performance Period Schedule

3



2018

First Performance Period began

November 8, 2018:
RTC affirms TxDOT statewide PM₂ targets for 2020 and 2022 on National Highway System (NHS) facilities



2020

Mid-Performance Period Report due October 1, 2020

If TxDOT adjusts PM₂ statewide targets (2022), MPOs have 180 days to either reaffirm support for adjusted targets, or set new regional targets



2022

First Performance Period ends

Second Performance Period begins

MPOs adopt new targets (statewide or regional) for 2024 and 2026

NHS PM2 Pavement Analysis

Statewide vs. Regional Data/Targets – Good Condition

4

| NHS ROADWAY CATEGORIES | DESIRED IMPROVEMENT TREND | 2018 BASELINE | 2020 CONDITION (NEW) | 2022 TARGET (ORIGINAL) | 2022 TARGET (UPDATED) |
|---|---------------------------|--------------------|----------------------|------------------------|-----------------------|
| <i>State of Texas</i> ¹ | | | | | |
| Good Pavement Condition | | | | | |
| Interstate National Highway System (NHS) | ↗ | 66.8% | 66.6% | 66.4% | 66.5% |
| Non-Interstate National Highway System (NHS) | ↗ | 54.4% | 55.2% | 52.3% | 54.1% |
| <i>North Central Texas (NCTCOG) Region</i> ^{1,2} | | | | | |
| Good Pavement Condition | | | | | |
| Interstate NHS (TxDOT) | ↗ | 50.1% ² | 34.9% | 52.7% ² | 19.8% |
| Non-Interstate NHS: On-System Freeways (TxDOT) | ↗ | 43.2% ² | 48.8% | 40.4% ² | 54.4% |
| Non-Interstate NHS: On-System Arterials (TxDOT) | ↗ | 36.1% ² | 43.3% | 34.5% ² | 50.9% |
| Non-Interstate NHS: Off-System Arterials (Local) | ↗ | 1.2% ² | 1.1% | 1.9% ² | 1.0% |
| Non-Interstate NHS: Off-System Toll Roads (NTTA) ³ | ↗ | 93.4% ³ | 91.4% ³ | 91.0% ³ | 90.9% ³ |

1. New target estimates based on 3-year (2017-19) Highway Performance Monitoring System (HPMS) moving average; assumes International Roughness Index (IRI) ratings only for non-Interstate NHS; assumes IRI, cracking, rutting, & faulting metrics for Interstate NHS.

2. TxDOT Pavement Management Information System (PMIS) data where indicated; estimation/reporting of original NCTCOG regional targets in 2018 based on 5-year (2013-17) moving average for all non-Interstate NHS roadways combined (good condition only).

3. Indicated figures/target estimates based on NTTA's Condition Rating System (CRS) which addresses surface condition, IRI, rutting, faulting, & pavement type. NTTA CRS and TxDOT HPMS/PMIS data reconciliation is being evaluated and will not impact target action.

NHS PM2 Pavement Analysis (cont.)

Statewide vs. Regional Data/Targets – Poor Condition

5

| NHS ROADWAY CATEGORIES | DESIRED IMPROVEMENT TREND | 2018 BASELINE | 2020 CONDITION (NEW) | 2022 TARGET (ORIGINAL) | 2022 TARGET (UPDATED) |
|---|---------------------------|--------------------|----------------------|------------------------|-----------------------|
| <i>State of Texas</i> ¹ | | | | | |
| Poor Pavement Condition | | | | | |
| Interstate National Highway System (NHS) | ↘ | 0.3% | 0.2% | 0.3% | 0.2% |
| Non-Interstate National Highway System (NHS) | ↘ | 13.8% | 14.2% | 14.3% | 14.2% |
| <i>North Central Texas (NCTCOG) Region</i> ^{1,2} | | | | | |
| Poor Pavement Condition | | | | | |
| Interstate NHS (TxDOT) | ↘ | 5.8% ² | 0.7% | 8.0% ² | 1.3% |
| Non-Interstate NHS: On-System Freeways (TxDOT) | ↘ | 6.8% ² | 6.8% | 8.9% ² | 7.2% |
| Non-Interstate NHS: On-System Arterials (TxDOT) | ↘ | 18.5% ² | 20.4% | 18.4% ² | 22.1% |
| Non-Interstate NHS: Off-System Arterials (Local) | ↘ | 73.7% ² | 74.3% | 69.8% ² | 74.1% |
| Non-Interstate NHS: Off-System Toll Roads (NTTA) ³ | ↘ | 0.0% ³ | 0.0% ³ | 0.0% ³ | 0.0% ³ |

1. New target estimates based on 3-year (2017-19) Highway Performance Monitoring System (HPMS) moving average; assumes International Roughness Index (IRI) ratings only for non-Interstate NHS; assumes IRI, cracking, rutting, & faulting metrics for Interstate NHS.

2. TxDOT Pavement Management Information System (PMIS) data where indicated; estimation/reporting of original regional targets in 2018 based on 5-year (2013-17) moving average (poor condition only).

3. Indicated figures/target estimates based on NTTA's Condition Rating System (CRS) which addresses surface condition, IRI, rutting, faulting, & pavement type. NTTA CRS and TxDOT HPMS/PMIS data reconciliation is being evaluated and will not impact target action.

NHS PM2 Bridge Analysis

Statewide vs. Regional Data/Targets – Good/Poor Condition

6

| NHS ROADWAY CATEGORIES | DESIRED IMPROVEMENT TREND | 2018 BASELINE | 2020 CONDITION (NEW) | 2022 TARGET (ORIGINAL) | 2022 TARGET (UPDATED) |
|--|---------------------------|---------------|----------------------|------------------------|-----------------------|
| <i>State of Texas</i> | | | | | |
| Good Bridge Condition | | | | | |
| All NHS Facilities ¹ | ↗ | 50.7% | 50.7% | 50.4% | 50.4% |
| Poor Bridge Condition | | | | | |
| All NHS Facilities ¹ | ↘ | 0.9% | 1.3% | 0.8% | 1.5% |
| <i>North Central Texas (NCTCOG) Region</i> | | | | | |
| Good Bridge Condition | | | | | |
| All NHS Facilities ¹ | ↗ | 55.3% | 56.0% | 58.4% ² | 57.9% ³ |
| Poor Bridge Condition | | | | | |
| All NHS Facilities ¹ | ↘ | 1.9% | 2.3% | 1.5% ² | 2.0% ³ |

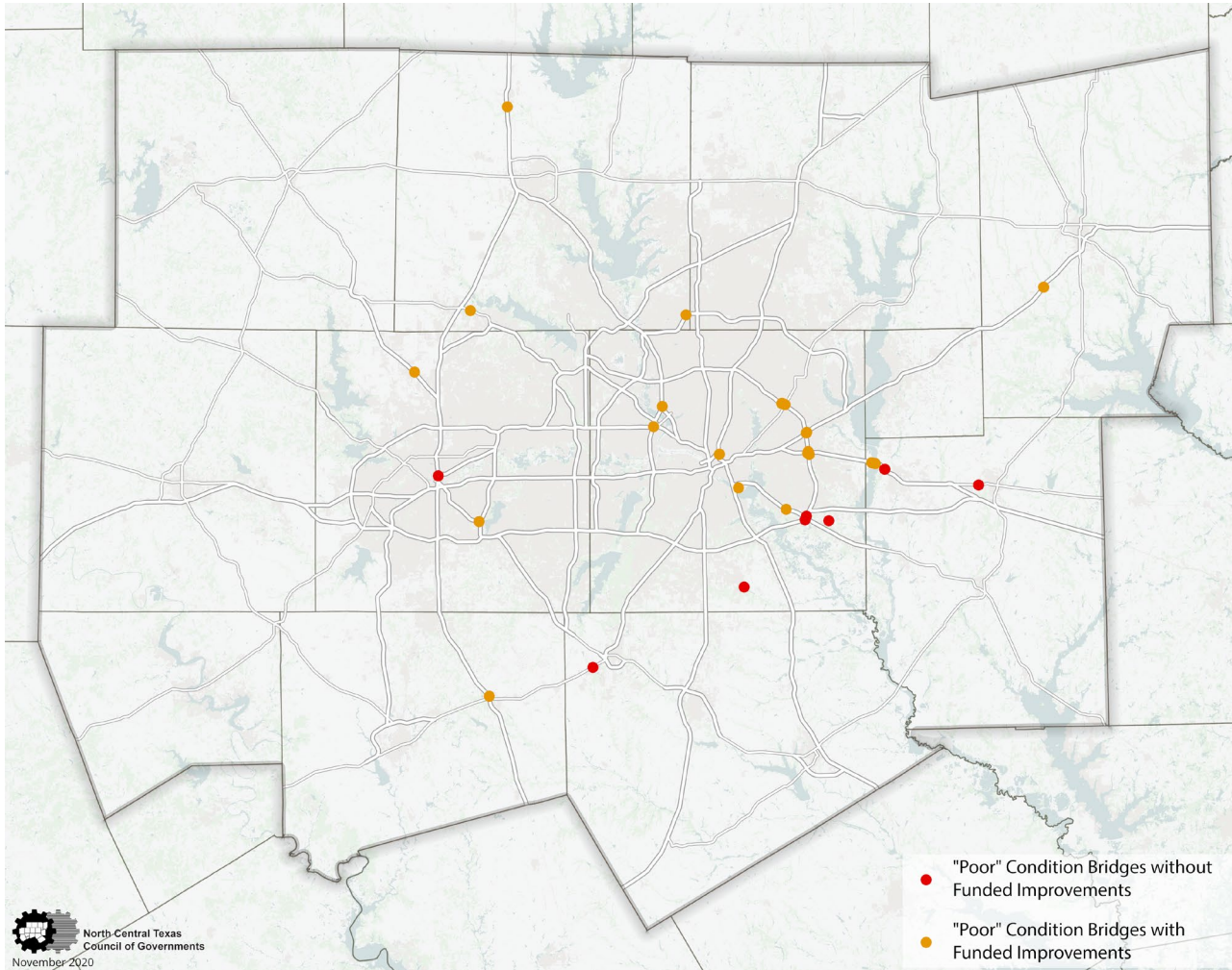
1. All percentages based on total deck area.

