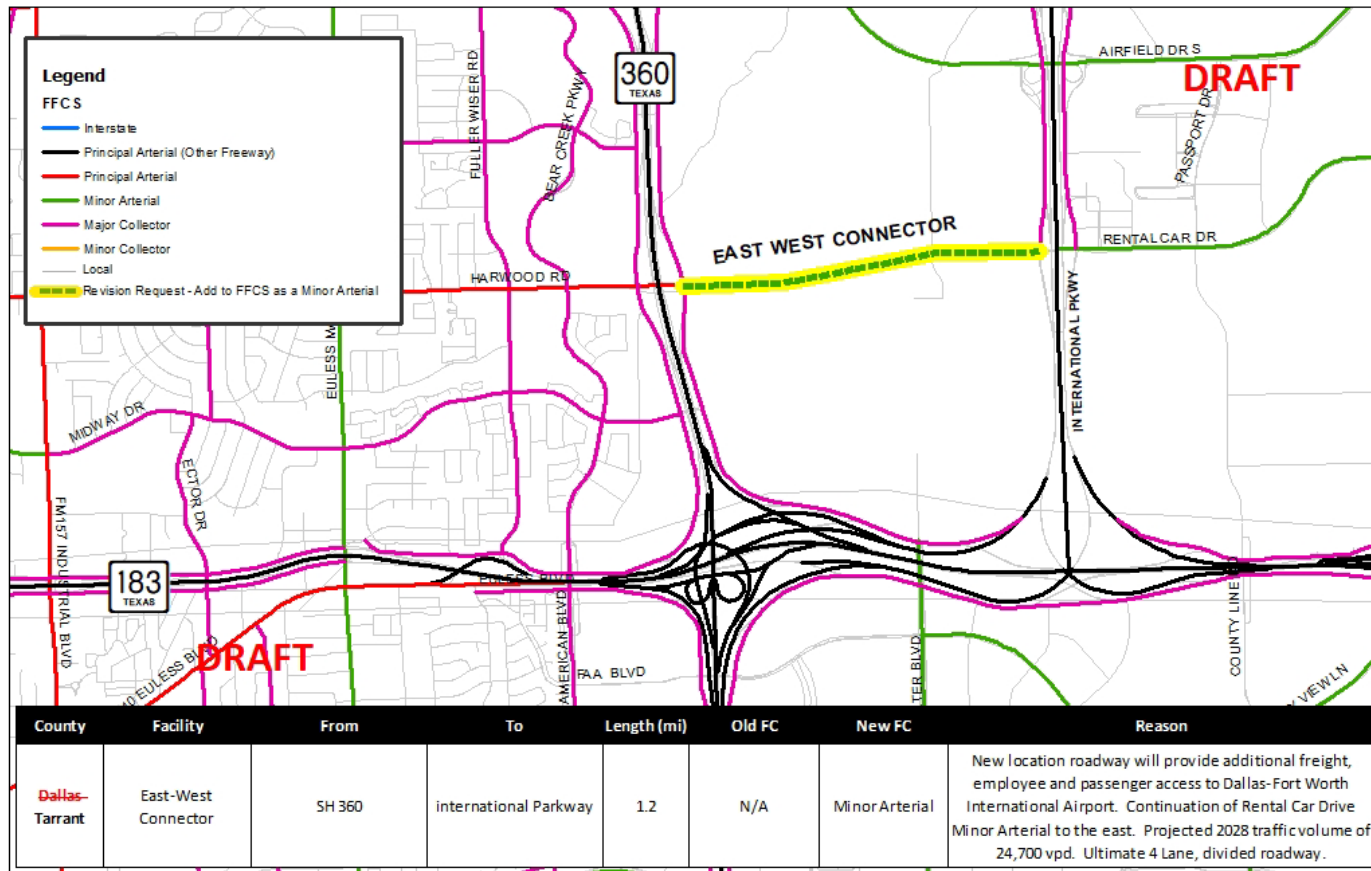


PROPOSED FFCS AMENDMENTS

MAP #1 – EAST-WEST CONNECTOR

Federal Functional Classification System (FFCS) Amendment

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



January 2022

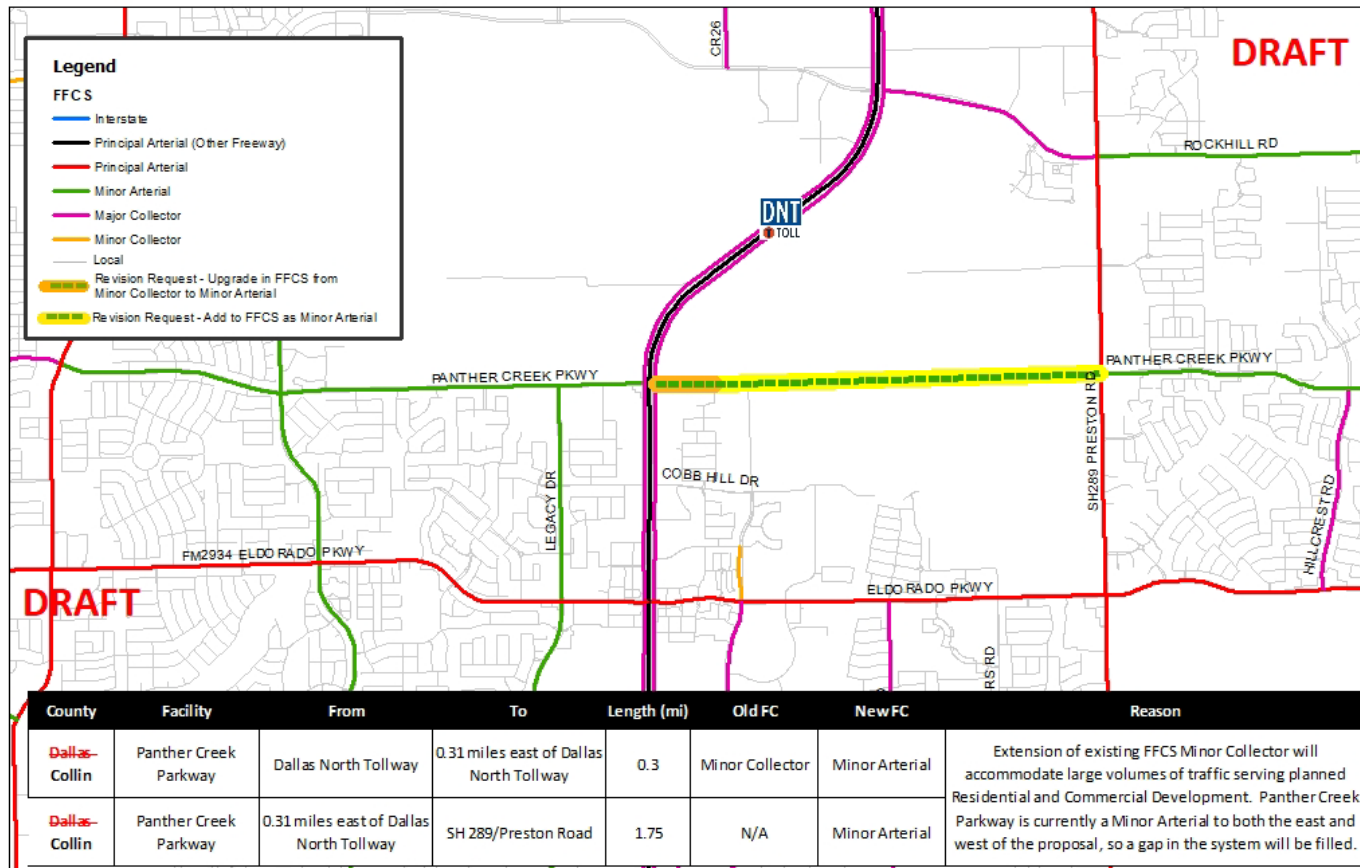


PROPOSED FFCS AMENDMENTS

MAP #2 – PANTHER CREEK PARKWAY

Federal Functional Classification System (FFCS) Amendment

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



January 2022

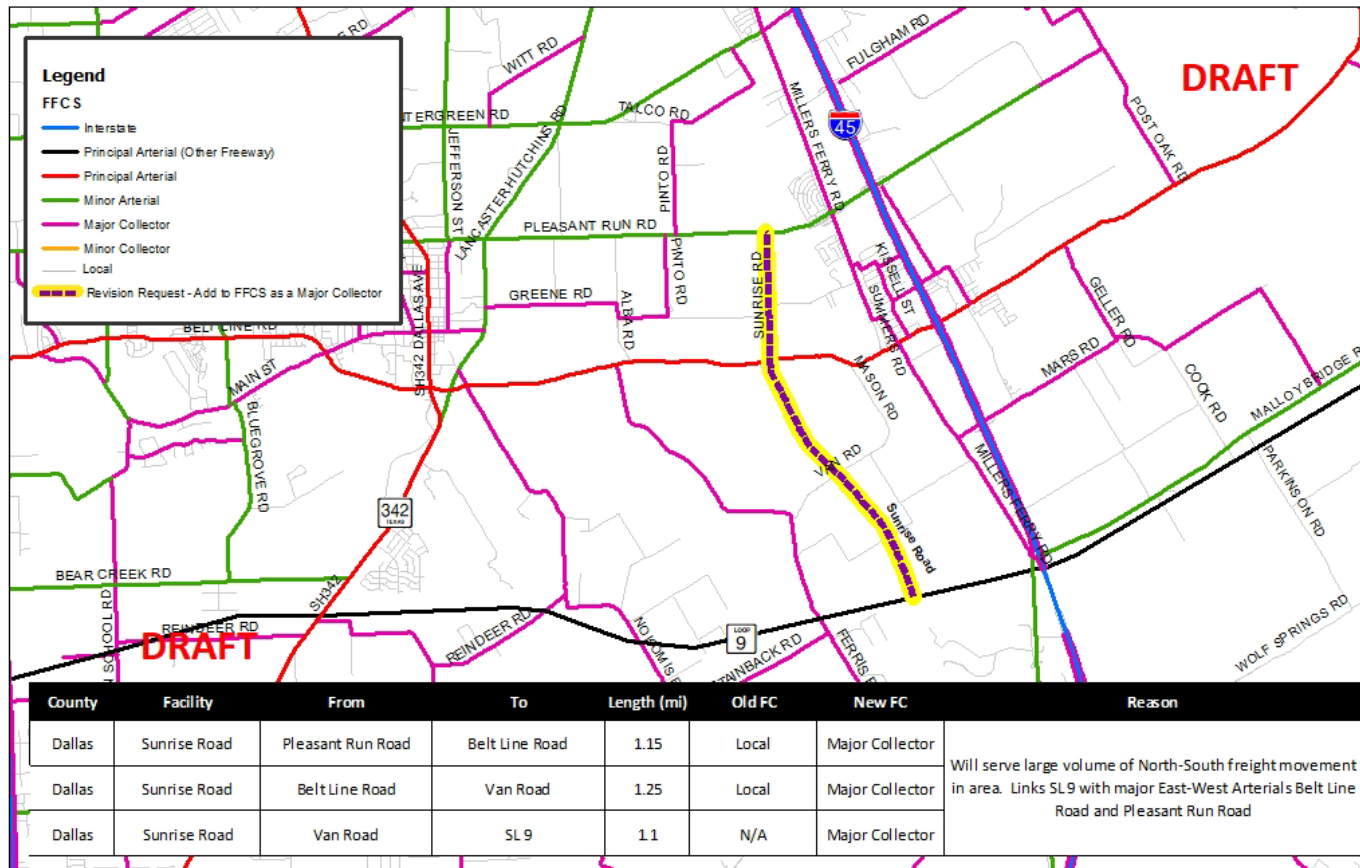


PROPOSED FFCS AMENDMENTS

MAP #3 – SUNRISE ROAD

Federal Functional Classification System (FFCS) Amendment

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



January 2022

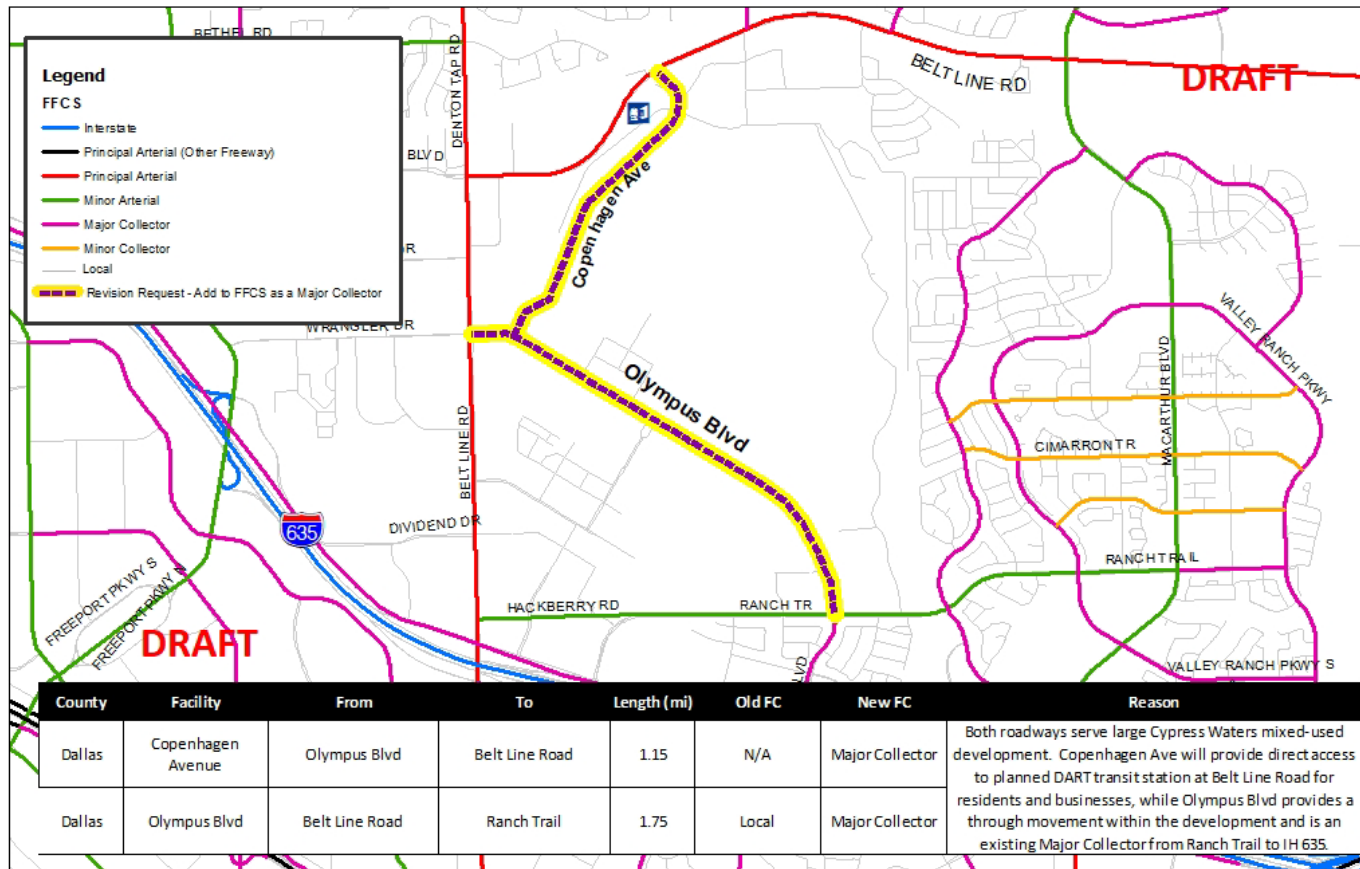


PROPOSED FFCS AMENDMENTS

MAP #4 – COPENHAGEN AVE./OLYMPUS BLVD.

