Air North Texas
2019-2020 Partner Awards

Regional Transportation Council
December 10, 2020
Award Categories

- Outstanding Effort Awards
  - Advertising
  - Initiative
  - Outreach

- Arlo Ambassador Award
- Air North Texas Partner of the Year
Outstanding Advertising

Plano

Alex Pharmakis, Senior Sustainability Outreach Coordinator
Outstanding Initiative

Amber Knott, Environmental Outreach Coordinator
Outstanding Outreach

Brittany Hailey, Environmental Coordinator and Kevin Overton, Senior Environmental Coordinator
Katherine Barnett, *Sustainability and Customer Initiatives Manager*; Sarah Luxton, *Sustainability Programs Coordinator*; and James Douglas, *Conservation Program Coordinator*
Partner of the Year

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

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www.airnorthtexas.org
CHANGING MOBILITY
DATA, INSIGHTS, AND DELIVERING INNOVATIVE PROJECTS DURING COVID RECOVERY

Regional Transportation Council
December 2020

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

+ Bicycle/Pedestrian (+22%, October)

0 Freeway Volumes (-7%, October)
Toll Road (-20%, September)
Airport Passengers (-47%, September)
Transit Ridership (-56%, October)
<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Ridership Decrease</td>
<td>-27%</td>
<td>-59%</td>
<td>-55%</td>
<td>-54%</td>
<td>-55%</td>
<td>-57%</td>
<td>-57%</td>
<td>-56%</td>
</tr>
</tbody>
</table>

Source: DART, DCTA, and Trinity Metro
### Proposition 1 (Oil & Gas Severance Tax)

Transfers to the State Highway Fund, Millions

<table>
<thead>
<tr>
<th>Year</th>
<th>Revenue (Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>734</td>
</tr>
<tr>
<td>2019</td>
<td>1,380</td>
</tr>
<tr>
<td>2020</td>
<td>1,660</td>
</tr>
<tr>
<td>2021</td>
<td>1,100</td>
</tr>
<tr>
<td>2022</td>
<td>620</td>
</tr>
</tbody>
</table>

Projected in July 2020

Revised Comptroller Certification Revenue Estimate

Source: Texas Comptroller of Public Accounts
FUNDING IMPACT

NTTA Transactions, Including SH 360

Change in Tollway Transactions: 2019 vs 2020

March: -29%  15%
April: -57%  -38%  -22%
May: -27%  -41%  -27%
June: -6%  -27%
July: -7%  -26%
August: -7.6%  -24%
Sept: -9.0%  -20%

Source: NTTA
Note: Change for NTTA includes 360 Tollway
Additional Note: Despite decline in transactions, the revenues are sufficient to meet debt service for SH 360. No current impact to RTC backstop expected.
October 2019 to October 2020
Construction Cost Changes

Monthly Average Construction Cost Changes
(Letting Low Bid vs. Sealed Engineer's Est.)

COVID-19 Avg. Cost Change: -11.79%

Sources: TxDOT Connect and Monthly TxDOT Letting Reports
Notes: Does not include CSJ 2266-02-151; Includes grouped and non-grouped projects; Includes Dallas and Fort Worth District data
CANDIDATE PROJECTS

High Speed Rail: Dallas to Houston
High Speed Rail: Dallas to Fort Worth
Autonomous Transit (Tarrant, Midtown)
Technology (Freeway Induction Loops)
State Highway 183 (Section 2E+)
Y Connector (IH820/IH20)
COVID-19 #00X Program
Federal Highway Administration: Pavement/Bridge Condition (PM2) Target Reaffirmation or Revisions

Presented by:

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

December 10, 2020
Regional Transportation Council (RTC) – Action Item
## NCTCOG Performance Measurement Activities
### FAST Act – Performance Measures and Target Setting

