

COVID-19
Infrastructure
Program:
Round 4

Surface Transportation
Technical Committee

March 26, 2021

BACKGROUND

- ◆ Due to the ongoing COVID-19 pandemic, the economy has suffered large setbacks and there is an urgency to stimulate the economy.
- ◆ As was done in 2009, the idea is to inject much needed cash into the local and state economies using infrastructure investment.
- ◆ North Central Texas Council of Governments (NCTCOG) staff recommends funding a fourth round of projects.
- ◆ These projects meet one or more of the policies outlined in Mobility 2045 and/or assist in reaching the region's federal performance targets.
- ◆ Some of these projects have been the subject of discussions between NCTCOG staff and regional partners over the past several years and this action seeks to bring them to a conclusion. Others were submitted by local governments for consideration.

PROJECT TYPES

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

SUMMARY OF THE EVALUATION PROCESS

- ◆ Eligibility criteria considered:
 - ◆ For Roadway/Intersection projects, facility must be at least a major collector on the Federal Functional Classification System (FFCS) or can justifiably be added
 - ◆ For projects with added capacity, additional lanes must be warranted
- ◆ Selection criteria considered include:
 - ◆ Traffic volumes/Level of service
 - ◆ Air quality benefits/Cost effectiveness
 - ◆ Consistency with the Mobility Plan
 - ◆ Project addresses a safety issue (history of crashes)
 - ◆ Project addresses federal performance measures (e.g., bridge condition, pavement condition, part of the roadway freight network)
- ◆ The criteria/process used for each project type is included in the mailout 4

RECENT STIMULUS FUNDING

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

WEST/EAST FUNDING DISTRIBUTION

West/East Sub-Region Funding Split of Recommended Projects				
Category	West	East	West %	East %
CMAQ ¹	\$8.44M \$7.32M	\$31.37M	21.2% 18.9%	78.8% 81.1%
STBG ²	\$24.48M \$34.08M	\$75.19M \$58.59M	24.6% 36.8%	74.4% 63.2%
RTR ³	\$1.32M	\$0	100%	0%
RTC Local	\$0.25M	\$0	100%	0%
Total	\$34.49M \$42.97M	\$106.56M \$89.96M	24.5% 32.3%	75.5% 67.7%

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

¹ Congestion Mitigation and Air Quality Improvement Program

² Surface Transportation Block Grant Program

³ Regional Toll Revenue

SUMMARY OF PROPOSED FUNDING

Project Type	CMAQ Funds	STBG Funds	RTR Funds	RTC Local Funds	Non-RTC Funds	TDCs ¹	Total
Roadways	\$0	\$32.95M	\$0	\$0	\$7.55M	1.88M	\$40.50M
Complete Streets	\$8.80M	\$19.50M	\$0	\$0	\$14.88M	0.44M	\$43.18M
Bicycle/ Pedestrian	\$18.48M	\$0	\$0	\$0	\$2.07M	2.04M	\$20.55M
	<u>\$19.60M</u>				<u>\$2.25M</u>	<u>2.12M</u>	<u>\$21.85M</u>
Intersection Improvements	\$11.41M	\$3.40M	\$0	\$0	\$4.69M	0.87M	\$19.50M
Strategic Partnerships	\$0	\$36.82M	\$1.32M	\$0.25M	\$7.63M	1.52M	\$46.02M
		<u>\$43.82M</u>			<u>\$5.23M</u>	<u>4.84M</u>	<u>\$50.62M</u>
Total	\$38.69M	\$92.67M	\$1.32M	\$0.25M	\$36.82M	6.75M	\$169.75M
	<u>\$39.81M</u>	<u>\$99.67M</u>			<u>\$34.60M</u>	<u>10.15M</u>	<u>\$175.65M</u>

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

APPROVAL TIMELINE

Meeting/Task	Date
Deadline to Submit Project Requests	January 29, 2021
STTC Action	March 26, 2021
RTC Action	April 8, 2021
TIP Modification Submittal Deadline for August Cycle	April 23, 2021
Anticipated Federal Highway Administration Approval	October 2021

ACTION REQUESTED

- ◆ Recommend RTC approval of:
 - ◆ The proposed projects outlined in the revised tables in the mail out
 - ◆ Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other administrative/planning documents as needed.

QUESTIONS?

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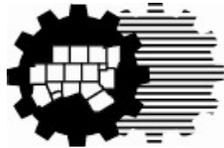
2021 Federal Transit Administration Low or No Emissions Grant Program

Surface Transportation Technical Committee

March 26, 2021

Lori Clark

Program Manager



**North Central Texas
Council of Governments**

FTA Low or No Emissions Grant

\$180 Million Available Funding

Eligible Projects	Federal Match	Non-Federal Match
Low or No Emission Buses	85%	15%
Related Equipment and Facilities	90%	10%
Workforce Development	80%	20%

Program Objectives

Reduce Energy Consumption

Reduce Harmful Emissions

Reduce Direct Carbon Emissions

Proposed Regional Submittal: Electrify the TRE Link

TRE Link - Route 31

CentrePort Station

DFW Airport Rental Car Center

Electric Buses

Charging Equipment

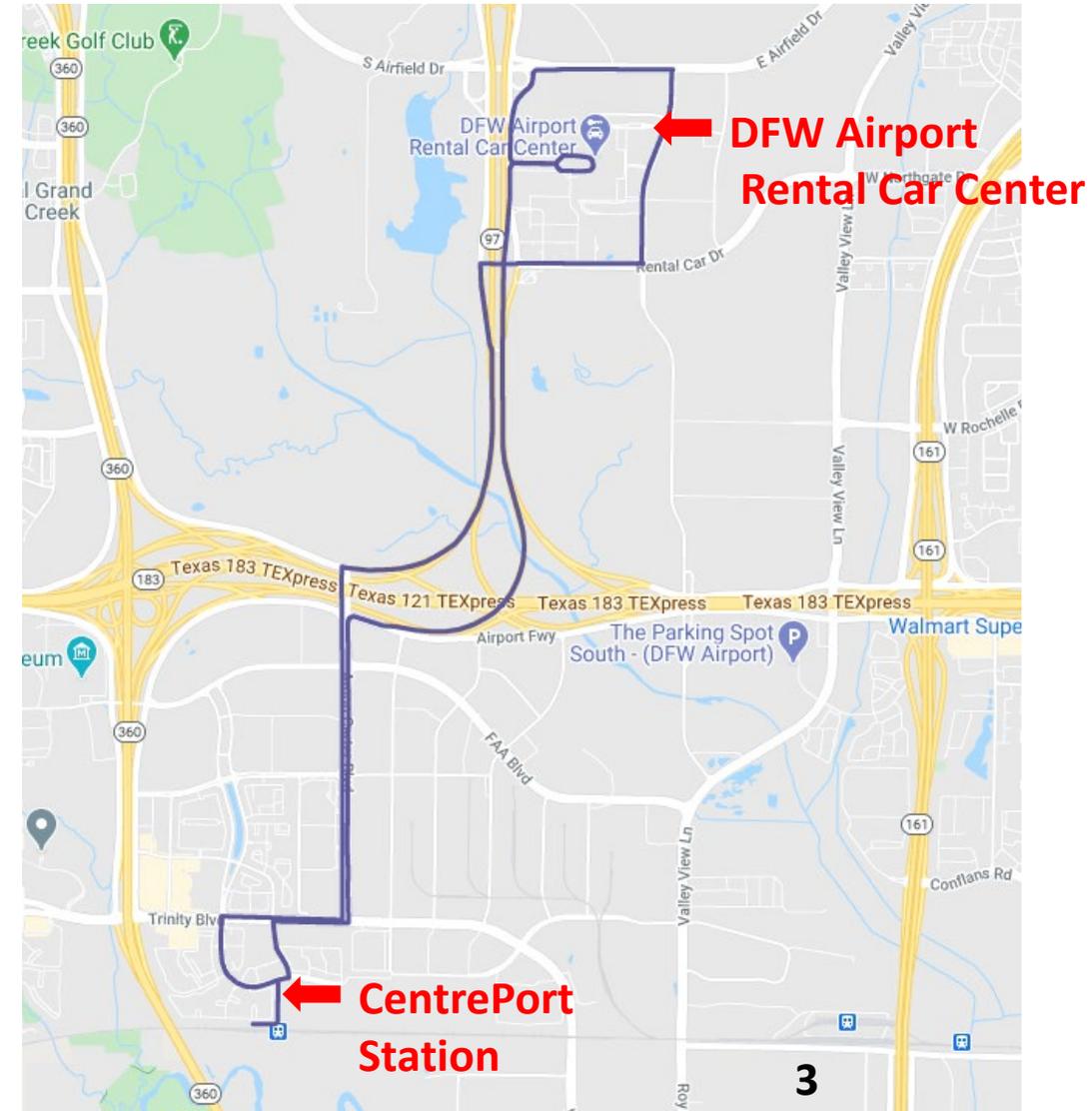
Project Administration

Anticipated Award:

Up to ~~\$7~~ \$7.5 Million Federal Funds

Proposed Match:

Up to ~~\$1.4~~ 1.5 Million Regional TDCs



Schedule

Milestone	Estimated Timeframe
Notice of FTA Funding Opportunity Issued	February 11, 2021
STTC Action to Recommend Application	March 26, 2021
RTC Approval of Application	April 8, 2021
FTA Application Submittal Deadline	April 12, 2021
Executive Board Endorsement	April 22, 2021

