

**Federal Highway Administration  
Measure Target  
Re-affirmation or Revisions**

**Surface Transportation Technical Committee  
August 28, 2020**

**James McLane**



# Performance Measurement Activities

**COVID-19:** Changing Mobility

**Local:** Progress North Texas

**Federal:**

Later: Safety (PM1) = 5

Later: Transit Asset Management (TAM) = 4

Later: Transit Safety (PTASP) = 4

Later: Pavement and Bridge (PM2) = 6

Now: System Performance (PM3) = 7

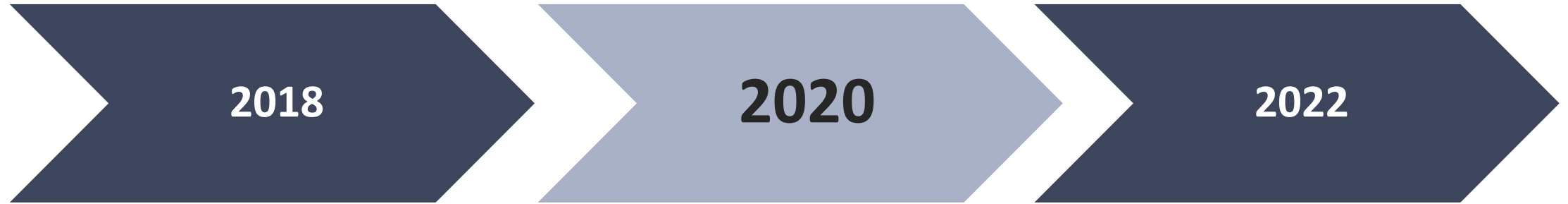


Progress North Texas 2020

Additional Examples:

[www.nctcog.org/pm](http://www.nctcog.org/pm)

# Performance Period Schedule



**First Performance  
Period began**

**November 8, 2018  
RTC adopted targets  
for 2020 and 2022**

**Mid-performance period  
report due**

**RTC adjusts or reaffirms  
2022 targets**

**October 1, 2020  
Due to FHWA via TxDOT**

**First Performance  
period ends**

**Second performance  
period begins**

**RTC adopts targets  
for 2024 and 2026**

# Proposed RTC Recommendations

Measure	Desired Trend Indicating Improvement	Original Targets (as of 2018)		Updated Forecast/Trend		2022 Target Recommendation
		2020	2022	2020	2022	
Interstate Reliability	↗	78.6%	79.5%	78.4%	79.5%	Re-affirm 79.5%
Non-Interstate Reliability	↗	N/A	71.1%	74.4%	76.1%	Re-affirm 71.1%
Truck Travel Time Reliability	↘	1.71	1.66	1.83	1.90	Revise 1.90* Aspirational 1.83
Peak Hour Excessive Delay	↘	N/A	15.00 hrs.	13.25 hrs.	12.51 hrs.	Re-affirm 15.00 hrs.
Non-SOV Travel	↗	19.9%	20.2%	19.8%	20.0%	Re-affirm 20.2%
Total Emissions Reductions – NOx	↗	2,892.96	5,062.68	5,884.42	7,403.95	Revise 7,403.95
Total Emissions Reductions - VOC	↗	599.67	1,079.40	1,418.56	1,814.02	Revise 1,814.02

\*Accept revised target resulting in development of work plan with focus to improve freight movement

# PM3: Related Policies, Programs, Projects

Actively address worsening freight reliability with programs, policies, and projects to support freight movement

Existing Examples:

**Incident Detection and Response (tow truck staging)**

**Techniques Encouraging Trucks from Peak Periods**

Supporting Alternative Transportation Options

Assessing COVID-19 impacts on measures

Addressing measures in planning processes

**Ongoing Congestion Management Process update**

**Upcoming Mobility plans**

**UTP/10-Year Plan**

**2021-2024 TIP**

# Schedule



<b>July 24</b>	<b>STTC Information</b>
<b>August 10</b>	<b>Online Public Input Opportunity</b>
<b>August 13</b>	<b>RTC Information (PM3)</b>
<b>August 28</b>	<b>STTC Action (PM3)</b>
<b>September 10</b>	<b>RTC Action (PM3)</b>
<b>October 1</b>	<b>Revised PM3 Targets Due to FHWA via TxDOT</b>
<b>November 2020- Early 2021</b>	<b>Possible RTC Action on PM2 Targets (Depending on TxDOT)</b>
<b>Early 2021</b>	<b>Anticipated RTC Action on PM1/TAM/PTASP Targets</b>

# Proposed Regional Transportation Council Action

Re-affirm existing 2022 Regional Targets for:

**Interstate Reliability**

**Non-Interstate Reliability**

**Peak Hour Excessive Delay**

**Non-SOV Travel**

Adopt new 2022 Regional Targets for:

**Truck Travel Time Reliability: 1.90 (Aspirational 1.83)**

**Emissions Reductions – NOx: 7,403.95**

**Emissions Reductions – VOC: 1,814.02**

# Questions, Comments, Contacts

**James McLane**  
**Senior Information Analyst**  
**817-704-5636**  
**[jmclane@nctcog.org](mailto:jmclane@nctcog.org)**

**Jenny Narvaez**  
**Program Manager**  
**817-608-2342**  
**[jnarvaez@nctcog.org](mailto:jnarvaez@nctcog.org)**

**Chris Klaus**  
**Senior Program Manager**  
**817-695-9286**  
**[cklaus@nctcog.org](mailto:cklaus@nctcog.org)**

**<https://www.nctcog.org/pm/fed>**





# ***MOBILITY 2045 POLICY BUNDLE***

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Round 4

Surface Transportation Technical Committee  
August 28, 2020

Amy Johnson

# WHAT IS THE MOBILITY 2045 POLICY BUNDLE?

List of 20 Voluntary Policies from Mobility 2045

50 Percent Adoption Rate to Qualify

Successful Applicants

- May Receive Transportation Development Credits (TDCs)

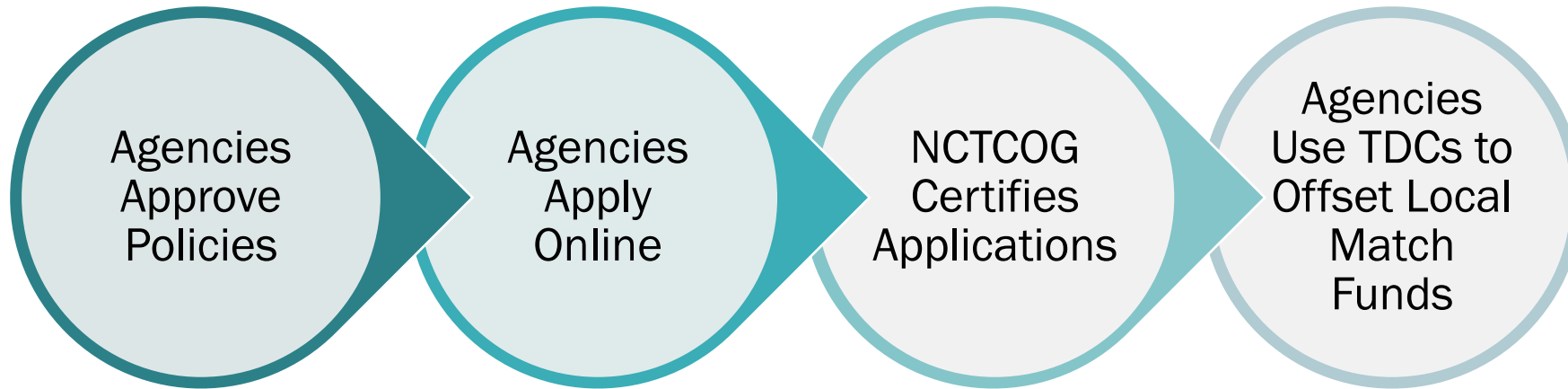
- Use TDCs as Local Match for Federally Funded Projects

Must Be New Project

- Not Currently in Transportation Improvement Program (TIP)

Must Reapply Every Round

# POLICY BUNDLE PROCESS



Resources and information available at  
[www.nctcog.org/policybundle](http://www.nctcog.org/policybundle)



# SAMPLE POLICIES



EMPLOYEE TRIP  
REDUCTION



PARKING  
MANAGEMENT



SAFE ACCESS  
TO SCHOOLS



RAILROAD  
SAFETY



LAND USE  
STRATEGIES



COMPLETE  
STREETS



IDLING  
RESTRICTIONS



FREIGHT-  
ORIENTED  
DEVELOPMENT

# ROUND 4 – HIGHLIGHTS

Four new entities applied

21 entities participated

## 19 Local Governments

Arlington	Grapevine
Corinth*	Irving
Dallas	Lewisville
Denton	McKinney
Duncanville	Mesquite
Farmers Branch	North Richland Hills
Fort Worth	Plano
Frisco*	Richardson
Garland	Terrell*
Grand Prairie*	

## 2 Transit Agencies

DCTA
Trinity Metro

\*new applicant

# ROUND 4 RECOMMENDED TDCs

<b>Entity</b>	<b># Policies</b>	<b>2020 Recommended TDCs</b>
City of Arlington	16	1,875,000
City of Corinth*	13	1,125,000
City of Dallas	19	3,000,000
City of Denton	16	1,125,000
City of Duncanville	15	1,125,000
City of Farmers Branch	11	1,125,000
City of Fort Worth	17	3,000,000
City of Frisco*	14	1,125,000
City of Garland	15	1,875,000
City of Grand Prairie*	10	1,125,000
City of Grapevine	17	1,125,000

\*new applicant

# ROUND 4 RECOMMENDED TDCs

Entity	# Policies	2020 Recommended TDCs
City of Irving	15	1,875,000
City of Lewisville	15	1,125,000
City of McKinney	14	1,125,000
City of Mesquite	13	1,125,000
City of North Richland Hills	15	1,125,000
City of Plano	17	1,875,000
City of Richardson	13	1,125,000
City of Terrell*	13	1,125,000
DCTA	10	1,875,000
Trinity Metro	9	3,000,000
<b>TOTAL</b>		<b>33,000,000</b>

\*new applicant

# SCHEDULE

DATE	DESCRIPTION
January 9	RTC Presentation – Information
January 24	STTC Presentation – Information TIP Mods due for May 2020 Revision
February 3	Round 4 Opens
March 20	Early Submittal Deadline
June 30	Final Deadline
July 24	STTC – Information
August 13	RTC – Information
<b>August 28</b>	<b>STTC - Action</b>
September 10	RTC - Action
September/October	Formal Notification of Awards



# CONTACT US



[nctcog.org/policybundle](https://nctcog.org/policybundle)



[mobilityplan@nctcog.org](mailto:mobilityplan@nctcog.org)



**Amy Johnson**

*Transportation Planner III*

[ajohnson@nctcog.org](mailto:ajohnson@nctcog.org)

(817) 704-5608

Application Coordination

**Brian Dell**

*Senior Transportation Planner*

[bdell@nctcog.org](mailto:bdell@nctcog.org)

(817) 704-5694

TDC and TIP Coordination



# Optimized Freight Movement Project

Surface Transportation Technical Committee

August 28, 2020

Thomas J. Bamonte

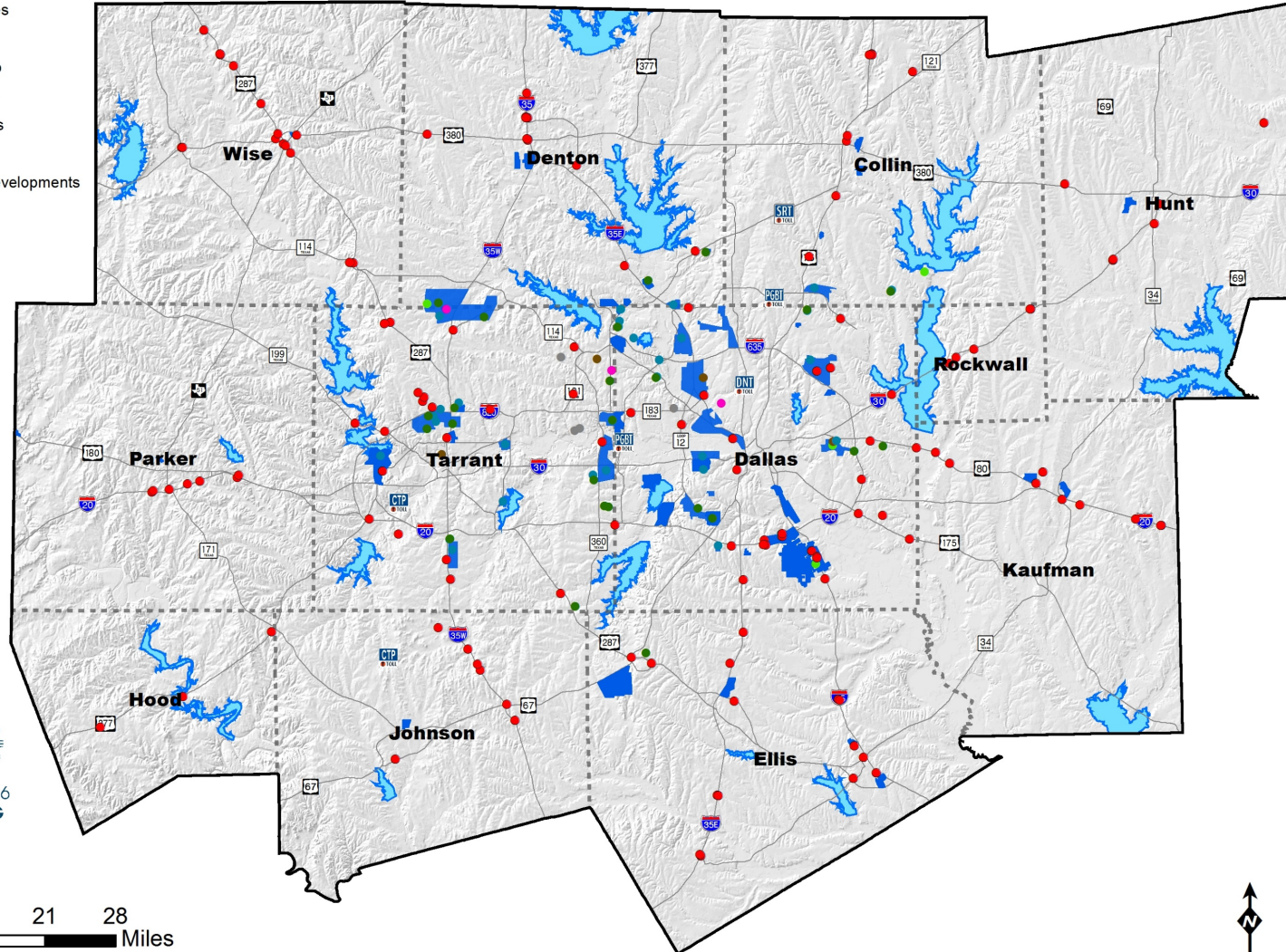
Senior Program Manager, Automated Vehicles