<table>
<thead>
<tr>
<th>Complete</th>
<th>Rulemaking</th>
<th>Number of Measures</th>
<th>DOT/Provider Target Setting Deadline</th>
<th>MPO Target Setting Deadline</th>
<th>Reporting Period</th>
<th>Reporting Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LATER</strong></td>
<td>Safety (PM1)</td>
<td>5</td>
<td>8/31/2020</td>
<td>2/27/2021</td>
<td>Annually</td>
<td>Annually</td>
</tr>
<tr>
<td><strong>NOW</strong></td>
<td>Pavement/Bridge Condition (PM2)</td>
<td>6</td>
<td>10/01/2020</td>
<td>3/30/2021</td>
<td>Four-Year Performance Periods</td>
<td>Biennially (beginning, middle, &amp; end of performance periods)</td>
</tr>
<tr>
<td><strong>YES</strong></td>
<td>System Performance (PM3)</td>
<td>7</td>
<td>10/01/2020</td>
<td>10/01/2020</td>
<td>Four-Year Performance Periods</td>
<td>Biennially (beginning, middle, &amp; end of performance periods)</td>
</tr>
<tr>
<td><strong>LATER</strong></td>
<td>Public Transportation Safety Plan (PTASP)</td>
<td>7</td>
<td>12/31/2020</td>
<td>6/29/2021</td>
<td>Annually</td>
<td>Annually</td>
</tr>
<tr>
<td><strong>LATER</strong></td>
<td>Transit Asset Management (TAM)</td>
<td>4</td>
<td>1/01/2021</td>
<td>6/30/2021</td>
<td>Annually</td>
<td>Annually</td>
</tr>
</tbody>
</table>
NCTCOG Performance Measurement Activities (cont.)

PM2 Performance Period Schedule

- **2018**
  - First Performance Period began
  - November 8, 2018: RTC affirms TxDOT statewide PM2 targets for 2020 and 2022 on National Highway System (NHS) facilities

- **2020**
  - Mid-Performance Period Report due October 1, 2020
  - If TxDOT adjusts PM2 statewide targets (2022), MPOs have 180 days to either reaffirm support for adjusted targets, or set new regional targets

- **2022**
  - First Performance Period ends
  - Second Performance Period begins
  - MPOs adopt new targets (statewide or regional) for 2024 and 2026
# NHS PM2 Pavement Analysis

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

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

1. New target estimates based on 3-year (2017-19) Highway Performance Monitoring System (HPMS) moving average; assumes International Roughness Index (IRI) ratings only for non-Interstate NHS; assumes IRI, cracking, rutting, & faulting metrics for Interstate NHS.
2. TxDOT Pavement Management Information System (PMIS) data where indicated; estimation/reporting of original NCTCOG regional targets in 2018 based on 5-year (2013-17) moving average for all non-Interstate NHS roadways combined (good condition only).
3. Indicated figures/target estimates based on NTTA’s Condition Rating System (CRS) which addresses surface condition, IRI, rutting, faulting, & pavement type. NTTA CRS and TxDOT HPMS/PMIS data reconciliation is being evaluated and will not impact target action.
### NHS PM2 Pavement Analysis (cont.)

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

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

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

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

3. Indicated figures/target estimates based on NTTA's Condition Rating System (CRS) which addresses surface condition, IRI, rutting, faulting, & pavement type. NTTA CRS and TxDOT HPMS/PMIS data reconciliation is being evaluated and will not impact target action.
# NHS PM2 Bridge Analysis

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

<table>
<thead>
<tr>
<th>NHS ROADWAY CATEGORIES</th>
<th>DESIRED IMPROVEMENT TREND</th>
<th>2018 BASELINE</th>
<th>2020 CONDITION (NEW)</th>
<th>2022 TARGET (ORIGINAL)</th>
<th>2022 TARGET (UPDATED)</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>Good Bridge Condition</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All NHS Facilities</td>
<td>➡️</td>
<td>50.7%</td>
<td>50.7%</td>
<td>50.4%</td>
<td>50.4%</td>
</tr>
<tr>
<td>Poor Bridge Condition</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All NHS Facilities</td>
<td>➡️</td>
<td>0.9%</td>
<td>1.3%</td>
<td>0.8%</td>
<td>1.5%</td>
</tr>
<tr>
<td><strong>North Central Texas (NCTCOG) Region</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Good Bridge Condition</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All NHS Facilities</td>
<td>➡️</td>
<td>55.3%</td>
<td>56.0%</td>
<td>58.4% ^2</td>
<td>57.9% ^3</td>
</tr>
<tr>
<td>Poor Bridge Condition</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All NHS Facilities</td>
<td>➡️</td>
<td>1.9%</td>
<td>2.3%</td>
<td>1.5% ^2</td>
<td>2.0% ^3</td>
</tr>
</tbody>
</table>

