PROPOSED FFCS AMENDMENTS

MAP #1 – EAST-WEST CONNECTOR

Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and TxDOT Fort Worth and approved as part of the Transportation Improvement Program (TIP)

Legend
FFCS
Arterial
Principal Arterial (Other Freeway)
Principal Arterial
Minor Arterial
Major Collector
Minor Collector
Local

New location roadways will provide additional freight, employee and passenger access to Dallas-Fort Worth International Airport. Continuation of Rental Car Drive Minor Arterial to the east. Projected 2028 traffic volume of 24,700 vpd. Ultimate 4 Lane, divided roadway.

January 2022
PROPOSED FFCS AMENDMENTS
MAP #2 – PANTHER CREEK PARKWAY

Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and TxDOT Dallas and approved as part of the Transportation Improvement Program (TIP)

Legend

<table>
<thead>
<tr>
<th>FFCS</th>
<th>Principal Arterial (Collector Parkway)</th>
<th>Principal Arterial</th>
<th>Minor Arterial</th>
<th>Major Collector</th>
<th>Minor Collector</th>
<th>Local</th>
<th>Reclass Request - Upgrade FFCS from Minor Collector to Minor Arterial</th>
<th>Reclass Request - Add to FFCS as Minor Arterial</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>County</th>
<th>Facility</th>
<th>From</th>
<th>To</th>
<th>Length (mi)</th>
<th>Old FC</th>
<th>New FC</th>
<th>Reason</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dallas</td>
<td>Collins</td>
<td>Panther Creek Parkway</td>
<td>Dallas North Tollway</td>
<td>0.31 miles east of Dallas North Tollway</td>
<td>0.3</td>
<td>Minor Collector</td>
<td>Minor Arterial</td>
</tr>
<tr>
<td>Dallas</td>
<td>Collins</td>
<td>Panther Creek Parkway</td>
<td>0.31 miles east of Dallas North Tollway</td>
<td>SH 121/Preston Road</td>
<td>1.75</td>
<td>N/A</td>
<td>Minor Arterial</td>
</tr>
</tbody>
</table>

Extension of existing FFCS Minor Collector will accommodate large volumes of traffic serving planned residential and commercial development. Panther Creek Parkway is currently a Minor Arterial to both the east and west of the proposal, so a gap in the system will be filled.

January 2022
PROPOSED FFCS AMENDMENTS
MAP #3 – SUNRISE ROAD

Federal Functional Classification System (FFCS) Amendment
As requested by NCTCOG and TxDOT Dallas and approved as part of the Transportation Improvement Program (TIP)

[DRAFT]

<table>
<thead>
<tr>
<th>County</th>
<th>Facility</th>
<th>From</th>
<th>To</th>
<th>Length (mi)</th>
<th>Orig FFCS</th>
<th>New FFCS</th>
<th>Reason</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dallas</td>
<td>Sunrise Rd</td>
<td>Pleasant Run Rd</td>
<td>Belt Line Rd</td>
<td>1.15</td>
<td>Local</td>
<td>Major Collector</td>
<td>Will serve large volume of north-south freight movement in area, links SL9 with major east-west arterials Belt Line Road and Pleasant Run Road</td>
</tr>
<tr>
<td>Dallas</td>
<td>Sunrise Rd</td>
<td>Belt Line Rd</td>
<td>Van Rd</td>
<td>1.25</td>
<td>Local</td>
<td>Major Collector</td>
<td></td>
</tr>
<tr>
<td>Dallas</td>
<td>Sunrise Rd</td>
<td>Van Rd</td>
<td>SL9</td>
<td>1.1</td>
<td>N/A</td>
<td>Major Collector</td>
<td></td>
</tr>
</tbody>
</table>
PROPOSED FFCS AMENDMENTS

MAP #4 – COPENHAGEN AVE./OLYMPUS BLVD.

Federal Functional Classification System (FFCS) Amendment
As requested by NCTCOG and TxDOT Dallas and approved as part of the Transportation Improvement Program (TIP)

<table>
<thead>
<tr>
<th>County</th>
<th>Facility</th>
<th>From</th>
<th>To</th>
<th>Length (mi)</th>
<th>Old PC</th>
<th>New PC</th>
<th>Reason</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dallas</td>
<td>Copenhagen Avenue</td>
<td>Olympus Blvd</td>
<td>Belt Line Road</td>
<td>1.15</td>
<td>N/A</td>
<td>Major Collector</td>
<td>Both roadways serve large Cypress Waters mixed-used development. Copenhagen Ave will provide direct access to planned DRAFT transit station at Belt Line Road for residents and businesses, while Olympus Blvd provides a through movement within the development and is an existing Major Collector from Ranch Trail to I-45.</td>
</tr>
<tr>
<td>Dallas</td>
<td>Olympus Blvd</td>
<td>Belt Line Road</td>
<td>Ranch Trail</td>
<td>1.75</td>
<td>Local</td>
<td>Major Collector</td>
<td></td>
</tr>
</tbody>
</table>

January 2022
REQUEST FOR ACTION

Staff asks that the Regional Transportation Council approve these amendments to the Federal Functional Classification System.
QUESTIONS AND COMMENTS

Brian Flood
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bflood@nctcog.org | 817-695-9243

Berrien Barks
Program Manager
bbarks@nctcog.org | 817-695-9282

Dan Lamers, P.E.
Senior Program Manager
dlamers@nctcog.org | 817-695-9263
Electric Vehicle Charging Station Call for Projects

LORI CLARK, PROGRAM MANAGER
REGIONAL TRANSPORTATION COUNCIL
FEBRUARY 10, 2022
Regional Needs

Filling Infrastructure Gaps

Enabling Fleet Electrification

57% of Surveyed Fleets Want to Electrify

In 2020, 63 Electric Vehicles Across 13 Fleets
Funding and Scope

Funding:
Up to $1 Million Congestion Mitigation and Air Quality Improvement Program Funds