# North Central Texas Major Freight Facilities

## Legend

- Truck Stops
- Foreign Trade Zones
- Industrial Parks
- Parcel Delivery Hub
- Pipelines Terminals
- Intermodal Facilities
- Major Airports
- Freight Oriented Developments



0 3.5 7 14 21 28 Miles



DFW, an inland port

Freight hubs linked to expressways

Connections signalized

Optimizing truck flow = opportunity

Truck Travel Time Reliability (PM3) Support

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

Development #1:  
TxDOT Connected  
Freight Corridors  
Project

# Optimization = Freight Industry Priority

## TIERS

01

Work  
Zone  
Warning



Queue  
Warning



Wrong-  
Way  
Drivers



Truck  
Signal  
Priority



02

Advance  
Traveler  
Information  
System (ATIS)



Road  
Weather  
Warning



Truck  
Parking  
Availability



Bridge  
Height  
Warning



03

Emergency  
Electronic  
Brake Light



Pedestrian  
& Animal  
Warning




Eco-  
Dynamic  
Routing



Border  
Wait  
Times



 = Highlighted applications are prioritized for development

# Truck Delay Cost: ~\$1.20/Minute

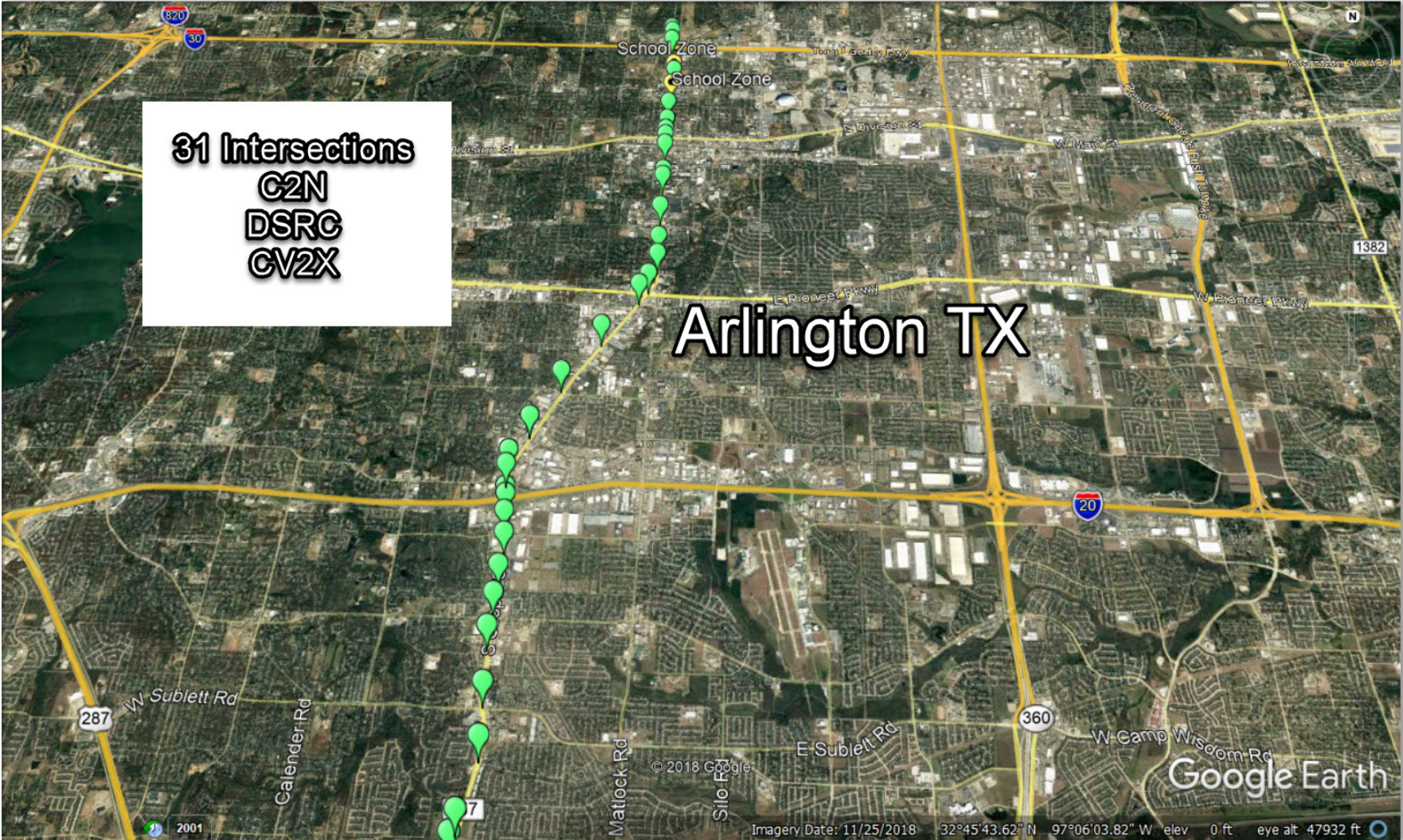
**Table 10: Average Marginal Costs per Hour, 2010-2018**

Motor Carrier Costs	2010	2011	2012	2013	2014	2015	2016	2017	2018
<i>Vehicle-based</i>									
Fuel Costs	\$19.41	\$23.58	\$25.63	\$25.78	\$23.29	\$16.13	\$13.45	\$14.50	\$17.07
Truck/Trailer Lease or Purchase Payments	\$7.37	\$7.55	\$6.94	\$6.52	\$8.59	\$9.20	\$10.20	\$10.39	\$10.45
Repair & Maintenance	\$4.97	\$6.07	\$5.52	\$5.92	\$6.31	\$6.23	\$6.65	\$6.58	\$6.72
Truck Insurance Premiums	\$2.35	\$2.67	\$2.51	\$2.57	\$2.89	\$2.98	\$3.00	\$2.95	\$3.32
Permits and Licenses	\$1.60	\$1.53	\$0.88	\$1.04	\$0.76	\$0.78	\$0.88	\$0.92	\$0.95
Tires	\$1.42	\$1.67	\$1.76	\$1.65	\$1.76	\$1.72	\$1.41	\$1.50	\$1.50
Tolls	\$0.49	\$0.69	\$0.74	\$0.77	\$0.90	\$0.79	\$0.97	\$1.05	\$1.17
<i>Driver-based</i>									
Driver Wages	\$17.83	\$18.39	\$16.67	\$17.60	\$18.46	\$19.95	\$20.91	\$21.97	\$23.50
Driver Benefits	\$6.47	\$6.05	\$4.64	\$5.16	\$5.15	\$5.22	\$6.18	\$6.78	\$7.19
<b>TOTAL</b>	<b>\$61.90</b>	<b>\$68.21</b>	<b>\$65.29</b>	<b>\$67.00</b>	<b>\$68.09</b>	<b>\$62.98</b>	<b>\$63.66</b>	<b>\$66.65</b>	<b>\$71.78</b>

An Analysis of the Operational Costs of Trucking:  
2019 Update

Source: American Transportation Research Institute (ATRI), "An Analysis of the Operational Costs of Trucking: 2019 Update

# Development #2: Arlington Connected Vehicle Corridor



# Development #3: Georgia Regional Connected Vehicle Program (and other such programs)



- Collaboration between GDOT & Atlanta MPO
- 1000+ intersections
- Dual mode
- Freight priority application
- Recent Request for Proposal





# Optimized Freight Movement Project Elements

1. Technology to optimize the flow of trucks from hubs to expressways
2. Benefit-cost analysis to identify where tech will do the most good:
  - Truck travel time savings
  - Improved traffic flow
  - Public health
  - Any adverse impacts—e.g., cross-traffic delay
  - Compare with alternative solutions—e.g., signal retiming
3. Coordination with local agencies/freight industry
4. Monitor performance and adapt

# STTC Action Requested

Recommendation for Regional Transportation Council (RTC) approval of:

1. \$5 million for Optimized Freight Movement project (\$200K RTC Local, remainder federal; RTC Transportation Development Credits); and
2. Staff to administratively amend the TIP/STIP and other planning documents as required to effectuate the project.

## Contact

Thomas J. Bamonte  
Senior Program Manager,  
Automated Vehicles  
[tbamonte@nctcog.org](mailto:tbamonte@nctcog.org)  
Twitter: @TomBamonte

# TRANSPORTATION ALTERNATIVES

## 2020 Call for Projects Recommendations for the North Central Texas Region

Surface Transportation Technical Committee

August 28, 2020

Daniel Snyder



**North Central Texas  
Council of Governments**

# Eligible Project Activities for Construction

May include:

- Shared-Use Paths (Trails)
- On-Street Bikeways
- Bicycle/Pedestrian Signalization
- Protected Intersections
- Sidewalks, Crosswalks, Curb Ramps
- Traffic Controls and Calming Measures
- Signage
- Road Diets
- Bicycle/Pedestrian Counters

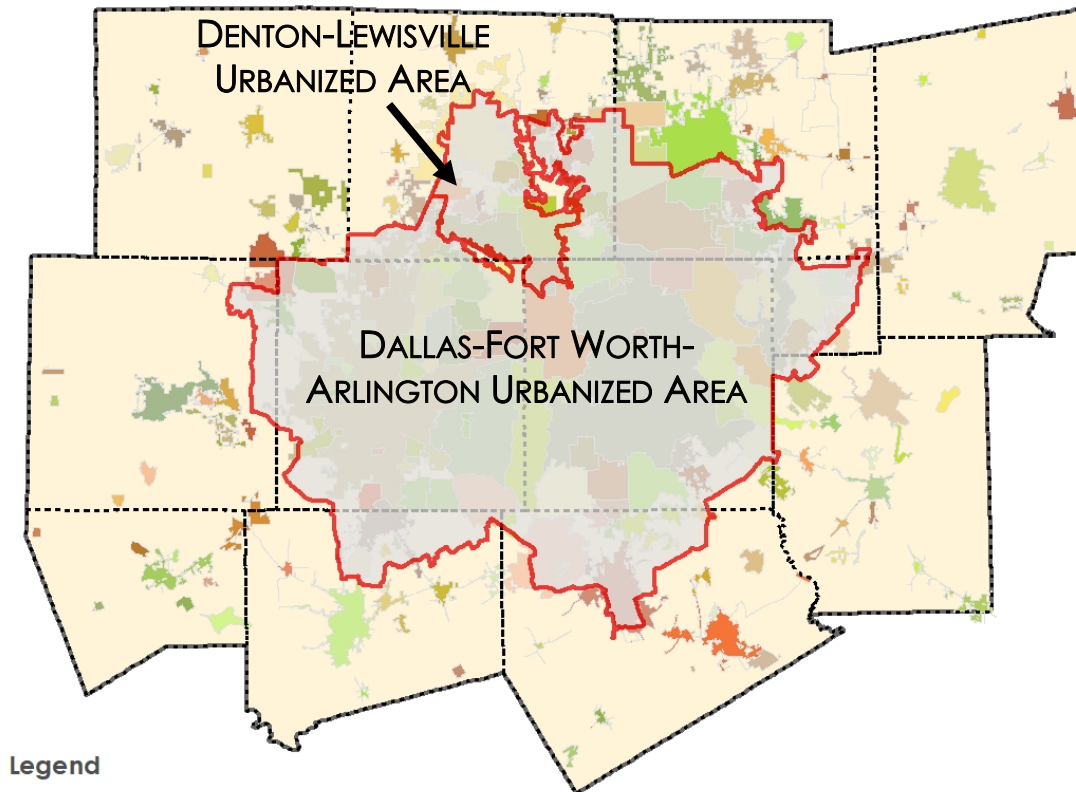


# Overview of the Transportation Alternatives Program

- Construction-implementation focus
- Engineering and environmental must be 100 percent locally funded
- Minimum 20 percent local match is required for construction
- Agencies were eligible to request TDCs in lieu of a local match if qualified through the MTP Policy Bundle process

## Eligible Areas by Project Category

- **Active Transportation:** Large urbanized areas (over 200,000)
- **Safe Routes to School:** 12-county region, within 2 miles of K-8 school



# Funding Overview

Funding Allocation for FY21\*, FY22, and FY23  
(conditional upon receipt of federal funding)

Funding	Western Subregion Fort Worth District (34%)	Eastern Subregion Dallas and Paris Districts (66%)	Total Funding Available
Anticipated Funds (FY 21-22-23)	\$8,102,880	\$15,729,120	\$23,832,000
Previously Awarded Funds (FY 21)*	-	- \$3,967,201*	-
Available Funds (FY 21-22-23)	\$8,102,880	\$11,761,919	<b>\$19,864,799</b>

\* FY21 Eastern Subregion funds awarded by RTC on 6/13/19 as part of the 2019 Call for Projects.