Action Requested

Recommend Regional Transportation Council Approval of:

Proposed Project Application for the FY 2021 FTA Low or No Emission Grant Program Requesting Up to ~~\$7~~ **\$7.5 Million FTA Funds**

Use of Up to ~~\$1.4~~ **1.5 Million Regional TDCs as Match**

Administratively Amending the Transportation Improvement Program (TIP), the Statewide TIP, and Other Planning/Administrative Documents to Include the Proposed Project, if Awarded

For More Information

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PROPOSED REGIONAL SINGLE-OCCUPANCY VEHICLE TRIP REDUCTION TARGET DEVELOPMENT RESOLUTION

Surface Transportation Technical Committee

Caryn Sanders, Transportation Planner III

March 26, 2021



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



NCTCOG's Trip Reduction Perspective

- TDM and trip reduction strategies are not a “One Size Fits All” solution
- An effective trip reduction program includes strategies that fit the needs of employers and commuters
- Employer buy-in is needed for maximum employee participation in trip reduction programs
- Mandatory remote work arrangements during pandemic have proven that teleworking on a larger scale is achievable without sacrificing work quality/quantity
- NCTCOG is taking a leadership position in establishing an agency-specific SOV trip reduction target



Trip Reduction Target Setting

Areas of Consideration

- Possible Public Policy Tradeoffs (Higher vs. Lower Target)
- Higher Target Results in:
 - Improved air quality
 - Decreased roadway congestion
 - Increased efficiency of the transportation system
- Possible Unintended Consequences of a Higher Target:
 - Decreased Safety: Less roadway congestion  increased roadway speeds, increased fatalities
 - Completely removing trips may inadvertently impact transit
 - Impact to downtown livability and/or urban lifestyle
 - Negative impact to sales tax collections
 - Negative impact to downtown tourism
- Recommending a realistically achievable target that results in high benefits and reduced negative impacts

Proposed Regional Transportation Council Resolution

- Resolution Supporting the Establishment of a Regional Single-Occupancy Vehicle Trip Reduction Target to Reduce Drive Alone Trips in North Central Texas
- Sustaining Benefits of Changes in Travel Behavior on Congestion Experienced During COVID-19





Proposed RTC SOV Trip Reduction Target Resolution

Section 1. The Regional Transportation Council supports the establishment of a regional trip reduction target of 20 percent to reduce the number of single-occupancy vehicle (SOV) commute trips during the peak period.

Section 2. The Regional Transportation Council encourages both public and private sector employers to reduce employees' SOV trips consistent with Section 1 of this resolution through the establishment of a formal Employee Commute Program.



Proposed RTC SOV Trip Reduction Target Resolution

Section 3. The Regional Transportation Council strongly encourages both public and private sector employers to monitor and track agency participation of the Program through an online commute tracking platform.

Section 4. To aid in Program tracking and monitoring activities, both public and private sector agencies are strongly encouraged to utilize TryParkingIt.com, the region's commute tracking and ride-matching website and application. Employers may utilize an existing tracking platform comparable to Try Parking It for this purpose.



Proposed RTC SOV Trip Reduction Target Resolution

Section 5. For public sector agencies, the Regional Transportation Council will evaluate the agency's participation and implementation of the Program through a new policy established as part of the Metropolitan Transportation Plan Policy Bundles. Non-participation may impact the level of Transportation Development Credits received through the Policy Bundle Survey process.

Section 6. For private sector agencies, the Regional Transportation Council will monitor the agency's participation and implementation of the Program through TryParkingIt.com or a comparable tracking platform. Participation may result in awarding regional funding for TDM-related efforts (e.g., transit passes)



Proposed RTC SOV Trip Reduction Target Resolution

Section 7. NCTCOG staff will provide the Regional Transportation Council with annual updates on the status of the Regional Trip Reduction target to reduce SOV commute trips. Reported performance measures shall include Try Parking It utilization rates, number of users, trips reduced, and emissions reduced.

Section 8. This resolution shall be in effect immediately upon its adoption.



Schedule

Date	Action
October 23, 2020	STTC (Information) – Presented Resolution Development Concept
December 10, 2020	RTC (Information) – Presented Resolution Development Concept
February 10, 2021	(Information) - NCTCOG Transportation Department Peer Review Presentation
February 24, 2021	(Information) - Bicycle & Pedestrian Advisory Committee Presentation
March 26, 2021	STTC (Action) – Approval of SOV Trip Reduction Resolution
April 12 – May 11, 2021	Public Input Comment Submittal Period
May 13, 2021	RTC (Action) – Approval of SOV Trip Reduction Resolution



Recommended Action

Recommend RTC Action to:

Approve the Overall Principles of the Resolution to Develop a Regional Single-Occupancy Vehicle Trip Reduction Target to Reduce Drive Alone Vehicle Trips in North Central Texas

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FISCAL YEAR 2021 PROJECT TRACKING

Surface Transportation Technical Committee

March 26, 2021

BACKGROUND

- Due to significant implementation delays on projects across the region and a need to draw down the region's carryover balances, the TIP team has started a more robust project tracking effort in order to highlight and prevent these delays.
- At the beginning of the fiscal year, staff provided the Surface Transportation Technical Committee (STTC) and the Regional Transportation Council (RTC) with a list of projects by phase scheduled to advance during the coming year.
- Agencies are being asked to report project status on a more frequent basis.
- The status of projects scheduled for the year will continue to be presented at STTC and RTC on a quarterly basis.
- This will provide opportunities for sponsors to raise issues that may be hindering a project's progress and help ensure that funds are being obligated in a more timely manner.

SUMMARY OF TIP FY2021 PROJECT FUNDING - CMAQ

	OCTOBER 2020	MARCH 2021
Federal Funding Allocated in FY2021	\$73,963,059	\$73,963,059
Estimated Federal Carryover Funds (FY2020 to FY2021)	<u>+\$58,400,000</u>	<u>+58,400,000</u>
Total Available Federal Funding in FY2021	\$132,363,059	\$132,363,059
Total Federal Funding Programmed	\$121,295,638	\$110,958,697
Federal Funding Obligated (2020) ¹	\$11,303,022	\$16,488,302
Federal Funding Obligated (2021) ¹	\$0	\$23,728,079
FY2021 Project Phases ²	61	46
Project Phases Obligated to Date	14	24
Project Phases Past Their Original Estimated Start Date	16	27

1: Obligations based on the federal fiscal year, which runs from October to September

2: 16 project phases removed from and 1 added to FY2021 since last presentation

SUMMARY OF TIP FY2021 PROJECT FUNDING - STBG

	OCTOBER 2020	MARCH 2021
Federal Funding Allocated in FY2021	\$116,230,858	\$116,230,858
Estimated Federal Carryover Funds (FY2020 to FY2021)	<u>+\$168,000,000</u>	<u>+\$168,000,000</u>
Total Available Federal Funding in FY2021	\$284,230,858	\$284,230,858
Total Federal Funding Programmed	\$154,318,314	\$178,697,889
Federal Funding Obligated (2020) ¹	\$23,440,882	\$26,234,882
Federal Funding Obligated (2021) ¹	\$0	\$11,841,785
FY2021 Project Phases ²	52	53
Project Phases Obligated to Date	9	24
Project Phases Past Their Original Estimated Start Date	10	24

1: Obligations based on the federal fiscal year, which runs from October to September

2: 12 project phases removed from and 13 phases added to FY2021 since last presented

SUMMARY OF TIP FY2021 PROJECT FUNDING – TA SET ASIDE

	OCTOBER 2020	MARCH 2021
Federal Funding Allocated in FY2021	\$7,948,734	\$7,948,734
Estimated Federal Carryover Funds (FY2020 to FY2021)	<u>+\$14,913,943</u>	<u>+\$14,913,943</u>
Total Available Federal Funding in FY2021	\$22,862,677	\$22,862,667
Total Federal Funding Programmed	\$21,269,291	\$10,791,105
Federal Funding Obligated (2020) ¹	\$5,900,134	\$5,900,134
Federal Funding Obligated (2021) ^{1, 2}	\$0	-\$856,042
FY2021 Project Phases ³	29	23
Project Phases Obligated to Date	7	7
Project Phases Past Their Original Estimated Start Date	12	18

1: Obligations based on the federal fiscal year, which runs from October to September

2: Negative balance due to project closeouts, withdrawals, and changes

3: 2 project phases added to and 8 removed from FY2021 since last presentation

SUMMARY OF PROGRESS

- As of March 2021, we are six months into the fiscal year, which means the year is 50 percent complete.
- Yet only:
 - 21 percent of CMAQ funds have been obligated
 - 7 percent of STBG funds have been obligated
 - 0 percent of TA-Set Aside funds have been obligated
- Given that obligations are not speeding up as quickly as needed and STBG funds have the largest balance, staff will be proposing a STBG/Category 2 funding partnership as part of the region's 10-Year Plan this spring.
- Approximately \$7M of TA-Set Aside funds are at risk of lapsing this year if the projects on this list do not obligate in time.

NEXT STEPS

- Continue monitoring project progress and working with project sponsors and TxDOT to resolve issues that may be causing delays in project implementation.
- Bring back another update to the Committee and the RTC in the next quarter

QUESTIONS?

