

**Federal Highway Administration
Measure Target
Re-affirmation or Revisions**

**Regional Transportation Council
September 10, 2020**

Chris Klaus



Performance Measurement Activities

COVID-19: Changing Mobility

Local: Progress North Texas

Federal:

Later: Safety (PM1) = 5

Later: Transit Asset Management (TAM) = 4

Later: Transit Safety (PTASP) = 4

Later: Pavement and Bridge (PM2) = 6

Now: System Performance (PM3) = 7

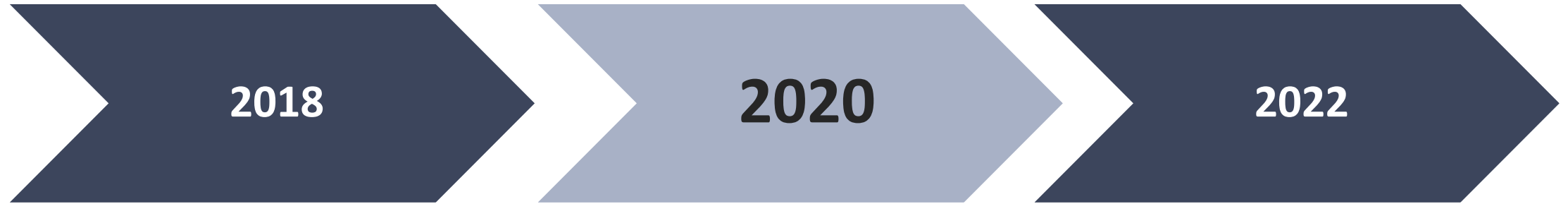


Progress North Texas 2020

Additional Examples:

www.nctcog.org/pm

Performance Period Schedule



**First Performance
Period began**

**November 8, 2018
RTC adopted targets
for 2020 and 2022**

**Mid-performance period
report due**

**RTC adjusts or reaffirms
2022 targets**

**October 1, 2020
Due to FHWA via TxDOT**

**First Performance
period ends**

**Second performance
period begins**

**RTC adopts targets
for 2024 and 2026**

Recommended RTC Recommendations

Measure	Desired Trend Indicating Improvement	Original Targets (as of 2018)		Updated Forecast/Trend		2022 Target Recommendation
		2020	2022	2020	2022	
Interstate Reliability	↗	78.6%	79.5%	78.4%	79.5%	Re-affirm 79.5%
Non-Interstate Reliability	↗	N/A	71.1%	74.4%	76.1%	Re-affirm 71.1%
Truck Travel Time Reliability	↘	1.71	1.66	1.83	1.90	Revise 1.90* Aspirational 1.83
Peak Hour Excessive Delay	↘	N/A	15.00 hrs.	13.25 hrs.	12.51 hrs.	Re-affirm 15.00 hrs.
Non-SOV Travel	↗	19.9%	20.2%	19.8%	20.0%	Re-affirm 20.2%
Total Emissions Reductions – NOx	↗	2,892.96 kg/day	5,062.68 kg/day	5,884.42 kg/day	7,403.95 kg/day	Revise 7,403.95 kg/day
Total Emissions Reductions - VOC	↗	599.67 kg/day	1,079.40 kg/day	1,418.56 kg/day	1,814.02 kg/day	Revise 1,814.02 kg/day

*Accept revised target resulting in development of work plan with focus to improve freight movement

PM3: Related Policies, Programs, Projects

Actively address worsening freight reliability with programs, policies, and projects to support freight movement

Existing Examples:

Incident Detection and Response (tow truck staging)

Techniques Encouraging Trucks from Peak Periods

Supporting Alternative Transportation Options

Assessing COVID-19 impacts on measures

Addressing measures in planning processes

Ongoing Congestion Management Process update

Upcoming Mobility plans

UTP/10-Year Plan

2021-2024 TIP

Schedule



July 24	STTC Information
August 10	Online Public Input Opportunity
August 13	RTC Information (PM3)
August 28	STTC Action (PM3)
September 10	RTC Action (PM3)
October 1	Revised PM3 Targets Due to FHWA via TxDOT
November 2020- Early 2021	Possible RTC Action on PM2 Targets (Depending on TxDOT)
Early 2021	Anticipated RTC Action on PM1/TAM/PTASP Targets

Recommended Action

Re-affirm existing 2022 Regional Targets for:

Interstate Reliability

Non-Interstate Reliability

Peak Hour Excessive Delay

Non-SOV Travel

Adopt new 2022 Regional Targets for:

Truck Travel Time Reliability: 1.90 (Aspirational 1.83)

Emissions Reductions – NOx: 7,403.95 kg/day

Emissions Reductions – VOC: 1,814.02 kg/day

Questions, Comments, Contacts

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<https://www.nctcog.org/pm/fed>





Optimized Freight Movement Project

Regional Transportation Council

September 10, 2020

Thomas J. Bamonte

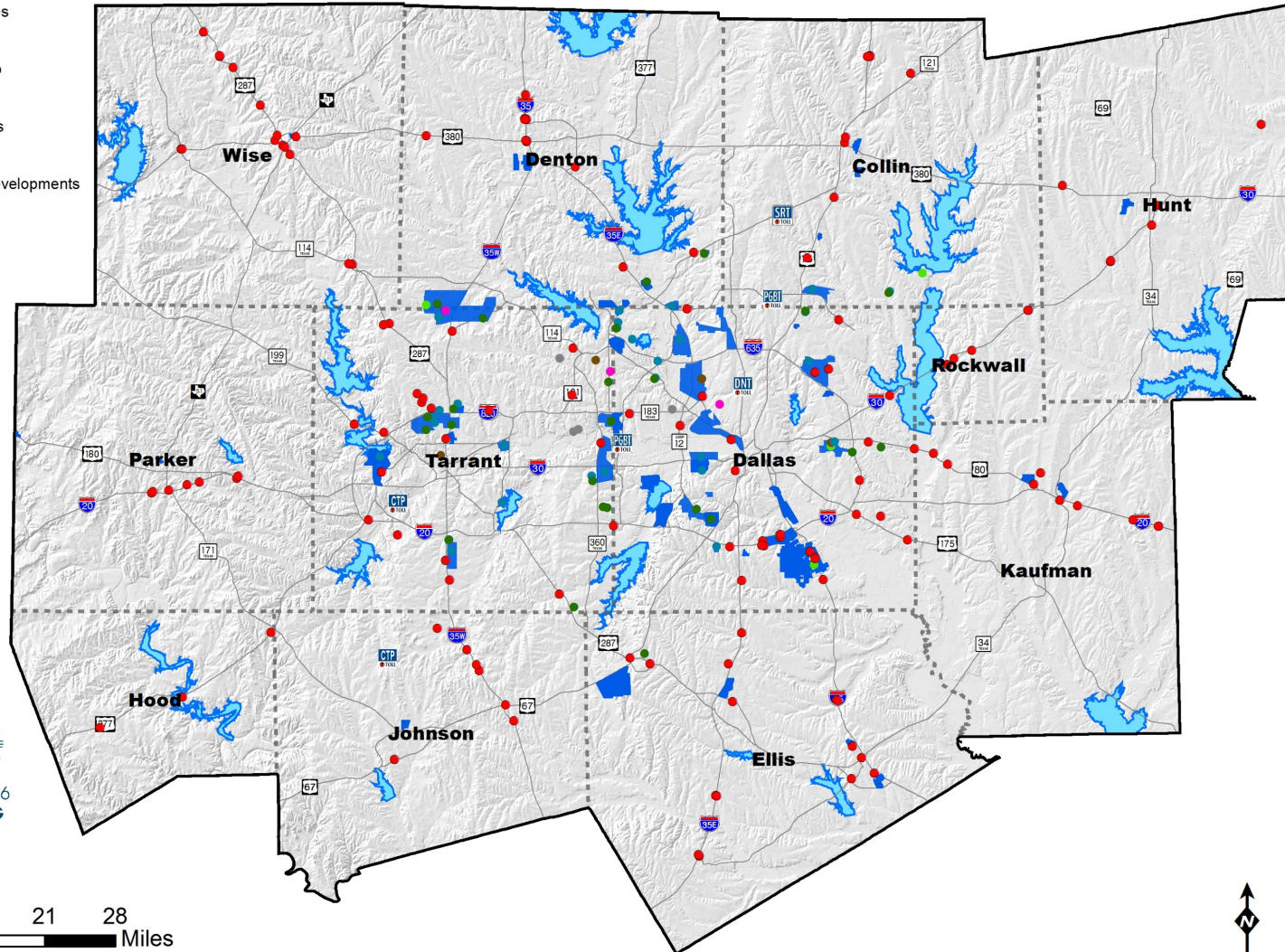
Senior Program Manager, Automated Vehicles



North Central Texas Major Freight Facilities

Legend

- Truck Stops
- Foreign Trade Zones
- Industrial Parks
- Parcel Delivery Hub
- Pipelines Terminals
- Intermodal Facilities
- Major Airports
- Freight Oriented Developments



0 3.5 7 14 21 28 Miles



DFW, an inland port

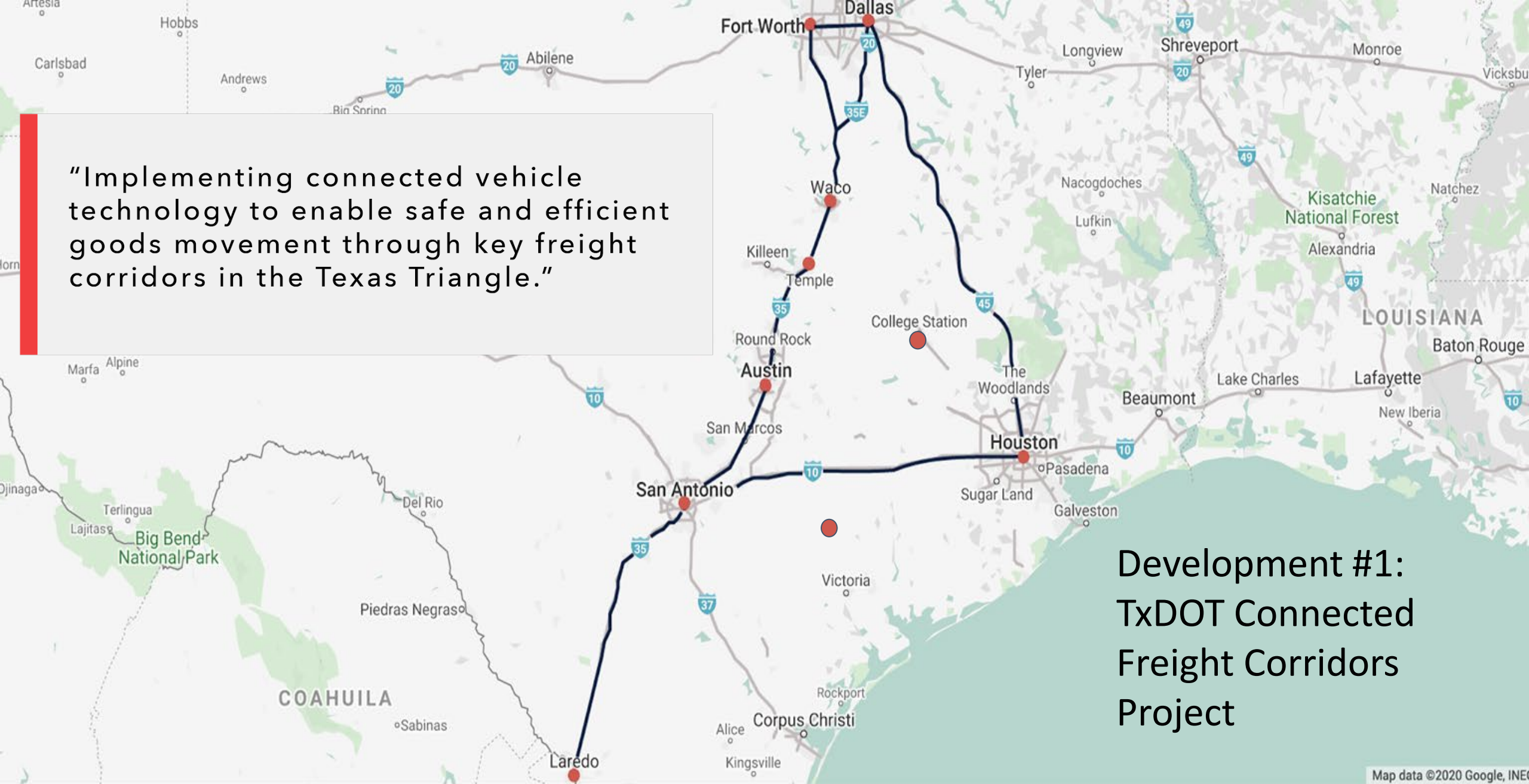
Freight hubs linked to expressways

Connections signalized

Optimizing truck flow = opportunity

Truck Travel Time Reliability (PM3) Support

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



Development #1:
TxDOT Connected
Freight Corridors
Project

Optimization = Freight Industry Priority

TIERS

01

Work
Zone
Warning



Queue
Warning



Wrong-
Way
Drivers



Truck
Signal
Priority



02

Advance
Traveler
Information
System (ATIS)