# Evaluation and Scoring



**North Central Texas  
Council of Governments**



# Active Transportation Category Evaluation and Scoring Criteria

Category	Scoring	Description
<b>Regional Network Connectivity</b>	20	Improves connectivity of Mobility 2045 regional paths and bikeways between cities and counties.
<b>Transit Accessibility</b>	15	Improves connections and access to transit.
<b>Safety</b>	15	Improves safety and provides facilities for pedestrians and bicyclists with a high level of comfort and suitability for users of all ages and abilities.
<b>Congestion Reduction</b>	15	Provides alternative travel options as an option to motor vehicle trips in areas with greater opportunity for walking and bicycling, thus improving air quality.
<b>Equity</b>	10	Improves access to disadvantaged populations and underserved communities.
<b>Reducing Barriers</b>	5	Provides safe crossing of existing travel obstacles such as major roadways, interchanges, railroads, and bodies of water.
<b>Project Readiness and Other Factors</b>	20	Project readiness / ability to obligate funds and initiate construction quickly. Other factors related to innovation, project impact, and local match percent.

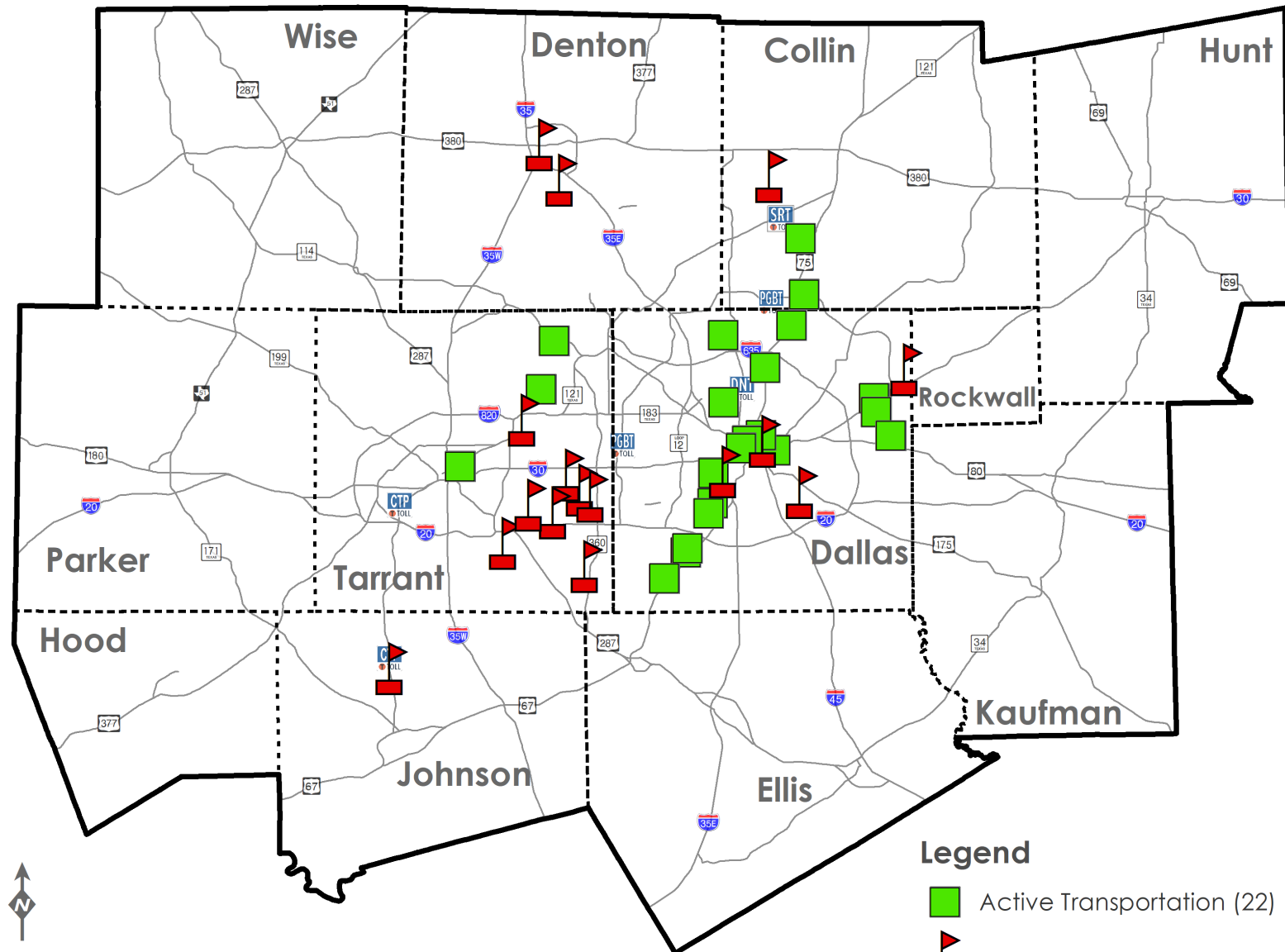
# Safe Routes to School Category Evaluation and Scoring Criteria

Category	Scoring	Description
<b>Problem Identification</b>	20	Addresses an identified problem, and the problem is significant.
<b>Planning Support</b>	20	Supported by a SRTS Plan or local planning effort, and supportive municipal policies and plans (ADA Transition Plan and Complete Streets Policy).
<b>Potential to Increase Walking and Bicycling</b>	15	Likely to increase the number of students that walk or bicycle to school.
<b>Equity</b>	15	Improves school access and safety for disadvantaged populations and underserved communities.
<b>Community Support</b>	10	Community support is demonstrated through letters of support, a public meeting, and past participation in encouragement or education events.
<b>Project Readiness and Other Factors</b>	20	Project readiness/ability to obligate funds and initiate construction quickly. Other factors related to innovation, project impact, and local match percent.

# 2020 TA Applications Received and Requested Federal Funding

	Western Subregion (Fort Worth District)	Eastern Subregion (Dallas District)	Total
Total Number of Applications Received	12	26	<b>38</b>
Active Transportation: 22 Applications (Federal Funding Requested)	\$ 5,422,587	\$ 41,263,270	\$ 46,685,857
Safe Routes to School: 16 Applications (Federal Funding Requested)	\$ 13,530,928	\$ 7,684,215	\$ 21,215,143
<b>Total Federal Funding Requested</b>	<b>\$ 18,953,515</b>	<b>\$ 48,947,485</b>	<b>\$ 67,901,000</b>
Federal Funding Available	\$ 8,102,880	\$ 11,761,919	\$ 19,864,799
Requested Funding Exceeding Available Funding	<b>\$ 10,850,635</b>	<b>\$ 37,185,566</b>	<b>\$ 48,036,201</b>

# Project Applications Received (38)



## Legend

- Active Transportation (22)
- Safe Routes to School (16)

# Recommended Projects



**North Central Texas  
Council of Governments**

**DRAFT**

# 2020 TA Funding Recommendations Western Subregion (Fort Worth District)

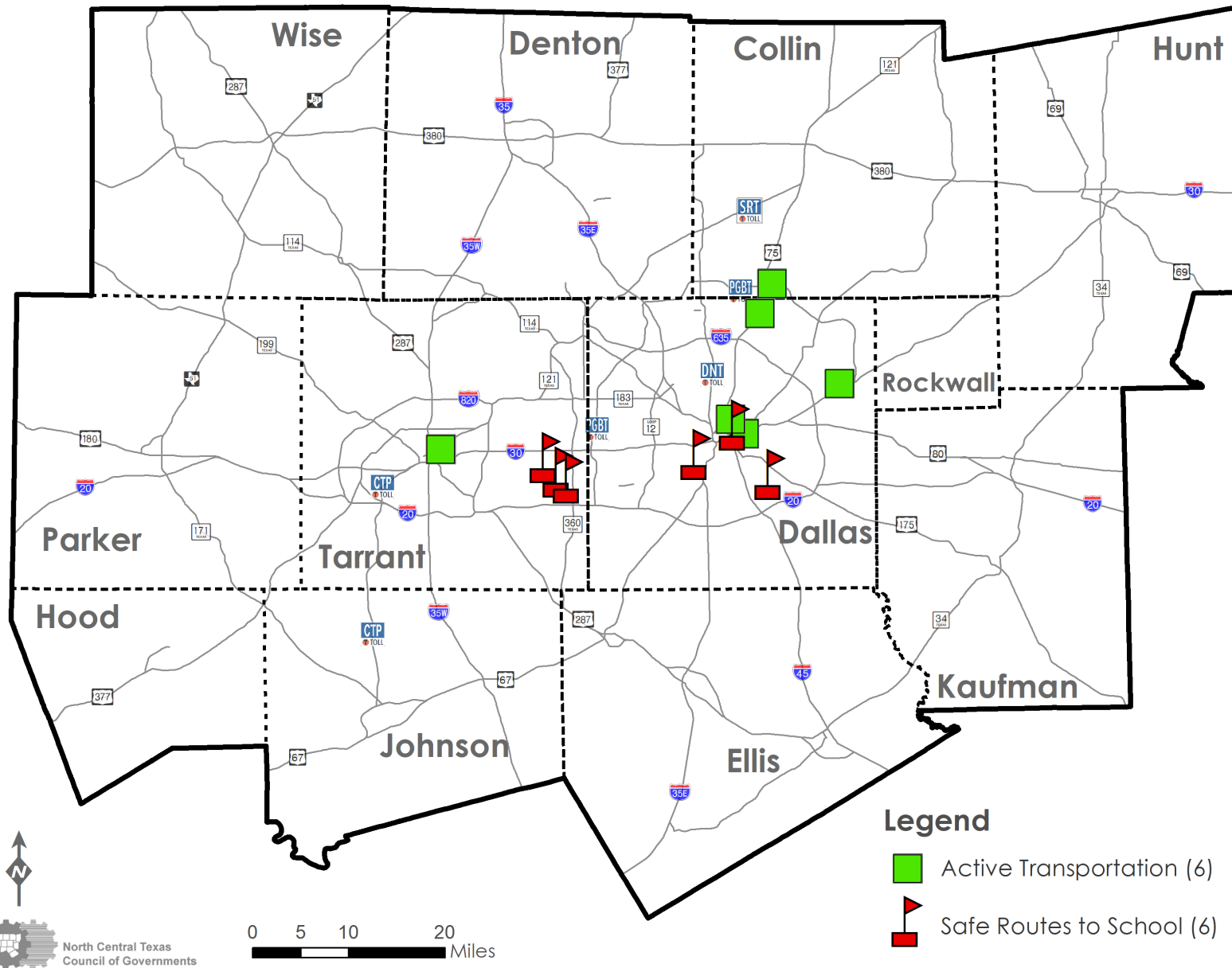
	Project Sponsor	Project Name	Recommended TA Funds	Recommended TDCs
1	City of Arlington	Webb Elementary School SRTS	\$ 788,987	157,797
2	City of Arlington	Crow Leadership Academy SRTS	\$ 1,668,585	333,717
3	City of Arlington	Thornton Elementary School SRTS	\$ 1,452,534	290,506
4	City of Fort Worth	East First/East Fourth St	\$ 2,332,000	466,400
<b>Total</b>			<b>\$ 6,242,106</b>	<b>1,248,420</b>

