### HOW MUCH COMMUTING BENEFIT SHOULD RETURN: NEED FOR NEW TOOLS

<table>
<thead>
<tr>
<th>TOO LOW</th>
<th>TOO HIGH</th>
</tr>
</thead>
<tbody>
<tr>
<td>↑ Future Freeway Right of Way</td>
<td>↑ in Fatalities</td>
</tr>
<tr>
<td>↑ Emissions/VOC</td>
<td>↓ in Rail Ridership</td>
</tr>
<tr>
<td>↑ Carbon Dioxide</td>
<td>↓ in Lifestyle/Tourism</td>
</tr>
<tr>
<td>Lost Opportunity</td>
<td>↓ in Transportation Revenues</td>
</tr>
</tbody>
</table>
CHANGING MOBILITY
DATA, INSIGHTS, AND DELIVERING INNOVATIVE PROJECTS DURING COVID RECOVERY

Regional Transportation Council
April 2021

Michael Morris, PE
Director of Transportation
TRAVEL BEHAVIOR BY MODE

+ Bicycle/Pedestrian (+36%, December)

0 Freeway Volumes (-17%, February)
Toll Road (-20%, January)
Airport Passengers (-48%, January)
Transit Ridership (-51%, January)

-
ROADWAY TRENDS

Average Weekday Freeway Volumes

Traffic Decrease vs 2019

- March: -10%
- April: -19%
- May: -12%
- June: -10%
- July: -9%
- August: -8%
- September: -7%
- October: -9%
- November: -9%
- December: -7%
- January: -7%
- February: -17%

Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters.
As of October 2020, growth calculations are based on Fort Worth locations.
Note: Drop in freeway volumes in Feb 2021 due in large part to week-long winter storm.
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.
Construction Cost Changes
October 2019 to February 2021

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

COVID-19 Avg. Cost Change: -12.4%

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
BACKGROUND

Due to the ongoing COVID-19 pandemic, the economy has suffered large setbacks and there is an urgency to stimulate the economy.

As was done in 2009, the idea is to inject much needed cash into the local and state economies using infrastructure investment.

North Central Texas Council of Governments (NCTCOG) staff recommends funding a fourth round of projects.

These projects meet one or more of the policies outlined in Mobility 2045 and/or assist in reaching the region’s federal performance targets.

Some of these projects have been the subject of discussions between NCTCOG staff and regional partners over the past several years and this action seeks to bring them to a conclusion. Others were submitted by local governments for consideration.
PROJECT TYPES

- Roadways
- Complete Streets
- Bicycle/Pedestrian
- Intersection Improvements
- Strategic Partnerships (e.g., planning studies, engineering, additional funding on existing projects, non-traditional funding type)
SUMMARY OF THE EVALUATION PROCESS

Eligibility criteria considered:
- For Roadway/Intersection projects, facility must be at least a Major Collector on the Federal Functional Classification System or can justifiably be added
- For projects with a capacity increase, additional lanes must be warranted

Selection criteria considered include:
- Traffic volumes/Level of service
- Air quality benefits/Cost effectiveness
- Consistency with the Mobility Plan
- Project addresses a safety issue (history of vehicle crashes)
- Project addresses federal performance measures (e.g., bridge condition, pavement condition, part of the roadway freight network)

The specific criteria/process used for each project type is included in the Council mailout
RECENT STIMULUS FUNDING

◊ As part of the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) signed into law in December 2020, $9.8 billion of additional funding was set aside for transportation infrastructure.
◊ Of that amount, $803 million is allocated to TxDOT and $164 million is allocated to MPOs in Texas.
◊ Approximately $54M is allocated to the Dallas-Fort Worth region.
◊ These funds will be added to the region’s existing balance of Surface Transportation Block Grant funds in FY 2022/2023.
◊ Propose to incorporate these funds into existing project selection efforts (COVID Round 4+ and the 10 Year Plan).
### West/East Sub-Region Funding Split of Recommended Projects

<table>
<thead>
<tr>
<th>Category</th>
<th>West</th>
<th>East</th>
<th>West %</th>
<th>East %</th>
</tr>
</thead>
<tbody>
<tr>
<td>CMAQ¹</td>
<td>$8.44M</td>
<td>$31.37M</td>
<td>21.2%</td>
<td>78.8%</td>
</tr>
<tr>
<td>STBG²</td>
<td>$24.48M</td>
<td>$75.19M</td>
<td>24.6%</td>
<td>74.4%</td>
</tr>
<tr>
<td>RTR³</td>
<td>$1.32M</td>
<td>$0</td>
<td>100%</td>
<td>0%</td>
</tr>
<tr>
<td>RTC Local</td>
<td>$0.25M</td>
<td>$0</td>
<td>100%</td>
<td>0%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$34.49M</strong></td>
<td><strong>$106.56M</strong></td>
<td><strong>24.5%</strong></td>
<td><strong>75.5%</strong></td>
</tr>
</tbody>
</table>

Funding distributions only take Regional Transportation Council (RTC) funds into account and do not include local matches.

