

COVID-19 INFRASTRUCTURE #OOX PROGRAM: ROUND 3

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

October 23, 2020

BACKGROUND

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

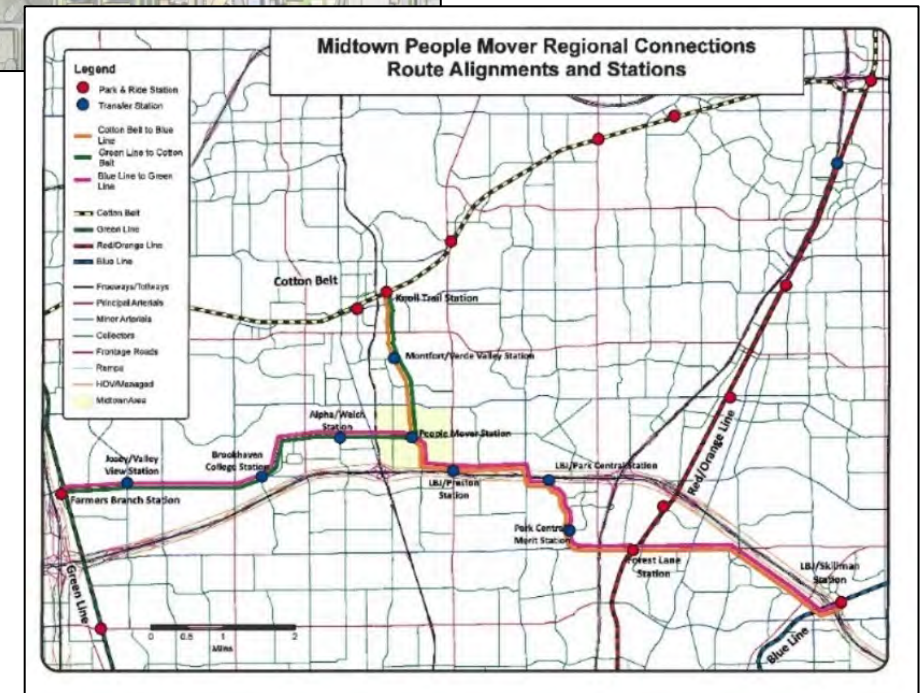
BUTLER PLACE

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



PEOPLE/GOODS MOVER SYSTEMS

- Staff has been working to advance the adoption of next-generation people/goods mover technologies in the region.
- Limits: Tarrant County near a State Highway and Dallas Midtown District (bounded by IH 635, Dallas North Tollway, Preston Road, and Spring Valley Road)
- Funding: \$10,000,000 STBG for each system (matched with Regional TDCs)
- Scope: Engineering, testing, and construction of automated cargo and people mover systems
- RTC Policies/Federal Performance Measures Addressed: Innovative Technology, Air Quality, Goods Movement, Public Transportation



INVESTMENTS IN TRANSIT

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



Image Provided By Getty

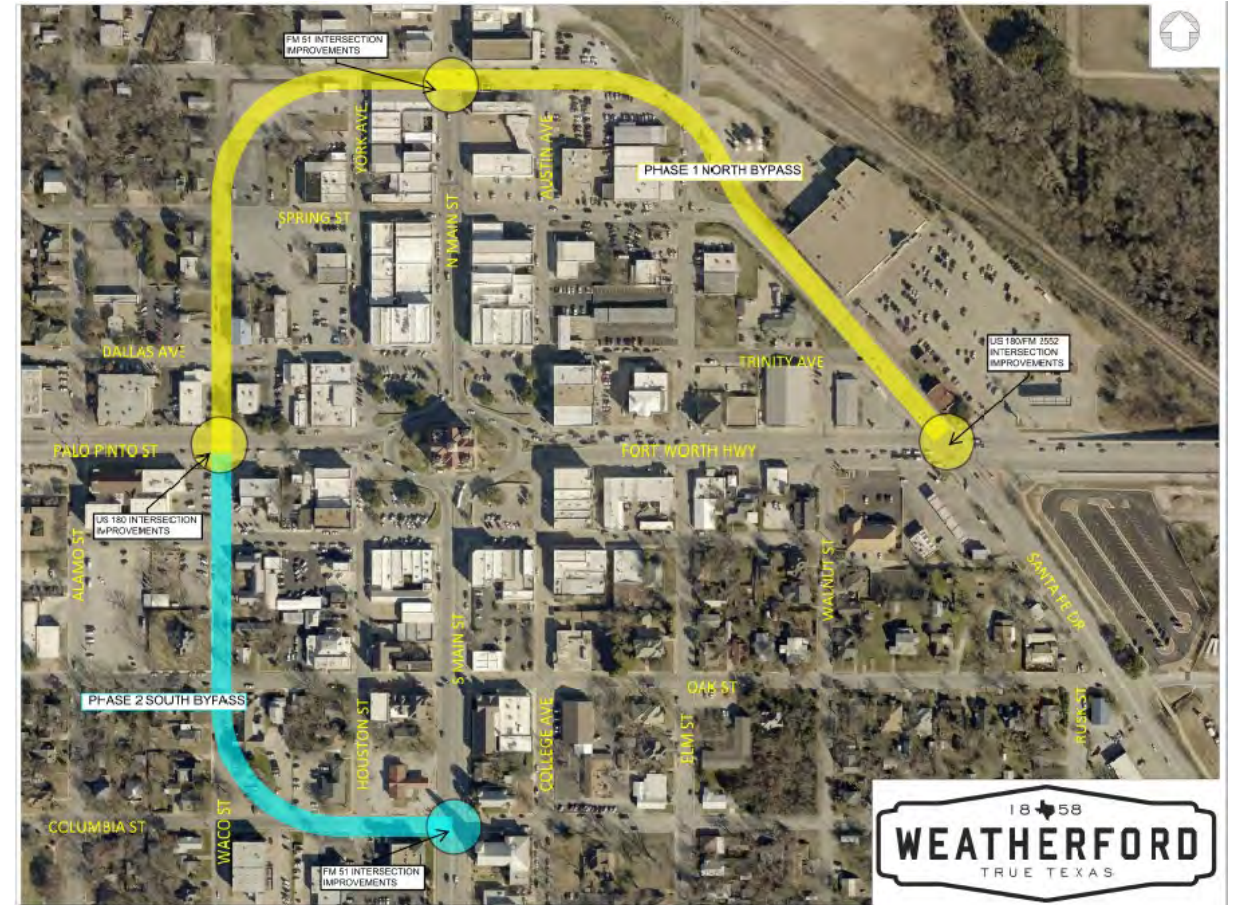
WORTH CREEK PARKWAY AT CHISHOLM TRAIL PARKWAY

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



WEATHERFORD DOWNTOWN BYPASS LOOP

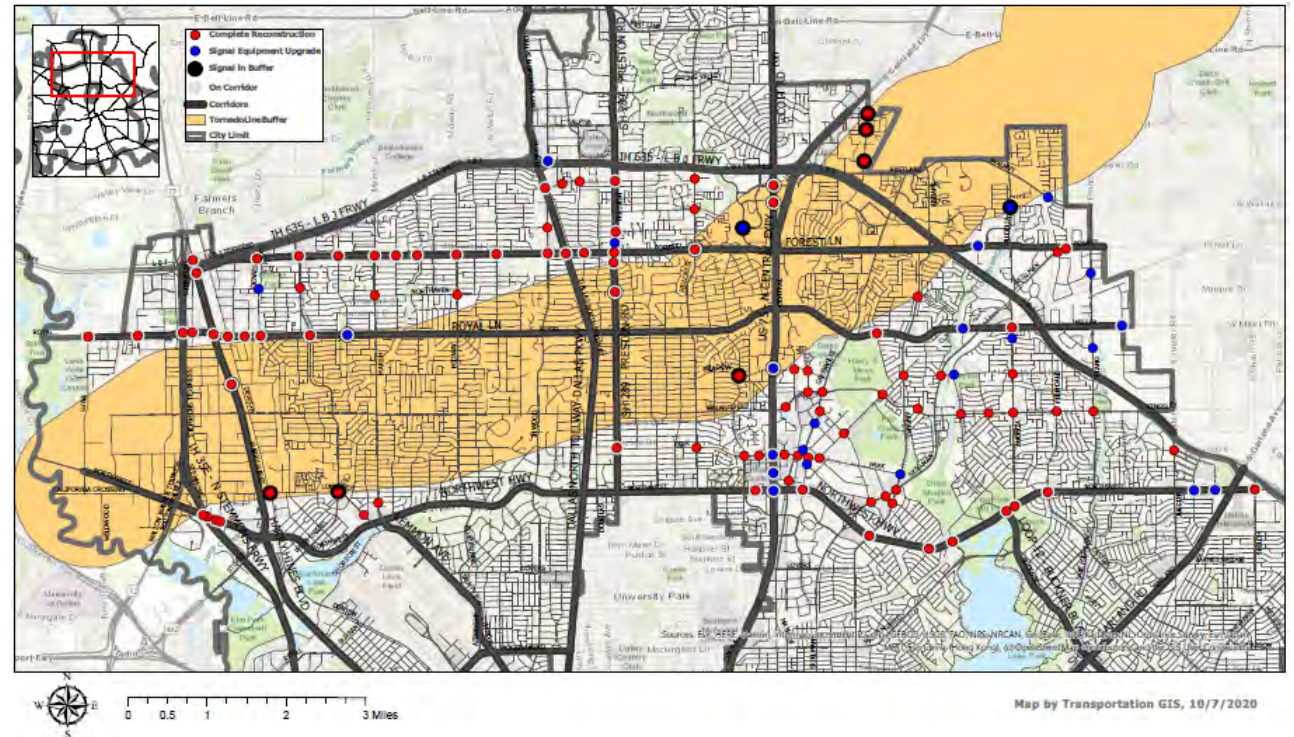
- NCTCOG, the City of Weatherford, and TxDOT Fort Worth have coordinated on a bypass loop around downtown Weatherford.
- The RTC previously funded the northern section of this bypass and funding is being proposed now for the southern section.
- Limits: Waco Street/West Columbia Street from US 180 to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



Source: City of Weatherford

CITY OF DALLAS TRAFFIC SIGNALS

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



Source: City of Dallas

SH 114 – DENTON COUNTY

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



Source: TxDOT Dallas District

COLLIN COUNTY FUNDING EXCHANGE

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

PROPOSED PANTHER CREEK PARKWAY FUNDING PARTNERSHIP

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

PROPOSED MCKINNEY AIRPORT FUNDING PARTNERSHIP

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

ACTION REQUESTED

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

QUESTIONS?

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OVERVIEW OF NEXT STEPS INVOLVING NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS' TRAVEL DEMAND MANAGEMENT PROGRAM

Surface Transportation Technical Committee

Caryn Sanders, Transportation Planner
October 23, 2020





What is Travel Demand Management?

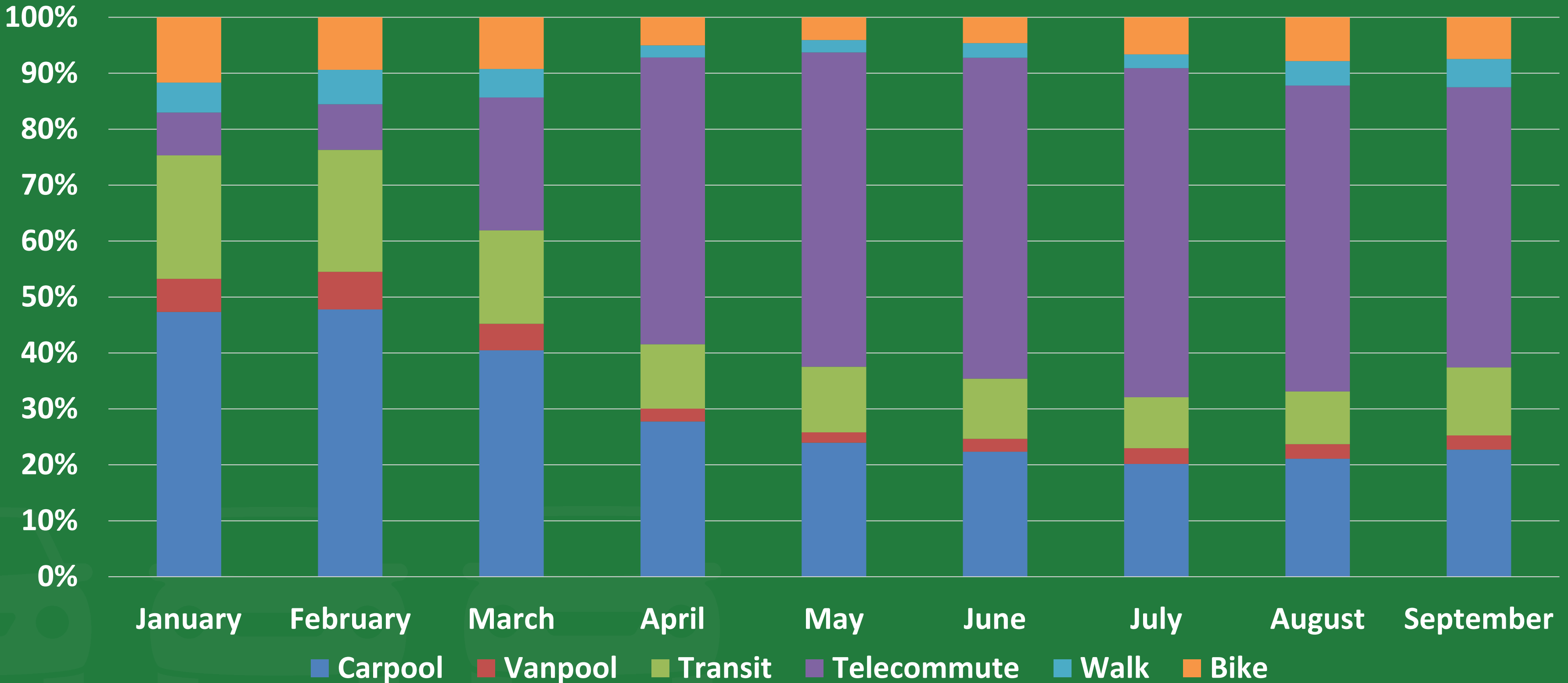


NCTCOG's Travel Demand Management (TDM) Goal:
Implementation of strategies that reduce the demand for Single Occupancy Vehicle (SOV) travel on roadways by offering alternatives to driving alone.

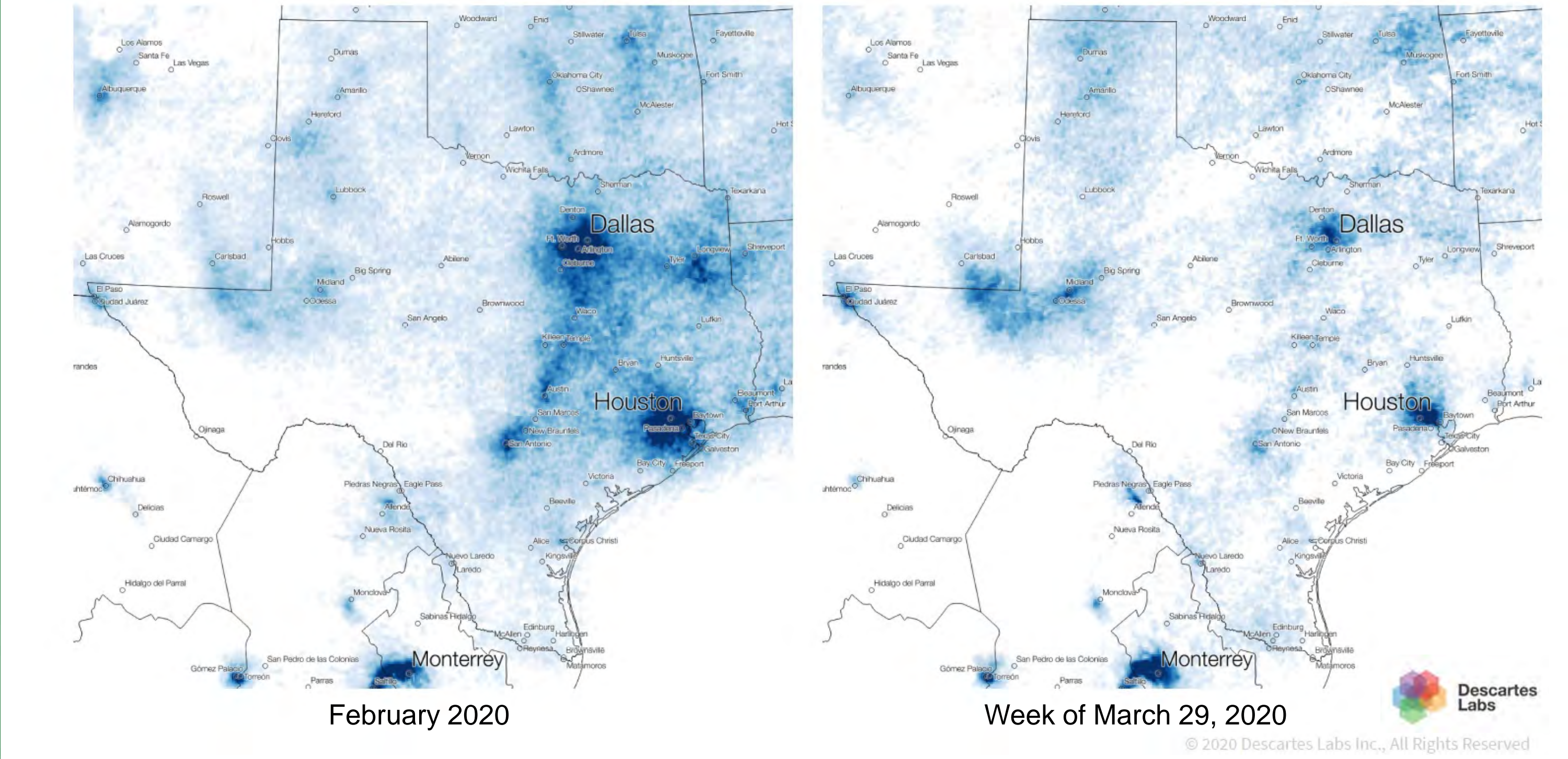
- Ridesharing: Carpooling and Vanpooling
- Transit: Bus and Rail
- Active Transportation: Biking and Walking
- Telecommuting: Work from Home
- Compressed Work Weeks: 4/40 and 9/80 Schedules
- Flexible Work Hour Schedules: Staggered Shifts