Proposed Applicant Eligibility:
Public Sector Entities
Adoption of RTC Clean Fleet Policy Required by Application Deadline

Proposed Eligible Activities and Costs:
Both Level 2 and Direct Current Fast Charge Stations
Design, Engineering, Purchase, Installation, and Construction Costs
Maintenance and Operation Costs NOT Eligible
Structure and Requirements

**Phase 1: Publicly-Accessible Stations**
- Up to 100% Federal Funding, Transportation Development Credits as Match
- 2 Application Windows (Round 1 and Round 2)
- Competitive Evaluation of Projects Within Each Round

*If Funds Remain, Phase 2: Privately-Accessible Charging for Applicant Fleet*
- Up to 50% Federal Funding, 50% Local Cash Match

**All Stations Must:**
- Be Located in the 10-County Ozone Nonattainment Area
- Be Located on Applicant-Owned Property and Owned by the Applicant Entity
- Be Co-Located with Existing Parking/Development
- Include J1772 or SAE Combined Charging System (CCS) Port(s)
- Meet Federal Highway Administration Buy America Requirements
- Be Complete and Operational by July 31, 2023
Proposed Scoring Criteria

Advancing Electrification – Up to 75 Points

Fill Gaps in Existing Infrastructure Network and/or Enable New Fleet Electrification
- Located In a Jurisdiction with No Existing Charging Stations
- Serves a Public Fleet with No Existing EVs
- Number and Type of Fleet Vehicles Expected to Use Charging Stations
- Ability to Charge Multiple EVs at One Time or Multiple Locations in One Application
- Applicant Identifies Broader, Long-Range Plan to Electrify
- Serve Communities Prioritized by the Justice 40 Initiative
- Include Strategies to Minimize Grid Impacts
  - Features Such as Managed Charging, Integrated Storage, etc.
  - Chargers with Vehicle to Grid Capabilities

Subrecipient Oversight Criteria – Up to 25 Points
# Proposed Schedule

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Target Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTC Action to Open Call for Projects</td>
<td>February 10, 2022</td>
</tr>
<tr>
<td>STTC Endorsement of Call for Projects</td>
<td>February 25, 2022</td>
</tr>
<tr>
<td>Call for Projects Opens for <strong>Phase 1 Applications Only</strong></td>
<td>Upon STTC Endorsement</td>
</tr>
<tr>
<td>Phase Round 1 Application Deadline</td>
<td>Friday, April 22, 2022 (8 Weeks)</td>
</tr>
<tr>
<td><strong>If Funds Remain:</strong> Phase 2 Applications Accepted</td>
<td>Monday, April 11, 2022</td>
</tr>
<tr>
<td>Phase Round 2 Application Deadline (If Funds Remain)</td>
<td>Friday, May 20, June 10, 2022 (12 6 Weeks)</td>
</tr>
<tr>
<td>STTC Recommendation of Awards</td>
<td>Phase 1: May 27 April 22, 2022</td>
</tr>
<tr>
<td>RTC Recommendation of Awards</td>
<td>Phase 2 (if applicable): June 24, 2022</td>
</tr>
<tr>
<td>Executive Board Authorization of Awards</td>
<td>Phase 1: June 9 May 12, 2022</td>
</tr>
<tr>
<td></td>
<td>Phase 2 (if applicable): July 14, 2022</td>
</tr>
<tr>
<td>Project Completion/Reimbursement Deadline</td>
<td>July 31, 2023</td>
</tr>
</tbody>
</table>
Action Requested

RTC Authorization to Open Call for Projects, Including:

- 2-Phase Approach
- Eligibility Requirements
- Scoring Criteria and Point Structure
- Schedule, Including 2 Application Windows
Contact Us

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Amy Hodges
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Jared Wright
Air Quality Planner
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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

**Federal 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**
METROPOLITAN PLANNING ORGANIZATION (MPO) MILESTONE POLICY ROUND 2
QUARTERLY STATUS UPDATE

Regional Transportation Council
February 10, 2022
The objective of the MPO Milestone Policy is to ensure that projects that have been funded for at least 10 years and have not gone to construction are being implemented in a timely manner.

In February 2021, the RTC approved the second round Milestone Policy, including:
- Establishing deadlines by which projects must go to construction
- A revamped project tracking process
RTC APPROVED MILESTONE POLICY TRACKING PROCESS

- Quarterly status reports are required on all projects on the Milestone Policy list until they go to letting.

- Reports must detail steps that the project sponsor is taking to advance the project (e.g., executing funding or railroad agreements, engaging property owners or utility companies, etc.)

- NCTCOG staff evaluates the reports and “rates” the projects based on how well the project sponsor is implementing the project(s) and a review of risk factors. The rating system is as follows:
  - Green – Low risk of project delays
  - Yellow – Medium risk of project delays
  - Red – High risk of project delays

- If the committed schedule is not met and the project has consistently been graded as red/high risk, the project will likely be recommended for cancellation.
## SUMMARY OF PROJECTS THAT HAVE NOT GONE TO CONSTRUCTION (FEBRUARY 2022)

<table>
<thead>
<tr>
<th>PROJECT CATEGORIES</th>
<th>NUMBER OF PROJECTS</th>
<th>TOTAL FUNDING OF PROJECTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scheduled Letting FY 2021</td>
<td>1</td>
<td>$2,482,813</td>
</tr>
<tr>
<td>Scheduled Letting FY 2022</td>
<td>4</td>
<td>$87,773,642</td>
</tr>
<tr>
<td>Scheduled Letting FY 2023</td>
<td>9</td>
<td>$96,091,715</td>
</tr>
<tr>
<td>Scheduled Letting FY 2024 or Beyond</td>
<td>4</td>
<td>$117,892,158</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>18</strong></td>
<td><strong>$304,240,328</strong></td>
</tr>
</tbody>
</table>