2. Estimation/reporting of original regional targets in 2018 based on 6-year (2012-18) linear trend analysis; condition data reported in 2-year increments.

3. Estimation/reporting of new regional targets based on 8-year (2012-20) linear trend analysis; condition data reported in 2-year increments.

NHS PM2 Bridge Analysis (cont.)

Extent/Status of Regional Poor Condition Bridges



NCTCOG Region – Bridge Performance Status

| BRIDGE PERFORMANCE | 2018 | 2020 |
|--|------|------|
| “Poor Condition” NHS Bridges | 14 | 34 |
| Funded – 2018 (UTP –or– TIP/STIP) ¹ | 12 | |
| Repeat Listings | | 12 |
| Funded – 2020 (UTP –or– TIP/STIP) ¹ | | 25 |
| Not Addressed (< 10 Years) | 2 | 9 |

1. UTP = Unified Transportation Program (TxDOT); TIP/STIP = (Statewide) Transportation Improvement Program

NCTCOG Region – “Poor Condition” Bridges Not Addressed (2020)

| FACILITY CARRIED | FEATURE(S) CROSSED | COUNTY | NHS CATEGORY |
|----------------------|--------------------------|---------|---------------------|
| IH 20 EB Connector D | IH 20/US 175 Interchange | Dallas | Interstate |
| IH 20 WB Connector C | IH 20/US 175 Interchange | Dallas | Interstate |
| Belt Line Rd | Goff Branch | Dallas | Off-System Arterial |
| Belt Line Rd | Keller Branch | Dallas | Off-System Arterial |
| US 67 EB | Ward Branch | Ellis | Non-IH Freeway |
| US 80 EB | Buffalo Creek Relief | Kaufman | Non-IH Freeway |
| US 80 WB | Buffalo Creek Relief | Kaufman | Non-IH Freeway |
| US 80 EB | Bachelor Creek | Kaufman | Non-IH Freeway |
| SH 121 WB | IH 35W SB | Tarrant | Non-IH Freeway |

PM2 Target Decision-Making

Proposed RTC Action – Reaffirming Statewide Support

8

Good

- **Reaffirm NCTCOG support** for adjusted TxDOT statewide 2022 “Good Condition” NHS pavement and bridge targets

Poor

- **Reaffirm NCTCOG support** for adjusted TxDOT statewide 2022 “Poor Condition” NHS pavement and bridge targets
- Collaboration to plan/program projects contributing toward accomplishment of pavement and bridge goals includes the following actions:
 - ▣ NCTCOG will work with local governments to expedite improvements for NHS Off-System Arterials in “Poor Condition” (COVID-19 #00X Round 3 Program – Project #17)
 - ▣ NCTCOG will work with TxDOT/local governments to expedite improvements for NHS Bridges in “Poor Condition” (North Texas Strategic NHS Bridge Program – INFRA/BUILD Discretionary Grant Program)

PM2 Target Decision-Making (cont.)

Schedule

9

| | |
|--------------------------|---|
| October 1, 2020 | TxDOT Submits Mid Performance Period (MPP) Progress Report to FHWA (adjustments to 5 out of 6 PM2 targets restarts 180-day MPO review) |
| October 23, 2020 | STTC Information |
| November 9, 2020 | Online Public Input Opportunity (comment period ends December 8, 2020) |
| November 12, 2020 | RTC Information |
| December 4, 2020 | STTC Action |
| December 10, 2020 | RTC Action |
| March 30, 2021 | Deadline for MPOs to Report to State DOTs Whether They Will <u>Either</u> : (i.) Agree to plan/program projects contributing to adjusted State targets; or, (ii.) Commit to new quantifiable targets for the Metropolitan Planning Area (MPA) |

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December 10, 2020

Regional Transportation Council (RTC) – Action Item

METROPOLITAN PLANNING ORGANIZATION (MPO) MILESTONE POLICY IMPLEMENTATION (ROUND 2)

Regional Transportation Council

December 10, 2020

BACKGROUND

- ❖ The Regional Transportation Council (RTC) has been selecting projects since 1992.
- ❖ The first round of the MPO Milestone Policy was adopted by the RTC in June 2015, and it reviewed projects selected from 1992 to 2005 that had not yet gone to construction.
- ❖ That initiative was successful in getting 51 out of 57 projects to construction.
- ❖ A second round of the Milestone Policy was initiated to review projects currently over 10 years old that have not been implemented.
- ❖ In November 2019, the second round of Milestone Policy Projects was introduced.

INTENDED OUTCOMES OF THE MILESTONE POLICY

- ❖ Providing a realistic assessment of project status for decision-making
- ❖ Balancing project construction schedule capacity within the current financial constraints
- ❖ Increasing the amount of available funds for priority, “ready-to-go” projects, rather than long delayed projects
- ❖ Getting old projects to construction/implementation

MILESTONE POLICY ROUND 1 UPDATE

- ❖ At its November 2019 meeting, the RTC granted a deadline extension to a project being implemented by the City of Dallas (TIP 11258.9) from the first round of the Milestone Policy.
- ❖ The project had to go to construction by December 2020 or funding would be removed from the project.
- ❖ This project's funding was obligated in October and project bidding is set for December 2020.
- ❖ With this update, all projects from the Milestone Policy, Round 1 have either advanced to construction or were canceled at the request of the project sponsor.

MILESTONE POLICY ROUND 2 OVERVIEW

❖ Affected projects:

- Funded between 2006 and 2010 that had not let or obligated as of December 2019
- Funded prior to 2006 that had let, but have had implementation issues (e.g., re-bid, utility delays)
- Funded with RTC-selected sources
- Locally funded and added to the Transportation Improvement Program (TIP) prior to 2010
- Funded with Congressional Earmarks that are subject to rescission

❖ 41 projects needed to be reconfirmed or cancelled

THE REAPPROVAL PROCESS

- ❖ Agencies with projects on the Milestone Policy Project List were notified via letter (in addition to STTC & RTC agenda items in 2019)
- ❖ Agencies were required to reconfirm the projects as a priority by:
 - Providing a realistic and achievable schedule, which must receive NCTCOG & TxDOT concurrence
 - Providing documentation of policy board support
 - If projects are advancing imminently or have policy board approval within the last six months, new action was not needed (just submit latest approval documentation)
 - If policy support documentation is greater than six months old, new action was requested
 - Documenting the availability of local matching funds

PROJECTS SUMMARY

| PROJECT CATEGORIES | NUMBER OF PROJECTS | TOTAL FUNDING OF PROJECTS |
|-------------------------------------|--------------------|---------------------------|
| Proposed for Cancellation | 11 | \$75,790,204 |
| Under Construction or Complete | 8 | \$246,173,091 |
| Scheduled Letting FY 2021 | 11 | \$177,392,785 |
| Scheduled Letting FY 2022 | 2 | \$20,057,834 |
| Scheduled Letting FY 2023 | 8 | \$64,113,120 |
| Scheduled Letting FY 2024 or Beyond | 1 | \$27,000,000 |
| Total | 41 | \$610,527,034 |

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

UPDATES TO THE MILESTONE POLICY PROCEDURES

- ❖ In the Round 1 effort, the action included a one-year grace period after the fiscal year in which each agency indicated their project would be ready.
 - Now that the program is established and agencies understand the implications of setting their schedules, staff proposes that this grace period not be continued.

- ❖ Also, when NCTCOG staff briefed STTC and RTC about the status of projects in Round 1, further extensions were offered to projects that had missed their deadlines.
 - Now that the program is fully understood, staff proposes that failure to meet the schedules set forth will result in automatic removal of funding from a project.

TIMELINE

- ❖ January 2020 – Notification to project sponsors
- ❖ July 31, 2020 – Formal responses due to NCTCOG staff
- ❖ December 4, 2020 – STTC Information Item
- ❖ December 10, 2020 – RTC Information Item
- ❖ December 2020 – Public Meeting
- ❖ January 22, 2021 – STTC Action Item
- ❖ February 11, 2021 – RTC Action Item

QUESTIONS?

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End of Ozone Season, Compliance with Federal Requirements, and Future Outlook

Regional Transportation Council • December 10, 2020

Chris Klaus, Senior Program Manager

Attainment Deadlines

2008 NAAQS Attainment Date (≤ 75 ppb): No later than **July 20, 2021
*Serious Classification***

2015 NAAQS Attainment Date (≤ 70 ppb): No later than **August 3, 2021
*Marginal Classification***

Attainment for Both Standards will be Based on 2018-2020 Ozone Monitor Data (3-Year Average of Fourth Highest Monitor Reading)

Federal Attainment Requirements

Design Value = Regulatory test: 3-Year Average of Fourth Highest Value

| Five Highest Monitors | 4 th Highest Value for Season | | | 2020 Ozone Season Design Value |
|-----------------------|--|------|------|--------------------------------|
| | 2018 | 2019 | 2020 | |
| Grapevine Fairway | 82 | 71 | 77 | 76 |
| Frisco | 81 | 76 | 70 | 75 |
| Eagle Mountain Lake | 75 | 75 | 76 | 75 |
| Dallas North | 81 | 73 | 69 | 74 |
| Cleburne | 81 | 73 | 67 | 73 |

Federal Attainment Requirements

Conditional Regulatory Test: 1-year extension

| Five Highest Monitors | 4 th Highest Value for Season | | | 2020 Ozone Season Design Value |
|-----------------------|--|------|------|--------------------------------|
| | 2018 | 2019 | 2020 | |
| Grapevine Fairway | 82 | 71 | 77 | 76 |
| Eagle Mountain Lake | 75 | 75 | 76 | 75 |
| Frisco | 81 | 76 | 70 | 75 |
| Dallas North | 81 | 73 | 69 | 74 |
| Cleburne | 81 | 73 | 67 | 73 |

Reclassification Due to Failure to Attain – Stricter Standards

Going from Serious Classification to Severe:

Major source threshold decreased to 25 TPY (from 50 TPY)

Impacts businesses that require CAA permitting for new/continued operations

Penalty fee program for major sources

Per ton penalty fee increase on major sources if the area does not meet required reductions

NSR Emission Offset ratio increased to 1.3:1 (from 1.2:1)

Low VOC reformulated gas

No implications, because our region has already opted in previously

VMT growth offset required

Analysis to see if more transportation control strategies are needed

A continued and thorough assessment of regional implications is ongoing.