1. Congestion Mitigation and Air Quality Improvement Program
2. Surface Transportation Block Grant Program
3. Regional Toll Revenue
## SUMMARY OF PROPOSED FUNDING

<table>
<thead>
<tr>
<th>Project Type</th>
<th>CMAQ Funds</th>
<th>STBG Funds</th>
<th>RTR Funds</th>
<th>RTC Local Funds</th>
<th>Non-RTC Funds</th>
<th>TDCs¹</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roadways</td>
<td>$0</td>
<td>$32.95M</td>
<td>$0</td>
<td>$0</td>
<td>$7.55M</td>
<td>1.88M</td>
<td>$40.50M</td>
</tr>
<tr>
<td>Complete Streets</td>
<td>$8.80M</td>
<td>$19.50M</td>
<td>$0</td>
<td>$0</td>
<td>$14.88M</td>
<td>0.44M</td>
<td>$43.18M</td>
</tr>
<tr>
<td>Bicycle/Pedestrian</td>
<td>$19.60M</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$2.25M</td>
<td>2.12M</td>
<td>$21.85M</td>
</tr>
<tr>
<td>Intersection Improvements</td>
<td>$11.41M</td>
<td>$3.40M</td>
<td>$0</td>
<td>$0</td>
<td>$4.69M</td>
<td>0.87M</td>
<td>$19.50M</td>
</tr>
<tr>
<td>Strategic Partnerships</td>
<td>$0</td>
<td>$43.82M</td>
<td>$1.32M</td>
<td>$0.25M</td>
<td>$5.23M</td>
<td>4.84M</td>
<td>$50.62M</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$39.81M</strong></td>
<td><strong>$99.67M</strong></td>
<td><strong>$1.32M</strong></td>
<td><strong>$0.25M</strong></td>
<td><strong>$34.60M</strong></td>
<td><strong>10.15M</strong></td>
<td><strong>$175.65M</strong></td>
</tr>
</tbody>
</table>

¹ Transportation Development Credits (TDCs) are not cash and do not count in total funding.
# APPROVAL TIMELINE

<table>
<thead>
<tr>
<th>Meeting/Task</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deadline to Submit Project Requests</td>
<td>January 29, 2021</td>
</tr>
<tr>
<td>STTC Action</td>
<td>March 26, 2021</td>
</tr>
<tr>
<td>RTC Action</td>
<td><strong>April 8, 2021</strong></td>
</tr>
<tr>
<td>Public Involvement</td>
<td>April 2021</td>
</tr>
<tr>
<td>TIP Modification Submittal Deadline for August Cycle</td>
<td>April 23, 2021</td>
</tr>
<tr>
<td>Anticipated Federal Highway Administration Approval</td>
<td>October 2021</td>
</tr>
</tbody>
</table>
ACTION REQUESTED

❖ RTC approval of:

❖ The proposed projects outlined in the tables in the mail out, and

❖ Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other administrative/planning documents as needed.
QUESTIONS?

Christie J. Gotti  
Senior Program Manager  
Ph: (817) 608-2338  
cgotti@nctcog.org

Brian Dell  
Senior Transportation Planner  
Ph: (817) 704-5694  
bdell@nctcog.org

Evan Newton  
Transportation Planner II  
Ph: (817) 695-9260  
enewton@nctcog.org
2021 Federal Transit Administration
Low or No Emissions Grant Program

Regional Transportation Council Meeting
April 8, 2021

Lori Clark
Program Manager
FTA Low or No Emissions Grant

$180 Million Available Funding

<table>
<thead>
<tr>
<th>Eligible Projects</th>
<th>Federal Match</th>
<th>Non-Federal Match</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low or No Emission Buses</td>
<td>85%</td>
<td>15%</td>
</tr>
<tr>
<td>Related Equipment and Facilities</td>
<td>90%</td>
<td>10%</td>
</tr>
<tr>
<td>Workforce Development</td>
<td>80%</td>
<td>20%</td>
</tr>
</tbody>
</table>

Program Objectives

- Reduce Energy Consumption
- Reduce Harmful Emissions
- Reduce Direct Carbon Emissions
Proposed Regional Submittal: Electrify the TRE Link

TRE Link - Route 31
CentrePort Station
DFW Airport Rental Car Center

Electric Buses
Charging Equipment
Project Administration

Anticipated Award:
Up to $7.5-$8 Million Federal Funds

Proposed Match:
Up to 1.5-1.6 Million Regional TDCs
<table>
<thead>
<tr>
<th>Milestone</th>
<th>Estimated Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>Notice of FTA Funding Opportunity Issued</td>
<td>February 11, 2021</td>
</tr>
<tr>
<td>STTC Action to Recommend Application</td>
<td>March 26, 2021</td>
</tr>
<tr>
<td>RTC Approval of Application</td>
<td>April 8, 2021</td>
</tr>
<tr>
<td>FTA Application Submittal Deadline</td>
<td>April 12, 2021</td>
</tr>
<tr>
<td>Executive Board Endorsement</td>
<td>April 22, 2021</td>
</tr>
</tbody>
</table>
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 Measures:
- Air Quality, Transit

Mobility 2045:
- Air Quality Policies AQ3-003 and AQ3-004
- Mobility 2045 Chapter 4 – Environmental Considerations
- Appendix C – Environmental Considerations
- Public Transportation Policies TR3-001, TR3-002, and TR3-010
- Mobility 2045 Chapter 6 – Mobility Options
- Appendix E – Mobility Options
Regional Transportation Council Approval of:

Proposed Project Application for the FY 2021 FTA Low or No Emission Grant Program Requesting Up to $7.5 $8 Million FTA Funds

Use of Up to 4.5 1.6 Million Regional TDCs as Match

Administratively Amending the Transportation Improvement Program (TIP), the Statewide TIP, and Other Planning/Administrative Documents to Include the Proposed Project, if Awarded
Lori Clark
Program Manager
DFW Clean Cities Coordinator
817-695-9232
LClark@nctcog.org