1. All percentages based on total deck area.
2. Estimation/reporting of original regional targets in 2018 based on 6-year (2012-18) linear trend analysis; condition data reported in 2-year increments.
3. Estimation/reporting of new regional targets based on 8-year (2012-20) linear trend analysis; condition data reported in 2-year increments.
NHS PM2 Bridge Analysis (cont.)

Extent/Status of Regional Poor Condition Bridges

**BRIDGE PERFORMANCE**

<table>
<thead>
<tr>
<th>Category</th>
<th>2018</th>
<th>2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>“Poor Condition” NHS Bridges</td>
<td>14</td>
<td>34</td>
</tr>
<tr>
<td>Funded – 2018 (UTP or TIP/STIP)</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>Repeat Listings</td>
<td></td>
<td>12</td>
</tr>
<tr>
<td>Funded – 2020 (UTP or TIP/STIP)</td>
<td></td>
<td>25</td>
</tr>
<tr>
<td>Not Addressed (&lt; 10 Years)</td>
<td>2</td>
<td>9</td>
</tr>
</tbody>
</table>

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

**NCTCOG Region – Bridge Performance Status**

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

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

*“Poor” Condition Bridges without Funded Improvements
*“Poor” Condition Bridges with Funded Improvements

---

NCTCOG Region – Bridge Performance Status

<table>
<thead>
<tr>
<th>BRIDGE PERFORMANCE</th>
<th>2018</th>
<th>2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>“Poor Condition” NHS Bridges</td>
<td>14</td>
<td>34</td>
</tr>
<tr>
<td>Funded – 2018 (UTP or TIP/STIP)</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>Repeat Listings</td>
<td></td>
<td>12</td>
</tr>
<tr>
<td>Funded – 2020 (UTP or TIP/STIP)</td>
<td></td>
<td>25</td>
</tr>
<tr>
<td>Not Addressed (&lt; 10 Years)</td>
<td>2</td>
<td>9</td>
</tr>
</tbody>
</table>

1. UTP = Unified Transportation Program (TxDOT); TIP/STIP = (Statewide) Transportation Improvement Program
Proposed RTC Action – Reaffirming Statewide Support

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

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

Collaboration to plan/program projects contributing toward accomplishment of pavement and bridge goals includes the following actions:

- NCTCOG will work with local governments to expedite improvements for NHS Off-System Arterials in “Poor Condition” (COVID-19 #00X Round 3 Program – Project #17)
- NCTCOG will work with TxDOT/local governments to expedite improvements for NHS Bridges in “Poor Condition” (North Texas Strategic NHS Bridge Program – INFRA/BUILD Discretionary Grant Program)
### PM2 Target Decision-Making (cont.)
#### Schedule

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

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December 10, 2020 Regional Transportation Council (RTC) – Action Item
METROPOLITAN PLANNING ORGANIZATION (MPO) MILESTONE POLICY IMPLEMENTATION (ROUND 2)

Regional Transportation Council
December 10, 2020
The Regional Transportation Council (RTC) has been selecting projects since 1992.

The first round of the MPO Milestone Policy was adopted by the RTC in June 2015, and it reviewed projects selected from 1992 to 2005 that had not yet gone to construction.

That initiative was successful in getting 51 out of 57 projects to construction.

A second round of the Milestone Policy was initiated to review projects currently over 10 years old that have not been implemented.

In November 2019, the second round of Milestone Policy Projects was introduced.
INTENDED OUTCOMES OF THE MILESTONE POLICY

- Providing a realistic assessment of project status for decision-making
- Balancing project construction schedule capacity within the current financial constraints
- Increasing the amount of available funds for priority, “ready-to-go” projects, rather than long delayed projects
- Getting old projects to construction/implementation
MILESTONE POLICY ROUND 1 UPDATE

- At its November 2019 meeting, the RTC granted a deadline extension to a project being implemented by the City of Dallas (TIP 11258.9) from the first round of the Milestone Policy.