VMT Growth Offset

VMT Growth Offset is an additional analysis required due to the reclassification to severe category

This analysis assesses if existing transportation control strategies are sufficient to offset anticipated emission increases due to the VMT growth from a base year to the attainment year.

If these do not offset, additional transportation control strategies will be required

Examples: Trip Reduction Strategies such as Telecommuting, that is proving effective during the COVID-19 pandemic, and Workplace Flexibility Programs, Public Transit, Traffic Signal Improvements, Intersection Improvements and, Bike and Pedestrian Improvements

COVID-19 IMPACTS VS AIR QUALITY



0

Bicycle/Pedestrian (+78%, May)

Truck travel time reliability

Speed of traffic and congestion* (+7%, May)

Freeway Volumes (-19%, May)

Airport Passengers (~-80%, May)

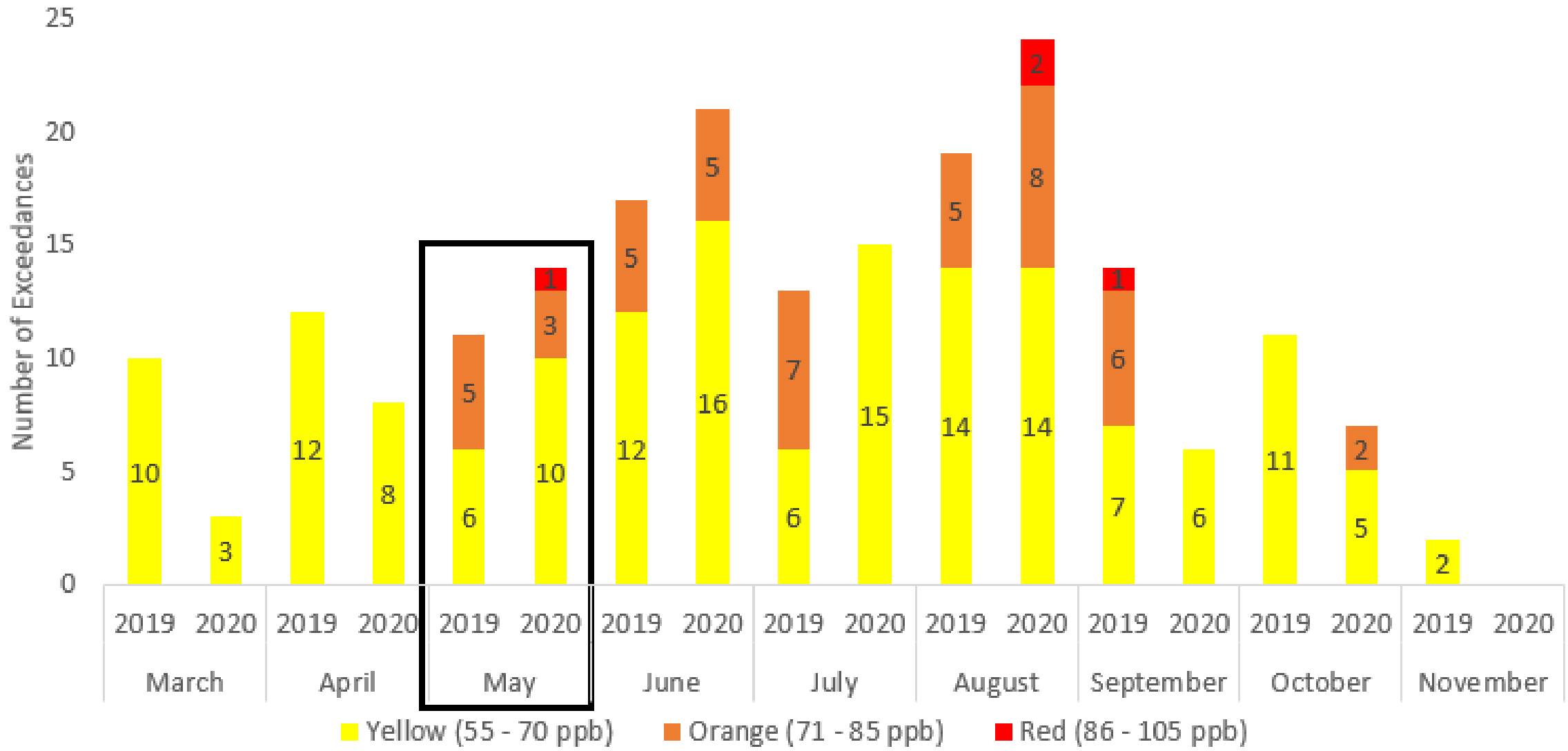
Transit Ridership (-55%, May)

For more information, please see the Changing Mobility Dashboard:

<https://www.nctcog.org/trans/data/info/measures/transportation-trends-related-to-covid-19>

* indicates compared to February 2020 instead of a corresponding for a 2019 – 2020 comparison

North Central Texas Ozone Exceedance Comparison: 2019-2020



Ongoing and Future Investigations

Inaccurate ozone alerts for predicted exceedances

Of the 30 ozone action days issued, only 7 of the forecasts were correct

State forecasted 72 ppb for 2020 – actual is 76 ppb

Impacts of background emissions

Nonattainment Boundaries – Multistate air quality plans

Comprehensive Multipollutant Interactions

Unexplained emission increases (May, June, and August)

Potential changing of NOX:VOC stoichiometric ratio

COVID-19 research - Transportation Review Board (TRB), TCEQ, TxDOT

NCTCOG is dedicated to continuing the pursuit of additional and innovative transportation and emission control strategies

Timeline and Milestones

November 30, 2020 – End of 2020 ozone season

March 1, 2021 – Beginning of 2021 ozone season

Official Reclassification of both 2008 and 2015 standards to be determined

Compliance with VMT offsets must be determined by SIP submittal

2008 NAAQS Attainment Date (≤ 75 ppb): No later than **July 20, 2027
*Severe Classification***

2015 NAAQS Attainment Date (≤ 70 ppb): No later than **August 3, 2024
*Moderate Classification***

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<https://www.nctcog.org/trans/quality/air/ozone>

OVERVIEW OF NEXT STEPS INVOLVING NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS' TRAVEL DEMAND MANAGEMENT PROGRAM

Regional Transportation Council

Sonya J. Landrum, Program Manager
December 10, 2020



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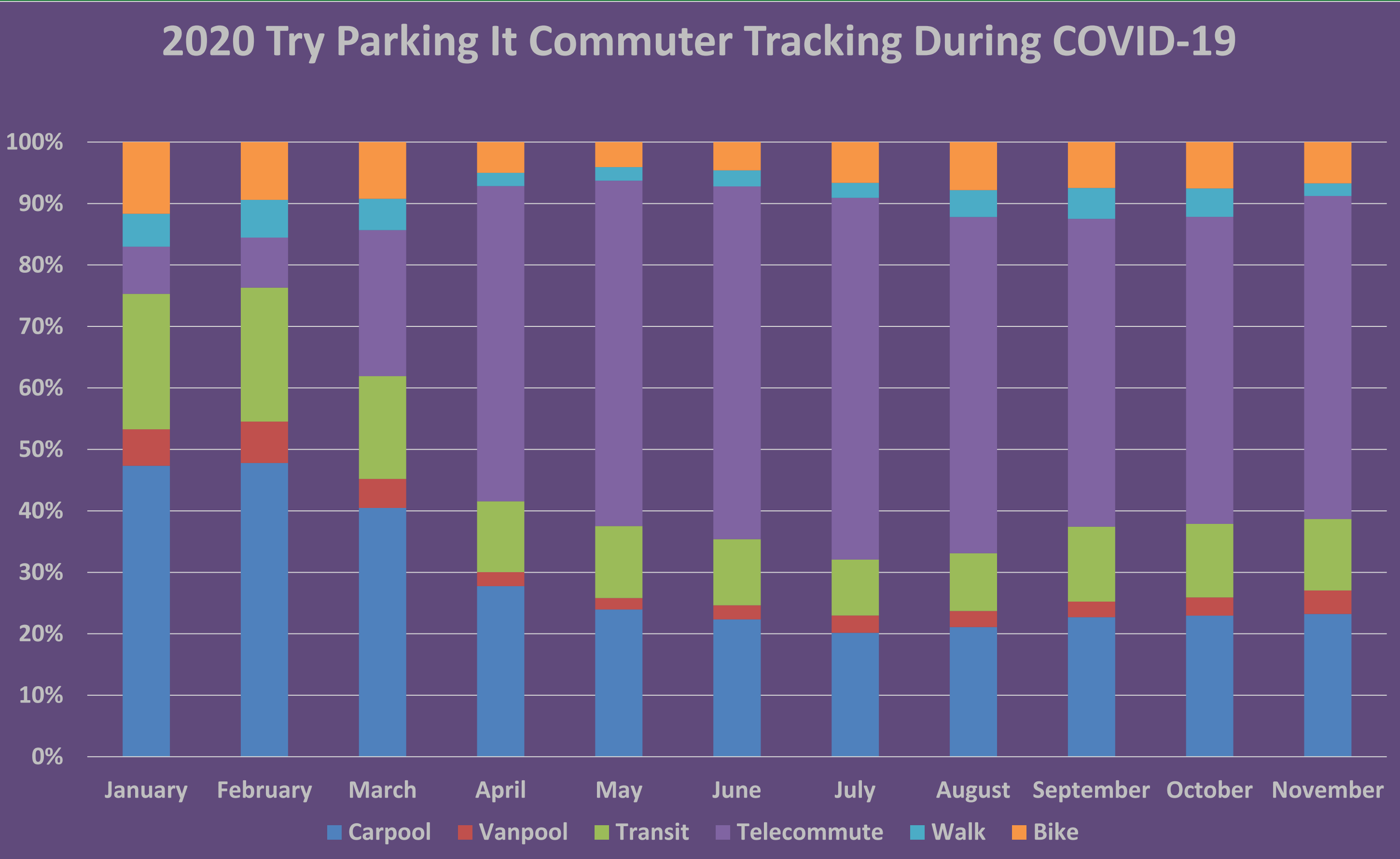
What is Travel Demand Management?