Impacts of COVID-19 on TDM

2020 Try Parking It Commuter Tracking During COVID-19



Impacts of COVID-19 on Air Quality

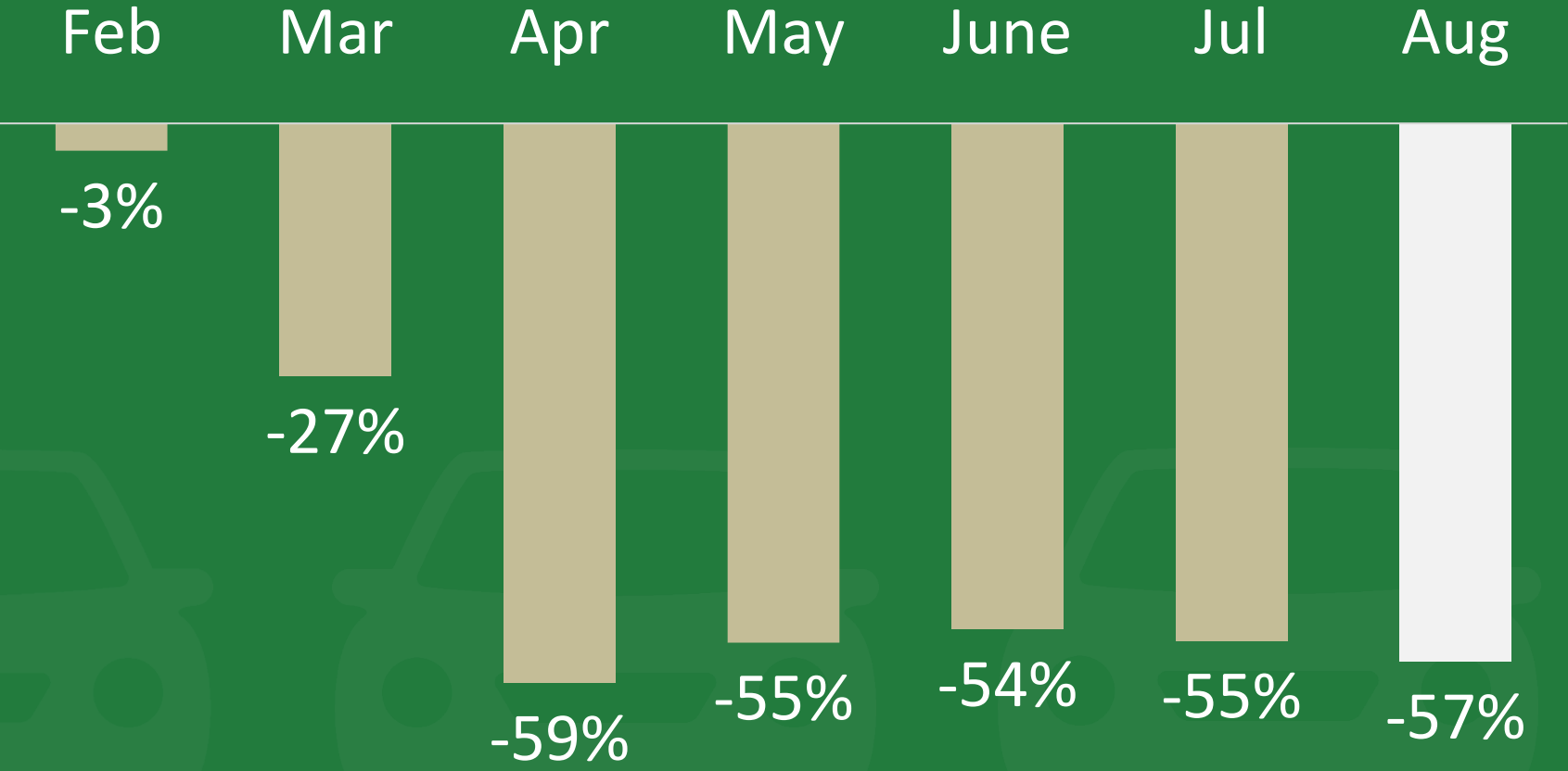


Regional Nitrogen Dioxide (NO₂) Tracking

Impacts of COVID-19 on Travel Behavior

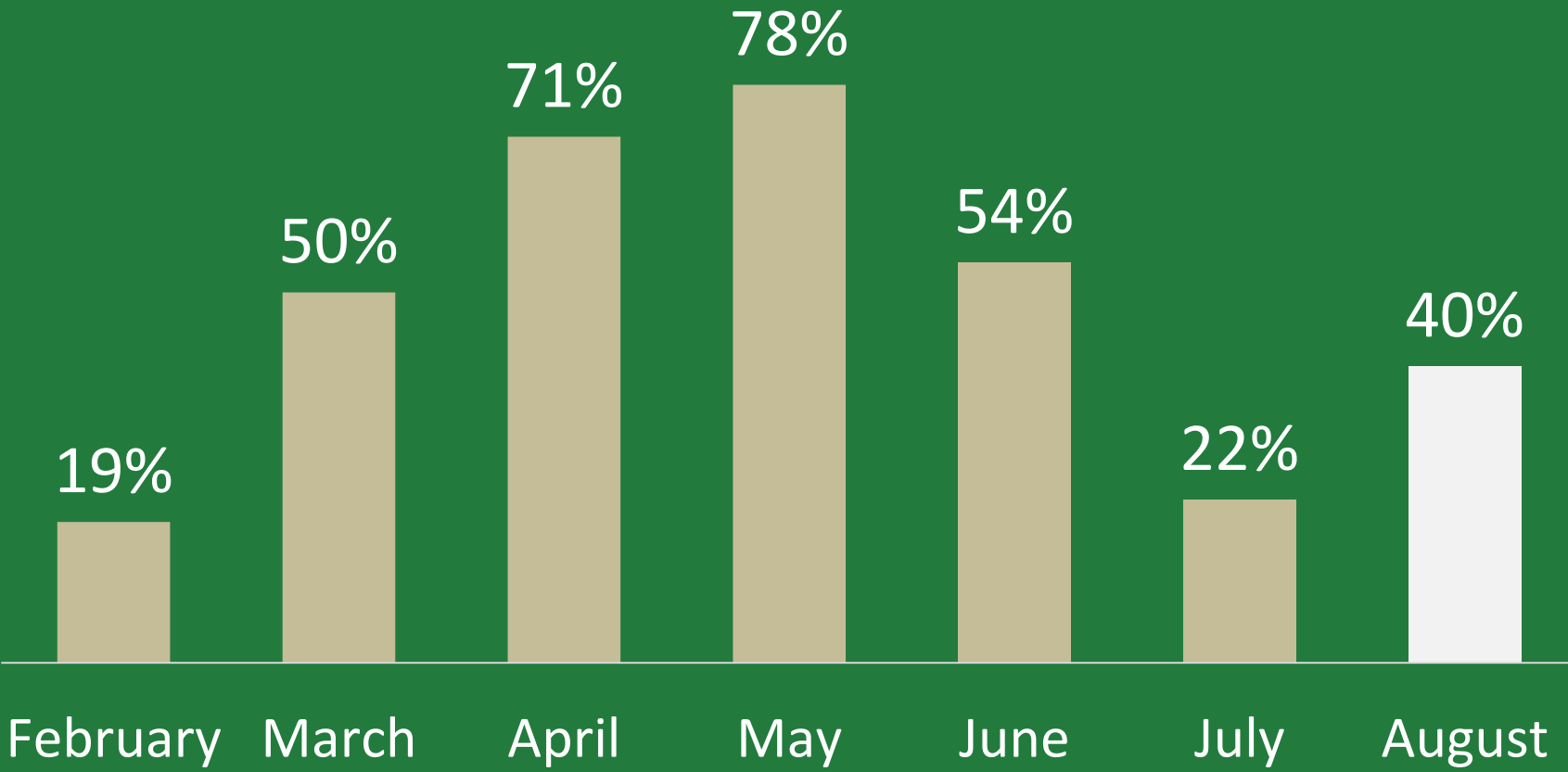
TRANSIT IMPACTS Weekday Ridership

Transit Passenger Decrease : 2019 vs 2020



BICYCLE AND PEDESTRIAN IMPACTS Trail Counts

Increase in Full Week Trail Usage : 2019 vs 2020

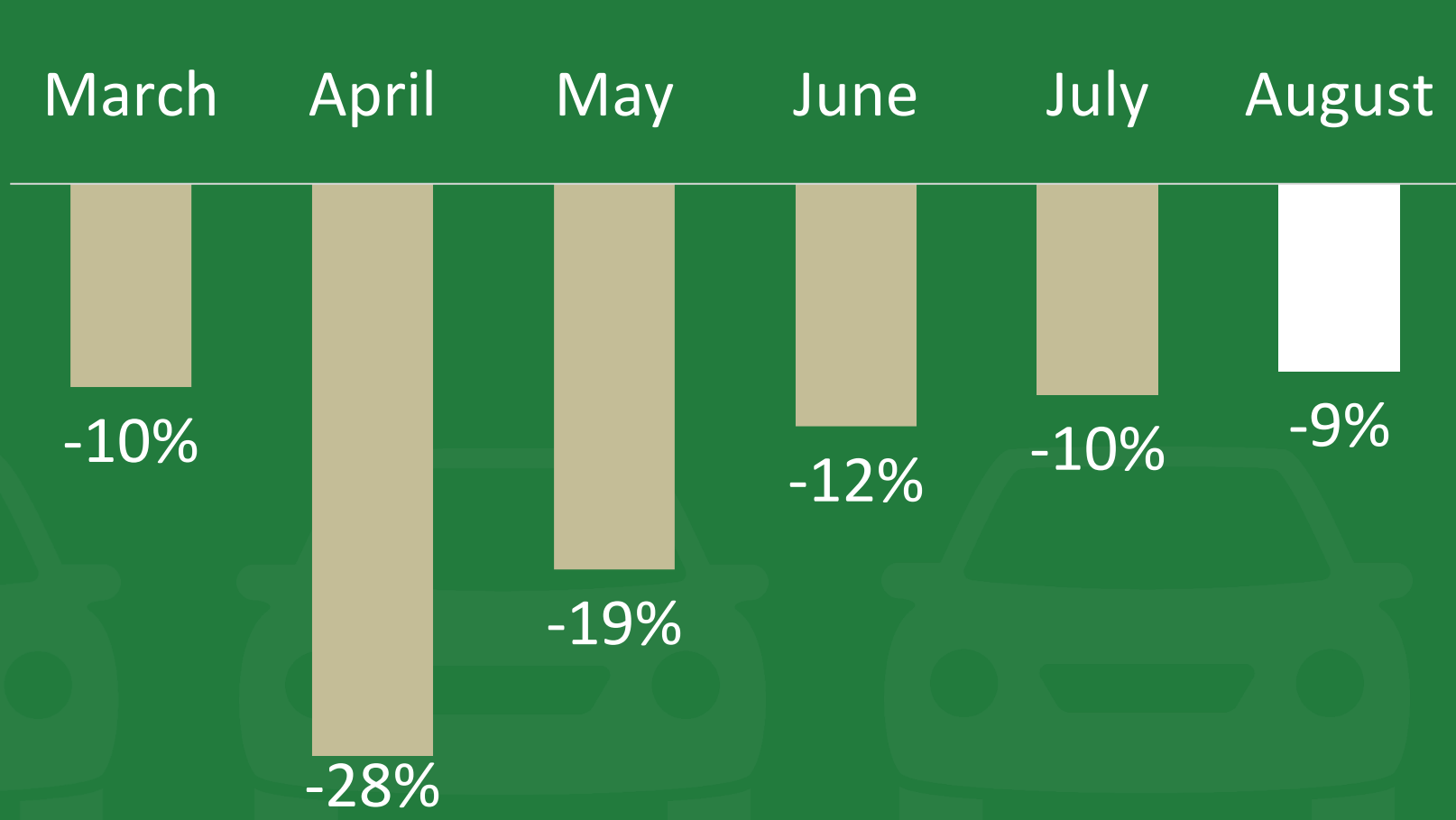


Impacts of COVID-19 on Travel Behavior

ROADWAY IMPACTS

Average Weekday Freeway Volumes

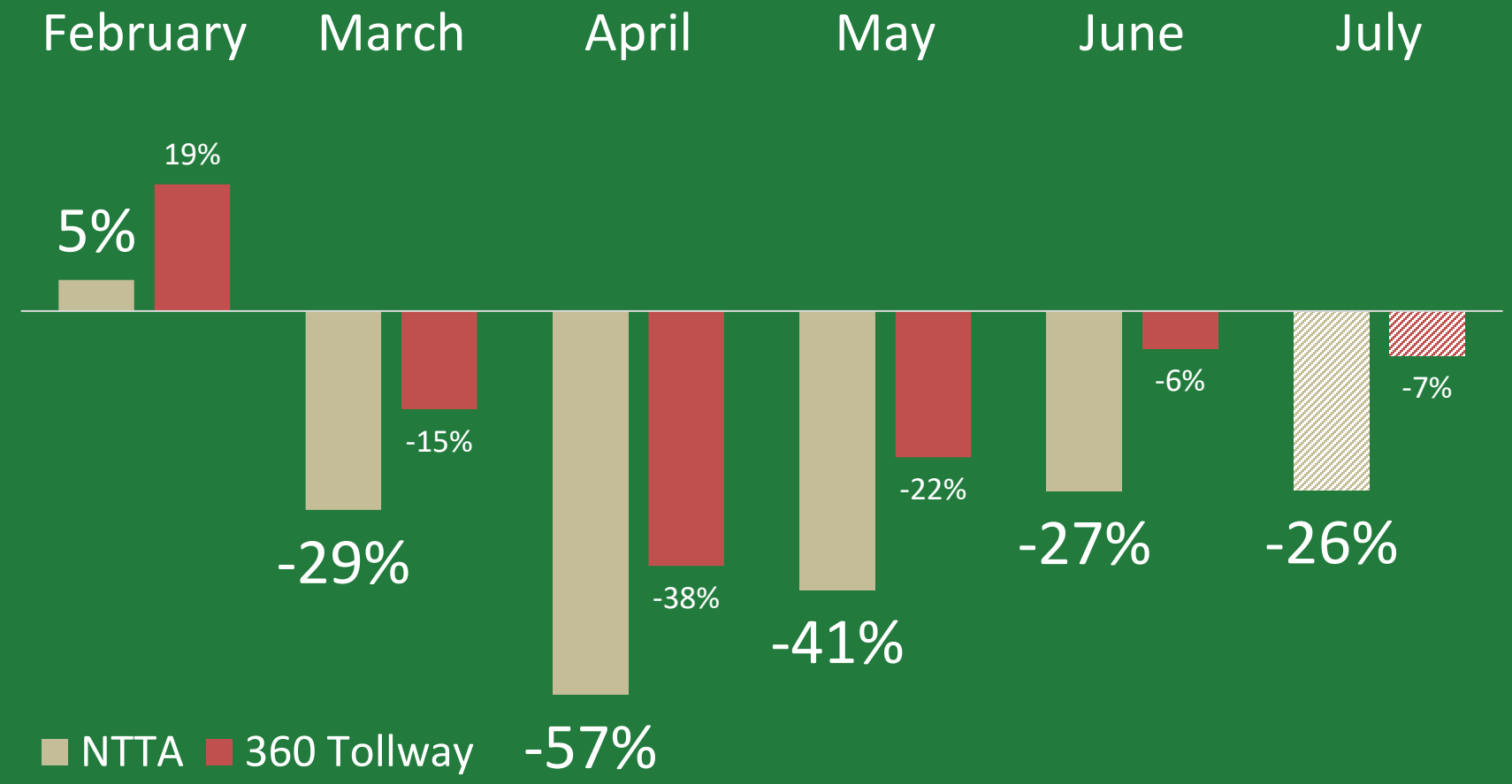
Traffic Decrease vs 2019



TOLLROAD IMPACTS

NTTA Transactions, Including SH 360

Change in Tollway Transactions: 2019 vs 2020





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 – 20 percent reduction goal as part of NCTCOG Employer Trip Reduction Program



The Private Sector's Perspective



- 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

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Future of TDM vs. the Urban Lifestyle

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High Priority Items / Areas of Focus

- How can we maintain the benefits of decreased SOV travel without harming the economy and the urban lifestyle?
- Urban Lifestyle vs. Air Quality - critical factor to consider when proposing changes to commuter habits.
- Are there acceptable tradeoffs associated with implementing TDM strategies?
- What are public and private sector agency concerns?
- Focus on changes achieved in the short-term with hopes for long-term benefits.
- Share your feedback.



NCTCOG TDM Program Contact Info

Share Your Feedback

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HIGH-SPEED



TRANSPORTATION

Dallas-Fort Worth

Surface Transportation Technical Committee

October 23, 2020



Agenda

Project Purpose

Potential Technologies

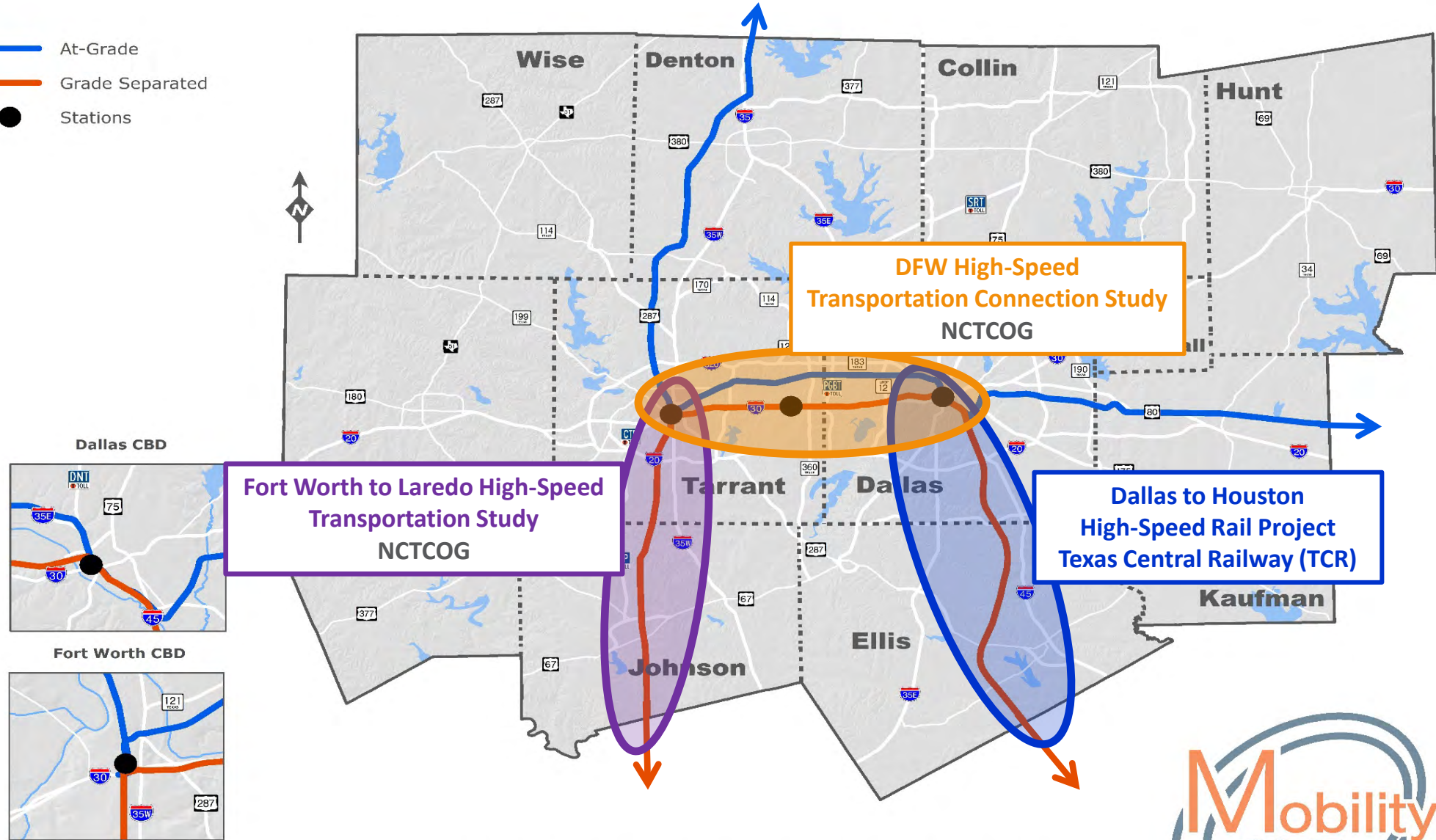
Potential Alignments/Corridors

Project Schedule

Stay Informed

DFW High-Speed Rail Projects

- At-Grade
- Grade Separated
- Stations



Source:
 North Central Texas Council of Governments

June 2018

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





Study Objective

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

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

Obtain federal environmental approval of the viable alternative

Phased Approach

Phase 1 – Alternative Development

April 2021

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

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

Phase 2 – Engineering & Environmental

April 2023

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

Goal for Phase 2
Federal environmental approval the alignment & technology



Draft Preliminary Project Purpose

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

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

Types of Passenger Rail/ Advanced Guideway Technology

● Conventional



● Higher-Speed



● High-Speed



● Maglev






● Hyperloop


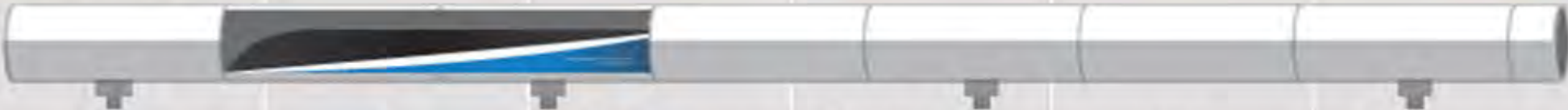


● Other?

Types of Passenger Rail

Top Speed	Exclusive Guideway	Peak Headways	Operating Style	Cargo	Technology Readiness
CONVENTIONAL TRE, TEXRail, A-Train					
					
80 mph	No	20-30 Minutes	Fixed Schedule	No	Operational
HIGHER-SPEED Amtrak, Acela Express					
					
125 mph	No	20-30 Minutes	Fixed Schedule	No	Operational
HIGH-SPEED Asia & Europe, Under Construction in California					
					
250 mph	Yes	3-30 Minutes	Fixed Schedule	No	Operational

Types of Advanced Guideways

Top Speed	Exclusive Guideway	Peak Headways	Operating Style	Cargo	Technology Readiness
MAGLEV China, Germany, Japan, South Korea, Under Environmental Study (DC to Baltimore)					
					
300+ mph	Yes	15-20 Minutes	Fixed Schedule	No	Operational
HYPERLOOP					
					
650+ mph	Yes	~2 Minutes	On-demand (Smart Elevator)	Yes	Prototypes Undergoing Testing



Technology Comparison

Similarities

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

Differences

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

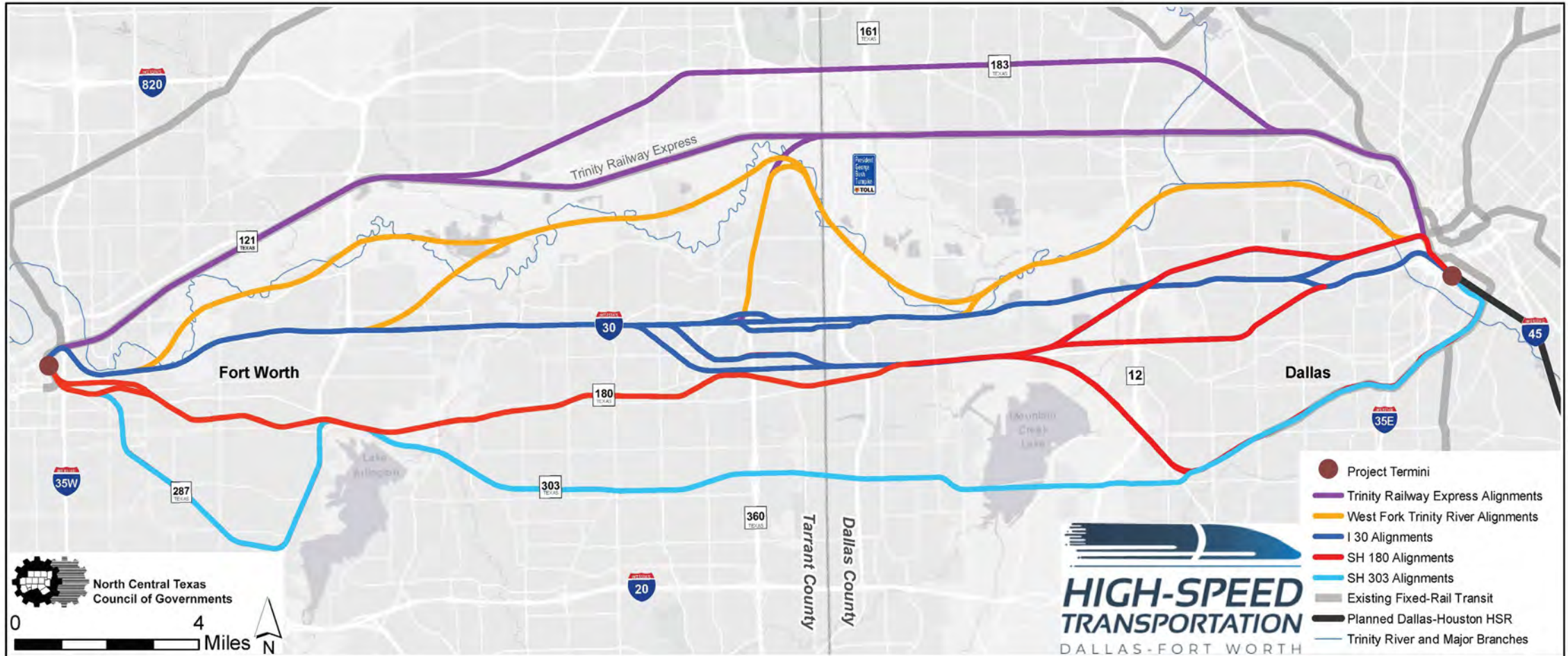


Potential Alignments/ Corridors

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

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

Potential Alignments and Corridors



Proposed Evaluation Methodology

DFW HIGH-SPEED TRANSPORTATION CONNECTIONS STUDY





Proposed Screening Criteria Levels

Level 1 (Ability to Meet Purpose and Need)