1: To date, 5 projects have let by their established deadlines.
2: Project deadline is proposed to be extended to May 1, 2022, pending RTC approval.
## SUMMARY OF PROJECT RISK

<table>
<thead>
<tr>
<th>PROJECT RATING</th>
<th>NUMBER OF PROJECTS</th>
<th>TOTAL FUNDING OF PROJECTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Green (Low Risk of Delay)</td>
<td>10</td>
<td>$125,476,627</td>
</tr>
<tr>
<td><strong>Yellow (Medium Risk of Delay)</strong></td>
<td>4</td>
<td><strong>$113,036,967</strong></td>
</tr>
<tr>
<td>Red (High Risk of Delay)</td>
<td>4</td>
<td><strong>$65,726,734</strong></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>18</strong></td>
<td><strong>$304,240,328</strong></td>
</tr>
</tbody>
</table>
# Project Risk by Fiscal Year

## Project Category

<table>
<thead>
<tr>
<th>Project Category</th>
<th>Green (Low Risk of Delay)</th>
<th>Yellow (Medium Risk of Delay)</th>
<th>Red (High Risk of Delay)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scheduled Letting FY 2021</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Scheduled Letting FY 2022</td>
<td>0</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>Scheduled Letting FY 2023</td>
<td>8</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Scheduled Letting FY 2024 or Beyond</td>
<td>2</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>10</strong></td>
<td><strong>4</strong></td>
<td><strong>4</strong></td>
</tr>
</tbody>
</table>

**NOTICE:** Scheduled Letting FY 2023 or Beyond represents projects that are scheduled for letting after fiscal year 2023.
PROPOSED ACTION

RTC approval of:

- Collective Mixed-Use Development (TIP Code 20240)
  - Project missed the original letting deadline at the end of FY 2021.
  - NCTCOG and City staff have coordinated since the last update and a new letting deadline of May 1, 2022 was proposed.
  - Since that time, the project bid on January 12, 2022.
  - Staff recommends that the RTC extend the project’s deadline and leave the funding on the project. The project will be monitored to ensure that it proceeds to construction.

- Corporate Drive from Holford’s Prairie Road to FM 2281 (TIP Code 20111)
  - Project currently has a deadline of FY 2022, while the other Corporate Drive segments have FY 2023 deadlines.
  - TxDOT is requiring the City to execute a new Regional Toll Revenue (RTR) agreement that will combine all remaining segments of the project together.
  - Staff recommends that the RTC move this project’s deadline to FY 2023 to align with the related projects.
PROPOSED ACTIONS (CONT’D)

- RTC approval of (continued):
  - Alsbury Boulevard (TIP Code 53079)
    - Project was originally funded with a Congressional Earmark.
    - The City of Burleson has opted to return the Earmark and fund the project with local dollars to accelerate its implementation.
    - Staff recommends that the Earmark funds be removed from the project.
  - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) to incorporate those actions as needed.
QUESTIONS?

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Brian Dell
Principal Transportation Planner
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bdell@nctcog.org
Regional Vanpool Program Vehicle Revised Partnership

REGIONAL TRANSPORTATION COUNCIL
FEBRUARY 10, 2022
Regional Vanpool Program is Mandatory: State Implementation Plan (SIP) Requirement

May 13, 2021: RTC approved program service area boundaries

December 2021: DART notified NCTCOG that their vanpool vendor unable to secure vehicles

January 2022: DART notified NCTCOG that they are terminating their vanpool vendor contract

January 2022: NCTCOG, DART, DCTA, and Trinity Metro met to discuss transition of DART's vanpool to ensure continued coverage
Recently Approved Vanpool Program Coverage

<table>
<thead>
<tr>
<th>Transit Agency</th>
<th>Origination</th>
<th>Destinations</th>
</tr>
</thead>
<tbody>
<tr>
<td>DART</td>
<td>Dallas, Ellis, Hunt, Kaufman, Navarro &amp; Rockwall Counties</td>
<td>Throughout DFW</td>
</tr>
<tr>
<td></td>
<td>Collin County</td>
<td>Throughout DFW except Denton County</td>
</tr>
<tr>
<td>Trinity Metro</td>
<td>Tarrant, Johnson, Parker, Hood, Erath, Somervell &amp; Palo Pinto Counties</td>
<td>Throughout DFW</td>
</tr>
<tr>
<td></td>
<td>Wise County</td>
<td>Throughout DFW except Denton County</td>
</tr>
<tr>
<td>DCTA</td>
<td>Denton</td>
<td>Throughout DFW</td>
</tr>
<tr>
<td></td>
<td>Collin and Wise Counties</td>
<td>Denton County</td>
</tr>
</tbody>
</table>
### Temporary Vanpool Program Coverage without DART

<table>
<thead>
<tr>
<th>Transit Agency</th>
<th>Origination</th>
<th>Destinations</th>
</tr>
</thead>
<tbody>
<tr>
<td>DCTA</td>
<td>Denton, Collin, Hunt, Kaufman, and Rockwall Counties</td>
<td>Throughout DFW</td>
</tr>
<tr>
<td>Wise County</td>
<td>Denton County</td>
<td></td>
</tr>
<tr>
<td>Trinity Metro</td>
<td>Tarrant, Dallas, Ellis, Johnson, Parker, Hood, Erath, Somervell, Palo Pinto and Navarro Counties</td>
<td>Throughout DFW</td>
</tr>
<tr>
<td>Wise County</td>
<td>Throughout DFW except Denton County</td>
<td></td>
</tr>
</tbody>
</table>

**Vanpool Origination Service Areas**

- **Trinity Metro**
- **DCTA**
- **DCTA/Trinity Metro**

*Updated: January 2012*
Next Steps

- Notify DART Riders of Changes
- Transition Active DART Vanpools to Trinity Metro
- Future Vanpools will Follow Temporary Boundaries
- Monitor Vanpool Expenses and Adjust Funding as Appropriate
- Continue Towards One Regional Vanpool Program (FY2025)
Action Requested

RTC Approval:

- For DCTA and Trinity Metro to replace the current vanpool service provided by DART.