Road
Weather
Warning



Truck
Parking
Availability



Bridge
Height
Warning



03

Emergency
Electronic
Brake Light



Pedestrian
& Animal
Warning




Eco-
Dynamic
Routing

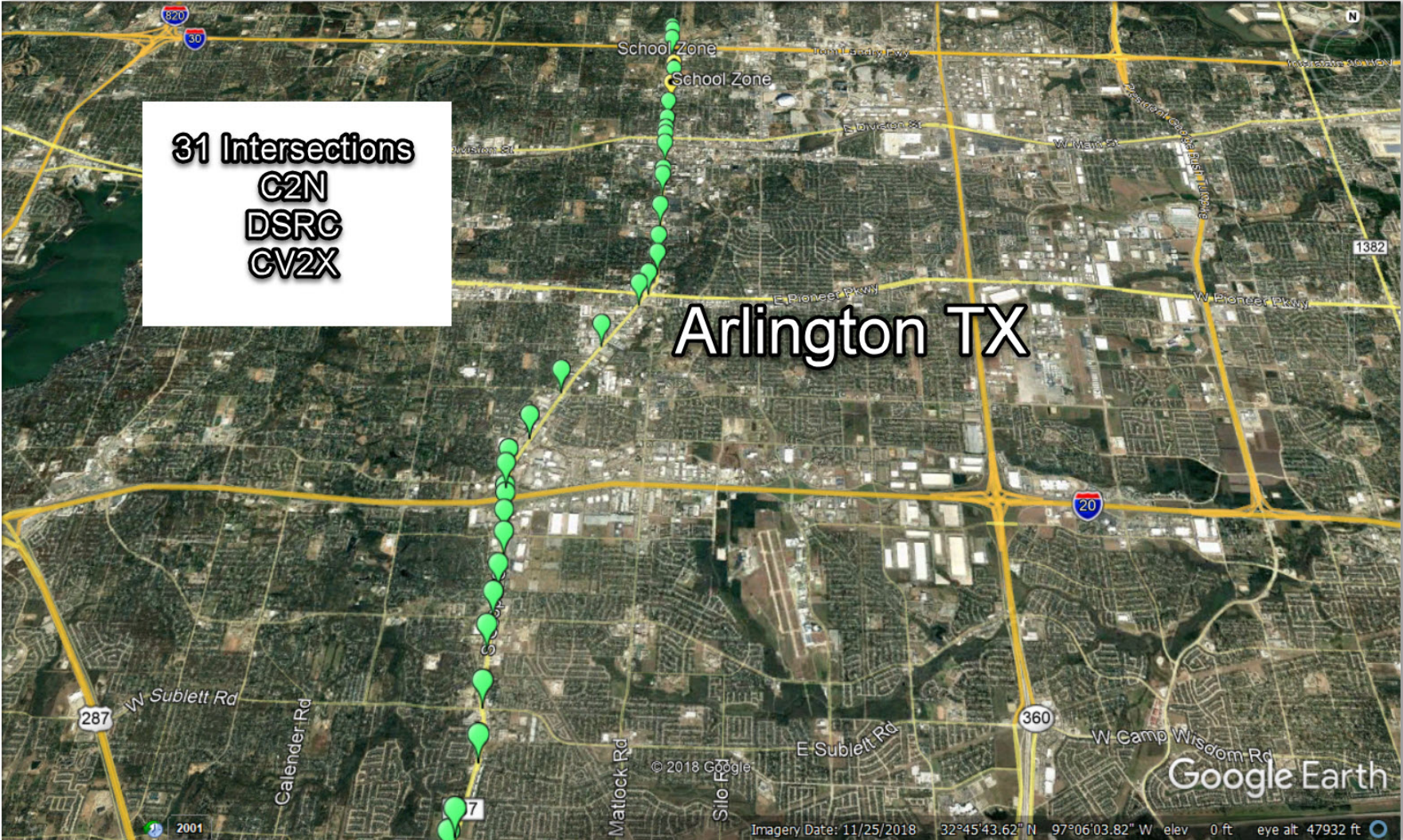


Border
Wait
Times



 = Highlighted applications are prioritized for development

Development #2: Arlington Connected Vehicle Corridor



Development #3: Georgia Regional Connected Vehicle Program (and other such programs)



- Collaboration between GDOT & Atlanta MPO
- 1000+ intersections
- Dual mode
- Freight priority application
- Recent Request for Proposal



Optimized Freight Movement Project Elements

1. Technology to optimize the flow of trucks from hubs to expressways
2. Benefit-cost analysis to identify where tech will do the most good:
 - Truck travel time savings
 - Improved traffic flow
 - Public health
 - Any adverse impacts—e.g., cross-traffic delay
 - Compare with alternative solutions—e.g., signal retiming
3. Coordination with local agencies/freight industry
4. Monitor performance and adapt

Action Requested

Approval of:

1. \$5 million for Optimized Freight Movement project (\$200K RTC Local, remainder federal; RTC Transportation Development Credits); and
2. Staff to administratively amend the TIP/STIP and other planning documents as required to effectuate the project.

Contact

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Regional Cotton Belt Veloweb Trail: Action Plan

Regional Transportation Council

September 10, 2020

Karla Weaver



**North Central Texas
Council of Governments**

Background

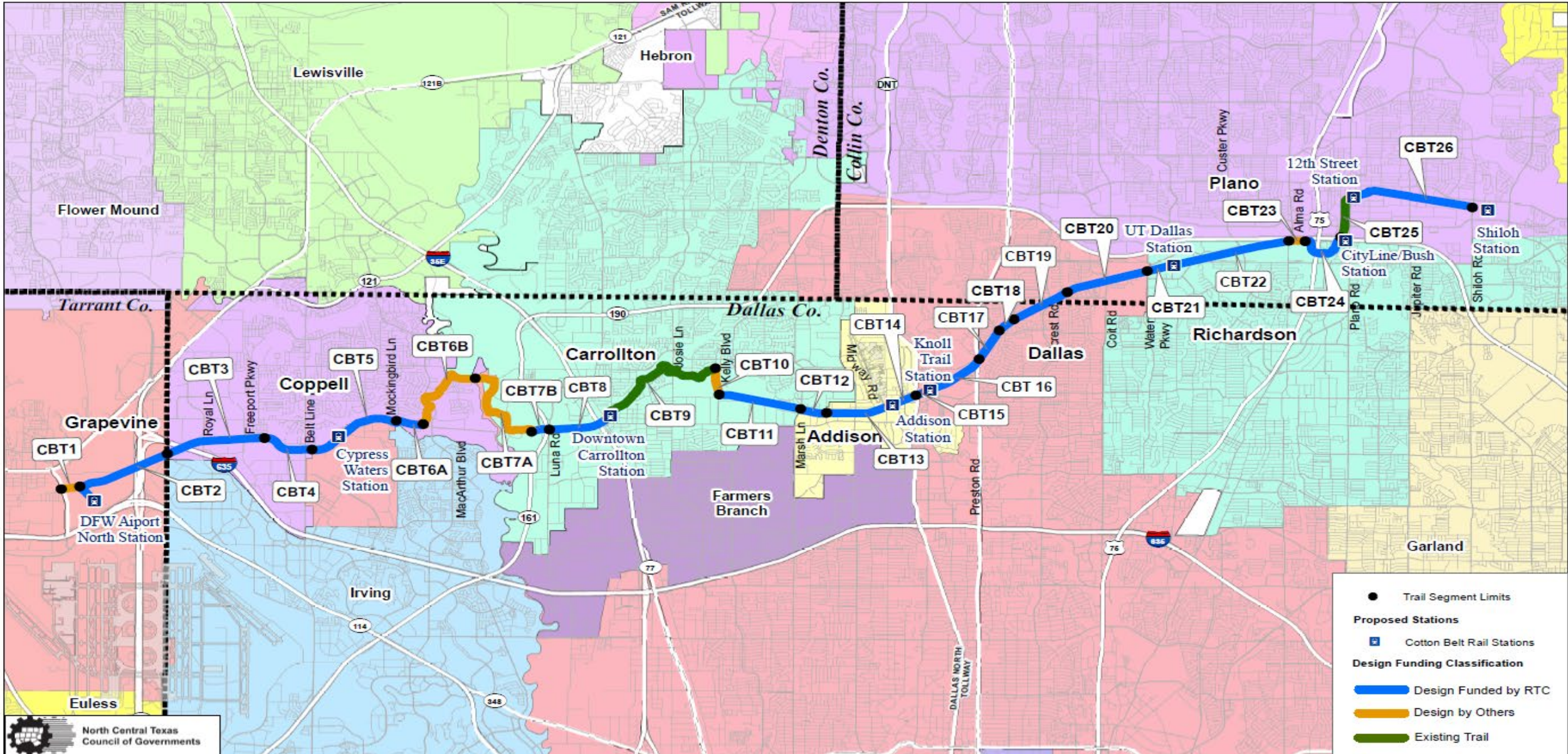
- In 2018, the RTC approved funding for design and construction of the Cotton Belt trail “critical” sections.
- Proposed trail design and construction costs as part of the Silver Line rail design/build process provided by the rail contractor are higher than anticipated.

Solution

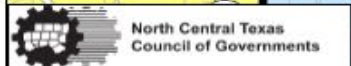
- New approach proposed to minimize current high costs and expedite construction with two contractors.
- Increase RTC funding to complete 100% design to minimize risk. One designer for all parts of the rail and trail.
- Proceed with construction of strategic critical sections with current DART contractor – the crossing of the Dallas North Tollway (Contractor 1, Archer Western Herzog).
- Proceed with construction of strategic critical sections with a second contractor – critical sections (Contractor 2). Contractor 2 will have lower prices because they will have more experience as a “trail” contractor.
- DART will procure the second contractor within 6-9 months. They will build in various constrained locations before the trains are operable. Costs more in line with industry standards will allow DART to build the project cheaper and will allow public funds to go further. Construction will follow the agreed upon design crossings.



Exhibit 1 Cotton Belt Regional Veloweb Trail: DFW Airport to Plano Trail Design Funding



- Trail Segment Limits
- Proposed Stations**
- Cotton Belt Rail Stations
- Design Funding Classification**
- Design Funded by RTC
- Design by Others
- Existing Trail



Additional Trail Connection / Safety Issues

- Construction funding is needed to ensure adequate safety walls in the rail corridor near Fairhill School and Ivy Montessori School. (design/build contractor to construct with the rail project)



RTC Action

- Design of 100% of the entire trail:
 - Increase RTC award of \$8.2M to \$14.9M
 - Increase use of Regional Transportation Development Credits (TDC) to 3.0 million in lieu of local match
- Construction of strategic critical trail bridge sections will be done with two DART contractors.
- Fund additional safety walls near school locations for \$245K STBG funds. RTC Transportation Development Credits will be used for match.
- Assemble inventory for locations for second DART contractor.
- Administratively amending the TIP/STIP and amending other planning/administrative documents to incorporate these changes.