Shannon Stevenson
Senior Program Manager
817-608-2304
SStevenson@nctcog.org

Chris Klaus
Senior Program Manager
817-695-9286
CKlaus@nctcog.org
LEGISLATIVE UPDATE

Rebekah Hernandez, Communications Manager
NCTCOG
Regional Transportation Council
April 8, 2021
American Jobs Plan

$2.3T in infrastructure investments over 8 years—$571B for transportation

• Funded mainly by corporate tax rate increase from 21% to 28%
• Plan’s expansive definition of “infrastructure” is controversial

At least one month for proposal to move through Congress

• Biden administration leaving details up to Congress, e.g., required match
• Party-line vote expected in Senate, so budget reconciliation to be used

Separate surface transportation reauthorization bill still to come in late spring or summer—FAST Act expires September 30
### American Jobs Plan

#### Major Transportation Funding Allocations by Program

<table>
<thead>
<tr>
<th>Program</th>
<th>Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nationwide investment in electric vehicles and charging infrastructure</td>
<td>$160B</td>
</tr>
<tr>
<td>Fix-it-first spending for 20,0000 miles of highways and roads &amp; 10,000 bridges</td>
<td>$115B</td>
</tr>
<tr>
<td>Public transit support (includes new capacity and electric buses)</td>
<td>$110B</td>
</tr>
<tr>
<td>Amtrak, intercity passenger rail, HSR</td>
<td>$80B</td>
</tr>
<tr>
<td>Mega projects (regional or national scale)</td>
<td>$44B</td>
</tr>
<tr>
<td>Projects to redress historic inequities (includes reconnecting neighborhoods)</td>
<td>$25B</td>
</tr>
<tr>
<td>Road safety (includes safe streets &amp; vision zero)</td>
<td>$20B</td>
</tr>
<tr>
<td>Ports (includes land ports of entry)</td>
<td>$17B</td>
</tr>
</tbody>
</table>
TEXAS LEGISLATURE

• 7 Weeks Left
• Last Day of Session is May 31
• Committee Hearings Continue
• Request for Testimony in Committee Hearings
RTC LEGISLATIVE PROGRAM

• Adequately Fund Transportation and Utilize Tools
• Expand Transportation Options in Mega-Metropolitan Regions
• Pursue Innovation, Technology, and Safety
• Improve Air Quality
Bills of Interest
Transportation Funding

• State Budget, CSSB 1 (Nelson), Approved on Senate Floor - 4/6

• $200 Alternative Fuel Vehicle Fee and Fee by Vehicle Class, SB 1728 (Schwertner/Nichols/Powell), Pending in Senate Transportation - 4/7

• Texas Mobility Fund, HB 2219 (Canales), Pending in House Transportation - 3/30
Bills of Interest
High-Speed Transportation

• Property for High-Speed Rail, Eminent Domain, **HB 901** (Burns), **HB 2044** (Leman), **HB 3312** (Harris)

• High-Speed Rail Legislative Review Committee, **HB 3633** (Leman)

All left pending in House
Land and Resource Management - 4/1
Bills of Interest

Safety

Reducing Speed Limits

- **HB 442** (Israel), Pending in House Transportation 3/23

Pedestrian Safety

- **HB 443** (Israel), Pending in House Transportation 3/30
- **HB 2081** (Reynolds), Pending in House Transportation 4/6
- **SB 1055** (Huffman), Pending in Senate Jurisprudence 4/6

Safety Terminology

- **HB 3325** (Lozano), Approved in House Transportation 3/31
Bill of Interest

Air Quality

• Electric Vehicle Charging Infrastructure, includes $100 EV Fee, **HB 2221** (Canales), Pending in House State Affairs - 4/1

• Vehicle Emissions Inspection, **HB 2423** (Davis), Pending in House Environmental Regulations - 3/29

• LIRAP Funds, **HB 2539** (Turner), Set for House Environmental Regulations - 4/12
CONTACT INFORMATION

Amanda Wilson
Program Manager
(817) 695-9284
awilson@nctcog.org

Rebekah Hernandez
Communications Manager
(682) 433-0477
rhernandez@nctcog.org

Kyle Roy
Communications Supervisor
(817) 704-5610
kroy@nctcog.org

Nicholas Allen
Communications Coordinator
(817) 704-5699
nallen@nctcog.org

www.nctcog.org/legislative
FUNDING IMPACT

NTTA Transactions, Including SH 360

Change in Tollway Transactions: 2019 vs 2020

March April May June July August Sept October November December January

-29% -22% -27% -26% -24% -20% -19% -19% -17.4% -19.8% -15% -38% -41% -6% -7% -8% -9% -4% -5% -1.3% -4.2%

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.
SH 360 NTTA Loan Repayment to TxDOT
(Approximately from Green Oaks to US 287)

1) Context: Urgency is Due to Increasing Interest Rates (Currently 4.25% to 3.25%) = $50 M savings). Part of a Larger Re-Financing.

2) Agreements (i.e., Two of Them)
   • Project Agreement (NTTA and TxDOT)
     • $300 M Loan/Today’s Payment is $330 M
     • Backstop Agreement (TxDOT, NTTA and RTC)

3) Benefits:
   • Relieves the requirement of the RTC financial backstop.
   • Releases $15 M in RTC contingency funds for project selection (i.e., STBG federal funds)
   • Elimination of possibility of SH 360 toll rate increases due to RTC step-in
   • Possibility of next stage SH 360 improvement happening sooner
   • Some Portion of $330 M selected by the Commission for the DFW region

(Source: NCTCOG, April 2021)
SH 360 Loan Repayment
(Approximately from Green Oaks to US 287)

4) Remaining Items Being Negotiated/Discussed
   • Extending wayfinding signing pilot program from 5 to 10 years (awaiting local Government confirmation)
   • SH 360 next phase of improvements (project with delayed guarantee vs. system financed with possibility of earlier advancement)
   • RTC backstop as a compensable item, possible revenue sharing before 2053.