Primary

- Serves Downtown Dallas and Downtown Fort Worth Stations (fatal flaw)
- Opportunity to serve City of Arlington (fatal flaw)

Secondary

- Safe
- Reliable
- Convenient
- Linkages to Other High-Performance Systems in Texas
- Connect to Existing Regional/Light Rail in Dallas-Fort Worth
- Improved Access to Major Activity Centers

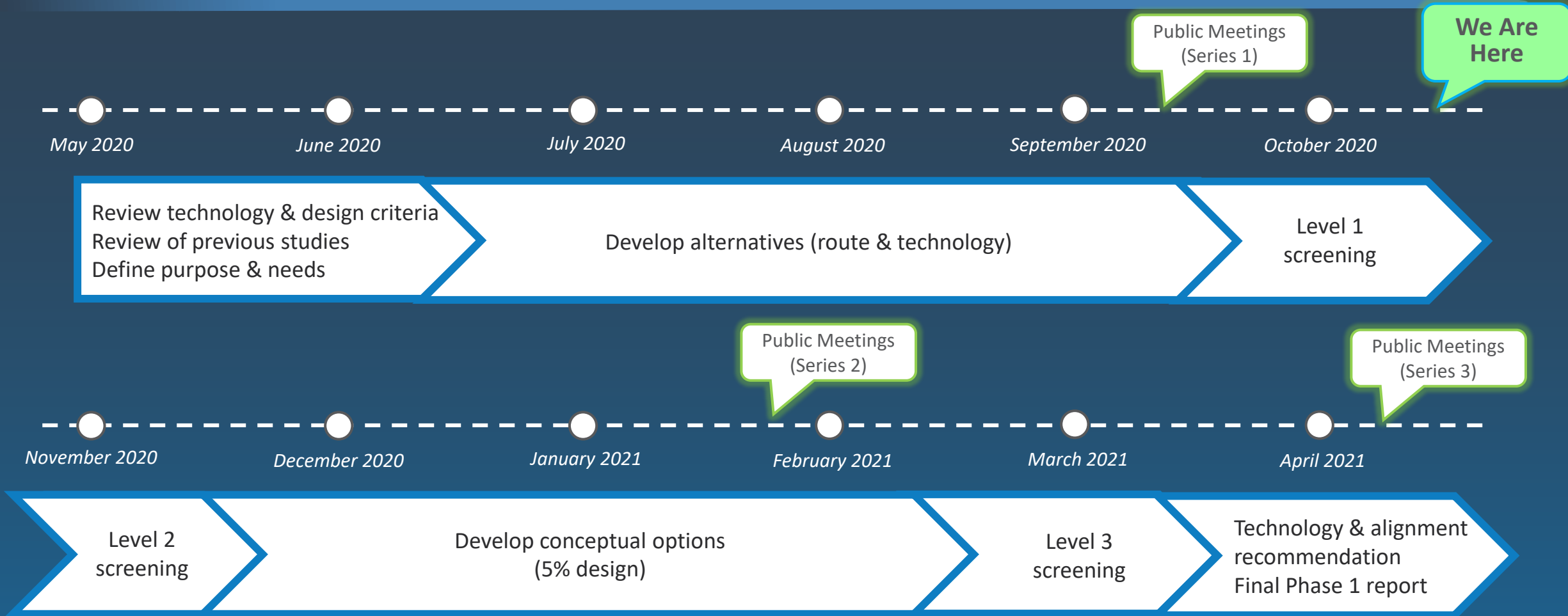
Level 2 (Fatal Flaws and Ranking)

- Proximity to Sensitive Social, Biological, or Cultural Areas
- Potential Community Impacts
- Technology Maturity, Design Criteria, Regulatory Approval
- Capacity, Travel Time, Compatibility with Existing Infrastructure
- Operational Considerations

Level 3 (Detailed Evaluation)

- Costs
- Potential Impacts to Sensitive Social, Biological, or Cultural Areas
- Potential Community Impacts
- Constructability/Operability

Phase 1 Schedule – 12 Months



Previous Meetings

Elected Officials Briefing Meeting

July 17

Public Meetings

September 23

September 24

Technical Work Group Meetings

July 21

August 21

October 16





Information Options

- Technology Forum – Early December
- Upcoming Public Meetings*
 - January 2021
 - Spring 2021
 - Elected Officials Briefing – January 15, 2021
- Project Website:
www.nctcog.org/dfw-hstcs
- Request a presentation and/or briefing*
NCTCOG Speaker Request Form at:
nctcog.org/trans/about/educate/request-a-speaker

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



Discussion

www.nctcog.org/dfw-hstcs

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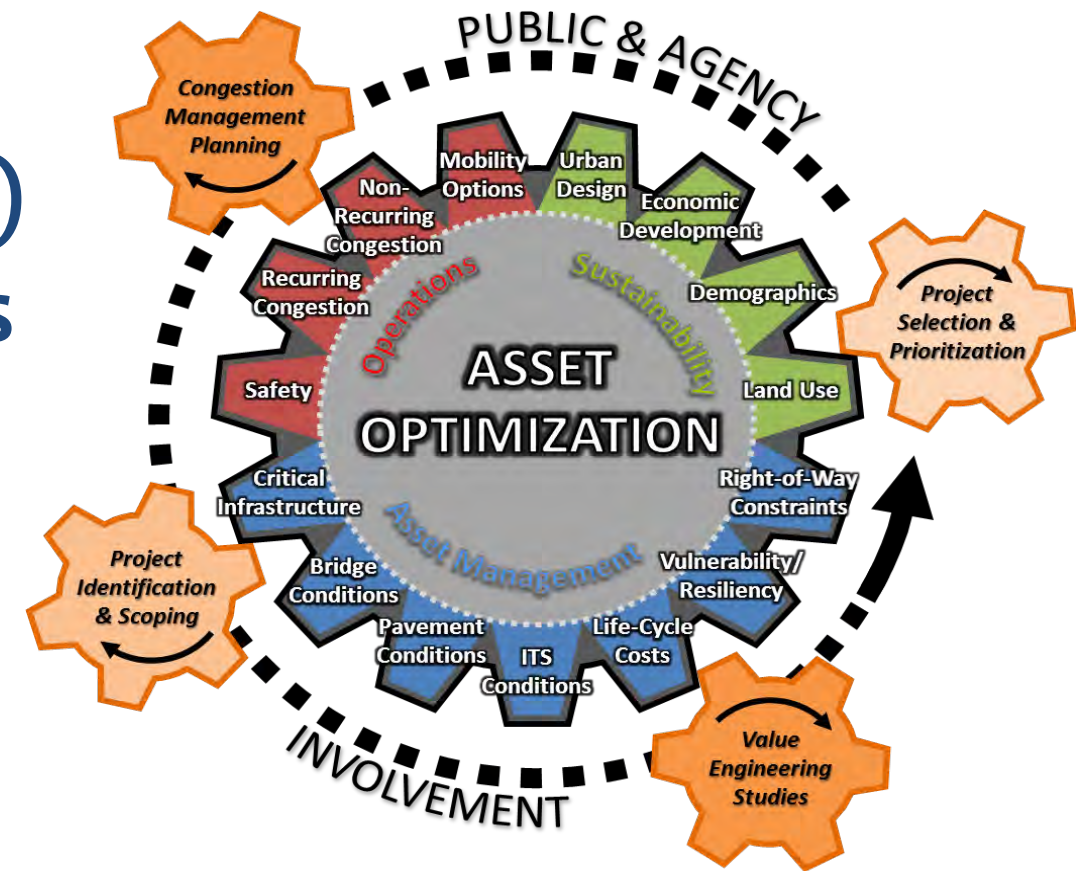
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Federal Highway Administration: Pavement/Bridge Condition (PM2) Target Reaffirmation or Revisions

Presented by:






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



NCTCOG Performance Measurement Activities

FAST Act – Performance Measures and Target Setting

2

Complete	Rulemaking	Number of Measures	DOT/Provider Target Setting Deadline	MPO Target Setting Deadline	Reporting Period	Reporting Schedule
	Safety (PM1)	5	8/31/2020	2/27/2021	Annually	Annually
	Pavement/Bridge Condition (PM2)	6	10/01/2020	3/30/2021	Four-Year Performance Periods (starting 2018-2022)	Biennially (beginning, middle, & end of performance periods)
	System Performance (PM3)	7	10/01/2020	10/01/2020	Four-Year Performance Periods (starting 2018-2022)	Biennially (beginning, middle, & end of performance periods)
	Public Transportation Safety Plan (PTASP)	7	12/31/2020	6/29/2021	Annually	Annually
	Transit Asset Management (TAM)	4	1/01/2021	6/30/2021	Annually	Annually

NCTCOG Performance Measurement Activities (cont.)

PM2 (Pavement/Bridge Condition) Performance Period Schedule

3



2018

First Performance Period began

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



2020

Mid-Performance Period
Report due October 1, 2020

If TxDOT adjusts PM2
statewide targets (2022),
MPOs have 180 days to
either reaffirm support for
adjusted targets, or set
new regional targets



2022

First Performance Period
ends

Second Performance
Period begins

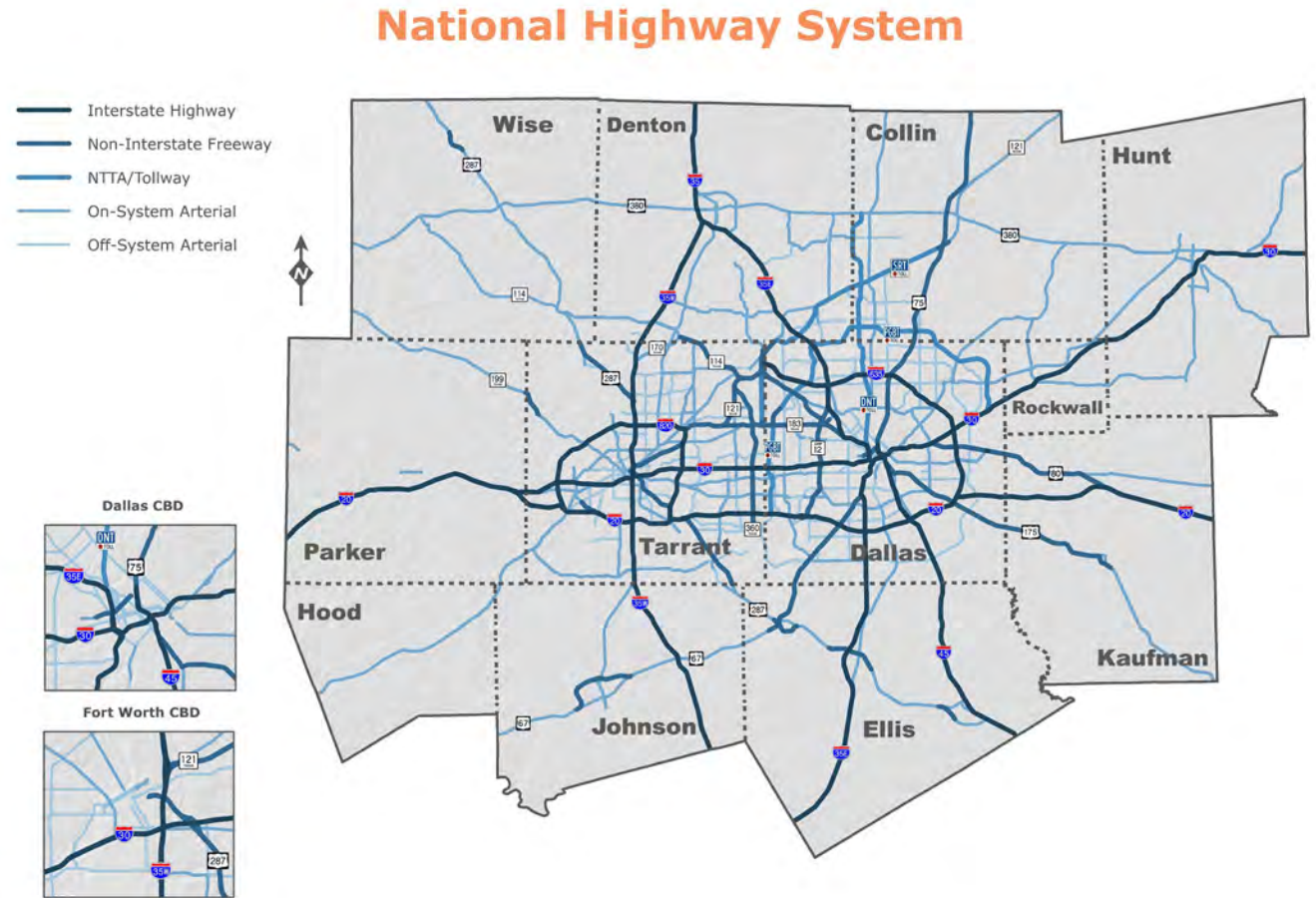
MPOs adopt new targets
(statewide or regional) for
2024 and 2026

National Highway System (NHS) – NCTCOG Region

Breakdown of NHS Roadway Classifications for PM₂ Analysis

4

- In accordance with 23 CFR Part 490, pavement/bridge conditions are reported for National Highway System (NHS) facilities
- State DOTs are required to establish PM₂ targets representing the full NHS extent, *regardless of ownership*
- Total NHS (NCTCOG) = 12,437 lane-miles
 - ▣ Interstate Highways = 3,215 lane-miles (25.9%)
 - ▣ Non-Interstate Freeways = 1,667 lane-miles (13.4%)
 - ▣ On-System Arterials = 3,769 lane-miles (30.3%)
 - ▣ Off-System Toll Roads = 827 lane-miles (6.7%)
 - ▣ Off-System Arterials = 2,959 lane-miles (23.7%)
- NHS comprises 14.1% of region's total roadway lane-miles (2018), but accommodate 63.2% of total vehicle-miles of travel (VMT)



PM2 Analysis – Statewide vs. Regional Data

Breakdown of NHS Pavement Good Condition Targets

5

NHS ROADWAY CATEGORIES	DESIRED IMPROVEMENT TREND	2018 BASELINE	2020 CONDITION (NEW)	2022 TARGET (ORIGINAL)	2022 TARGET (UPDATED)
<i>State of Texas</i>					
Good Pavement Condition					
Interstate National Highway System (NHS)	↗	66.8% *	66.6% *	66.4% *	66.5% *
Non-Interstate National Highway System (NHS)	↗	54.4% *	55.2% *	52.3% *	54.1% *
<i>North Central Texas (NCTCOG) Region</i>					
Good Pavement Condition					
Interstate NHS (TxDOT)	↗	50.1% **	34.9% *	52.7% **	19.8% *
Non-Interstate NHS: On-System Freeways (TxDOT)	↗	26.9% **	48.8% *	36.2% **	54.4% *
Non-Interstate NHS: On-System Arterials (TxDOT)	↗		43.3% *		50.9% *
Non-Interstate NHS: Off-System Toll Roads (NTTA)	↗		47.6% *		52.3% *
Non-Interstate NHS: Off-System Arterials (Local)	↗		1.1% *		1.0% *

* Highway Performance Monitoring System (HPMS) data; new regional target estimates based on 3-year (2017-19) HPMS moving average (assumes IRI ratings only for non-Interstate NHS; assumes IRI, cracking, rutting, and faulting metrics for Interstate NHS)

** TxDOT Pavement Management Information System (PMIS) data; estimation/reporting of original regional target based on 5-year (2013-17) moving average for all non-Interstate NHS roadways combined (good condition only)

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

Breakdown of NHS Pavement Poor Condition Targets

6

NHS ROADWAY CATEGORIES	DESIRED IMPROVEMENT TREND	2018 BASELINE	2020 CONDITION (NEW)	2022 TARGET (ORIGINAL)	2022 TARGET (UPDATED)
<i>State of Texas</i>					
Poor Pavement Condition					
Interstate National Highway System (NHS)	↘	0.3% *	0.2% *	0.3% *	0.2% *
Non-Interstate National Highway System (NHS)	↘	13.8% *	14.2% *	14.3% *	14.2% *
<i>North Central Texas (NCTCOG) Region</i>					
Poor Pavement Condition					
Interstate NHS (TxDOT)	↘	5.8% **	0.7% *	8.0% **	1.3% *
Non-Interstate NHS: On-System Freeways (TxDOT)	↘	6.8% **	6.8% *	8.9% **	7.2% *
Non-Interstate NHS: On-System Arterials (TxDOT)	↘	18.5% **	20.4% *	18.4% **	22.1% *
Non-Interstate NHS: Off-System Toll Roads (NTTA)	↘	8.4% **	3.2% *	9.3% **	2.8% *
Non-Interstate NHS: Off-System Arterials (Local)	↘	73.7% **	74.3% *	69.8% **	74.1% *

* Highway Performance Monitoring System (HPMS) data; new regional target estimates based on 3-year (2017-19) HPMS moving average (assumes IRI ratings only for non-Interstate NHS; assumes IRI, cracking, rutting, and faulting metrics for Interstate NHS)

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

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

Pavement Data Considerations

7

- HPMS vs. PMIS
 - ▣ **Highway Performance Monitoring System (HPMS)** is a national-level information system with data on the extent, condition, performance, use, and operation of the nation’s highways (*ride and distresses reported on one lane per roadway*)
 - ▣ **Pavement Management Information System (PMIS)** is TxDOT’s automated system for storing, retrieving, analyzing, and reporting pavement condition (*ride and distresses recorded on one lane per direction*)
 - ▣ Project-specific pavement management plans by each TxDOT district conducted via PMIS, not HPMS
 - ▣ Data segment length = 1/10 mile
- International Roughness Index (IRI) and full distresses (cracking, rutting, and faulting) used as performance measures for Interstate NHS
- IRI only used for non-Interstate NHS during first Performance Period (2018-22)

PM2 Pavement Metric Thresholds

RATING	PM2 Pavement Metric Thresholds		
	GOOD	FAIR	POOR
IRI (inches/mile)	< 95	95 – 170	> 170
PSR* (0.0 – 5.0 value)	≥ 4.0	2.0 – 4.0	≤ 2.0
Cracking** (%)	< 5	CRCP: 5 – 10 JPCP/JRCP: 5 – 15 Asphalt: 5 – 20	> 10 > 15 > 20
Rutting (inches)	< 0.20	0.20 – 0.40	> 0.40
Faulting (inches)	< 0.10	0.10 – 0.15	> 0.15

* Present Serviceability Rating (PSR) may be used only on routes with posted speed limit < 40 MPH

** Continuously Reinforced Concrete Pavement (CRCP); Jointed Plain Concrete Pavement (JPCP); Jointed Reinforced Concrete Pavement (JRCP)

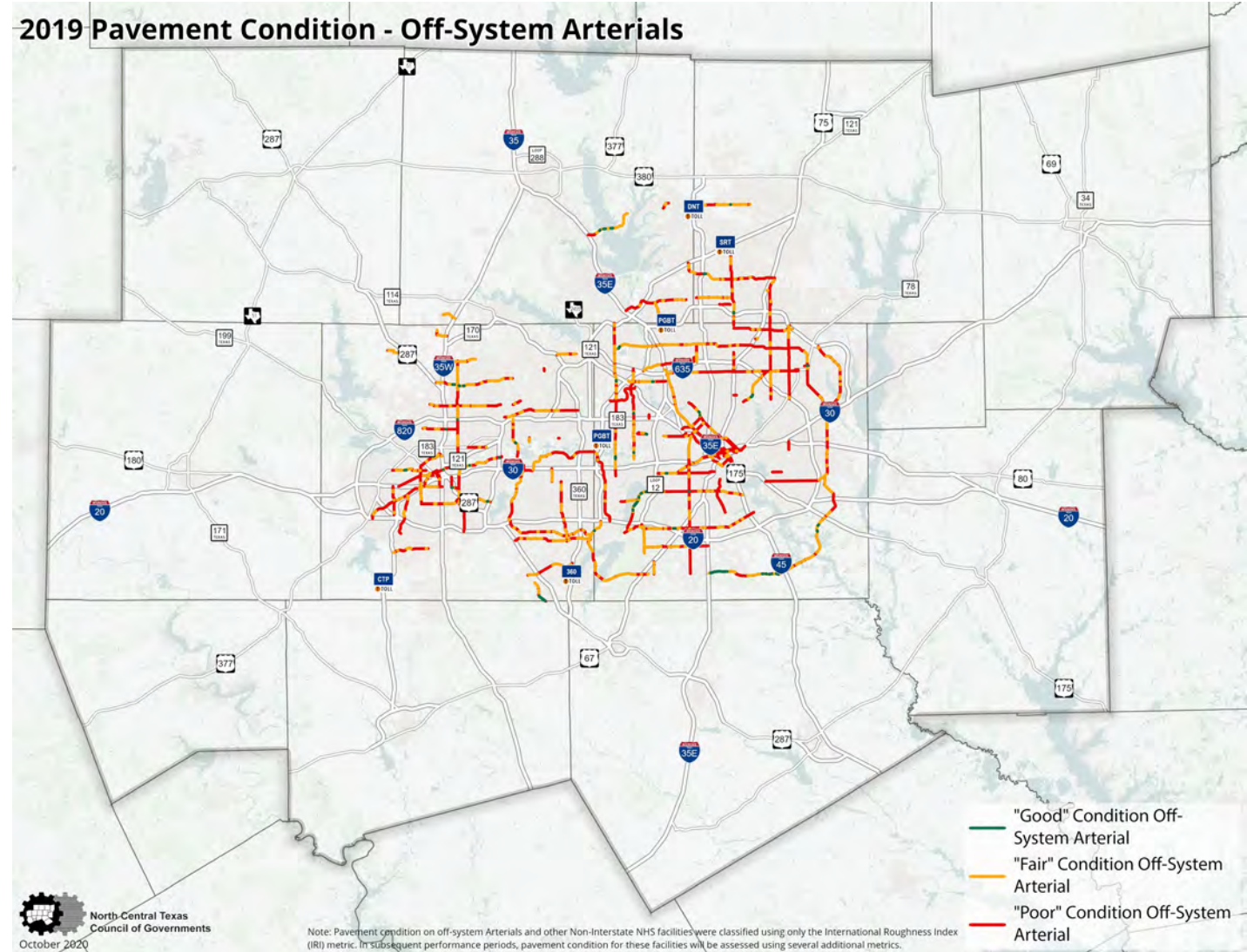
PM2 Analysis – Statewide vs. Regional Data (cont.)