Federal Functional Classification System (FFCS) Amendment

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



January 2022



REQUEST FOR ACTION

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



QUESTIONS AND COMMENTS



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Berrien Barks

Program Manager

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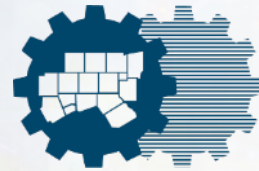


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Senior Program Manager

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Electric Vehicle Charging Station Call for Projects

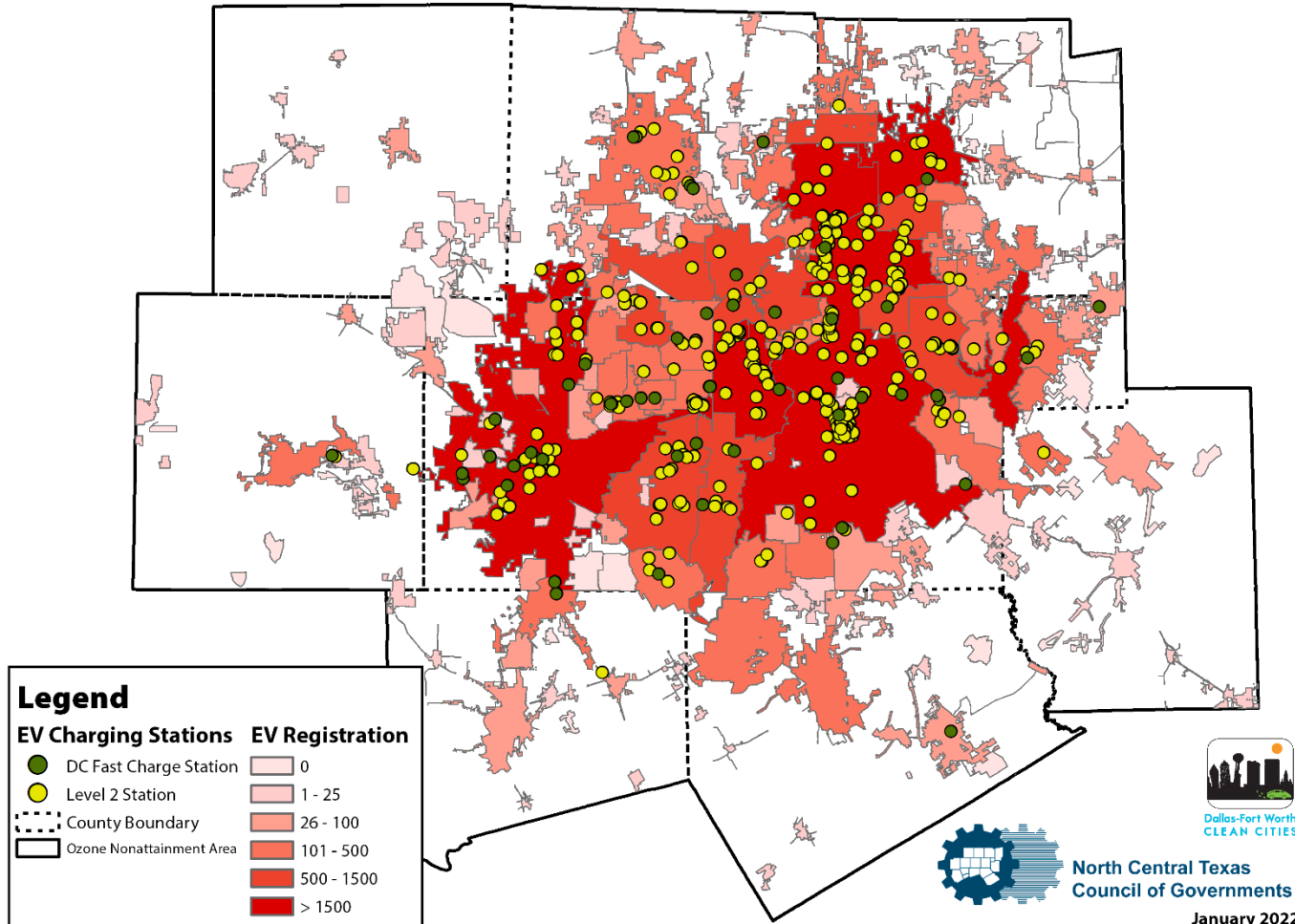
LORI CLARK, PROGRAM MANAGER

REGIONAL TRANSPORTATION COUNCIL

FEBRUARY 10, 2022

Regional Needs

EV Registration and EVSE in Ozone Nonattainment Area



Filling Infrastructure Gaps

Enabling Fleet Electrification

57% of Surveyed Fleets Want to Electrify

In 2020, 63 Electric Vehicles Across 13 Fleets



Electric Vehicle Charging Station Call for Projects



Dallas-Fort Worth
CLEAN CITIES



North Central Texas
Council of Governments

January 2022

Funding and Scope

Funding:

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

Proposed Applicant Eligibility:

Public Sector Entities

Adoption of RTC Clean Fleet Policy Required by Application Deadline

Proposed Eligible Activities and Costs:

Both Level 2 and Direct Current Fast Charge Stations

Design, Engineering, Purchase, Installation, and Construction Costs

Maintenance and Operation Costs NOT Eligible



Structure and Requirements

Phase 1: Publicly-Accessible Stations

Up to 100% Federal Funding, Transportation Development Credits as Match

2 Application Windows (Round 1 and Round 2)

Competitive Evaluation of Projects Within Each Round

~~**If Funds Remain, Phase 2: Privately-Accessible Charging for Applicant Fleet**~~

~~Up to 50% Federal Funding, 50% Local Cash Match~~

All Stations Must:

Be Located in the 10-County Ozone Nonattainment Area

Be Located on Applicant-Owned Property and Owned by the Applicant Entity

Be Co-Located with Existing Parking/Development

Include J1772 or SAE Combined Charging System (CCS) Port(s)

Meet Federal Highway Administration Buy America Requirements

Be Complete and Operational by July 31, 2023



Proposed Scoring Criteria

Advancing Electrification – Up to 75 Points

Fill Gaps in Existing Infrastructure Network and/or Enable New Fleet Electrification

Located In a Jurisdiction with No Existing Charging Stations

Serves a Public Fleet with No Existing EVs

Number and Type of Fleet Vehicles Expected to Use Charging Stations

Ability to Charge Multiple EVs at One Time or Multiple Locations in One Application

Applicant Identifies Broader, Long-Range Plan to Electrify

Serve Communities Prioritized by the Justice 40 Initiative

Include Strategies to Minimize Grid Impacts

Features Such as Managed Charging, Integrated Storage, etc.

Chargers with Vehicle to Grid Capabilities

Subrecipient Oversight Criteria – Up to 25 Points



Proposed Schedule

Milestone	Target Date
RTC Action to Open Call for Projects	February 10, 2022
STTC Endorsement of Call for Projects	February 25, 2022
Call for Projects Opens for Phase 1 Applications Only	Upon STTC Endorsement
Phase Round 1 Application Deadline	Friday, April 22 8, 2022 (8 Weeks)
If Funds Remain: Phase 2 Applications Accepted	Monday, April 11, 2022
Phase Round 2 Application Deadline (If Funds Remain)	Friday, May 20 June 10 , 2022 (12 6 Weeks)
STTC Recommendation of Awards	Phase 1: May 27 April 22 , 2022 Phase 2 (if applicable): June 24, 2022
RTC Recommendation of Awards	Phase 1: June 9 May 12 , 2022 Phase 2 (if applicable): July 14, 2022
Executive Board Authorization of Awards	Phase 1: June 23 May 26 , 2022 Phase 2 (if applicable): July 28, 2022
Project Completion/Reimbursement Deadline	July 31, 2023



Action Requested

RTC Authorization to Open Call for Projects, Including:

~~2-Phase Approach~~

Eligibility Requirements

Scoring Criteria and Point Structure

Schedule, **Including 2 Application Windows**



Contact Us



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Relevance to Regional Planning

Air Quality Emphasis Areas

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

Federal Performance Measure:

Air Quality

Mobility 2045:

Air Quality Policy AQ3-004:

Support and implement strategies that promote energy conservation, reduce demand for energy needs, reduce petroleum consumption, and/or decrease greenhouse gas emissions

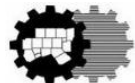
Mobility 2045 Chapter 4 – Environmental Considerations

Appendix C – Environmental Considerations

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

Regional Transportation Council

February 10, 2022



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- ❖ The objective of the MPO Milestone Policy is to ensure that projects that have been funded for at least 10 years and have not gone to construction are being implemented in a timely manner.
- ❖ In February 2021, the RTC approved the second round Milestone Policy, including:
 - ❖ Establishing deadlines by which projects must go to construction
 - ❖ A revamped project tracking process

RTC APPROVED MILESTONE POLICY TRACKING PROCESS

- ❖ Quarterly status reports are required on all projects on the Milestone Policy list until they go to letting.
- ❖ Reports must detail steps that the project sponsor is taking to advance the project (e.g., executing funding or railroad agreements, engaging property owners or utility companies, etc.)
- ❖ NCTCOG staff evaluates the reports and “rates” the projects based on how well the project sponsor is implementing the project(s) and a review of risk factors. The rating system is as follows:
 - ❖ Green – Low risk of project delays
 - ❖ Yellow – Medium risk of project delays
 - ❖ Red – High risk of project delays
- ❖ If the committed schedule is not met and the project has consistently been graded as red/high risk, the project will likely be recommended for cancellation.

SUMMARY OF PROJECTS THAT HAVE NOT GONE TO CONSTRUCTION (FEBRUARY 2022)¹

PROJECT CATEGORIES	NUMBER OF PROJECTS	TOTAL FUNDING OF PROJECTS
Scheduled Letting FY 2021 ²	1	\$2,482,813
Scheduled Letting FY 2022	4	\$87,773,642
Scheduled Letting FY 2023	9	\$96,091,715
Scheduled Letting FY 2024 or Beyond	4	\$117,892,158
Total	18	\$304,240,328

1: To date, 5 projects have let by their established deadlines.

2: Project deadline is proposed to be extended to May 1, 2022, pending RTC approval.

SUMMARY OF PROJECT RISK

PROJECT RATING	NUMBER OF PROJECTS	TOTAL FUNDING OF PROJECTS
Green (Low Risk of Delay)	10	\$125,476,627
Yellow (Medium Risk of Delay)	4	\$113,036,967
Red (High Risk of Delay)	4	\$65,726,734
Total	18	\$304,240,328

PROJECT RISK BY FISCAL YEAR

PROJECT CATEGORY	PROJECT RATING		
	Green (Low Risk of Delay)	Yellow (Medium Risk of Delay)	Red (High Risk of Delay)
Scheduled Letting FY 2021	0	0	1
Scheduled Letting FY 2022	0	1	3
Scheduled Letting FY 2023	8	1	0
Scheduled Letting FY 2024 or Beyond	2	2	0
TOTAL	10	4	4

PROPOSED ACTION

❖ RTC approval of:

❖ Collective Mixed-Use Development (TIP Code 20240)

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

❖ Corporate Drive from Holford's Prairie Road to FM 2281 (TIP Code 20111)

- Project currently has a deadline of FY 2022, while the other Corporate Drive segments have FY 2023 deadlines.
- TxDOT is requiring the City to execute a new Regional Toll Revenue (RTR) agreement that will combine all remaining segments of the project together.
- Staff recommends that the RTC move this project's deadline to FY 2023 to align with the related projects.

PROPOSED ACTIONS (CONT'D)

❖ RTC approval of (continued):

❖ Alsbury Boulevard (TIP Code 53079)

- Project was originally funded with a Congressional Earmark.
- The City of Burleson has opted to return the Earmark and fund the project with local dollars to accelerate its implementation.
- Staff recommends that the Earmark funds be removed from the project.

❖ Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) to incorporate those actions as needed.

QUESTIONS?

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Regional Vanpool Program Vehicle Revised Partnership

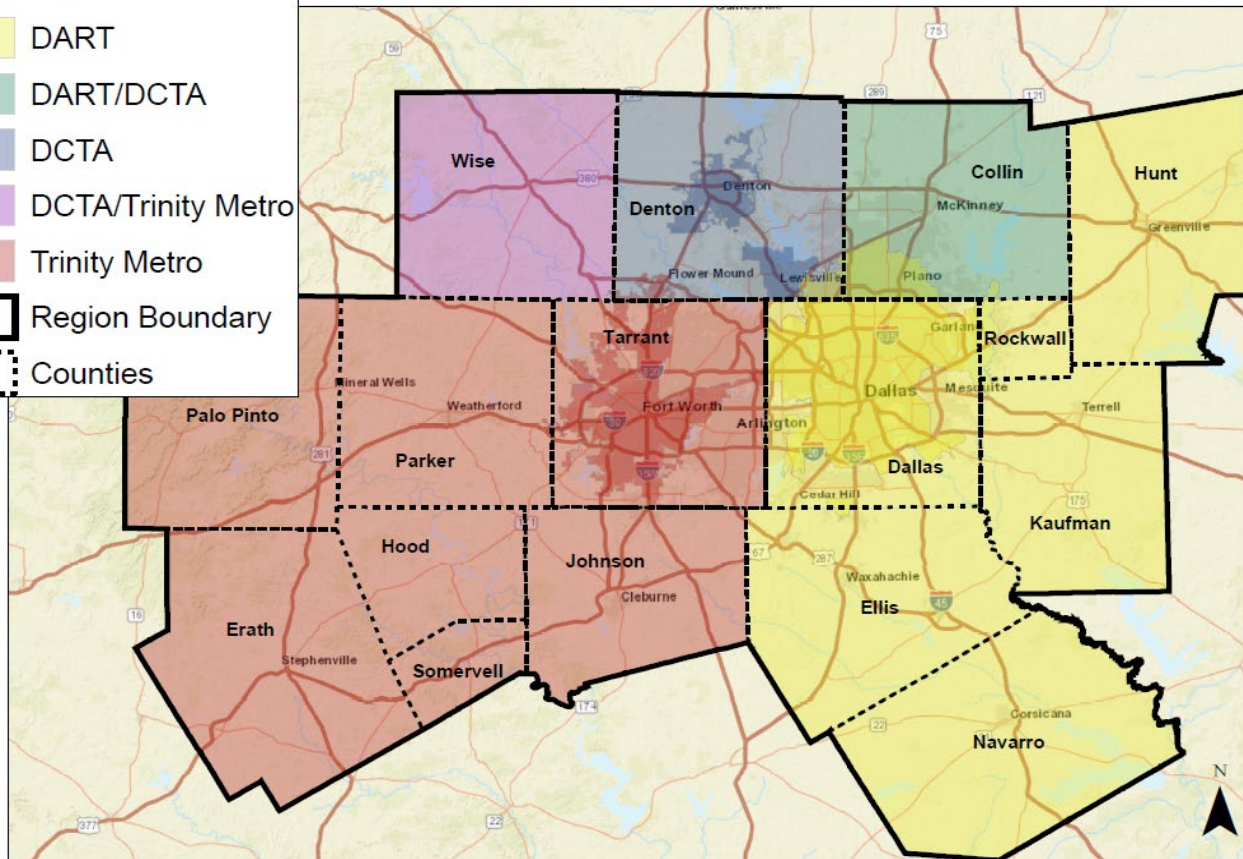
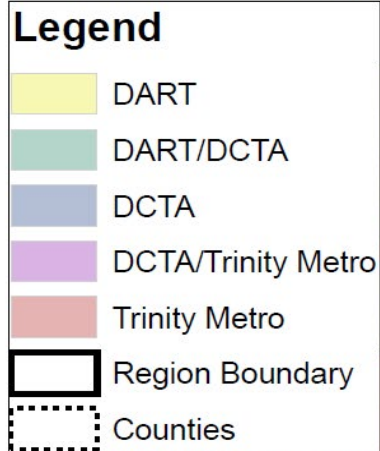
REGIONAL TRANSPORTATION COUNCIL

