

CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING
INNOVATIVE PROJECTS DURING COVID
RECOVERY

Regional Transportation Council
November 2020

Michael Morris, PE
Director of Transportation

TRAVEL BEHAVIOR BY MODE



Bicycle/Pedestrian (+36%, September)



Freeway Volumes (-8%, September)

Toll Road (-24%, August)

Airport Passengers (-47%, September)

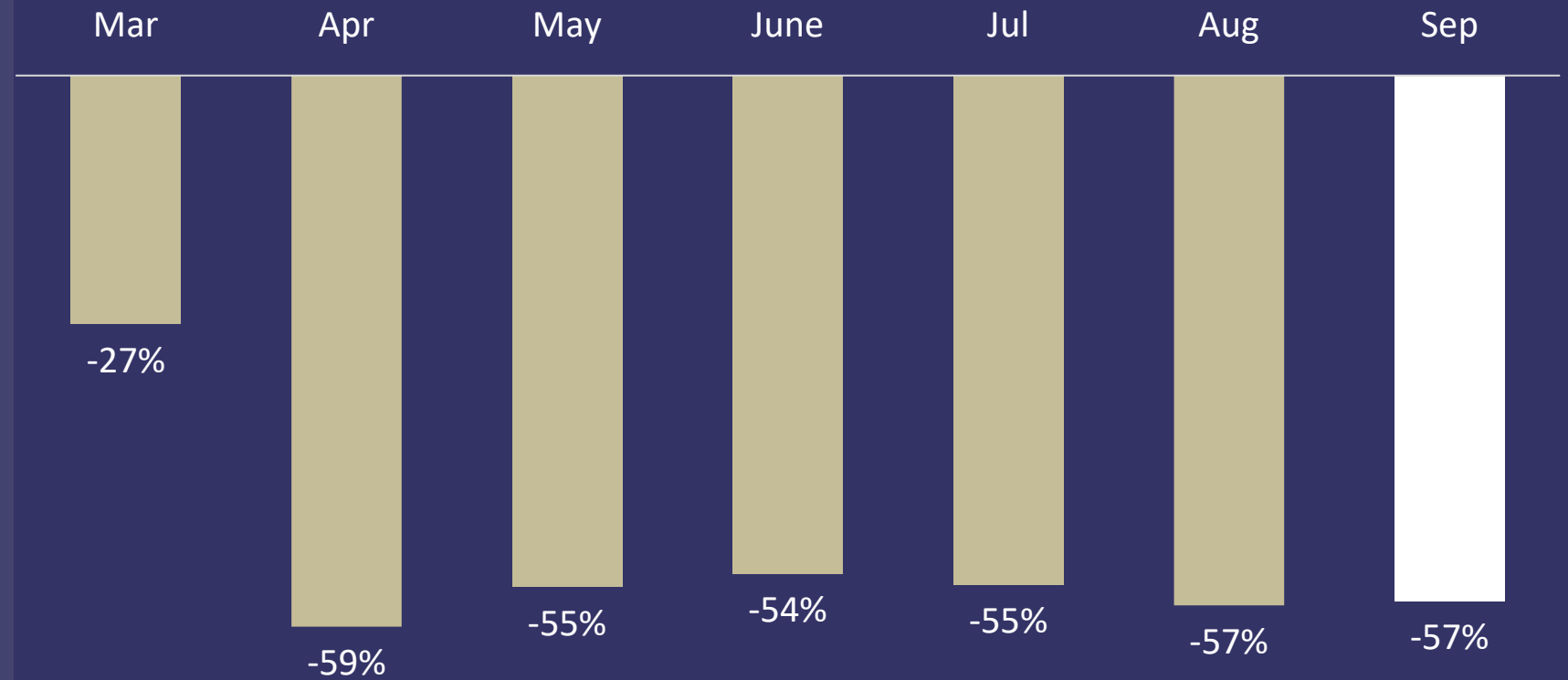
Transit Ridership (-57%, September)



TRANSIT IMPACTS

Weekday Ridership

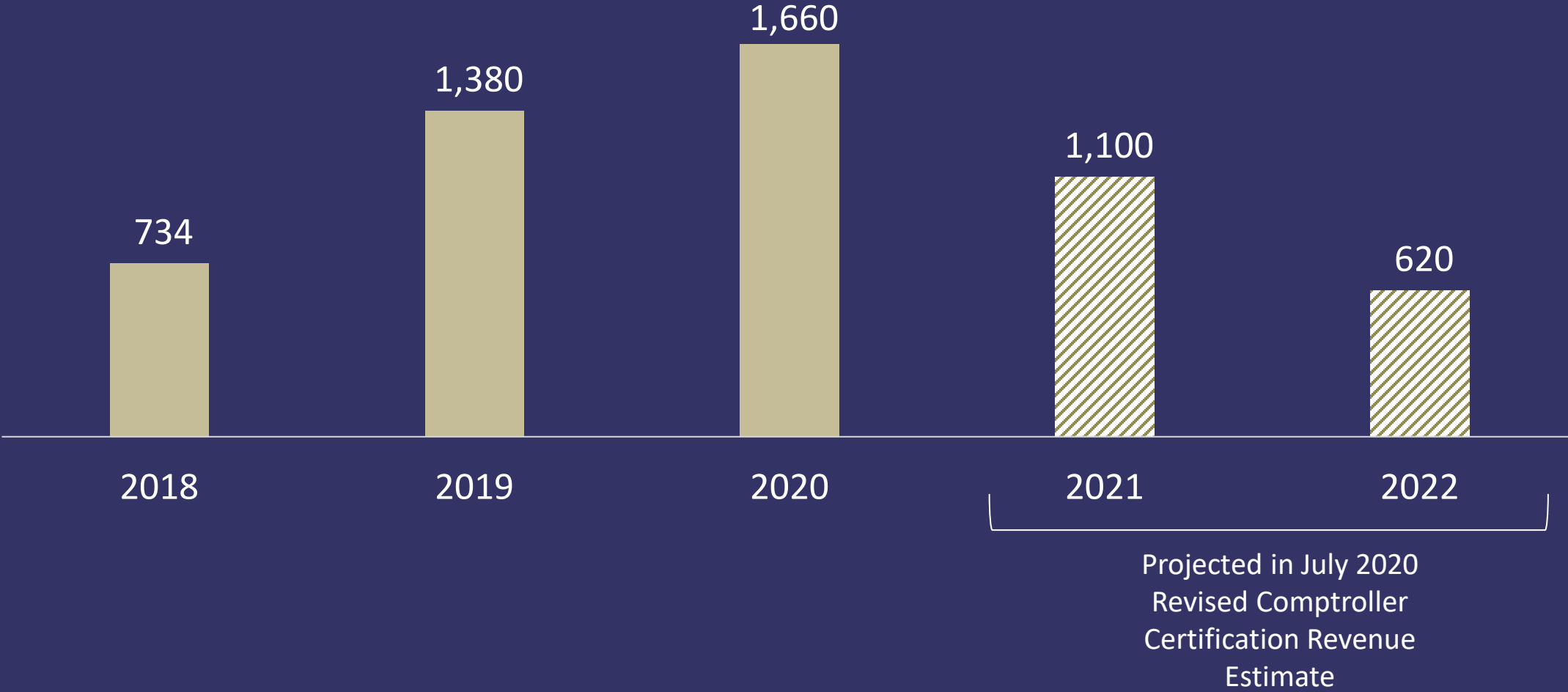
Passenger Decrease : 2019 vs 2020



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

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+)

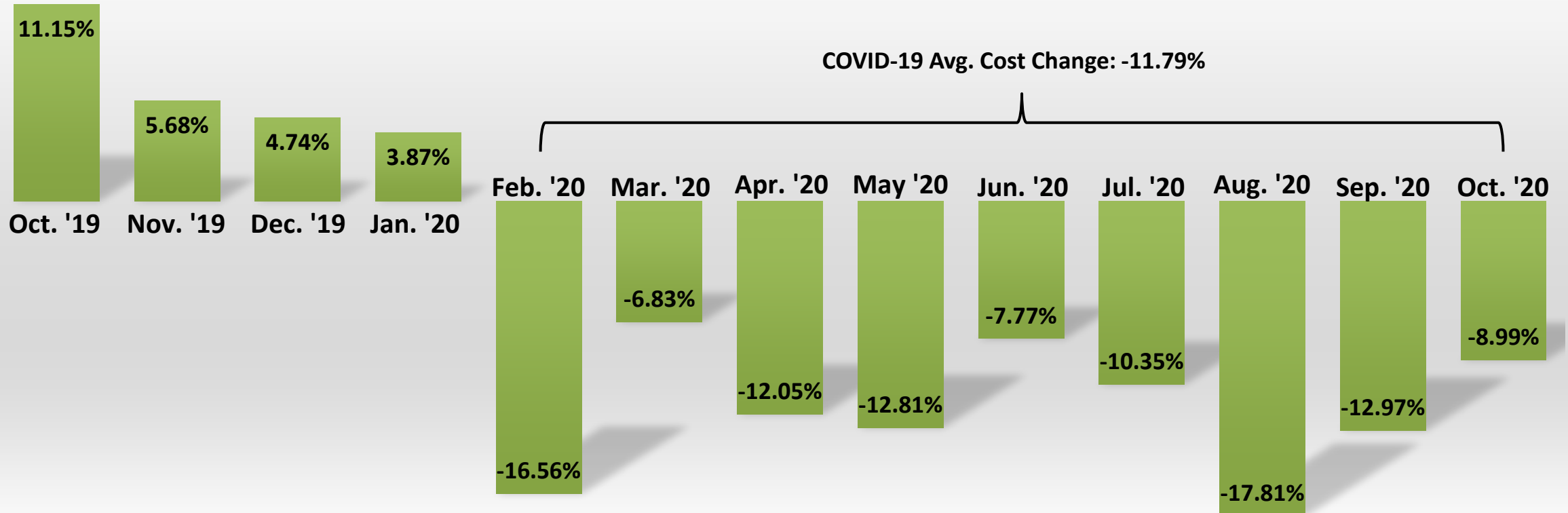
Y Connector (IH820/IH20)