Extent/Condition of Regional Off-System NHS Arterial Pavements

8

■ Jurisdictions w/ Off-system NHS arterials:

- Addison
- Arlington
- Balch Springs
- Bedford
- Carrollton
- Cedar Hill
- Corinth
- Dallas
- Desoto
- Duncanville
- Euless
- Farmers Branch
- Fort Worth
- Frisco
- Garland
- Grand Prairie
- Grapevine
- Haltom City
- Hurst
- Irving
- Lancaster
- Little Elm
- Mansfield
- Mesquite
- North Richland Hills
- Plano
- Richardson
- Richland Hills
- Westworth Village
- Wilmer



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

Breakdown of NHS Bridge Good/Poor Condition Targets

9

NHS ROADWAY CATEGORIES	DESIRED IMPROVEMENT TREND	2018 BASELINE	2020 CONDITION (NEW)	2022 TARGET (ORIGINAL)	2022 TARGET (UPDATED)
<i>State of Texas</i>					
Good Bridge Condition					
All NHS Facilities *	↗	50.7%	50.7%	50.4%	50.4%
Poor Bridge Condition					
All NHS Facilities*	↘	0.9%	1.3%	0.8%	1.5%
<i>North Central Texas (NCTCOG) Region</i>					
Good Bridge Condition					
All NHS Facilities*	↗	55.3%	56.0%	58.4% **	57.9% ***
Poor Bridge Condition					
All NHS Facilities*	↘	1.9%	2.3%	1.5% **	2.0% ***

* All percentages based on total deck area

** Estimation/reporting of original regional targets in 2018 based on 6-year (2012-18) linear trend analysis; condition data reporting in 2-year increments

*** Estimation/reporting of new regional targets based on 8-year (2012-20) linear trend analysis; condition data reporting in 2-year increments

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

Bridge Data Considerations

10

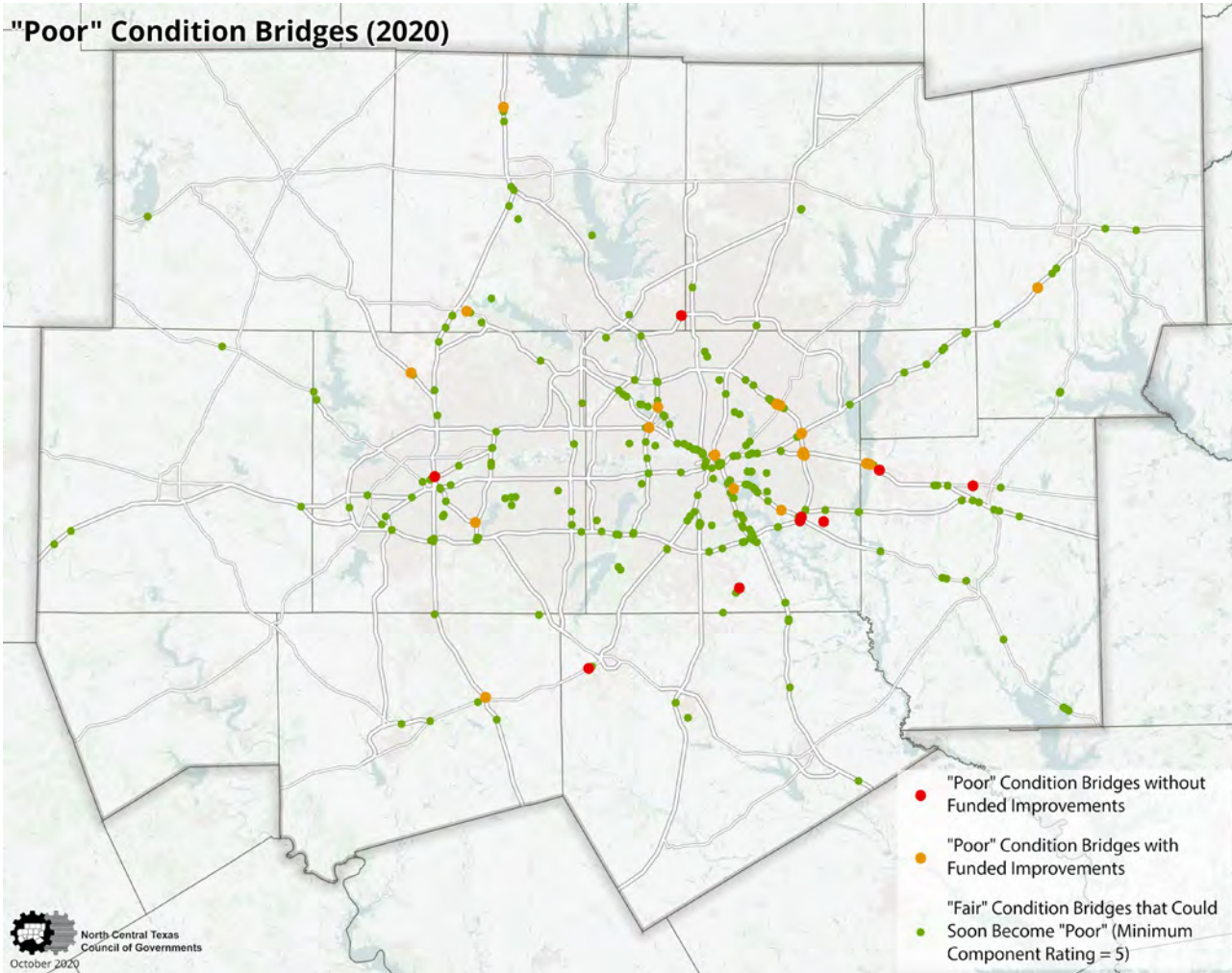
- Bridges are defined as **structurally deficient** with any component condition rating ≤ 4
- Applicable bridges:
 - ▣ Bridges carrying NHS facilities
 - ▣ Bridges carrying entrance/exit ramps (including direct connectors) and cross-streets connecting to NHS facilities
- State DOTs must submit their most current National Bridge Inventory (NBI) data on NHS bridges no later than March 15th of each year
- PM2 bridge data distributed to MPOs every two years for determination of progress in achieving adopted performance targets and identifying potential adjustments (optional)

NBI RATING SCALE * (from 0 - 9)	PM2 Bridge Metric Thresholds									
	9	8	7	6	5	4	3	2	1	0
Bridge Deck	GOOD		FAIR			POOR				
Superstructure	GOOD		FAIR			POOR				
Substructure	GOOD		FAIR			POOR				
Culvert	GOOD		FAIR			POOR				

* National Bridge Inventory (NBI)

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

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



NCTCOG Region – Bridge Performance Status

BRIDGE PERFORMANCE	2018	2020
“Poor Condition” NHS Bridges	14	34
Funded – 2018 (UTP –or– TIP/STIP)	12	
Repeat Listings		12
Funded – 2020 (UTP –or– TIP/STIP)		24
Not Addressed (< 10 Years)	2	10

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

FACILITY CARRIED	FEATURE(S) CROSSED	COUNTY	NHS CATEGORY
IH 20 EB Connector D	IH 20/US 175 Interchange	Dallas	Interstate
IH 20 WB Connector C	IH 20/US 175 Interchange	Dallas	Interstate
Belt Line Rd	Goff Branch	Dallas	Off-System Arterial
Belt Line Rd	Keller Branch	Dallas	Off-System Arterial
SH 190 WB Entrance Ramp	Furneaux Creek Tributary	Denton	Off-System Toll Road
US 67 EB	Ward Branch	Ellis	Non-IH Freeway
US 80 EB	Buffalo Creek Relief	Kaufman	Non-IH Freeway
US 80 WB	Buffalo Creek Relief	Kaufman	Non-IH Freeway
US 80 EB	Bachelor Creek	Kaufman	Non-IH Freeway
SH 121 WB	IH 35W SB	Tarrant	Non-IH Freeway

Considerations for PM2 Target Decision-Making

Current Regional Transportation Council (RTC) Action – 2018

12

Good

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

Poor

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

INFRA

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

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

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

Project Description

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

Project Benefits

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

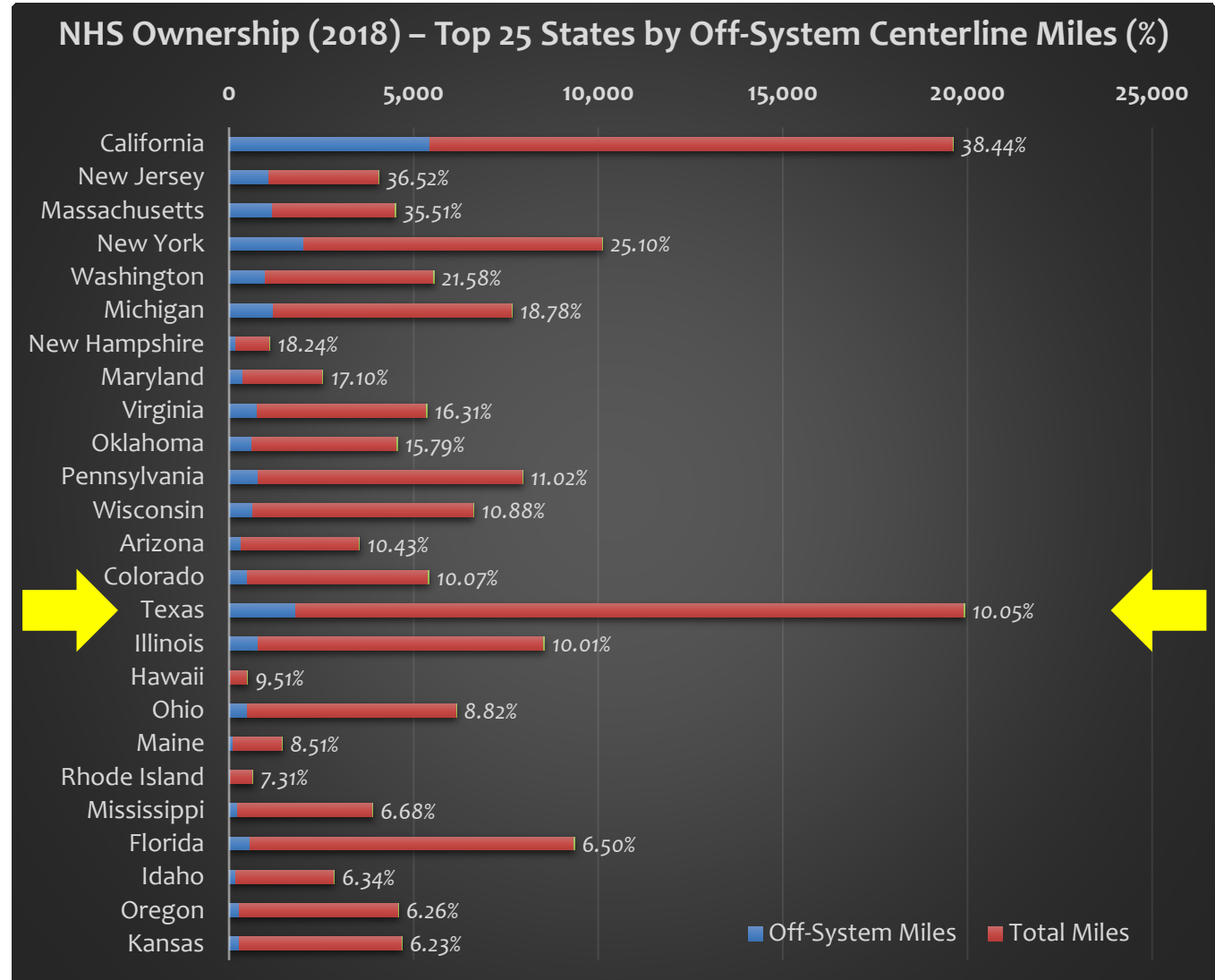


Considerations for PM2 Target Decision-Making (cont.)

Other Issues/Actions Learned Since 2018

13

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



PM2 Target Reaffirmation or Revisions

Schedule

14

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

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October 23, 2020

Surface Transportation Technical Committee (STTC) – Information Item



DART RED AND BLUE LINES TOD SURVEY 2019 RESULTS

Surface Transportation Technical Committee | October 23, 2020



North Central Texas
Council of Governments

Background

Are TODs influencing travel behavior, demographics, and location choice preferences?

Three populations

- Residents
- Businesses
- Employees

Report and data online:
www.nctcog.org/TOD (FTA Pilot)

Part of Federal Transit Administration
TOD Planning Pilot Grant

Transit-Oriented Development (TOD)



Higher density with a mix of uses designed for convenient walk and bike access from a high-frequency transit station.

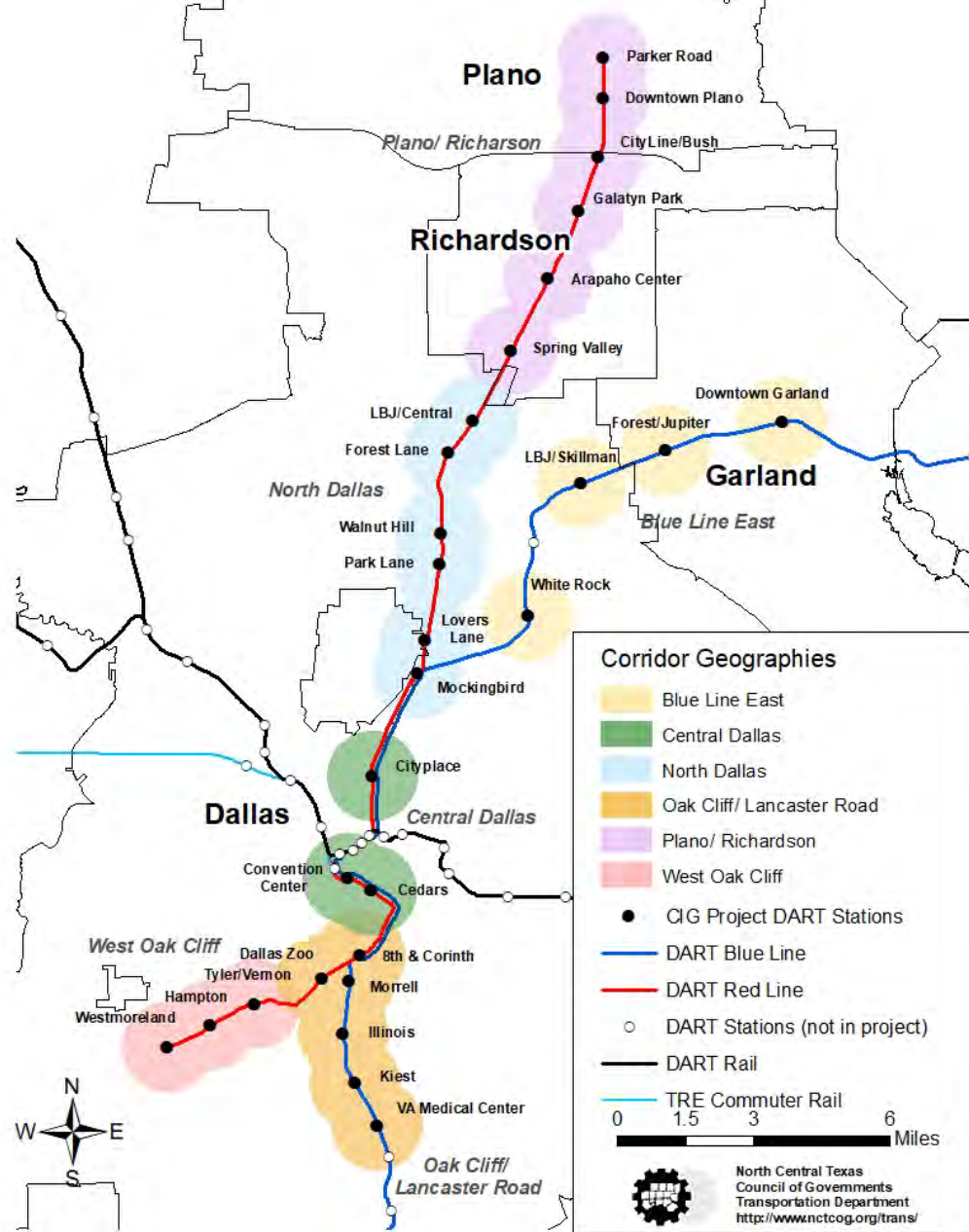
Study Area

28 DART Stations on Red and Blue Lines (FTA TOD Planning Pilot Grant)




Cities of Dallas, Richardson, Garland, and Plano

One-mile radius around stations

Data collected August 2019 – February 2020



Sampling and Response

	Random Sampling	Responses
Residents 	Source:146,196 addresses from USPS database Sample:15,198 mailed packets (online option) and 51,877 calls	1,540 complete
Businesses 	Source:16,596 addresses InfoUSA database Sample:12,853 Mailed packets (online option) and called 10,231 w/ valid phone numbers	1,039 complete
Employees 	Source: Subset of business data Sample: 389 businesses distributed to employees by email or paper	550 completed

Survey Content

Today's focus:



Travel and
Transit Use



Location
Impacts



TOD
Challenges
and
Opportunities

Survey Topics

- Travel patterns and behaviors
- Travel preferences and hypothetical improvements
- Location preferences
- Housing characteristics
- Demographics
- Parking perceptions and availability
- Travel Demand Management programs
- Business characteristics



TOD Residents' Transit Use

TOD residents are more likely than most DFW residents to commute via transit

13% of TOD residents used for their commute in the week prior to the survey. Compared to only **2.8%** of all residents in Dallas County

(Census ACS 2018 5-year Estimates – Selected Economic Characteristics)

Non-work trip DART use slightly higher than commuting for some trips

23% use for restaurant, bars, coffee shops, **20%** for retail

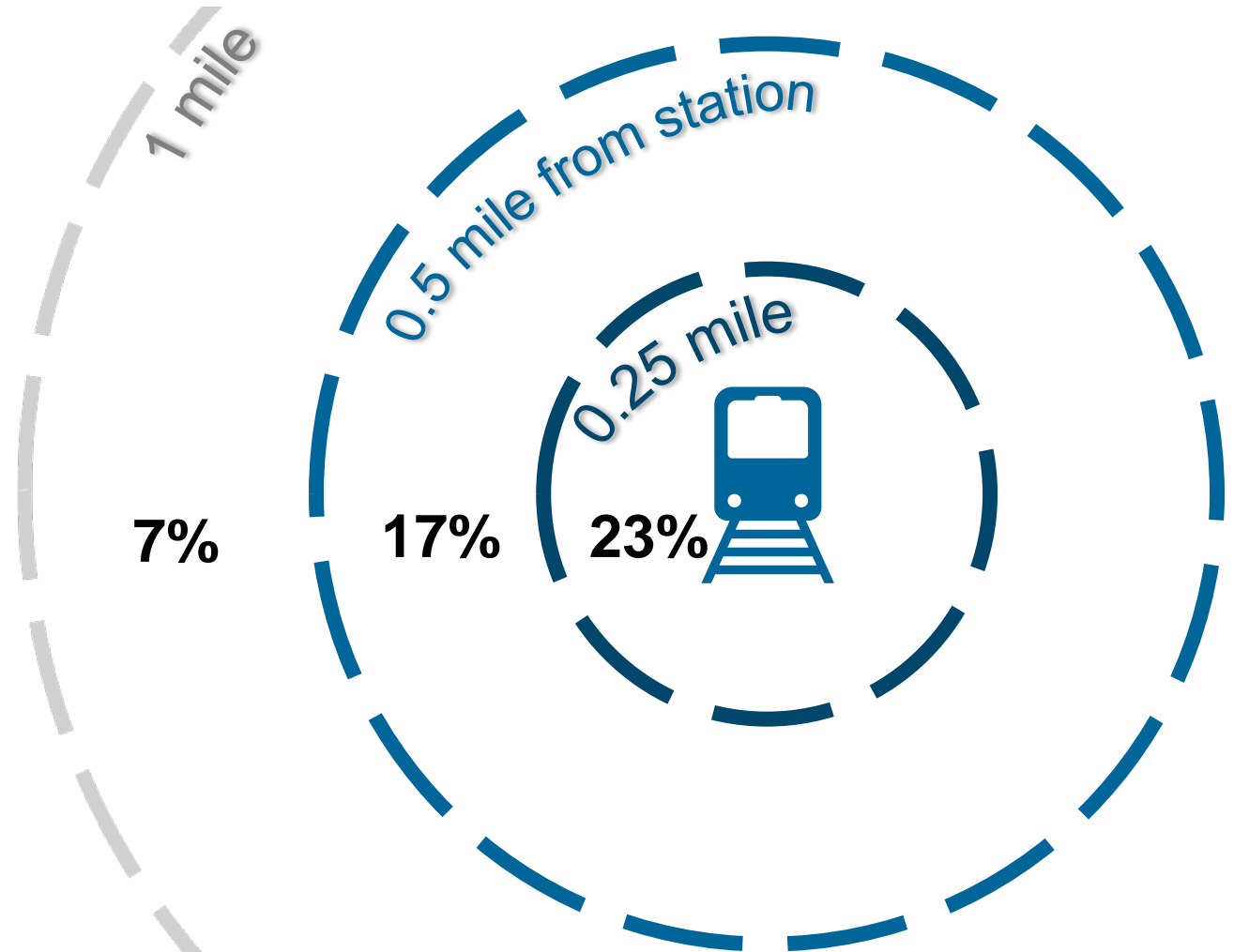
Lower for a few like social services **9%** and child-care **12%**



TOD Residents' Transit Use

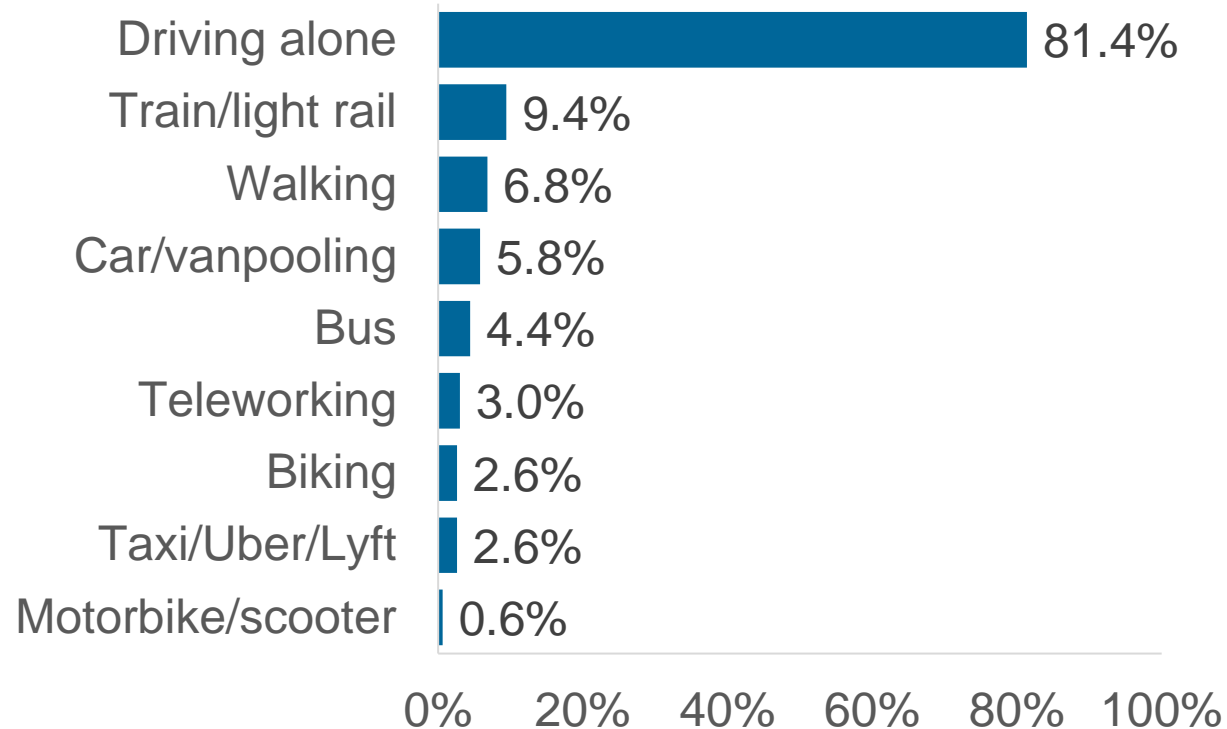
Respondents who live closer to DART rail stations are more likely to commute by transit

Percent who commute using a train or bus



Resident Travel Mode Split

Thinking about last week, how did you get to and from work or school each day?