- To revise administrative documents as appropriate to incorporate project modifications.
Contact Information

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Transit Management and Planning
ggavia@nctcog.org

Shannon Stevenson
Senior Program Manager
Transit Management and Planning
sstevenson@nctcog.org
• Continued support of Mobility 2045 plan policies for 3-station concept and one-seat ride
• Proceed with Phase 1 recommendations
  o IH 30 Corridor
  o High-Speed Rail and Hyperloop
• Coordinate with Federal Partners to determine appropriate path forward into NEPA with advancing technology
• Continue coordination with TxDOT and local governments in Phase 2
• Integrate alignment and mode recommendations into other planning activities
**Recommended Phase 1 Alignments**

**IH 30 West**
Opportunity to reconstruct freeway

A) Redesign freeway to incorporate HST System as integrated corridor

B) Design HST System along periphery of existing freeway to avoid infrastructure conflicts

**IH 30 East**
No additional major improvements planned

A) Design HST System within managed lanes footprint

B) Design HST System along periphery of existing freeway to avoid infrastructure conflicts

**Station Locations**
Alignment: IH 30 Corridor
Managed Lanes to Remain

Project Team recommends advancing High-Speed Transportation (HST) alignment concurrently with managed lanes along IH 30, providing maximum multimodal flexibility to corridor.
Technology: Parallel Paths Forward

Advance High-Speed Rail and Hyperloop technologies in parallel

• Advance only High-Speed Rail through the NEPA process
• Advance Hyperloop along technology certification and demonstration path
• Advance these two technologies in different corridors
Advance High-Speed Rail through NEPA process

- Agreed between FRA/FTA and Project Team as best path forward
- Fulfills regional commitment and RTC policy to advance project through NEPA process
- Environmentally clears IH 30 corridor for non-specific provider of High-Speed Rail
- Maintains momentum of Phase 1 efforts, including public and private stakeholder consensus
- Maintains early opportunity for private investors/operators in High-Speed Rail to gain interest in Dallas-Fort Worth corridor
Advance Hyperloop along technology certification and demonstration path

- Fulfills regional commitment and RTC policy to advance Hyperloop technology within the region
- Monitor Hyperloop technology advancement through NASA’s Technology Readiness Levels index used in Phase 1
- Received interest from Hyperloop companies to develop test/certification facilities within region
  - Generates momentum with Hyperloop providers/developers and investors
  - Opportunity to meet a “real world” need within region
  - Opportunity to submit locations from around the region for Hyperloop certification
Requested RTC Action

Staff requests RTC adopt an updated high-speed corridor policy:

• Reaffirming RTC’s previous policy position to advance High-Speed Rail and advance Hyperloop through a different process
• Advancing High-Speed Rail through NEPA process
  o To not hold up NEPA process with developing technology
  o To environmentally clear IH 30 corridor (alignment and station locations)
• Reaffirming RTC’s support for managed lanes and High-Speed Rail within the IH 30 corridor

(continued)
Staff requests RTC adopt a high-speed corridor policy:

Directing staff to:

• Coordinate with Federal Partners to determine lead agency and appropriate path forward into NEPA process
• Continue coordination with TxDOT, local governments, and public in Phase 2
• Monitor Hyperloop technology advancement utilizing NASA’s Technology Readiness Levels index, with regular updates to RTC
Schedule

- June 25, 2021 – Previous STTC Action
- July 8, 2021 – Previous RTC Action
- August 5, 2021 – FTA/FRA Progress Meeting
- August 2021 – Phase 1 substantially complete
- October 2021 – Phase 1 Open Houses
- November 4, 2021 – FTA/FRA Progress Meeting
- January 6, 2022 – FTA/FRA Progress Meeting
- January 28, 2022 – STTC Action
- February 3, 2022 – FTA/FRA Progress Meeting
- **February 10, 2022 – RTC Action**
- 2022 through 2024 – NEPA Analysis
Contacts

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Brendon Wheeler, PE, CFM
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www.nctcog.org/dfw-hstcs
Phase 2 Activities

Preliminary Engineering

Environmental Documentation in NEPA Process
  Goal: Record of Decision or Finding of No Significant Impact
  Early coordination with Federal Partners on structure of process

Continued coordination with TxDOT, local governments, and stakeholders throughout