5) Next Step:
   • Local Government Meeting (Tarrant County, Grand Prairie, Arlington and Mansfield) Soon
   • TxDOT Action
   • NTTA Action
   • RTC Action in May

(Source: NCTCOG, April 2021)
FISCAL YEAR 2021
PROJECT TRACKING

Regional Transportation Council
April 8, 2021
• Due to significant implementation delays on projects across the region and a need to draw down the region’s carryover balances, the TIP team has started a more robust project tracking effort in order to highlight and prevent these delays.

• At the beginning of the fiscal year, staff provided the Surface Transportation Technical Committee (STTC) and the Regional Transportation Council (RTC) with a list of projects by phase scheduled to advance during the coming year.

• Agencies are being asked to report project status on a more frequent basis.

• The status of projects scheduled for the year will continue to be presented at STTC and RTC on a quarterly basis.

• This will provide opportunities for sponsors to raise issues that may be hindering a project’s progress and help ensure that funds are being obligated in a more timely manner.
## SUMMARY OF TIP FY 2021
### PROJECT FUNDING - CMAQ

<table>
<thead>
<tr>
<th></th>
<th>November 2020</th>
<th>April 2021</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Federal Funding Allocated in FY 2021</strong></td>
<td>$73,963,059</td>
<td>$73,963,059</td>
</tr>
<tr>
<td><strong>Estimated Federal Carryover Funds (FY 2020 to FY 2021)</strong></td>
<td>+$58,400,000</td>
<td>+$58,400,000</td>
</tr>
<tr>
<td><strong>Total Available Federal Funding in FY 2021</strong></td>
<td>$132,363,059</td>
<td>$132,363,059</td>
</tr>
<tr>
<td><strong>Total Federal Funding Programmed</strong></td>
<td>$121,295,638</td>
<td>$110,958,697</td>
</tr>
<tr>
<td><strong>Federal Funding Obligated (2020)</strong></td>
<td>$11,303,022</td>
<td>$16,488,302</td>
</tr>
<tr>
<td><strong>Federal Funding Obligated (2021)</strong></td>
<td>$0</td>
<td>$24,029,732</td>
</tr>
<tr>
<td><strong>FY 2021 Project Phases</strong></td>
<td>61</td>
<td>46</td>
</tr>
<tr>
<td><strong>Project Phases Obligated to Date</strong></td>
<td>14</td>
<td>24</td>
</tr>
<tr>
<td><strong>Project Phases Past Their Original Estimated Start Date</strong></td>
<td>16</td>
<td>27</td>
</tr>
</tbody>
</table>

1: Obligations based on the federal fiscal year, which runs from October to September
2: 16 project phases removed from and 1 added to FY 2021 since last presentation
## SUMMARY OF TIP FY 2021
### PROJECT FUNDING - STBG

<table>
<thead>
<tr>
<th></th>
<th>NOVEMBER 2020</th>
<th>APRIL 2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Funding Allocated in FY 2021</td>
<td>$116,230,858</td>
<td>$116,230,858</td>
</tr>
<tr>
<td>Estimated Federal Carryover Funds (FY 2020 to FY 2021)</td>
<td>+$168,000,000</td>
<td>+$168,000,000</td>
</tr>
<tr>
<td>Total Available Federal Funding in FY 2021</td>
<td>$284,230,858</td>
<td>$284,230,858</td>
</tr>
<tr>
<td>Total Federal Funding Programmed</td>
<td>$154,318,314</td>
<td>$178,697,889</td>
</tr>
<tr>
<td>Federal Funding Obligated (2020)¹</td>
<td>$25,215,290</td>
<td>$26,234,882</td>
</tr>
<tr>
<td>Federal Funding Obligated (2021)¹</td>
<td>$0</td>
<td>$11,841,785</td>
</tr>
<tr>
<td>FY 2021 Project Phases²</td>
<td>52</td>
<td>53</td>
</tr>
<tr>
<td>Project Phases Obligated to Date</td>
<td>10</td>
<td>24</td>
</tr>
<tr>
<td>Project Phases Past Their Original Estimated Start Date</td>
<td>10</td>
<td>24</td>
</tr>
</tbody>
</table>

1: Obligations based on the federal fiscal year, which runs from October to September
2: 12 project phases removed from and 13 phases added to FY 2021 since last presented
## SUMMARY OF TIP FY 2021
### PROJECT FUNDING – TA SET ASIDE

<table>
<thead>
<tr>
<th></th>
<th>NOVEMBER 2020</th>
<th>APRIL 2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Funding Allocated in FY 2021</td>
<td>$7,948,734</td>
<td>$7,948,734</td>
</tr>
<tr>
<td>Estimated Federal Carryover Funds (FY 2020 to FY 2021)</td>
<td>+$14,913,943</td>
<td>+$14,913,943</td>
</tr>
<tr>
<td>Total Available Federal Funding in FY2021</td>
<td>$22,862,677</td>
<td>$22,862,667</td>
</tr>
<tr>
<td>Total Federal Funding Programmed</td>
<td>$21,269,291</td>
<td>$10,791,105</td>
</tr>
<tr>
<td>Federal Funding Obligated (2020)(^1)</td>
<td>$5,900,134</td>
<td>$5,900,134</td>
</tr>
<tr>
<td>Federal Funding Obligated (2021)(^1,2)</td>
<td>$0</td>
<td>-$666,254</td>
</tr>
<tr>
<td>FY 2021 Project Phases(^3)</td>
<td>29</td>
<td>23</td>
</tr>
<tr>
<td>Project Phases Obligated to Date</td>
<td>7</td>
<td>8</td>
</tr>
<tr>
<td>Project Phases Past Their Original Estimated Start Date</td>
<td>12</td>
<td>19</td>
</tr>
</tbody>
</table>