COVID-19 #00X Program




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



COVID-19
Infrastructure
Program:
Round 3

Regional Transportation Council

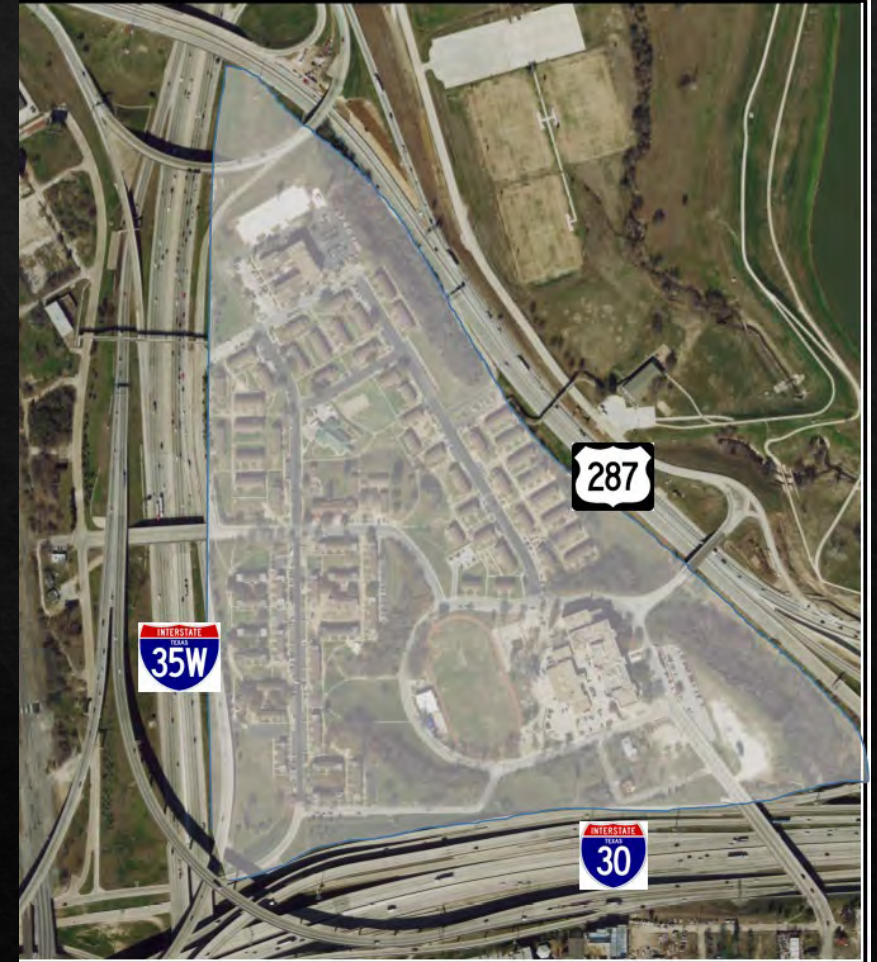
November 12, 2020

BACKGROUND

- Due to the recent COVID-19 outbreak, the economy has suffered large setbacks and there is an urgency to stimulate the economy.
- As was done in 2009, the idea is to inject much needed cash into the local and state economy using infrastructure investment.
- North Central Texas Council of Governments (NCTCOG) staff recommends funding a third round of projects that would benefit from expedited action.
- These projects meet one or more of the Regional Transportation Council (RTC) policies outlined in Mobility 2045 and/or assist in reaching the region's federal performance targets.
- Most of these projects have been the subject of discussions between NCTCOG staff and regional partners over the past several years and this action seeks to bring them to a conclusion.
- An additional round of project selection is proposed to start in the Spring 2021.

BUTLER PLACE

- City of Fort Worth, Fort Worth Housing Solutions, and NCTCOG staff have coordinated about redevelopment of and accessibility to/from Butler Place in Fort Worth.
- Funding was approved by the RTC in April 2019 for engineering and land acquisition for this project.
- Additional funding is proposed for transportation connections to the site
- Limits: Bounded by IH 35W, IH 30, and US 287
- Scope: Improve accessibility to and from Butler Place
- Funding:
 - \$10,000,000 Surface Transportation Block Grant (STBG) (matched with Transportation Development Credits (TDC))
 - Half of funding to be repaid to the RTC via Tax Increment Finance (TIF) revenues over time.
- RTC Policies/Federal Performance Measures Addressed: Accessibility, Infill Development



IH 820 AT TRINITY RAILWAY EXPRESS (TRE)

- As part of a BUILD grant, the TRE rail line will be double tracked from Handley-Ederville to Precinct Line Road. In order to do so, part of IH 820 must be reconstructed to relocate columns that would impact the second track.
- Limits: IH 820 at TRE Line (From North of Trinity Blvd to South of SH 10)
- Scope: Reconstruct northbound general purpose lane and approaches
- Funding:
 - \$30,880,000 STBG (matched with \$7,720,000 State funds)
 - Project would be a 50/50 partnership between the RTC and TxDOT; TxDOT to repay its portion with a funding source to be determined.
- RTC Policies/Federal Performance Measures Addressed: Transit



Source: TxDOT Fort Worth

INVESTMENTS IN TRANSIT

- COVID-19 has had substantial impacts on transit ridership and operations. Staff proposes to make investments in various transit initiatives to address these impacts and advance transit in the region.
- Funding: \$25,000,000 STBG (matched with Regional TDCs)
- Scope: Specific scopes to be determined, but will focus on these areas:
 - Response to COVID-19 impacts
 - Insurance for passenger rail integration onto freight lines
 - Engineering funds for passenger rail/roadway interfaces
 - Next generation high-intensity bus expansion
 - Review of bus stop amenities
 - Partnership(s) with Class 1 Railroads on passenger rail corridors
- RTC Policies/Federal Performance Measures Addressed: Transit, Air Quality, Freight



Image Provided By Getty

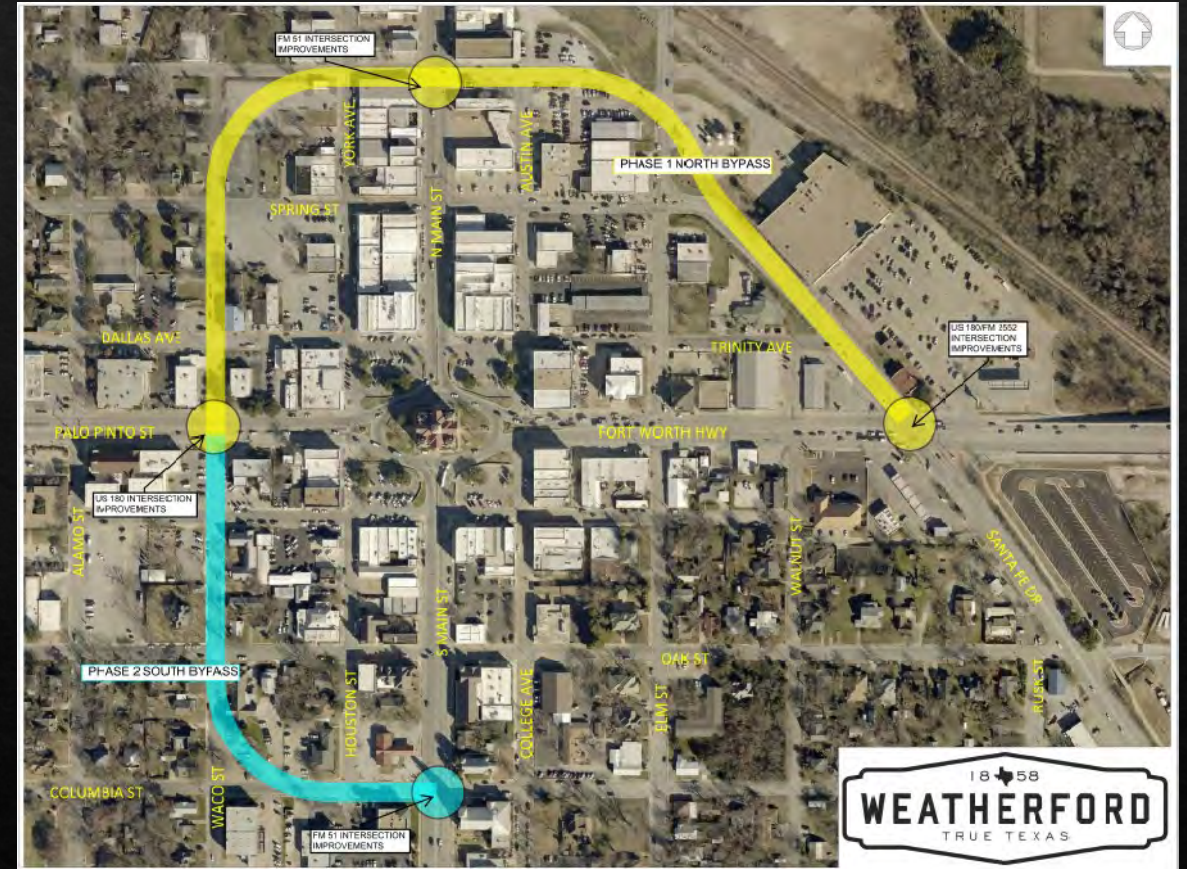
WORTH CREEK PARKWAY AT CHISHOLM TRAIL PARKWAY

- A new Tarleton State University campus has been constructed in South Fort Worth and NCTCOG has been working with local partners to implement an interchange to create better access to the school.
- Limits: Chisholm Trail Parkway at Worth Creek Parkway
- Scope: Construct interchange
- Funding: \$20,000,000 STBG (matched with Regional TDCs)
- RTC Policies/Federal Performance Measures Addressed: Mobility



WEATHERFORD DOWNTOWN BYPASS LOOP

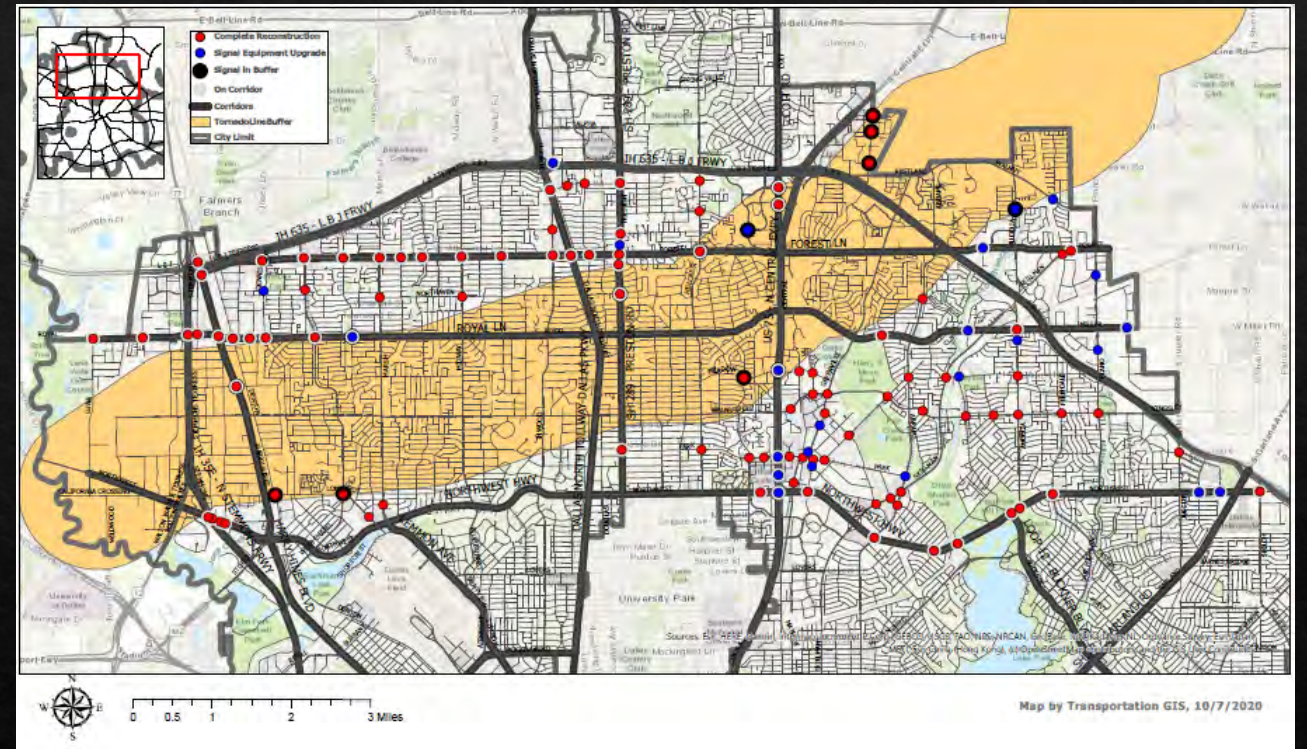
- NCTCOG, the City of Weatherford, and TxDOT Fort Worth have coordinated on a bypass loop around downtown Weatherford.
- The RTC previously funded the northern section of this bypass and funding is being proposed now for the southern section.
- Limits: Waco Street/West Columbia Street from US 180 to FM 51/FM 171
- Scope: Reconstruct and widen 2 lane roadway to 4 lane roadway, including intersection improvements at FM 51/West Columbia with bicycle lanes and sidewalks
- Funding: \$10,384,040 STBG (matched with State funds and Regional TDCs)
- RTC Policies/Federal Performance Measures Addressed: Mobility, Safety, Complete Streets