Expected 2-year timeframe
REGIONAL TOTALS – HOUSEHOLD POPULATION

## POPULATION FORECAST COUNTY TOTALS

<table>
<thead>
<tr>
<th>County</th>
<th>2020 Census</th>
<th>2045</th>
<th>Change</th>
<th>Compound Annual Growth Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collin</td>
<td>1,057,649</td>
<td>1,789,009</td>
<td>731,360</td>
<td>2.12%</td>
</tr>
<tr>
<td>Dallas</td>
<td>2,581,853</td>
<td>3,533,454</td>
<td>951,601</td>
<td>1.26%</td>
</tr>
<tr>
<td>Denton</td>
<td>897,070</td>
<td>1,516,522</td>
<td>619,452</td>
<td>2.12%</td>
</tr>
<tr>
<td>Ellis</td>
<td>190,652</td>
<td>318,212</td>
<td>127,560</td>
<td>2.07%</td>
</tr>
<tr>
<td>Hood</td>
<td>60,702</td>
<td>95,154</td>
<td>34,452</td>
<td>1.81%</td>
</tr>
<tr>
<td>Hunt</td>
<td>96,972</td>
<td>143,590</td>
<td>46,618</td>
<td>1.58%</td>
</tr>
<tr>
<td>Johnson</td>
<td>176,561</td>
<td>258,090</td>
<td>81,529</td>
<td>1.53%</td>
</tr>
<tr>
<td>Kaufman</td>
<td>143,800</td>
<td>209,425</td>
<td>65,625</td>
<td>1.52%</td>
</tr>
<tr>
<td>Parker</td>
<td>146,840</td>
<td>234,672</td>
<td>87,832</td>
<td>1.89%</td>
</tr>
<tr>
<td>Rockwall</td>
<td>107,130</td>
<td>161,628</td>
<td>54,498</td>
<td>1.66%</td>
</tr>
<tr>
<td>Tarrant</td>
<td>2,083,512</td>
<td>3,047,872</td>
<td>964,360</td>
<td>1.53%</td>
</tr>
<tr>
<td>Wise</td>
<td>67,826</td>
<td>103,951</td>
<td>36,125</td>
<td>1.72%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>7,610,567</strong></td>
<td><strong>11,411,579</strong></td>
<td><strong>3,801,013</strong></td>
<td><strong>1.63%</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>Basic</th>
<th>Retail</th>
<th>Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020</td>
<td>5,037,233</td>
<td>5,928,666</td>
<td>6,497,282</td>
</tr>
<tr>
<td>2025</td>
<td>7,053,983</td>
<td>7,579,454</td>
<td>8,111,135</td>
</tr>
</tbody>
</table>

# EMPLOYMENT FORECAST COUNTY TOTALS

<table>
<thead>
<tr>
<th></th>
<th>2020 BEA</th>
<th>2045</th>
<th>Change</th>
<th>Compound Annual Growth Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collin</td>
<td>653,140</td>
<td>1,068,555</td>
<td>415,415</td>
<td>1.99%</td>
</tr>
<tr>
<td>Dallas</td>
<td>2,244,283</td>
<td>3,578,807</td>
<td>1,334,524</td>
<td>1.88%</td>
</tr>
<tr>
<td>Denton</td>
<td>419,727</td>
<td>694,447</td>
<td>274,720</td>
<td>2.03%</td>
</tr>
<tr>
<td>Ellis</td>
<td>85,407</td>
<td>136,153</td>
<td>50,746</td>
<td>1.88%</td>
</tr>
<tr>
<td>Hood</td>
<td>28,849</td>
<td>47,324</td>
<td>18,475</td>
<td>2.00%</td>
</tr>
<tr>
<td>Hunt</td>
<td>44,911</td>
<td>70,630</td>
<td>25,719</td>
<td>1.83%</td>
</tr>
<tr>
<td>Johnson</td>
<td>78,245</td>
<td>120,570</td>
<td>42,325</td>
<td>1.74%</td>
</tr>
<tr>
<td>Kaufman</td>
<td>55,884</td>
<td>82,623</td>
<td>26,739</td>
<td>1.58%</td>
</tr>
<tr>
<td>Parker</td>
<td>65,978</td>
<td>102,289</td>
<td>36,311</td>
<td>1.77%</td>
</tr>
<tr>
<td>Rockwall</td>
<td>53,561</td>
<td>88,717</td>
<td>35,156</td>
<td>2.04%</td>
</tr>
<tr>
<td>Tarrant</td>
<td>1,272,899</td>
<td>2,066,696</td>
<td>793,797</td>
<td>1.96%</td>
</tr>
<tr>
<td>Wise</td>
<td>34,349</td>
<td>54,326</td>
<td>19,977</td>
<td>1.85%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>5,037,233</strong></td>
<td><strong>8,111,135</strong></td>
<td><strong>3,073,902</strong></td>
<td><strong>1.92%</strong></td>
</tr>
</tbody>
</table>

FINANCIAL PLAN REQUIREMENTS

- Plan must be financially constrained
- Include all reasonably expected sources of revenue
- Year of expenditure dollars
- Balance priorities with available revenues

Diagram:
- Revenues
- Costs
- Financial Constraint
# Preliminary Financial Plan Cost

<table>
<thead>
<tr>
<th>Strategic Infrastructure Investment</th>
<th>MOBILITY 2045</th>
<th>MOBILITY 2045 Update</th>
</tr>
</thead>
<tbody>
<tr>
<td>Infrastructure Maintenance</td>
<td>36.8</td>
<td>-15% ▼</td>
</tr>
<tr>
<td>Management &amp; Operations</td>
<td>9.5</td>
<td>0%</td>
</tr>
<tr>
<td>Growth, Development, &amp; Land Use Strategies</td>
<td>3.2</td>
<td>-60% ▼</td>
</tr>
<tr>
<td>Rail &amp; Bus</td>
<td>33.3</td>
<td>+25% ▲</td>
</tr>
<tr>
<td>HOV/Managed Lanes + Freeways/Tollways and Arterials</td>
<td>53.6</td>
<td>+25% ▲</td>
</tr>
</tbody>
</table>

| Total, Actual $, Billions           | 136.4 Billion | 140-150 Billion ▲    |
REVENUE SOURCES

Baseline Revenue

• Funds flowing through State Highway Fund and TxDOT UTP (Categories 1-12)
• System revenue
• Transit revenue (sales tax, federal, local, etc.)
• Local funds/local match

Adjusted Baseline

• New state and federal funds expected to start flowing through State Highway Fund
• New federal funds for transit
• Private and local funds for transit

Revenue Enhancements

• Reasonably anticipated future revenue, equivalent of increases in gas tax and vehicle registration fees
• Local option vehicle registration fees
## MOBILITY PLAN SCHEDULE

<table>
<thead>
<tr>
<th>2020</th>
<th>2021</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q2</td>
<td>Q3</td>
<td>Q4</td>
</tr>
<tr>
<td>Q1</td>
<td>Q2</td>
<td>Q3</td>
</tr>
</tbody>
</table>