**DRAFT**

# 2020 TA Funding Recommendations Eastern Subregion (Dallas District)

	Project Sponsor	Project Name	Recommended TA Funds	Recommended TDCs
1	City of Dallas	Elam SRTS Improvements	\$ 1,962,980	392,596
2	City of Dallas	Rosemont SRTS Improvements	\$ 758,351	151,670
3	City of Dallas	Ross Avenue Shared-Use Path	\$ 3,836,092	767,218
4	City of Dallas	Zaragoza SRTS Improvements	\$ 325,661	65,132
5	Dallas Area Rapid Transit	Bridge for Cotton Belt Veloweb Trail at Plano Pkwy	\$ 2,911,792	0
6	Dallas County	Fair Park/East Dallas Trail Phase 1	\$ 1,603,876	0
7	Dallas County	Rowlett Rd Multimodal Connection (in Garland)	\$ 4,179,705	0
8	City of Richardson	Greenville Ave Multimodal Improvements	\$ 1,702,948	340,589
<b>Total</b>			<b>\$ 17,281,405</b>	<b>1,717,205</b>

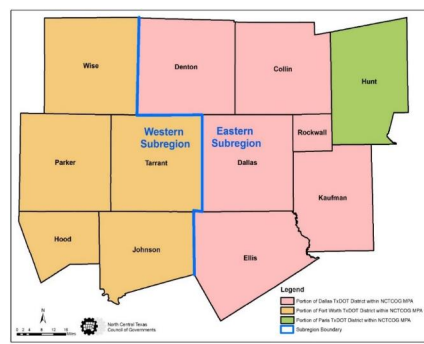
# Project Applications Recommended (12)





# Recommended Funding (All Sources)

Subregion	Federal	Local Match	Transportation Development Credits	Total
Active Transportation	\$ 14,234,413	\$ 3,588,498	1,107,807	\$ 17,822,911
Safe Routes to School	\$ 3,046,992	\$ 0	609,398	\$ 3,046,992
<b>Eastern Total</b>	<b>\$ 17,281,405</b>	<b>\$ 3,588,498</b>	<b>1,717,205</b>	<b>\$ 20,869,903</b>
Active Transportation	\$ 2,332,000	\$ 0	466,400	\$ 2,332,000
Safe Routes to School	\$ 3,910,106	\$ 0	782,020	\$ 3,910,106
<b>Western Total</b>	<b>\$ 6,242,106</b>	<b>\$ 0</b>	<b>1,248,420</b>	<b>\$ 6,242,106</b>
<b>Grand Total</b>	<b>\$ 23,523,511</b>	<b>\$ 3,588,498</b>	<b>2,965,625</b>	<b>\$ 27,112,009</b>



# East/West Equity Balance

- Fewer projects/funding totals recommended in the western subregion results in a funding balance of \$1,860,774.
- The western subregion balance under this call for projects is recommended to be awarded to projects in the eastern subregion, since TA funds are subject to congressional recissions and must be programmed and obligated in a timely manner.
- An equal amount of CMAQ and/or STBG funding will be made available to other transportation projects in the western subregion to offset the balance transfer to the eastern subregion.
- This adjustment will be reflected in the quarterly East/West Equity Tracking Report.

# Recommended Funding (Federal)

Funding Categories	Western Subregion	Eastern Subregion	Total
TA Funds Available (FY 21-22-23)	\$ 8,102,880	\$ 11,761,919	\$ 19,864,799
TA Funds Available to Transfer from West to East (FY 23)	(\$ 1,860,774)	\$ 1,860,774	-
TA Funds (FY 24) Recommended	-	\$ 3,658,712	\$ 3,658,712
<b>Total Recommended<sup>1</sup> TA Funds</b>	<b>\$ 6,242,106</b>	<b>\$ 17,281,405</b>	<b>\$ 23,523,511</b>

<sup>1</sup> TA funds will be utilized assuming authorization as part of the next federal transportation bill. If TA funds are not available, project funding will be backfilled with CMAQ and/or STBG.

# Schedule

Milestone	Date
<del>Bicycle and Pedestrian Advisory Committee (BPAC) – Info on CFP</del>	<del>November 20, 2019</del>
<del>Call for Projects Public Workshop</del>	<del>January 21, 2020</del>
<del>Surface Transportation Technical Committee (STTC) – Info on CFP</del>	<del>January 24, 2020</del>
<del>Regional Transportation Council (RTC) – Action on CFP</del>	<del>February 27, 2020</del>
<b>Call for Projects Opens</b>	<b>March 2, 2020</b>
<del>Deadline for Meetings to Review Applications for Completeness</del>	<del>April 10, 2020</del>
<b>Call for Projects Closes</b>	<b>May 15, 2020, 5 PM</b>
<del>Review of Projects / Scoring by NCTCOG</del>	<del>May – July 2020</del>
<del>Public Meetings</del>	<del>August 2020</del>
<b>STTC – Action on Selected Projects</b>	<b>August 28, 2020</b>
<del>RTC – Action on Selected Projects</del>	<del>September 10, 2020</del>
<del>Individual Meetings with TxDOT District Staff</del>	<del>September – October 2020</del>
<del>Submittal Deadline for TIP Modifications</del>	<del>October 23, 2020</del>
<del>Approval of Statewide Transportation Improvement Program (STIP)</del>	<del>March / April 2021</del>



# Requested Action

Recommend Regional Transportation Council Approval of:

- The list of projects to fund through the 2020 Transportation Alternatives Call for Projects, as provided in Electronic Item 6.2.
- Administratively amending the TIP/STIP and amending other planning/administrative documents to incorporate these changes.
- Per program rules, Project Sponsor must execute an Advanced Funding Agreement (AFA) with TxDOT within one year of project selection.
- Per program rules, projects must advance to construction within three years from selection or the funding may be reprogrammed.
- Per program rules, cost overruns are the sole responsibility of the Project Sponsor.
- Transferring Western allocation of TA funding to the East, with the same amount of CMAQ or STBG funds to be transferred back to the Western Subregion.
- East/West Equity tracking reports will reflect adjustments for funding in the western subregion to offset the balance transfer to the eastern subregion with this call for projects.

# Contact Information

## Daniel Snyder

Transportation Planner

[dsnyder@nctcog.org](mailto:dsnyder@nctcog.org)

## Kevin Kokes, AICP

Program Manager

[kkokes@nctcog.org](mailto:kkokes@nctcog.org)

## Sydnee Steelman

Transportation Planner

[ssteelman@nctcog.org](mailto:ssteelman@nctcog.org)

## Shawn Conrad, Ph.D.

Principal Transportation Planner

[sconrad@nctcog.org](mailto:sconrad@nctcog.org)



# Regional Cotton Belt Veloweb Trail: Action Plan

Surface Transportation Technical Committee

August 28, 2020

Karla Weaver



**North Central Texas  
Council of Governments**

# Background

- In 2018, the RTC approved funding for design and construction of the Cotton Belt trail “critical” sections.
- Proposed trail design and construction costs as part of the Silver Line rail design/build process provided by the rail contractor are higher than anticipated.

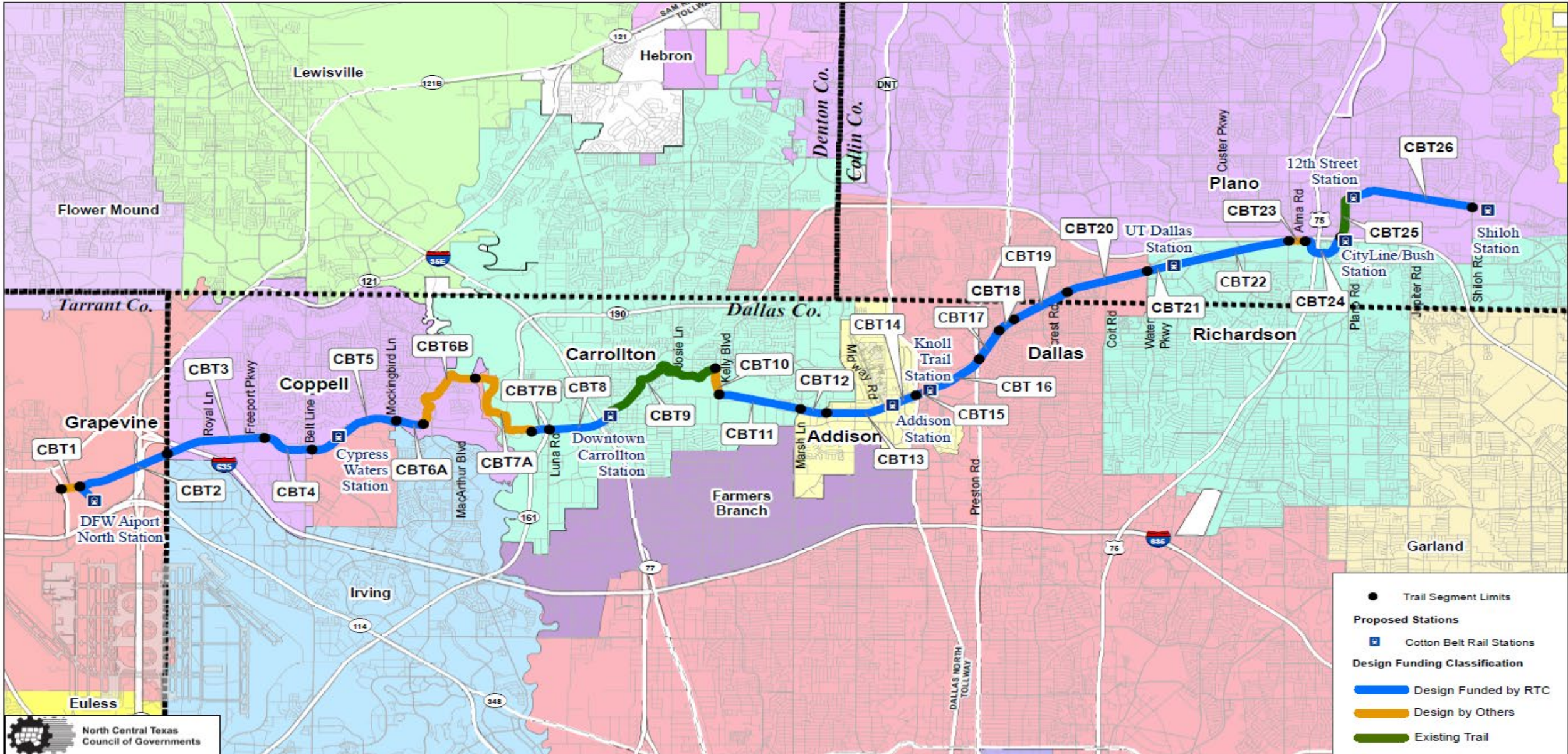


# Solution

- New approach proposed to minimize current high costs and expedite construction with two contractors.
- Increase RTC funding to complete 100% design to minimize risk. One designer for all parts of the rail and trail.
- Proceed with construction of strategic critical sections with current DART contractor – the crossing of the Dallas North Tollway (Contractor 1, Archer Western Herzog).
- Proceed with construction of strategic critical sections with a second contractor – critical sections (Contractor 2). Contractor 2 will have lower prices because they will have more experience as a “trail” contractor.
- DART will procure the second contractor within 6-9 months. They will build in various constrained locations before the trains are operable. Costs more in line with industry standards will allow DART to build the project cheaper and will allow public funds to go further.



# Exhibit 1 Cotton Belt Regional Veloweb Trail: DFW Airport to Plano Trail Design Funding



# Additional Trail Connection / Safety Issues

- Construction funding is needed to ensure adequate safety walls in the rail corridor near Fairhill School and Ivy Montessori School. (design/build contractor to construct with the rail project.)



# STTC Approval for Requested RTC Action

- Design of 100% of the entire trail:
  - Increase RTC award of \$8.2M to \$14.9M
  - Increase use of Regional Transportation Development Credits (TDC) to 3.0 million in lieu of local match
- Construction of strategic critical trail bridge sections will be done with two DART contractors.
- Fund additional safety walls near school locations for \$245K STBG funds. RTC Transportation Development Credits will be used for match.
- Assemble inventory for locations for second DART contractor.
- Administratively amending the TIP/STIP and amending other planning/administrative documents to incorporate these changes.