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MOBILITY 2045 – 2022 UPDATE

Surface Transportation Technical Committee
March 26, 2021



MOBILITY 2045

RTC Adopted June 14, 2018

Must adopt updated plan within four years

Transportation Conformity achieved
November 21, 2018

Expires November 21, 2022



MOBILITY PLAN UPDATE

Target Adoption: June 2022

Base Year: 2023

Horizon Year: 2045

Revised 2045 Demographics

Revised 2045 Revenue Forecast

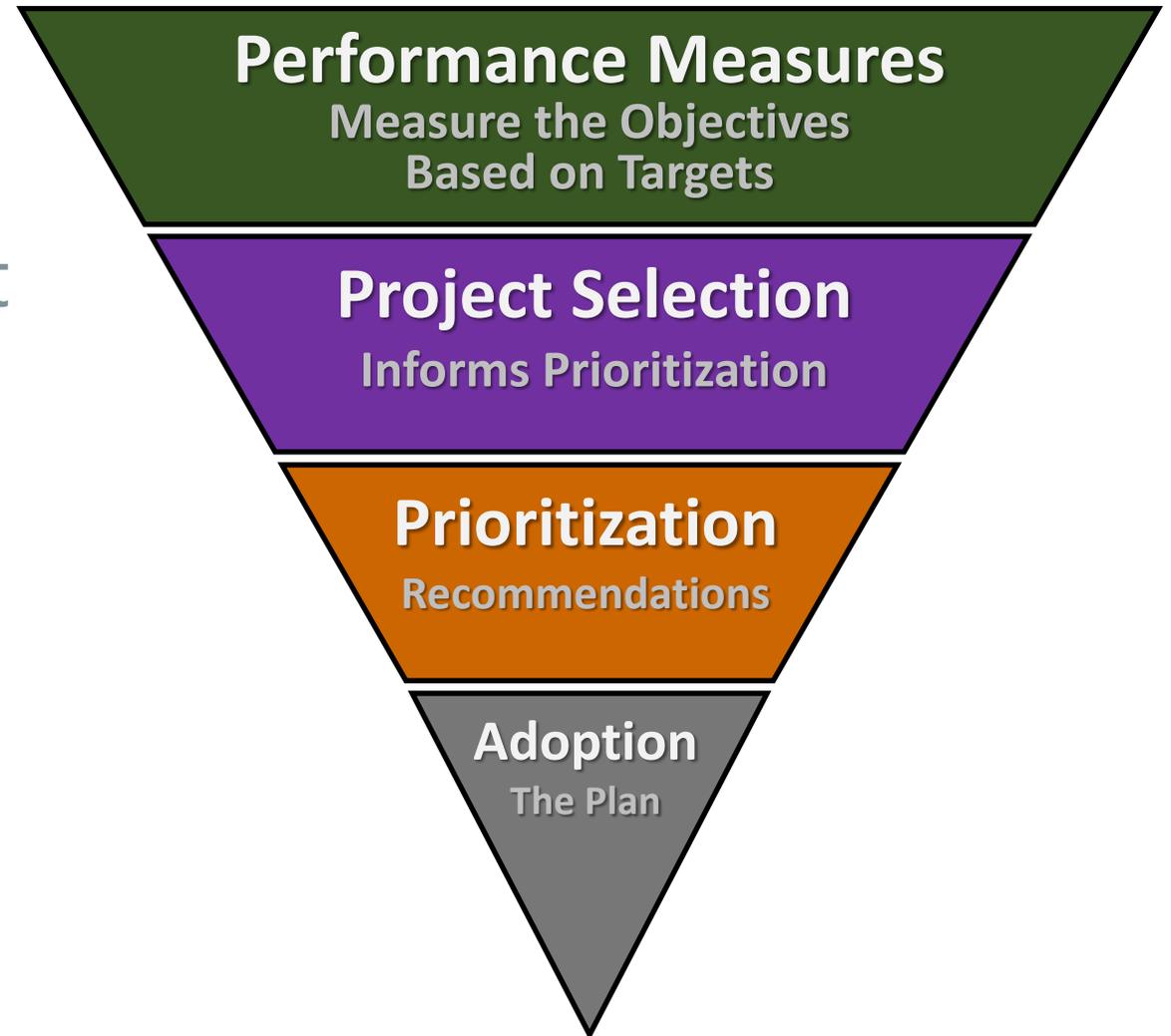
MOBILITY PLAN FOUNDATION

Strengthening the Mobility Plan through performance-based framework

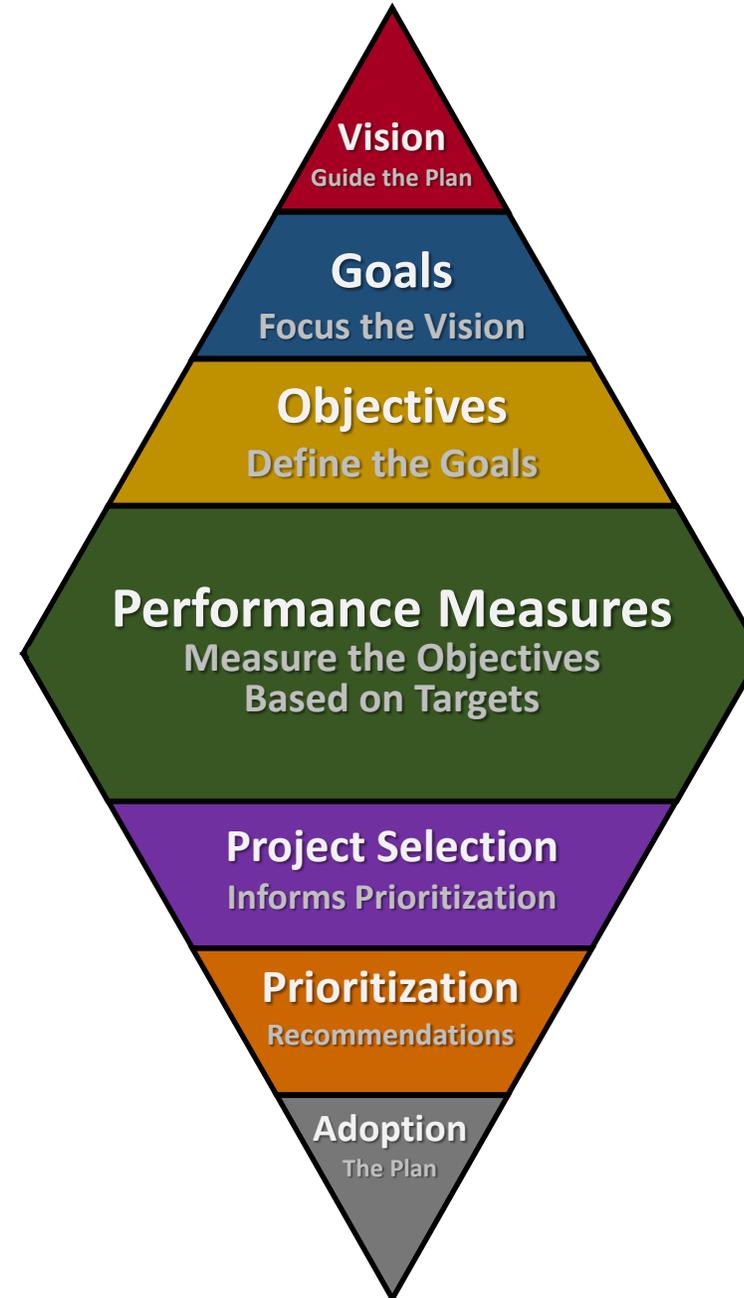


MOBILITY PLAN CONSTRUCTION

Performance measurement
informs Mobility Plan
recommendations



MOBILITY PLAN DEVELOPMENT



PLAN IN PROGRESS

COMPLETED

- ✓ Reaffirm vision, goals
- ✓ Public involvement framework
 - ✓ Mobility Plan Update webpage
www.nctcog.org/PlaninProgress
 - ✓ Map Your Experience webpage
www.nctcog.org/MapYourExperience

CURRENT EFFORTS

- ❑ Performance measure development
- ❑ Policy and program review
- ❑ Policy Bundle review
- ❑ Agency and partner coordination
- ❑ Financial plan

MOBILITY PLAN GOALS

Four goal themes

Nine goals

Mobility

- Improve Transportation Options
- Support Travel Efficiency Strategies
- Ensure Community Access to System and Process

Quality of Life

- Enhance Environment and Lifestyles
- Encourage Sustainable Development

System Sustainability

- Ensure Adequate Maintenance, Safety, and Reliability
- Pursue Long Term, Sustainable Financial Resources