1: Obligations based on the federal fiscal year, which runs from October to September
2: Negative balance due to project closeouts, withdrawals, and changes
3: Two project phases added to and eight removed from FY 2021 since last presentation
SUMMARY OF PROGRESS

• As of March 2021, we are six months into the fiscal year, which means the year is 50 percent complete.

• Yet only:
  • 22 percent of CMAQ funds have been obligated  
  • 7 percent of STBG funds have been obligated  
  • 0 percent of TA-Set Aside funds have been obligated

• Given that obligations are not speeding up as quickly as needed and STBG funds have the largest balance, staff will be proposing a STBG/Category 2 funding partnership as part of the region’s 10-Year Plan this spring.

• Approximately $7M of TA-Set Aside funds are at risk of lapsing this year if the projects on this list do not obligate in time.
NEXT STEPS

• Continue monitoring project progress and working with project sponsors and TxDOT to resolve issues that may be causing delays in project implementation.

• Bring back another update to STTC and the RTC in the next quarter
QUESTIONS?

Christie J. Gotti
Senior Program Manager
Ph: (817) 608-2338
cgotti@nctcog.org

Brian Dell
Senior Transportation Planner
Ph: (817) 704-5694
bdell@nctcog.org

James Adkins
Transportation Planner
Ph: (682) 433-0482
jadkins@nctcog.org
REGIONAL TRANSIT PERFORMANCE MEASURES:
PUBLIC TRANSPORTATION AGENCY SAFETY PLAN
AND
TRANSIT ASSET MANAGEMENT

REGIONAL TRANSPORTATION COUNCIL

APRIL 8, 2021

Shannon Stevenson
Senior Program Manager
Transit Management and Planning
## FEDERAL MEASURES SCHEDULE

<table>
<thead>
<tr>
<th>Measures</th>
<th>Upcoming RTC Action</th>
<th>Next Anticipated RTC Action</th>
<th>Target-Setting Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>PM3: System Performance, Freight, and CMAQ</td>
<td>October 2020</td>
<td>Late 2022</td>
<td>Biennial</td>
</tr>
<tr>
<td>PM2: Pavement and Bridge</td>
<td>November 2020</td>
<td>Late 2022</td>
<td>Biennial</td>
</tr>
<tr>
<td>PM1: Roadway Safety</td>
<td>February 2021 (Information)</td>
<td>Early 2022</td>
<td>Annual</td>
</tr>
<tr>
<td>PTASP: Public Transportation Agency Safety Plan</td>
<td>April 2021 (Information) May 2021 (Action)</td>
<td>Early 2025</td>
<td>Every 4 years</td>
</tr>
<tr>
<td>TAM: Transit Asset Management</td>
<td>April 2021 (Information)</td>
<td>Early 2022</td>
<td>Every 4 years</td>
</tr>
</tbody>
</table>
TRANSIT SAFETY TARGETS
BACKGROUND

- Federal regulations require Section 5307 recipients to adopt Public Transportation Agency Safety Plans (PTASP), including transit safety targets.
- MPO has 180 days to adopt regional transit safety targets after transit providers share their individual plans/targets.
- Recommend regional targets be consistent with transit providers, with 7 targets under the following measures:
  - **Fatalities** – Death confirmed within 30 days, excluding suicide, trespassers, illness, or natural causes.
  - **Injuries** – Harm to person that requires immediate medical attention away from the scene.
  - **Safety Events** – Collision, derailment, fire, hazardous material spill, or evacuation.
  - **System Reliability** – Major mechanical failure preventing vehicle from completing or starting scheduled trip.
## TRANSIT SAFETY TARGETS

<table>
<thead>
<tr>
<th>Measure</th>
<th>Targets</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>1. Total number of reportable fatalities</td>
</tr>
<tr>
<td></td>
<td>2. Rate per 100K vehicle revenue miles</td>
</tr>
<tr>
<td>Injuries</td>
<td>3. Total number of reportable injuries</td>
</tr>
<tr>
<td></td>
<td>4. Rate per 100K vehicle revenue miles</td>
</tr>
<tr>
<td>Safety Events</td>
<td>5. Total number of reportable safety events</td>
</tr>
<tr>
<td></td>
<td>6. Rate per 100K vehicle revenue miles</td>
</tr>
<tr>
<td>System Reliability</td>
<td>7. Mean distance between major mechanical failures</td>
</tr>
</tbody>
</table>
PTASP REGIONAL TARGET DEVELOPMENT PROCESS