- The project had to go to construction by December 2020 or funding would be removed from the project.

- This project’s funding was obligated in October and project bidding is set for December 2020.

- With this update, all projects from the Milestone Policy, Round 1 have either advanced to construction or were canceled at the request of the project sponsor.
MILESTONE POLICY ROUND 2
OVERVIEW

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

- 41 projects needed to be reconfirmed or cancelled
THE REAPPROVAL PROCESS

- Agencies with projects on the Milestone Policy Project List were notified via letter (in addition to STTC & RTC agenda items in 2019)

- Agencies were required to reconfirm the projects as a priority by:
  - Providing a realistic and achievable schedule, which must receive NCTCOG & TxDOT concurrence
  - Providing documentation of policy board support
    - If projects are advancing imminently or have policy board approval within the last six months, new action was not needed (just submit latest approval documentation)
    - If policy support documentation is greater than six months old, new action was requested
  - Documenting the availability of local matching funds
# PROJECTS SUMMARY

<table>
<thead>
<tr>
<th>PROJECT CATEGORIES</th>
<th>NUMBER OF PROJECTS</th>
<th>TOTAL FUNDING OF PROJECTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed for Cancellation</td>
<td>11</td>
<td>$75,790,204</td>
</tr>
<tr>
<td>Under Construction or Complete</td>
<td>8</td>
<td>$246,173,091</td>
</tr>
<tr>
<td>Scheduled Letting FY 2021</td>
<td>11</td>
<td>$177,392,785</td>
</tr>
<tr>
<td>Scheduled Letting FY 2022</td>
<td>2</td>
<td>$20,057,834</td>
</tr>
<tr>
<td>Scheduled Letting FY 2023</td>
<td>8</td>
<td>$64,113,120</td>
</tr>
<tr>
<td>Scheduled Letting FY 2024 or Beyond</td>
<td>1</td>
<td>$27,000,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>41</strong></td>
<td><strong>$610,527,034</strong></td>
</tr>
</tbody>
</table>

Note: Some projects have let but actual construction has not begun. Staff will continue to monitor those projects.
In the Round 1 effort, the action included a one-year grace period after the fiscal year in which each agency indicated their project would be ready. 
- Now that the program is established and agencies understand the implications of setting their schedules, staff proposes that this grace period not be continued.

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

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

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

Regional Transportation Council • December 10, 2020

Chris Klaus, Senior Program Manager
Attainment Deadlines

2008 NAAQS Attainment Date (<75 ppb): No later than July 20, 2021

Serious Classification

2015 NAAQS Attainment Date (<70 ppb): No later than August 3, 2021

Marginal Classification

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

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

<table>
<thead>
<tr>
<th>Five Highest Monitors</th>
<th>4th Highest Value for Season</th>
<th>2020 Ozone Season Design Value</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2018</td>
<td>2019</td>
</tr>
<tr>
<td>Grapevine Fairway</td>
<td>82</td>
<td>71</td>
</tr>
<tr>
<td>Frisco</td>
<td>81</td>
<td>76</td>
</tr>
<tr>
<td>Eagle Mountain Lake</td>
<td>75</td>
<td>75</td>
</tr>
<tr>
<td>Dallas North</td>
<td>81</td>
<td>73</td>
</tr>
<tr>
<td>Cleburne</td>
<td>81</td>
<td>73</td>
</tr>
</tbody>
</table>
Federal Attainment Requirements

Conditional Regulatory Test: 1-year extension

<table>
<thead>
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<th>Five Highest Monitors</th>
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<td>81</td>
<td>73</td>
</tr>
</tbody>
</table>
Reclassification Due to Failure to Attain – Stricter Standards

Going from Serious Classification to Severe:

- Major source threshold decreased to 25 TPY (from 50 TPY)
  - Impacts businesses that require CAA permitting for new/continued operations
- Penalty fee program for major sources
  - Per ton penalty fee increase on major sources if the area does not meet required reductions
- NSR Emission Offset ratio increased to 1.3:1 (from 1.2:1)
- Low VOC reformulated gas
  - No implications, because our region has already opted in previously
- VMT growth offset required
  - Analysis to see if more transportation control strategies are needed