FEBRUARY 10, 2022

Background/ Overview

-
- Regional Vanpool Program is Mandatory: State Implementation Plan (SIP) Requirement
 - May 13, 2021: RTC approved program service area boundaries
 - December 2021: DART notified NCTCOG that their vanpool vendor unable to secure vehicles
 - January 2022: DART notified NCTCOG that they are terminating their vanpool vendor contract
 - January 2022: NCTCOG, DART, DCTA, and Trinity Metro met to discuss transition of DART's vanpool to ensure continued coverage

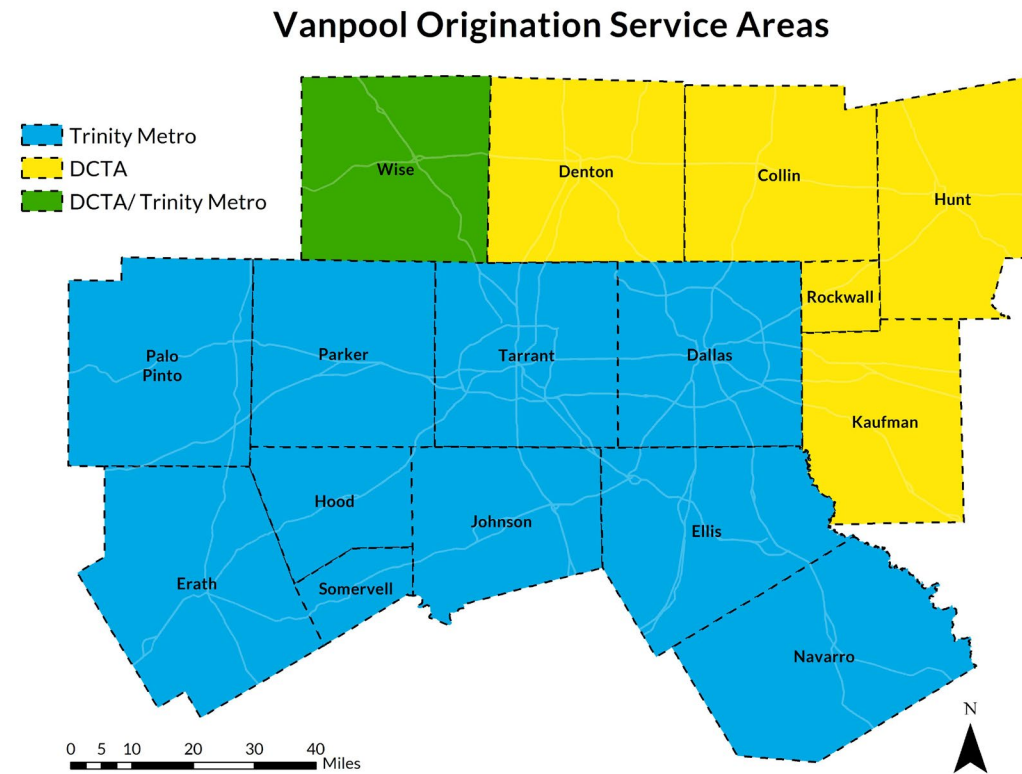
Recently Approved Vanpool Program Coverage



Transit Agency	Origination	Destinations
DART	Dallas, Ellis, Hunt, Kaufman, Navarro & Rockwall Counties	Throughout DFW
	Collin County	Throughout DFW except Denton County
Trinity Metro	Tarrant, Johnson, Parker, Hood, Erath, Somervell & Palo Pinto Counties	Throughout DFW
	Wise County	Throughout DFW except Denton County
DCTA	Denton	Throughout DFW
	Collin and Wise Counties	Denton County


Temporary Vanpool Program Coverage without DART

Transit Agency	Origination	Destinations
DCTA	Denton, Collin, Hunt, Kaufman, and Rockwall Counties	Throughout DFW
	Wise County	Denton County
Trinity Metro	Tarrant, Dallas, Ellis, Johnson, Parker, Hood, Erath, Somervell, Palo Pinto and Navarro Counties	Throughout DFW
	Wise County	Throughout DFW except Denton County



Updated: January 2022

Next Steps

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

Action Requested

RTC Approval:

- For DCTA and Trinity Metro to replace the current vanpool service provided by DART.
- To revise administrative documents as appropriate to incorporate project modifications.

Contact Information

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HIGH-SPEED



TRANSPORTATION

Dallas-Fort Worth



North Central Texas
Council of Governments

02-10-2022 Regional Transportation Council
Brendon Wheeler, P.E. - NCTCOG



Existing 2021 RTC P21-01 Policy on High-Speed Transportation

- Continued support of Mobility 2045 plan policies for 3-station concept and one-seat ride
- Proceed with Phase 1 recommendations
 - IH 30 Corridor
 - High-Speed Rail and Hyperloop
- Coordinate with Federal Partners to determine appropriate path forward into NEPA with advancing technology
- Continue coordination with TxDOT and local governments in Phase 2
- Integrate alignment and mode recommendations into other planning activities

Recommended Phase 1 Alignments

IH 30 West

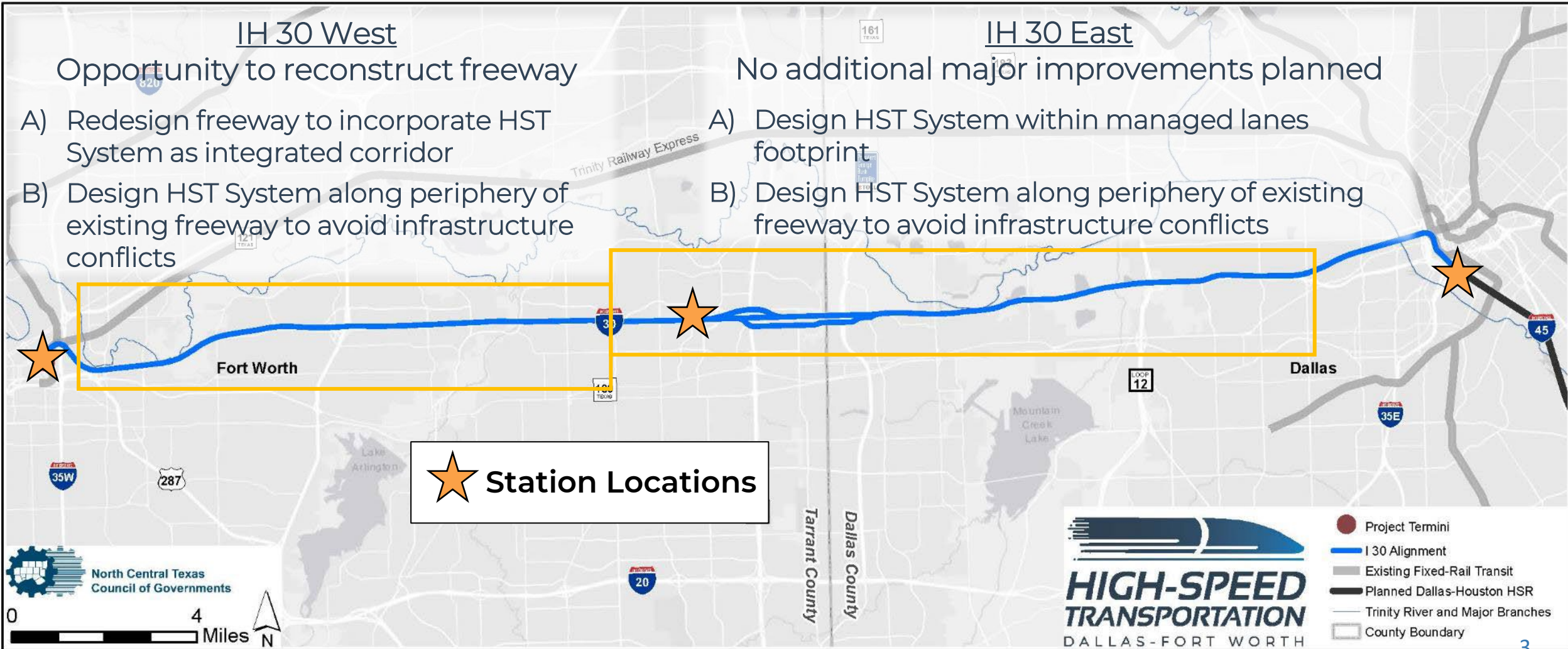
Opportunity to reconstruct freeway

- A) Redesign freeway to incorporate HST System as integrated corridor
- B) Design HST System along periphery of existing freeway to avoid infrastructure conflicts

IH 30 East

No additional major improvements planned

- A) Design HST System within managed lanes footprint
- B) Design HST System along periphery of existing freeway to avoid infrastructure conflicts



★ Station Locations



- Project Termini
- I 30 Alignment
- Existing Fixed-Rail Transit
- Planned Dallas-Houston HSR
- Trinity River and Major Branches
- County Boundary



Alignment: IH 30 Corridor Managed Lanes to Remain

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



Technology: Parallel Paths Forward

Advance High-Speed Rail and Hyperloop technologies in parallel

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



Technology: High-Speed Rail Path

Advance High-Speed Rail through NEPA process

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



Technology: Hyperloop Path

Advance Hyperloop along technology certification and demonstration path

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



Requested RTC Action

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

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

(continued)



Requested RTC Action (continued)

Staff requests RTC adopt a high-speed corridor policy:

Directing staff to:

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



Schedule

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



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Phase 2 Activities

Preliminary Engineering

Environmental Documentation in NEPA Process

Goal: Record of Decision or Finding of No Significant Impact

Early coordination with Federal Partners on structure of process

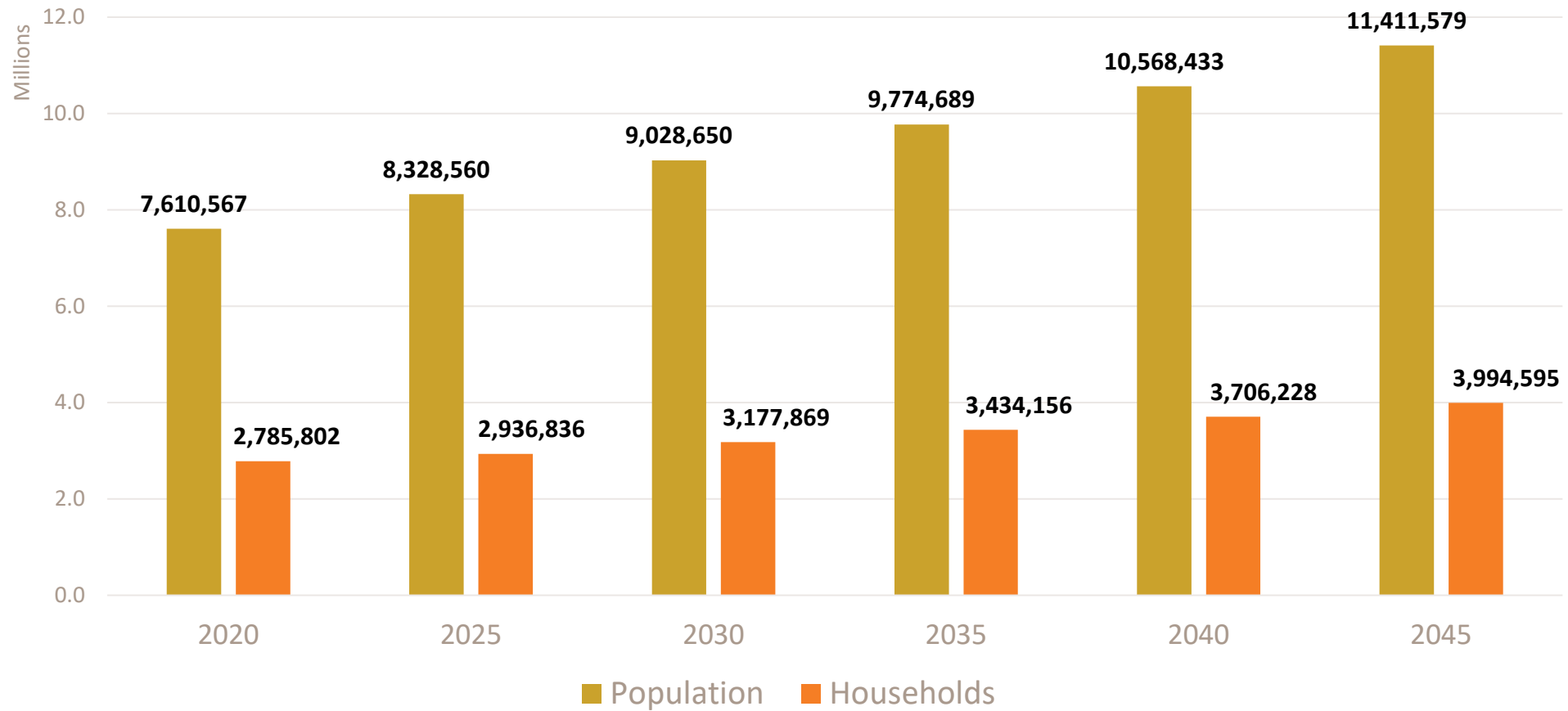
Continued coordination with TxDOT, local governments, and stakeholders throughout

Expected 2-year timeframe

2045 DEMOGRAPHIC FORECAST AND MOBILITY 2045 UPDATE

Regional Transportation Council
February 10, 2022

REGIONAL TOTALS – HOUSEHOLD POPULATION



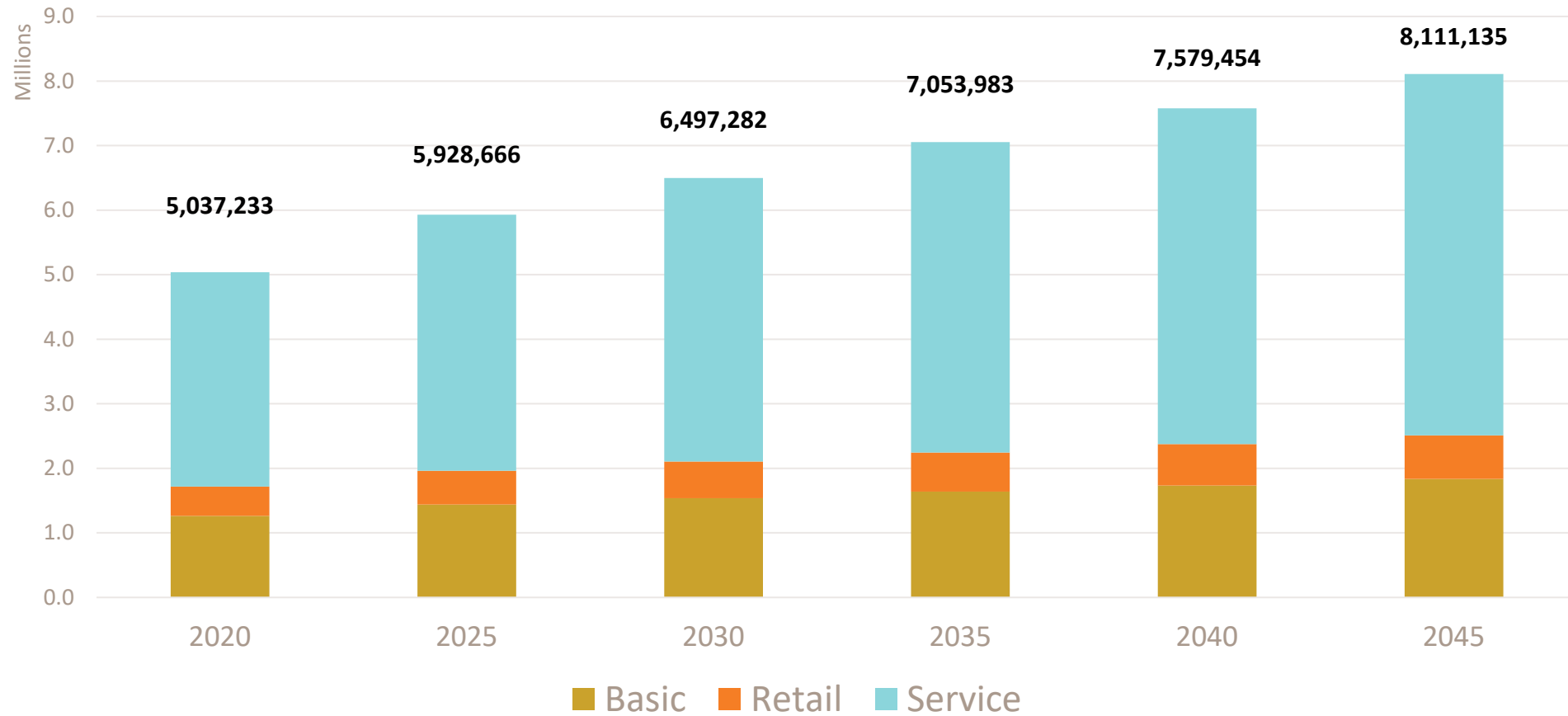
Source: The Perryman Group. (March 2020). A Long-Term Employment and Population Forecast for the North Central Texas Council of Governments Region