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TRANSPORTATION ALTERNATIVES

2020 Call for Projects Recommendations for the North Central Texas Region

Regional Transportation Council

September 10, 2020

Kevin Kokes, AICP



**North Central Texas
Council of Governments**

Eligible Project Activities for Construction

May include:

- Shared-Use Paths (Trails)
- On-Street Bikeways
- Bicycle/Pedestrian Signalization
- Protected Intersections
- Sidewalks, Crosswalks, Curb Ramps
- Traffic Controls and Calming Measures
- Signage
- Road Diets
- Bicycle/Pedestrian Counters

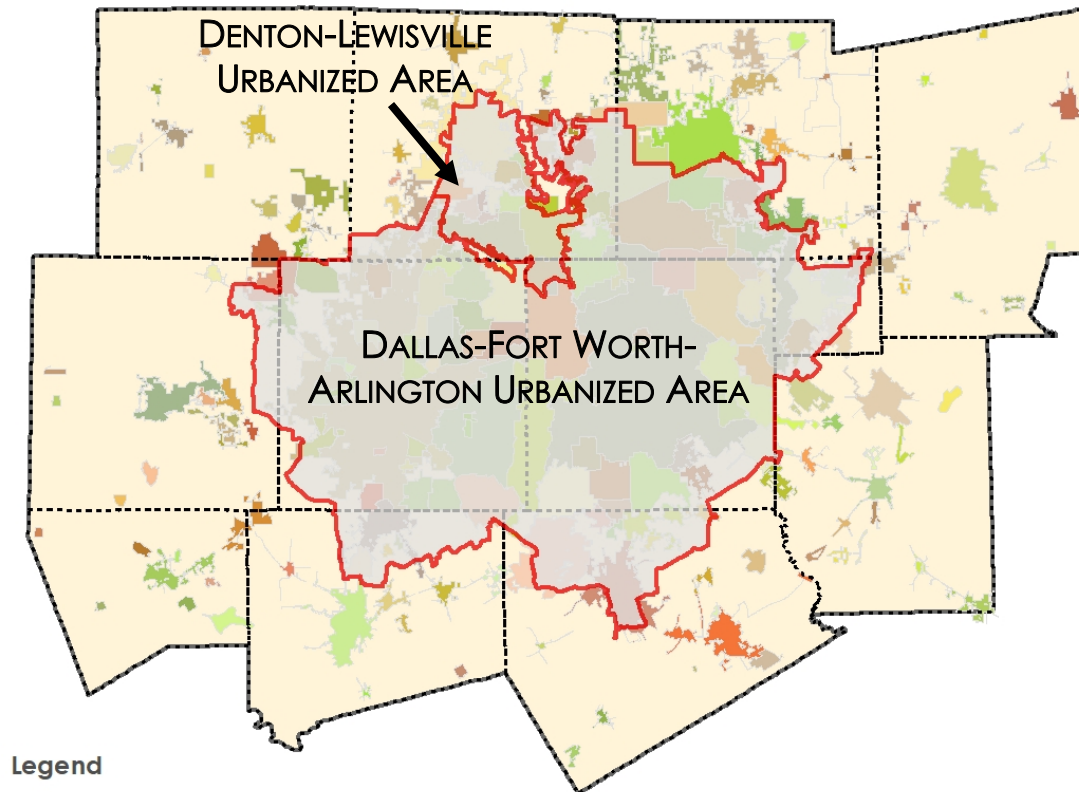


Overview of the Transportation Alternatives Program

- Construction-implementation focus
- Engineering and environmental must be 100 percent locally funded
- Minimum 20 percent local match is required for construction
- Agencies were eligible to request TDCs in lieu of a local match if qualified through the MTP Policy Bundle process

Eligible Areas by Project Category

- **Active Transportation:** Large urbanized areas (over 200,000)
- **Safe Routes to School:** 12-county region, within 2 miles of K-8 school



Funding Overview

Funding Allocation for FY21*, FY22, and FY23
(conditional upon receipt of federal funding)

Funding	Western Subregion Fort Worth District (34%)	Eastern Subregion Dallas and Paris Districts (66%)	Total Funding Available
Anticipated Funds (FY 21-22-23)	\$8,102,880	\$15,729,120	\$23,832,000
Previously Awarded Funds (FY 21)*	-	- \$3,967,201*	-
Available Funds (FY 21-22-23)	\$8,102,880	\$11,761,919	\$19,864,799

* FY21 Eastern Subregion funds awarded by RTC on 6/13/19 as part of the 2019 Call for Projects.

Evaluation and Scoring



**North Central Texas
Council of Governments**

Active Transportation Category Evaluation and Scoring Criteria

Category	Scoring	Description
Regional Network Connectivity	20	Improves connectivity of Mobility 2045 regional paths and bikeways between cities and counties.
Transit Accessibility	15	Improves connections and access to transit.
Safety	15	Improves safety and provides facilities for pedestrians and bicyclists with a high level of comfort and suitability for users of all ages and abilities.
Congestion Reduction	15	Provides alternative travel options as an option to motor vehicle trips in areas with greater opportunity for walking and bicycling, thus improving air quality.
Equity	10	Improves access to disadvantaged populations and underserved communities.
Reducing Barriers	5	Provides safe crossing of existing travel obstacles such as major roadways, interchanges, railroads, and bodies of water.
Project Readiness and Other Factors	20	Project readiness / ability to obligate funds and initiate construction quickly. Other factors related to innovation, project impact, and local match percent.

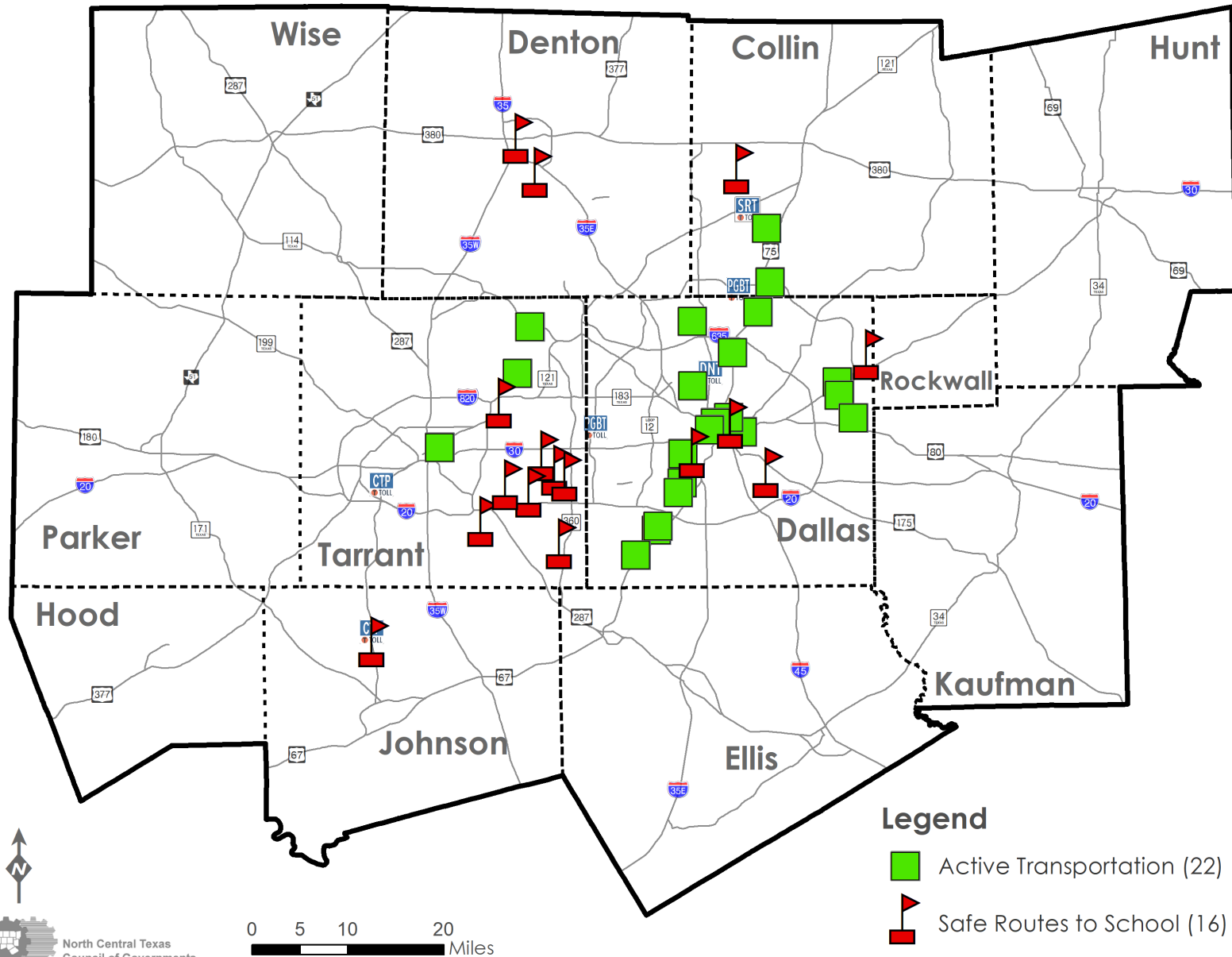
Safe Routes to School Category Evaluation and Scoring Criteria

Category	Scoring	Description
Problem Identification	20	Addresses an identified problem, and the problem is significant.
Planning Support	20	Supported by a SRTS Plan or local planning effort, and supportive municipal policies and plans (ADA Transition Plan and Complete Streets Policy).
Potential to Increase Walking and Bicycling	15	Likely to increase the number of students that walk or bicycle to school.
Equity	15	Improves school access and safety for disadvantaged populations and underserved communities.
Community Support	10	Community support is demonstrated through letters of support, a public meeting, and past participation in encouragement or education events.
Project Readiness and Other Factors	20	Project readiness/ability to obligate funds and initiate construction quickly. Other factors related to innovation, project impact, and local match percent.

2020 TA Applications Received and Requested Federal Funding

	Western Subregion (Fort Worth District)	Eastern Subregion (Dallas District)	Total
Total Number of Applications Received	12	26	38
Active Transportation: 22 Applications (Federal Funding Requested)	\$ 5,422,587	\$ 41,263,270	\$ 46,685,857
Safe Routes to School: 16 Applications (Federal Funding Requested)	\$ 13,530,928	\$ 7,684,215	\$ 21,215,143
Total Federal Funding Requested	\$ 18,953,515	\$ 48,947,485	\$ 67,901,000
Federal Funding Available	\$ 8,102,880	\$ 11,761,919	\$ 19,864,799
Requested Funding Exceeding Available Funding	\$ 10,850,635	\$ 37,185,566	\$ 48,036,201

Project Applications Received (38)