A continued and thorough assessment of regional implications is ongoing.
VMT Growth Offset

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

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

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

Examples: Trip Reduction Strategies such as Telecommuting, that is proving effective during the COVID-19 pandemic, and Workplace Flexibility Programs, Public Transit, Traffic Signal Improvements, Intersection Improvements and, Bike and Pedestrian Improvements.
Bicycle/Pedestrian (+78%, May)
Truck travel time reliability
Speed of traffic and congestion* (+7%, May)

Freeway Volumes (-19%, May)
Airport Passengers (~-80%, May)
Transit Ridership (-55%, May)

For more information, please see the Changing Mobility Dashboard:

* indicates compared to February 2020 instead of a corresponding for a 2019 – 2020 comparison
North Central Texas Ozone Exceedance Comparison: 2019-2020

Data Source: Texas Commission on Environmental Quality

Data Analysis: North Central Texas Council of Governments
Ongoing and Future Investigations

Inaccurate ozone alerts for predicted exceedances
  Of the 30 ozone action days issued, only 7 of the forecasts were correct
State forecasted 72 ppb for 2020 – actual is 76 ppb
Impacts of background emissions
Nonattainment Boundaries – Multistate air quality plans
Comprehensive Multipollutant Interactions
Unexplained emission increases (May, June, and August)
Potential changing of NOX:VOC stoichiometric ratio
COVID-19 research - Transportation Review Board (TRB), TCEQ, TxDOT

NCTCOG is dedicated to continuing the pursuit of additional and innovative transportation and emission control strategies
November 30, 2020 – End of 2020 ozone season

March 1, 2021 – Beginning of 2021 ozone season

Official Reclassification of both 2008 and 2015 standards to be determined

Compliance with VMT offsets must be determined by SIP submittal

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

2015 NAAQS Attainment Date (≤70 ppb): No later than August 3, 2024
Moderate Classification
OVERVIEW OF NEXT STEPS INVOLVING NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS’ TRAVEL DEMAND MANAGEMENT PROGRAM

Regional Transportation Council

Sonya J. Landrum, Program Manager
December 10, 2020
What is Travel Demand Management?

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

- Ridesharing: Carpooling and Vanpooling
- Transit: Bus and Rail
- Active Transportation: Biking and Walking
- Telecommuting: Work from Home
- Compressed Work Weeks: 4/40 and 9/80 Schedules
- Flexible Work Hour Schedules: Staggered Shifts
Impacts of COVID-19 on TDM

2020 Try Parking It Commuter Tracking During COVID-19

Carpool ▪ Vanpool ▪ Transit ▪ Telecommute ▪ Walk ▪ Bike

January February March April May June July August September October November
Impacts of COVID-19 on Air Quality
Impacts of COVID-19 on Travel Behavior

TRANSIT IMPACTS - Weekday Ridership

![Graph showing Transit Ridership changes from 2019-2020. The graph indicates a significant decrease in ridership across different months, with March showing the most drastic drop. The source is DART, Trinity Metro, and DCTA.]
Impacts of COVID-19 on Travel Behavior

ROADWAY IMPACTS - Average Weekday Freeway Volumes

Percent Change in Average Weekday Freeway Volumes

-2%  -1%  -10%  -28%  -12%  -10%  -9%  -8%  -7%

Source: Traffic counts recorded by TxDOT automatic count devices along regional freeway facilities.
The Public Sector’s Perspective

- Capital Area Metropolitan Planning Organization (Austin, TX) – 20 percent reduction by 2020
- Capital District Transportation Committee (Albany, NY) – 40 percent reduction by 2030
- Chicago Metropolitan Agency for Planning (Chicago, IL) – 80 percent reduction by 2050
- City of Seattle (Seattle, WA) – 28.8 percent reduction by 2023
- Metropolitan Transportation Commission (San Francisco, CA) – 60 percent reduction by 2050 (Carbon Reduction Effort)
- North Central Texas Council of Governments – voluntary 20 percent reduction goal as part of NCTCOG Employer Trip Reduction Program
Microsoft Corporation – Remote working up to 50 percent of work week or permanently work remotely

Infosys – 33 percent of employees to work from home permanently

Facebook – 50 percent of employees to work remotely in the next 5-10 years

Using technology to impact the bottom line (e.g. less required parking, less office space needed, etc.)