POPULATION FORECAST COUNTY TOTALS

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

Source: The Perryman Group. (March 2020). A Long-Term Employment and Population Forecast for the North Central Texas Council of Governments Region

REGIONAL TOTALS - EMPLOYMENT

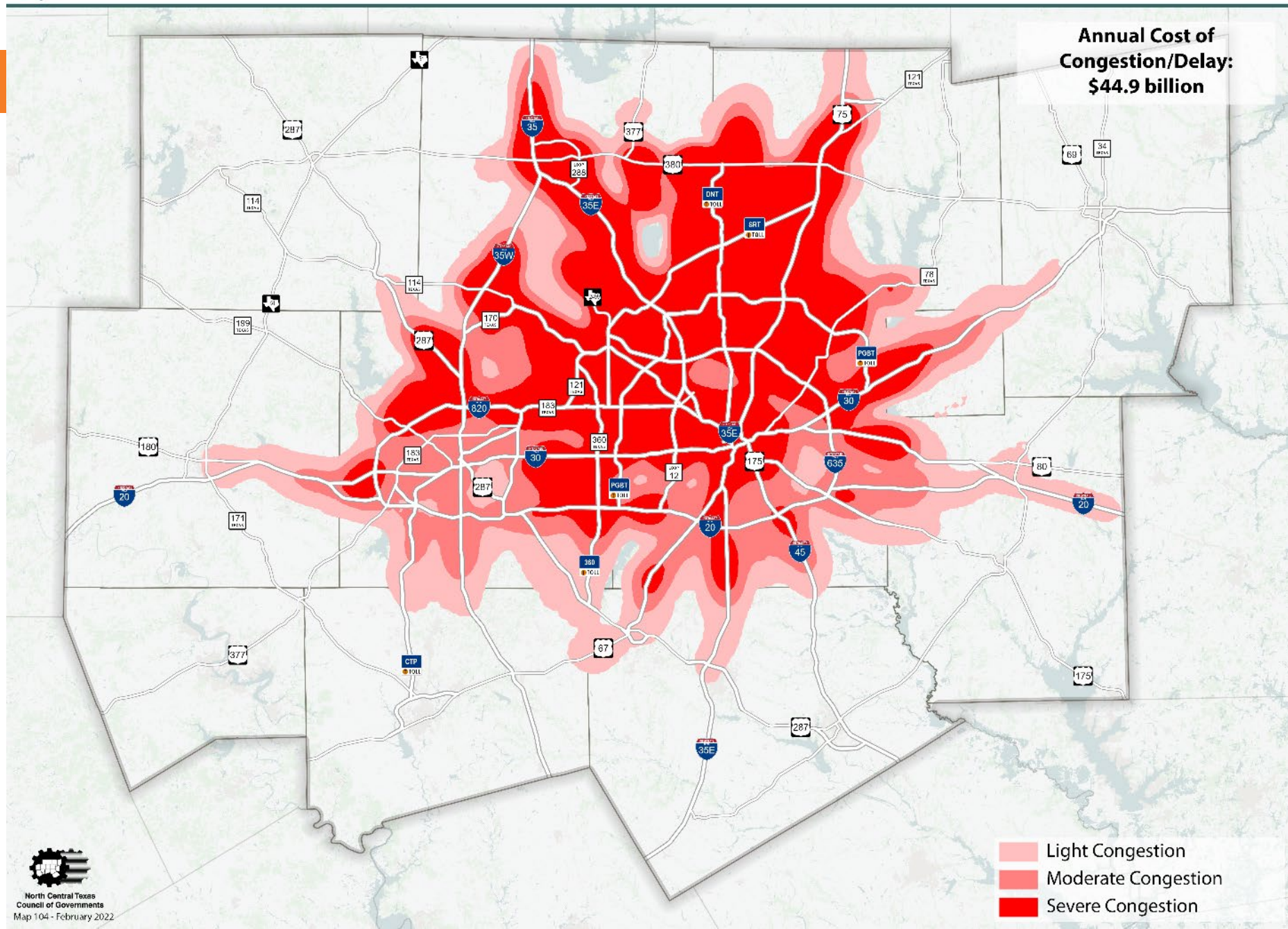


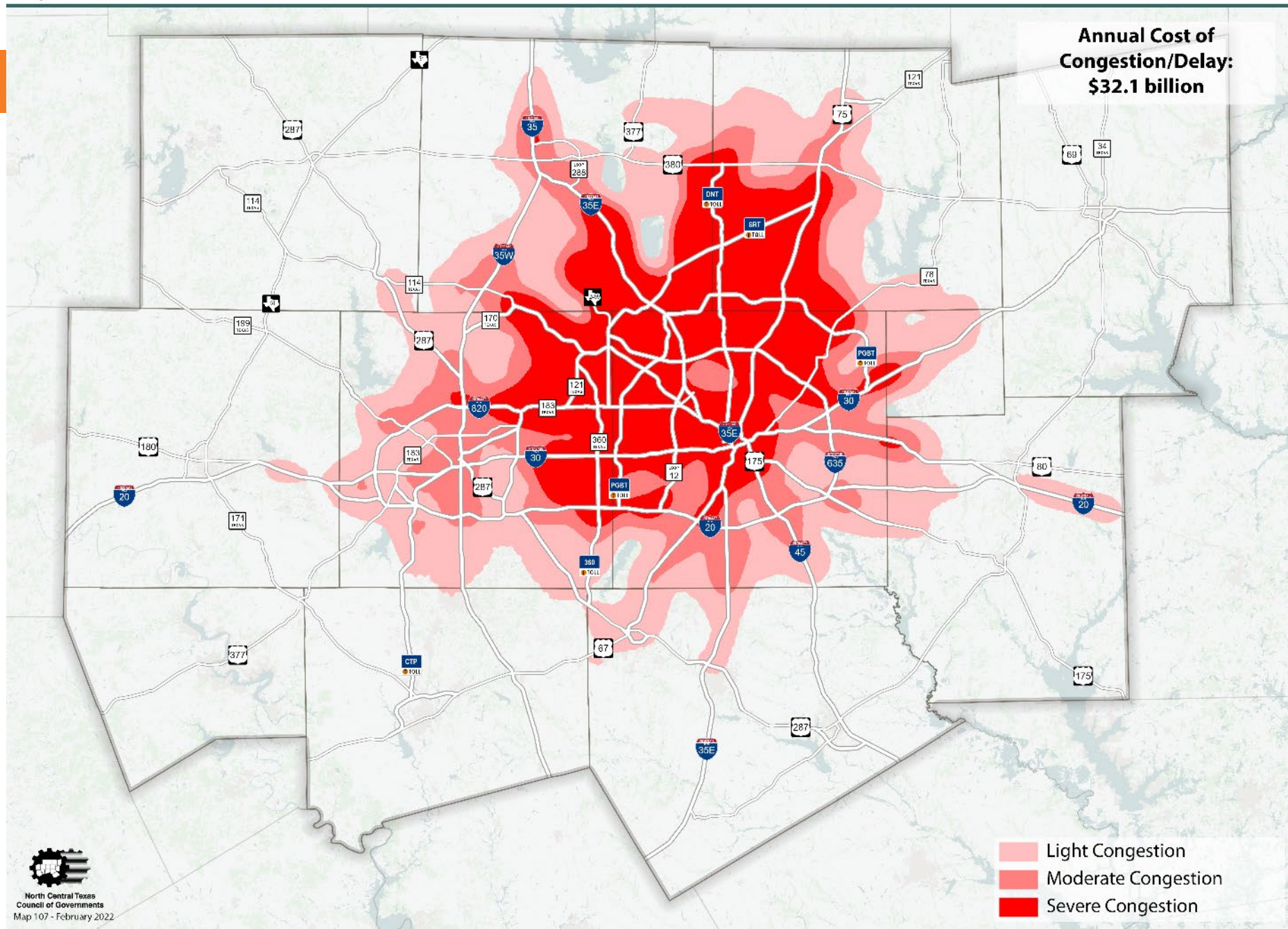
Source: The Perryman Group. (March 2020). A Long-Term Employment and Population Forecast for the North Central Texas Council of Governments Region

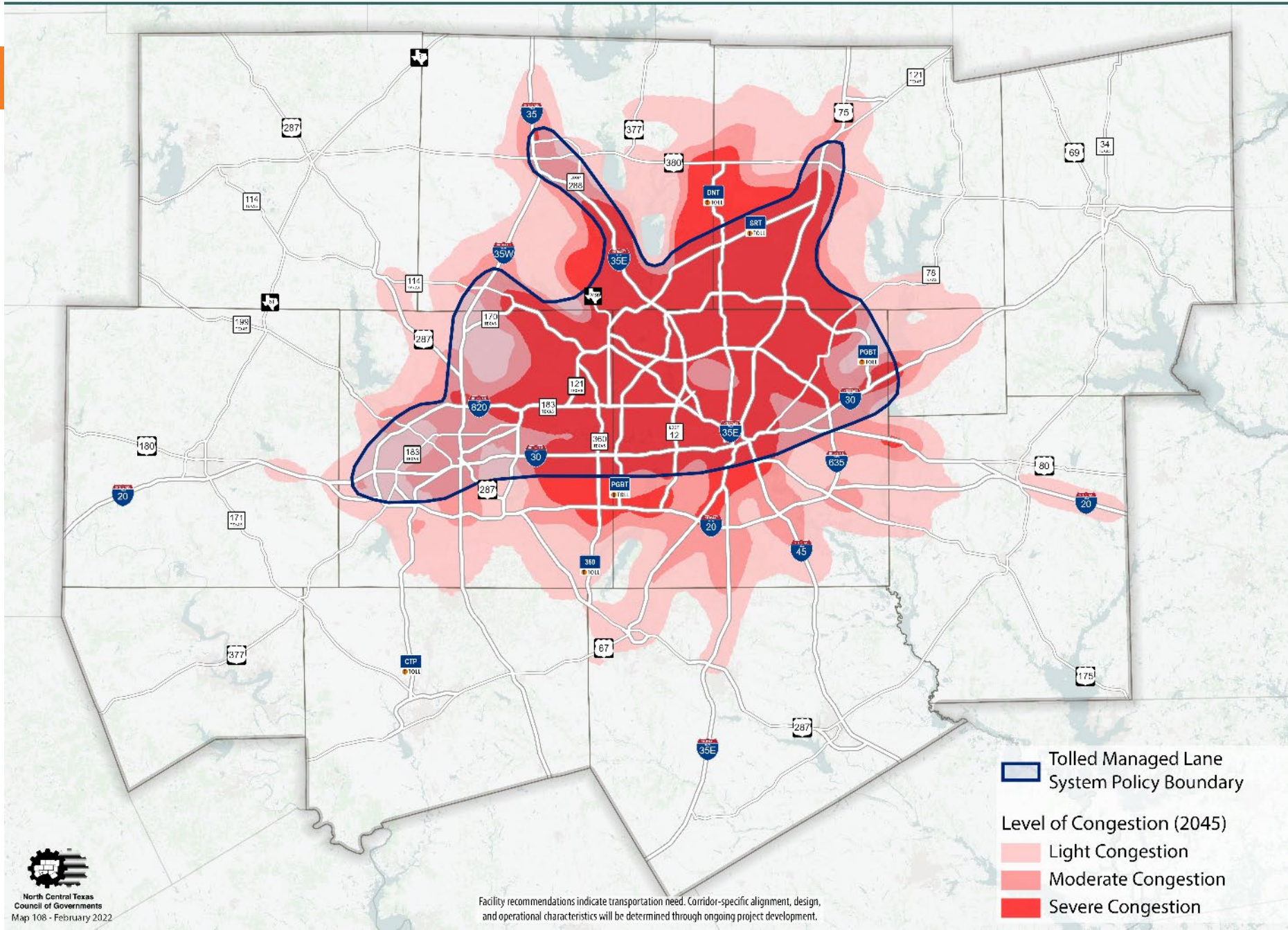
EMPLOYMENT FORECAST COUNTY TOTALS

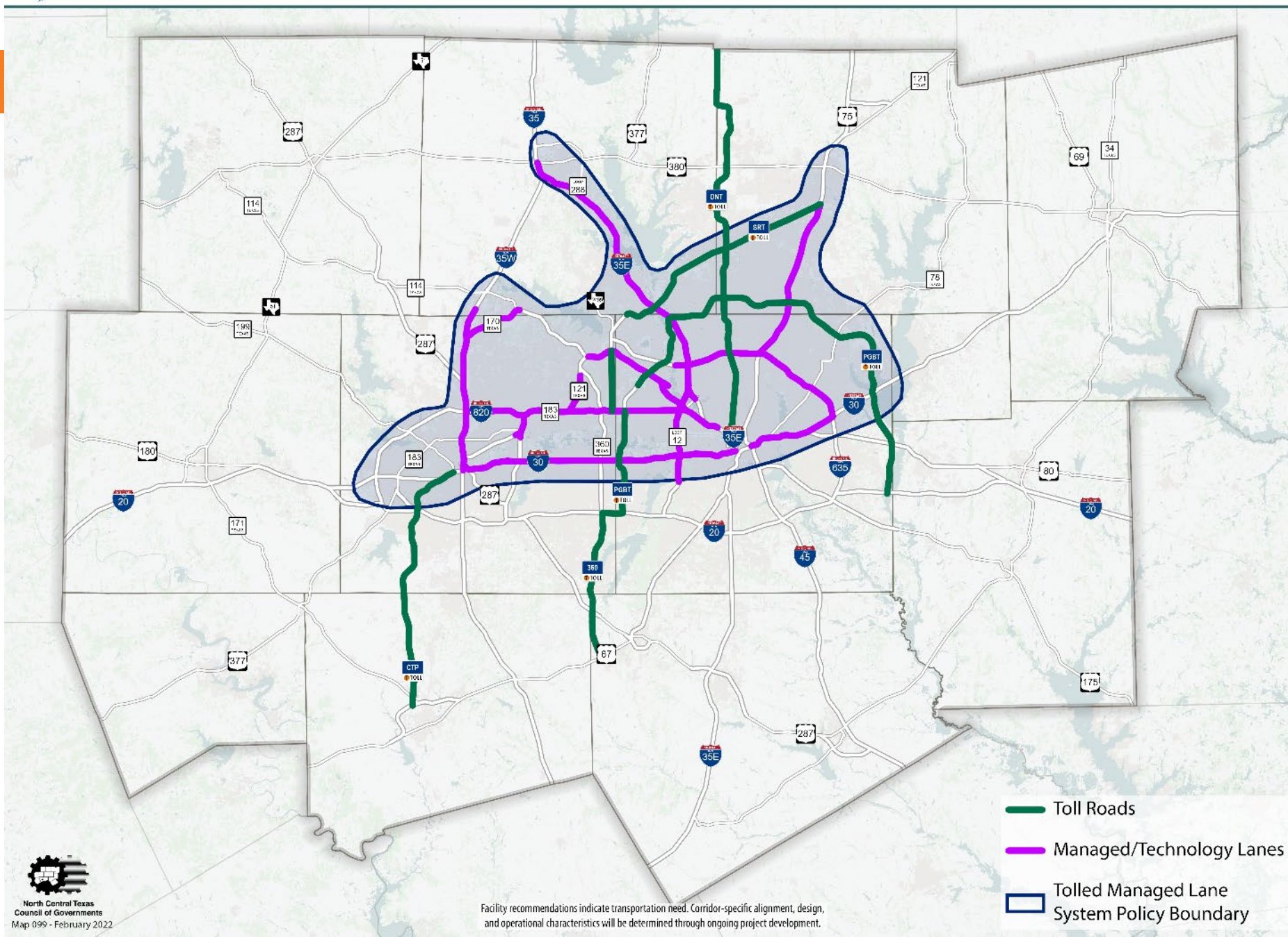
	2020 BEA	2045	Change	Compound Annual Growth Rate
Collin	653,140	1,068,555	415,415	1.99%
Dallas	2,244,283	3,578,807	1,334,524	1.88%
Denton	419,727	694,447	274,720	2.03%
Ellis	85,407	136,153	50,746	1.88%
Hood	28,849	47,324	18,475	2.00%
Hunt	44,911	70,630	25,719	1.83%
Johnson	78,245	120,570	42,325	1.74%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