DFW Metro Area (Census ACS 2018 5-yr)	
Mode	Percent
Drove Alone	80.8%
Carpooled	9.5%
Public Transit	1.3%
Walked	1.3%
Bicycle	0.1%
Taxicab, Motorcycle, other	1.2%
Worked at home	5.8%

Locations for Active Transportation

Employers within a half-mile of DART stations are more likely to report customer foot traffic as an influence on their location decision

16% of high-density station areas (57-305 people per acre) residents report commuting by walking or bicycling while only **6%** report the same at lower densities

Likelihood of a walk or bicycle commute by housing type:

12% for majority multi-family housing areas

9% for mixed housing areas

4% for majority single-family housing areas

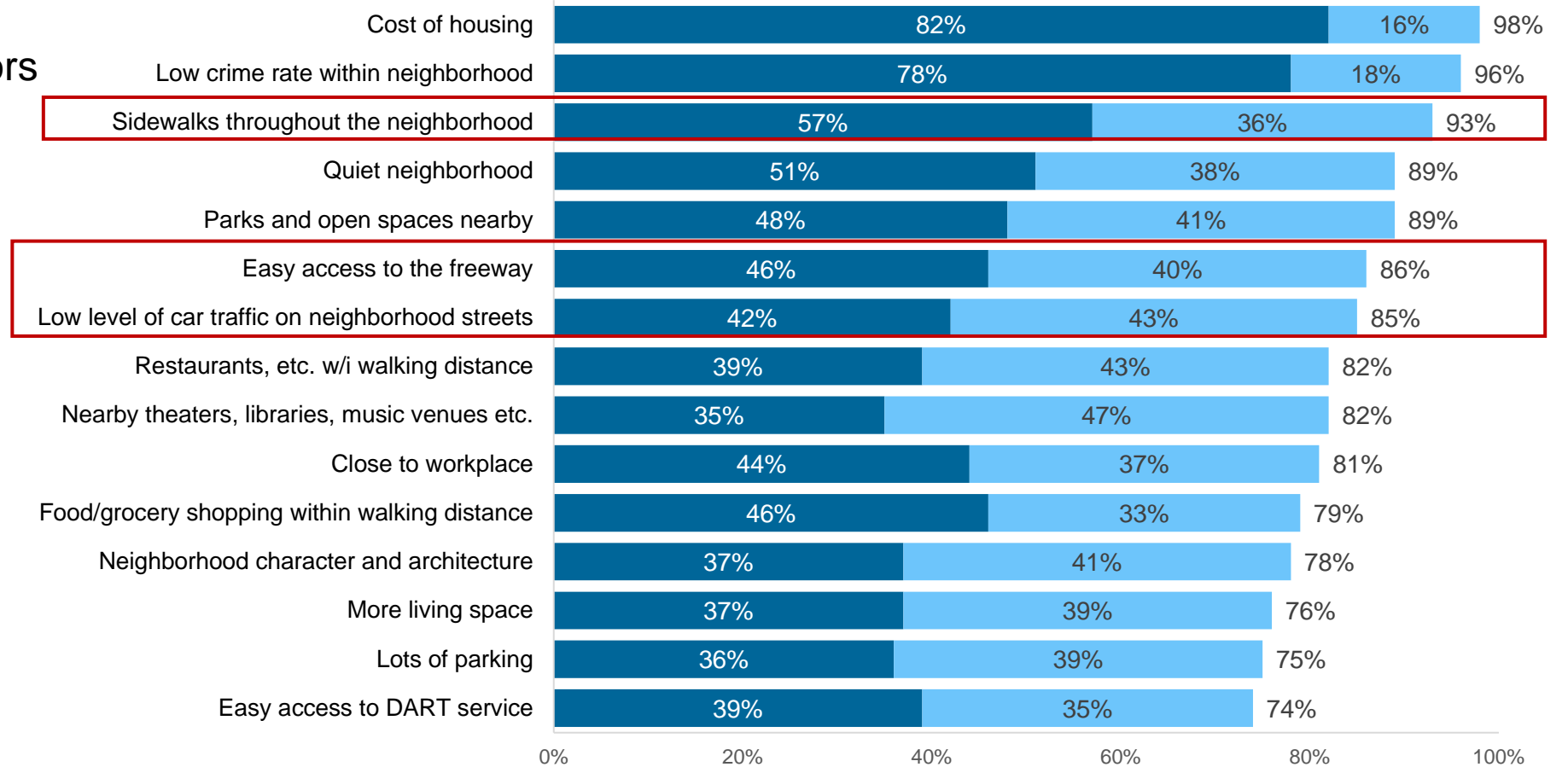


Factors in Home Choice

What were the factors most important to you when you were looking for a home?

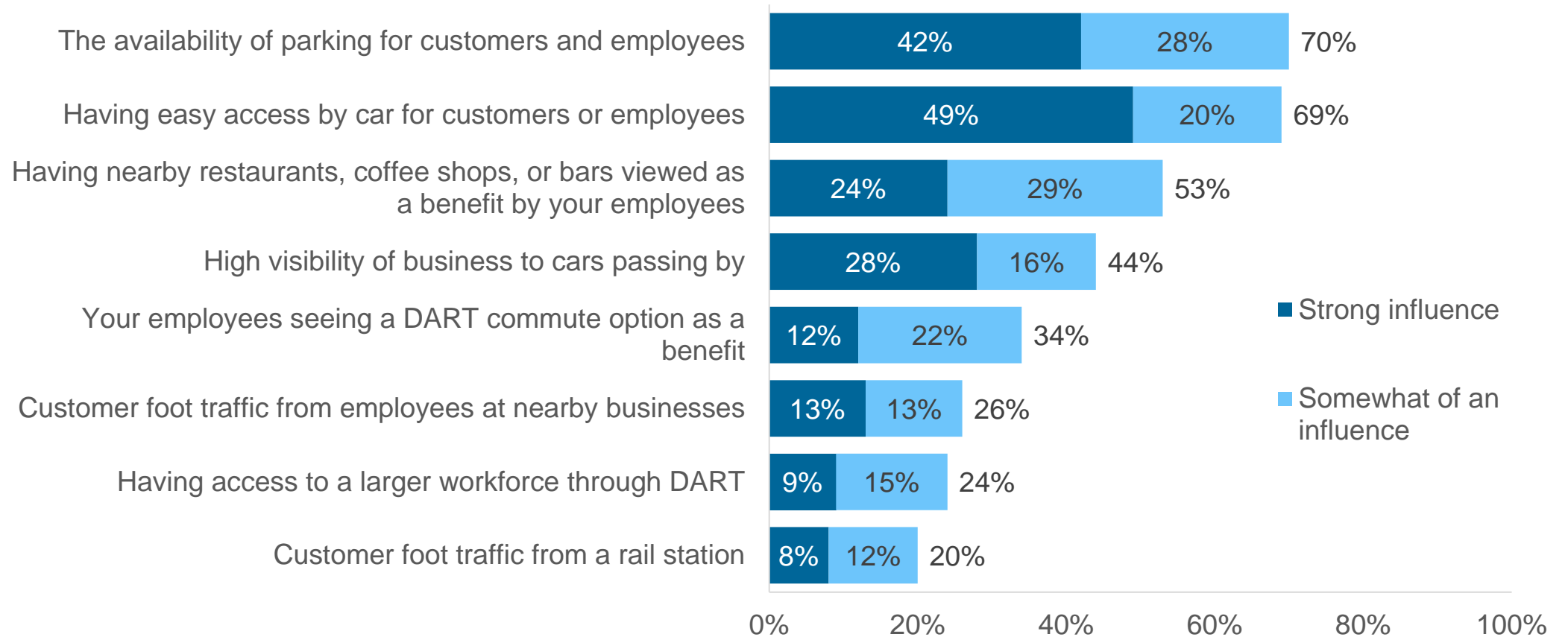
*15 out of 36 factors shown

- Essential
- Somewhat important



Transit Business Location Influence

How much of an influence was each item in choosing this location? (showing 8 of 13)



TOD Challenges

TOD residents still use cars more than transit

81% of residents commute by driving alone

23% of residents stated their place of employment was within walking distance but only **6%** reported a walk commute

Residents cite need for frequent stops, long trips, too many transfers, as barriers to transit use

Business and Employees see transit as less influential

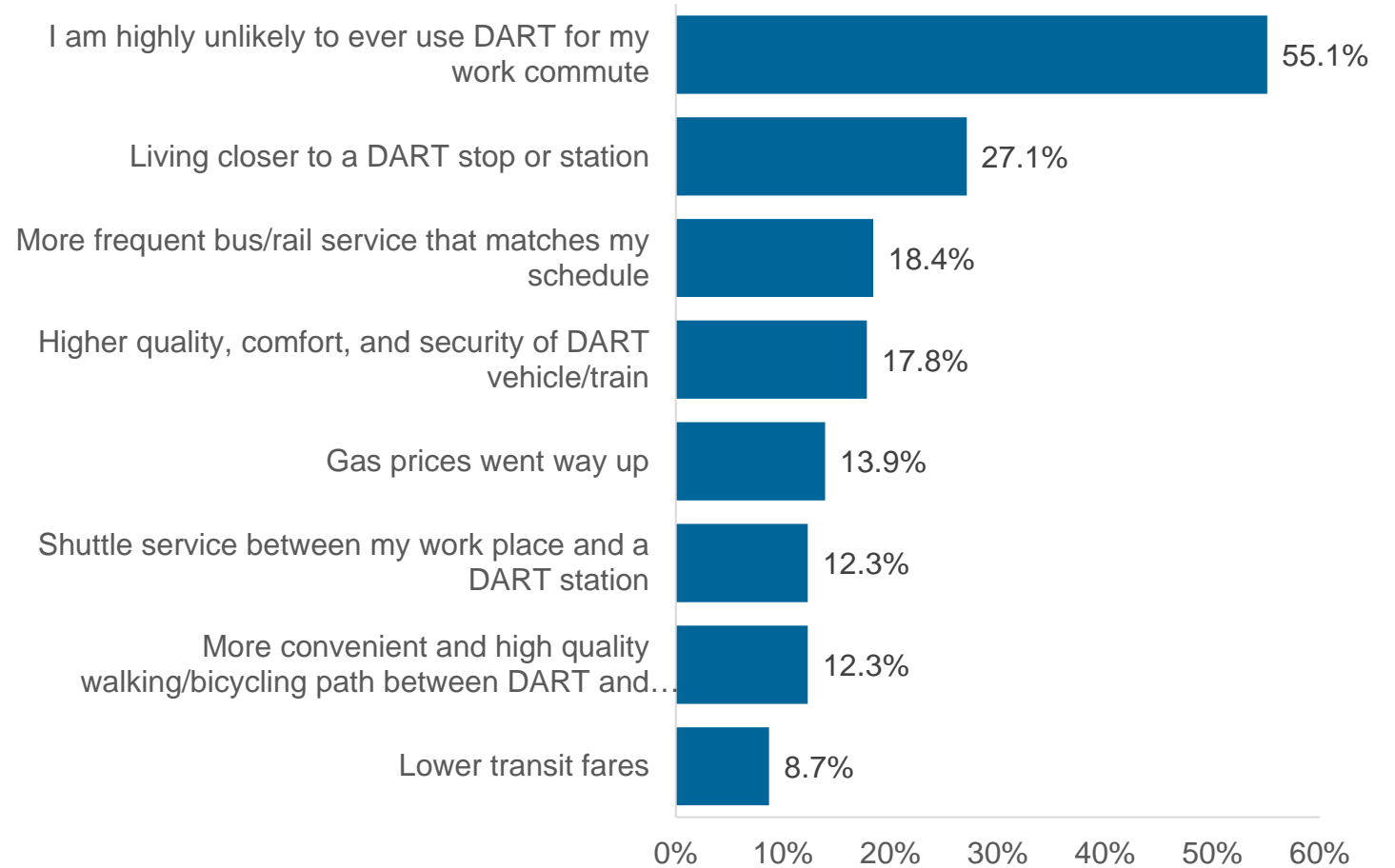
70% of businesses said easy parking and access by car was a strong or somewhat strong influence in location versus only **34%** saying the same for DART access



Employees Unlikely to Change Commute

If you usually drive to work now, what might lead you to switch your commute to DART?

3% wrote in that their job makes DART use unlikely



TOD Opportunities

Understanding of demographic impacts

27% of residents age 18-34 report typically walking or biking to restaurants/bars/coffee shops whereas only **18%** of older groups report the same

Residents prefer walkability and being close to daily activities

93% see sidewalks as important to neighborhood, would prefer to walk or bike to many destinations

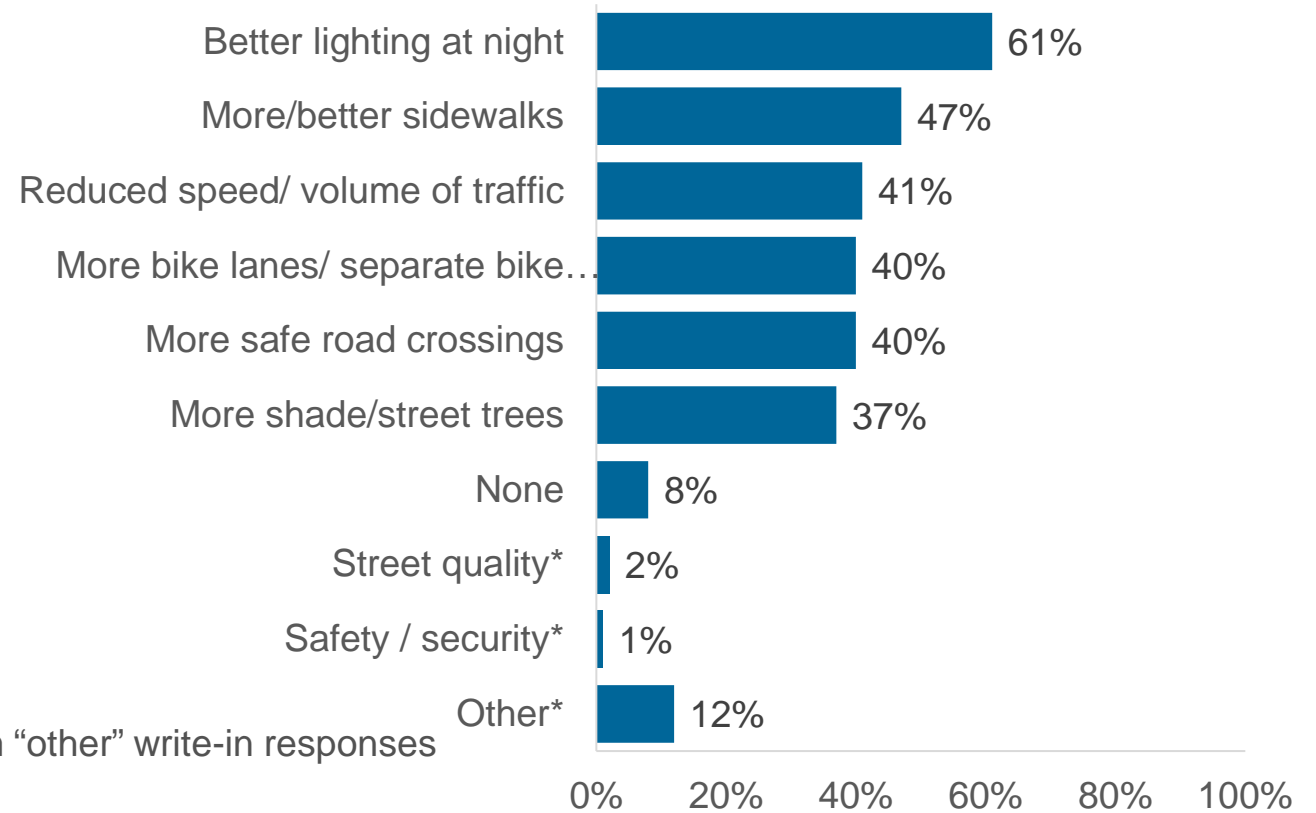
Businesses have capacity to be smarter about parking

87% said they have enough or more than enough parking



How to increase walking or biking?

What street improvements in your neighborhood might better encourage or enable you to walk or bike more?



* Classified from "other" write-in responses

Summary

- Better understanding of challenges and opportunities for TOD in the region
- Insight on general topics of walking, biking, and relationship to land use
- Detailed data set: future analysis in interest areas

Full report online: www.nctcog.org/TOD (FTA Pilot)



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CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING
INNOVATIVE PROJECTS DURING COVID
RECOVERY

Surface Transportation Technical Committee
October 2020

Michael Morris, PE
Director of Transportation



POLICY METRICS: CHANGING MOBILITY

METRIC 1: Travel behavior response to COVID-19

METRIC 2: Financial implications to traditional revenue sources

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

METRIC 4: Prioritization of infrastructure improvements that offset unemployment increases

Metric 1:

TRAVEL BEHAVIOR RESPONSE TO COVID-19

TRAVEL BEHAVIOR BY MODE



Bicycle/Pedestrian (+36%, September)



Freeway Volumes (-8%, September)

Toll Road (-26%, July)

Airport Passengers (-53%, August)

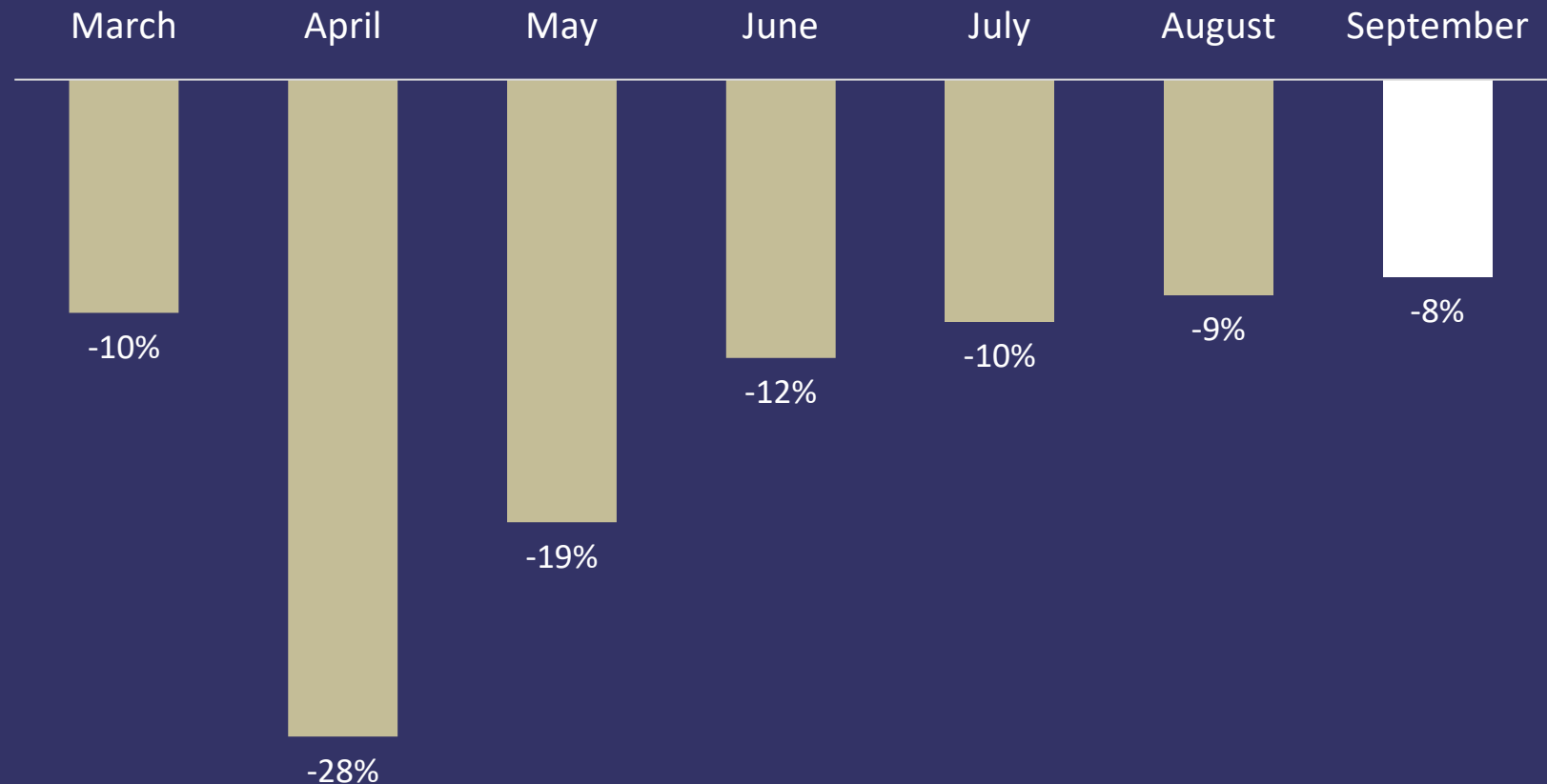
Transit Ridership (-57%, August)