Implementation

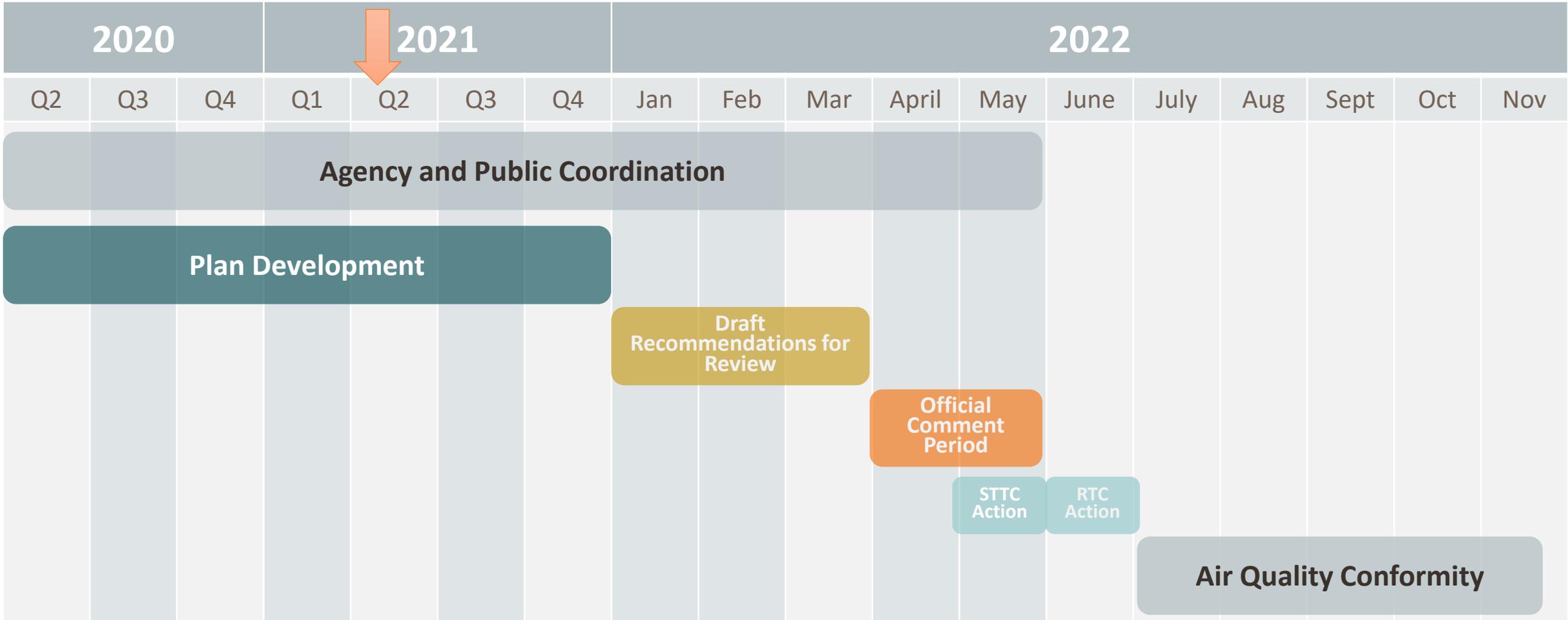
- Provide Timely Planning and Implementation
- Develop Cost Effective Projects and Programs

MAP YOUR EXPERIENCE

- Digital tool part of a suite of input tools and processes
- Input will be mapped against plan recommendations to find solutions already underway, gaps, and areas of need
- MYE campaign in March-April
- Results will be brought back to future meetings



MOBILITY PLAN SCHEDULE



Notes:

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

CONTACT US



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CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING
INNOVATIVE PROJECTS DURING COVID
RECOVERY

Surface Transportation Technical Committee
March 2021

Michael Morris, P.E.
Director of Transportation

TRAVEL BEHAVIOR BY MODE



Bicycle/Pedestrian (+36%, December)



Freeway Volumes (-7%, January)

Toll Road (-17%, December)

Airport Passengers (-47%, December)

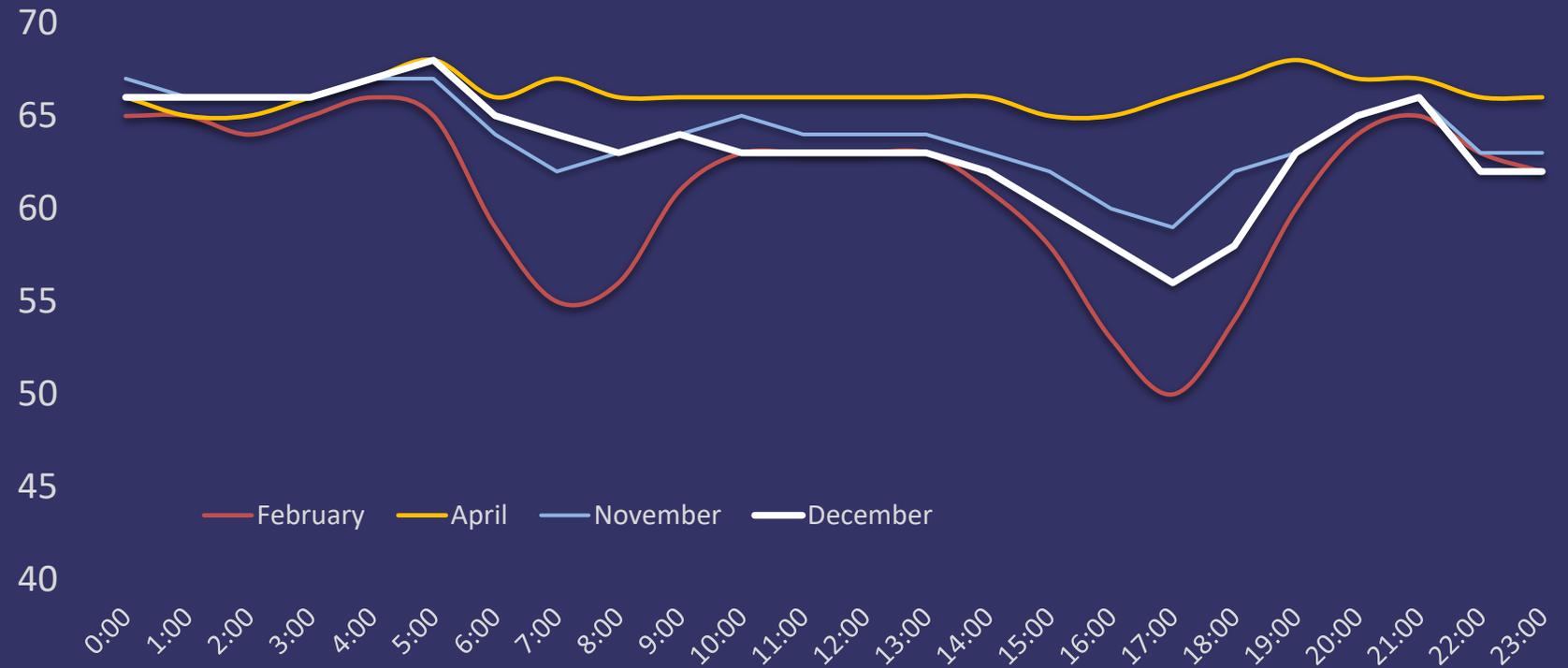
Transit Ridership (-51%, January)



ROADWAY TRENDS

Regional Average
Freeway Speeds

Average Weekday Speeds, Weighted by Traffic Volumes



FINANCIAL IMPLICATIONS



0



Transit Sales Tax Allocations (-2%, December)

Sales Tax (-0.3%, January)

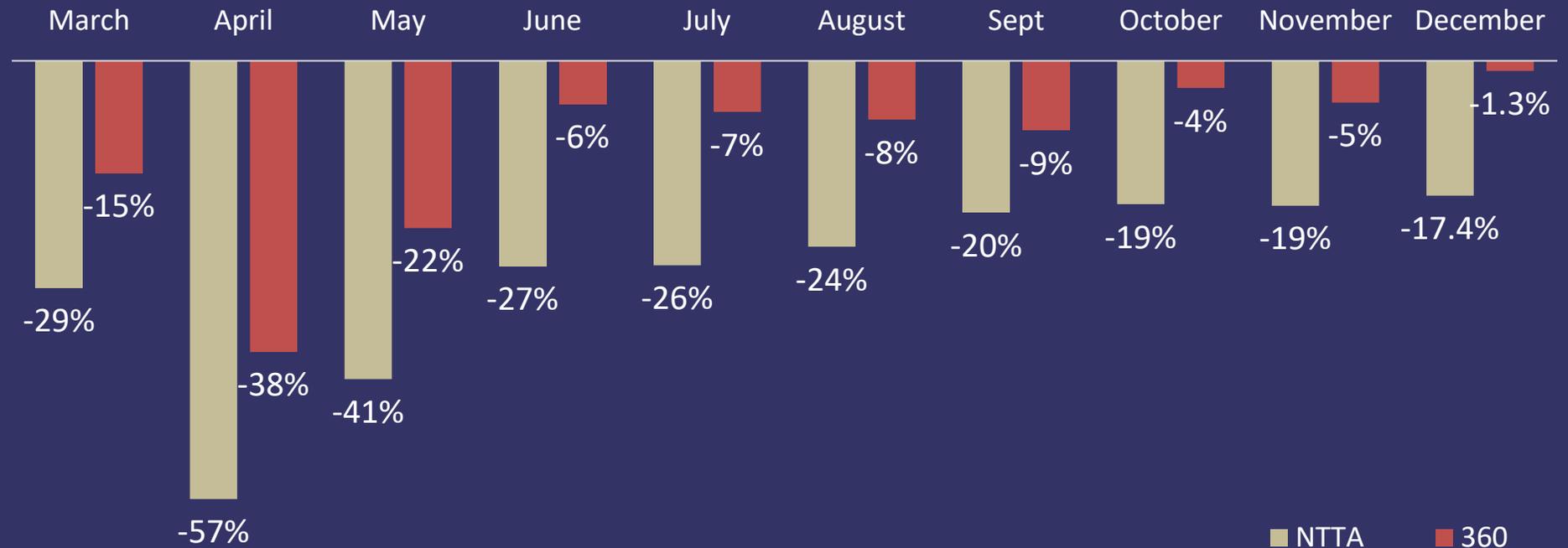
Motor Fuel Tax (-4.7%, January)