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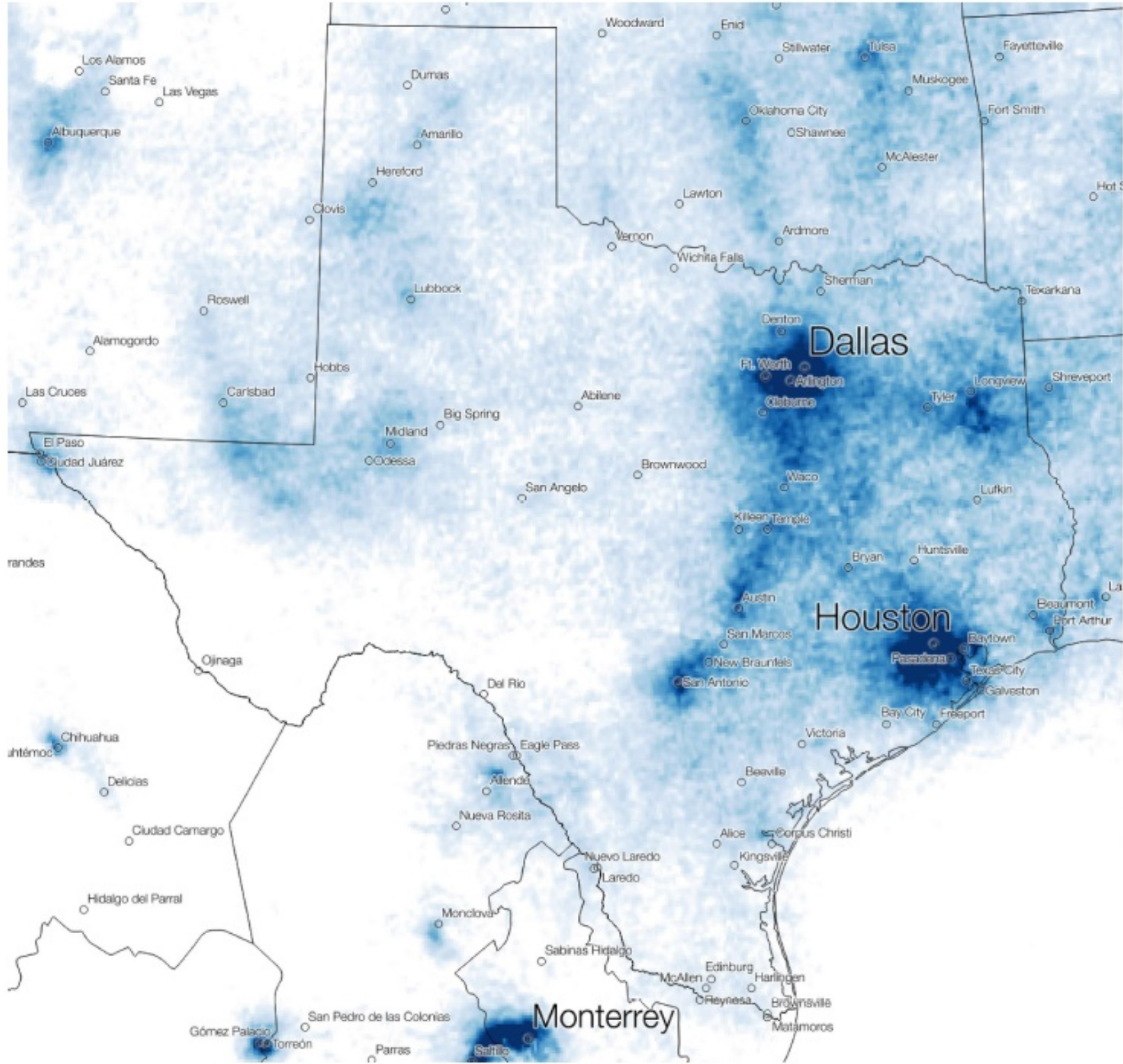
NCTCOG's Travel Demand Management (TDM) Goal:
Implementation of strategies that reduce the demand for Single Occupancy Vehicle (SOV) travel on roadways by offering alternatives to driving alone.

- Ridesharing: Carpooling and Vanpooling
- Transit: Bus and Rail
- Active Transportation: Biking and Walking
- Telecommuting: Work from Home
- Compressed Work Weeks: 4/40 and 9/80 Schedules
- Flexible Work Hour Schedules: Staggered Shifts