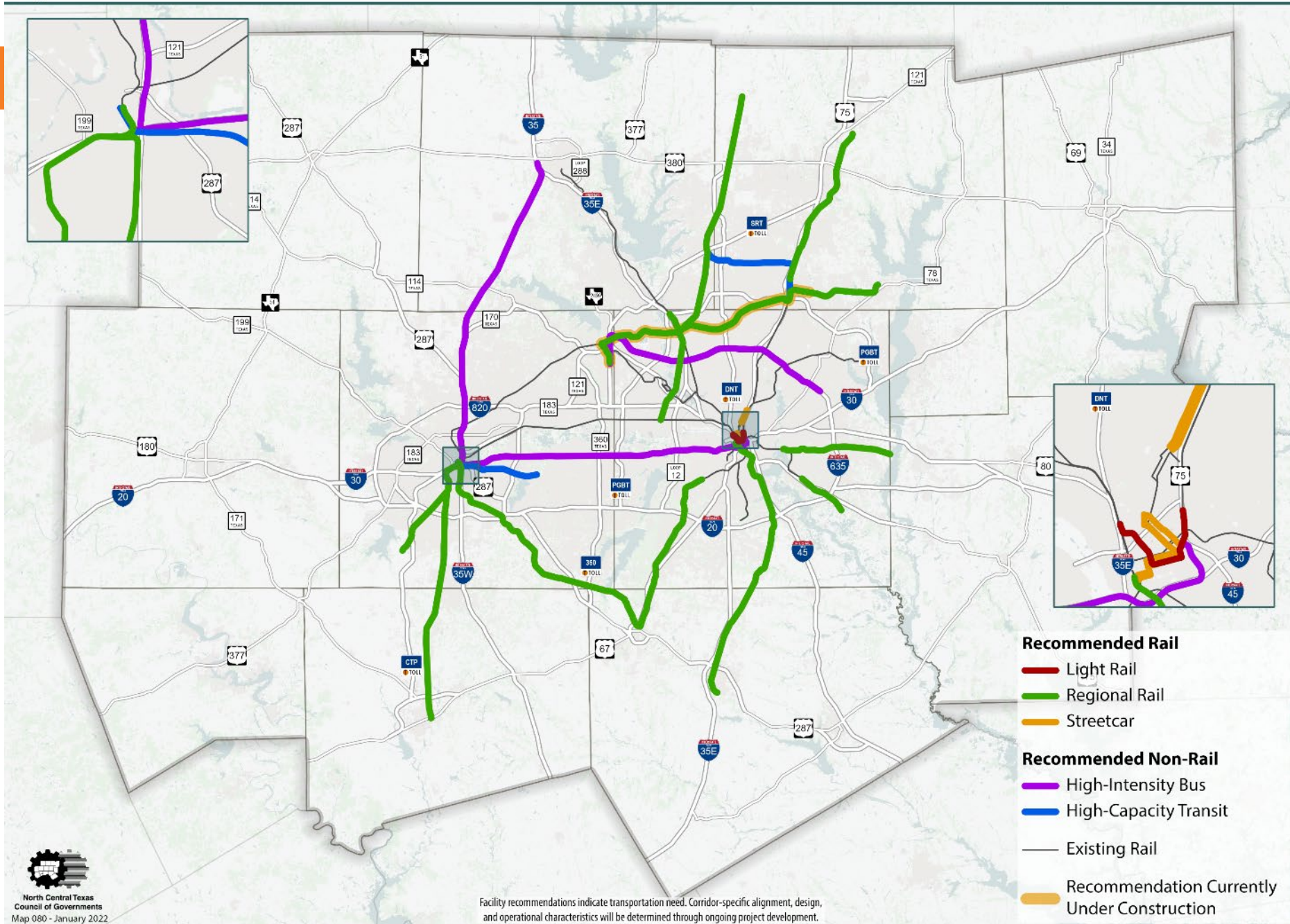
Source: The Perryman Group. (March 2020). A Long-Term Employment and Population Forecast for the North Central Texas Council of Governments Region



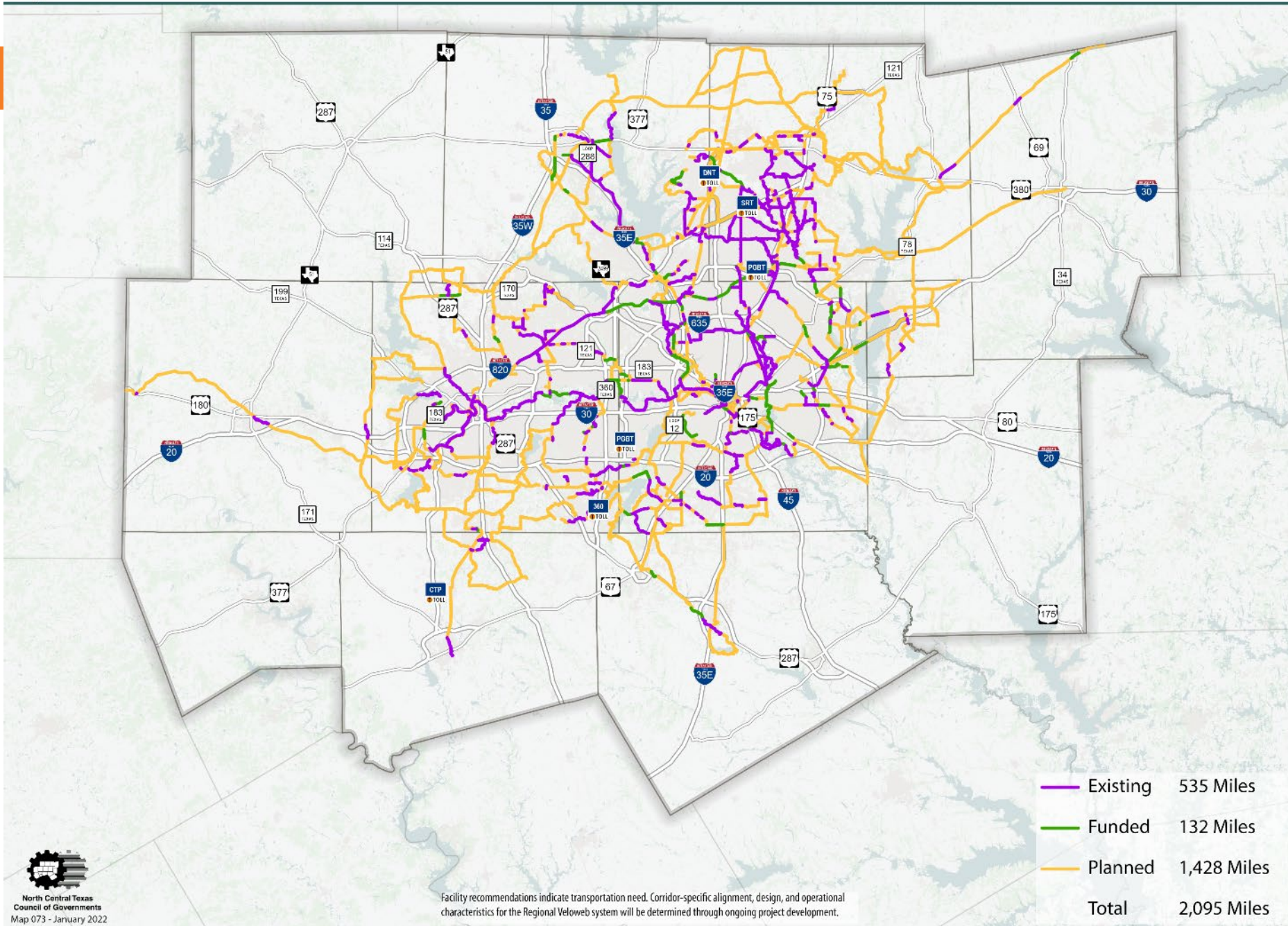








Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.



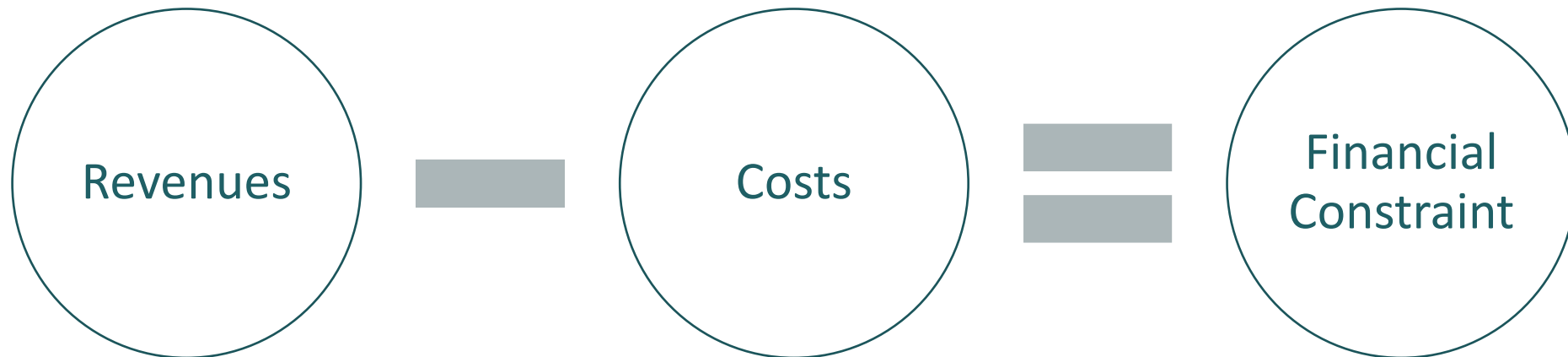
FINANCIAL PLAN REQUIREMENTS

Plan must be financially constrained

Include all reasonably expected sources of revenue

Year of expenditure dollars

Balance priorities with available revenues



PRELIMINARY FINANCIAL PLAN COST

		MOBILITY 2045	MOBILITY 2045 UPDATE
MAXIMIZE EXISTING SYSTEM	Infrastructure Maintenance	36.8	-15% ▼
	Management & Operations	9.5	0%
	Growth, Development, & Land Use Strategies	3.2	-60% ▼
STRATEGIC INFRASTRUCTURE INVESTMENT	Rail & Bus	33.3	+25% ▲
	HOV/Managed Lanes + Freeways/Tollways and Arterials	53.6	+25% ▲
Total, Actual \$, Billions		136.4 Billion	140-150 Billion ▲

REVENUE SOURCES

Baseline Revenue

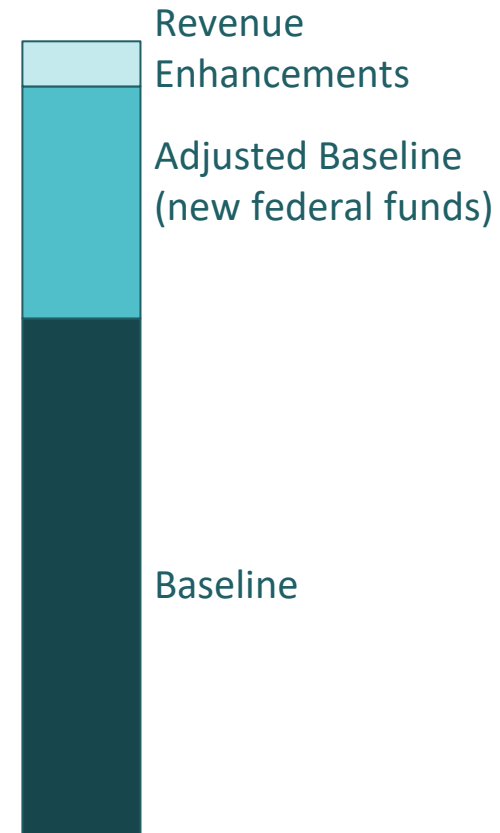
- Funds flowing through State Highway Fund and TxDOT UTP (Categories 1-12)
- System revenue
- Transit revenue (sales tax, federal, local, etc.)
- Local funds/local match

Adjusted Baseline

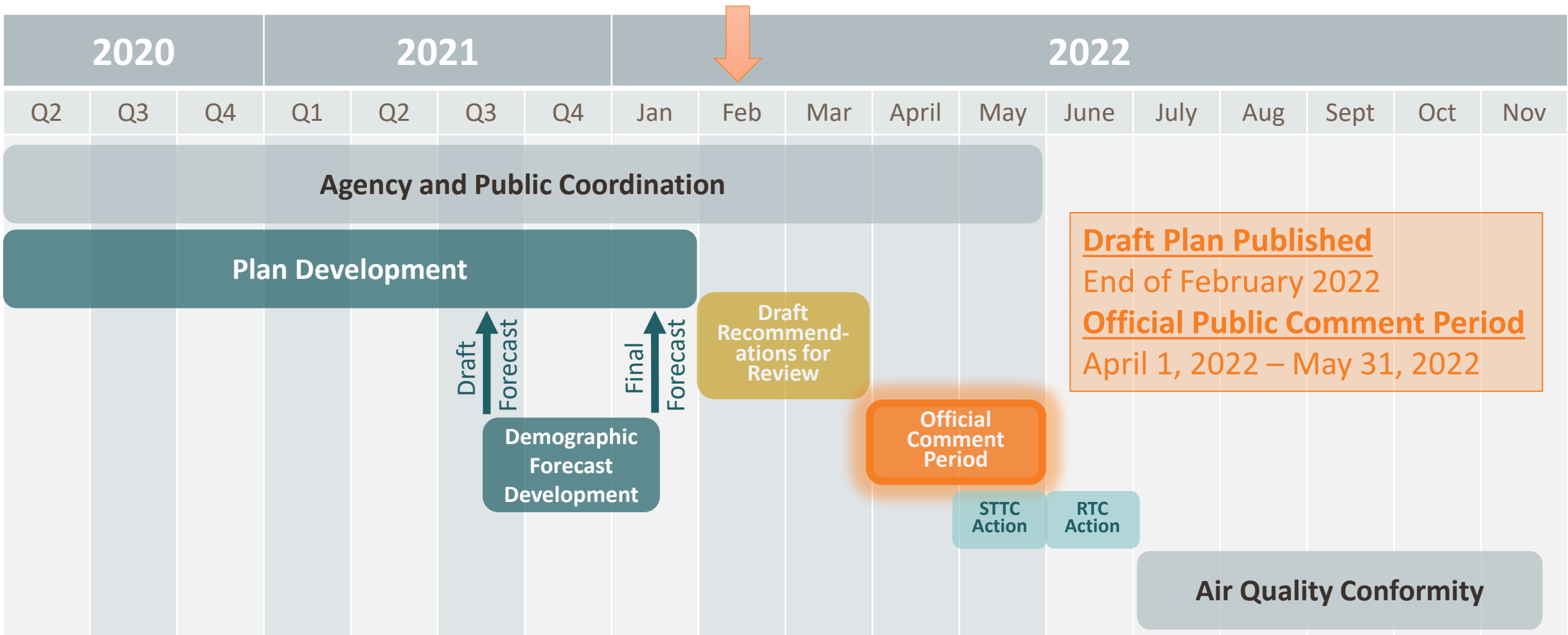
- New state and federal funds expected to start flowing through State Highway Fund
- New federal funds for transit
- Private and local funds for transit

Revenue Enhancements

- Reasonably anticipated future revenue, equivalent of increases in gas tax and vehicle registration fees
- Local option vehicle registration fees



MOBILITY PLAN SCHEDULE



Notes:

- Public meetings held during highlighted months.
- Regional Transportation Council action on Mobility 2045 Update scheduled for June 9, 2022.