ROADWAY TRENDS

Average Weekday
Freeway Volumes

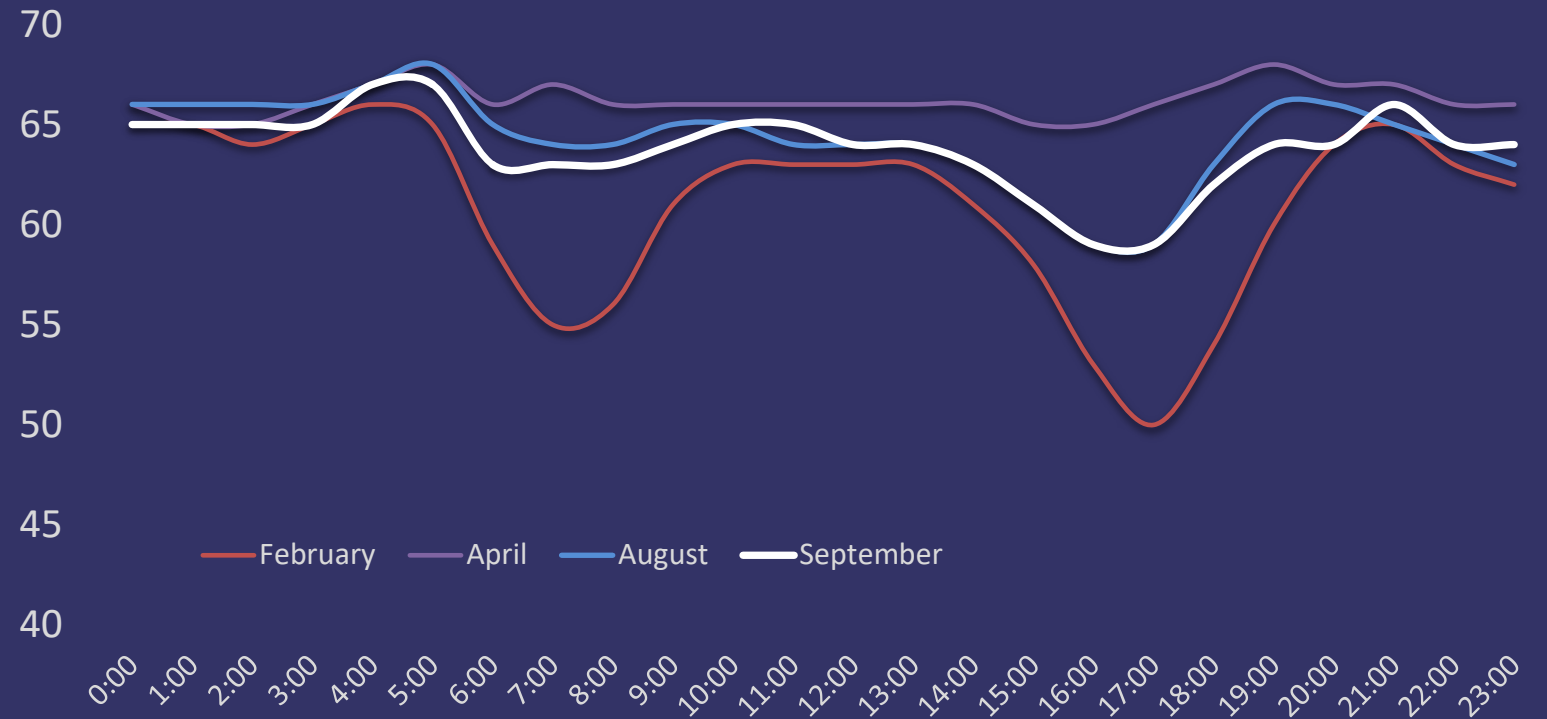
Traffic Decrease vs 2019



ROADWAY TRENDS

Regional Average
Freeway Speeds

Average Weekday Speeds, Weighted by Traffic Volumes

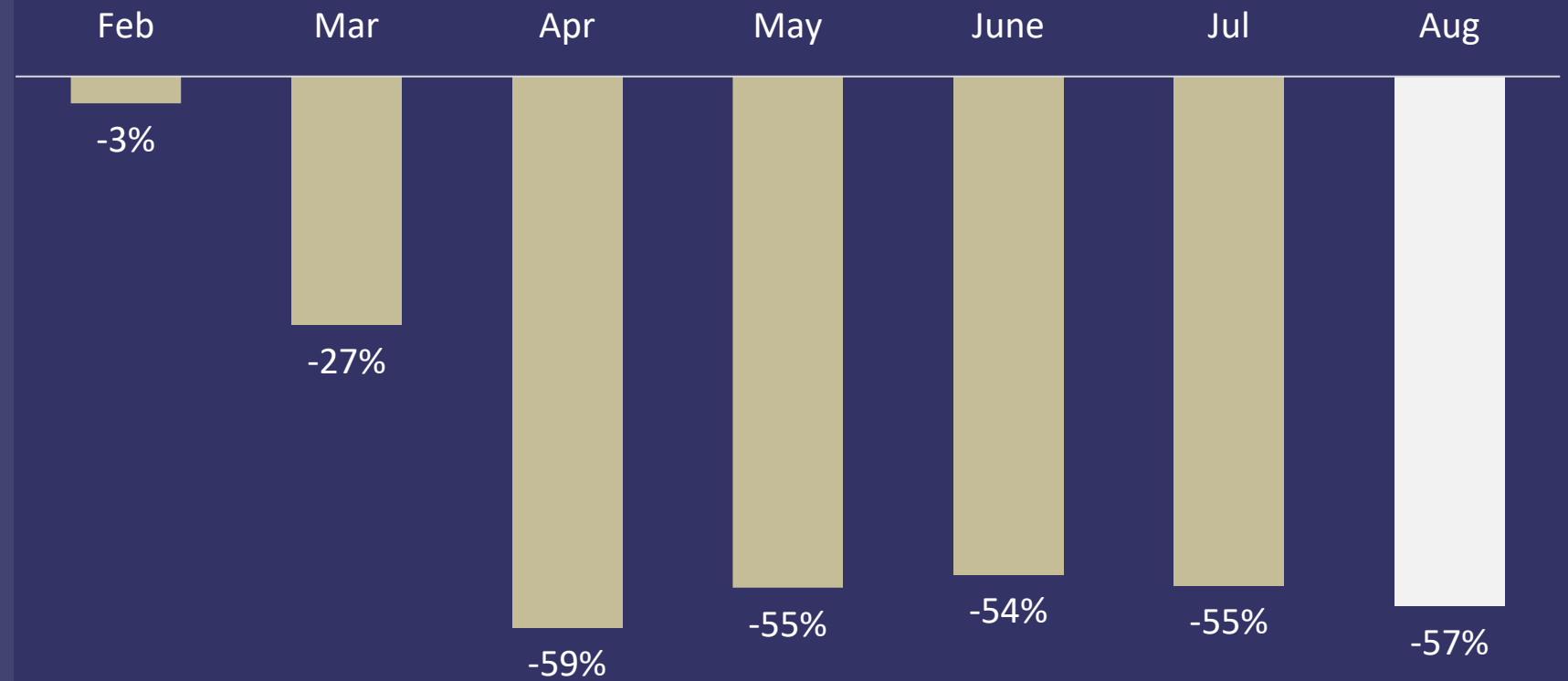


Source: TxDOT Sidefire Devices

TRANSIT IMPACTS

Weekday Ridership

Passenger Decrease : 2019 vs 2020

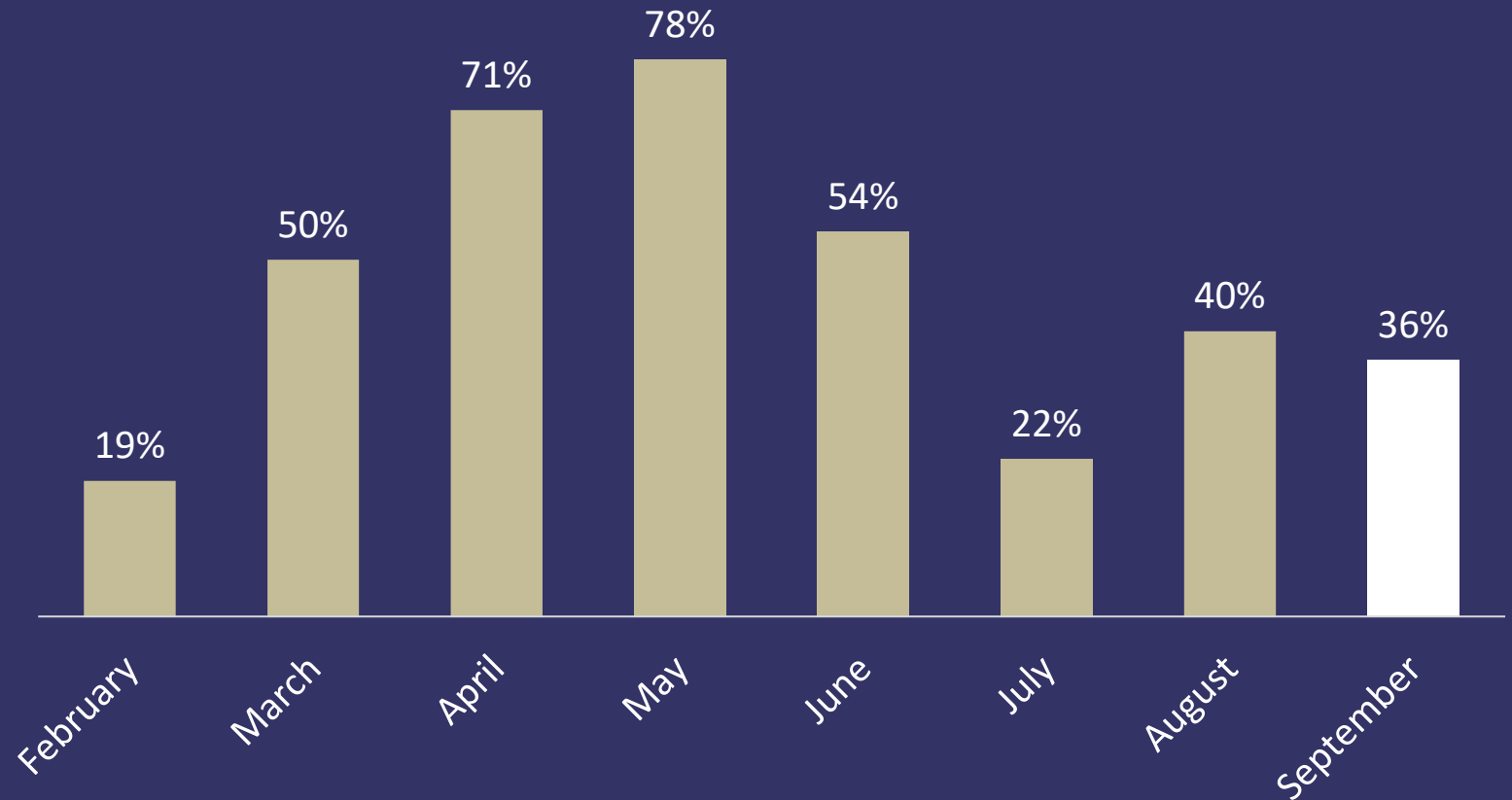


Source: DART, DCTA, and Trinity Metro

BICYCLE AND PEDESTRIAN IMPACTS

Trail Counts

Increase in Full Week Trail Usage : 2019 vs 2020



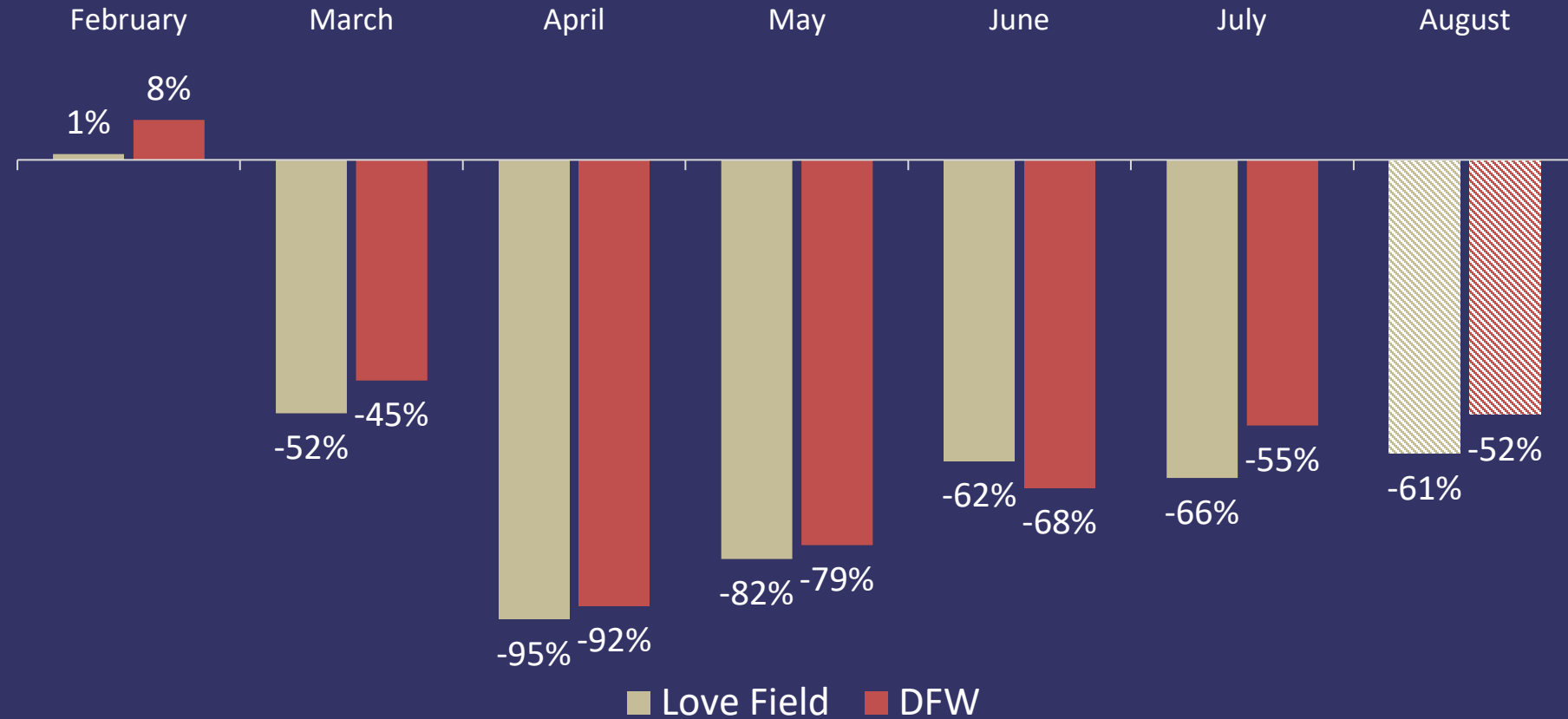
Source: NCTCOG - collected at 8 sites located in Plano, North Richland Hills, Denton, Dallas, Fort Worth, and Allen.

Note: No adjustments for weather were applied.

AIRPORT TRENDS

Passengers

Change in Airport Passengers - 2019 vs 2020



Source: Dallas Love Field and DFWIA Websites

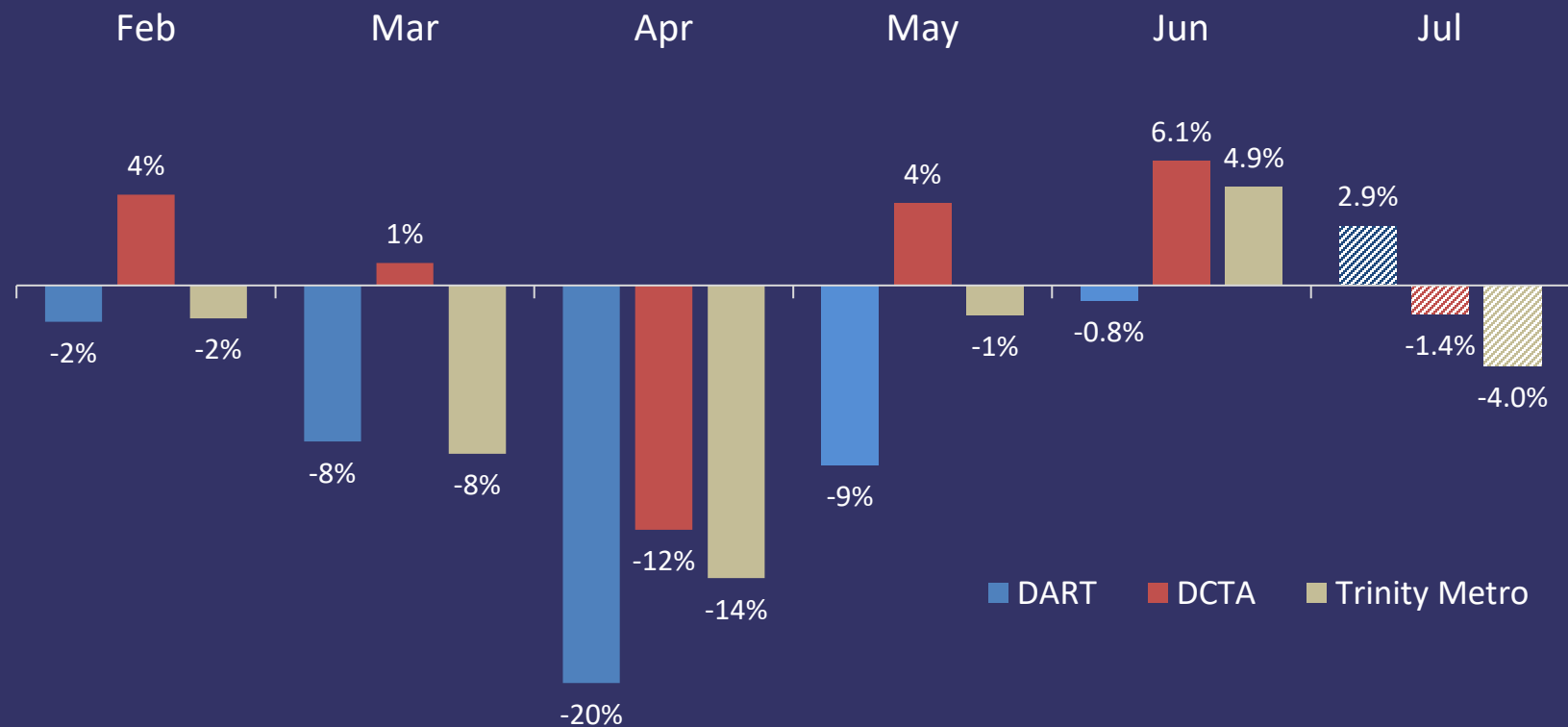
Metric 2:

FINANCIAL IMPLICATIONS TO TRADITIONAL TRANSPORTATION REVENUE

FUNDING IMPACT

Transit - Sales Tax Allocations

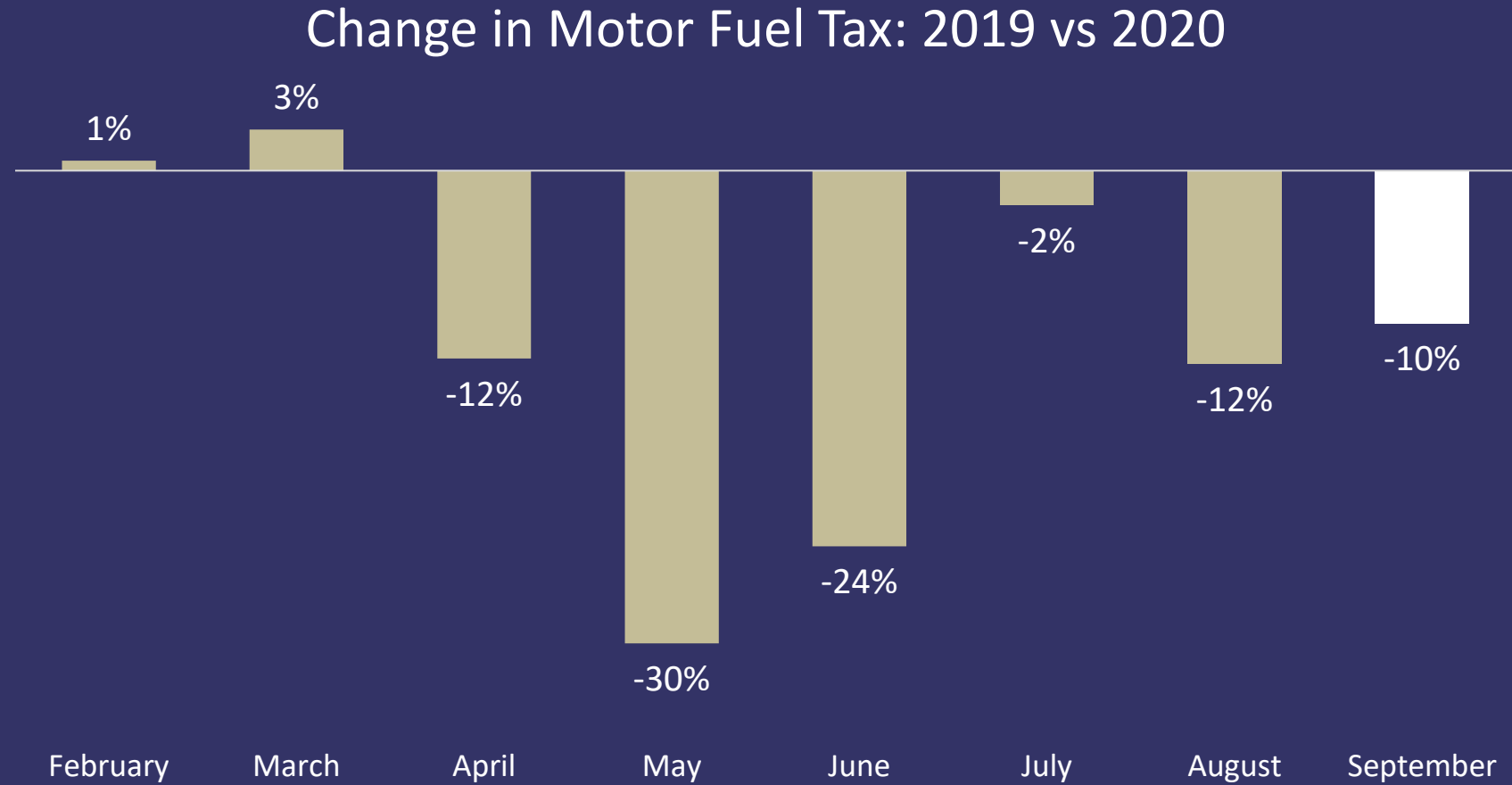
Sales Taxes Allocated For Transit: 2019 vs 2020