Motor Vehicle Sales and Rental Tax (-13.4%, January)

FUNDING IMPACT

NTTA
Transactions,
Including
SH 360

Change in Tollway Transactions: 2019 vs 2020



Source: NTTA

Note: Change for NTTA includes 360 Tollway

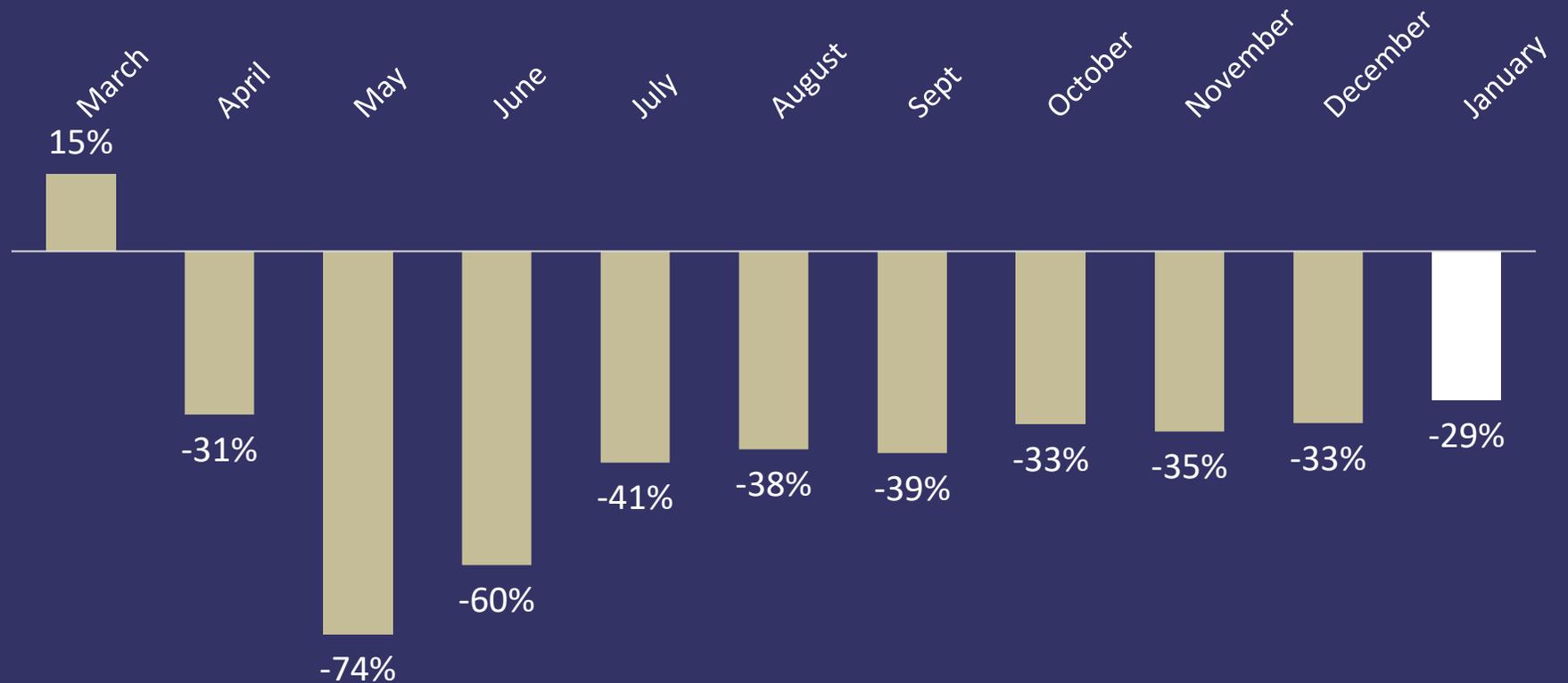
Additional Note: Despite decline in transactions, the revenues are sufficient to meet debt service for SH 360.

No current impact to RTC backstop expected.

FUNDING IMPACT

I-35E TEXpress Lane Transactions

Change in Transactions: 2019 vs 2020



Source: TxDOT

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

COMMUTER TRENDS

Telecommuters

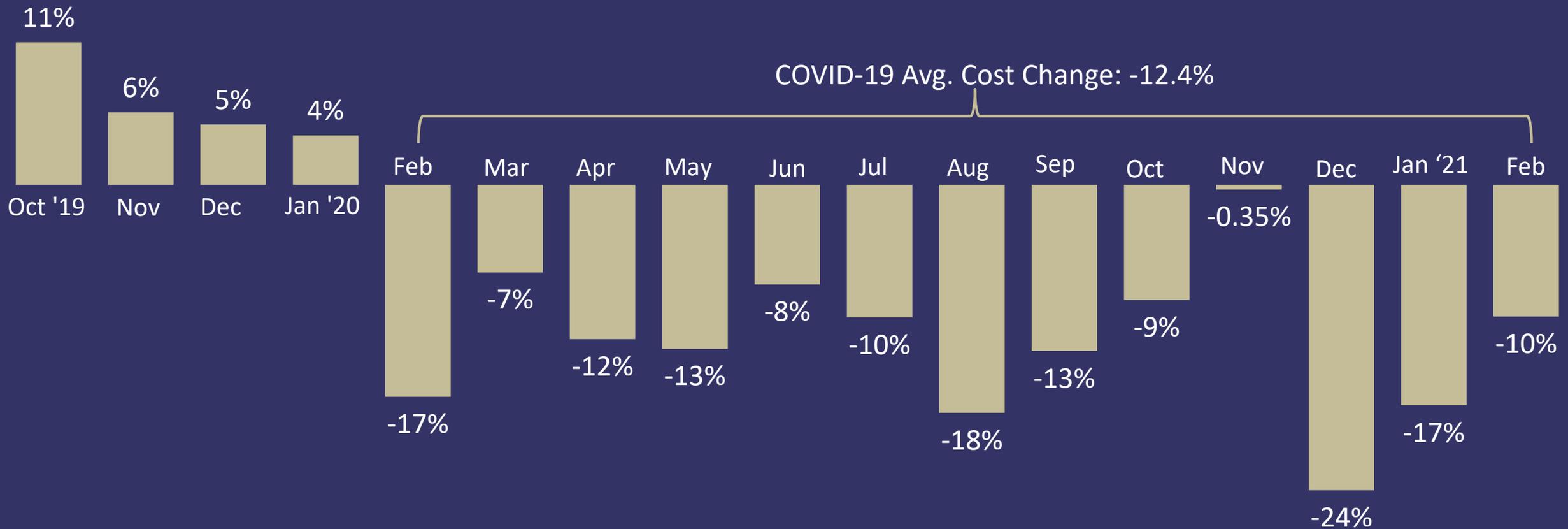
Telecommute



Construction Cost Changes

October 2019 to February 2021

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



Sources: TxDOT Connect and Monthly TxDOT Letting Reports

Notes: Does not include CSJ 2266-02-151; Includes grouped and non-grouped projects; Includes Dallas and Fort Worth District data

CANDIDATE PROJECTS

High Speed Rail: Dallas to Houston

High Speed Rail: Dallas to Fort Worth

Autonomous Transit (Tarrant, Midtown)

Technology (Freeway Induction Loops)

State Highway 183 (Section 2E+)

Y Connector (IH820/IH20)

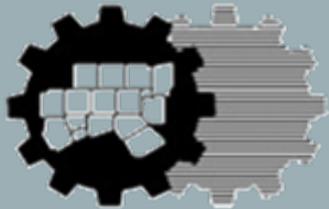
COVID-19 #00X Program



RTC MEETING FORMAT

TYPE	CHAIR	MEMBERS
In Person – Standard	Here	Here
Emergency Declaration – Phase 1	Remote	Remote
Flexibility in State Law – Phase 2	Here	Remote
In Person – Phase 3	Here	Here

LEGISLATIVE UPDATE



Nicholas Allen, NCTCOG
Surface Transportation Technical Committee
March 26, 2021

FEDERAL UPDATE

American Rescue Plan Act

- \$1.9 trillion COVID-19 relief bill approved; President Biden signed on March 11
- \$30.5 billion in funding for public transit relief; \$25 billion for aviation sector

Earmarks

- House Appropriations Committee will accept “Community Project Funding” requests for FY 2022
 - Limited number of projects, transparency, ban on funding to for-profit entities
- House Transportation Committee will accept requests for highway and transit projects in surface transportation reauthorization bill