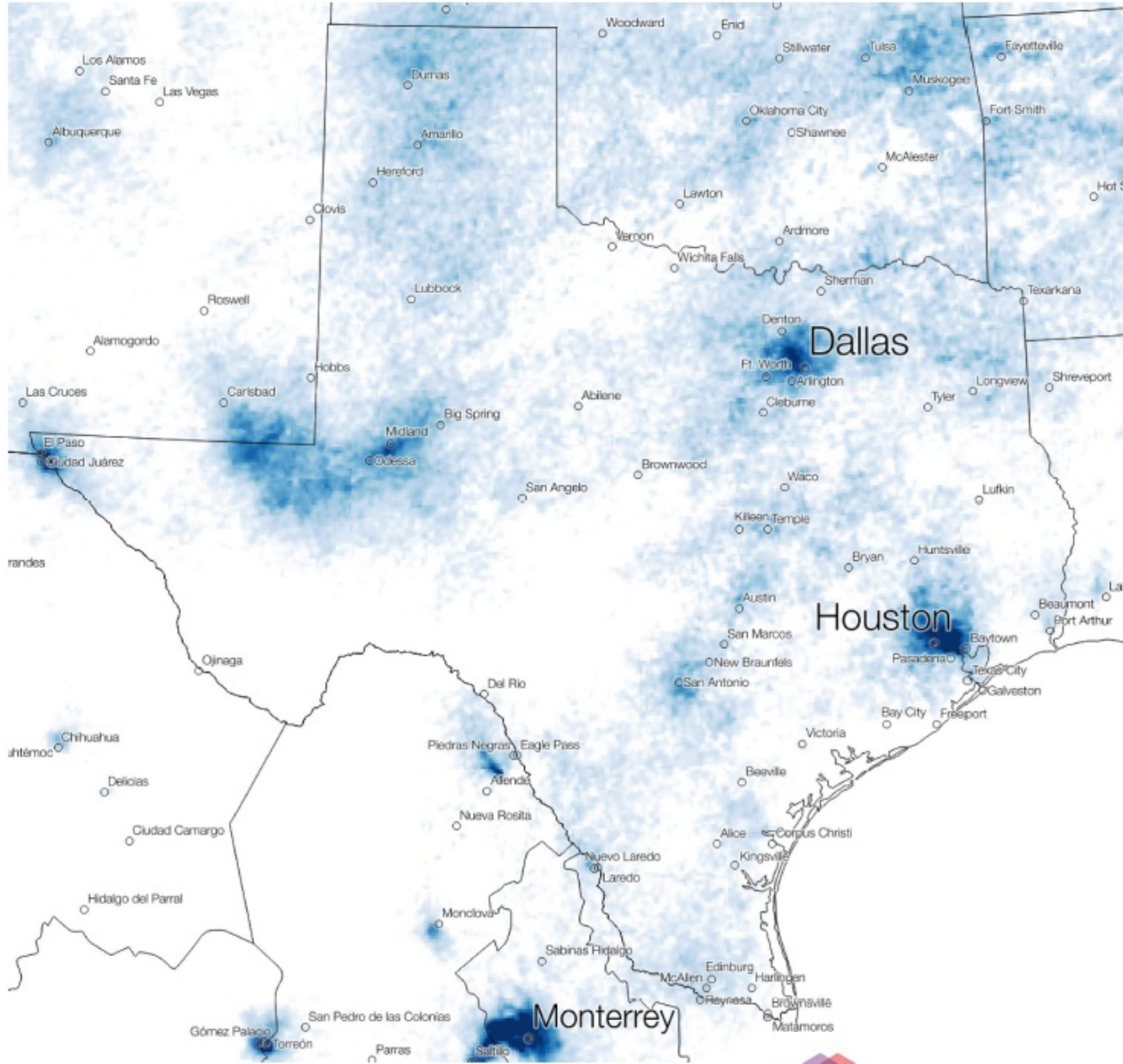
Impacts of COVID-19 on TDM



Impacts of COVID-19 on Air Quality



February 2020



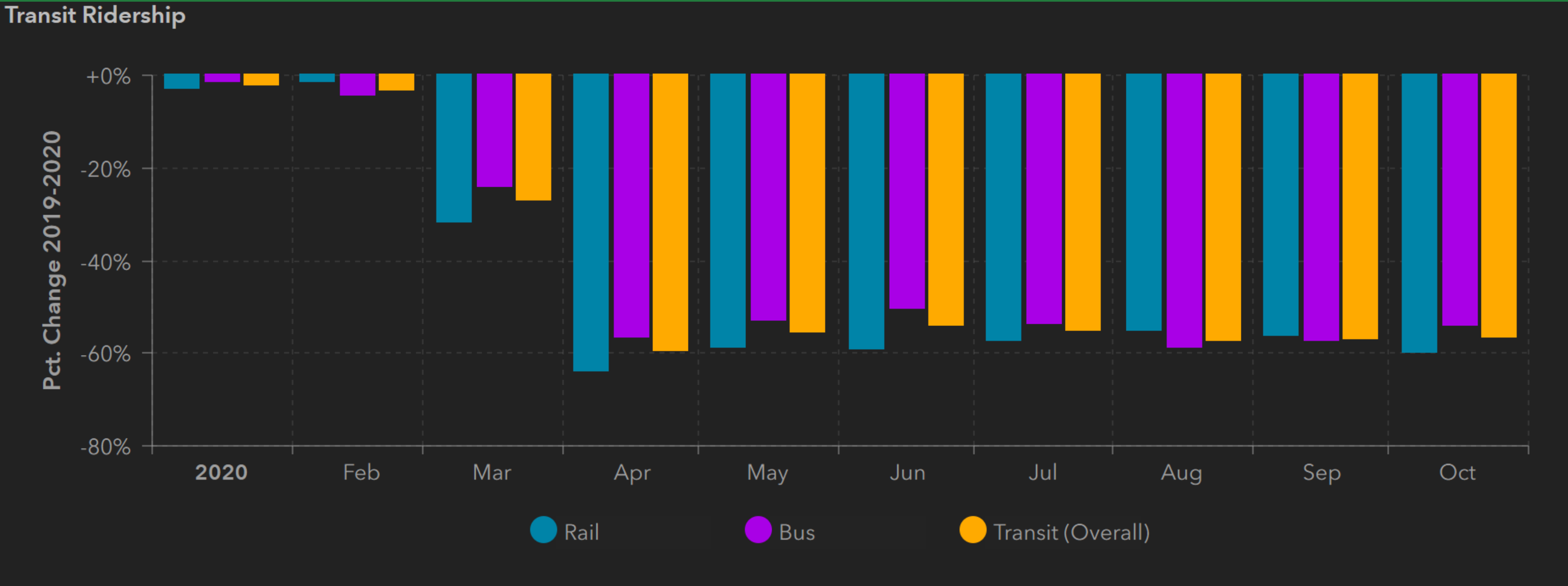
Week of March 29, 2020



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Impacts of COVID-19 on Travel Behavior

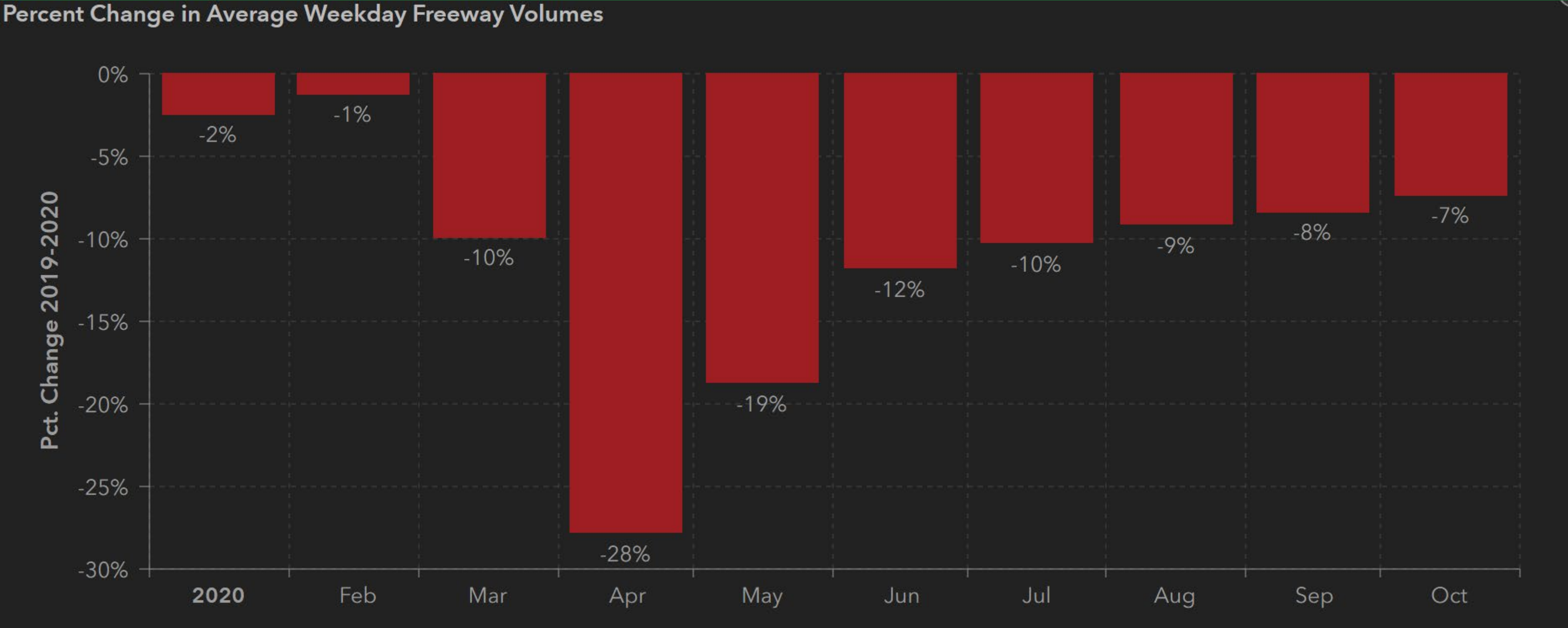
TRANSIT IMPACTS - Weekday Ridership



Source: DART, Trinity Metro, and DCTA

Impacts of COVID-19 on Travel Behavior

ROADWAY IMPACTS - Average Weekday Freeway Volumes



Source: Traffic counts recorded by TxDOT automatic count devices along regional freeway facilities.

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The Public Sector's Perspective

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- Capital Area Metropolitan Planning Organization (Austin, TX) – 20 percent reduction by 2020
- Capital District Transportation Committee (Albany, NY) – 40 percent reduction by 2030
- Chicago Metropolitan Agency for Planning (Chicago, IL) – 80 percent reduction by 2050
- City of Seattle (Seattle, WA) – 28.8 percent reduction by 2023
- Metropolitan Transportation Commission (San Francisco, CA) – 60 percent reduction by 2050 (Carbon Reduction Effort)
- North Central Texas Council of Governments – voluntary 20 percent reduction goal as part of NCTCOG Employer Trip Reduction Program



The Private Sector's Perspective



- Microsoft Corporation – Remote working up to 50 percent of work week or permanently work remotely
- Infosys – 33 percent of employees to work from home permanently
- Facebook – 50 percent of employees to work remotely in the next 5-10 years
- Using technology to impact the bottom line (e.g. less required parking, less office space needed, etc.)
- May be more focused on reducing carbon footprint and climate change



The Private Sector's Perspective



Trip Reduction Program Benefits to the Private Sector

1. Decreased demand for parking spaces
2. Reduced employee tardiness and absenteeism
3. Expanded labor pool
4. Enhanced public image
5. Low-cost benefit to employees
6. Increased employee satisfaction
7. Reduced employee stress
8. Increased employee productivity

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NCTCOG's Trip Reduction Perspective


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- TDM and trip reduction strategies are not a “One Size Fits All” solution
- An effective trip reduction program includes strategies that fit the needs of employers and commuters
- Employer buy-in is needed for maximum employee participation in trip reduction programs
- Mandatory remote work arrangements during pandemic have proven that teleworking on a larger scale is achievable without sacrificing work quality/quantity
- RTC and NCTCOG should take a leadership position in establishing a mandatory SOV trip reduction goal

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Trip Reduction Target Setting Areas of Consideration

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- Possible Public Policy Tradeoffs (Higher vs. Lower Target)
- Higher Target Results in:
 - Improved air quality
 - Decreased roadway congestion
 - Increased efficiency of the transportation system
- Possible Unintended Consequences of a Higher Target:
 - Decreased Safety: Less roadway congestion  increased roadway speeds, increased fatalities
 - Completely removing trips may inadvertently impact transit
 - Impact to downtown livability and/or urban lifestyle
 - Negative impact to sales tax collections
 - Negative impact to downtown tourism
- Recommend a realistically achievable mandatory target that results in high benefits and reduced negative impacts



NCTCOG TDM Program Contact Info

Share Your Feedback

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PHONE

817-695-9245

Update on Air Quality Initiatives: Electric Vehicles and Energy Reporting

Lori Clark

Program Manager

December 10, 2020



Dallas-Fort Worth
CLEAN CITIES



North Central Texas
Council of Governments

Regional Transportation Council



Relevance to Regional Planning

Air Quality Emphasis Areas:

- High-Emitting Vehicles/Equipment
- Idling
- Hard Accelerations
- Low Speeds
- Cold Starts
- Vehicle Miles of Travel
- Energy and Fuel Use

Performance Measure:

Air Quality

Mobility 2045:

Air Quality Policy AQ3-004:

Support and implement strategies that promote energy conservation, reduce demand for energy needs, reduce petroleum consumption, and/or decrease greenhouse gas emissions

[Mobility 2045 Chapter 4 – Environmental Considerations](#)

[Appendix C – Environmental Considerations](#)

ELECTRIC VEHICLES (EVs)

Light-Duty EV Registration Trends in North Texas

13,254 EVs Registered as of November 24, 2020

35%

2019 Growth Rate

EV Fleet Composition:

75% Battery Electric

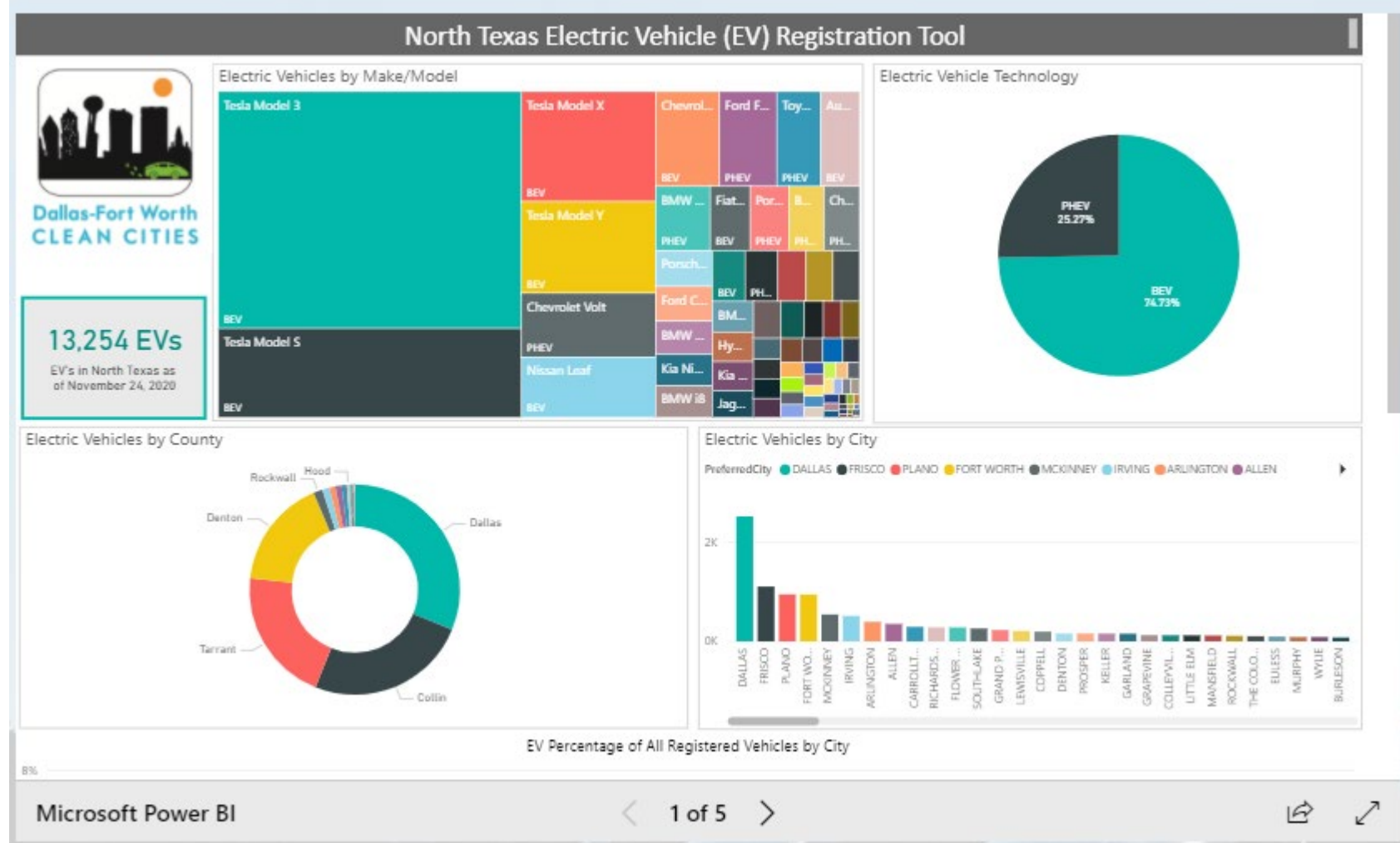
25% Plug-In Hybrid Electric

Interactive Registration Tools:

[North Texas](#)

[Statewide](#)

[Historic Trendline](#)



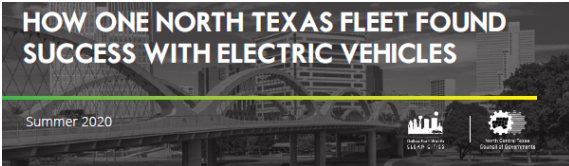
All Data at www.dfwcleancities.org/evnt

Local Fleet Successes

Municipalities and Counties

12 Fleets

City of Lewisville Case Study: \$1,000 per Year Savings



Fleet electrification has become an ever-increasing hot topic in the last few years. Data supporting fuel and maintenance savings and available funding for electric vehicles (EV) have many fleet managers considering incorporating EVs into their fleet for the first time. However, the idea of fleet electrification can also invoke a lot of anxiety for fleet managers.

In spite of initial concerns, after test driving two Nissan LEAFs for two weeks through a local Nissan dealer, the city found that full EV best served departments such as Neighborhood, Environmental and Health Services.

As of 2020, Lewisville now owns and operates ten battery EVs, including both Nissan LEAFs and Chevy Bolts, as well as 14 hybrid-electric vehicles.

Many fleet managers worry that an EV may not be well suited to crucial fleet operations, and that charging infrastructure and charging time may be a hassle.



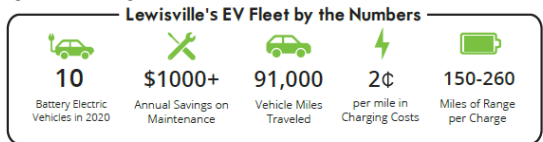
City of Lewisville's DCFC Charging Station on Their Fleet Lot.

However, one North Texas fleet has found great success in using light-duty EVs in various applications.

The City of Lewisville first began exploring ways to improve sustainability in 2013, when Internal Services Manager Francis Mascarenhas was tasked by City Management with improving sustainability in the city's fleet.

Following a detailed city data audit on all fleet and facilities as part of the Lewisville 2025 plan, a report was released on ways the Lewisville's fleet could improve its sustainability. Mascarenhas then approached city management and the city council to discuss EVs. "I went to a couple of departments," says Mascarenhas. "The answer I got was 'these are small, there's no legroom, there's no storage.'"

Lewisville's fully electric fleet has traveled a total of 91 thousand miles since their implementation in March 2016, and experiences with the vehicles have been overwhelmingly positive. "Based on staff response, things have gone pretty well, and they seem pretty happy with the maintenance part," says Chris McGinn, Director of Neighborhood and Inspection Services.



Imagery Provided by NCTCOG

Transit:

7 DART Buses

4 Trinity Metro Buses

Reduced 350 pounds NO_x and 159 Tons GHGs in 2019

School Districts: 3 Buses at Everman ISD

Received Award for "Outstanding School District" at 2020 Texas Energy Summit



Imagery Provided by NCTCOG



Imagery Provided by Oncor

Private Sector:
Delivery Fleets
Utilities

National Drive Electric Week 2020 DFW Events

DFW LIVE Event

Second Annual Oncor EV Road Rally

Workshop: Using Clean Cities Tools to Implement EV and EV Infrastructure Goals

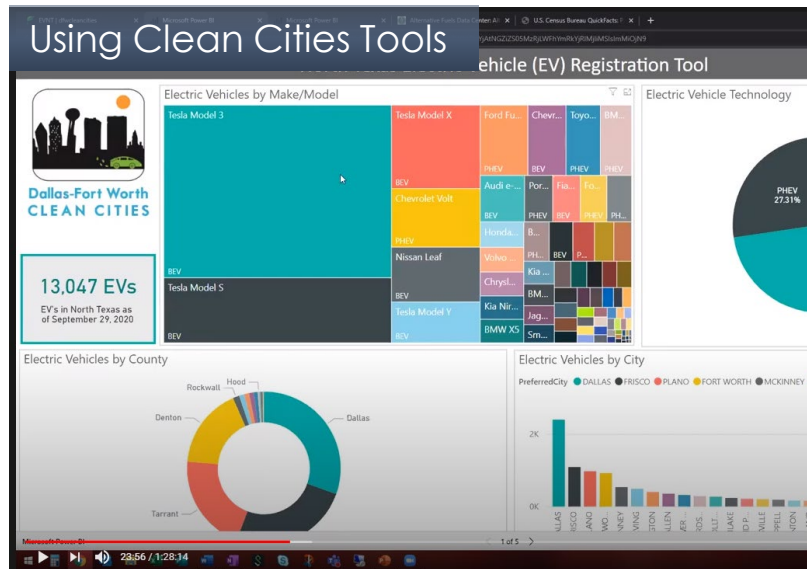
Electric Vehicle Fleet Manager Roundtable



Second Annual Oncor EV Road Rally



EV Fleet Manager Roundtable



What are the most attractive elements of electric vehicles?