Recommended Projects



**North Central Texas
Council of Governments**

DRAFT

2020 TA Funding Recommendations Western Subregion (Fort Worth District)

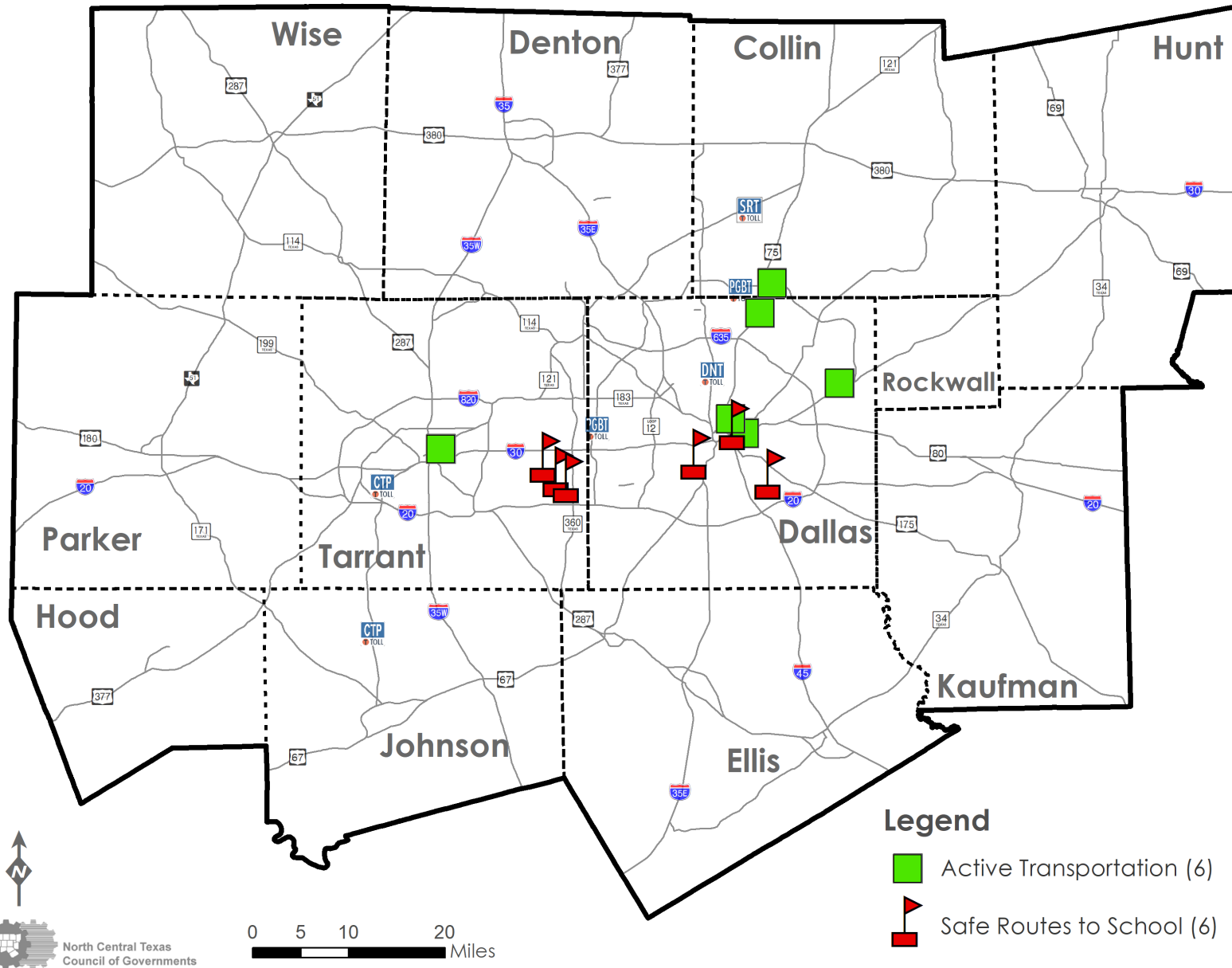
	Project Sponsor	Project Name	Recommended TA Funds	Recommended TDCs
1	City of Arlington	Webb Elementary School SRTS	\$ 788,987	157,797
2	City of Arlington	Crow Leadership Academy SRTS	\$ 1,668,585	333,717
3	City of Arlington	Thornton Elementary School SRTS	\$ 1,452,534	290,506
4	City of Fort Worth	East First/East Fourth St	\$ 2,332,000	466,400
Total			\$ 6,242,106	1,248,420

DRAFT

2020 TA Funding Recommendations Eastern Subregion (Dallas District)

	Project Sponsor	Project Name	Recommended TA Funds	Recommended TDCs
1	City of Dallas	Elam SRTS Improvements	\$ 1,962,980	392,596
2	City of Dallas	Rosemont SRTS Improvements	\$ 758,351	151,670
3	City of Dallas	Ross Avenue Shared-Use Path	\$ 3,836,092	767,218
4	City of Dallas	Zaragoza SRTS Improvements	\$ 325,661	65,132
5	Dallas Area Rapid Transit	Bridge for Cotton Belt Veloweb Trail at Plano Pkwy	\$ 2,911,792	0
6	Dallas County	Fair Park/East Dallas Trail Phase 1	\$ 1,603,876	0
7	Dallas County	Rowlett Rd Multimodal Improvements	\$ 4,179,705	0
8	City of Richardson	Greenville Ave Multimodal Improvements	\$ 1,702,948	340,589
Total			\$ 17,281,405	1,717,205

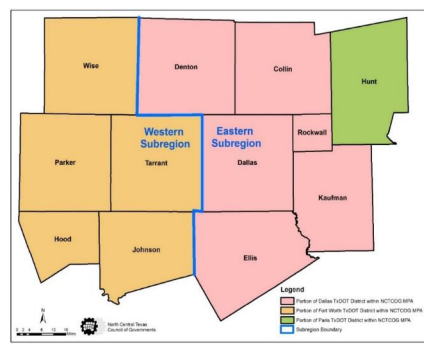
Project Applications Recommended (12)



Recommended Funding (All Sources)

Subregion	Federal	Local Match	Transportation Development Credits	Total
Active Transportation	\$ 14,234,413	\$ 3,588,498	1,107,807	\$ 17,822,911
Safe Routes to School	\$ 3,046,992	\$ 0	609,398	\$ 3,046,992
Eastern Total	\$ 17,281,405	\$ 3,588,498	1,717,205	\$ 20,869,903
Active Transportation	\$ 2,332,000	\$ 0	466,400	\$ 2,332,000
Safe Routes to School	\$ 3,910,106	\$ 0	782,020	\$ 3,910,106
Western Total	\$ 6,242,106	\$ 0	1,248,420	\$ 6,242,106
Grand Total	\$ 23,523,511	\$ 3,588,498	2,965,625	\$ 27,112,009

East/West Equity Balance



- Fewer projects/funding totals recommended in the western subregion results in a funding balance of \$1,860,774.
- The western subregion balance under this call for projects is recommended to be awarded to projects in the eastern subregion, since TA funds are subject to congressional recissions and must be programmed and obligated in a timely manner.
- An equal amount of CMAQ and/or STBG funding will be made available to other transportation projects in the western subregion to offset the balance transfer to the eastern subregion.
- This adjustment will be reflected in the quarterly East/West Equity Tracking Report.

Recommended Funding (Federal)

Funding Categories	Western Subregion	Eastern Subregion	Total
TA Funds Available (FY 21-22-23)	\$ 8,102,880	\$ 11,761,919	\$ 19,864,799
TA Funds Available to Transfer from West to East (FY 23)	(\$ 1,860,774)	\$ 1,860,774	-
TA Funds (FY 24) Recommended	-	\$ 3,658,712	\$ 3,658,712
Total Recommended¹ TA Funds	\$ 6,242,106	\$ 17,281,405	\$ 23,523,511

¹ TA funds will be utilized assuming authorization as part of the next federal transportation bill. If TA funds are not available, project funding will be backfilled with CMAQ and/or STBG.

Schedule

Milestone	Date
Bicycle and Pedestrian Advisory Committee (BPAC) – Info on CFP	November 20, 2019
Call for Projects Public Workshop	January 21, 2020
Surface Transportation Technical Committee (STTC) – Info on CFP	January 24, 2020
Regional Transportation Council (RTC) – Action on CFP	February 27, 2020
Call for Projects Opens	March 2, 2020
Deadline for Meetings to Review Applications for Completeness	April 10, 2020
Call for Projects Closes	May 15, 2020, 5 PM
Review of Projects / Scoring by NCTCOG	May – July 2020
Public Meetings	August 2020
STTC – Action on Selected Projects	August 28, 2020
RTC – Action on Selected Projects	September 10, 2020
Individual Meetings with TxDOT District Staff	September – October 2020
Submittal Deadline for TIP Modifications	October 23, 2020
Approval of Statewide Transportation Improvement Program (STIP)	March / April 2021



Requested RTC Action for Approval:

- The list of projects to fund through the 2020 Transportation Alternatives Call for Projects, as provided in Electronic Item 9.2.
- Administratively amending the TIP/STIP and amending other planning/administrative documents to incorporate these changes.
- Per program rules, Project Sponsor must execute an Advanced Funding Agreement (AFA) with TxDOT within one year of project selection.
- Per program rules, projects must advance to construction within three years from selection or the funding may be reprogrammed.
- Per program rules, cost overruns are the sole responsibility of the Project Sponsor.
- Transferring Western allocation of TA funding to the East, with the same amount of CMAQ or STBG funds to be transferred back to the Western Subregion.
- East/West Equity tracking reports will reflect adjustments for funding in the western subregion to offset the balance transfer to the eastern subregion with this call for projects.

Contact Information

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CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING
INNOVATIVE PROJECTS DURING COVID
RECOVERY

Regional Transportation Council
September 2020

Michael Morris, PE
Director of Transportation



POLICY METRICS: CHANGING MOBILITY

METRIC 1: Travel behavior response to COVID-19

METRIC 2: Financial implications to traditional revenue sources

METRIC 3: Benefits of travel behavior responses to areas of RTC responsibility

METRIC 4: Prioritization of infrastructure improvements that offset unemployment increases

Metric 1:
TRAVEL BEHAVIOR
RESPONSE TO COVID-19

TRAVEL BEHAVIOR BY MODE



Bicycle/Pedestrian (22%, July)



Freeway Volumes (-10%, July)

Toll Road (-27%, June)

Transit Ridership (-55%, July)

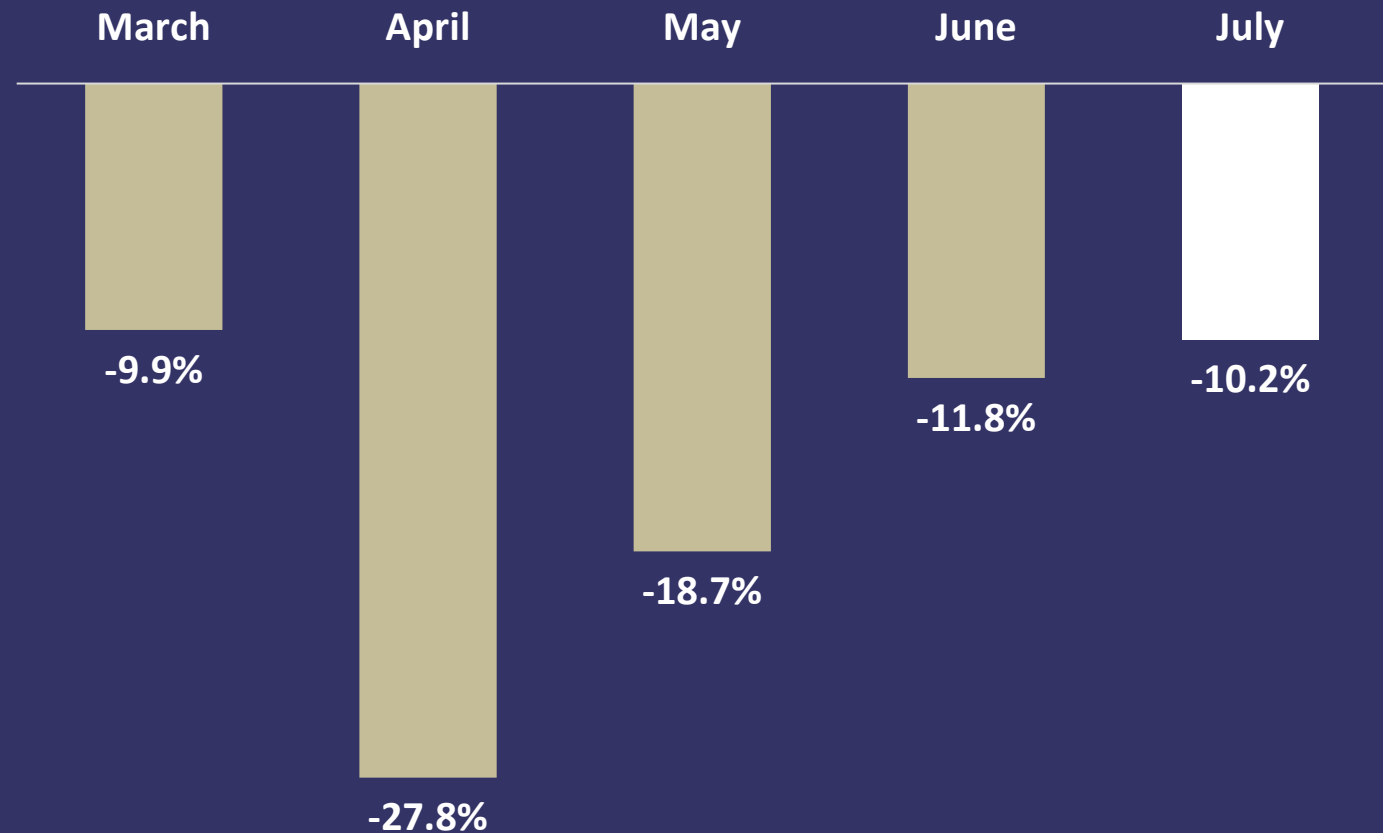
Airport Passengers (-65%, June)