• Obtained individual provider PTASPs and underlying performance data
• Compiled regional data and averaged Fiscal Year (FY) 2016 – FY 2019 data to determine baseline
• Analyzed data and optimal approach for regional safety targets, comparing multiple methods and varying levels of improvement over baseline data
• Coordinated with partners including the Texas Department of Transportation, the Houston-Galveston Area Council, and the FTA PTASP Technical Assistance Center
• Engaged stakeholders, including regional transit providers
• Held internal Peer Review seeking feedback on methodology
<table>
<thead>
<tr>
<th>Target</th>
<th>Baseline Average</th>
<th>Proposed Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Fatalities - Total Number</td>
<td>6.00</td>
<td>0.00</td>
</tr>
<tr>
<td>2. Fatalities - Rate per 100k Miles</td>
<td>0.01</td>
<td>0.00</td>
</tr>
<tr>
<td>3. Injuries - Total Number</td>
<td>150.50</td>
<td>142.98</td>
</tr>
<tr>
<td>4. Injuries - Rate per 100k Miles</td>
<td>0.23</td>
<td>0.22</td>
</tr>
<tr>
<td>5. Safety Events - Total Number</td>
<td>516.00</td>
<td>490.20</td>
</tr>
<tr>
<td>6. Safety Events - Rate per 100k Miles</td>
<td>0.81</td>
<td>0.77</td>
</tr>
<tr>
<td>7. System Reliability - Miles Between Major Mechanical Failures</td>
<td>18,896.00</td>
<td>19,841.00</td>
</tr>
</tbody>
</table>

• Recommending zero fatality targets in line with established regional safety position:
  • Even one death in the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating fatalities across all modes of travel.

• Recommending 5% improvement in other measures to be achieved by FY 2023
TRANSIT SAFETY EFFORTS

CURRENT/EXISTING

• Cooperative camera procurement
• Grade crossing improvements
• Employee safety training
• Vehicle inspections
• Between-car barriers for light rail vehicles
• Solar-powered bus stop lighting

POSSIBLE FUTURE EFFORTS

• Enhanced vehicle lighting
• Light rail vehicle rooftop cameras to identify infrastructure failure
• Cameras at grade crossings
• Sidewalk improvements
TRANSIT ASSET MANAGEMENT (TAM)

Images: DART, DCTA, FWTA, and NCTCOG
### TRANSIT ASSET MANAGEMENT REGIONAL TARGETS ADOPTED

<table>
<thead>
<tr>
<th>Asset Category</th>
<th>Target</th>
<th>Metric</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rolling Stock (transit vehicles)</td>
<td>0%</td>
<td>Vehicles that meet or exceed the industry standard, defined as the Federal Transit Administration’s Default Useful Life Benchmark</td>
</tr>
<tr>
<td>Infrastructure (rail track)</td>
<td>0%</td>
<td>Rail track segments with performance restrictions</td>
</tr>
<tr>
<td>Equipment (transit support vehicles)</td>
<td>0%</td>
<td>Vehicles that meet or exceed the industry standard, defined as the Federal Transit Administration’s Default Useful Life Benchmark</td>
</tr>
<tr>
<td>Facilities (buildings, stations, park and rides)</td>
<td>0%</td>
<td>Transit facilities rated below “Adequate” (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale</td>
</tr>
</tbody>
</table>
### TRANSIT PERFORMANCE MEASURE: ROLLING STOCK¹

<table>
<thead>
<tr>
<th>Asset Type²</th>
<th>FY 2017 Performance</th>
<th>FY 2018 Performance</th>
<th>FY 2019 Performance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus</td>
<td>6%</td>
<td>4%</td>
<td>5%</td>
</tr>
<tr>
<td>Small Bus</td>
<td>3%</td>
<td>9%</td>
<td>18%</td>
</tr>
<tr>
<td>Light Rail Vehicle</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Commuter Rail Locomotive</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Commuter Rail Passenger Car</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Articulated Bus</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Commuter Rail Passenger Coach³</td>
<td>35%</td>
<td>40%</td>
<td>18%</td>
</tr>
</tbody>
</table>

¹RTC Policy Emphasis Area
²Rolling stock assets include a small number of vehicles reported to the National Transit Database as “inactive”
³Includes assets rebuilt near the end of their useful life with the assumption of a minimum useful life extension of 10 years
## Transit Performance Measure: Infrastructure

<table>
<thead>
<tr>
<th>Rail Mode</th>
<th>FY 2018 Performance</th>
<th>FY 2019 Performance</th>
<th>Operating Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Light Rail</td>
<td>0.20%</td>
<td>0.20%</td>
<td>DART</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0.09%</td>
<td>0.05%</td>
<td>DART, Trinity Metro</td>
</tr>
<tr>
<td>Streetcar Rail</td>
<td>0%</td>
<td>0%</td>
<td>DART, MATA</td>
</tr>
<tr>
<td>Hybrid Rail</td>
<td>2.05%</td>
<td>0%</td>
<td>DCTA</td>
</tr>
</tbody>
</table>

RTC Policy Emphasis Area

---

1 RTC Policy Emphasis Area
**TRANSIT PERFORMANCE MEASURE: EQUIPMENT (NON-REVENUE)**

<table>
<thead>
<tr>
<th>Asset Type</th>
<th>FY 2018 Performance</th>
<th>FY 2019 Performance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Automobiles</td>
<td>32%</td>
<td>51%</td>
</tr>
<tr>
<td>Steel Wheel Vehicles</td>
<td>0%</td>
<td>25%</td>
</tr>
<tr>
<td>Trucks &amp; Other Rubber Tire Vehicles</td>
<td>19%</td>
<td>52%</td>
</tr>
</tbody>
</table>

- 114 of 223 Automobiles exceeded the ULB
- 2 of 8 Steel Wheel Vehicles exceeded the ULB
- 220 of 425 Trucks exceeded the ULB
### TRANSIT PERFORMANCE MEASURE: FACILITIES