Source: City of Weatherford

CITY OF DALLAS TRAFFIC SIGNALS

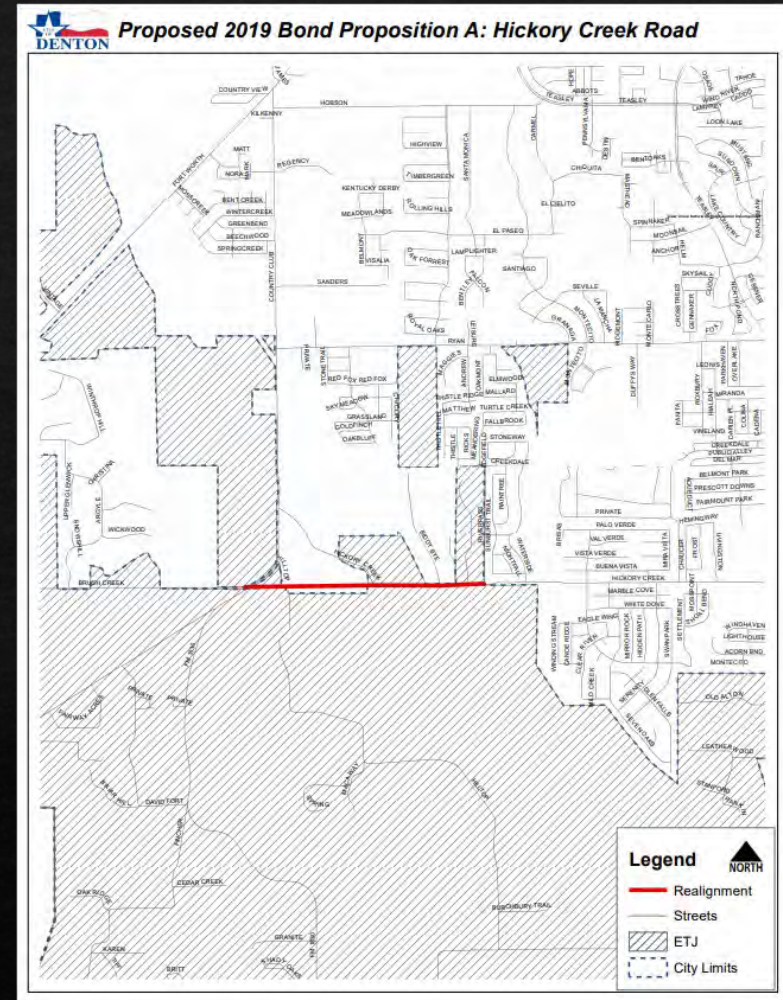
- In 2019, the City of Dallas sustained a significant amount of tornado damage to traffic signals. This project helps rebuild those signals and signals in two other corridors (Lancaster Rd and Hampton Rd).
- Scope: Design and construct 44 traffic signals, including signal re-timing
- Funding:
 - \$220,000 Congestion Mitigation and Air Quality Improvement Program (CMAQ)
 - \$14,080,000 STBG
 - \$2,122,500 Local match
 - Dallas Policy Bundle TDCs to match the remaining funds
- RTC Policies/Federal Performance Measures Addressed: Air Quality, Maintenance, Reliability, Mobility, Environmental Justice



Source: City of Dallas

HICKORY CREEK ROAD

- The City of Denton and Denton County wish to partner with the RTC on a project in the City's recently approved Bond program.
- Limits: Hickory Creek Road from FM 1830/Country Club Road to Riverpass Drive
- Scope: Reconstruct and widen from 2 to 4 lanes with sidewalks, and intersection improvements at Riverpass
- Funding: \$10,000,000 STBG (matched with \$2,500,000 of local cash)
- RTC Policies/Federal Performance Measures Addressed: Mobility, Safety



Source: City of Denton

SH 114 – DENTON COUNTY

- COVID-19 #00X Round 2 included a funding swap between Denton County and the RTC in which Denton County received federal funds in exchange for sending Regional Toll Revenue funds to the Western subregion.
- This project represents the second half of this exchange.
- Limits: SH 114 from US 377 to IH 35W (Segments 1 and 2 at right)
- Scope: Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 lane frontage roads
- Funding: \$24,000,000 STBG (matched with \$6,000,000 of State funds)
- RTC Policies/Federal Performance Measures Addressed: Mobility, Reliability



Source: TxDOT Dallas District

COLLIN COUNTY FUNDING EXCHANGE

- NCTCOG continues to work with TxDOT and local government partners on the development of the US 380 project in Collin County.
- Both the US 380 and the North/South Roadway projects are critical to the RTC's implementation of the Regional 10 Year Plan in Collin County
- This proposal seeks to address two impacts that the future US 380 and associated connections to it will have.
- The partnership would only be needed if US 380 is constructed as a freeway.

PROPOSED PANTHER CREEK PARKWAY FUNDING PARTNERSHIP

- In order to prevent a water line relocation that runs through Frisco, TxDOT has proposed an alignment change for US 380 that reduces developable land in Frisco.
- In exchange for agreeing to this alignment change, Frisco has requested \$30M to fund an extension of Panther Creek Parkway from Preston Road to the Dallas North Tollway.
- Collin County would like to fund this improvement, but bond funds are not eligible for this project, and the County proposes the following:
 - Collin County has requested a funding exchange with the RTC
 - The RTC would fund the Panther Creek project with \$30M of STBG funding.
 - In exchange, \$30M of Category 2 funds would be taken off the US 380 project and would be replaced with \$30M of Collin County Bond funds.
- Costs above and beyond this \$30M on the Panther Creek Parkway project would be the responsibility of Frisco.

PROPOSED MCKINNEY AIRPORT FUNDING PARTNERSHIP

- McKinney has received a \$15M TxDOT grant for a runway extension at McKinney National Airport , which was originally planned to be extended to the south.
- Extending the runway to the north would reduce impacts to neighboring cities and give more flexible alignment options for the future extension of Spur 399 to US 380.
- An extension to the north will cost more than to the south.
- Collin County is willing to cover this cost, but cannot utilize bond funding on the project, so another funding exchange is being proposed.
 - The RTC would use \$30M of Regional Toll Revenue (RTR) funds to offset costs of the northern runway extension (as mitigation to the US 380 project)
 - In return, \$30M of Category 2 funding will be removed from the US 380 project and be replaced with \$30M of Collin County Bond funding.

ACTION REQUESTED

- RTC approval of:
 - The funded projects outlined in this presentation and the cost-revenue matrix in the mail out
 - The funding exchanges between the RTC, Collin County, and the cities of McKinney and Frisco
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other administrative/planning documents as needed.

QUESTIONS?

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OVERVIEW OF REGIONAL TRANSPORTATION COUNCIL LEGISLATIVE WORKSHOP

REGIONAL TRANSPORTATION COUNCIL

November 12, 2020

Rebekah Hernandez
North Central Texas Council of Governments



RTC LEGISLATIVE WORKSHOP

Proposed Partnership between the RTC and the
Texas Transportation Commission

Updated Draft RTC Legislative Program for the 87th
Texas Legislature

CANDIDATE ELEMENTS OF PARTNERSHIP:

1. Formula Allocation Produces More Revenue and Has Legislative Protections
2. RTC Willingness to Program STBG Funds on the State System for Mobility, Safety And Job Creation Benefits
3. Create Project Delivery Team for New Federal Infrastructure Program
4. Create New Economic Development Program for Corporate Relocations: New Governor Abbott Program
5. Review "No Toll Environment" Considering Funding Crisis of Prop 1: Bring Back TxDOT Tolls and Apply New Tolling Policies
6. Develop New Passenger Rail/Freight Logistics Program

DRAFT RTC LEGISLATIVE PROGRAM

Adequately Fund Transportation and Utilize Tools

Expand Transportation Options in Mega-Metropolitan Regions

Pursue Innovation, Technology, and Safety

Improve Air Quality

DRAFT RTC LEGISLATIVE PROGRAM

Adequately Fund Transportation and Utilize Tools

Ensure fair-share allocation of funds to metropolitan regions

Identify additional revenue for all modes of transportation

Support full appropriation of funding initiatives, including Proposition 1 and Proposition 7, previously approved by the Legislature

DRAFT RTC LEGISLATIVE PROGRAM

Expand Transportation Options in Mega-Metropolitan Regions

Allow for the ability to utilize tolling, managed lanes, debt financing and public-private partnerships for roadway and transit projects through a MPO and local decision-making process

Authorize the use of a CDA for specific needed projects

Plan, fund, and support the implementation of all modes of transportation, including transit

Retain eminent domain authority to allow planning and development of new and/or expanded transportation corridors including high-speed rail, commuter rail, freight rail, roadways, and trails

Support legislation using a balanced liability insurance program that would allow North Texas transit agencies to operate on additional rail corridors as part of the regional transportation system

DRAFT RTC LEGISLATIVE PROGRAM

Pursue Innovation, Technology, and Safety

Utilize innovation in high-speed transportation, transit, autonomous vehicles, and freight

Support the collaboration between local governments, the military, the State, and FAA to advance regulations for compatible land use and the safe operations of unmanned aircraft vehicles

Plan for shared mobility solutions; enable transportation data sharing and accessibility with appropriate privacy protection

Increase safety, including but not limited to texting while driving, speed limits, driving under the influence, bicycle, and pedestrian safety

DRAFT RTC LEGISLATIVE PROGRAM

Improve Air Quality

Protect the TERP Trust fund and revenue balance to ensure funds are used for TERP purposes; modernize the program and ensure flexibility to accommodate innovative approaches to improving air quality and reducing emissions, including purchase of heavy-duty zero emission vehicles such as hydrogen fuel cell and battery electric vehicles and associated infrastructure

Modernize and increase flexibility in the Local Initiative Projects (LIP) through a limited program focused on transportation and air quality improvements; appropriate LIRAP's residual balance of previously collected funds back to counties

Support system reliability, congestion relief, and encourage trip reduction strategies, while maintaining lifestyle choices

Support legislation that improves air quality

REQUESTED ACTION

Request RTC to Approve:

The RTC Legislative Program for the 87th Texas Legislature

Proposed Partnership between the RTC and the Texas
Transportation Commission

Transmit RTC Legislative Program to Texas Legislature

HIGH-SPEED



TRANSPORTATION

Dallas-Fort Worth

Regional Transportation Council

November 12, 2020



Agenda

Project Purpose

Potential Technologies

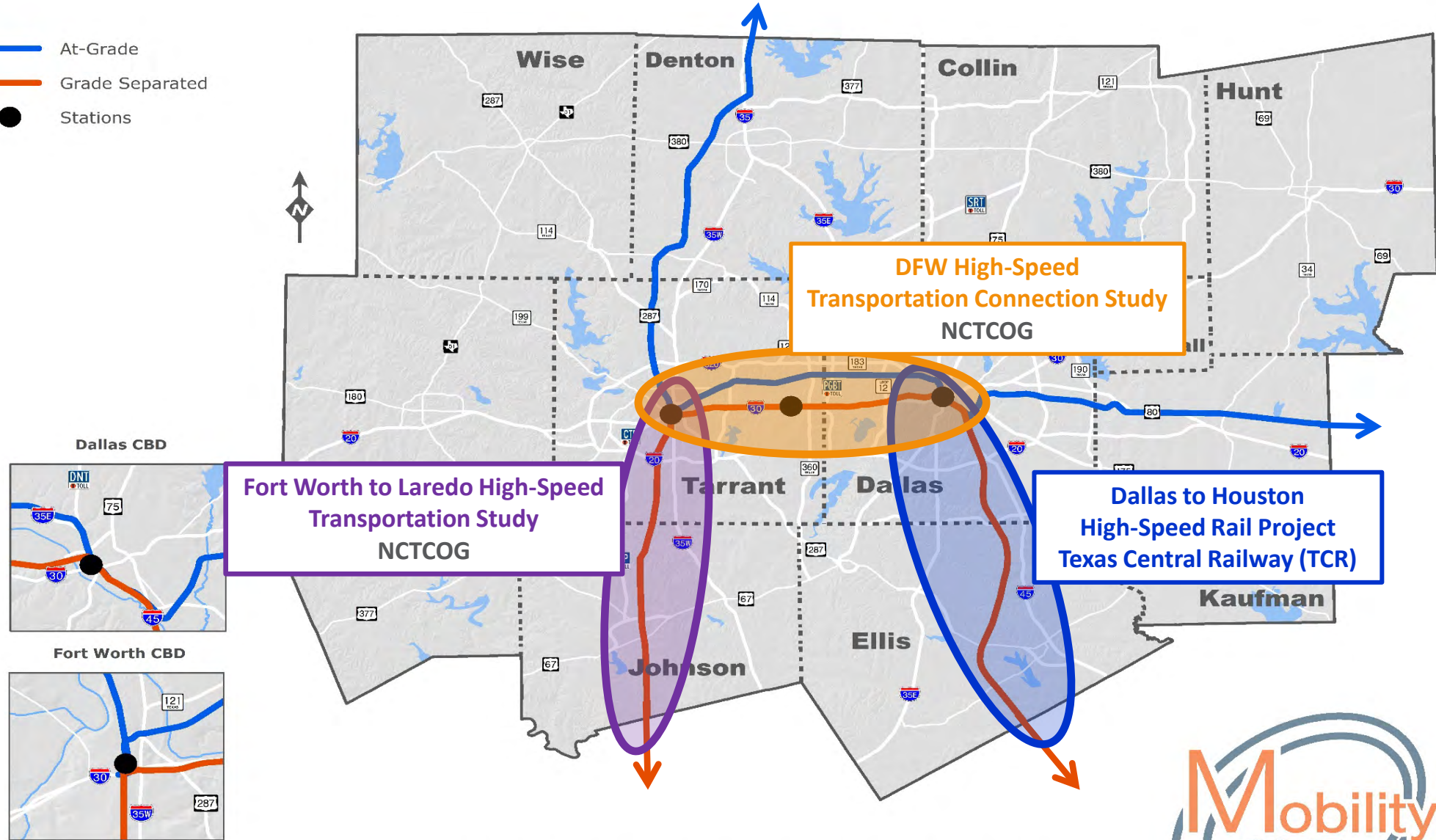
Potential Alignments/Corridors

Project Schedule

Stay Informed

DFW High-Speed Rail Projects

- At-Grade
- Grade Separated
- Stations



Source:
 North Central Texas
Council of Governments

June 2018

Corridor-specific alignment, design, and operational characteristics for the intercity passenger, regional passenger, and freight rail systems will be determined through capacity evaluation and ongoing project development. Refined rail forecasts are necessary to determine technology and alignment in future rail corridors.





Study Objective

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

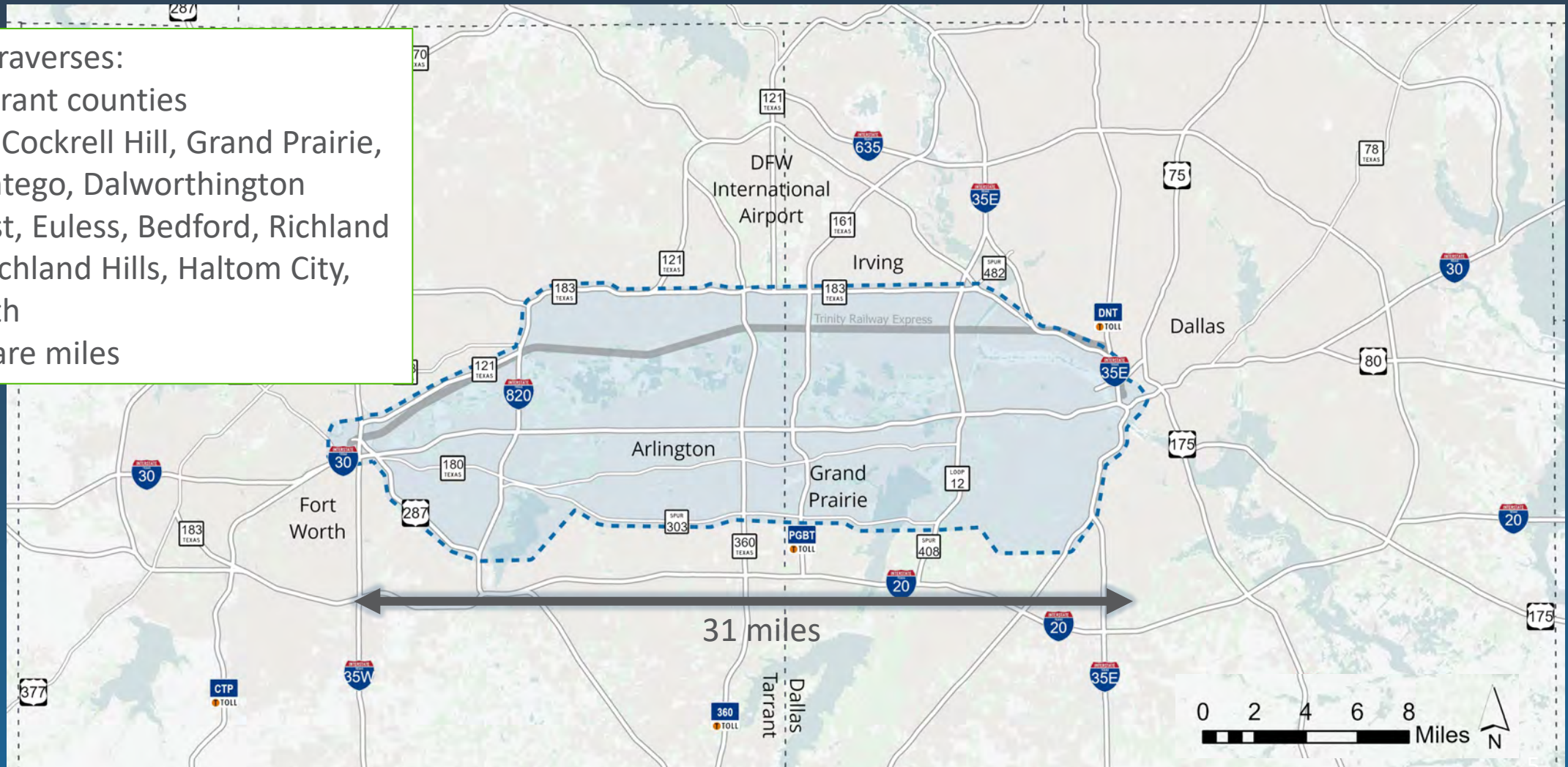
- Connect Dallas-Fort Worth to other proposed high-performance passenger systems in the state
- Enhance and connect the Dallas-Fort Worth regional transportation system

Obtain federal environmental approval of the viable alternative

Study Area

The study area traverses:

- Dallas and Tarrant counties
- Dallas, Irving, Cockrell Hill, Grand Prairie, Arlington, Pantego, Dalworthington Gardens, Hurst, Euless, Bedford, Richland Hills, North Richland Hills, Haltom City, and Fort Worth
- Over 230 square miles



Phased Approach

Phase 1 – Alternative Development

April 2021

- Public and Agency Engagement Includes a technology forum
- Alternative Development Includes alignments & technology
- Alternative Screening

Goal for Phase 1
Identify technology and alignments to be carried into Phase 2

Phase 2 – Engineering & Environmental

April 2023

- Conceptual Engineering
- National Environmental Policy Act Documentation and Approval
- Preliminary Engineering
- Financial and Project Management Plans

Goal for Phase 2
Federal environmental approval for the alignment & technology



Draft Preliminary Project Purpose

Connect downtown Dallas and downtown Fort Worth with high-speed intercity passenger rail service or an advanced high-speed ground transportation technology to:

- Provide an alternative to existing ground transportation travel options
- Advance the state high-performance rail transportation network
- Support economic development opportunities
- Enhance connectivity

Types of Passenger Rail/ Advanced Guideway Technology

● Conventional



● Higher-Speed



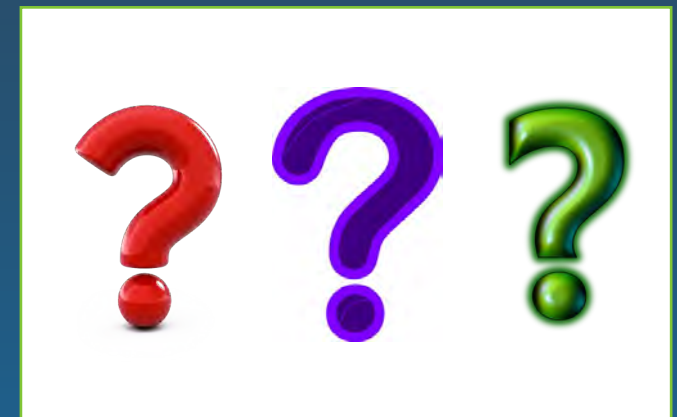
● High-Speed



● Maglev



● Hyperloop



● Others?