CONTACT US



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CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING
INNOVATIVE PROJECTS DURING COVID
RECOVERY

Regional Transportation Council
February 2022

Michael Morris, P.E.
Director of Transportation

TRAVEL BEHAVIOR BY MODE



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



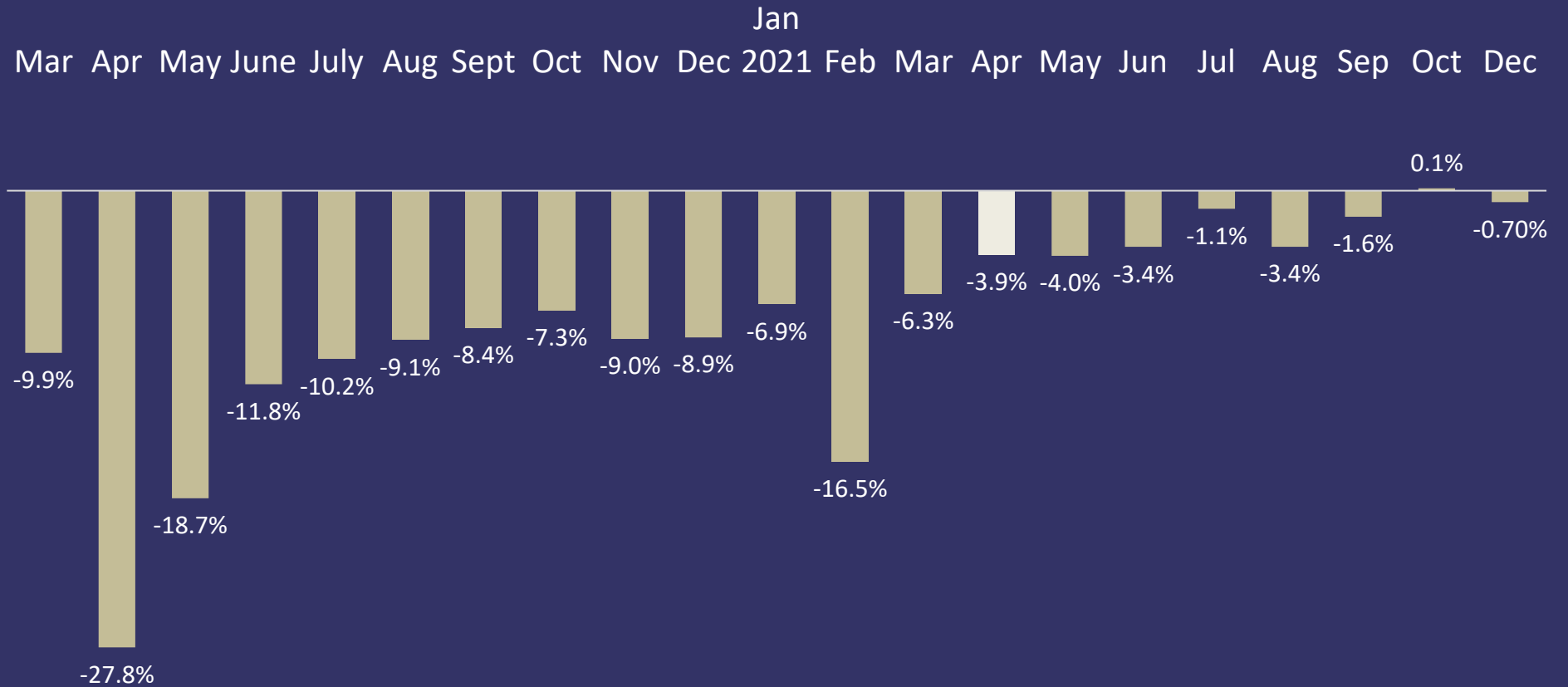
Freeway Volumes (-1%, December)
Airport Passengers (-10%, December)
Transit Ridership (-40%, December)



ROADWAY TRENDS

Average Weekday Freeway Volumes

Traffic Decrease vs Baseline



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

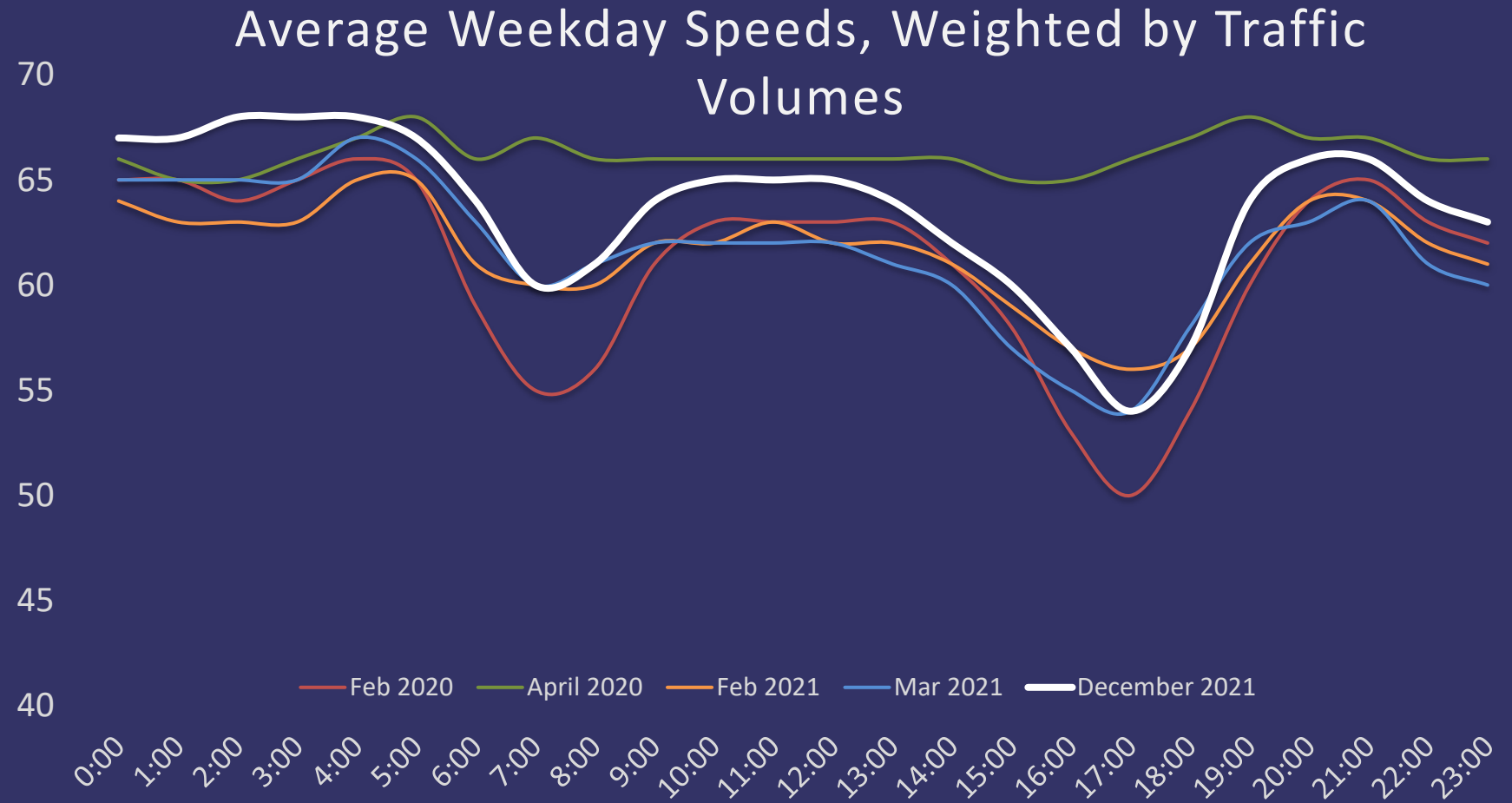
Note: Baseline is March 2019-February 2020.

Note: Drop in freeway volumes in Feb 2021 due in large part to week-long winter storm.

Note: Data for November 2021 was not collected for the majority of the locations.