### Agency and Public Coordination

- Draft Forecast
- Final Forecast

### Plan Development

- Demographic Forecast Development
- Draft Recommendations for Review

### Draft Plan Published
End of February 2022

### Official Public Comment Period
April 1, 2022 – May 31, 2022

### Air Quality Conformity

**Notes:**
- Public meetings held during highlighted months.
- Regional Transportation Council action on Mobility 2045 Update scheduled for June 9, 2022.
AMY JOHNSON
Senior Transportation Planner
ajohnson@nctcog.org
(817) 704-5608

BRENDON WHEELER, P.E.
Principal Transportation Planner
bwheeler@nctcog.org
(682) 433-0478

nctcog.org/PlanInProgress

mobilityplan@nctcog.org
CHANGING MOBILITY
DATA, INSIGHTS, AND DELIVERING INNOVATIVE PROJECTS DURING COVID RECOVERY

Regional Transportation Council
February 2022

Michael Morris, P.E.
Director of Transportation
TRAVEL BEHAVIOR BY MODE

+ Bicycle/Pedestrian (+32%, December)
  Toll Road (+5%, December)

0 Freeway Volumes (-1%, December)
  Airport Passengers (-10%, December)
  Transit Ridership (-40%, December)
ROADWAY TRENDS

Average Weekday Freeway Volumes

Traffic Decrease vs Baseline

Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters. As of October, growth calculated based on Fort Worth.

Note: Baseline is March 2019-February 2020.
Note: Drop in freeway volumes in Feb 2021 due in large part to week-long winter storm.
Note: Data for November 2021 was not collected for the majority of the locations.
ROADWAY TRENDS
Regional Average Freeway Speeds

Average Weekday Speeds, Weighted by Traffic Volumes

Source: TxDOT Sidefire Devices
Transit Impacts

Weekday Ridership

Passenger Decrease vs Baseline

Mar Apr May June Jul Aug Sep Oct Nov Dec Jan

-27% -59% -55% -54% -55% -56% -50% -49% -51% -54% -50% -53% -51% -48% -47% -48% -45% -43% -41% -40%

Source: DART, DCTA, and Trinity Metro
Note: Baseline is March 2019-February 2020.
Note: Transit ridership impacted in Feb 2021 by week-long winter storm.
BICYCLE AND PEDESTRIAN IMPACTS

Trail Counts

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

Note: Baseline is March 2019-February 2020; No adjustments for weather were applied.

Note: Trail usage impacted in Feb 2021 by week-long winter storm.
AIRPORT TRENDS

Passengers

Change in Airport Passengers vs Baseline

Source: Dallas Love Field and DFWIA Websites
Note: Baseline is March 2019-February 2020.
Note: Airlines experienced may flight cancellations in Dec. 2021 due to omicron variant affecting staff.
FINANCIAL IMPACT SUMMARY

FY 22-23 Comptroller’s Certified Revenue Estimate

State Motor Fuels Tax: Estimated $5.4 Billion
  • Increase of 8% over 20-21 biennium estimate

Oil & Gas Severance (Prop 1): Estimated $3.9 Billion
  • Increase of 39% over 20-21 biennium estimate

Motor Vehicle Sales Tax (Part of Prop 7): Estimated $635 Million
  • Increase of 100% over 20-21 biennium estimate

General Sales Tax (Part of Prop 7): Estimated $5 Billion
  • Increase of 35% over 20-21 biennium estimate
FUNDING IMPACT

NTTA Transactions

Change in Tollway Transactions vs Baseline

Source: NTTA
Notes: Baseline is March 2019-February 2020. Change for NTTA includes 360 Tollway.
Note: Drop in transactions in Feb 2021 due in large part to week-long winter storm.
Change in Transactions vs Baseline

Jan 2020: 10.5%
Feb 2020: 15%

Mar 2020: -31%
Apr 2020: -60%
May 2020: -74%
Jun 2020: -31%
Jul 2020: -38%
Aug 2020: -39%
Sep 2020: -33%
Oct 2020: -35%
Nov 2020: -33%
Dec 2020: -36%
Jan 2021: -52%
Feb 2021: -13%
Mar 2021: -14%
Apr 2021: -18%
May 2021: -2%
Jun 2021: -3%
Jul 2021: -10%
Aug 2021: -4%
Sep 2021: -10%
Oct 2021: -1%
Nov 2021: -2%
Dec 2021: -2%

Source: TxDOT
Note: Baseline is March 2019-February 2020; TIFIA loan not impacted at this time as interest only payment period does not begin until May 2022
Note: Drop in transactions in Feb 2021 due in large part to week-long winter storm.
Transform North Tarrant Express (NTE): IH 820/SH 183 “NexTE” Phase

<table>
<thead>
<tr>
<th>Length</th>
<th>Segment 1</th>
<th>Segment 2W</th>
<th>Segment 2E</th>
<th>MidTown</th>
</tr>
</thead>
<tbody>
<tr>
<td>Miles</td>
<td>6.4</td>
<td>6.9</td>
<td>5.3</td>
<td>3.3</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Existing Interim *</th>
<th>2 GPL, 2 ML</th>
<th>3 GPL, 2 ML</th>
<th>3 GPL, 1 ML</th>
<th>3 GPL, 1 ML</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>New Interim * (&quot;NexTE&quot; Phase)</th>
<th>3 GPL, 2 ML</th>
<th>3 GPL, 3 ML</th>
<th>3 GPL, 2 ML</th>
<th>3 GPL, 3 ML</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Final Configuration *</th>
<th>3 GPL, 2 ML</th>
<th>3 GPL, 3 ML</th>
<th>4 GPL, 3 ML</th>
<th>4 GPL, 2 ML</th>
</tr>
</thead>
</table>