TEXAS LEGISLATURE

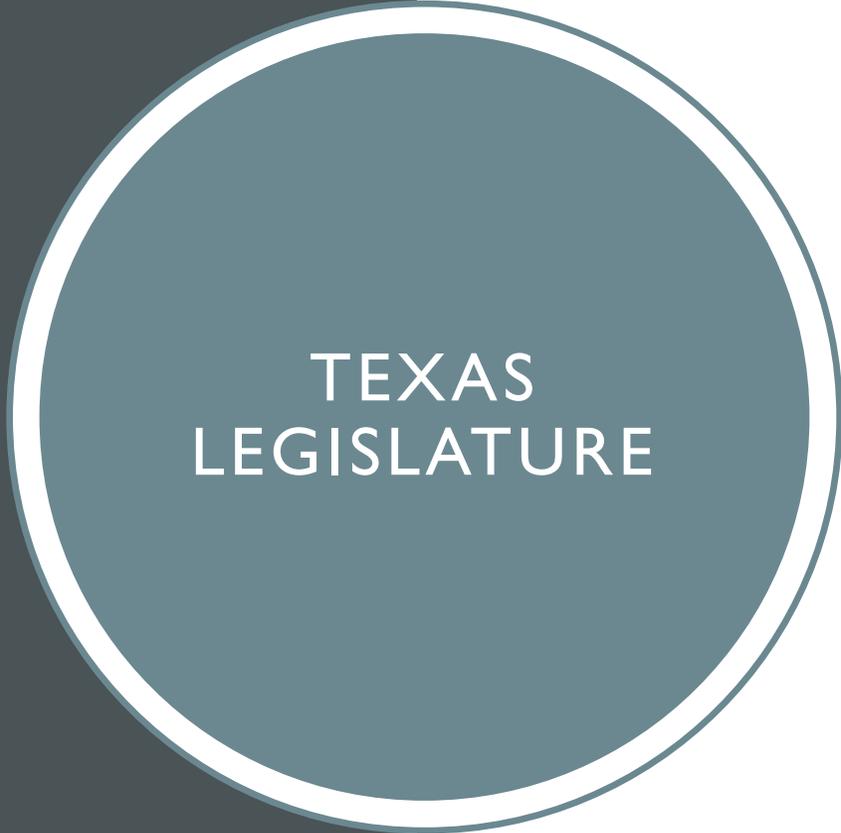
Dates and Committees

Dates of Interest

- March 12 – Bill Filing Ended
- May 31 – Adjournment

Committees Meetings

- Senate Finance & House Appropriations – Discussed TCEQ & TxDOT Funding
- House & Senate Transportation Committees

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TEXAS
LEGISLATURE

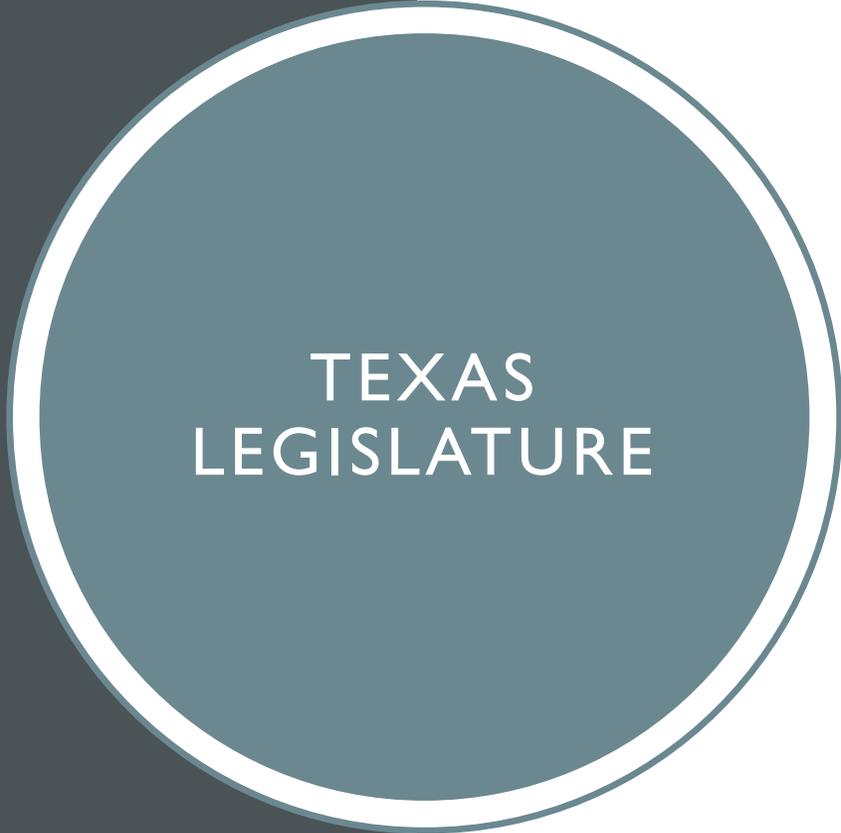
Bill Topics of Interest

Transportation Funding

- Increasing Fuel Tax
- Electric Vehicle Fee
- Usage of State Highway Fund
- Texas Mobility Fund

Tolling, CDAs

- Cessation of Tolls
- Toll Collection and Enforcement
- Toll Project Requirements
- CDAs for IH-35 in Austin, others



TEXAS
LEGISLATURE

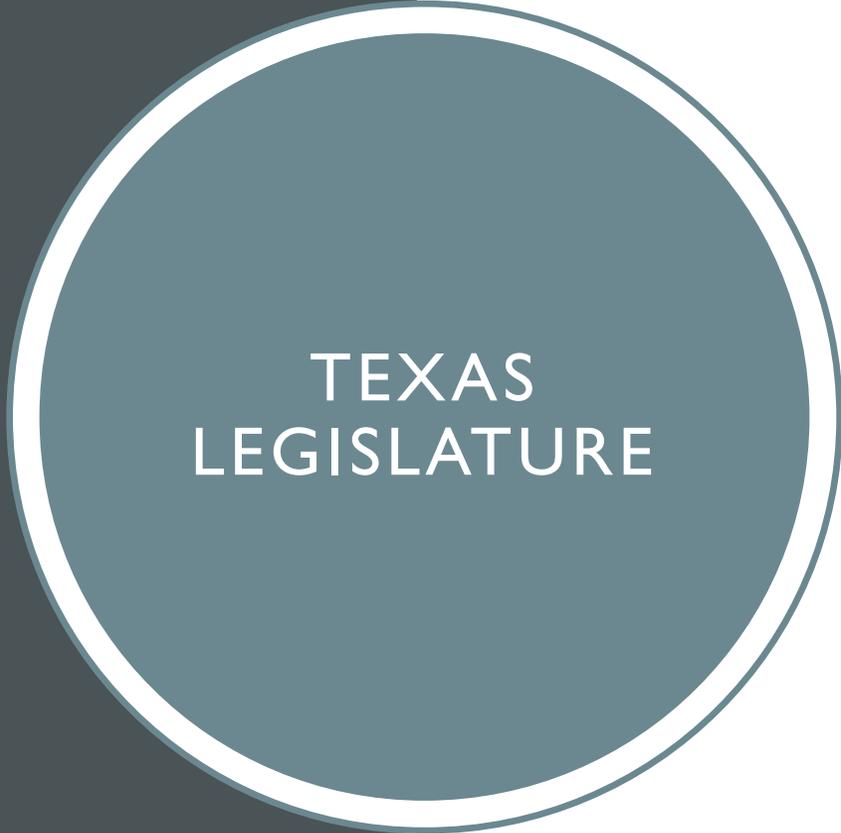
Bill Topics of Interest

Air Quality

- LIRAP/LIP Funds
- TERP
- Electric Vehicle Infrastructure
- Vehicle Emissions Inspections

Safety

- Reducing Speed Limits
- Bicycle/Pedestrian
- Distracted Driving

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TEXAS
LEGISLATURE

Bill Topics of Interest

High-Speed Transportation

- Eminent Domain
- High-Speed Rail Legislative Review Committee
- High-Speed Rail & Government

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**REGIONAL TRANSIT PERFORMANCE MEASURES:
PUBLIC TRANSPORTATION AGENCY SAFETY PLAN
AND
TRANSIT ASSET MANAGEMENT**

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

MARCH 26, 2021

Shawn Dintino
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Transportation Planner II

FEDERAL MEASURES SCHEDULE

Measures	Upcoming RTC Action	Next Anticipated RTC Action	Target-Setting Schedule
PM3: System Performance, Freight, and CMAQ	October 2020 ✓	Late 2022	Biennial
PM2: Pavement and Bridge	November 2020 ✓	Late 2022	Biennial
PM1: Roadway Safety	February 2021 (Information) ✓	Early 2022	Annual
PTASP: Public Transportation Agency Safety Plan	April 2021 (Information) May 2021 (Action)	Early 2025	Every 4 years
TAM: Transit Asset Management	April 2021 (Information)	Early 2022	Every 4 years

TRANSIT SAFETY TARGETS BACKGROUND

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

TRANSIT SAFETY TARGETS

Measure	Targets
Fatalities	1. Total number of reportable fatalities 2. Rate per 100K vehicle revenue miles
Injuries	3. Total number of reportable injuries 4. Rate per 100K vehicle revenue miles
Safety Events	5. Total number of reportable safety events 6. Rate per 100K vehicle revenue miles
System Reliability	7. Mean distance between major mechanical failures