All Recordings at www.driveelectricdfw.org

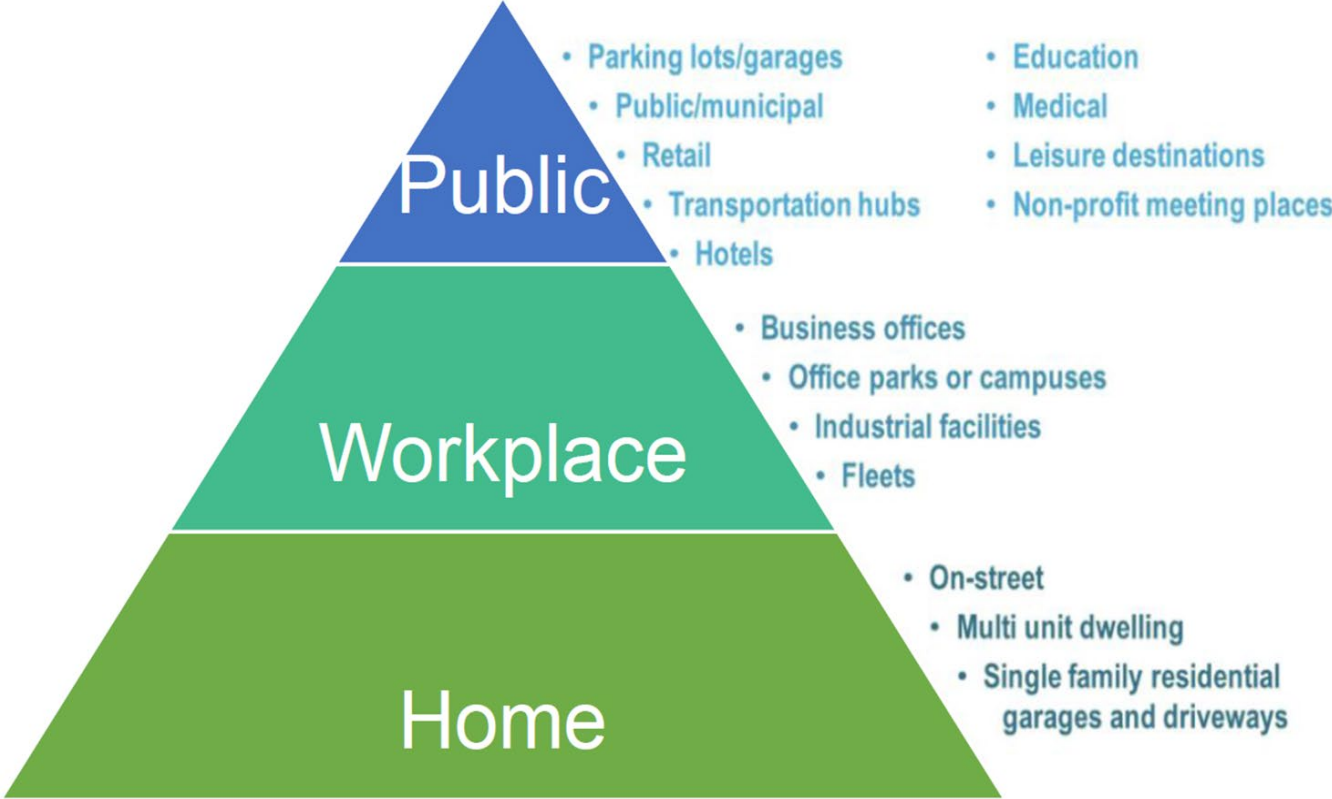
Time-Sensitive Incentives

Charging Stations: Up to \$2,500, First-Come First-Served Until August 11, 2021

Target Sites: Workplaces & Multi-Family Dwellings

Vehicles: Up to \$2,500 First-Come, First-Served Until January 7, 2021

See www.nctcog.org/aqfunding

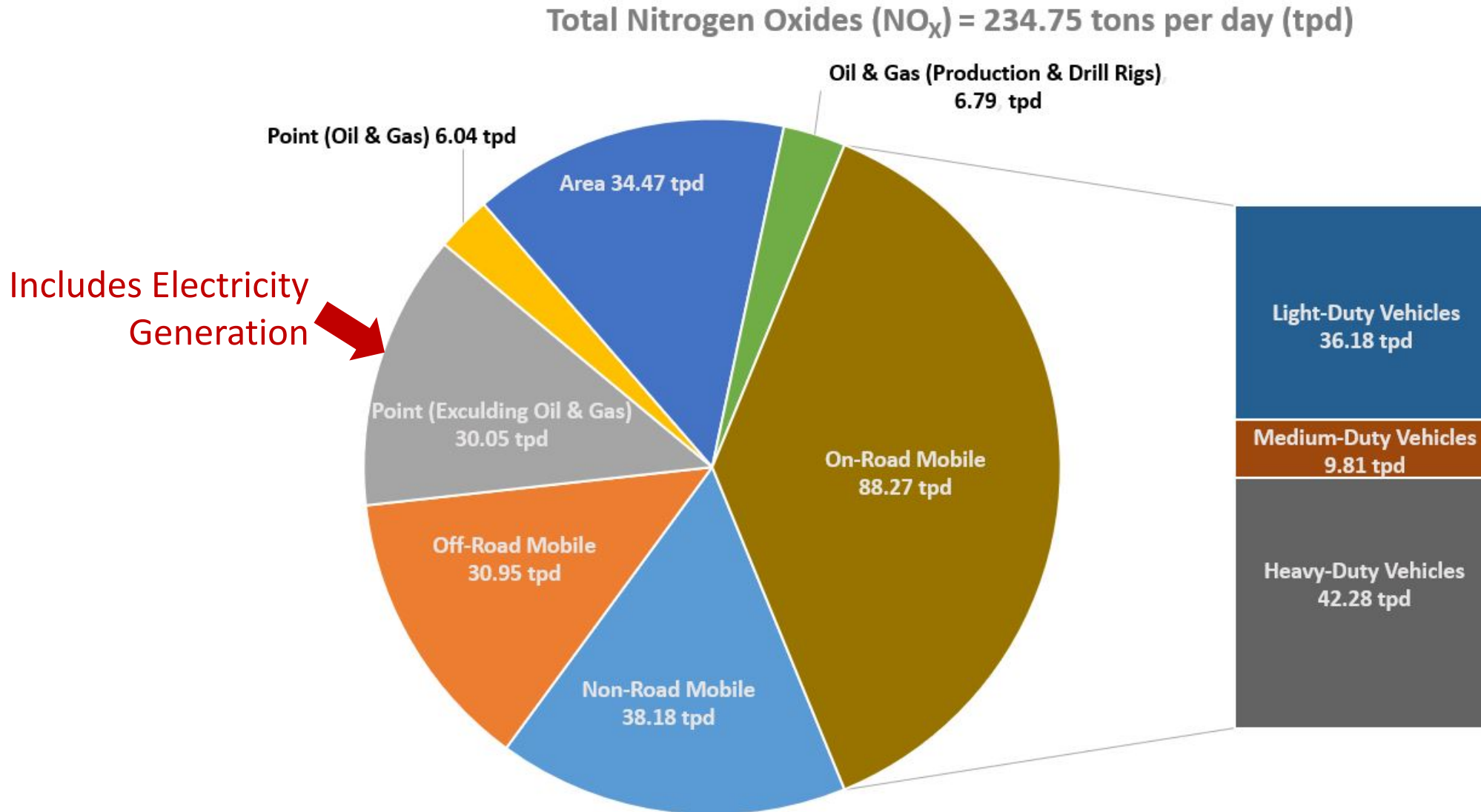


20x An individual who has access to EV charging at work is 20 times more likely to buy a plug-in” - U.S. DOE 2018

Learn More About Workplace Charging at www.dfwcleancities.org/workplace-charging

Local Government Energy Reporting

Nitrogen Oxides (NO_x) Emissions Sources



Regional Energy Management Project

Partnership Between NCTCOG Transportation and Environment & Development Staff
Funded by the State Energy Conservation Office (SECO)

Section 388.005 (c) Texas Health and Safety Code:

Purpose: Aid efforts to attain federal air quality standards by reducing demand for electricity generation

Requirements: All political subdivisions, institutes of higher education, and state agencies in Ozone Nonattainment and Affected Counties must establish a **goal of reducing electric consumption by at least 5% each state fiscal year for 7 years** beginning September 1, 2019 **and submit an annual report** to SECO

Issues:

- Lack of Awareness
- Incomplete and Inconsistent Reporting
- Inability to Meet 5% Reduction Goal

Impact of Local Government Energy Reporting

Local Government Energy Reduction Reporting Forms Submitted to SECO

Data Processed And Reported to the Texas A&M Energy Systems Laboratory (ESL)

ESL estimates Total NO_x Reductions and Submits to Texas Commission on Environmental Quality (TCEQ)

TCEQ Includes in the Texas Emissions Reduction Plan (TERP) Biennial Report to the Texas Legislature

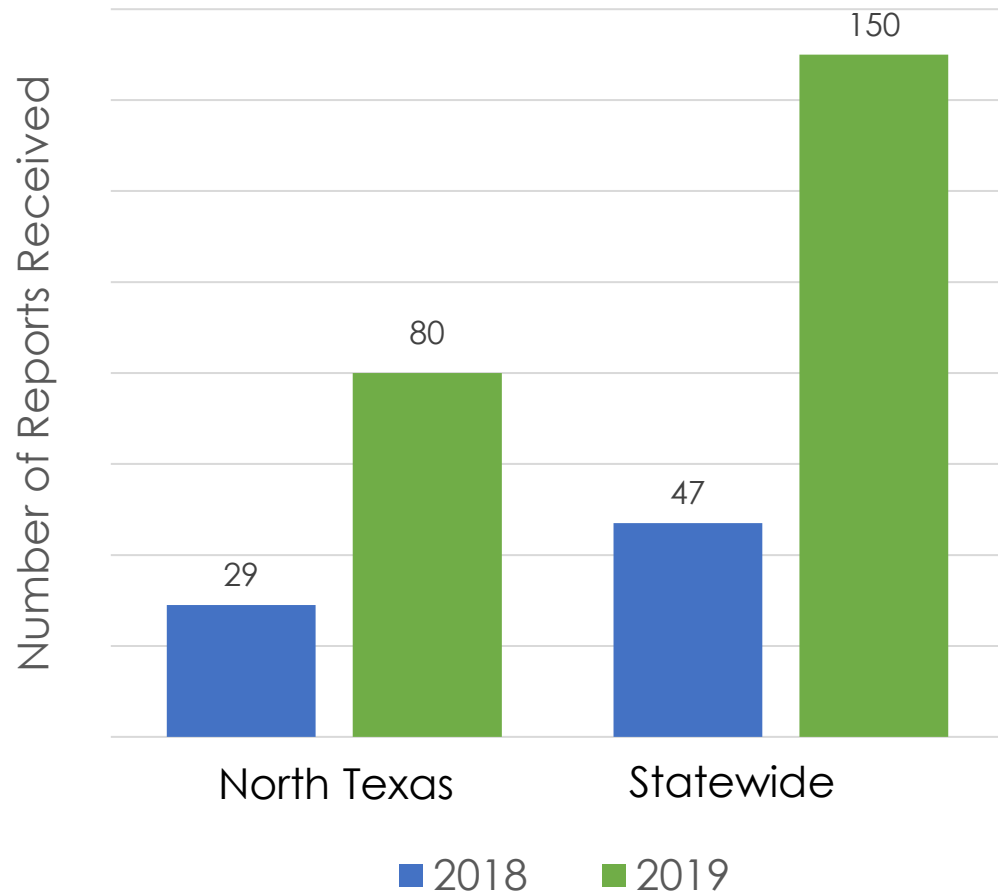
1.3

Tons per day NO_x Reduced in 2018

Comparison: RTC Initiatives Credited in Conformity = 2.12 Tons per Day NO_x Reduced