May be more focused on reducing carbon footprint and climate change
Trip Reduction Program Benefits to the Private Sector

1. Decreased demand for parking spaces
2. Reduced employee tardiness and absenteeism
3. Expanded labor pool
4. Enhanced public image
5. Low-cost benefit to employees
6. Increased employee satisfaction
7. Reduced employee stress
8. Increased employee productivity
TDM and trip reduction strategies are not a “One Size Fits All” solution

An effective trip reduction program includes strategies that fit the needs of employers and commuters

Employer buy-in is needed for maximum employee participation in trip reduction programs

Mandatory remote work arrangements during pandemic have proven that teleworking on a larger scale is achievable without sacrificing work quality/quantity

RTC and NCTCOG should take a leadership position in establishing a mandatory SOV trip reduction goal
Possible Public Policy Tradeoffs (Higher vs. Lower Target)

Higher Target Results in:
- Improved air quality
- Decreased roadway congestion
- Increased efficiency of the transportation system

Possible Unintended Consequences of a Higher Target:
- Decreased Safety: Less roadway congestion
- Increased roadway speeds, increased fatalities
- Completely removing trips may inadvertently impact transit
- Impact to downtown livability and/or urban lifestyle
- Negative impact to sales tax collections
- Negative impact to downtown tourism

Recommend a realistically achievable mandatory target that results in high benefits and reduced negative impacts
NCTCOG TDM Program Contact Info

Share Your Feedback

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Update on Air Quality Initiatives: Electric Vehicles and Energy Reporting

Lori Clark
Program Manager
December 10, 2020

Regional Transportation Council
Relevance to Regional Planning

Air Quality Emphasis Areas:

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

Performance Measure:
Air Quality

Mobility 2045:
Air Quality Policy AQ3-004:
Support and implement strategies that promote energy conservation, reduce demand for energy needs, reduce petroleum consumption, and/or decrease greenhouse gas emissions

Mobility 2045 Chapter 4 – Environmental Considerations

Appendix C – Environmental Considerations
ELECTRIC VEHICLES (EVs)
Light-Duty EV Registration Trends in North Texas

13,254 EVs Registered as of November 24, 2020

35% 2019 Growth Rate

EV Fleet Composition:
75% Battery Electric
25% Plug-In Hybrid Electric

Interactive Registration Tools:

North Texas  Statewide  Historic Trendline

All Data at www.dfwcleancities.org/evnt
Local Fleet Successes

Municipalities and Counties
12 Fleets
City of Lewisville Case Study: $1,000 per Year Savings

Transit:
- 7 DART Buses
- 4 Trinity Metro Buses
- Reduced 350 pounds NOX and 159 Tons GHGs in 2019

School Districts:
3 Buses at Everman ISD

Received Award for “Outstanding School District” at 2020 Texas Energy Summit

Private Sector:
Delivery Fleets
Utilities

NOX = Nitrogen Oxides; GHG = Greenhouse Gases; Emissions Reduction Calculation: https://afleet-web.es.anl.gov/afleet/
National Drive Electric Week 2020

DFW Events

DFW LIVE Event
Second Annual Oncor EV Road Rally
Workshop: Using Clean Cities Tools to Implement EV and EV Infrastructure Goals
Electric Vehicle Fleet Manager Roundtable

Almost 5000 Participants LIVE!