ROADWAY TRENDS

Weekly Freeway
Volumes

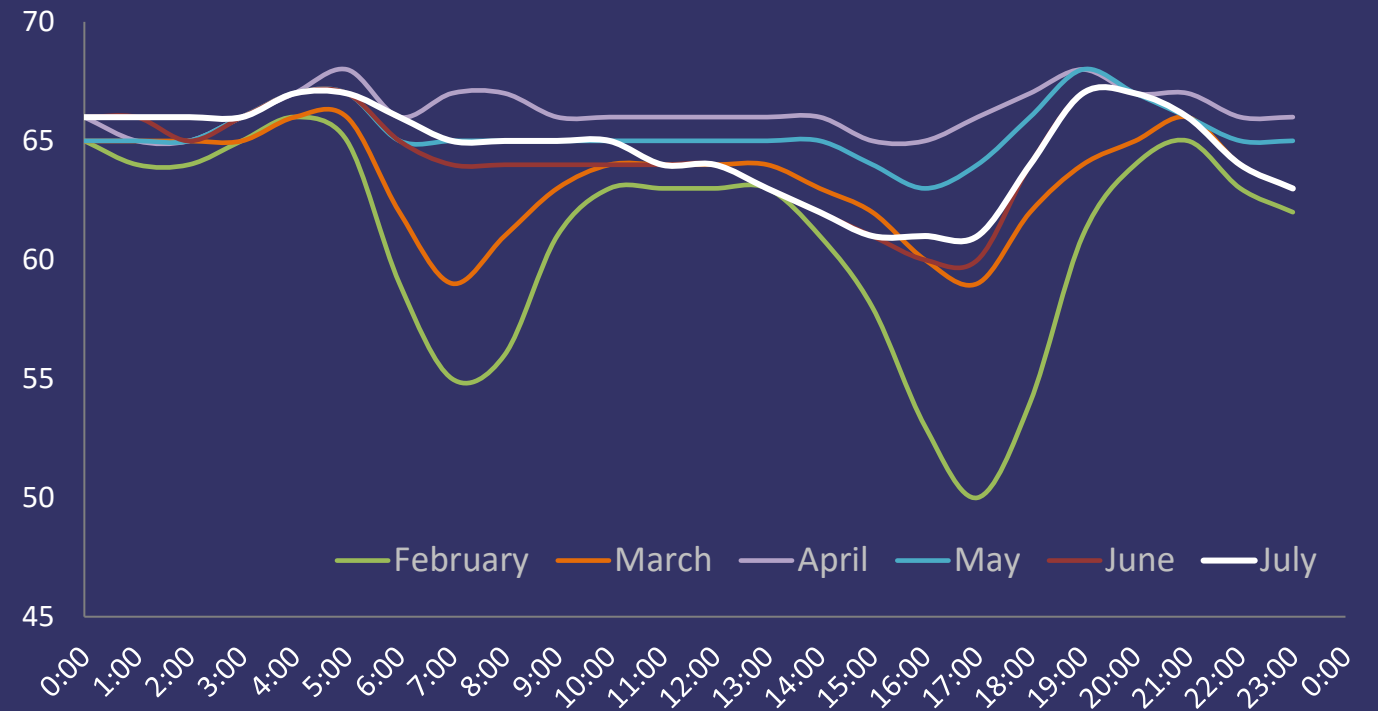
Traffic Decrease vs 2019



ROADWAY TRENDS

Regional Average
Freeway Speeds

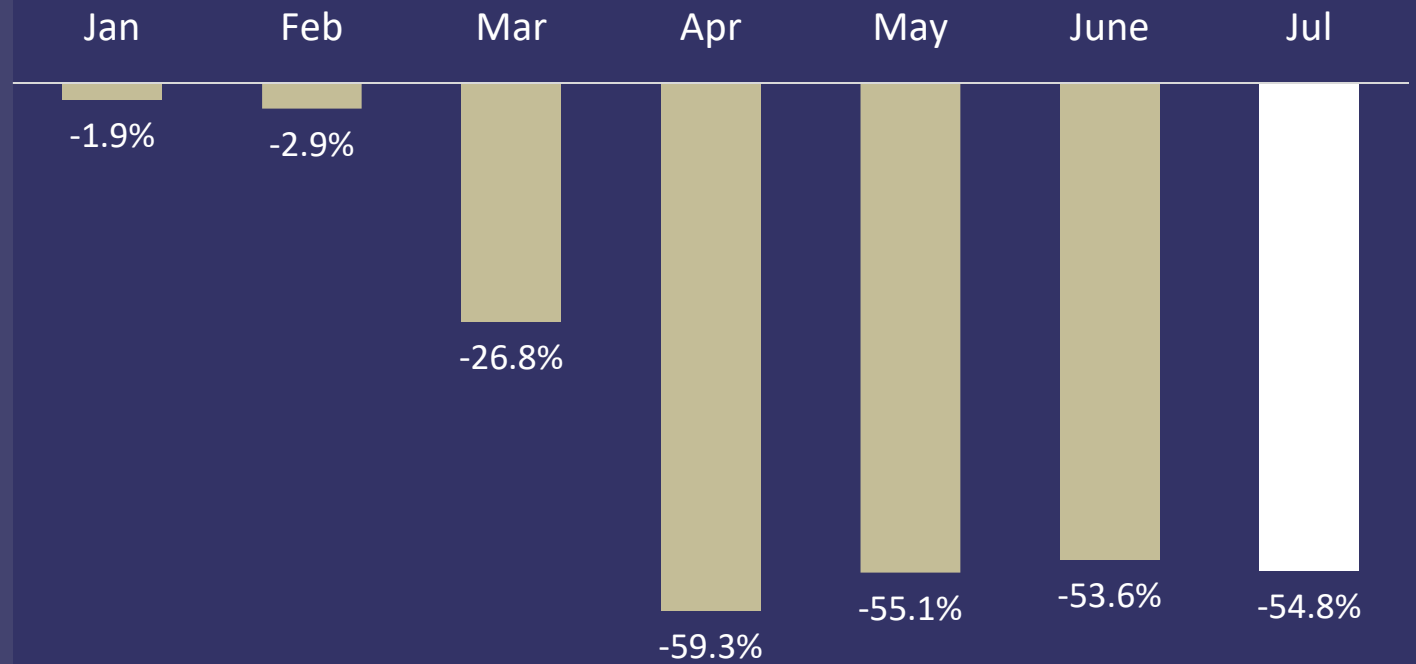
Average Weekday Speeds, Weighted by Traffic Volume