<table>
<thead>
<tr>
<th>Asset Type</th>
<th>FY 2018 Performance</th>
<th>FY 2019 Performance</th>
<th>FY 2019 Total Facilities</th>
<th>Facilities Assessed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Administrative/Maintenance</td>
<td>0%</td>
<td>5%</td>
<td>41</td>
<td>33</td>
</tr>
<tr>
<td>Passenger/Parking</td>
<td>0%</td>
<td>0%</td>
<td>124</td>
<td>75</td>
</tr>
</tbody>
</table>

- FY 2018 & FY 2019 performance relative to assessed facilities. Overall, 65.5% of total facilities have undergone a conditions assessment.
- FY 2019 total facilities for which transit providers have capital responsibility and require a conditions assessment.
- Total facilities that have undergone a conditions assessment to determine facility performance. Facilities rated under 3.0 on the assessment tool are deemed as not being in a state of good repair.
# Regional Performance Measures Schedule

<table>
<thead>
<tr>
<th>Date</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>January 26</td>
<td>Regional Transit Safety Targets Provider Meeting</td>
</tr>
<tr>
<td>March 26</td>
<td>STTC Info on PTASP and TAM</td>
</tr>
<tr>
<td></td>
<td>• Propose PTASP Targets</td>
</tr>
<tr>
<td></td>
<td>• Update Regional TAM Performance</td>
</tr>
<tr>
<td>April 8</td>
<td>RTC Info on PTASP and TAM</td>
</tr>
<tr>
<td>April 23</td>
<td>STTC Action on PTASP</td>
</tr>
<tr>
<td>May 13</td>
<td>RTC Action on PTASP</td>
</tr>
</tbody>
</table>
CONTACT INFORMATION

Shannon Stevenson
Senior Program Manager
Transit Management and Planning
sstevenson@nctcog.org

Shawn Dintino
Transportation Planner III
Transit Management and Planning
sdintino@nctcog.org

Ezra Pratt
Transportation Planner II
Transit Management and Planning
epratt@nctcog.org
Regional Vanpool Program Modifications To Improve Overall Efficiency

REGIONAL TRANSPORTATION COUNCIL
APRIL 8, 2021
Background/Overview

- NCTCOG and Transit Agencies Reviewed Current Program
- Several Areas Identified for Improvement
- Temporary Flexibility Needed During Transition to One Regional Program (no new funding needed)

Goal
- Improve Overall Efficiency & Effectiveness
- Reduce Rider Confusion
- Eliminate Unintended Competition Between Transit Agencies
Proposed Modifications

1. Establish Clear Provider Boundaries

2. Address Rider Equity Concerns Through Temporary Flexible Subsidies

3. Issue Regional Cooperative Vanpool Procurement: One Regional Program Administered by the Three Transit Agencies
Boundary Modifications

- Correct Funding Apportionments for Urbanized Areas
- Eliminate Contested Trips
- Deliver Consistent Messaging to Riders
Proposed Origination-Based Boundaries

<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>
Proposed Temporary Subsidy Correction

Subsidy

• RTC currently subsidizes 30%-35% depending on funding year (decreases over time)
• Covers portion of program costs: staffing, vehicle lease cost, and emergency ride home services

Impact to Rider Cost

• Due to contract timing, subsidy disproportionate: variation on vendor costs to transit authorities, rider groups experience wide range of prices
• Seeking a temporary flexibility to subsidy to assist riders while NCTCOG pursues a Cooperative Regional Vanpool procurement with the transit providers
• No additional or new funding needed; funding previously approved by RTC will accommodate temporary fluctuations in subsidies
Regional Cooperative Procurement

- Gain Consistency Between the Three Transit Agencies
- Lower Costs for the Riders
- Reduce Administrative Costs
- Eliminate Confusion
## Schedule

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Estimated Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>Meetings with Transit Authorities to review items</td>
<td>December 2020-February 2021</td>
</tr>
<tr>
<td>STTC Information</td>
<td>March 26, 2021</td>
</tr>
<tr>
<td>RTC Information</td>
<td>April 8, 2021</td>
</tr>
<tr>
<td>STTC Action</td>
<td>April 23, 2021</td>
</tr>
<tr>
<td>RTC Action</td>
<td>May 13, 2021</td>
</tr>
<tr>
<td>Implement Updated Vanpool Boundaries</td>
<td>Late Spring/Early Summer 2021</td>
</tr>
<tr>
<td>Issue Regional Cooperative Procurement</td>
<td>Late Summer 2021</td>
</tr>
</tbody>
</table>
Contact Information

Dora Kelly
Transportation Planner
Transit Management and Planning
dkelly@nctcog.org

Rachel Jenkins
Transportation Planner
Transit Management and Planning
rjenkins@nctcog.org

Gypsy Gavia
Senior Transportation Planner
Transit Management and Planning
ggavia@nctcog.org

Shannon Stevenson
Senior Program Manager
Transit Management and Planning
sstevenson@nctcog.org
Region did not meet attainment deadlines

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

Attainment for Both Standards will be Based on 2021-2023 Ozone Monitor Data (3-Year Average of Fourth Highest Monitor Readings)
Design Value (DV) = 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>Required 2021 Ozone Season DV for Attainment</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2019</td>
<td>2020</td>
</tr>
<tr>
<td>Eagle Mountain Lake</td>
<td>75</td>
<td>76</td>
</tr>
<tr>
<td>Grapevine Fairway</td>
<td>71</td>
<td>77</td>
</tr>
<tr>
<td>Frisco</td>
<td>76</td>
<td>70</td>
</tr>
<tr>
<td>Dallas North</td>
<td>73</td>
<td>69</td>
</tr>
<tr>
<td>Denton Airport</td>
<td>71</td>
<td>71</td>
</tr>
</tbody>
</table>