PTASP REGIONAL TARGET EFFORTS

- Obtained individual provider PTASPs and underlying performance data
- Compiled regional data and averaged Fiscal Year (FY) 2016 – FY 2019 data to determine baseline
- Analyzed data and optimal approach for regional safety targets, comparing multiple methods and varying levels of improvement over baseline data
- Coordinated with partners including the Texas Department of Transportation, the Houston-Galveston Area Council, and the FTA PTASP Technical Assistance Center
- Engaged stakeholders, including regional transit providers
- Held internal Peer Review seeking feedback on methodology

PROPOSED TRANSIT SAFETY TARGETS

Target	Baseline Average	Proposed Target
1. Fatalities - Total Number	6.00	0.00
2. Fatalities - Rate per 100k Miles	0.01	0.00
3. Injuries - Total Number	150.50	142.98
4. Injuries - Rate per 100k Miles	0.23	0.22
5. Safety Events - Total Number	516.00	490.20
6. Safety Events - Rate per 100k Miles	0.81	0.77
7. System Reliability - Miles Between Major Mechanical Failures	18,896.00	19,841.00

- Recommending **zero** fatality targets in line with established regional safety position:
 - **Even one death in the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating fatalities across all modes of travel.**
- Recommending 5% improvement in other measures to be achieved by FY 2023

TRANSIT SAFETY EFFORTS

CURRENT/EXISTING

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

POSSIBLE FUTURE EFFORTS

- Enhanced vehicle lighting
- Light rail vehicle rooftop cameras to identify infrastructure failure
- Cameras at grade crossings
- Sidewalk improvements

TRANSIT ASSET MANAGEMENT (TAM)



Images: DART, DCTA, FFTA, and NCTCOG

TAM OVERVIEW

- Transit Asset Management (TAM) is a business model that prioritizes funding based on the condition of transit assets to achieve or maintain transit networks in a state of good repair
- TAM supports a series of practices including, but not limited to:
 - Regular maintenance
 - Inspections
 - Tracking asset condition over time
 - Planning for maintenance and replacement costs
 - Replacing each asset at the appropriate time
- NCTCOG coordinated with public transportation providers in the region to ensure all agencies either developed their own TAM Plan or participated in a group-sponsored plan offered by NCTCOG or TXDOT

TRANSIT ASSET MANAGEMENT REGIONAL TARGETS ADOPTED

Emphasis Area #1

Emphasis Area #2

Asset Category	Target	Metric
Rolling Stock (transit vehicles)	0%	Vehicles that meet or exceed the industry standard, defined as the Federal Transit Administration's Default Useful Life Benchmark
Infrastructure (rail track)	0%	Rail track segments with performance restrictions
Equipment (transit support vehicles)	0%	Vehicles that meet or exceed the industry standard, defined as the Federal Transit Administration's Default Useful Life Benchmark
Facilities (buildings, stations, park and rides)	0%	Transit facilities rated below "Adequate" (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale

TRANSIT PERFORMANCE MEASURE: ROLLING STOCK¹

Asset Type ²	FY 2017 Performance	FY 2018 Performance	FY 2019 Performance
Bus	6%	4%	5%
Small Bus	3%	9%	18%
Light Rail Vehicle	0%	0%	0%
Commuter Rail Locomotive	0%	0%	0%
Commuter Rail Passenger Car	0%	0%	0%
Articulated Bus	0%	0%	0%
Commuter Rail Passenger Coach ³	35%	40%	18%

¹RTC Policy Emphasis Area

²Rolling stock assets include a small number of vehicles reported to the National Transit Database as “inactive”

³Includes assets rebuilt near the end of their useful life with the assumption of a minimum useful life extension of 10 years

TRANSIT PERFORMANCE MEASURE: INFRASTRUCTURE¹

Rail Mode	FY 2018 Performance	FY 2019 Performance	Operating Agency
Light Rail	0.20%	0.20%	DART
Commuter Rail	0.09%	0.05%	DART, Trinity Metro
Streetcar Rail	0%	0%	DART, MATA
Hybrid Rail	2.05%	0%	DCTA

¹RTC Policy Emphasis Area

TRANSIT PERFORMANCE MEASURE: EQUIPMENT (NON-REVENUE)

Asset Type	FY 2018 Performance	FY 2019 Performance
Automobiles	32%	51%
Steel Wheel Vehicles	0%	25%
Trucks & Other Rubber Tire Vehicles	19%	52%

- 114 of 223 Automobiles exceeded the ULB
- 2 of 8 Steel Wheel Vehicles exceeded the ULB
- 220 of 425 Trucks exceeded the ULB

TRANSIT PERFORMANCE MEASURE: FACILITIES

Asset Type	FY 2018 Performance	FY 2019 Performance	FY 2019 Total Facilities	Facilities Assessed
Administrative/Maintenance	0%	5%	41	33
Passenger/Parking	0%	0%	124	75

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

**REGIONAL
PERFORMANCE
MEASURES
SCHEDULE**

Date	Action
January 26	Regional Transit Safety Targets Provider Meeting
March 26	STTC Info on PTASP and TAM <ul style="list-style-type: none">• Propose PTASP Targets• Update Regional TAM Performance
April 8	RTC Info on PTASP and TAM
April 23	STTC Action on PTASP to Adopt Targets
May 13	RTC Action on PTASP

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Regional Vanpool Program Modifications To Improve Overall Efficiency

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

MARCH 26, 2021

DORA KELLY

TRANSPORTATION PLANNER, TRANSIT MANAGEMENT & PLANNING

Regional Vanpool Program

The North Central Texas Regional Vanpool Program is operated by three transit agencies:

- Dallas Area Rapid Transit (DART)
- Trinity Metro (formerly known as The T)
- Denton County Transportation Authority (DCTA)

The vans used in the program are available at a low monthly cost to riders and can seat as many as 15 people.



Current Vanpool Service Area

Transit Agency	Origin	Destinations
DART	Dallas, Collin, Ellis, Hunt, Kaufman, Navarro & Rockwall Counties	Dallas, Collin & Denton Counties or Throughout DFW ¹
Trinity Metro	Tarrant, Johnson, Parker, Wise, Hood, Erath, Montague, Somervell & Palo Pinto Counties	Throughout DFW
DCTA	Not Defined	Not Defined

¹Eligible destinations are unclear on DART's website.

Vanpool Vehicle and Cost Comparison

	Minivan (7 Passenger)			SUV/Crossover (7 Passenger)			Van (8 Passenger)			Van (15 Passenger)		
	DART	DCTA	Trinity Metro	DART	DCTA	Trinity Metro	DART	DCTA	Trinity Metro	DART	DCTA	Trinity Metro
Active Vanpools	0	21	19	1	2	12	2	5	1	3	35	5
Suspended Vanpools	20	0	0	18	0	0	8	0	0	21	0	0
Total Vanpools	20	21	19	19	2	12	10	5	1	24	35	5
<i>Cost Breakdown Per Vehicle</i>												
Vanpool Cost to Rider (Divided/paid by riders)	\$900	\$620	\$720	\$750	\$685	\$685	\$625	\$550	\$735	\$655	\$585	\$805
Current RTC Subsidy	\$300	\$330	\$305	\$332	\$290	\$290	\$455	\$300	\$315	\$465	\$315	\$345
Total Vanpool Cost	\$1,200	\$950	\$1,025	\$1,082	\$975	\$975	\$1,080	\$850	\$1,050	\$1,120	\$900	\$1,150

Concerns Across Vanpool Programs



Inconsistent and/or unclear boundaries



Boundary overlap among providers



Rider cost varies between transit authorities



Unintended competition among programs



Review of Service Area Boundaries



Why Modify Vanpool Boundaries?