TRANSIT IMPACTS

Ridership

Passenger Decrease : 2019 vs 2020

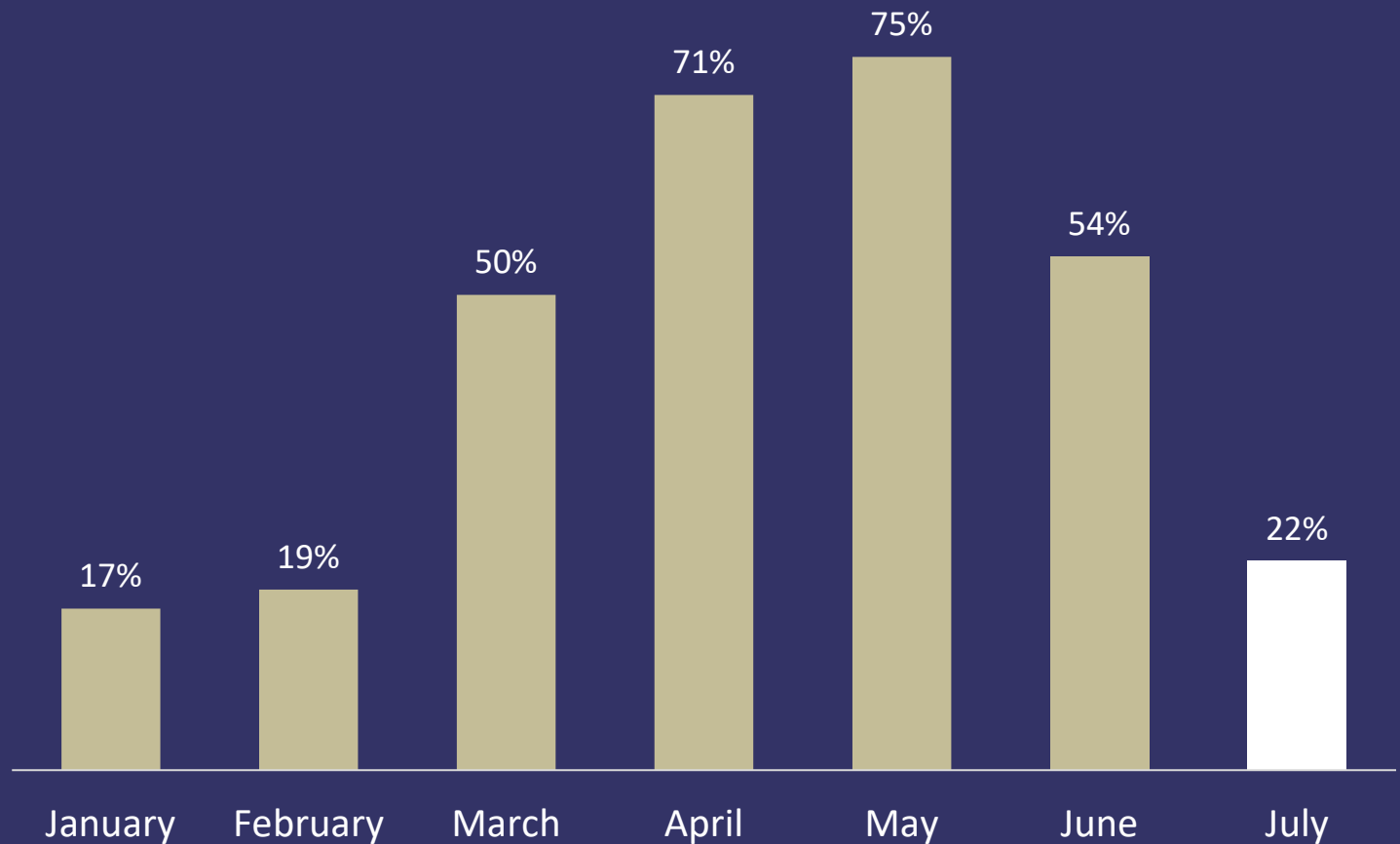


Source: DART, DCTA, and Trinity Metro

BICYCLE AND PEDESTRIAN IMPACTS

Trail Counts

Increase in Full Week Trail Usage : 2019 vs 2020



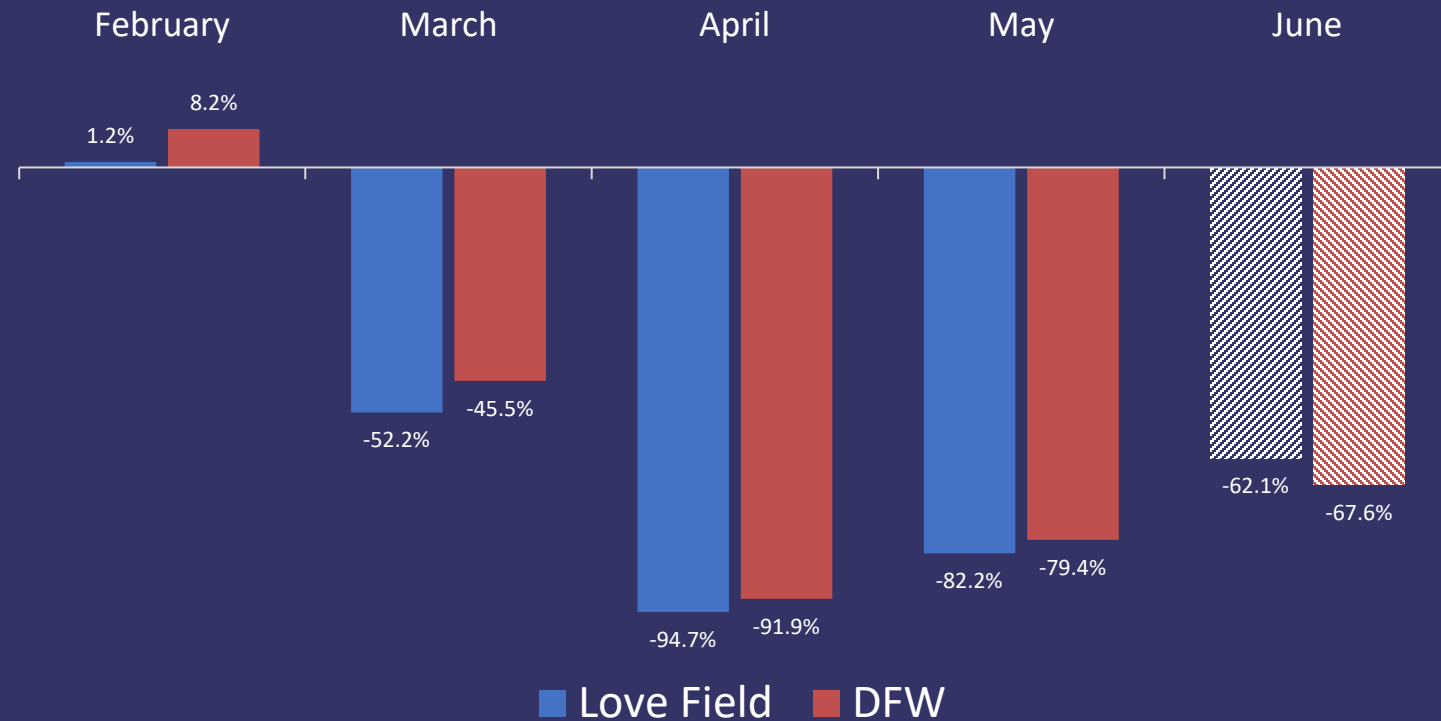
Source: NCTCOG - collected at 8 sites located in Plano, North Richland Hills, Denton, Dallas, Fort Worth, and Allen.

Note: No adjustments for weather were applied.

AIRPORT TRENDS

Passengers

Change in Airport Passengers - 2019 vs 2020



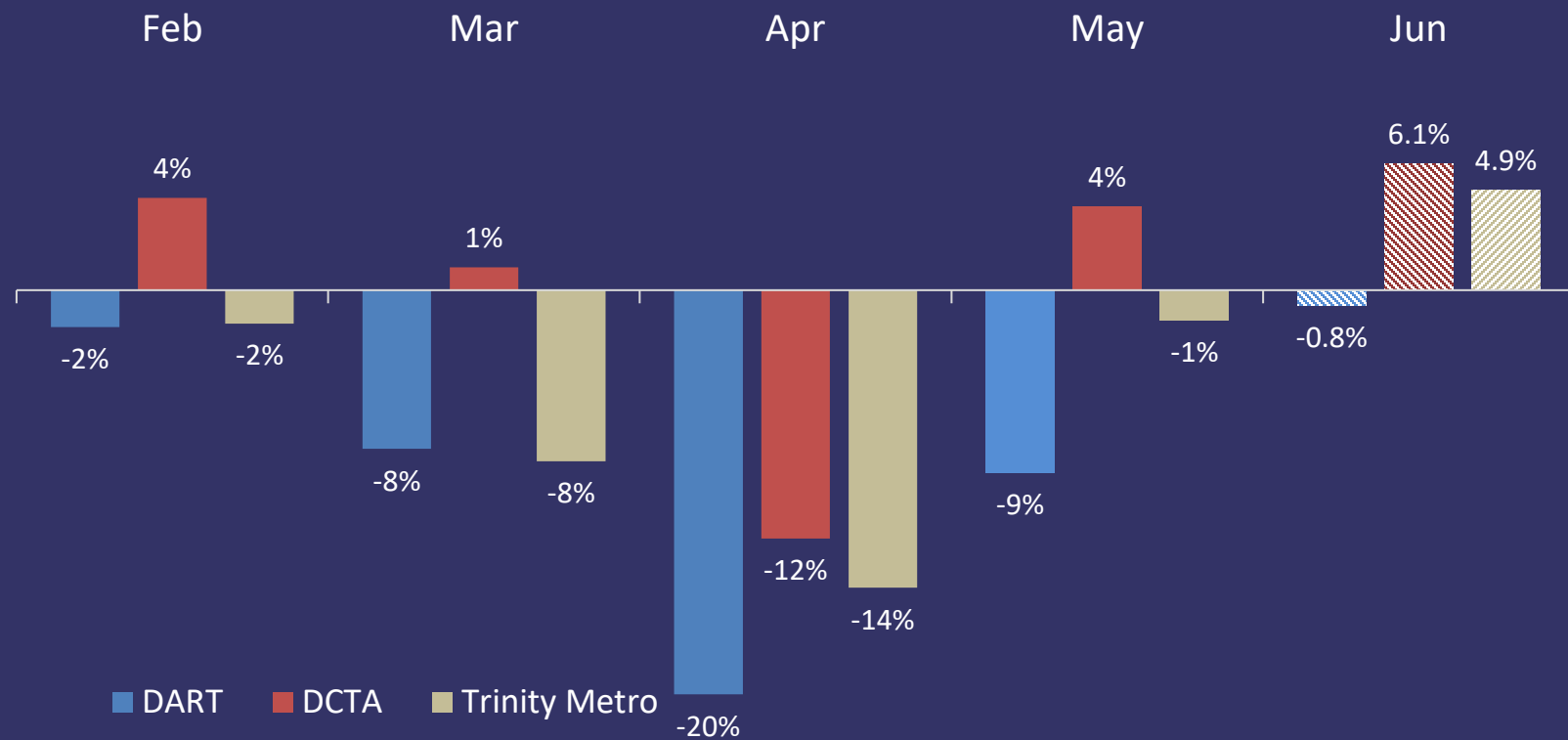
Source: Dallas Love Field Website and DFWIA data