# Contact Information

## Karla Weaver, AICP

Sr. Program Manager

[kweaver@nctcog.org](mailto:kweaver@nctcog.org)

## Kevin Kokes, AICP

Program Manager

[kkokes@nctcog.org](mailto:kkokes@nctcog.org)

# CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING  
INNOVATIVE PROJECTS DURING COVID  
RECOVERY

Surface Transportation Technical Committee  
August 2020

Michael Morris, PE  
Director of Transportation

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## 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

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# Metric 1:

## TRAVEL BEHAVIOR RESPONSE TO COVID-19



# TRAVEL BEHAVIOR BY MODE

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Bicycle/Pedestrian (+22%, June)



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Freeway Volumes (-10%, July)

Toll Road (-27%, June)

Transit Ridership (-54%, June)

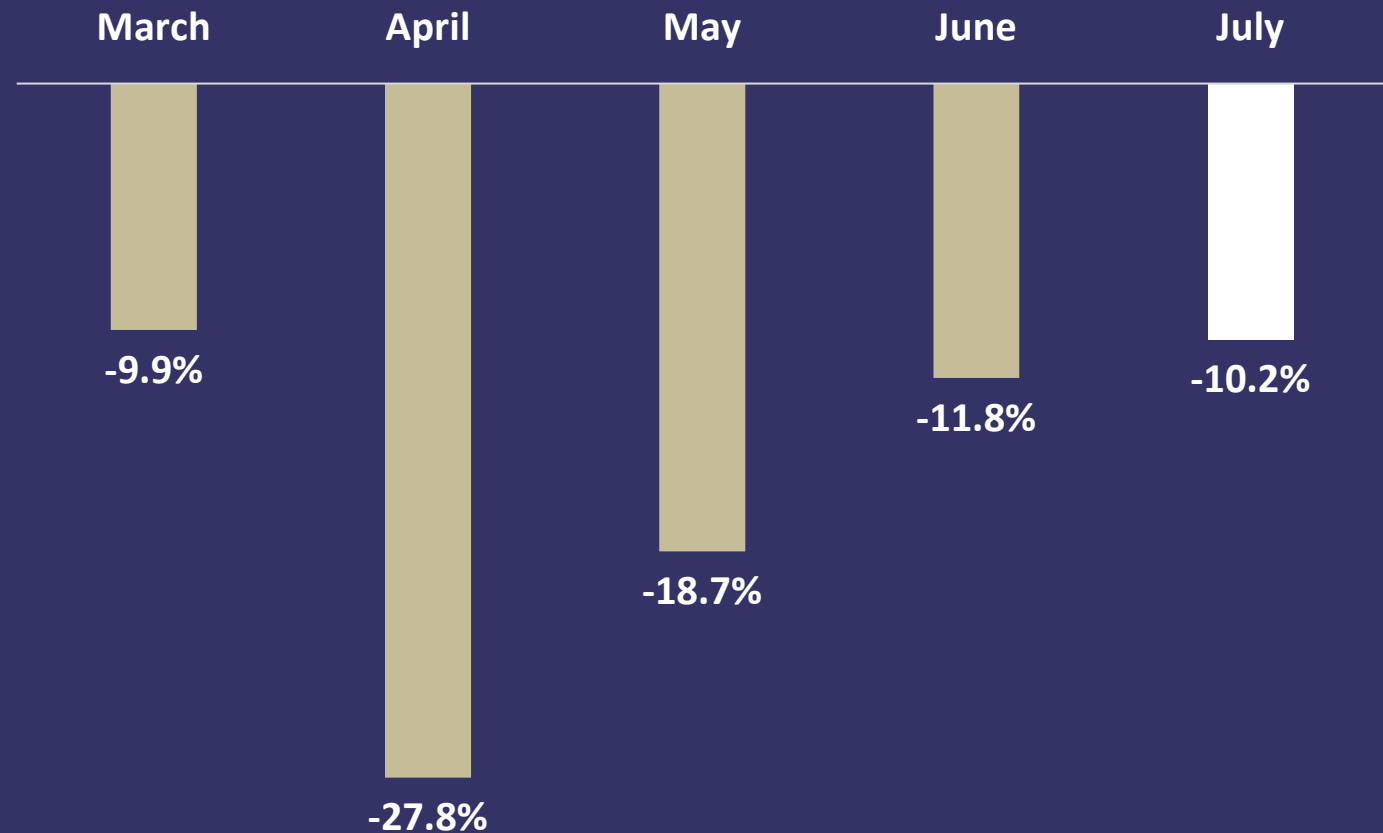
Airport Passengers (-65%, June)



# ROADWAY TRENDS

Weekly Freeway  
Volumes

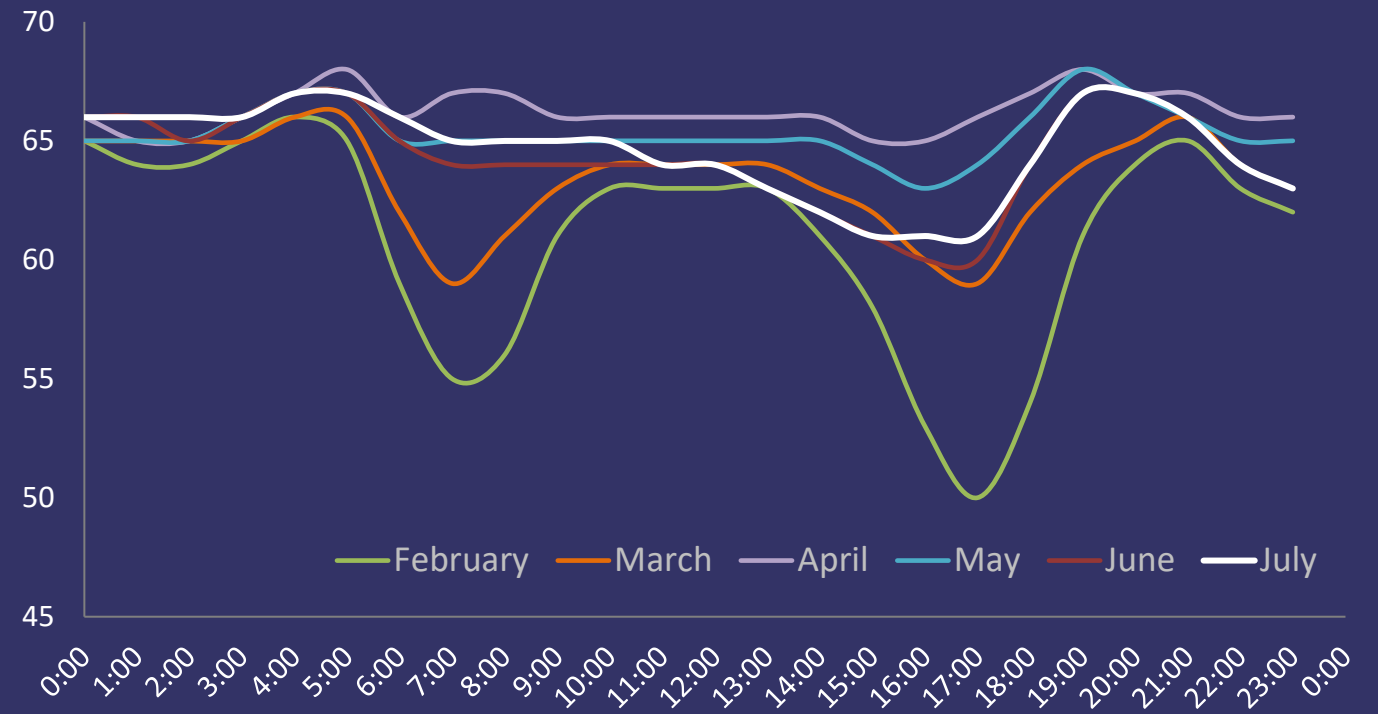
## Traffic Decrease vs 2019



# ROADWAY TRENDS

Regional Average  
Freeway Speeds

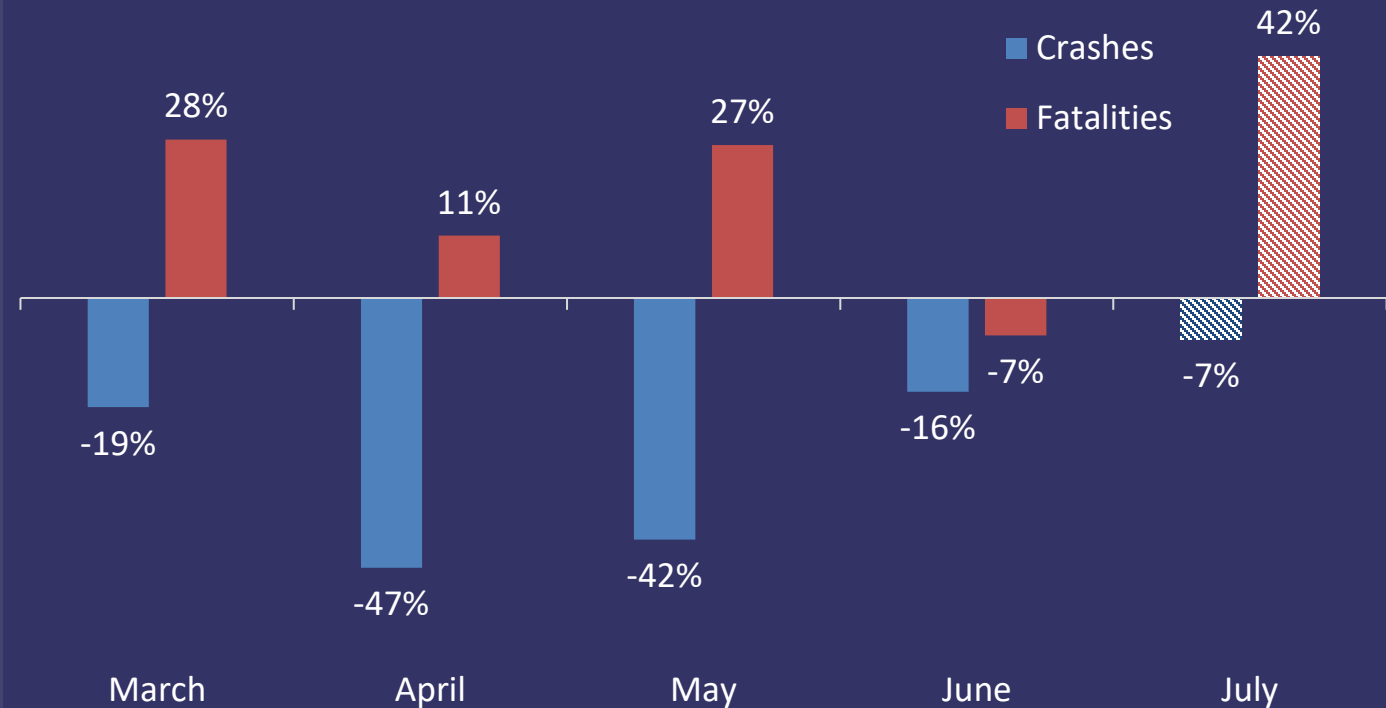
## Average Weekday Speeds, Weighted by Traffic Volume



# CRASH TRENDS

## Changes in Crashes and Fatalities

### Crashes and Fatalities: 2019 vs 2020

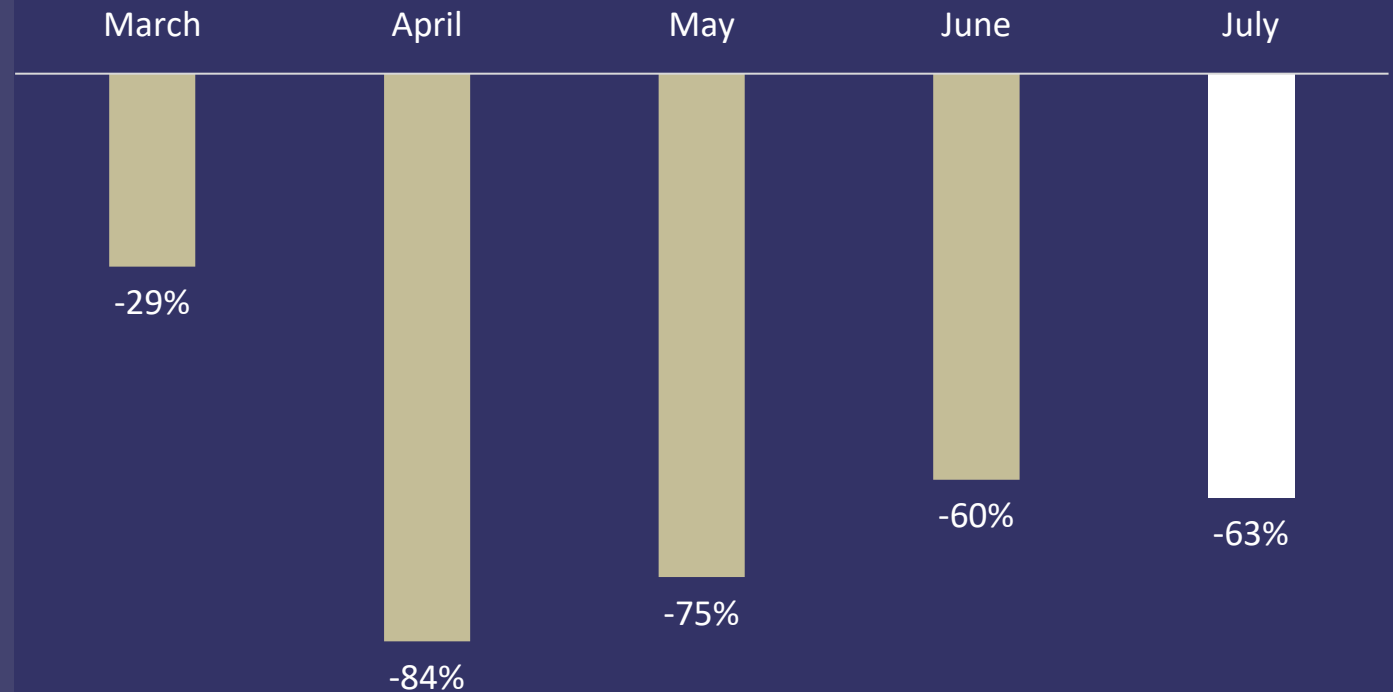


Source: TxDOT Crash Records Information System  
Crash data is accurate as of August 12, 2020. Traffic enforcement was significantly reduced during the COVID-19 shelter-in-place orders.