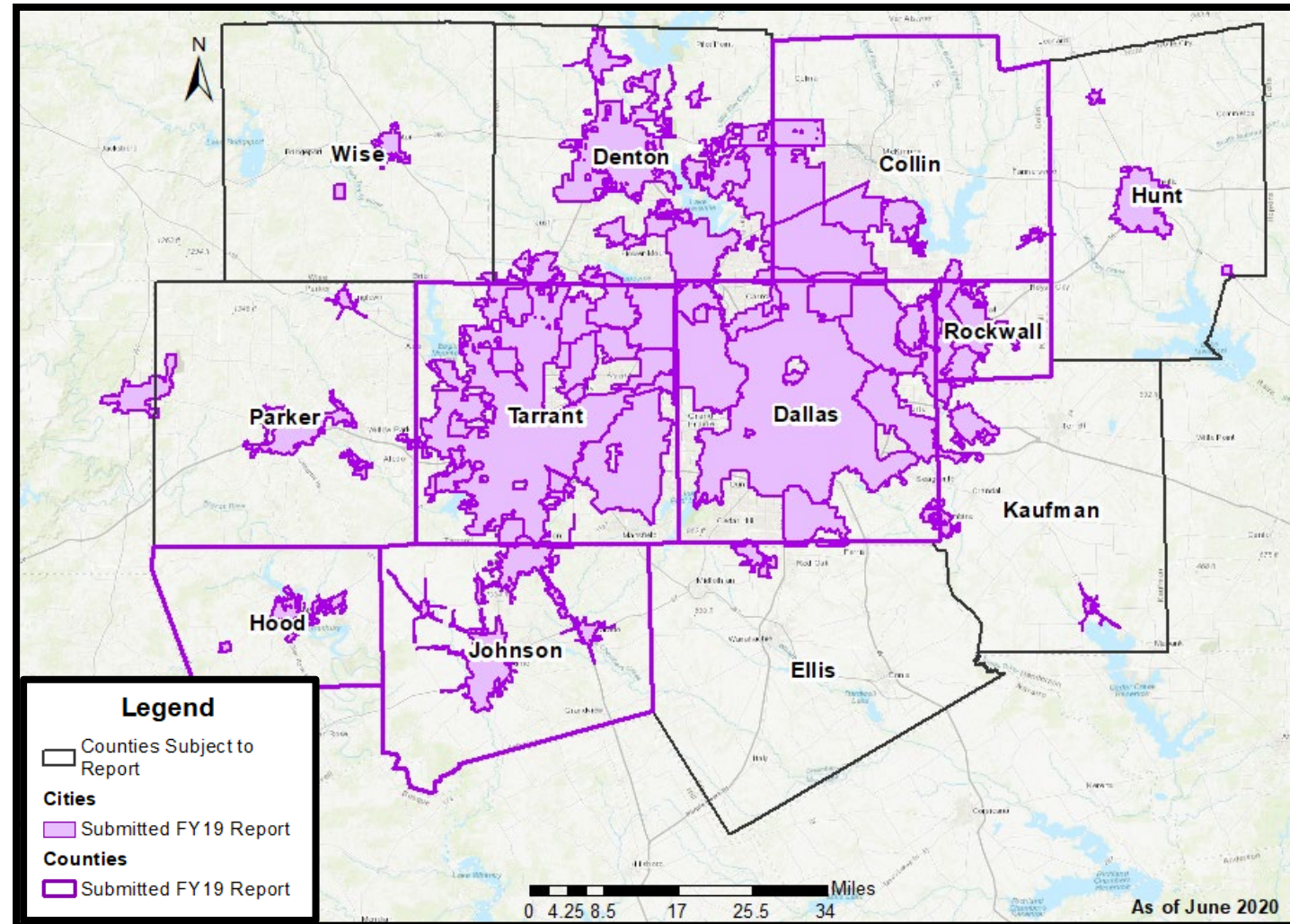
Impact of Regional Outreach Efforts

Number of Affected Political Subdivisions Who Submitted 2018 and 2019 Reporting to SECO



Source: NCTCOG

Cities and Counties Who Submitted a 2019 Local Government Energy Report to SECO



Reporting Due February 2021

Reference Electronic Item x.3

Revised from Fiscal Year to Calendar Year

Minimum Required Data Points Include

- ✓ Reporting Year
- ✓ Annual Electricity Consumption in Kilowatt Hours (kWh)
- ✓ Gross Square Footage of All Buildings/Facilities

Prepare Early!

Review NCTCOG White Paper Outlining Challenges and Solutions

Attend Webinar January 12, 2021 from 2-3 pm

Use FREE SECO Technical Assistance

Contact NCTCOG for Assistance

CONTACT

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Electric Vehicles

www.driveelectricdfw.org
www.dfwcleancities.org/evnt

Energy Reporting

www.conservenorthtexas.org
<http://conservenorthtexas.org/item/local-government-energy-reporting-toolkit>



North Central Texas
Council of Governments

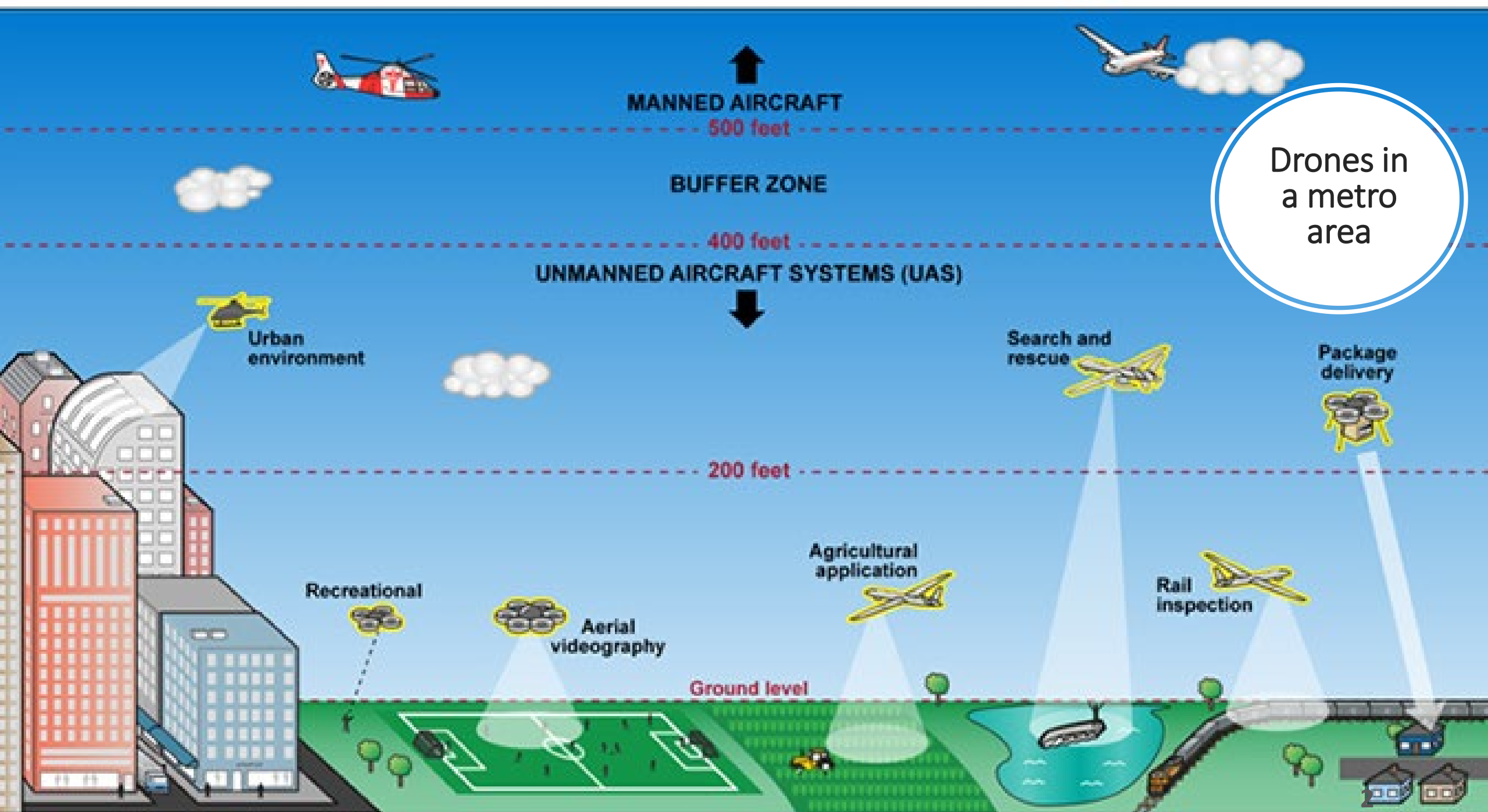
Unmanned Aircraft Systems Safety and Integration Update

Regional Transportation Council

December 10, 2020

Ernest Huffman
Aviation Planning and Education
Program Manager





Drones in a metro area

Metropolitan Area must Consider before Integration



POLICY



SAFETY IMPACTS



EQUITY AND PUBLIC
ENGAGEMENT



LAND USE
REGULATION



VEHICLE IMPACTS



ECONOMIC IMPACT



URBAN
TRANSPORTATION
SYSTEM INTEGRATION



PRIVACY AND
SECURITY

Barriers to Integration



Policy

Local Levers



Safety Impacts

Vehicle Safety
Operational Airspace
Vertiports
Weather



Equity and Public Engagement

Educate a Diverse Cross Section
of Community
Calm Fears
Reduce Noise

Barriers to Integration



Land-Use Regulation

Local Regulations

Zoning

Land Use

Public Benefits



Vehicle Impacts

Mitigate Adverse Impacts

Visual and Noise

Benefits versus Cost



Economic Impact

Contribute to Economy

Balance Socio-Economic Impacts

Equity

Barriers to Integration



Urban Transportation System Integration

Complement Existing Transportation System
Efficient Integration



Privacy and Security

Privacy
Cyber Security

Proposed Deal Points

- Utilize transportation planning process (continuous, comprehensive, and cooperative)
- Support safe and responsible UAS activity
- Encourage agencies to support their public safety services use of UAS systems
- Adopt “pilot” programs to demonstrate the technologies properly operated in and around a metropolitan area
- Provide UAS-oriented educational offerings to prepare workforce development of UAS aircraft pilot certification standards
- Participate in the “North Texas UAS Safety and Integration Task Force Community Integration Working Group ”

Community Best Practices Forum

- Characterize community concerns
- Inventory available applications
- Inventory funding mechanisms
- Inventory available training
- Supplement existing transportation methods
- Prepare for natural disasters and other emergencies

Schedule

1. January STTC – Update
2. January UAS Task Force – Update
3. February RTC – Update

Contact Information

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