As of 3/30/2021
Design Value (ppb)\(^1\)

- **1997 Standard < 85 ppb (Revoked)**
- **2008 Standard ≤ 75 ppb (Serious by 2021)**
- **2015 Standard ≤ 70 ppb\(^1\) (Marginal by 2021)**

---

\(^1\)Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the Design Value (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

Source: NCTCOG TR Dept

---

As of March 30, 2021

---
Exceedance Level indicates daily maximum eight-hour average ozone concentration.
Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

Based on ≤70 ppb (As of March 30, 2021)

<table>
<thead>
<tr>
<th>Year</th>
<th>Purple (106+ ppb)</th>
<th>Red (86 - 105 ppb)</th>
<th>Orange (71 - 85 ppb)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1998</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1999</td>
<td>8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2000</td>
<td>6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2001</td>
<td>4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2002</td>
<td>6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2003</td>
<td>4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2004</td>
<td>3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2005</td>
<td>36</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2006</td>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2007</td>
<td>11</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2008</td>
<td>9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2009</td>
<td>3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2010</td>
<td>20</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2011</td>
<td>9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2012</td>
<td>4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2013</td>
<td>3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2014</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2015</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2016</td>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2017</td>
<td>24</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2018</td>
<td>24</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2019</td>
<td>28</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2020</td>
<td>18</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2021</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: TCEQ, [http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl](http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl)

ppb = parts per billion
Inaccurate ozone alerts for predicted exceedances
Of the 30 ozone action days issued, only 7 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
Potential changing of NOX:VOC stoichiometric ratio
COVID-19 research

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

Ozone Activity - https://www.nctcog.org/trans/quality/air/ozone
Temporary (Paper) Tags

What is a Temporary Tag?
Intended to be used for temporary registration

Twelve variations of a temporary tag

Texas Buyer tag is predominantly abused

Reasons for Widespread Abuse
Two Steps One Sticker

Mobile Emissions Task Force elimination

Texas Department of Motor Vehicles (TXDMV) database abuse

Online Merchants
Major Issues

Circumvent mandatory emissions inspections
Avoid tolls throughout the region and statewide
Loss of State revenue
Exploit vehicle purchaser

Risk to officer safety
Fund illegal activities
Bought, sold and used in crimes to conceal identity in all 50 states
Sold illegally through social media, auction sites, on-line merchants
Estimated Revenue Loss

State, County and Local Estimates
January 2019 - March 2021

Registration, inspection and local fee
  Estimated combined sum: $68.25

Estimated temporary tags: 1,157,856

Estimated combined loss: $79,023,672
Potential Solutions

Revise TXDMV Rule

Adopt Legislation

- HB 3927
- HB 3926

Educate Online Merchants

Resume Mobile Emissions Task Force

Through Local Initiatives Projects Appropriations (HB 2539), or

RTC Backstop
Contact Us

Nick Van Haasen
Air Quality Planner
Nvanhaasen@nctcog.org

Vivek Thimmavajjhala
Transportation System Modeler
vthimmavajjhala@nctcog.org

Jenny Narvaez
Program Manager
jnarvaez@nctcog.org

https://www.nctcog.org/trans/quality/air
NASA ADVANCED AIR MOBILITY COMMUNITY PLANNING AND INTEGRATION PROPOSAL

REGIONAL TRANSPORTATION COUNCIL

APRIL 8, 2021

ERNEST HUFFMAN
THE OPPORTUNITY

NASA ADVANCED AIR MOBILITY RESEARCH AND DEMONSTRATION ANNOUNCEMENT OF COLLABORATIVE PARTNERSHIP OPPORTUNITIES

NASA Aeronautics Research Mission Directorate (ARMD) is committed to working with industry, government, and community groups and stakeholders to promote public confidence and accelerate the realization of emerging aviation markets, including Advanced Air Mobility, for passenger and cargo transportation in urban, suburban, rural and regional environments.
FUNDING

Non-reimbursable partnership agreements involving NASA and a partner in a mutually beneficial activity, where each party bears the cost of its participation, and there is no exchange of funds between the parties.
PROGRAM FOCUS

Strategically, this community planning and integration effort is focused on two main areas:

(1) Addressing key barriers with Advanced Air Mobility (AAM) community integration towards adopting AAM services in urban areas, and

(2) Addressing technical barriers across vehicle design, vehicle operation, airspace design, and airspace integration that would benefit from inputs provided by local, regional and or state decision makers
COMMUNITY PLANNING AND INTEGRATION ANNEX

- The primary goal of this AAM Community Planning and Integration Annex, or “Community Annex” is to enhance local plans to enable AAM.

- Ideally these plans would be a part of or inform the Metropolitan Planning Organization’s Transportation Plan or the Transportation Improvement Program.
# PROPOSAL TEAM

- NCTCOG
- Hillwood/Alliance Mobility Innovation Zone
- Dallas/Fort Worth International Airport
- The Mineral Wells Innovation Zone
- City of Dallas
- City of Fort Worth
- City of Frisco
- City of Richardson
- Bell Textron
- University of North Texas
- University of Texas at Arlington
- University of Texas at Dallas
- Southern Methodist University
- Transportation Research Alliance
- AECOM
- Swanson Aviation Consultancy