# MANAGED LANES – HOV DISCOUNT

GoCarma  
Transactions

## Transaction Decrease vs February 2020



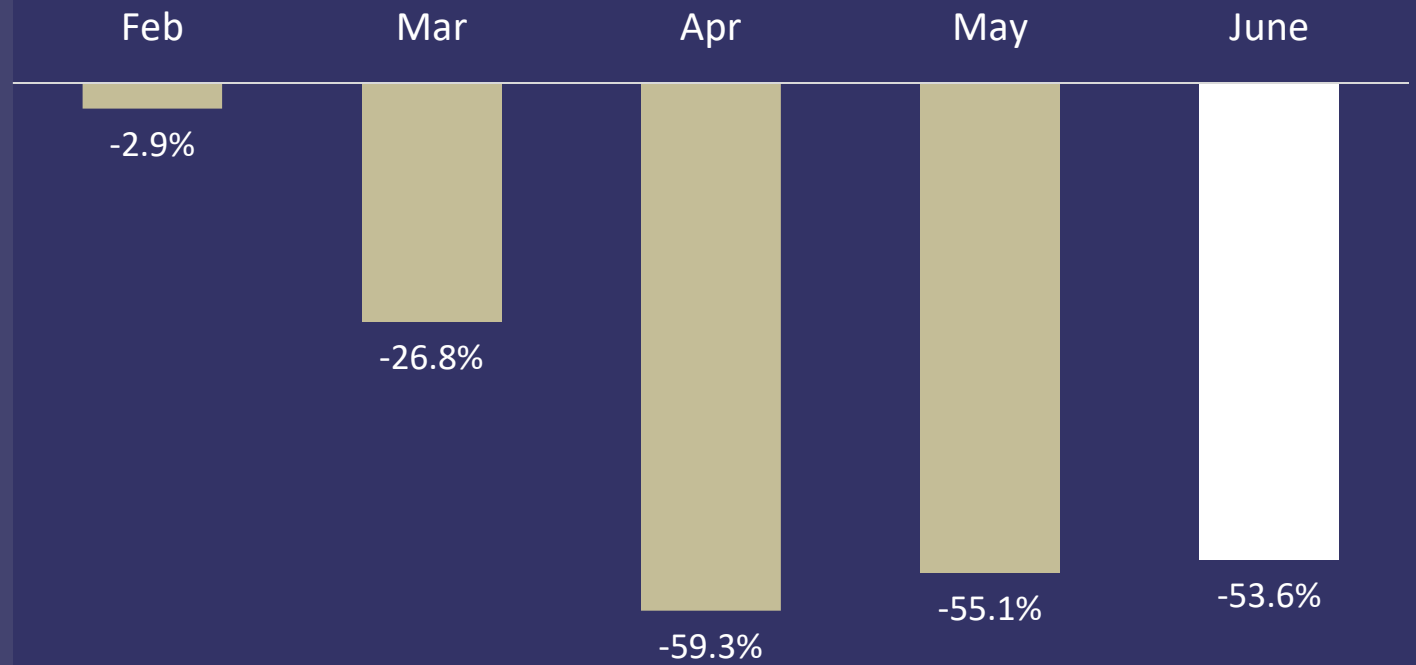
Source: GoCarma Dashboard

Note: For comparison purposes, transactions for LBJ-E (closed in April 2020) were removed

# TRANSIT IMPACTS

## Ridership

### Passenger Decrease : 2019 vs 2020

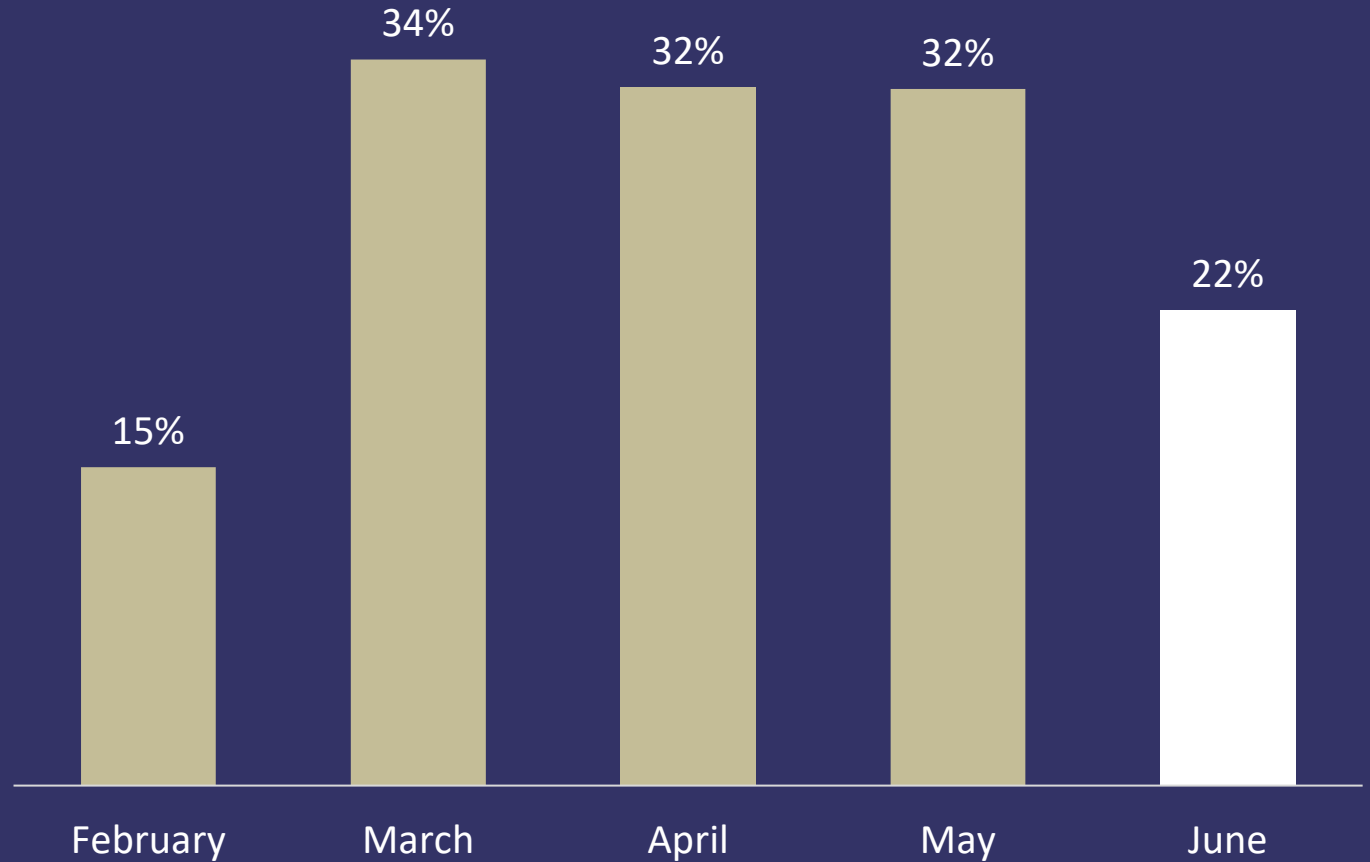


Source: DART, DCTA, and Trinity Metro

# BICYCLE AND PEDESTRIAN IMPACTS

## Trail Counts

Increase in Trail Usage: 2019 vs 2020

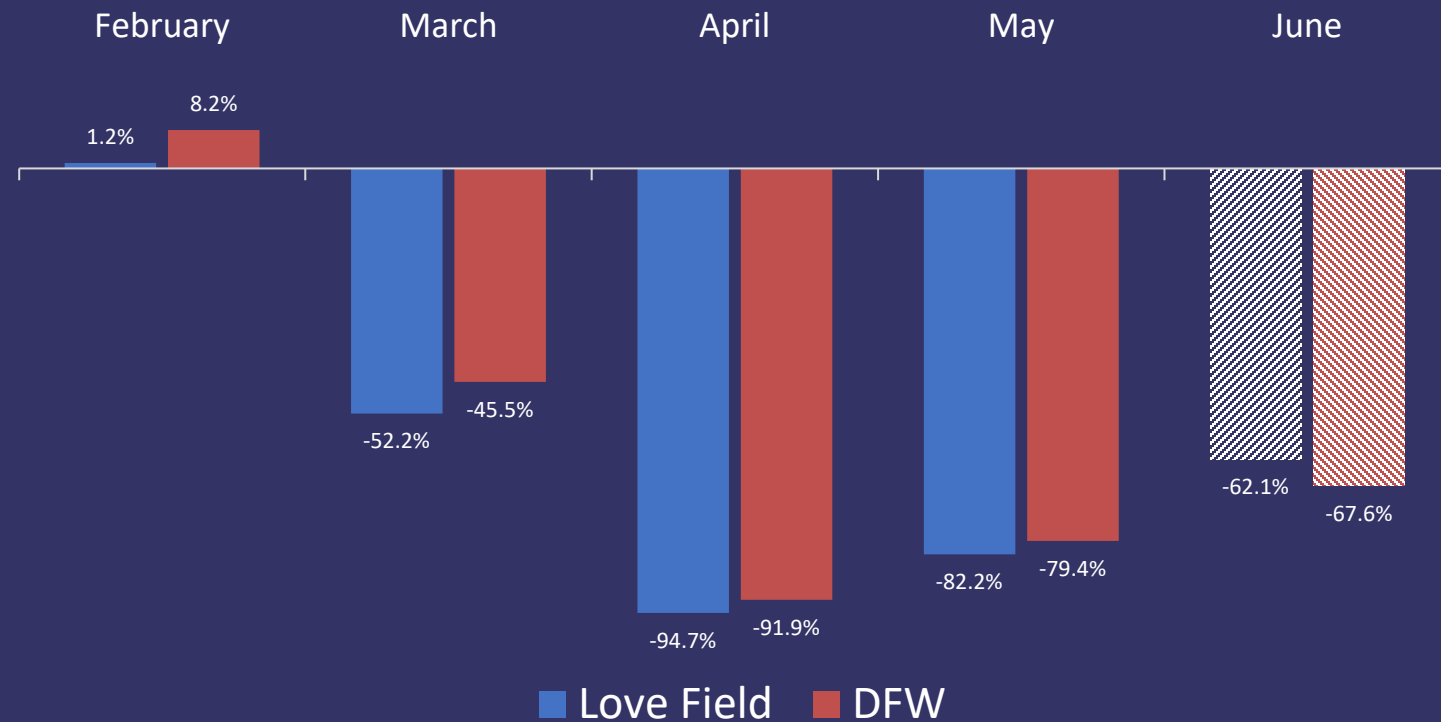


Source: NCTCOG, collected at Chisholm Trail in Plano, Denton Branch Rail Trail in Denton, Katy Trail in Dallas and Trinity Trails in Fort Worth.  
Note: No adjustments for weather were applied.

# AIRPORT TRENDS

## Passengers

### Change in Airport Passengers - 2019 vs 2020



Source: Dallas Love Field Website and DFWIA data



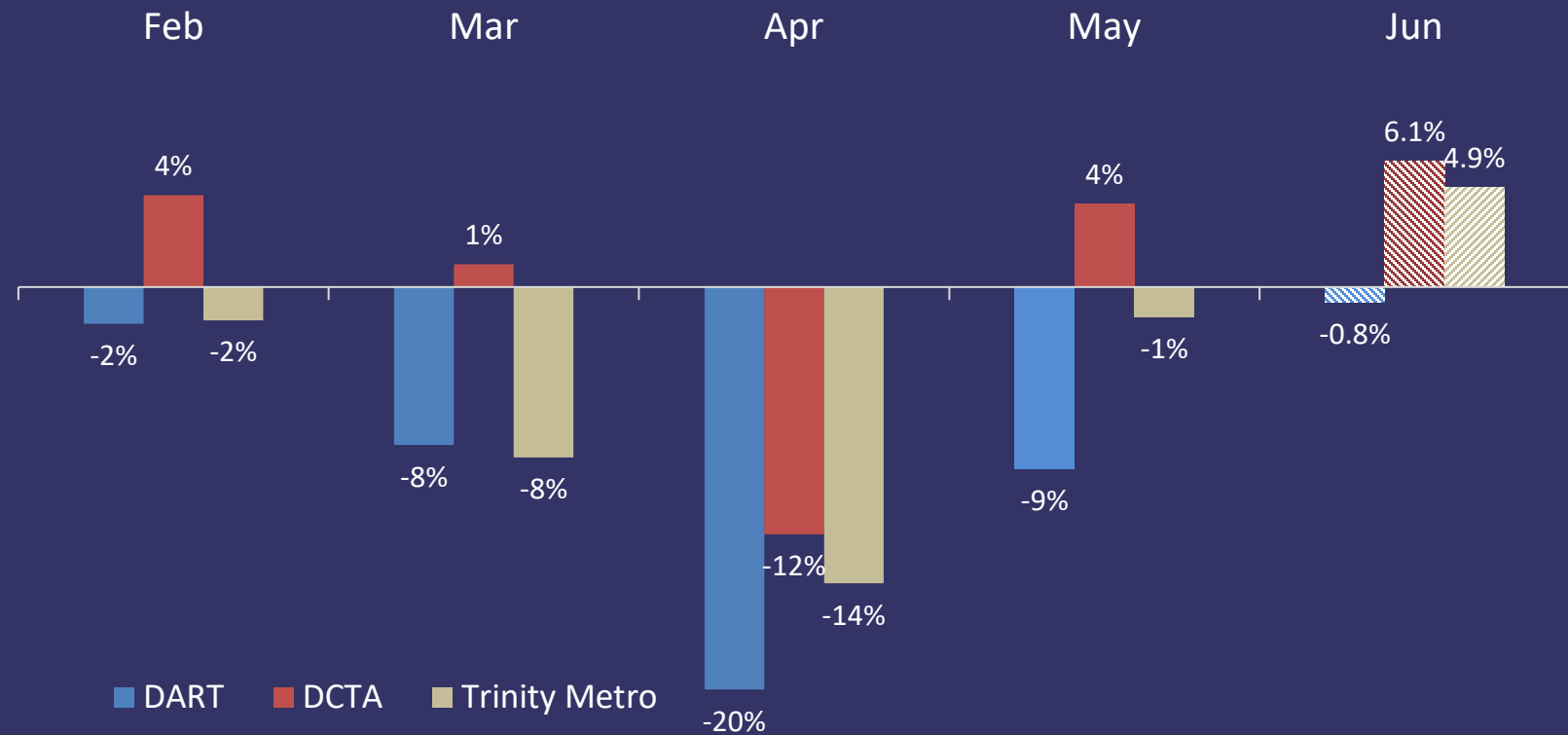
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# Metric 2: FINANCIAL IMPLICATIONS TO TRADITIONAL TRANSPORTATION REVENUE