ROADWAY TRENDS

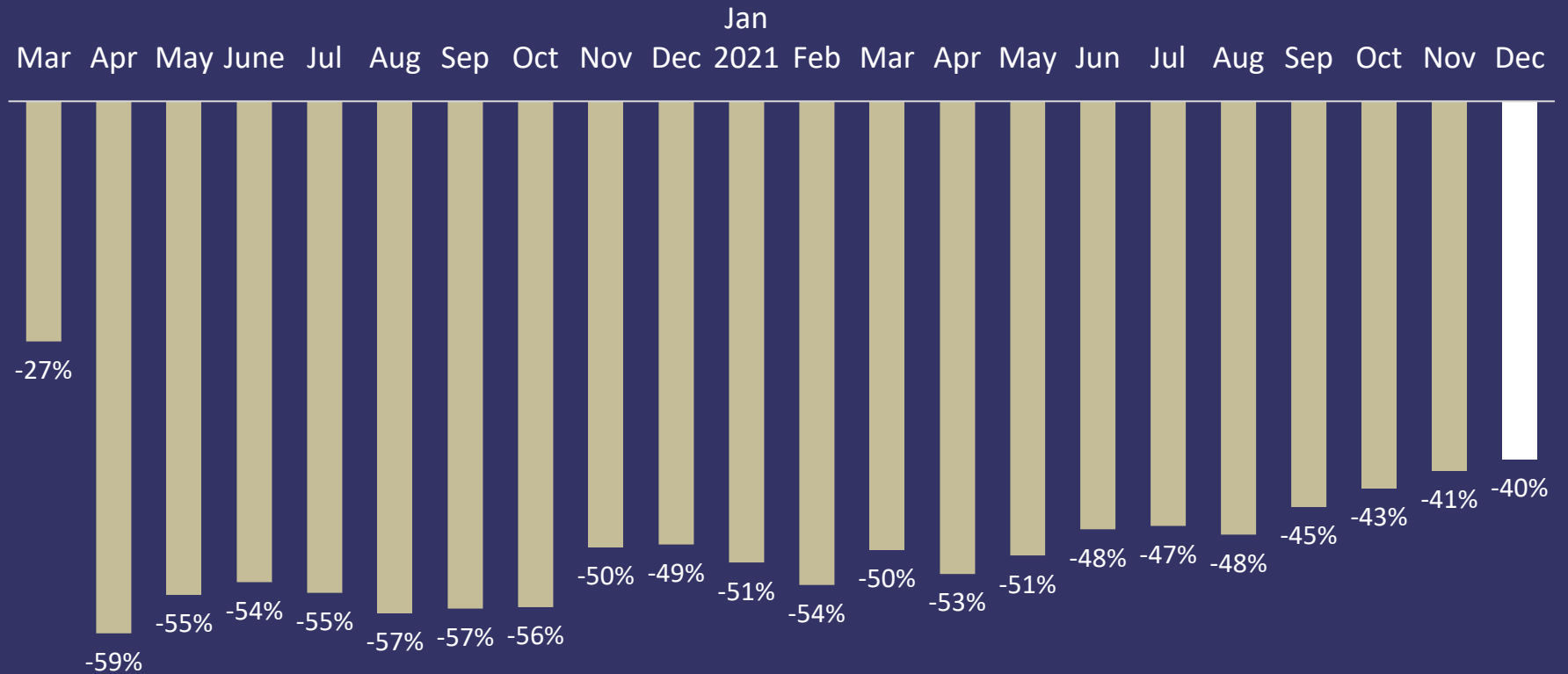
Regional Average
Freeway Speeds



TRANSIT IMPACTS

Weekday Ridership

Passenger Decrease vs Baseline



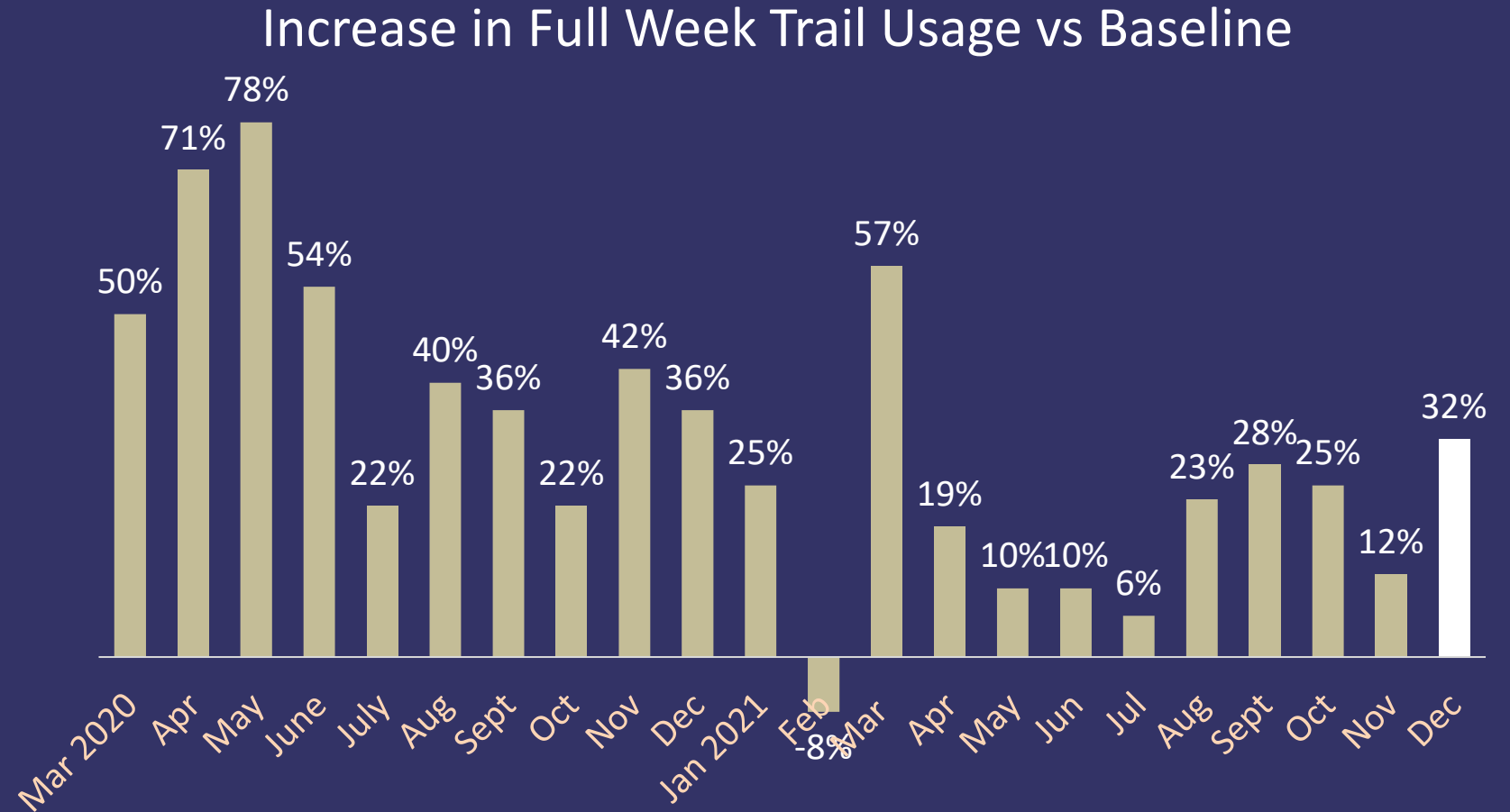
Source: DART, DCTA, and Trinity Metro

Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

BICYCLE AND PEDESTRIAN IMPACTS

Trail Counts



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

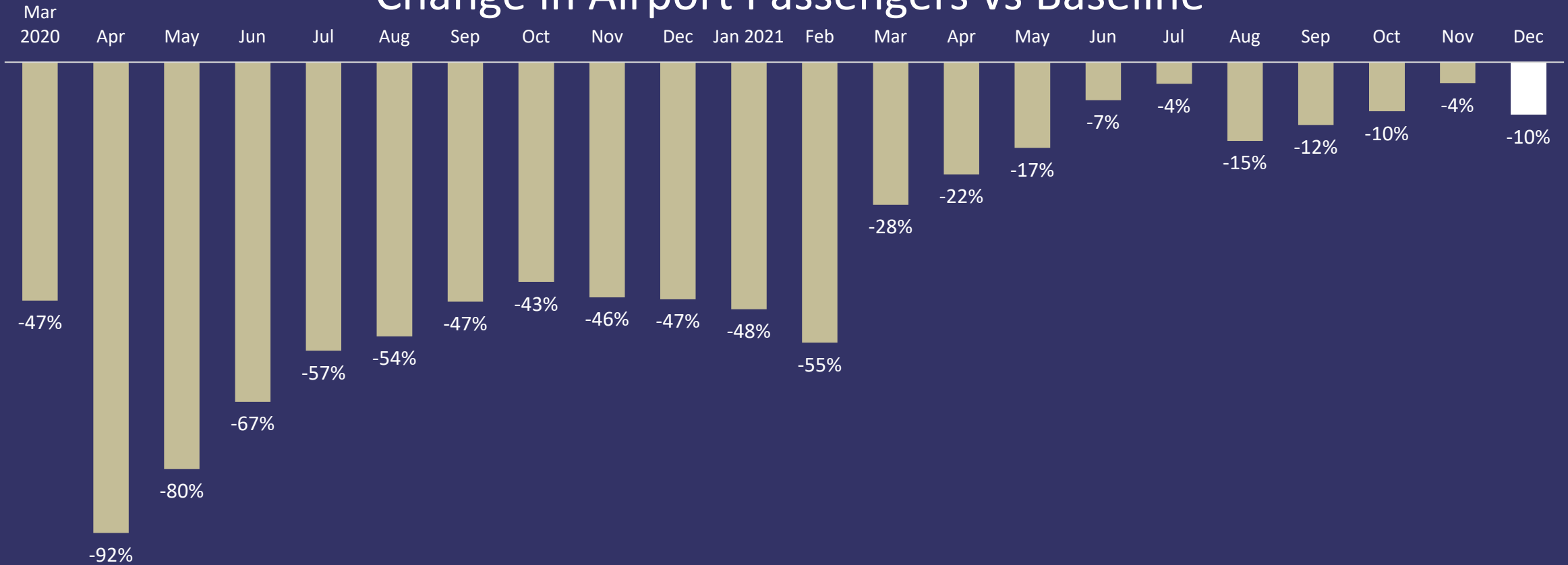
Note: Baseline is March 2019-February 2020; No adjustments for weather were applied.

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

AIRPORT TRENDS

Passengers

Change in Airport Passengers vs Baseline



Source: Dallas Love Field and DFWIA Websites

Note: Baseline is March 2019-February 2020.

Note: Airlines experienced may flight cancellations in Dec. 2021 due to omicron variant affecting staff.

FINANCIAL IMPACT SUMMARY

FY 22-23 Comptroller's Certified Revenue Estimate

State Motor Fuels Tax: Estimated \$5.4 Billion

- Increase of 8% over 20-21 biennium estimate

Oil & Gas Severance (Prop 1): Estimated \$3.9 Billion

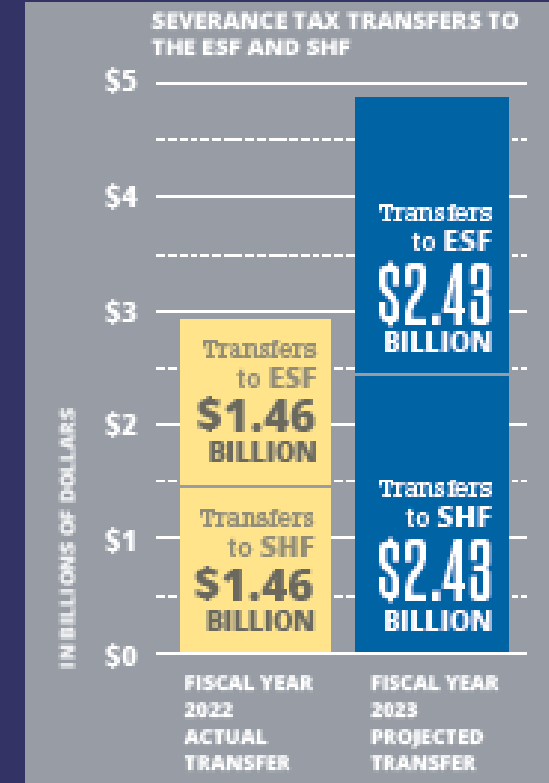
- Increase of 39% over 20-21 biennium estimate

Motor Vehicle Sales Tax (Part of Prop 7): Estimated \$635 Million

- Increase of 100% over 20-21 biennium estimate

General Sales Tax (Part of Prop 7): Estimated \$5 Billion

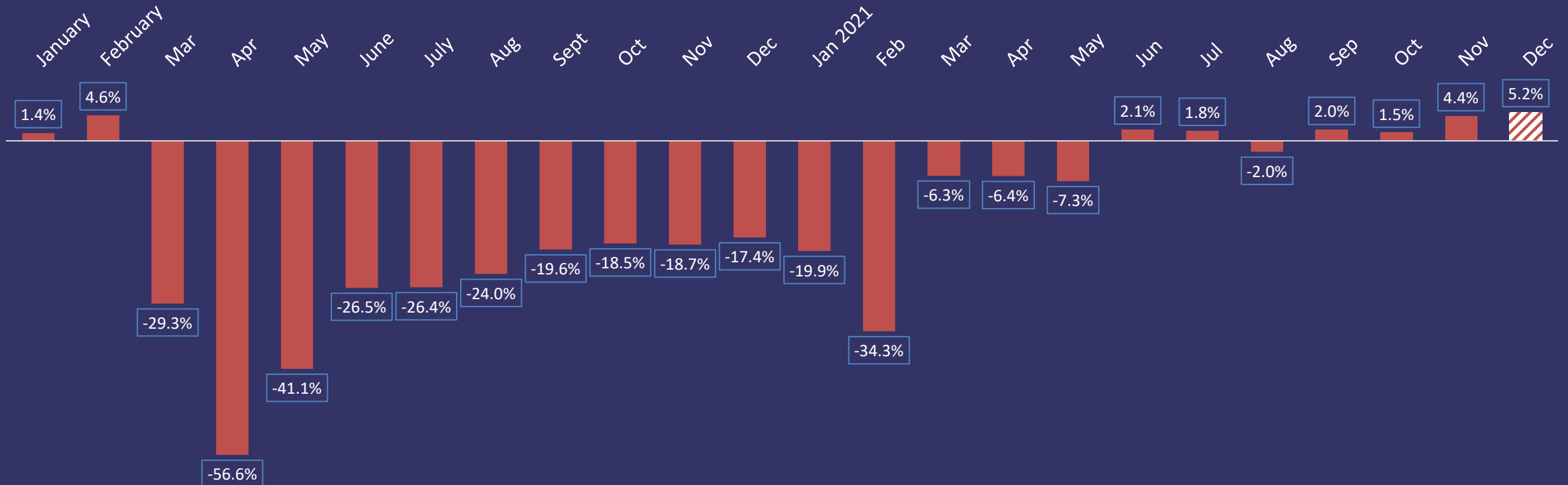
- Increase of 35% over 20-21 biennium estimate



FUNDING IMPACT

NTTA Transactions

Change in Tollway Transactions vs Baseline



Source: NTTA

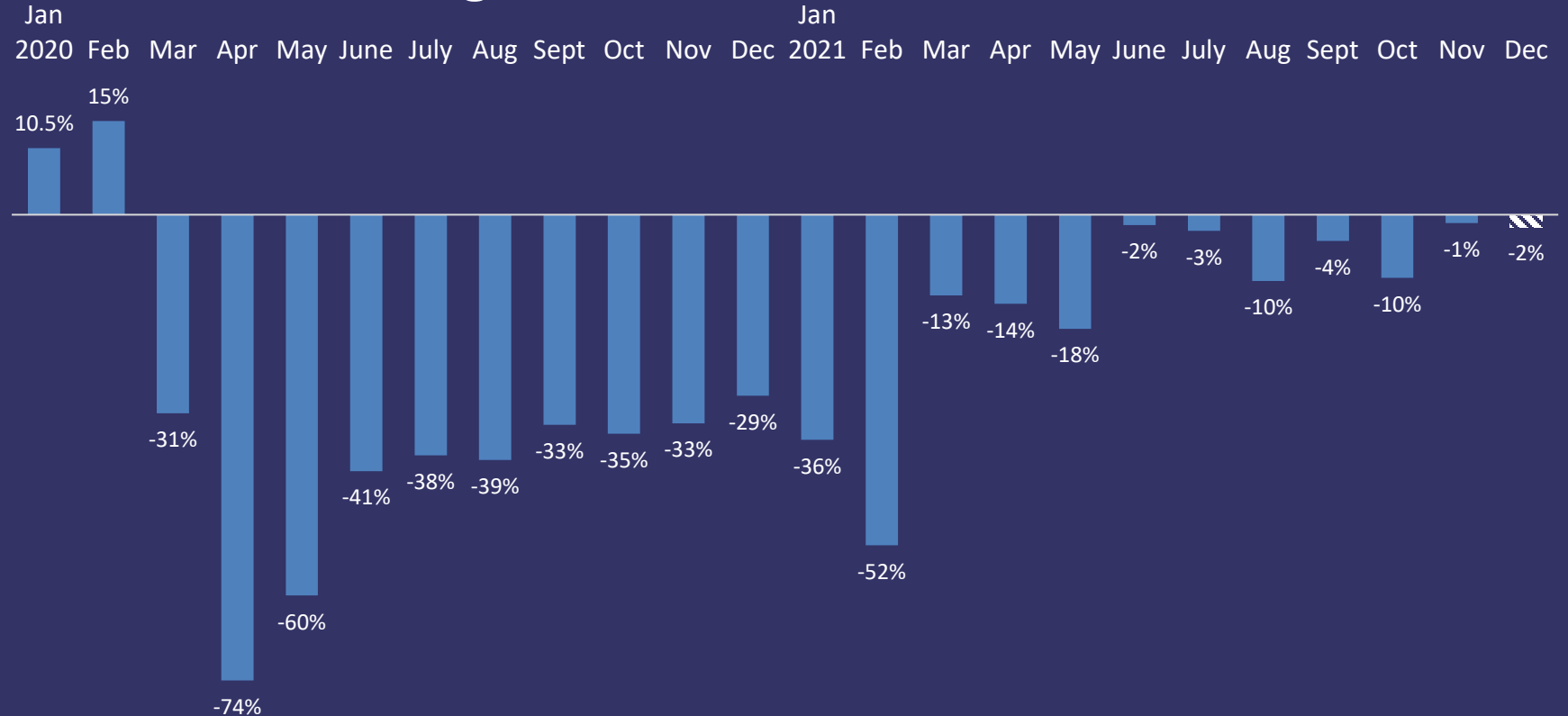
Notes: Baseline is March 2019-February 2020. Change for NTTA includes 360 Tollway.

Note: Drop in transactions in Feb 2021 due in large part to week-long winter storm.

FUNDING IMPACT

I-35E TEXpress Lane Transactions

Change in Transactions vs Baseline

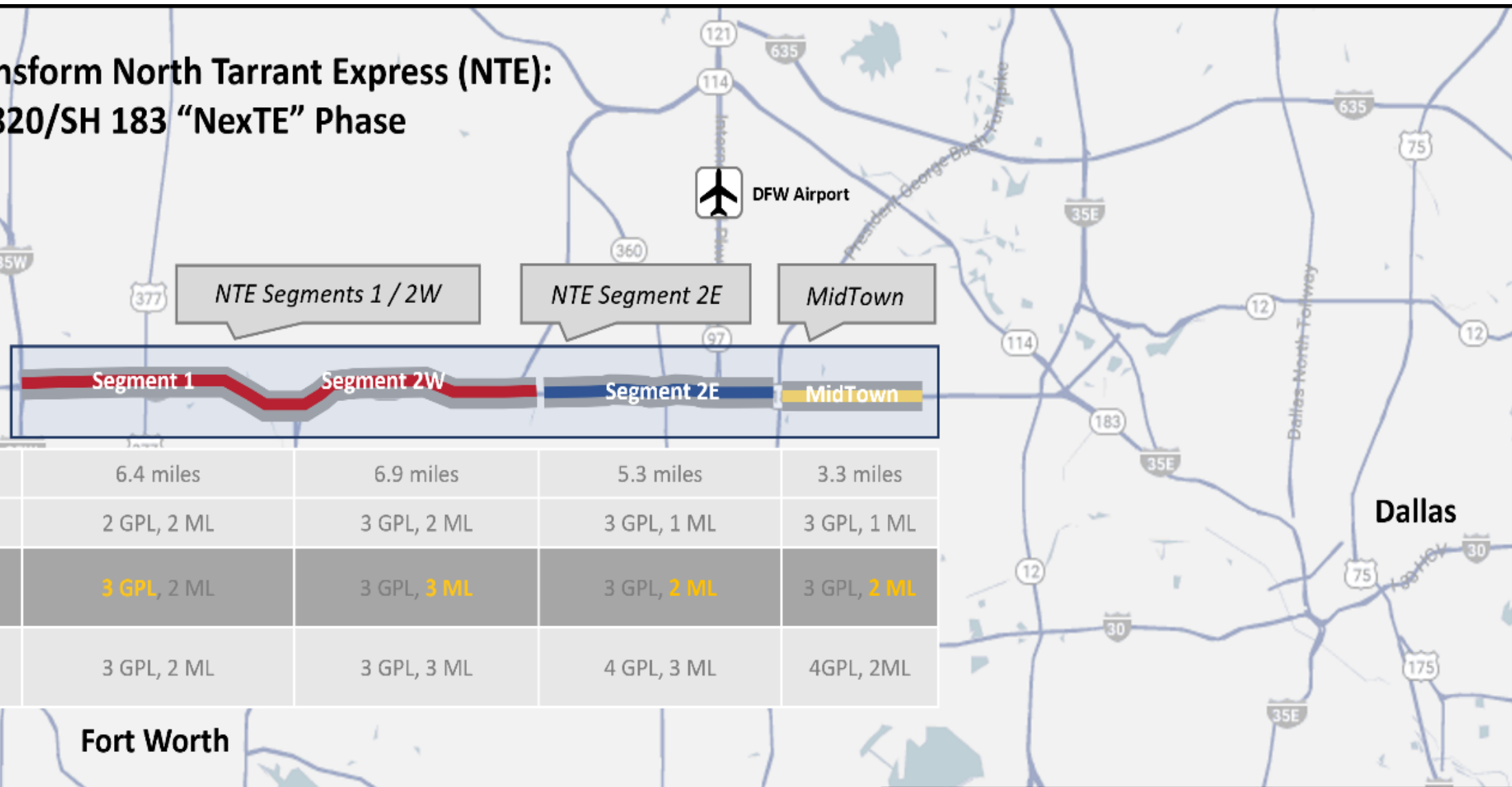


Source: TxDOT

Note: Baseline is March 2019-February 2020; TIFIA loan not impacted at this time as interest only payment period does not begin until May 2022

Note: Drop in transactions in Feb 2021 due in large part to week-long winter storm.