Technology Comparison

Similarities

- Operates on fixed guideway or rails
- High speeds (100+ mph) require a dedicated guideway with no at-grade crossings with other railways or roadways
- The amount of right-of-way needed for the guideway
- Need for stations and maintenance facilities

Differences

- Propulsion system (locomotive, overhead catenary, maglev)
- Number of stations
- Operating schedule
Fixed vs on-demand
- Potential cargo component

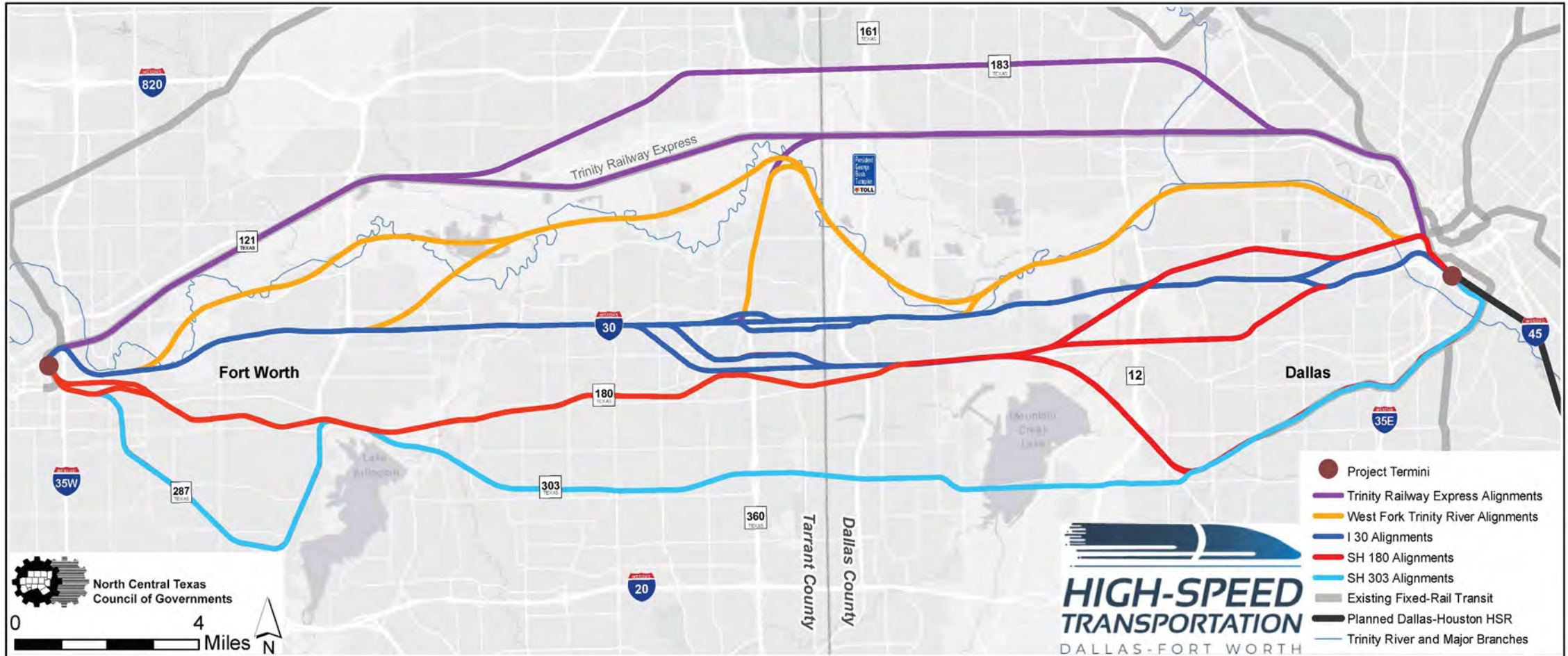


Potential Alignments/ Corridors

- Initial alignments/corridor developed based on previous studies
- Trying to use existing transportation corridors
- All connect proposed Dallas high-speed rail station and the Fort Worth Central Station

43 end-to-end (Dallas to Fort Worth)
alignments/corridors have been identified

Potential Alignments and Corridors



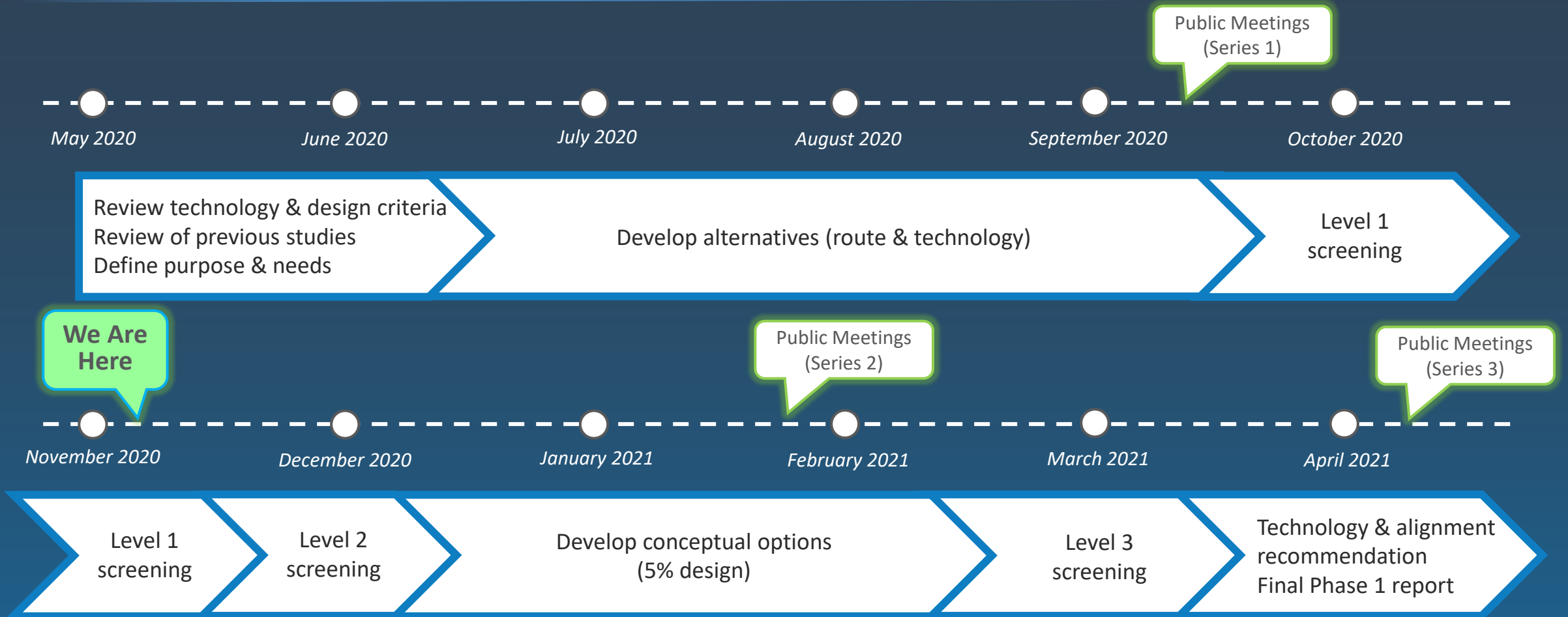
Technology Forum

- Primary Purpose is Education
 - Educate the region on available technologies
 - Educate the technology firms on the DFW HST Connections Study project
 - Informs technology recommendation
- Four Phases
 - Phase 1 – Technology scan and workshop preparation
 - Phase 2 – Technology Forum Workshop
 - Phase 3 – Individual meetings with selected technology firms
 - Phase 4 – Independent findings review



Source: HNTB, Inc.

Phase 1 Schedule: 12 Months





Information Options

- Technology Forum Workshop – December 9 at 1:00 pm
- Public Meetings
 - January 27, 2021 at 12:00 pm
 - January 28, 2021 at 6:00 pm
 - Spring 2021
- Elected Officials/Stakeholders Briefing – January 15, 2021 at 9:00 am
- Project Website:
 - www.nctcog.org/dfw-hstcs
- Request a presentation and/or briefing

* Public meetings, presentations, and briefings may be held virtually. If public meetings are held in person, each series will include three meetings presenting the same information at three different dates and locations (Dallas, Fort Worth, and mid-cities).



Discussion

www.nctcog.org/dfw-hstcs

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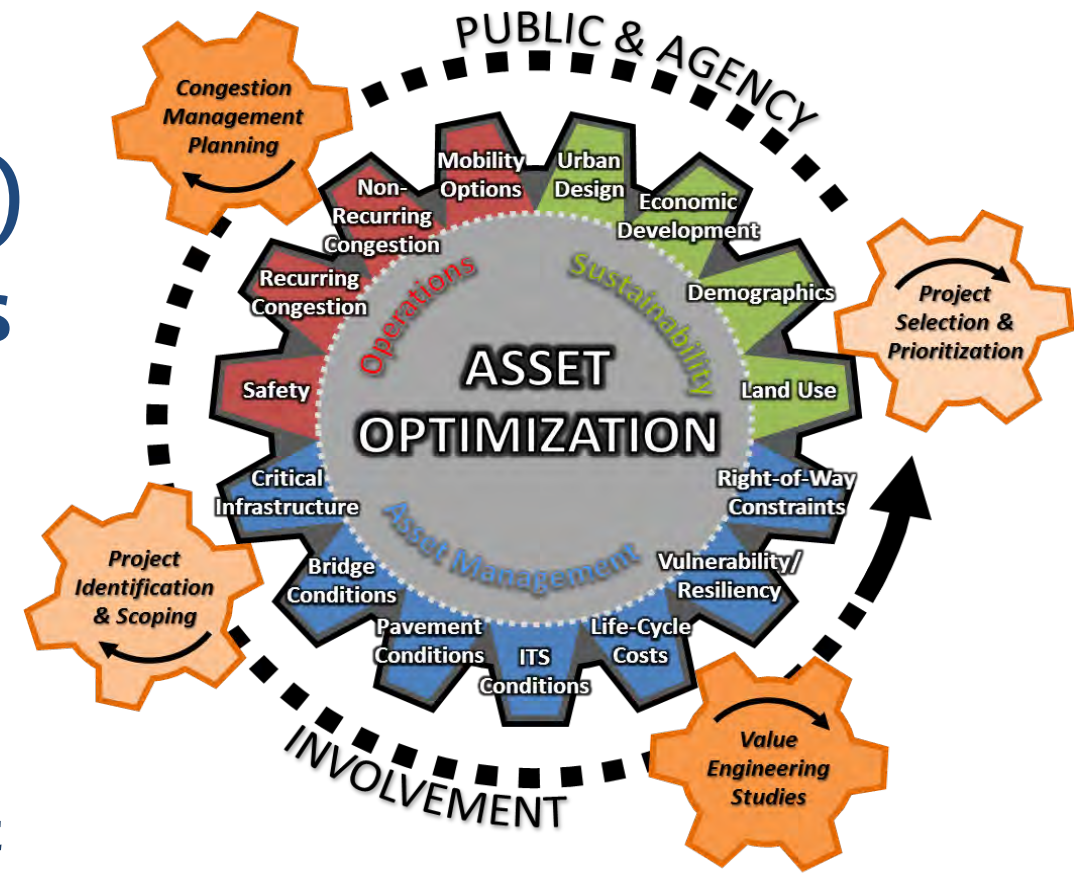
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Federal Highway Administration: Pavement/Bridge Condition (PM2) Target Reaffirmation or Revisions

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
	Safety (PM1)	5	8/31/2020	2/27/2021	Annually	Annually
	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)
	System Performance (PM3)	7	10/01/2020	10/01/2020	Four-Year Performance Periods (starting 2018-2022)	Biennially (beginning, middle, & end of performance periods)
	Public Transportation Safety Plan (PTASP)	7	12/31/2020	6/29/2021	Annually	Annually
	Transit Asset Management (TAM)	4	1/01/2021	6/30/2021	Annually	Annually

NCTCOG Performance Measurement Activities (cont.)