**Metric 2:
FINANCIAL IMPLICATIONS
TO TRADITIONAL
TRANSPORTATION REVENUE**

FUNDING IMPACT

Transit - Sales Tax Allocations

Sales Taxes Allocated For Transit: 2019 vs 2020

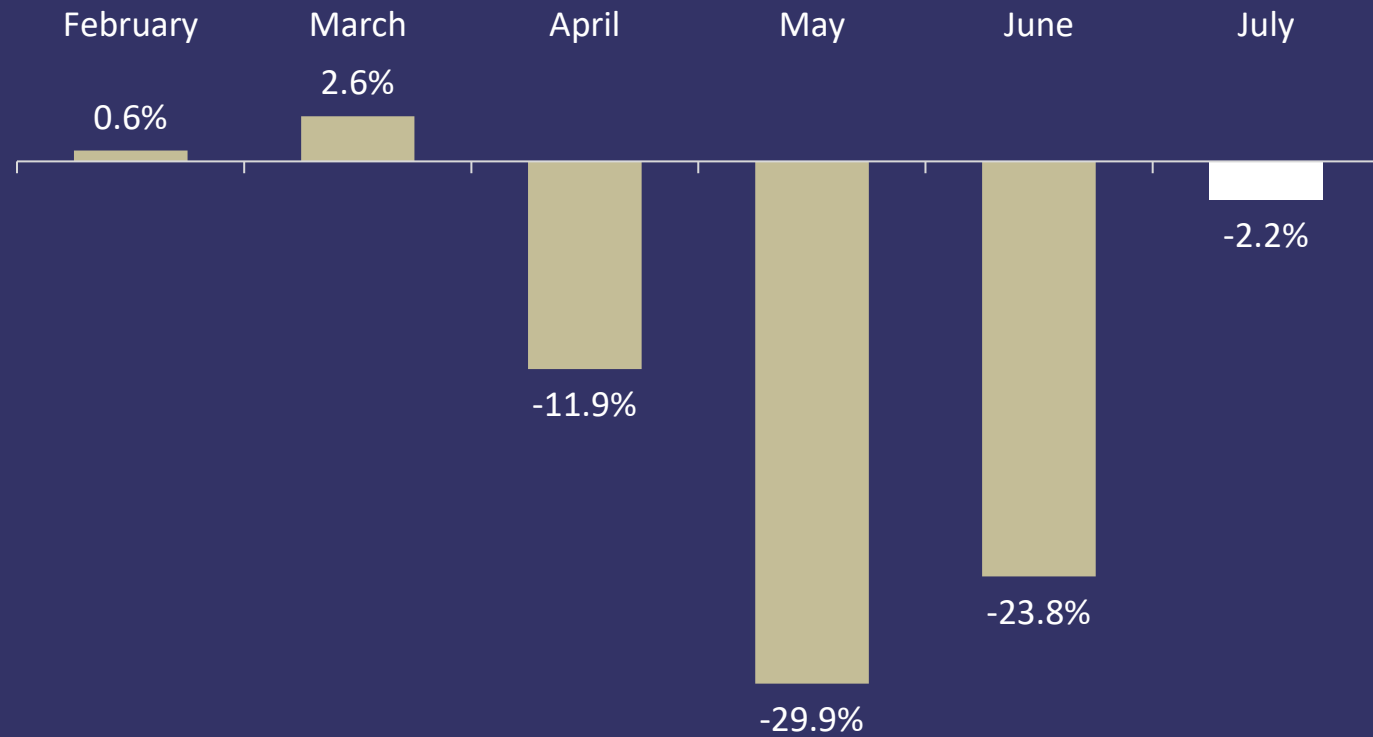


Source: DART, DCTA, and Trinity Metro

FUNDING IMPACT

Motor Fuel Tax
Decrease

Change in Fuel Tax: 2020 vs 2019

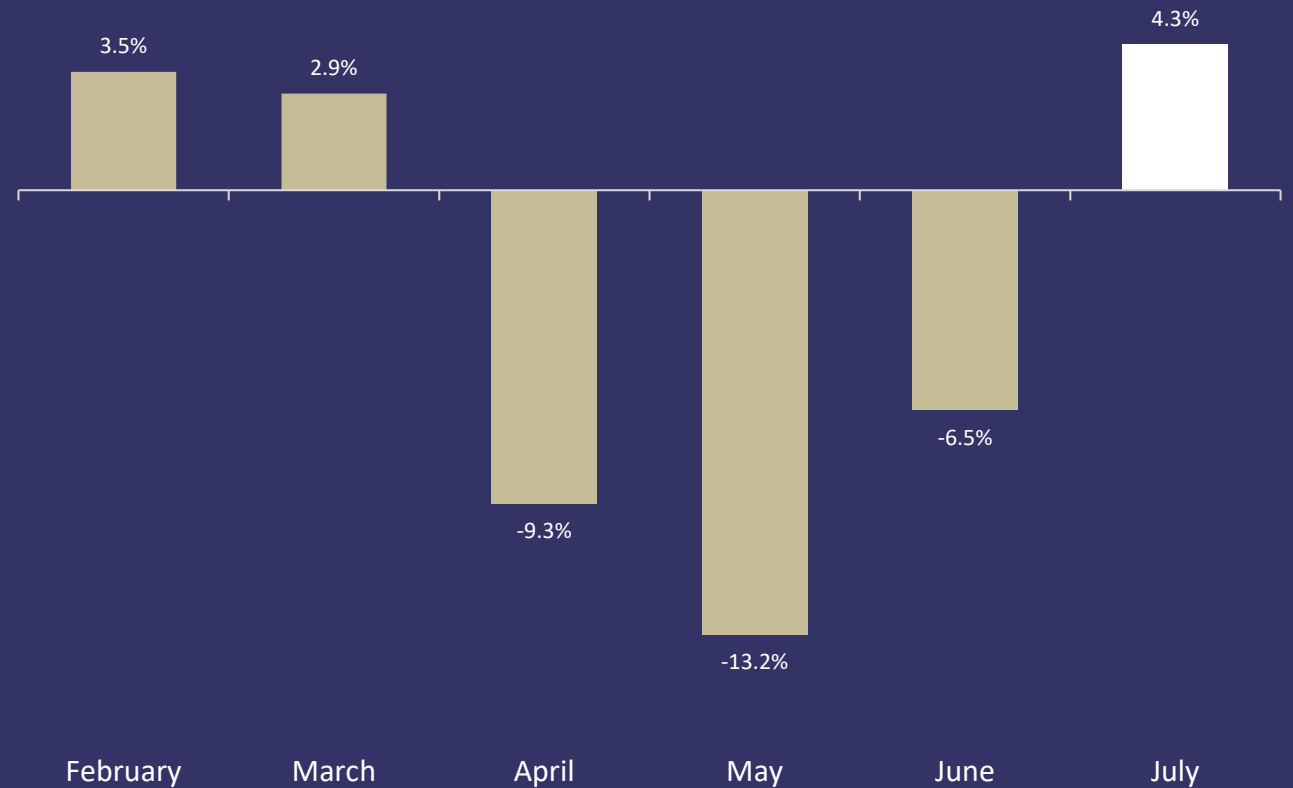


Source: Texas Comptroller of Public Accounts
Month reflects reporting data, not collection date

FUNDING IMPACT

Sales Tax
(Component of
Proposition 7¹)

Sales Tax Change: 2020 vs 2019



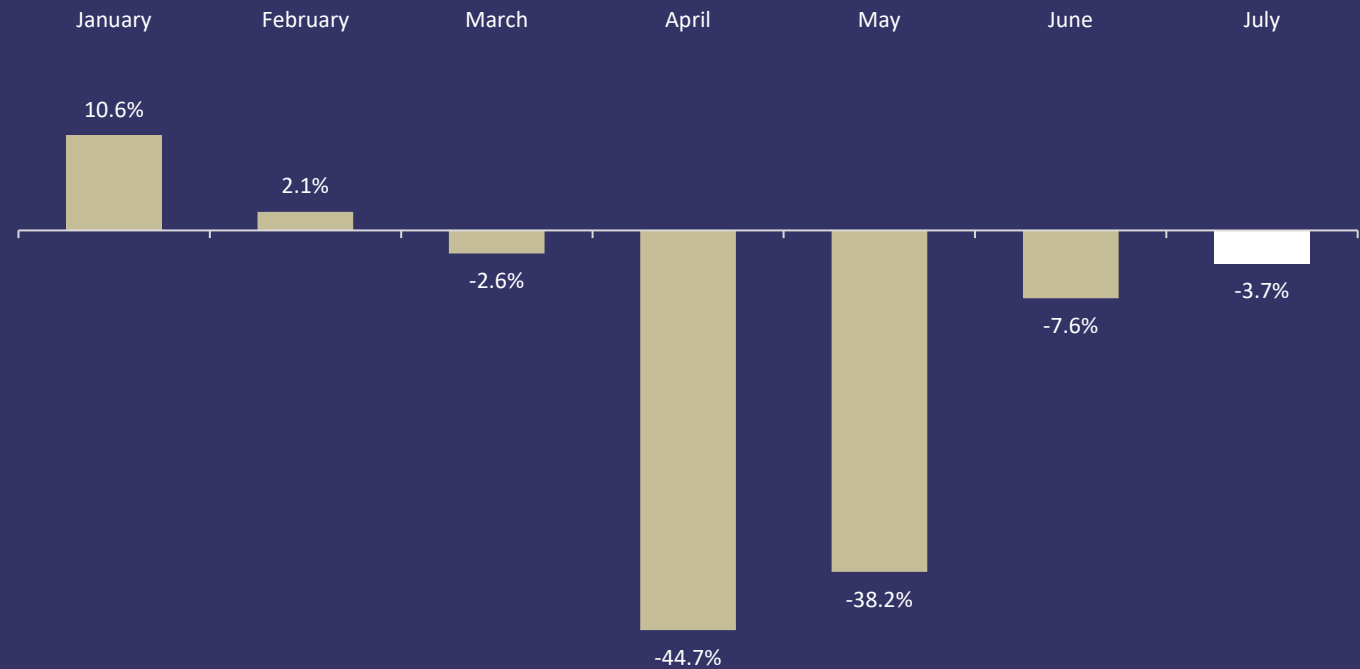
Source: Texas Comptroller of Public Accounts

¹ Proposition 7 includes General State Sales Tax and Motor Vehicle Sales Tax
Month reflects reporting date, not collection date

FUNDING IMPACT

Motor Vehicle Sales
and Rental Tax
(Component of
Proposition 7¹)

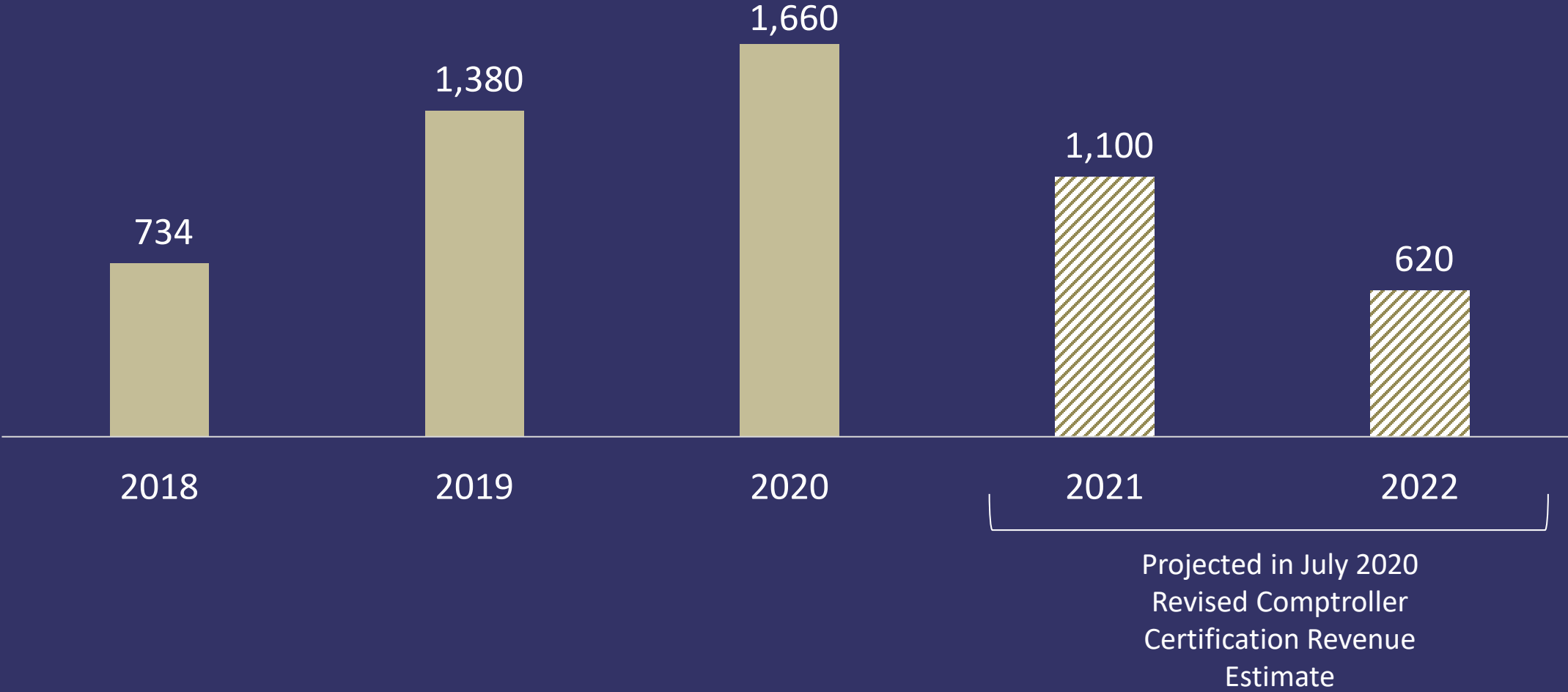
Motor Vehicle Sales and Rental Tax Change: 2020 vs 2019



Source: Texas Comptroller of Public Accounts

¹ Proposition 7 includes General State Sales Tax and Motor Vehicle Sales Tax
Month reflects reporting date, not collection date

Proposition 1 (Oil & Gas Severance Tax) Transfers to the State Highway Fund, Millions