Source: DART, DCTA, and Trinity Metro

FUNDING IMPACT

Motor Fuel Tax
Decrease

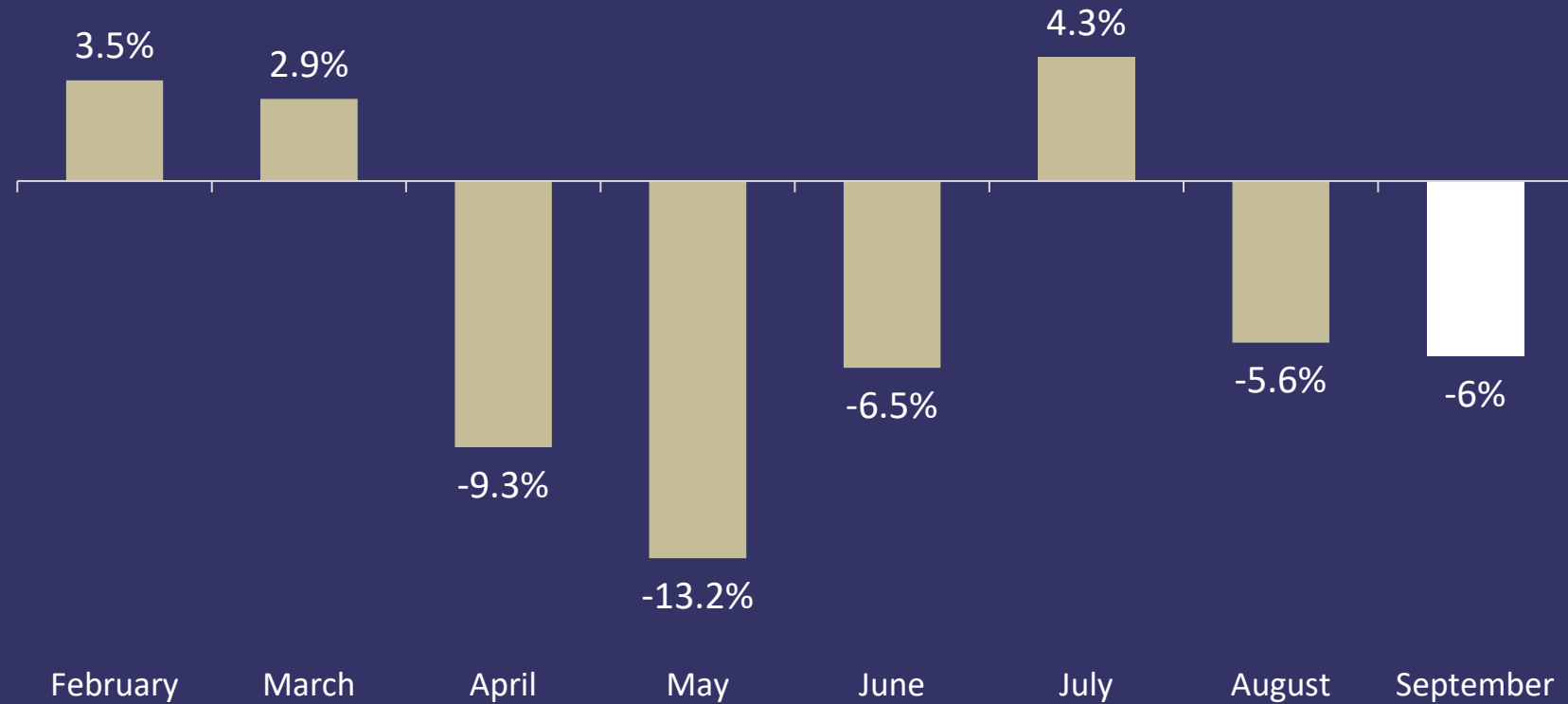


Source: Texas Comptroller of Public Accounts
Month reflects reporting data, not collection date

FUNDING IMPACT

Sales Tax
(Component of
Proposition 7¹)

Change in Sales Tax: 2019 vs 2020



Source: Texas Comptroller of Public Accounts

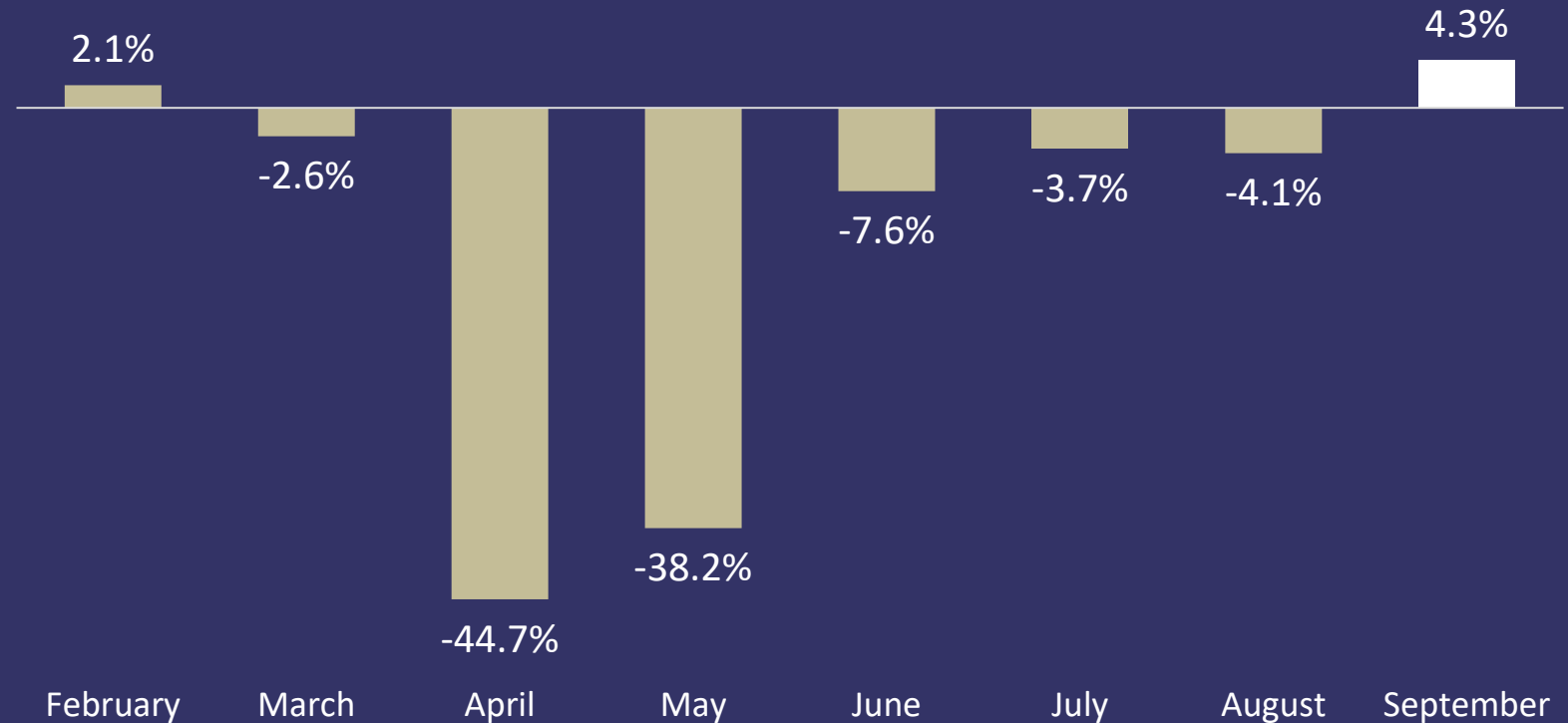
¹ Proposition 7 includes General State Sales Tax and Motor Vehicle Sales Tax

Month reflects reporting date, not collection date

FUNDING IMPACT

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

Motor Vehicle Sales and Rental Tax
Change: 2019 vs 2020



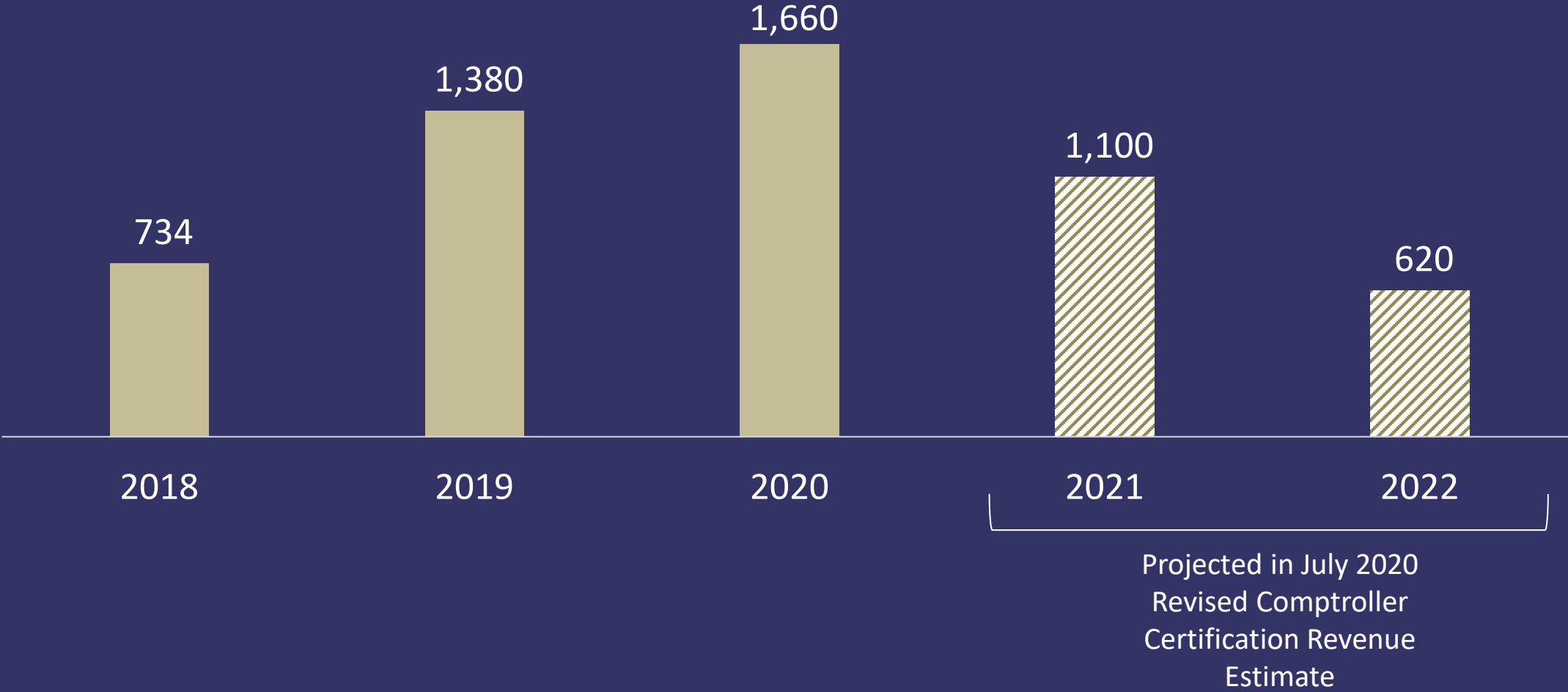
Source: Texas Comptroller of Public Accounts

¹ Proposition 7 includes General State Sales Tax and Motor Vehicle Sales Tax

Month reflects reporting date, not collection date

Proposition 1 (Oil & Gas Severance Tax)

Transfers to the State Highway Fund, Millions

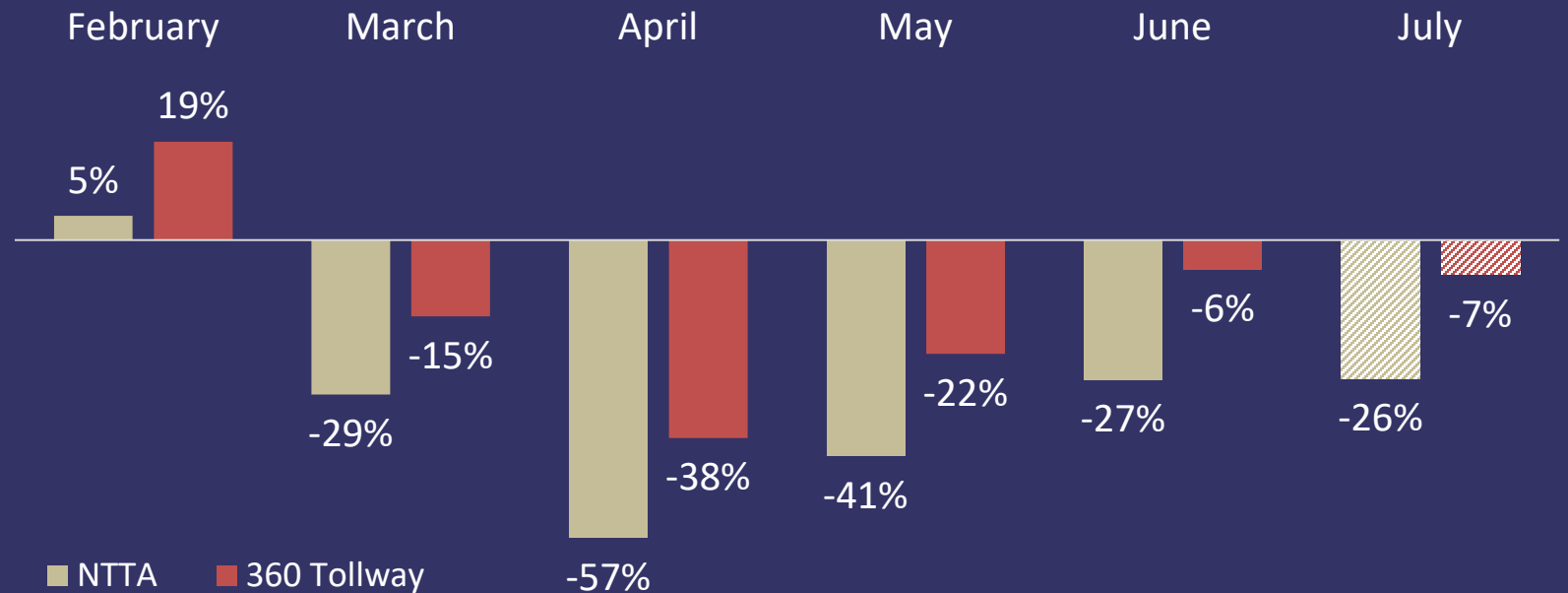


Source: Texas Comptroller of Public Accounts

FUNDING IMPACT

NTTA Transactions,
Including SH 360

Change in Tollway Transactions: 2019 vs 2020



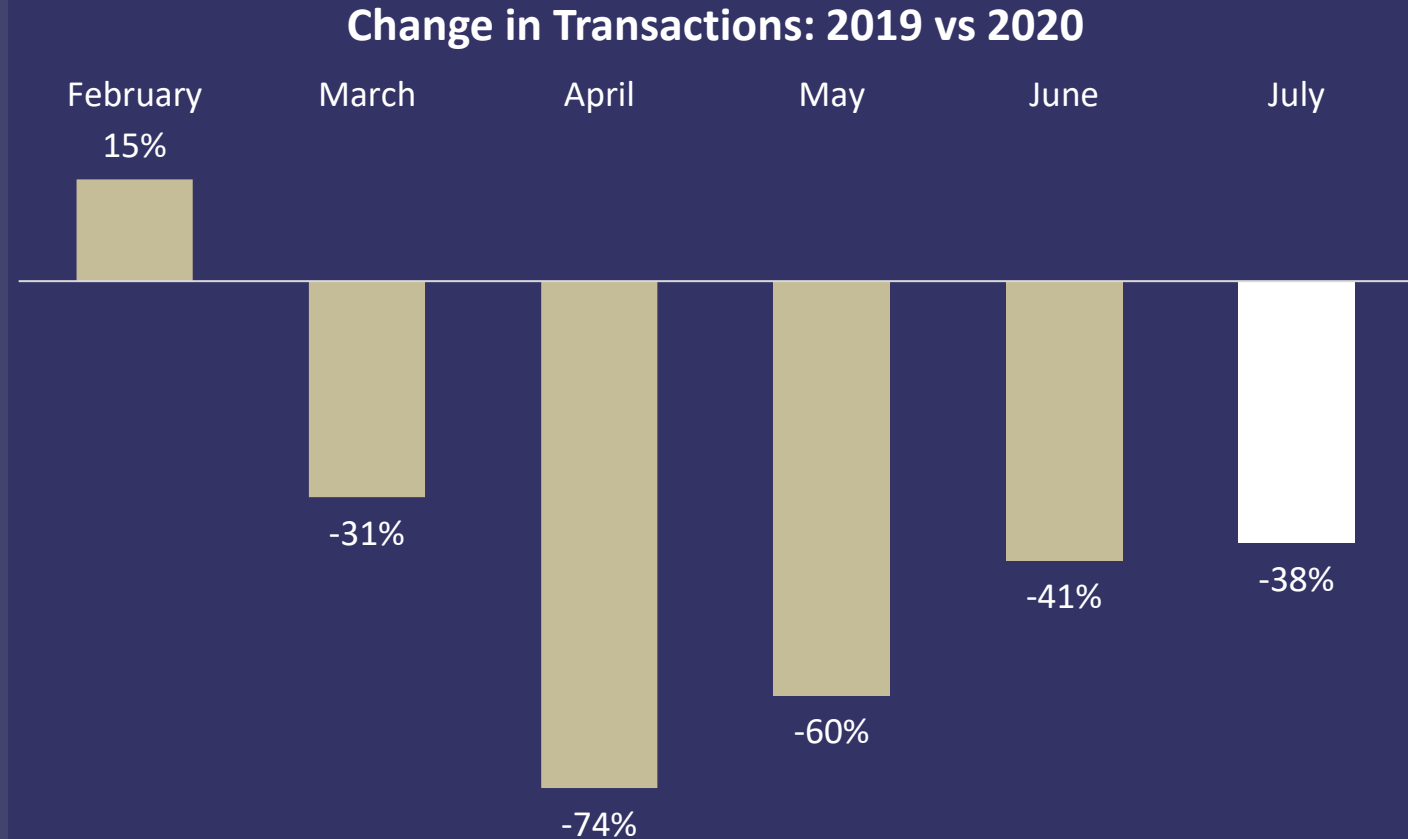
Source: NTTA

Note: Change for NTTA includes 360 Tollway

Additional Note: Despite decline in transactions, the revenues are sufficient to meet debt service for SH 360. No current impact to RTC backstop expected.