PM2 (Pavement/Bridge Condition) Performance Period Schedule

3



2018

First Performance Period began

November 8, 2018:
RTC affirms TxDOT
statewide PM2 targets for
2020 and 2022



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**

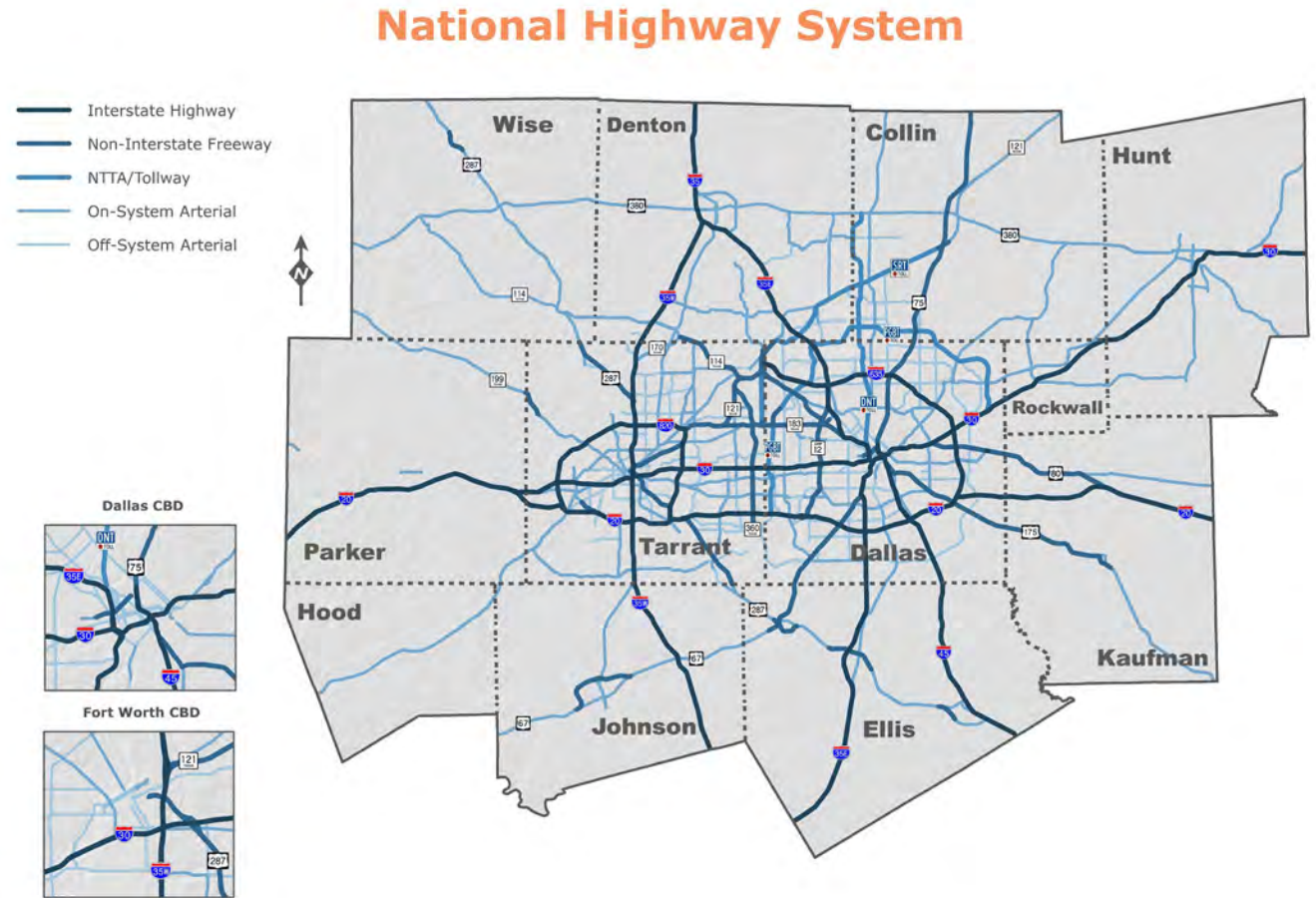
MPOs adopt new targets
(statewide or regional) for
2024 and 2026

National Highway System (NHS) – NCTCOG Region

Breakdown of NHS Roadway Classifications for PM₂ Analysis

4

- In accordance with 23 CFR Part 490, pavement/bridge conditions are reported for National Highway System (NHS) facilities
- State DOTs are required to establish PM₂ targets representing the full NHS extent, *regardless of ownership*
- Total NHS (NCTCOG) = 12,448 lane-miles
 - ▣ Interstate Highways = 3,215 lane-miles (25.8%)
 - ▣ Non-Interstate Freeways = 1,667 lane-miles (13.4%)
 - ▣ On-System Arterials = 3,769 lane-miles (30.3%)
 - ▣ Off-System Toll Roads (NTTA) = 838 lane-miles (6.7%)
 - ▣ Off-System Arterials = 2,959 lane-miles (23.8%)
- NHS comprises 14.1% of region's total roadway lane-miles (2018), but accommodate 63.2% of total vehicle-miles of travel (VMT)
- 30 local entities own off-system NHS arterials



PM2 Pavement Analysis – Statewide vs. Regional Data

Breakdown of Good Condition Targets

5

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)	↗	26.9% ²	48.8%	36.2% ²	54.4%
Non-Interstate NHS: On-System Arterials (TxDOT)	↗		43.3%		50.9%
Non-Interstate NHS: Off-System Toll Roads (NTTA) ³	↗		47.6% ³		52.3% ³
Non-Interstate NHS: Off-System Arterials (Local)	↗		1.1%		1.0%

1. Highway Performance Monitoring System (HPMS) data; new regional target estimates based on 3-year (2017-19) HPMS moving average (assumes 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 target 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 TxDOT HPMS/PMIS data, not on NTTA's Condition Rating System (CRS) which addresses surface condition, IRI, rutting, faulting, & pavement type. In 2018 & 2020, CRS good condition ratings were 93.4% & 91.4%, respectively.

PM2 Pavement Analysis – Statewide vs. Regional Data (cont.)

Breakdown of Poor Condition Targets

6

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 Toll Roads (NTTA) ³	↘	8.4% ³	3.2% ³	9.3% ³	2.8% ³
Non-Interstate NHS: Off-System Arterials (Local)	↘	73.7% ²	74.3%	69.8% ²	74.1%

1. Highway Performance Monitoring System (HPMS) data; new regional target estimates based on 3-year (2017-19) HPMS moving average (assumes 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 TxDOT HPMS/PMIS data, not on NTTA's Condition Rating System (CRS) which addresses surface condition, IRI, rutting, faulting, & pavement type. In both 2018 & 2020, CRS poor condition rating was 0.0%.

Considerations for Pavement Target Decision-Making

Current Regional Transportation Council (RTC) Action – 2018

7

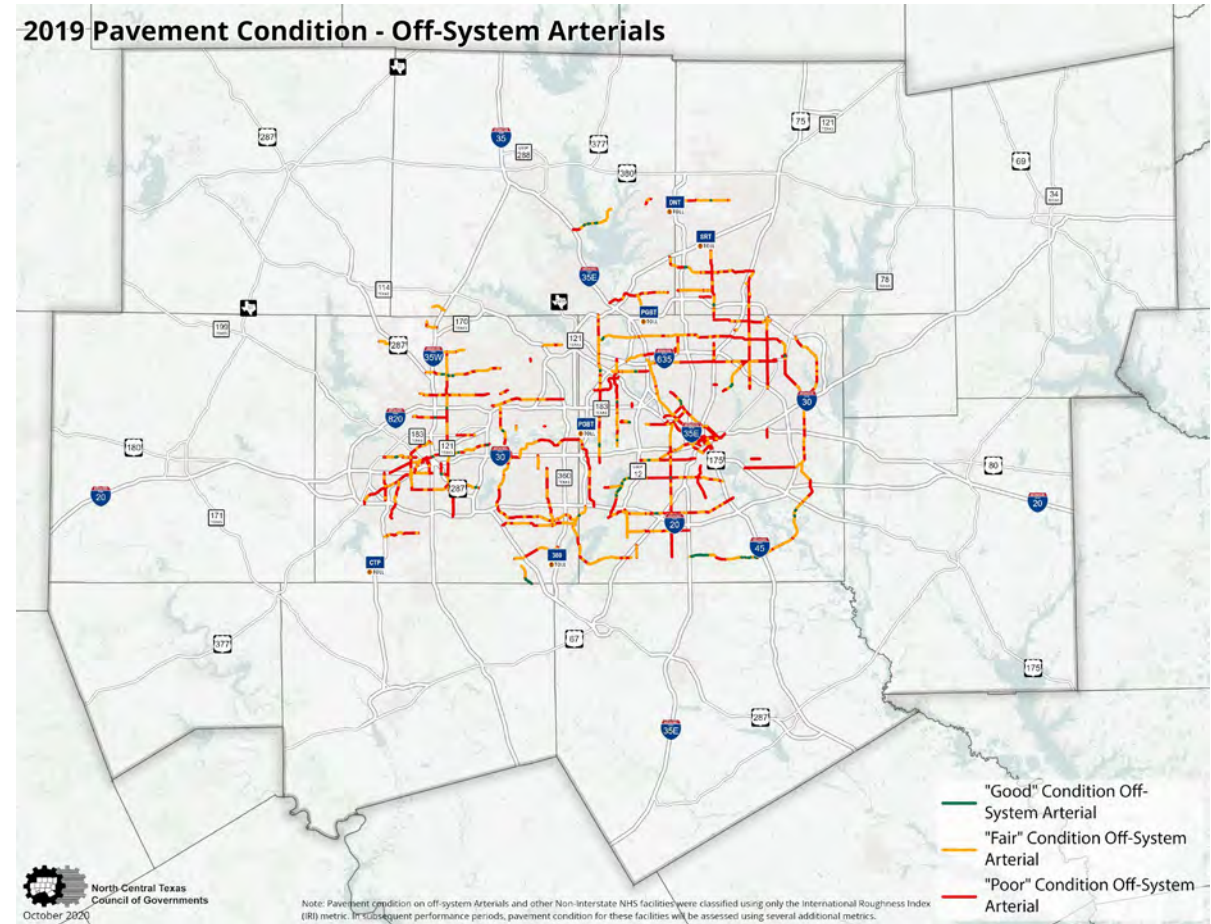
Good

- NCTCOG **supported** TxDOT statewide 2022 “Good Condition” NHS pavement targets
- Analysis of TxDOT data for NCTCOG region indicated general compatibility across all NHS roadway categories

Poor

- NCTCOG **supported** TxDOT statewide 2022 “Poor Condition” NHS pavement targets
- Collaboration to plan/program projects contributing toward accomplishment of pavement goals also included the following action:
 - ▣ NCTCOG will work with local governments to **expedite improvements for NHS Off-System Arterials in “Poor Condition”**