# FUNDING IMPACT

## Transit - Sales Tax Allocations

### Sales Taxes Allocated For Transit: 2019 vs 2020

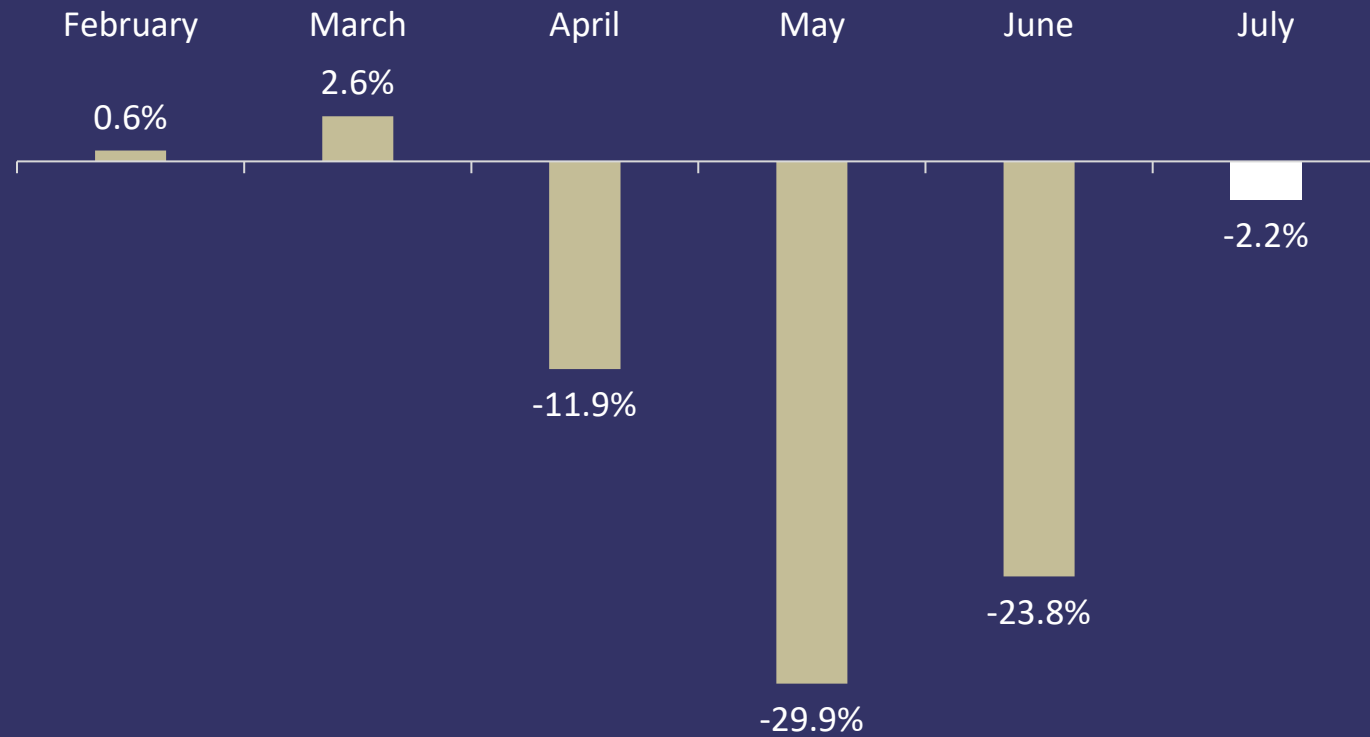


Source: DART, DCTA, and Trinity Metro

# FUNDING IMPACT

Motor Fuel Tax  
Decrease

## Change in Fuel Tax: 2020 vs 2019

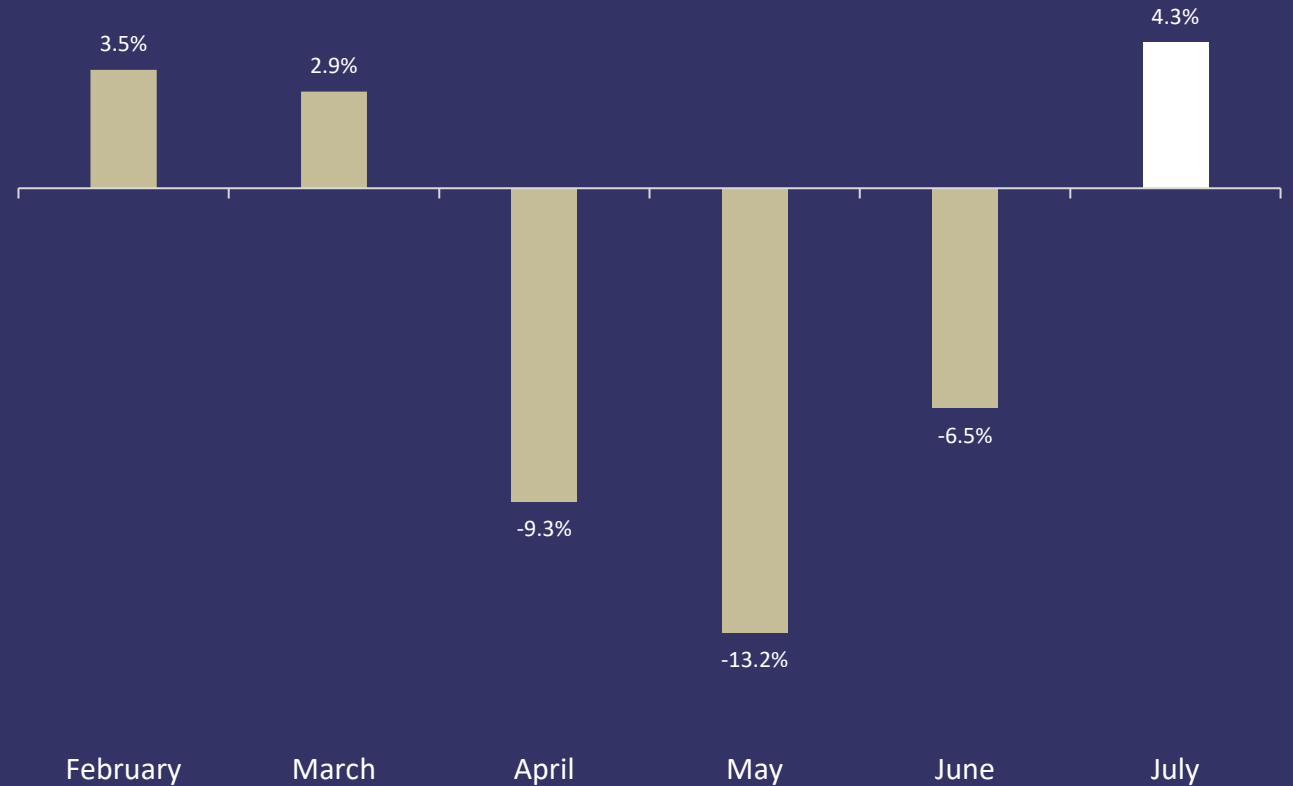


Source: Texas Comptroller of Public Accounts  
Month reflects reporting data, not collection date

# FUNDING IMPACT

Sales Tax  
(Component of  
Proposition 7<sup>1</sup>)

## Sales Tax Change: 2020 vs 2019



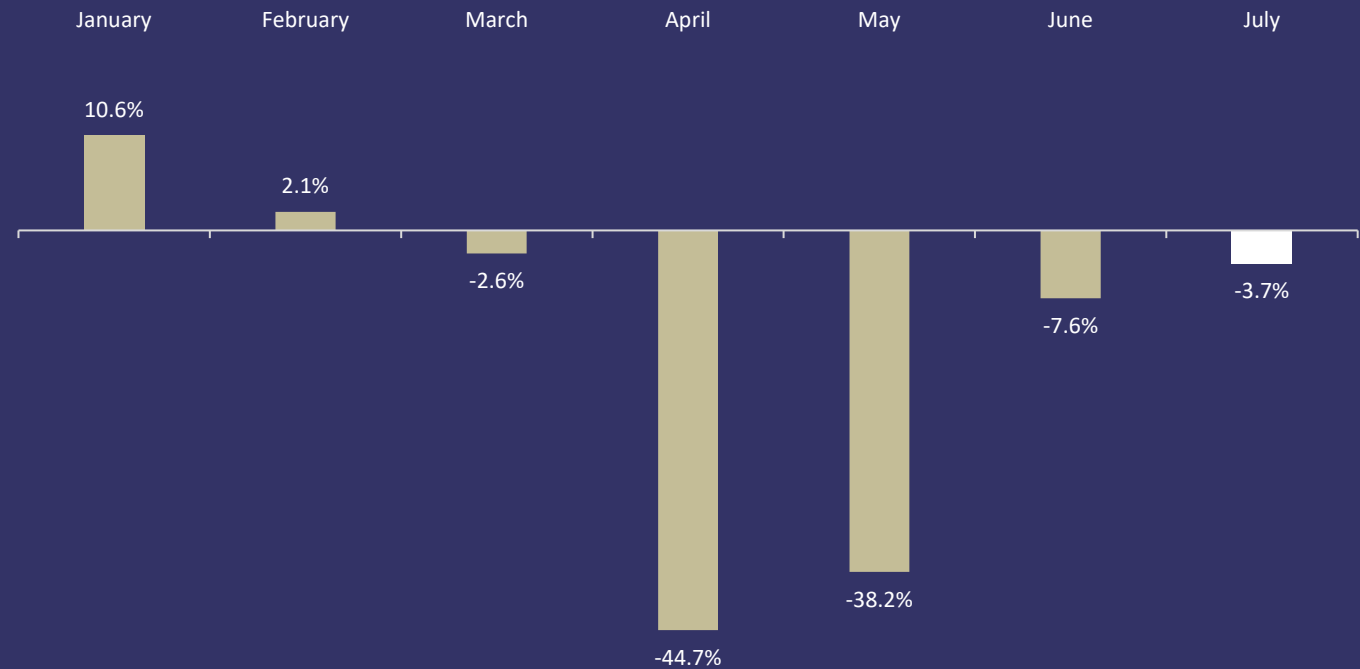
Source: Texas Comptroller of Public Accounts

<sup>1</sup> 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 7<sup>1</sup>)