Transform North Tarrant Express (NTE): IH 820/SH 183 "NexTE" Phase



Length	6.4 miles	6.9 miles	5.3 miles	3.3 miles
Existing Interim *	2 GPL, 2 ML	3 GPL, 2 ML	3 GPL, 1 ML	3 GPL, 1 ML
New Interim * ("NexTE" Phase)	3 GPL, 2 ML	3 GPL, 3 ML	3 GPL, 2 ML	3 GPL, 2 ML
Final Configuration *	3 GPL, 2 ML	3 GPL, 3 ML	4 GPL, 3 ML	4GPL, 2ML

* Number = Lanes Per Direction
 GPL = General Purpose Lanes; ML = Tolled Managed (TEXpress) Lanes



Regional
Transportation Council

FEDERAL HIGHWAY ADMINISTRATION SAFETY PERFORMANCE TARGETS UPDATE

Sonya J. Landrum, Program Manager
2.10.2022

DRIVE AWARE
north texas

2021-2022 Federal Performance Measures Schedule

Rulemaking	Upcoming RTC Action	Next Anticipated RTC Action	Target-Setting Schedule
Transit Safety (PTASP)	May 2021	Early 2025	Every 4 Years
PM1 – Roadway Safety	February 2022 (Information)	Early 2023	Annual (Targets established as reductions over 5-year period)
Transit Asset Management (TAM)	Mid 2022	2026	Every 4 Years
PM2 – Pavement and Bridge	Late 2022	Late 2024	Biennial
PM3 – System Performance, Freight, and CMAQ	Late 2022	Late 2024	Biennial



Background

Federal legislation specifies quantitative performance measures that must be tracked and reported annually.

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

Established Regional Safety Position:

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

- 2018 – 2022 Safety Performance Target reduction schedule affirmed by RTC in February 2019.
- Targets updated annually.
- In May of 2019, the Texas Transportation Commission (TTC) adopted Minute Order 115481, directing TxDOT to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050.



Safety Performance (PM1) Trends and Target Performance

Performance Measure	Desired Improvement Trend	Current Trend*	2018 Target Met	2019 Target Met	2020 Target Met**
State of Texas					
1. No. of Fatalities	↓	↑	Yes	Yes	Yes
2. Fatality Rate	↓	↓	Yes	Yes	Yes
3. No. of Serious Injuries	↓	↓	Yes	Yes	Yes
4. Serious Injury Rate	↓	↓	Yes	Yes	Yes
5. No. of Non-motorized Fatalities and Serious Injuries	↓	↑	Yes	Yes	Yes
North Central Texas (NCTCOG) Region					
1. No. of Fatalities	↓	↑	Yes	Yes	Yes
2. Fatality Rate	↓	↓	Yes	Yes	Yes
3. No. of Serious Injuries	↓	↓	Made Significant Progress	Yes	Made Significant Progress
4. Serious Injury Rate	↓	↓	Made Significant Progress	Yes	Made Significant Progress
5. No. of Non-motorized Fatalities and Serious Injuries	↓	↑	Yes	Yes	Yes

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

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

Observed safety performance is compared to targets on a two-year delay



NCTCOG Actual Safety Performance 2020

Safety Performance Measures	Original 2020 Target	PY2020 Actual Performance	PY2014-2018 Baseline Performance	Met Target?	Better than the Baseline?	Met or Made Significant Progress?
Number of Fatalities	589.3	587.4	542.2	Yes	No	Yes
Rate of Fatalities	0.803	0.803	0.784	Yes	No	
Number of Serious Injuries	3,514.7	3,560	3,743.2	No	Yes	
Rate of Serious Injuries	4.768	4.891	5.434	No	Yes	
Number of Non-Motorized Fatalities and Serious Injuries	595.0	587.8	547.2	Yes	No	

Targets are based on 5-year rolling average.



NCTCOG and TxDOT Safety Performance Targets and Projections

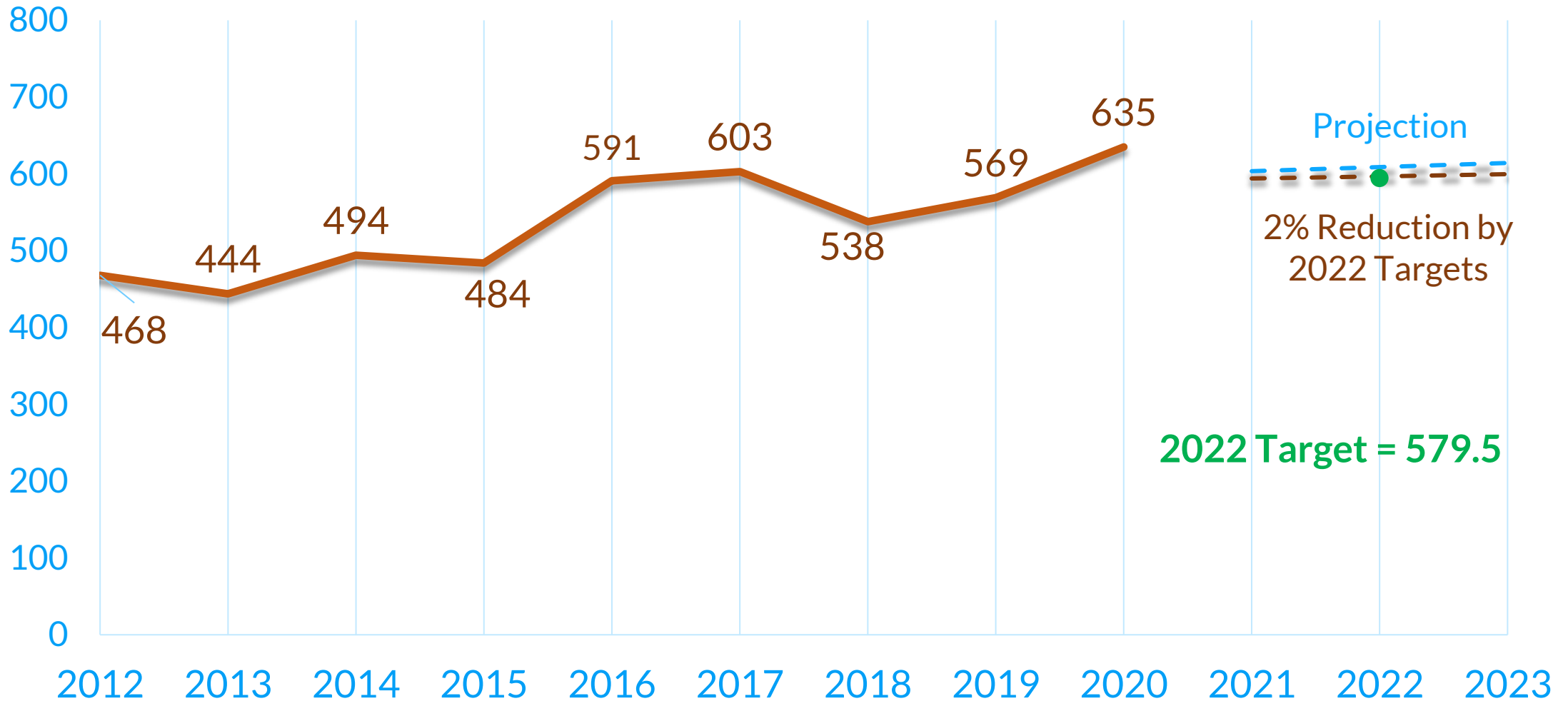
Safety Performance Targets	2020 TxDOT Targets	2020 NCTCOG Targets	2021 TxDOT Targets	2021 NCTCOG Targets	2022 TxDOT Targets	2022 NCTCOG Targets
Percent Reduction	1.2% Reduction		1.6% Reduction		2.0% Reduction	
No. of Fatalities	4,068	589.3	3,687*	572.4	3,563*	579.5
Fatality Rate	1.48	0.803	1.33*	0.762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

Targets are based on a 5-year rolling average.

2022 targets calculated using 2018-2020 (observed) and 2021-2022 (projected).

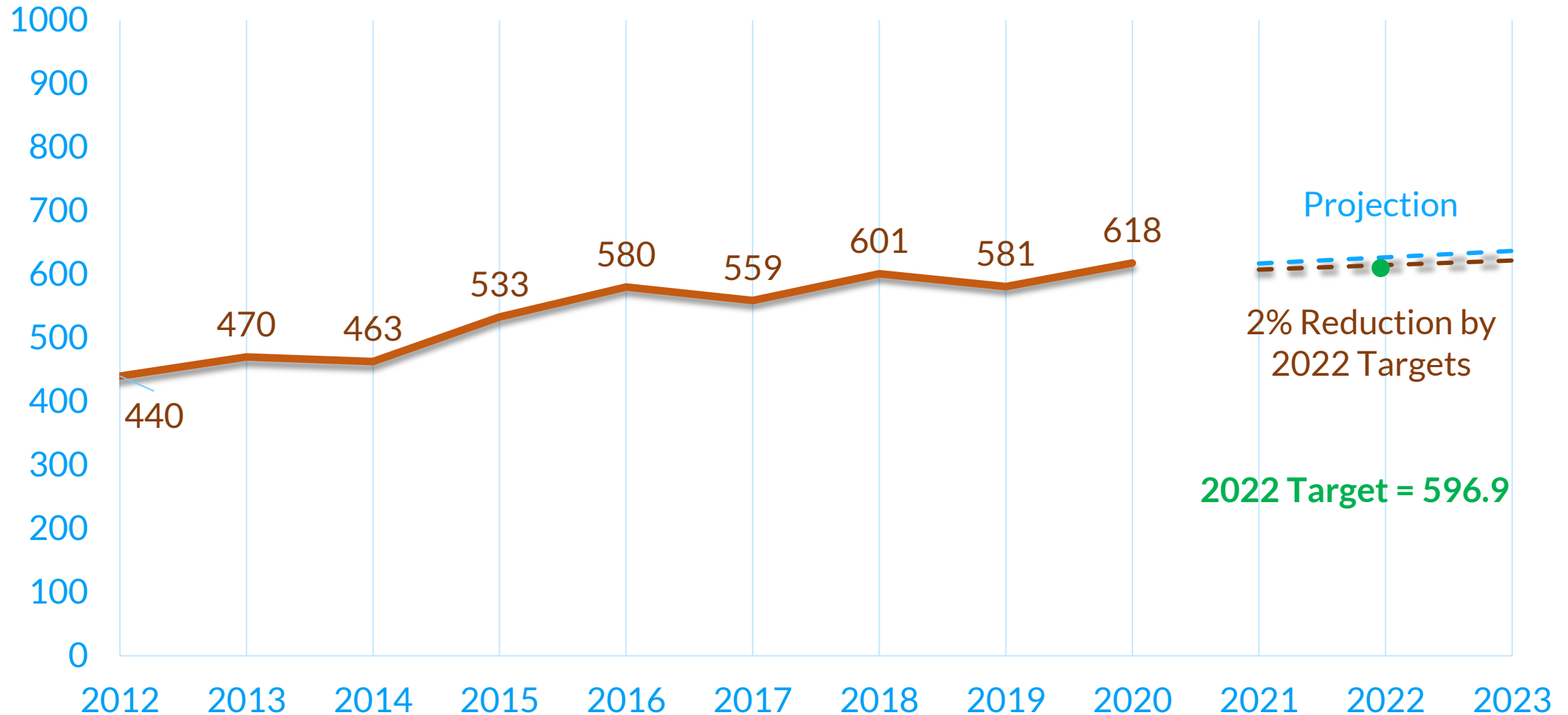
*TxDOT 2021 and 2022 fatalities and fatality rate targets calculated using a 50% reduction by 2035.

NCTCOG Region Fatalities - Actual Performance



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

NCTCOG Region Non-Motorized Fatalities and Serious Injuries - Actual Performance



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

NCTCOG Safety-Related Programs and Projects

Safety Program Area	Bike and Pedestrian	Freight
<ul style="list-style-type: none"> * Regional Roadway Safety Plan Drive Aware North Texas - Driver Behavior Social Marketing Campaign Intersection Safety Implementation Plan WWD Mitigation Project Traffic Incident Management Training Program Crash Reconstruction Software/Equipment Training Program Incident Management Call for Projects Commercial Vehicle Enforcement Training for Judges & Prosecutors Commercial Vehicle Enforcement Equipment and Training Program Mobility Assistance Patrol Program Regional Safety Information System - Crash Database Abandoned Vehicle Working Group / Regional Policy Development Annual Safety Performance Report Publication FHWA Safety Performance Target Regional Safety Advisory Committee * Vision Zero Program Development Workshop * Vision Zero Regional Policy Resolution Development * NCTCOG Systemic Safety Improvements Program 	<ul style="list-style-type: none"> Education and Outreach - Look Out Texans Regional Pedestrian Safety Plan Bike/Ped Technical Training/Workshops Safety Spot Improvement Program Transportation Alternative Funding CFPs “Routes to Rail Stations” Study Safe Routes to School Bicycle and Pedestrian Advisory Committee 	<ul style="list-style-type: none"> Fort Worth Rail Crossing Evaluation Truck Lane Restrictions Planning Freight Safety Initiative Canyon Falls/US 377 and UPRR Linfield Closing/Ped Crossing over UPRR Prairie Creek Road Grade Separation
Air Quality	Congestion Management	Streamlined Project Delivery
<ul style="list-style-type: none"> DFW Clean Cities Emissions Enforcement 	<ul style="list-style-type: none"> Emerging Technology Investment Programs Freeway Management & HOV Enforcement Congestion Management Process Peak Hour Lane Implementation 	Denton County East-West Corridor
	TSM / ITS	Automated Vehicles
	<ul style="list-style-type: none"> Regional Traffic Signal Retiming Program Traffic Signal/Intersection Improvement Program Traffic Signal Cloud Data 	<ul style="list-style-type: none"> AV 2.0 Texas Connected Freight Corridor: IH 30 AV Truck Data Sharing Traffic Signal Data Sharing Waze/511DFW Data Sharing DSTOP
	Transit	Aviation
	Public Transportation Agency Safety Plan (PTASP)	<ul style="list-style-type: none"> Know Before You Fly (Your Drone) Workshops UAS Safety and Integration Initiative/Task Force



*Denotes an upcoming program, policy, or project.

Date	NCTCOG Safety Performance Targets Actions to Date
December 2017	STTC/RTC (Action) - Presented 2018 Safety Performance Targets. * Affirmed support of 2018 TxDOT Targets
January/February 2019	STTC/RTC (Action) - Presented 2019 Safety Performance Targets. * Reaffirmed support of 2018 TxDOT Targets and affirmed support of 2019 – 2022 TxDOT Targets
January 24, 2020	RSAC/STTC (Information) - Presented 2020 Safety Performance Targets Update and 2018 preliminary safety targets vs. actual performance update to STTC. Item pulled from RTC due to special agenda
July 24, 2020	RSAC – Presented final safety targets vs. actual performance
January/February 2021	RSAC/STTC/RTC (Information) - Presented 2021 Safety Performance Targets Update and 2019 preliminary safety targets vs. actual performance update
January/February 2022	RSAC/STTC/RTC (Information) - Presented 2022 Safety Performance Targets and 2020 preliminary safety targets vs. actual performance update
January/February 2023	STTC/RTC (Action) - Present proposed 2023 Safety Performance Targets and 2021 preliminary safety targets vs. actual performance update



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