* Number = Lanes Per Direction
GPL = General Purpose Lanes; ML = Tolled Managed (TEXpress) Lanes
FEDERAL HIGHWAY ADMINISTRATION SAFETY PERFORMANCE TARGETS UPDATE

Sonya J. Landrum, Program Manager
2.10.2022
<table>
<thead>
<tr>
<th>Rulemaking</th>
<th>Upcoming RTC Action</th>
<th>Next Anticipated RTC Action</th>
<th>Target-Setting Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit Safety (PTASP)</td>
<td>May 2021</td>
<td>Early 2025</td>
<td>Every 4 Years</td>
</tr>
<tr>
<td>PM1 – Roadway Safety</td>
<td>February 2022 (Information)</td>
<td>Early 2023</td>
<td>Annual (Targets established as reductions over 5-year period)</td>
</tr>
<tr>
<td>Transit Asset Management (TAM)</td>
<td>Mid 2022</td>
<td>2026</td>
<td>Every 4 Years</td>
</tr>
<tr>
<td>PM2 – Pavement and Bridge</td>
<td>Late 2022</td>
<td>Late 2024</td>
<td>Biennial</td>
</tr>
<tr>
<td>PM3 – System Performance, Freight, and CMAQ</td>
<td>Late 2022</td>
<td>Late 2024</td>
<td>Biennial</td>
</tr>
</tbody>
</table>
Federal legislation specifies quantitative performance measures that must be tracked and reported annually.

- **2018 Safety Performance Targets** approved by Regional Transportation Council (RTC) in December 2017.

  Established Regional Safety Position:

  Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel.


- Targets updated annually.

- In May of 2019, the Texas Transportation Commission (TTC) adopted Minute Order 115481, directing TxDOT to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050.
## Safety Performance (PM1) Trends and Target Performance

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Desired Improvement Trend</th>
<th>Current Trend*</th>
<th>2018 Target Met</th>
<th>2019 Target Met</th>
<th>2020 Target Met**</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>State of Texas</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. No. of Fatalities</td>
<td>![↓]</td>
<td>![↑]</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>2. Fatality Rate</td>
<td>![↓]</td>
<td>![↓]</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>3. No. of Serious Injuries</td>
<td>![↓]</td>
<td>![↓]</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>4. Serious Injury Rate</td>
<td>![↓]</td>
<td>![↓]</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>5. No. of Non-motorized Fatalities and Serious Injuries</td>
<td>![↓]</td>
<td>![↑]</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

| **North Central Texas (NCTCOG) Region** |                           |               |                |                |                  |
| 1. No. of Fatalities | ![↓]                     | ![↑]         | Yes           | Yes            | Yes              |
| 2. Fatality Rate     | ![↓]                     | ![↓]         | Yes           | Yes            | Yes              |
| 3. No. of Serious Injuries | ![↓]           | ![↓]         | Made Significant Progress | Yes | Made Significant Progress |
| 4. Serious Injury Rate | ![↓]                   | ![↓]         | Made Significant Progress | Yes | Made Significant Progress |
| 5. No. of Non-motorized Fatalities and Serious Injuries | ![↓] | ![↑] | Yes | Yes | Yes |

*Current trend using data from the previous five years of available data (2016-2020)

**FHWA expected to release state results in March 2022.

Observed safety performance is compared to targets on a two-year delay.
# NCTCOG Actual Safety Performance 2020

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Fatalities</td>
<td>589.3</td>
<td>587.4</td>
<td>542.2</td>
<td>Yes</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Rate of Fatalities</td>
<td>0.803</td>
<td>0.803</td>
<td>0.784</td>
<td>Yes</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Number of Serious Injuries</td>
<td>3,514.7</td>
<td>3,560</td>
<td>3,743.2</td>
<td>No</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Rate of Serious Injuries</td>
<td>4.768</td>
<td>4.891</td>
<td>5.434</td>
<td>No</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Number of Non-Motorized Fatalities and Serious Injuries</td>
<td>595.0</td>
<td>587.8</td>
<td>547.2</td>
<td>Yes</td>
<td>No</td>
<td></td>
</tr>
</tbody>
</table>

Targets are based on 5-year rolling average.
# NCTCOG and TxDOT Safety Performance Targets and Projections

<table>
<thead>
<tr>
<th>Safety Performance Targets</th>
<th>2020 TxDOT Targets</th>
<th>2020 NCTCOG Targets</th>
<th>2021 TxDOT Targets</th>
<th>2021 NCTCOG Targets</th>
<th>2022 TxDOT Targets</th>
<th>2022 NCTCOG Targets</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percent Reduction</td>
<td>1.2% Reduction</td>
<td>1.6% Reduction</td>
<td>2.0% Reduction</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No. of Fatalities</td>
<td>4,068</td>
<td>589.3</td>
<td>3,687*</td>
<td>572.4</td>
<td>3,563*</td>
<td>579.5</td>
</tr>
<tr>
<td>Fatality Rate</td>
<td>1.48</td>
<td>0.803</td>
<td>1.33*</td>
<td>0.762</td>
<td>1.27*</td>
<td>0.755</td>
</tr>
<tr>
<td>No. of Serious Injuries</td>
<td>18,602</td>
<td>3,514.7</td>
<td>17,151</td>
<td>3,375.3</td>
<td>16,677</td>
<td>3032.9</td>
</tr>
<tr>
<td>Serious Injury Rate</td>
<td>6.56</td>
<td>4.768</td>
<td>6.06</td>
<td>4.485</td>
<td>5.76</td>
<td>3.939</td>
</tr>
<tr>
<td>No. of Non-motorized Fatalities and Serious Injuries</td>
<td>2,477</td>
<td>595.0</td>
<td>2,316.4</td>
<td>592.3</td>
<td>2,367</td>
<td>596.9</td>
</tr>
</tbody>
</table>

Targets are based on a 5-year rolling average.
2022 targets calculated using 2018-2020 (observed) and 2021-2022 (projected).
*TxDOT 2021 and 2022 fatalities and fatality rate targets calculated using a 50% reduction by 2035.
NCTCOG Region Fatalities - Actual Performance

Future projection line calculated using the previous 5 years of available data (2016-2020).