## Motor Vehicle Sales and Rental Tax Change: 2020 vs 2019



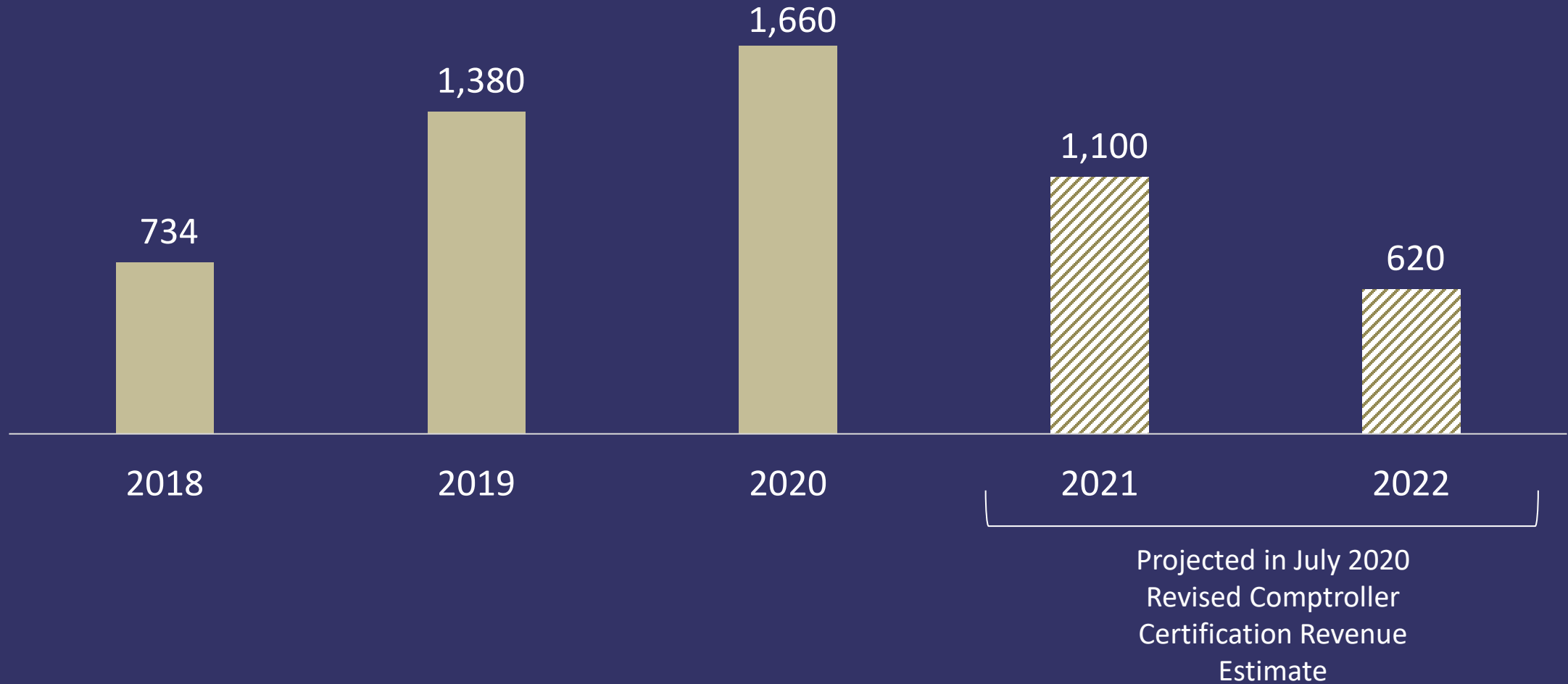
Source: Texas Comptroller of Public Accounts

<sup>1</sup> 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

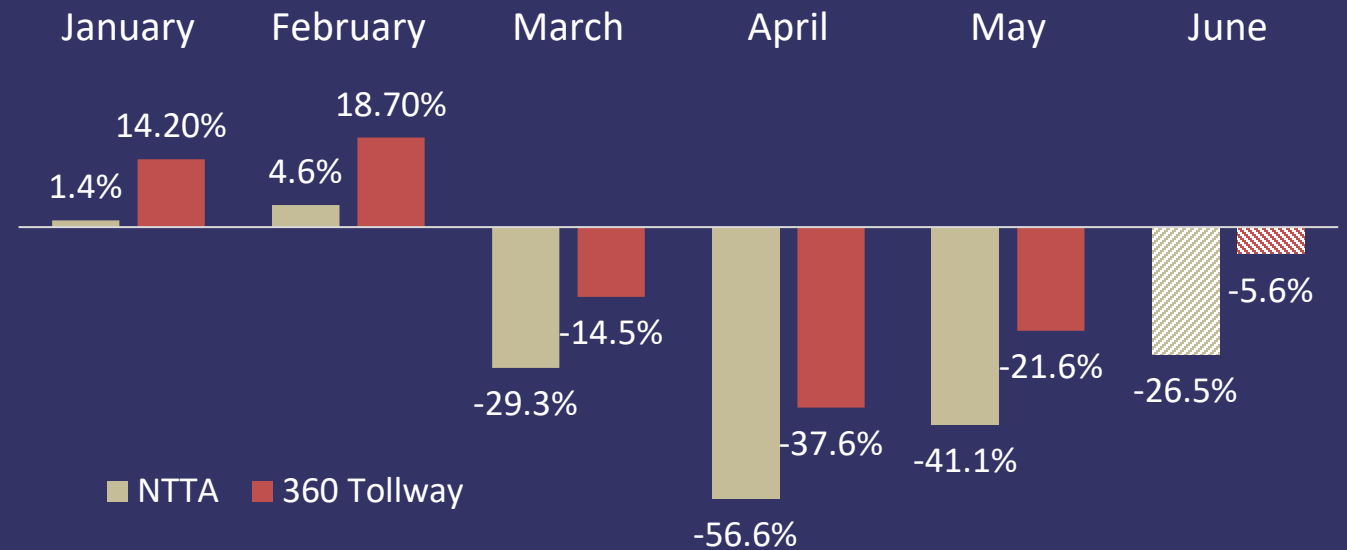
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# FUNDING IMPACT

## NTTA Transactions, Including SH 360

### Change in Tollway Transactions: 2019 vs 2020



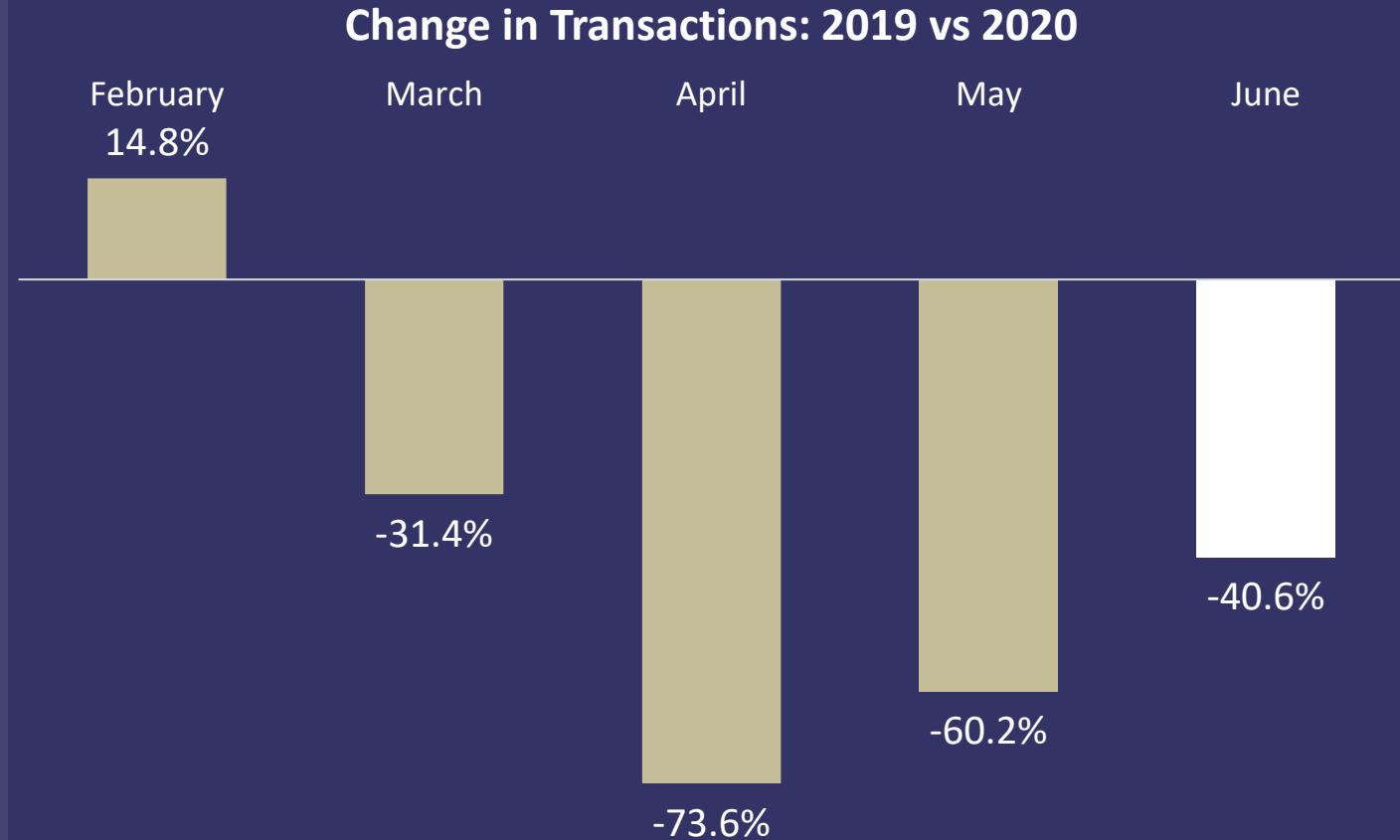
Source: NTTA

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



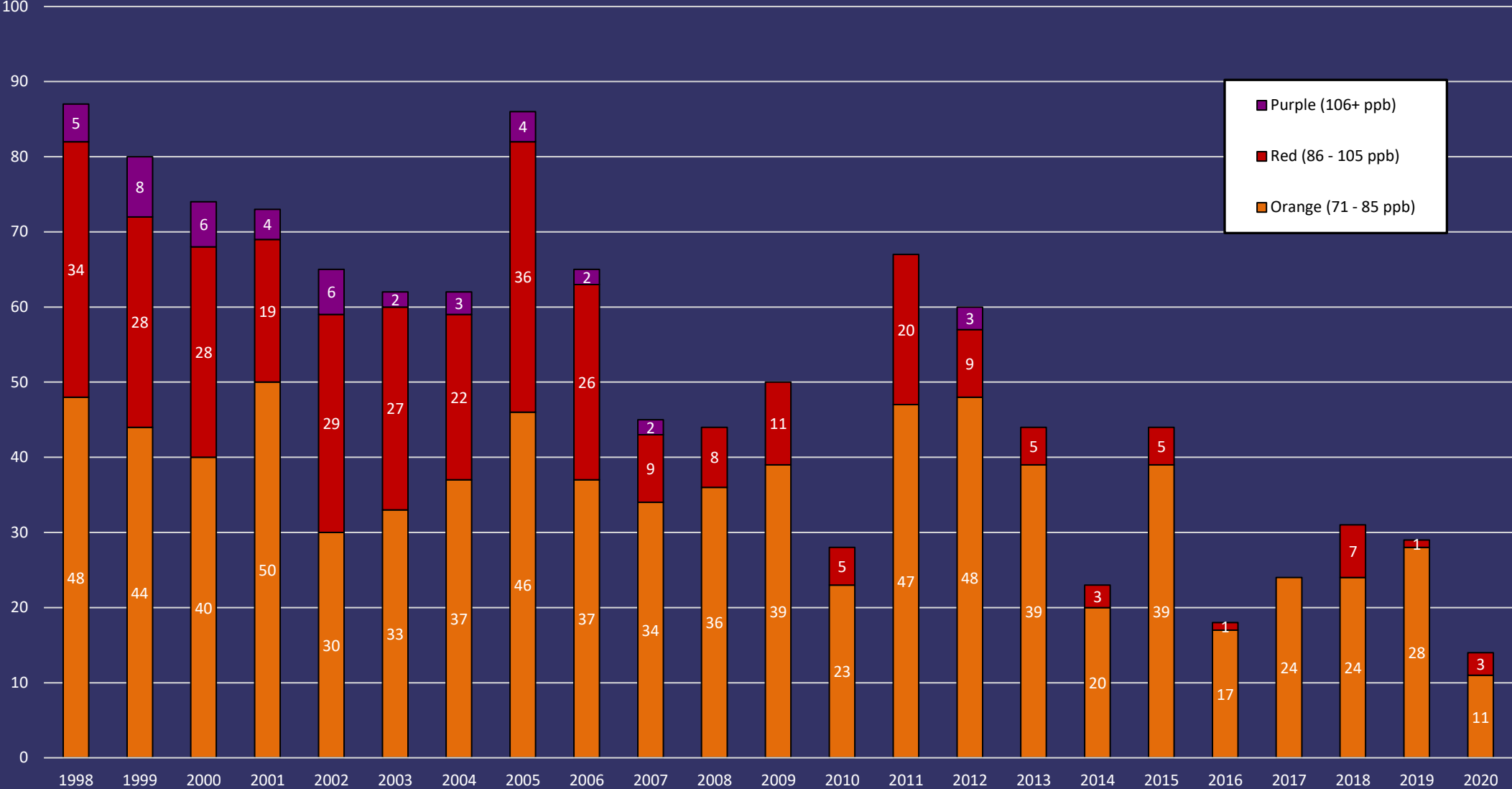
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# Metric 3:

## Benefits of Travel Behavior Responses to Areas of RTC Responsibility

# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on  $\leq 70$  ppb (As of August 18, 2020)



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



# Transit: Helping Communities in Time of Need

Partnering with nonprofits and local governments to deliver essential supplies to those in need

- Catholic Charities (transportation program) provided door-to-door meal deliveries to homebound clients
- DCTA provided personal protective equipment to Denton County nonprofits
- DART delivered weekly meals to Dallas ISD and Garland ISD students



Source: DART



Source: CCFW



Source: DCTA

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# 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

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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