FUNDING IMPACT

I-35E TEXpress Lane Transactions



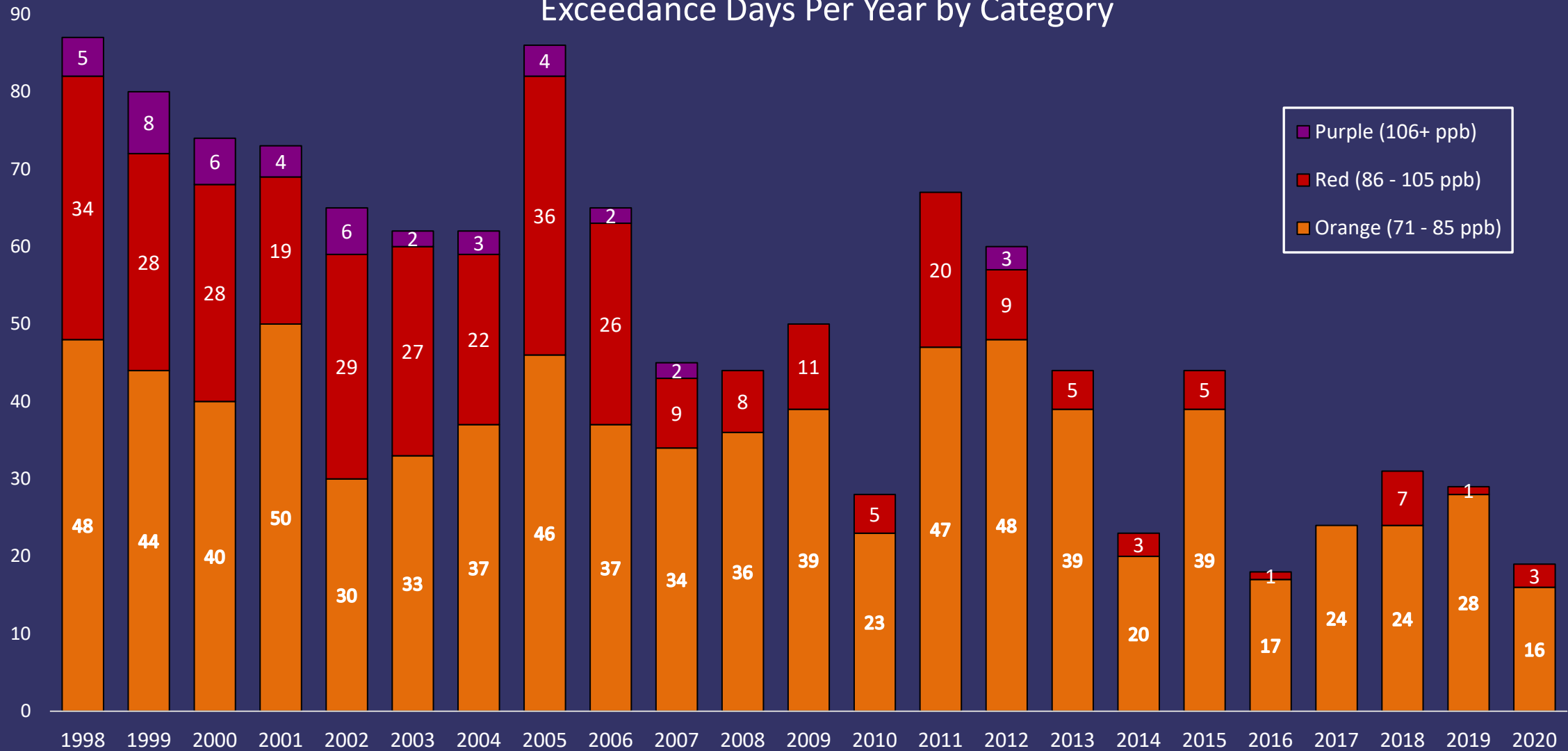
Source: TxDOT

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

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

8-HOUR OZONE NAAQS HISTORICAL TRENDS

Exceedance Days Per Year by Category



Source: Texas Commission on Environmental Quality

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

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

Metric 4:

Prioritization of

infrastructure improvements

that offset unemployment

increases

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

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

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

Transportation impact on the economy

CANDIDATE PROJECTS

High Speed Rail: Dallas to Houston

High Speed Rail: Dallas to Fort Worth

Autonomous Transit (Tarrant, Midtown)

Technology (Freeway Induction Loops)

State Highway 183 (Section 2E+)

Y Connector (IH820/IH20)

COVID-19 #00X Program: Round 3





FINAL REPORT ON DFW CONNECTOR PILOT PROGRAM

Surface Transportation Technical Committee

October 23, 2020

Ken Kirkpatrick, Counsel for Transportation

Mindy Mize, Program Manager, Transportation Outreach & Education

Amanda Wilson, AICP, Program Manager, Public Involvement

BACKGROUND ON THE COLLECTION RISK

TxDOT Concession CDAs (NTE, LBJ)

Developer Entitled to Toll Transactions, Less Fees*

TxDOT/NTTA Tolling Services Agreement

NTTA Provides Toll Collection Services

NTTA Remits Tolls Collected, Less Fees* to TxDOT

Uncollected Tolls = Collection Risk

Developer is Entitled to Uncollected Tolls

Pay by Mail/ZipCash: Higher Collection Costs/Lower Collection Rates

TollTag: Lower Collection Costs/Higher Collection Rates

*** Transaction Fees**

WHO BEARS THE COLLECTION RISK?

FACILITY

COLLECTION RISK

NTE (IH 35W)

TxDOT

NTE (IH 820, SH 183)

NTTA

LBJ (IH 35E to US 75)

NTTA

Other Managed Lane Facilities

Public Sector

DFW CONNECTOR PILOT PROGRAM

TxDOT Requested RTC to Pay for Uncollected Tolls for IH 35W

RTC Approved Pilot Program in DFW Connector Corridor

Phase 1: Increase Surcharge to 90% to Increase TollTag Usage

Phase 2: Market Driven Approaches to Increase TollTag Usage

OBSERVATIONS FROM PHASE 1: INCREASE SURCHARGE

**Overall Traffic is Increasing
(TollTag and Pay By Mail Transactions)**

Pay By Mail Surcharge is at 90%

**Transaction Split Has Levelled out at ~70%/30%
(TollTag - 70%; Pay By Mail - 30%)**

NTE: ~65%/35%

LBJ: ~65%/35%

NTTA System: ~80%/20%

Need To Implement Market-Driven Approach To Increase TollTag Penetration Rate

PHASE 2 DETAILS

\$300,000 to Implement DFW Connector TollTag Marketing Efforts

Source of Funds: Regional Toll Revenues (Regional Pool)

Entered into an Agreement with North Texas Tollway Authority to Implement the Marketing Efforts

APPROVED MARKETING EFFORTS FOR DFW CONNECTOR PILOT PROGRAM

TollPerks for New TollTag Customers

Prize Giveaways

Preloaded TollTags to Targeted Areas

TollTag Sales at Inspection Stations in Targeted Areas

TollTag Sales at Car Dealerships in Targeted Areas

TOLLPERKS FOR NEW TOLLTAG CUSTOMERS

Concept

TollPerks Points can be Redeemed for Exclusive Rewards from Dallas-Fort Worth area Merchants

Additional TollPerks are Given to New TollTag Customers

TollTag Must be Tied to a Credit Card/Bank Account

Market in Concert with Prize Giveaway

Estimated Cost

See Prize Giveaway Information

PRIZE GIVEAWAYS

Concept

One or More Grand Prizes for a Vacation Destination or North Texas Area Sporting Team Given Away

New TollTag Customers are Entered into Drawing

TollTag Must be Tied to a Credit Card/Bank Account

Use Advertising Such as Billboards Along DFW Connector and Online/Digital Ads

Estimated Cost

Prize Pool: \$5,000

Marketing: \$40,000

TOLLPERKS & PRIZE GIVEAWAYS RESULTS

Implementation

Advertising of Promotion Along Corridor, Full Budget Utilized

New TollTag Customers Used Promo Code in TollPerks Program

8 New TollTag Accounts Tied to a Credit Card/Bank Account Redeemed Code (All From Prize Giveaway)

- Overall Increase of 9,485 TollTag Accounts During Promotion**
- 1 Redemption From High ZipCash Transaction Zip Code**

Recommendation

These Promotions Were Not Successful, Do Not Recommend in Future

Ongoing, Frequent Education Needed On Benefits Of TollTags to ZipCash Customers

PRELOADED TOLLTAGS TO TARGETED AREAS

Concept

Preloaded TollTags are Offered to High Use ZipCash Customers in Average to Low Income Zip Codes Using the DFW Connector

\$20 Credit is Offered, but TollTag Must be Tied to a Credit Card/Bank Account

Use Direct Mail Piece to Advertise to Target Group of ZipCash Users on DFW Connector

Target 10,000 Users

Estimated Costs

Incentives up to \$200,000

Staff/Marketing up to \$30,000

PRELOADED TOLLTAGS RESULTS

Implementation

NTTA Tested Direct Mail and ZipCash Bill Inserts To Targeted Zip Codes (Total of 18,000 Sent) in English and Spanish

27 New TollTag Accounts Using Promo Code (Received \$20 Incentive)

Additional 475 TollTag Accounts Created by Promo Recipients, Without Redeeming Code

Full Budget Not Utilized; Funds To Be Returned to RTR Regional Pool

ZipCash Insert Had More New Accounts Than Direct Mail, Regardless if Promo Code Was Redeemed

PRELOADED TOLLTAGS RESULTS, CONTINUED

Implementation, Continued

Retention Rate (Account Still Active At One Year Mark):

Redeemed Promo Code: 26%

Did Not Redeem: 98%

Recommendation

This Promotion Was Not Successful, Do Not Recommend In Future

Regular Messaging on Benefits of TollTags May Be More Successful

TOLLTAG SALES AT INSPECTION STATIONS IN TARGETED AREAS

Concept

TollTag Package are Offered to Customers Going Through Annual Inspection Process

TollTag Must be Tied to a Credit Card/Bank Account

Target Inspection Stations Where Highest Concentration of Users of the DFW Connector Live

Participating Inspection Stations Will Receive \$5 per TollTag Sold Through NTTA

Joint RTC/NTTA Staff Communication/Coordination Effort

**Estimated Cost
\$10,000**

TOLLTAG SALES AT CAR DEALERSHIPS IN TARGETED AREAS

Concept

TollTag Package is Offered to Purchasers of Vehicles as a Part of Dealer Benefits Package (e.g. Free Oil Changes)

TollTag Must be Tied to a Credit Card/Bank Account

Target Dealerships Around Highest Concentration of DFW Connector Users

Dealership Will Receive Incentive for Participating (\$5 per tag Through NTTA)

Joint RTC/NTTA Staff Communication/Coordination Effort

**Estimated Cost
\$10,000**

INSPECTION STATIONS/CAR DEALERSHIP RESULTS

Implementation

Since RTC Action, NTTA Started Regional Toll Partners Program

Several Large Car Dealers Now Sell TollTags

**Inspection Stations That Had Been AirCheckTexas Partners
Provided to NTTA**

**RTC Funding Was Not Used Due to New NTTA Program; Will Be
Returned to RTR Regional Pool**

Recommendation

Effort to Continue Through NTTA Regional Toll Partners Program

IMPLICATIONS FOR IH 35W

TollTag Penetration on DFW Connector Has Increased Over Time

- Project Initiation ~70%**
- Peak Rate ~90%**
- Current Rate ~85%**

Increased Rate Not Attributed to Pay-By-Mail Surcharge or Marketing Efforts; Not Recommended for Other Corridors

Increased and Regular Outreach and Education on Benefits of TollTags in High Pay-By-Mail Zip Codes is Recommended

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FISCAL YEAR 2021 PROJECT TRACKING

Surface Transportation Technical Committee

October 23, 2020

BACKGROUND

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

NEW PROJECT TRACKING EFFORT

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

SUMMARY OF TIP FY 2021 PROJECT FUNDING - CMAQ

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

Notes:

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

SUMMARY OF TIP FY 2021 PROJECT FUNDING - STBG

	OCTOBER 2020
Federal Funding Allocated in FY 2021	\$116,230,858
Estimated Federal Carryover Funds (FY 2020 to FY 2021)	<u>+\$168,000,000</u>
Total Available Federal Funding in FY 2021	\$284,230,858
Total Federal Funding Programmed	\$154,318,314
Federal Funding Obligated	\$23,440,882
FY 2021 Project Phases	52
Project Phases Obligated	9
Project Phases Past Their Original Estimated Start Date	10

Notes:

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

SUMMARY OF TIP FY 2021 PROJECT FUNDING – TA SET ASIDE

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

Notes:

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

ADDITIONAL STEPS TO ADDRESS THE ISSUE

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

QUESTIONS?

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Automated Vehicles 2.0

Briefing on AV2.2, AV2.3 Funding Availability

Thomas Bamonte, Senior Program Manager
Automated Vehicles Program

Surface Transportation Technical Committee
October 23, 2020



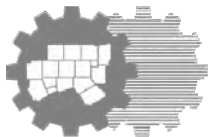
Automated Vehicles Program 2.0 Background

October 2018: Regional Transportation Council approves “AV 2.0”

- AV2.1: Regional planning exercise for future mobility technology (\$1.5m)
- AV2.2: AV deployment support for local partners (\$10m)
- AV2.3: Strategic investments in AV services (\$20m)

Summer 2020: AV2.1 procurement

Fall 2020: Kick-off AV2.2 – AV2.3 project proposal process



AV 2.0 Policies

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



AV 2.0 Timeline

Plan (AV 2.1)

- Consultant selection
- Planning process
- Deployment guide
- Final report

Implement (AV2.2/2.3):

- Project proposals and evaluation
- Mix of AV2.2/2.3 funding
- Implementation
- Evaluation



AV 2.2/2.3 Project Proposals

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



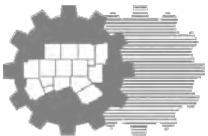
Evaluation Criteria

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



Process

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





WAYMO



RTA AV 2.0 PROGRAM – NATIONAL FIRST

PLANNING, LOCAL
SUPPORT & AV USE
CASES

Vehicle Technologies

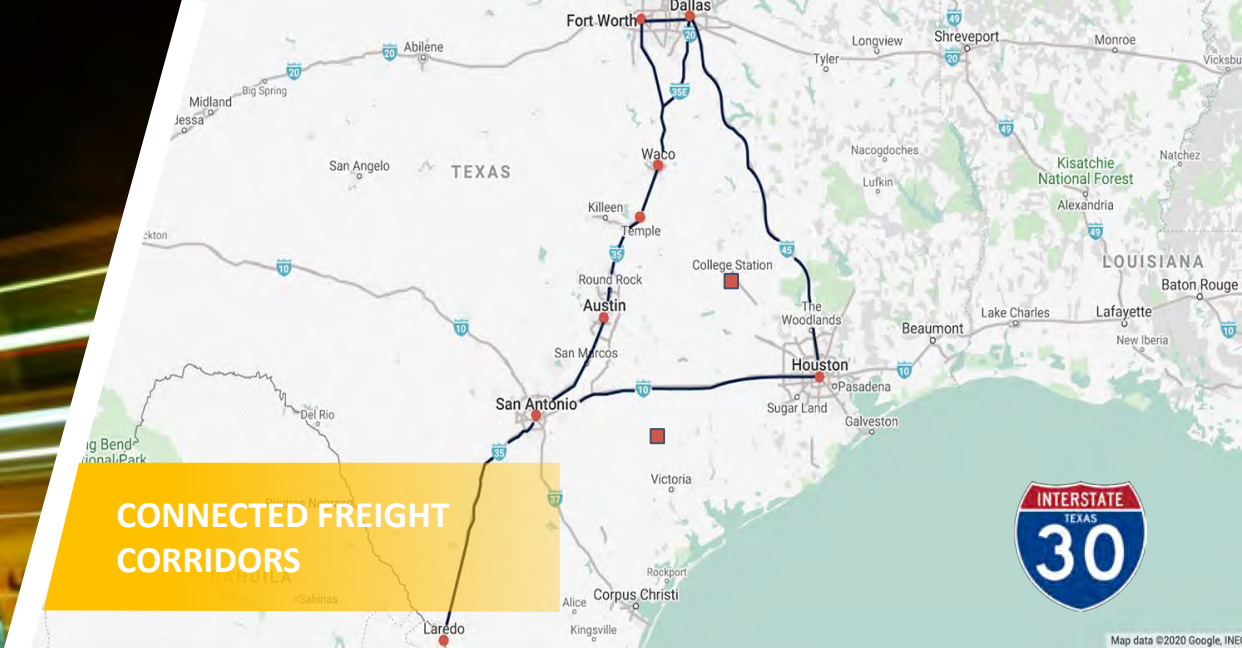
AUTOMATION
,ELECTRIFICATION
&
DIVERSIFICATION



Source: Bell



OPTIMIZED INTERSECTIONS



CONNECTED FREIGHT CORRIDORS

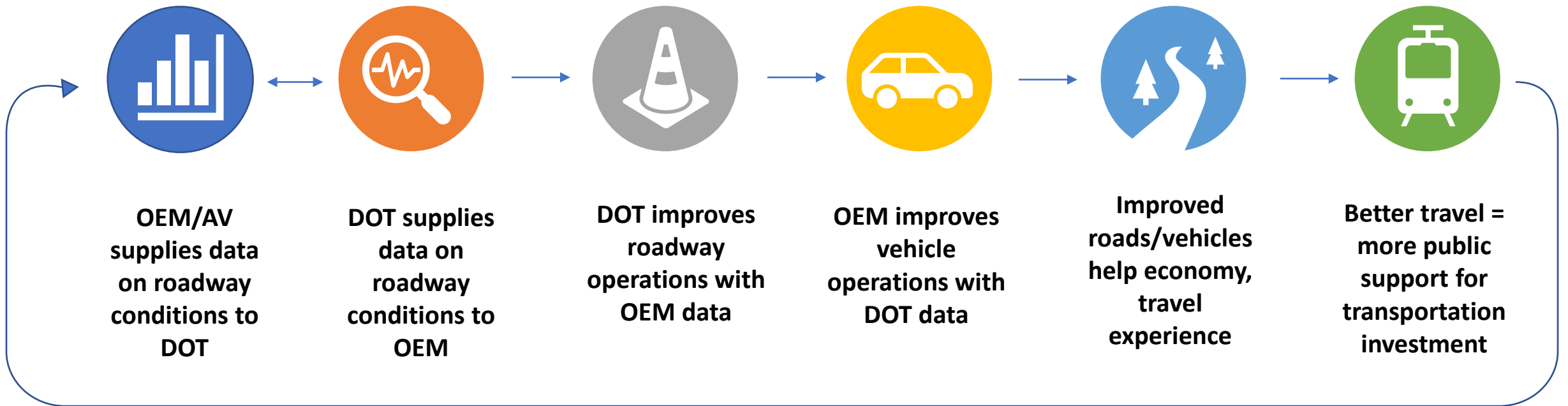
Connected Vehicle Tech

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

Crowdsourced Waze data for accident detection



Building The Crowdsourced Vehicle Data Infrastructure



Questions | Contact Information

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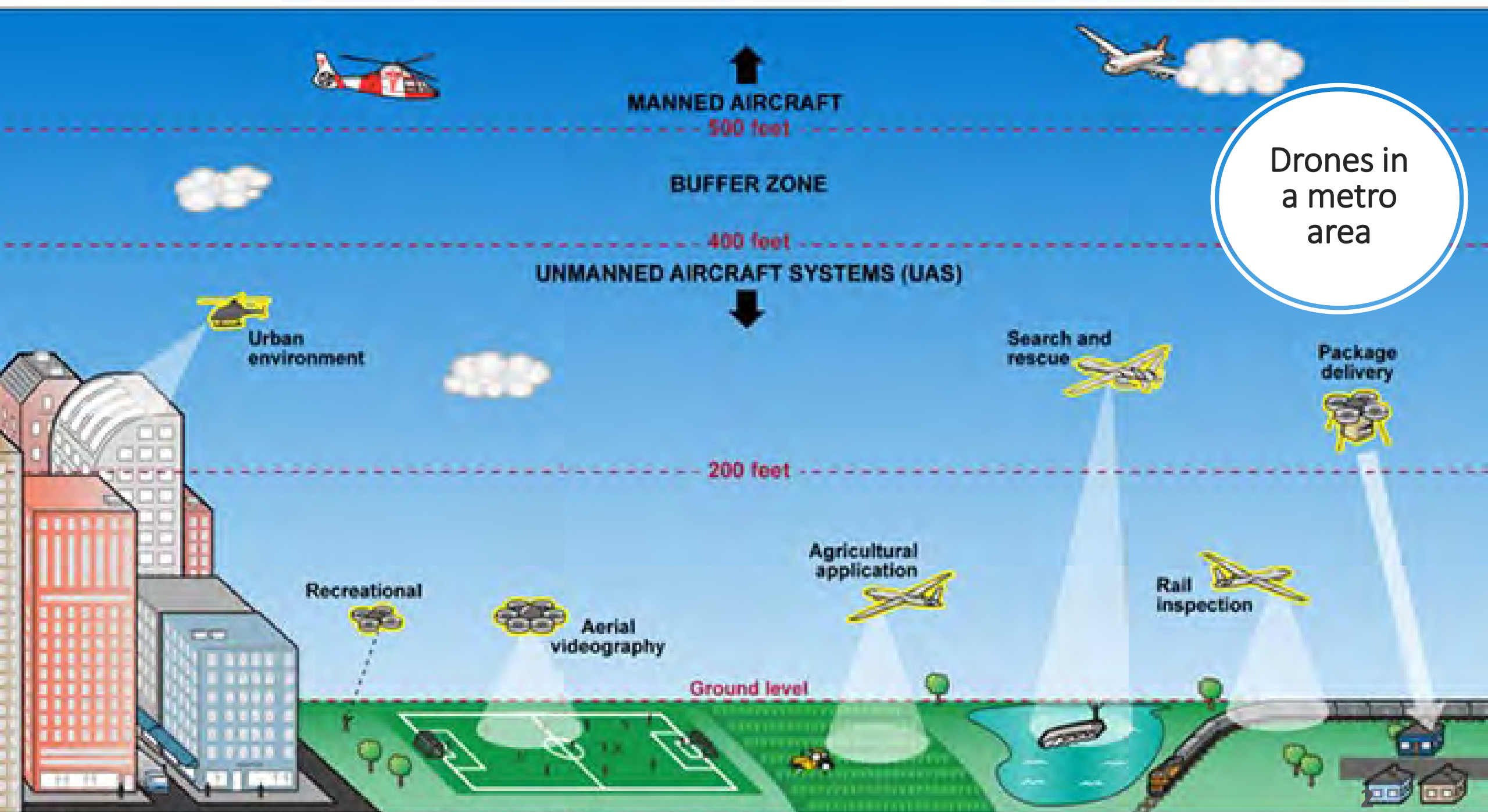
Unmanned Aircraft Systems Draft Resolution

Surface Transportation Technical Advisory
Committee

October 23, 2020

Ernest Huffman
Aviation Program Manager





Drones in a metro area

Public Acceptance is Far from Guaranteed

- Decision makers and the public need credible, transparent and unbiased information so they can be empowered to make good decisions.
- Politicians care about what constituents complain about.
- If communities do not invest in public education (UAS technology), it will be hard to recover from negative perceptions.

Metropolitan Area must Consider before Integration



POLICY



SAFETY IMPACTS



EQUITY AND PUBLIC
ENGAGEMENT



LAND USE
REGULATION



VEHICLE IMPACTS



ECONOMIC IMPACT



URBAN
TRANSPORTATION
SYSTEM INTEGRATION



PRIVACY AND
SECURITY

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. October STTC – Asking for feedback
2. November UAS Task Force – Asking for feedback
3. November RTC – Asking for feedback
4. January STTC – Update
5. January UAS Task Force – Update
6. February RTC – Update

Contact Information

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