2019 Pavement Condition - Off-System Arterials



PM2 Bridge Analysis – Statewide vs. Regional Data

Breakdown of Good/Poor Condition Targets

8

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

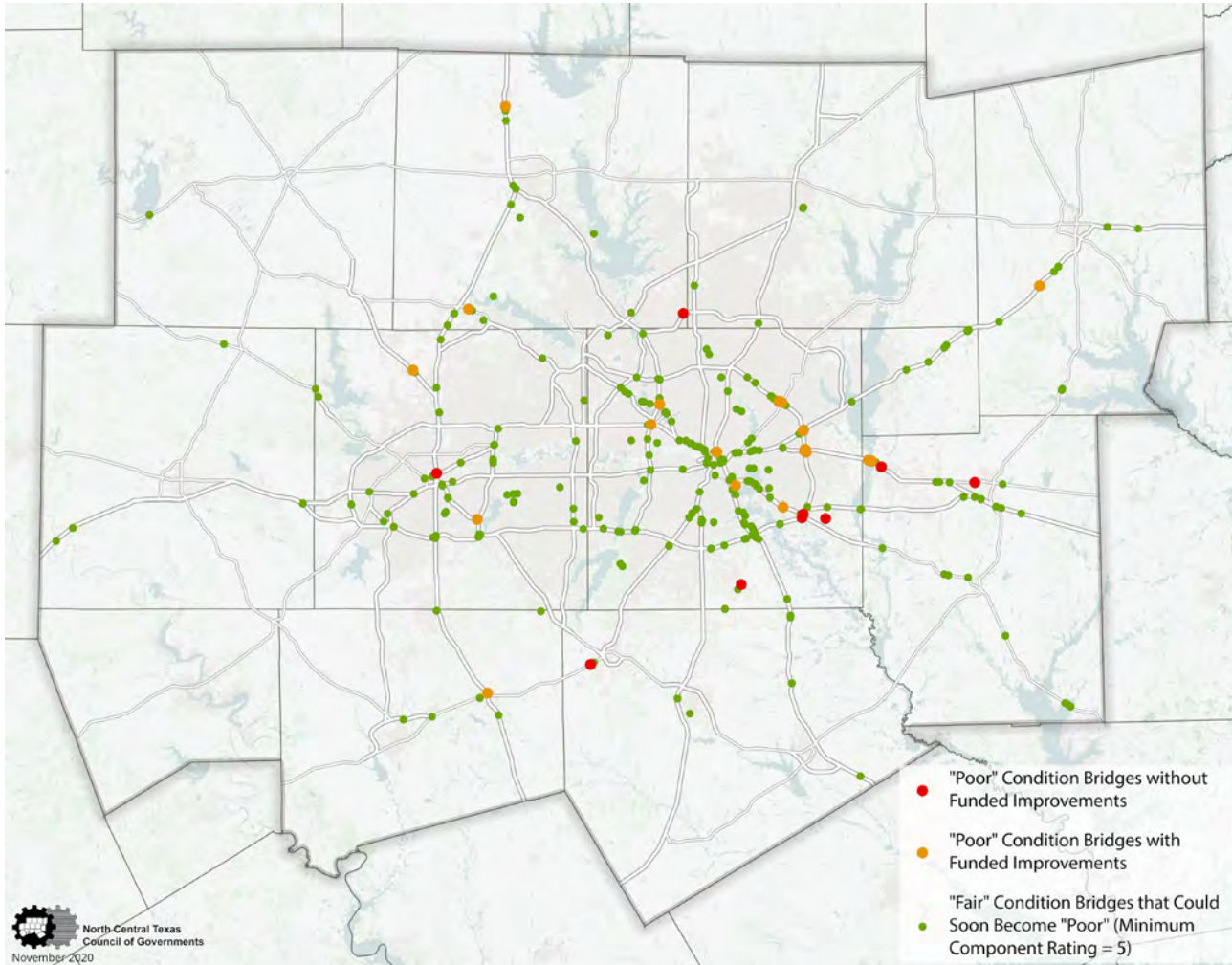
1. All percentages based on total deck area.

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.

PM2 Bridge Analysis – Statewide vs. Regional Data (cont.)

Extent of Regional “Poor”/”Near-Poor” Condition NHS 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

Considerations for Bridge Target Decision-Making

Current Regional Transportation Council (RTC) Action – 2018

10

Good

- NCTCOG supported TxDOT statewide 2022 “Good Condition” NHS bridge targets
- Analysis of TxDOT data for NCTCOG region indicated general compatibility across all NHS roadway categories

Poor

- NCTCOG supported TxDOT statewide 2022 “Poor Condition” NHS bridge targets
- Collaboration to plan/program projects contributing toward accomplishment of bridge goals also included the following actions:
 - ▣ NCTCOG will work with TxDOT and local governments to expedite improvements for NHS Bridges in “Poor Condition”

INFRA

U.S. Dept. of Transportation – 7/22/19

North Texas Strategic National Highway System (NHS) Bridge Program (Bridges 2,5,6,9,10,11,12)
North Central Texas Council of Governments
Dallas-Fort-Worth, Texas

Proposed Award: \$8,775,000
Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): \$0
Estimated Future Eligible Project Costs: \$45,312,000
Estimated Minimum Non-Federal Funding: \$10,854,567
Urban-Rural Designation: Urban

Project Description

The North Central Council of Governments (NCTCOG) and Texas DOT will be awarded \$8.775 million for a series of 7 projects involving 7 bridges in various counties in the greater Dallas-Fort Worth area. The projects are a combination of bridge replacements, bridge reconstruction projects, and 1 complete bridge removal.

Project Benefits

The project benefits far outweigh the costs, and contributes to regional benefits with travel time savings and emission reductions, as well as addresses the program goals of environmental sustainability and congestion reduction. The project demonstrates a high level of innovation through the implementation of dynamic signalizing, signal prioritization, and other Intelligent Transportation Systems strategies to reduce congestion and back-up on several of the bridge locations. The performance application incorporates innovative project delivery methods through the use of NEPA assignment, A+B Bidding, and possible use of incentive clauses as part of the A+B bidding. The project will also use innovative financing methods through Regional Toll Revenue funds in addition to federal, state, and local funding sources. This project's non-Federal leverage was in the fifth quintile of small project applications, but the project is included in the sponsor's transportation asset management plan and is benefiting from multiple state and local sources of match funding.

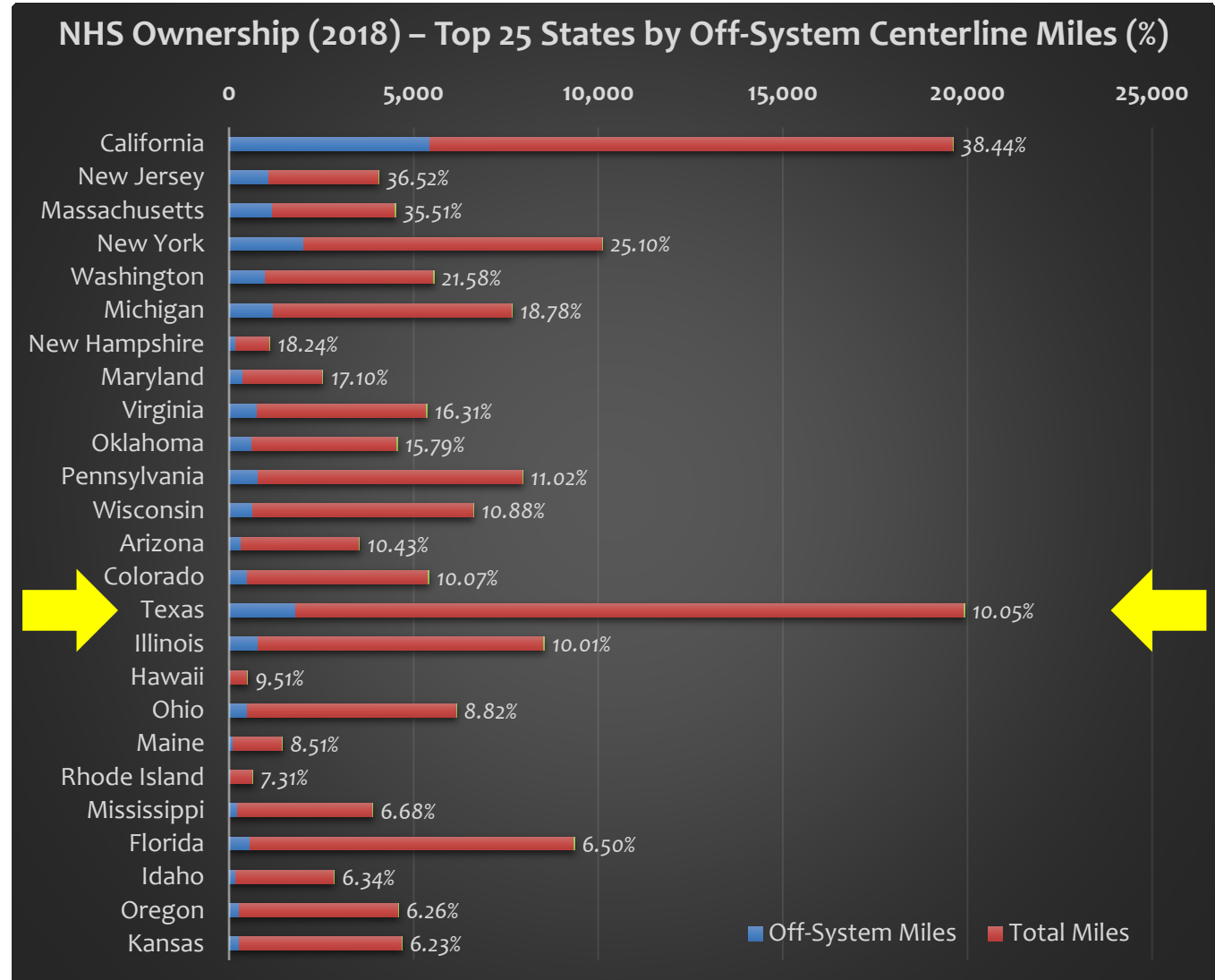


Considerations for PM2 Target Decision-Making (cont.)

Other Issues/Actions Learned Since 2018

11

- Influence of NHS off-system facilities:
 - ▣ NCTCOG region has 47.8% of the total extent of NHS off-system facilities in Texas
 - ▣ Nationwide, Texas ranks 3rd in off-system NHS mileage, but 15th in percentage of total NHS mileage (California ranks 1st by far in both categories)
- In 2018, all Texas MPOs agreed to support TxDOT's statewide PM2 targets, and it is unknown if any nationwide set their own targets due to the following:
 - ▣ First performance period (2018-22)
 - ▣ Changing non-Interstate NHS pavement metric
 - ▣ DOT/MPO/Local coordination and data sharing
 - ▣ Continuing challenges to link planning, performance, and programming both within and across agencies
 - ▣ DOT/Local maintenance funds rarely flow to MPOs
 - ▣ Few dedicated revenue sources



PM2 Target Reaffirmation or Revisions

Schedule

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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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November 12, 2020

Regional Transportation Council (RTC) – Information Item

FISCAL YEAR 2021 PROJECT TRACKING

Regional Transportation Council

November 12, 2020

BACKGROUND

- Over the years, many projects in the region have experienced significant implementation delays.
- These delays have led to implementation of the MPO Milestone Policy to identify projects that have not advanced to construction after 10 or more years.
- In addition, the region is carrying a large “carryover balance” of Congestion Mitigation and Air Quality Improvement Program (CMAQ), Surface Transportation Block Grant (STBG), and Transportation Alternatives (TA) Set Aside funds.
- These funds are receiving scrutiny from the State and federal governments and must obligate soon.
- Staff currently follows up with implementing agencies on project schedules periodically and at least every other year when developing a new Transportation Improvement Program (TIP).

NEW PROJECT TRACKING EFFORT

- Going forward, staff proposes to conduct a more robust project tracking effort in order to highlight and prevent these delays.
- At the beginning of each fiscal year, staff will provide the Surface Transportation Technical Committee (STTC) and the Regional Transportation Council (RTC) with a list of projects by phase scheduled to advance during the coming year.
- Agencies will be asked to report project status on a more frequent basis.
- The status of projects scheduled for the year will be presented at STTC and RTC on a quarterly or bi-annual basis.
- This will provide opportunities for sponsors to raise issues that may be hindering a project's progress and help ensure that funds are being obligated in a more timely manner.