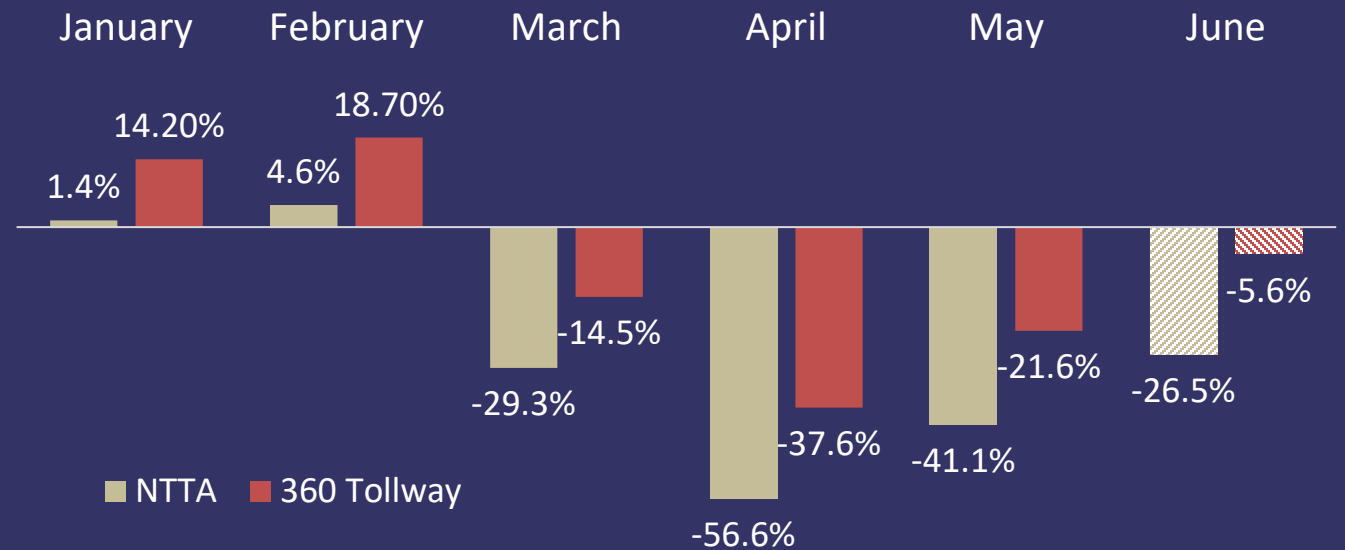


Source: Texas Comptroller of Public Accounts

FUNDING IMPACT

NTTA Transactions, Including SH 360

Change in Tollway Transactions: 2019 vs 2020



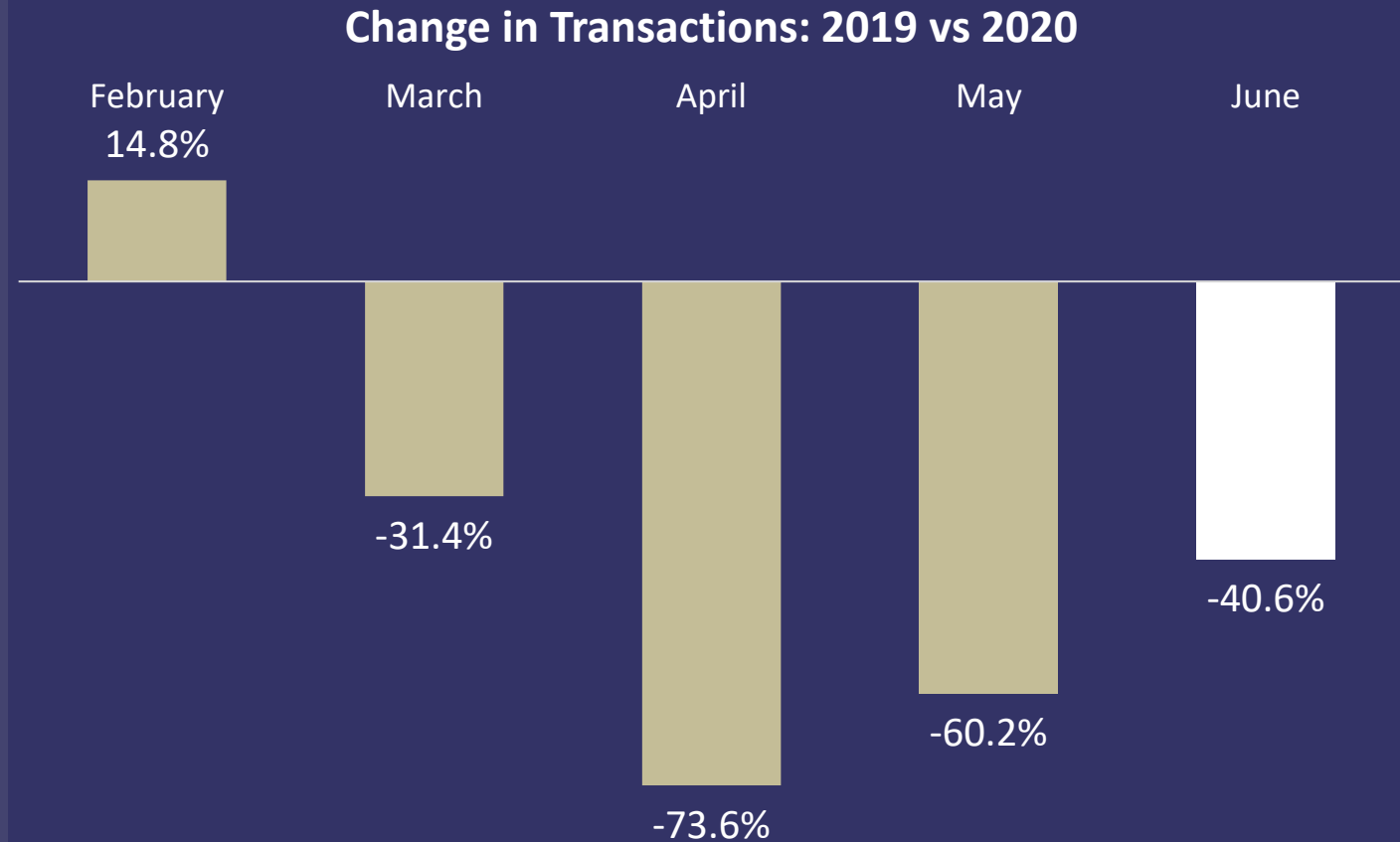
Source: NTTA

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.

FUNDING IMPACT

I-35E TEXpress Lane Transactions



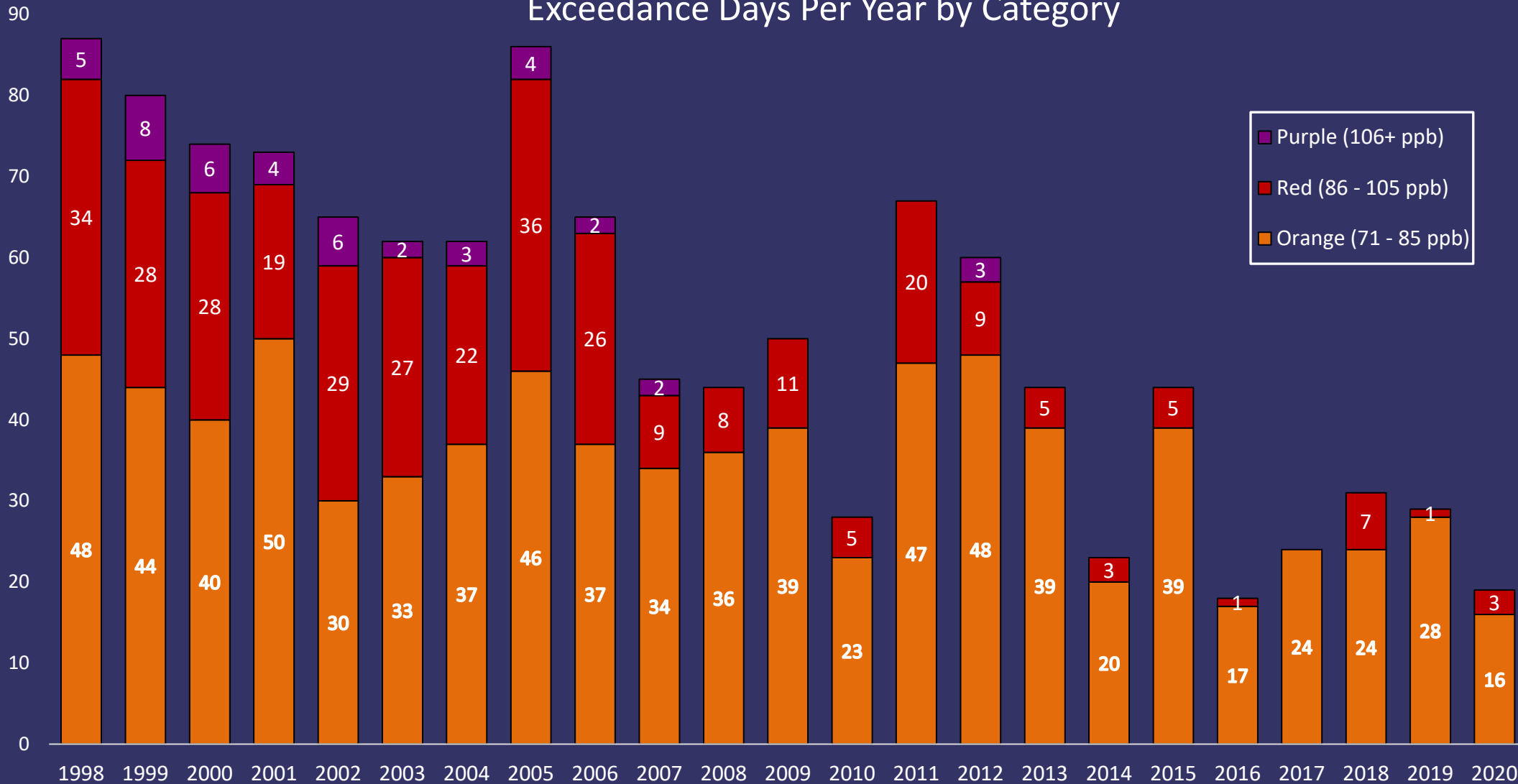
Source: TxDOT

Note: TIFIA loan not impacted at this time as interest only payment period does not begin until May 2022

Metric 3: Benefits of Travel Behavior Responses to Areas of RTC Responsibility

8-HOUR OZONE NAAQS HISTORICAL TRENDS

Exceedance Days Per Year by Category

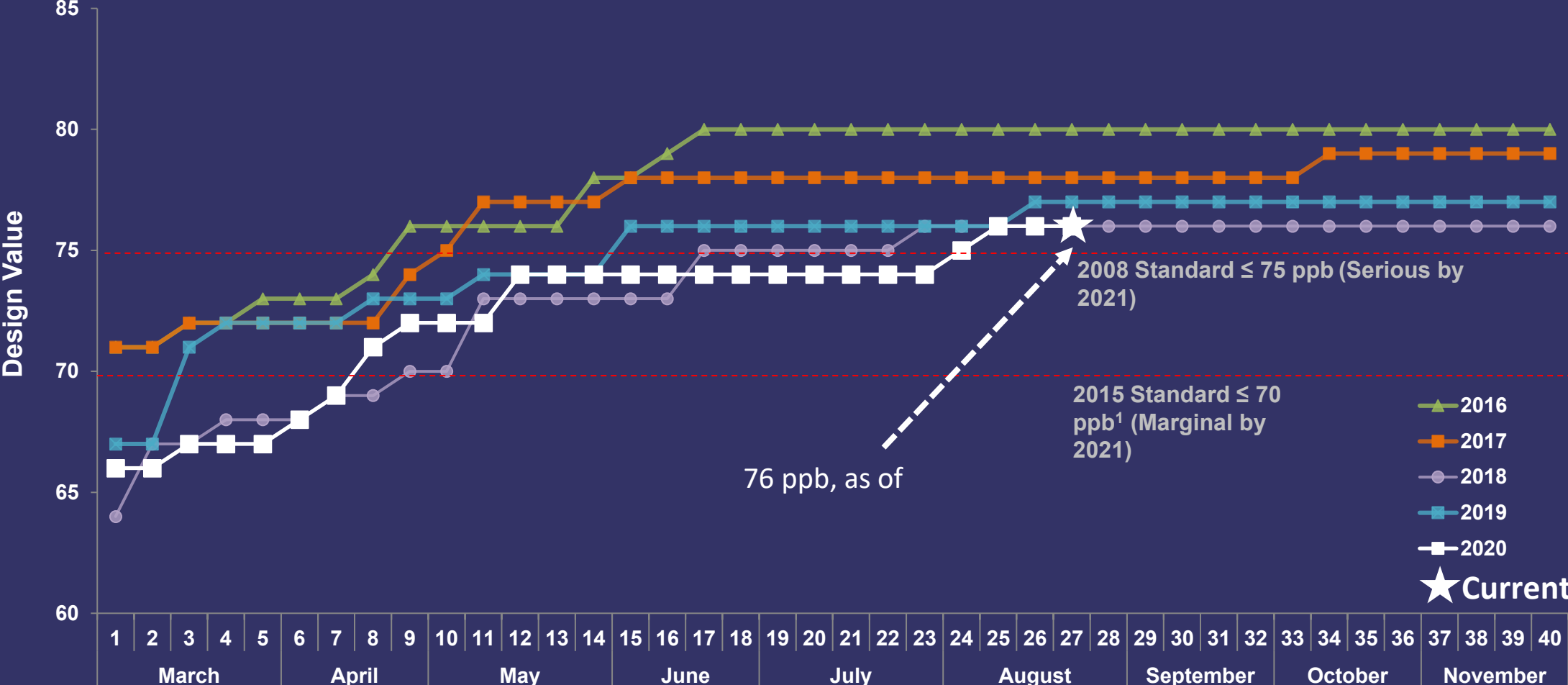


Source: Texas Commission on Environmental Quality

Exceedance Level indicates daily maximum eight-hour average ozone concentration as of August 18, 2020.

Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

2016-2020 HISTORICAL OZONE SEASON WEEKLY DESIGN VALUES



Data Source: Texas Commission on Environmental Quality

Metric 4:
Prioritization of
infrastructure
improvements that offset
unemployment increases

\$1 billion in transportation investment = 12,000-15,000 jobs

No conclusive evidence of different types of construction projects generating more/fewer jobs

For a long-term unemployment event, need near-term and long-term transportation investment for maximum benefit

Transportation impact on the economy



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