2022 Target = 579.5
NCTCOG Region Non-Motorized Fatalities and Serious Injuries - Actual Performance

Future projection line calculated using the previous 5 years of available data (2016-2020).
## NCTCOG Safety-Related Programs and Projects

<table>
<thead>
<tr>
<th>Safety Program Area</th>
<th>Bike and Pedestrian</th>
<th>Freight</th>
</tr>
</thead>
<tbody>
<tr>
<td>* Regional Roadway Safety Plan</td>
<td>Education and Outreach - Look Out Texans</td>
<td>Fort Worth Rail Crossing Evaluation</td>
</tr>
<tr>
<td>Drive Aware North Texas - Driver Behavior Social Marketing Campaign</td>
<td>Regional Pedestrian Safety Plan</td>
<td>Truck Lane Restrictions Planning</td>
</tr>
<tr>
<td>Intersection Safety Implementation Plan</td>
<td>Bike/Ped Technical Training/Workshops</td>
<td>Freight Safety Initiative</td>
</tr>
<tr>
<td>WWD Mitigation Project</td>
<td>Safety Spot Improvement Program</td>
<td>Canyon Falls/US 377 and UPRR</td>
</tr>
<tr>
<td>Traffic Incident Management Training Program</td>
<td>Transportation Alternative Funding CFPs</td>
<td>Linfield Closing/Ped Crossing over UPRR</td>
</tr>
<tr>
<td>Crash Reconstruction Software/Equipment Training Program</td>
<td>“Routes to Rail Stations” Study</td>
<td>Prairie Creek Road Grade Separation</td>
</tr>
<tr>
<td>Incident Management Call for Projects</td>
<td>Safe Routes to School</td>
<td></td>
</tr>
<tr>
<td>Commercial Vehicle Enforcement Training for Judges &amp; Prosecutors</td>
<td>Bicycle and Pedestrian Advisory Committee</td>
<td></td>
</tr>
<tr>
<td>Commercial Vehicle Enforcement Equipment and Training Program</td>
<td>Streamlined Project Delivery</td>
<td>Denton County East-West Corridor</td>
</tr>
<tr>
<td>Mobility Assistance Patrol Program</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regional Safety Information System - Crash Database</td>
<td>Emerging Technology Investment Programs</td>
<td>Automated Vehicles</td>
</tr>
<tr>
<td>Abandoned Vehicle Working Group / Regional Policy Development</td>
<td>Freeway Management &amp; HOV Enforcement</td>
<td>AV 2.0</td>
</tr>
<tr>
<td>FHWA Safety Performance Target</td>
<td>Peak Hour Lane Implementation</td>
<td>AV Truck Data Sharing</td>
</tr>
<tr>
<td>Regional Safety Advisory Committee</td>
<td></td>
<td>Traffic Signal Data Sharing</td>
</tr>
<tr>
<td>* Vision Zero Program Development Workshop</td>
<td>Traffic Signal/Intersection Improvement Program</td>
<td>Waze/511DFW Data Sharing</td>
</tr>
<tr>
<td>* Vision Zero Regional Policy Resolution Development</td>
<td>Traffic Signal Cloud Data</td>
<td>DSTOP</td>
</tr>
<tr>
<td>* NCTCOG Systemic Safety Improvements Program</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Air Quality

- DFW Clean Cities
- Emissions Enforcement

### Congestion Management

- Emerging Technology Investment Programs
- Freeway Management & HOV Enforcement
- Congestion Management Process
- Peak Hour Lane Implementation

### TSM / ITS

- Regional Traffic Signal Retiming Program
- Traffic Signal/Intersection Improvement Program
- Traffic Signal Cloud Data

### Transit

- Public Transportation Agency Safety Plan (PTASP)

### Automated Vehicles

- AV 2.0
- Texas Connected Freight Corridor: IH 30
- AV Truck Data Sharing
- Traffic Signal Data Sharing
- Waze/511DFW Data Sharing
- DSTOP

### Aviation

- Know Before You Fly (Your Drone) Workshops
- UAS Safety and Integration Initiative/Task Force

*Denotes an upcoming program, policy, or project.*
<table>
<thead>
<tr>
<th>Date</th>
<th>NCTCOG Safety Performance Targets Actions to Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>December 2017</td>
<td>STTC/RTC (Action) - Presented 2018 Safety Performance Targets. * Affirmed support of 2018 TxDOT Targets</td>
</tr>
<tr>
<td>January 24, 2020</td>
<td>RSAC/STTC (Information) - Presented 2020 Safety Performance Targets Update and 2018 preliminary safety targets vs. actual performance update to STTC. Item pulled from RTC due to special agenda</td>
</tr>
<tr>
<td>July 24, 2020</td>
<td>RSAC – Presented final safety targets vs. actual performance</td>
</tr>
<tr>
<td>January/February 2021</td>
<td>RSAC/STTC/RTC (Information) - Presented 2021 Safety Performance Targets Update and 2019 preliminary safety targets vs. actual performance update</td>
</tr>
<tr>
<td>January/February 2022</td>
<td>RSAC/STTC/RTC (Information) - Presented 2022 Safety Performance Targets and 2020 preliminary safety targets vs. actual performance update</td>
</tr>
<tr>
<td>January/February 2023</td>
<td>STTC/RTC (Action) - Present proposed 2023 Safety Performance Targets and 2021 preliminary safety targets vs. actual performance update</td>
</tr>
</tbody>
</table>
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