SUMMARY OF TIP FY 2021 PROJECT FUNDING - CMAQ

	OCTOBER 2020
Federal Funding Allocated in FY 2021	\$73,963,059
Estimated Federal Carryover Funds (FY 2020 to FY 2021)	<u>+\$58,400,000</u>
Total Available Federal Funding in FY 2021	\$132,363,059
Total Federal Funding Programmed	\$121,295,638
Federal Funding Obligated	\$11,303,022
FY 2021 Project Phases	61
Project Phases Obligated to Date	14
Project Phases Past Their Original Estimated Start Date	16

Notes:

- Obligations based on the federal fiscal year, which runs from October to September
- FY 2021 of the TIP includes projects that may have obligated in FY 2020, but were listed in FY 2021 in case of delay.

SUMMARY OF TIP FY 2021 PROJECT FUNDING - STBG

	OCTOBER 2020
Federal Funding Allocated in FY 2021	\$116,230,858
Estimated Federal Carryover Funds (FY 2020 to FY 2021)	<u>+\$168,000,000</u>
Total Available Federal Funding in FY 2021	\$284,230,858
Total Federal Funding Programmed	\$154,318,314
Federal Funding Obligated	\$25,215,290
FY 2021 Project Phases	52
Project Phases Obligated	10
Project Phases Past Their Original Estimated Start Date	10

Notes:

- Obligations based on the federal fiscal year, which runs from October to September
- FY 2021 of the TIP includes projects that may have obligated in FY 2020, but were listed in FY 2021 in case of delay.

SUMMARY OF TIP FY 2021 PROJECT FUNDING – TA SET ASIDE

	OCTOBER 2020
Federal Funding Allocated in FY 2021	\$7,948,734
Estimated Federal Carryover Funds (FY 2020 to FY 2021)	<u>+\$14,913,943</u>
Total Available Federal Funding in FY 2021	\$22,862,677
Total Federal Funding Programmed	\$21,269,291
Federal Funding Obligated	\$5,900,134
FY 2021 Project Phases	29
Project Phases Obligated	7
Project Phases Past Their Original Estimated Start Date	12

Notes:

- Obligations based on the federal fiscal year, which runs from October to September
- FY 2021 of the TIP includes projects that may have obligated in FY 2020, but were listed in FY 2021 in case of delay.

ADDITIONAL STEPS TO ADDRESS THE ISSUE

- Continue implementing the MPO Milestone Policy Rounds 1 and 2 to address projects that have experienced 10+ year delays.
- Work with project sponsors and TxDOT to resolve issues that may be causing delays in project implementation.
- Conduct a workshop to provide training on project implementation and drafting realistic project schedules.
- Look at other ways to address project implementation delays, such as in future project selection initiatives
 - Do RTC members have any ideas?

QUESTIONS?

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Automated Vehicles 2.0

Briefing on AV 2.2, AV 2.3 Funding Availability

Thomas Bamonte, Senior Program Manager
Automated Vehicles Program

Regional Transportation Council
November 12, 2020



Automated Vehicles Program 2.0 Background

October 2018: Regional Transportation Council approves “AV 2.0”

- AV 2.1: Regional planning exercise for future mobility technology (\$1.5m)
- AV 2.2: AV deployment support for local partners (\$10m)
- AV 2.3: Strategic investments in AV services (\$20m)

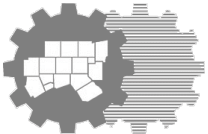
Summer 2020: AV 2.1 procurement

Fall 2020: Kick-off AV 2.2 – AV 2.3 project proposal process



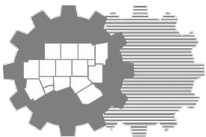
AV 2.0 Policies

1. North Texas will build on its history of transportation innovation to be a leader in the deployment of automated vehicles (AVs) to help achieve the region's mobility goals.
2. All North Texas communities should have the resources necessary to plan for AV deployments and to build effective partnerships with AV developers when they deploy AVs in a community.
3. The region will make strategic investments in AV services to explore use cases and AV deployments in communities overlooked by AV developers.
4. The AV 2.0 Program will be administered to advance these policies.



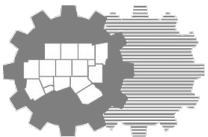
AV 2.2/2.3 Project Proposals

1. Minimum request: \$500K
2. Specify AV2.2 or AV2.3 funding or both
3. Proposing agency = grant recipient
4. Use cases and benefits/costs detailed
5. Private sector and agency contributions listed
6. Project evaluation process included
7. Commitment to share lessons learned with the region



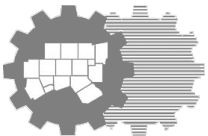
Evaluation Criteria

1. Substantial AV deployment
2. Advance regional goals
 - Improved access to jobs and other destinations
 - Environmental protection/resiliency
 - Economic development
 - Equity
 - Technology innovation leadership
3. Contributions from private/public sectors
4. Community involvement/support for deployment



Process

1. Staff evaluates proposals
2. Projects meeting criteria included in TIP updates
3. STTC monitoring
 - Information item – award >\$1M
 - Director's report – award <\$1M
4. Awardees report project lessons learned to STTC



 **STARSHIP**

 **Aurora**

 **EASY
MILE**



WAYMO

 **tu simple**

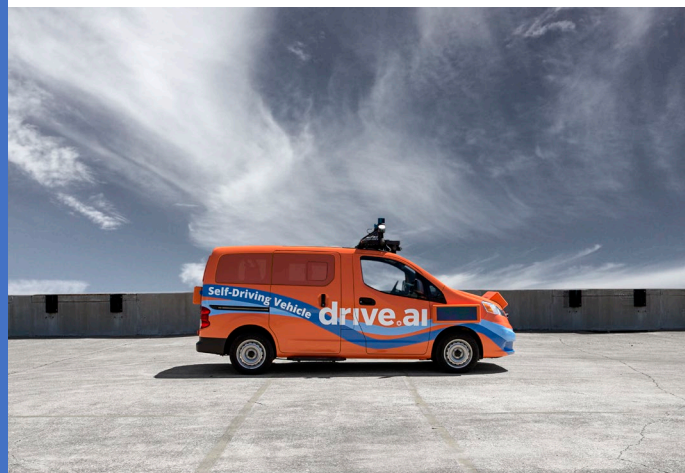
 **Kodiak**

**RTA AV 2.0
PROGRAM –
NATIONAL FIRST**

**PLANNING, LOCAL
SUPPORT & AV USE
CASES**

Vehicle Technologies

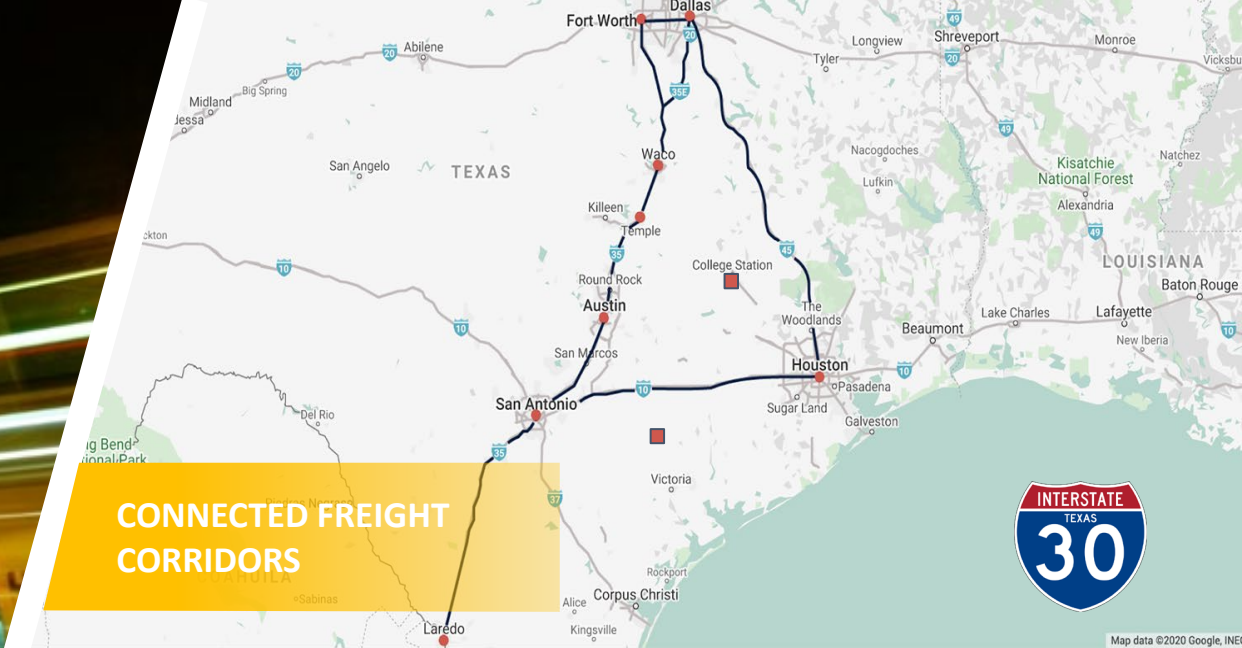
AUTOMATION
, ELECTRIFICATION
&
DIVERSIFICATION



Source: Bell



OPTIMIZED
INTERSECTIONS



CONNECTED FREIGHT
CORRIDORS

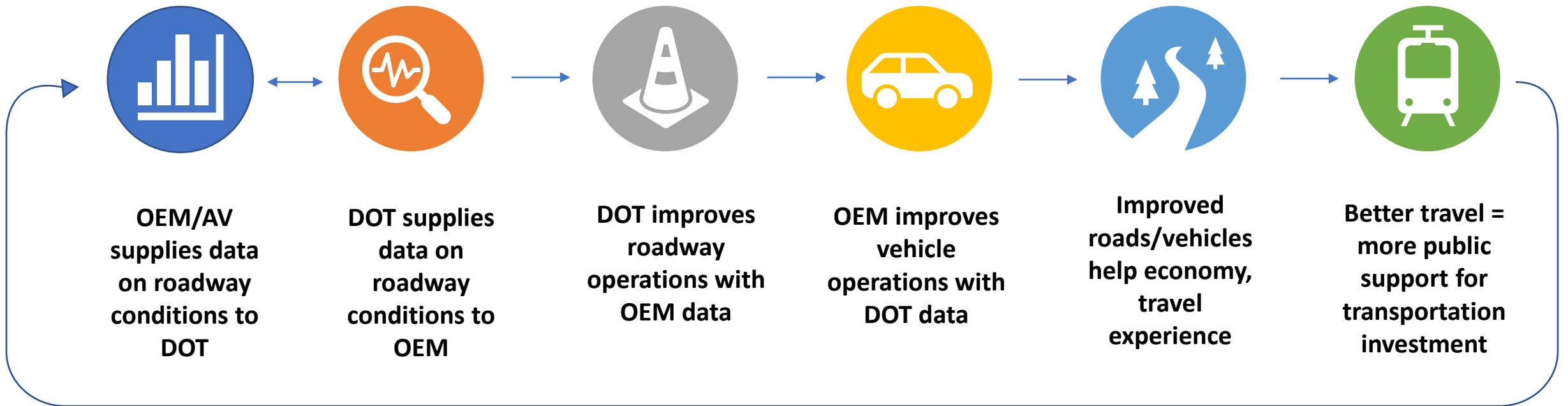
Connected Vehicle Tech

“Implementing connected vehicle technology to enable safe and efficient goods movement through key freight corridors in the Texas Triangle.”

Crowdsourced Waze data for accident detection



Building The Crowdsourced Vehicle Data Infrastructure



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