All Recordings at www.driveelectricdfw.org
Time-Sensitive Incentives

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

**Target Sites:** Workplaces & Multi-Family Dwellings

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

See [www.nct cog.org/aqfunding](http://www.nctcog.org/aqfunding)

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

Learn More About Workplace Charging at [www.dfwcleancities.org/workplace-charging](http://www.dfwcleancities.org/workplace-charging)
Local Government Energy Reporting
Nitrogen Oxides (NO\textsubscript{x}) Emissions Sources

Total Nitrogen Oxides (NO\textsubscript{x}) = 234.75 tons per day (tpd)

- On-Road Mobile: 88.27 tpd
- Light-Duty Vehicles: 36.18 tpd
- Medium-Duty Vehicles: 9.81 tpd
- Heavy-Duty Vehicles: 42.28 tpd
- Non-Road Mobile: 38.18 tpd
- Off-Road Mobile: 30.95 tpd
- Point (Excluding Oil & Gas): 30.05 tpd
- Point (Oil & Gas): 6.04 tpd
- Area: 34.47 tpd
- Oil & Gas (Production & Drill Rigs): 6.79 tpd

Source: Dallas-Fort Worth Serious Classification Attainment Demonstration State Implementation Plan Revision for the 2008 Eight-Hour Ozone National Ambient Air Quality Standard, September, 2019
Section 388.005 (c) Texas Health and Safety Code:

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

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

**Issues:**
- Lack of Awareness
- Incomplete and Inconsistent Reporting
- Inability to Meet 5% Reduction Goal
Impact of Local Government Energy Reporting

Local Government Energy Reduction Reporting Forms Submitted to SECO

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

ESL estimates Total NO\textsubscript{X} Reductions and Submits to Texas Commission on Environmental Quality (TCEQ)

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

1.3 Tons per day NO\textsubscript{X} Reduced in 2018

Comparison: RTC Initiatives Credited in Conformity = 2.12 Tons per Day NO\textsubscript{X} Reduced

Source: ESL, “Energy Efficiency and Renewable Energy Impacts on NO\textsubscript{X} Emission Reductions in Texas”
Impact of Regional Outreach Efforts

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

<table>
<thead>
<tr>
<th>Region</th>
<th>2018</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Texas</td>
<td>29</td>
<td>80</td>
</tr>
<tr>
<td>Statewide</td>
<td>47</td>
<td>150</td>
</tr>
</tbody>
</table>

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

Source: NCTCOG
Reporting Due February 2021

Reference Electronic Item x.3
Revised from Fiscal Year to Calendar Year
Minimum Required Data Points Include

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

Prepare Early!
Review NCTCOG White Paper Outlining Challenges and Solutions
Attend Webinar January 12, 2021 from 2-3 pm
Use FREE SECO Technical Assistance
Contact NCTCOG for Assistance
CONTACT

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NCTCOG/DFWCC
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(817) 695 9232

Electric Vehicles
www.driveelectricdfw.org
www.dfwcleancities.org/evnt

Energy Reporting
www.conservenorthtexas.org
http://conservenorthtexas.org/item/local-government-energy-reporting-toolkit
Unmanned Aircraft Systems Safety and Integration Update

Regional Transportation Council

December 10, 2020

Ernest Huffman
Aviation Planning and Education Program Manager
Drones in a metro area

- Manned aircraft at 500 feet
- Buffer zone at 400 feet
- Unmanned aircraft systems (UAS) at 200 feet

Applications:
- Urban environment
- Search and rescue
- Package delivery
- Recreational
- Aerial videography
- Agricultural application
- Rail inspection

Source: GAO illustration of National Aeronautics and Space Administration (NASA) information. | GAO-18-110
Metropolitan Area must Consider before Integration
Barriers to Integration

Policy
Local Levers

Safety Impacts
Vehicle Safety
Operational Airspace
Vertiports
Weather

Equity and Public Engagement
Educate a Diverse Cross Section of Community
Calm Fears
Reduce Noise
Barriers to Integration

**Land-Use Regulation**
- Local Regulations
- Zoning
- Land Use
- Public Benefits

**Vehicle Impacts**
- Mitigate Adverse Impacts
- Visual and Noise
- Benefits versus Cost

**Economic Impact**
- Contribute to Economy
- Balance Socio-Economic Impacts
- Equity
Barriers to Integration

Urban Transportation System Integration

Complement Existing Transportation System
Efficient Integration

Privacy and Security

Privacy
Cyber Security
Proposed Deal Points

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

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

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

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