Funding Apportionments

Contested Trips

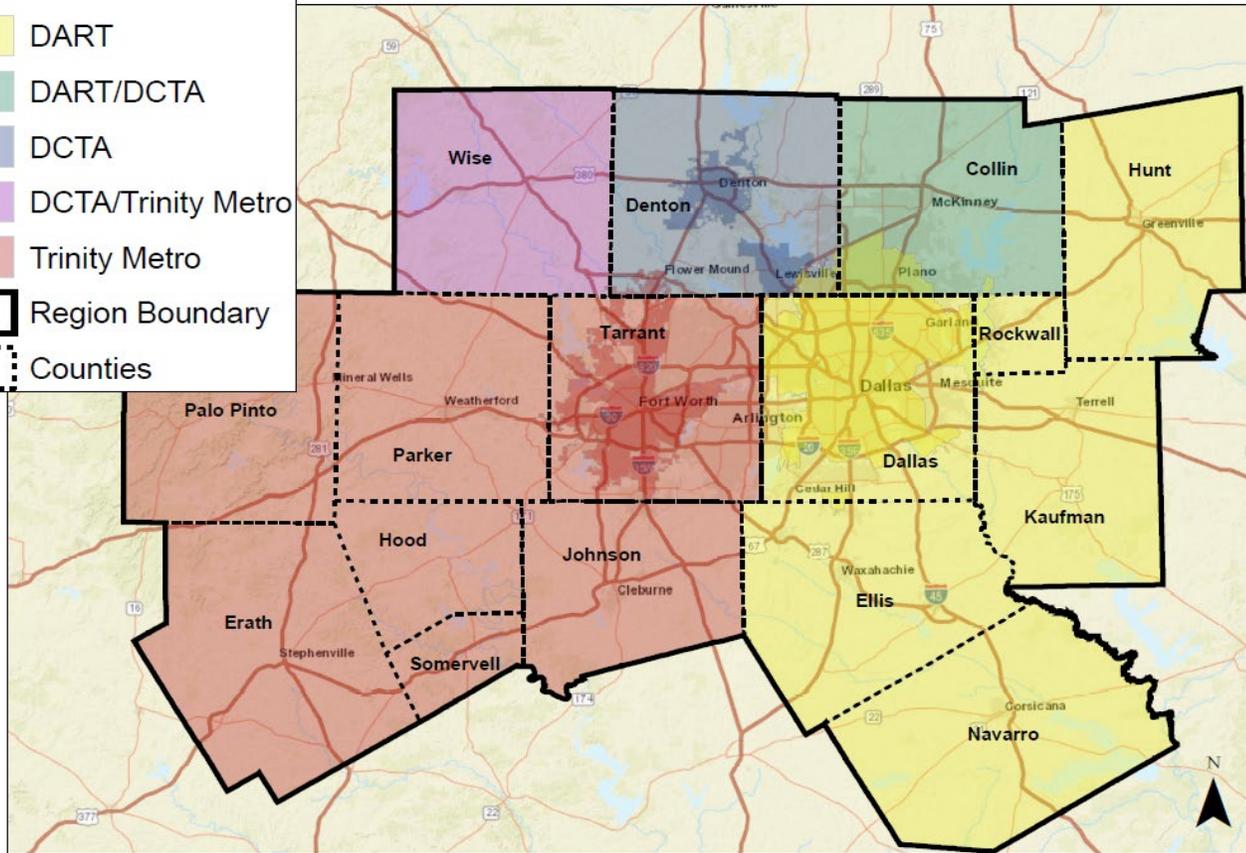
Inconsistent Messaging to Riders

Request from DART to Formally Define

Proposed Origination-Based Boundaries

Legend

- DART
- DART/DCTA
- DCTA
- DCTA/Trinity Metro
- Trinity Metro
- Region Boundary
- Counties



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



Review of Funding & Subsidies



Funding & Rider Cost Background

Subsidy

- Currently at 35% and scheduled to decrease to 30% when agencies start using FY21 funds
- Used to cover a portion of program costs, mainly: staffing, vehicle lease cost, and emergency ride home services

Source

- DART receives their subsidy reimbursement through NCTCOG, but Trinity Metro and DCTA receive their funding directly
- Due to low drawdowns, agencies are still using FY 2018 funding
- No funds were programmed in FY2019 and FY2020 funds were returned to the regional pool of funds

Impact to Rider Cost

- With variation on vendor costs to transit authorities, rider groups experience wide range of prices
- Seeking a temporary flexibility to subsidy to assist riders while NCTCOG pursues a Cooperative Regional Vanpool procurement with the transit providers
- No additional funding needed; funding previously approved by RTC can accommodate temporary fluctuations in subsidies

Vanpool Funding by Fiscal Year

Agency	Fiscal Year	Total	Federal	Local and Transit Fares	Approved Subsidy
DART	2018	\$3,034,499	\$1,062,075	\$1,972,424	35%
	2021	\$3,849,750	\$1,155,000	\$2,694,750	30%
	2022	\$3,990,000	\$1,197,000	\$2,793,000	30%
DCTA	2018	\$1,097,350	\$384,072	\$713,278	35%
	2021	\$1,092,000	\$327,600	\$764,400	30%
	2022	\$1,213,333	\$364,000	\$849,333	30%
Trinity Metro	2018	\$2,091,000	\$731,850	\$1,359,150	35%
	2021	\$2,116,667	\$635,000	\$1,481,417	30%
	2022	\$2,150,000	\$645,000	\$1,505,000	30%

No funds were programmed in FY2019. FY2020 funds were returned to the regional pool of funds since agencies are still utilizing FY2018 funds

Proposed Temporary Subsidy Structure: Phase I

June 2021 – May 2022

Minivan (7 Passenger) Costs Comparison

	DART	DCTA	Trinity Metro
Vehicle Price to Transit Agency	\$1,200	\$950	\$1,025
Current RTC Subsidy	\$300	\$330	\$305
Rider Vanpool Price	\$900	\$620	\$720
Current Lowest Rider Vanpool Price (DCTA)	\$620	\$620	\$620
Additional RTC Subsidy Needed	\$280	\$0	\$100
Total Proposed RTC Subsidy Per Vehicle¹	\$580	\$330	\$405
Estimated RTC Subsidy Percent (%)	48%	35%	40%
Cost for 12 Months Per Vehicle	\$3,360	\$0	\$1,200
Number of Vehicles	20	21	19
Phase I Total RTC Subsidy for 1 Year	\$67,200	\$0	\$22,800

¹ Total Proposed Subsidy Per Vehicle is calculated by adding “Current RTC Subsidy” and “Additional Subsidy Needed Per Vehicle”

Proposed Temporary Subsidy Structure: Phase II

June 2022 – January 2025

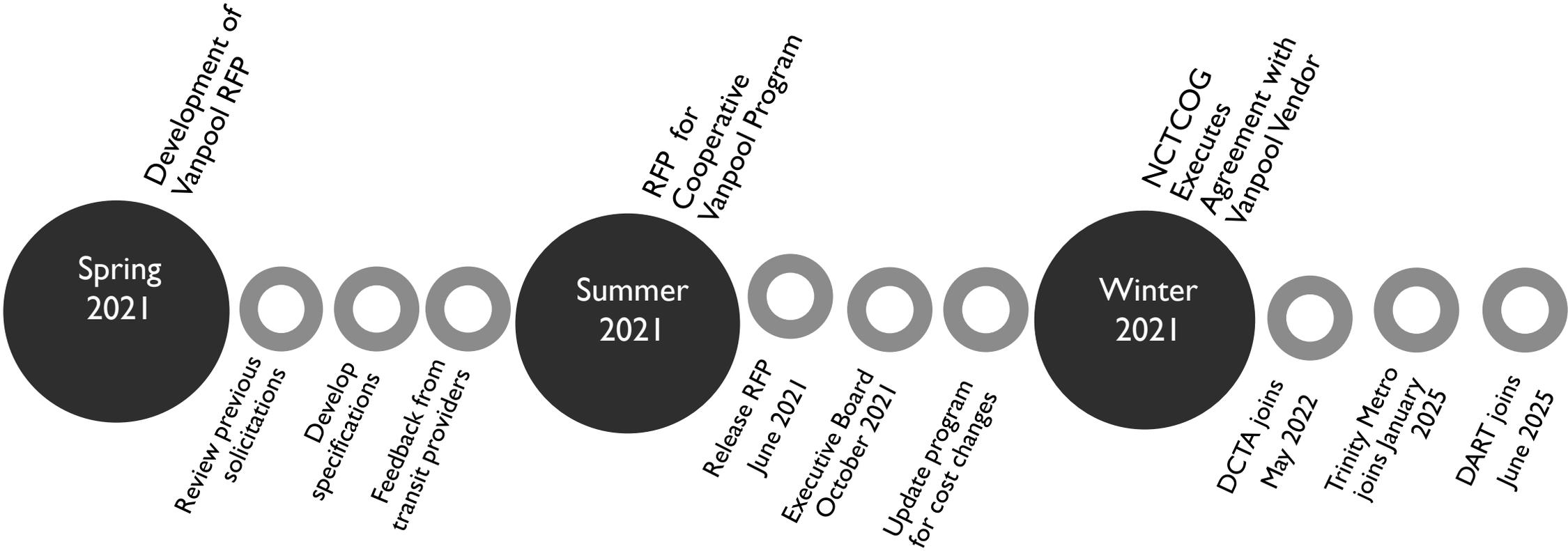
Minivan (7 Passenger) Costs Comparison

	DART	DCTA¹	Trinity Metro
Vehicle Price to Transit Agency	\$1,200	\$1,288	\$1,025
Current RTC Subsidy	\$300	\$334	\$305
Rider Vanpool Price	\$900	\$954	\$720
Expected Lowest Rider Vanpool Price (Trinity Metro)	\$720	\$720	\$720
Additional RTC Subsidy Needed	\$180	\$234	\$0
Total Proposed RTC Subsidy Per Vehicle²	\$480	\$568	\$305
Estimated RTC Subsidy Percent (%)	40%	44%	30%
Cost for 12 Months Per Vehicle	\$5,760	\$7,485	\$0
Number of Vehicles	24	25	23
Phase II Total RTC Subsidy Per Year	\$138,240	\$188,617	\$0

¹Estimated Cost

²Total Proposed Subsidy Per Vehicle is calculated by adding “Current RTC Subsidy” and “Additional Subsidy Needed Per Vehicle”

Cooperative Vanpool Procurement Timeline



Schedule

Milestone	Estimated Timeframe
Meetings with Transit Authorities to review items	December-February 2021
STTC Information	March 26, 2021
RTC Information	April 8, 2021
STTC Action	April 23, 2021
RTC Action	May 13, 2021

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AIR QUALITY PROGRAM REPORT

Surface Transportation Technical Committee • March 26, 2021

Nick Van Haasen, Air Quality Planner
Anthony Moffa, Air Quality Planner



North Central Texas
Council of Governments

Attainment Deadlines

Region did not meet attainment deadlines

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

2015 NAAQS Attainment Date (≤ 70 ppb): No later than **August 3, 2024
*Moderate Classification***

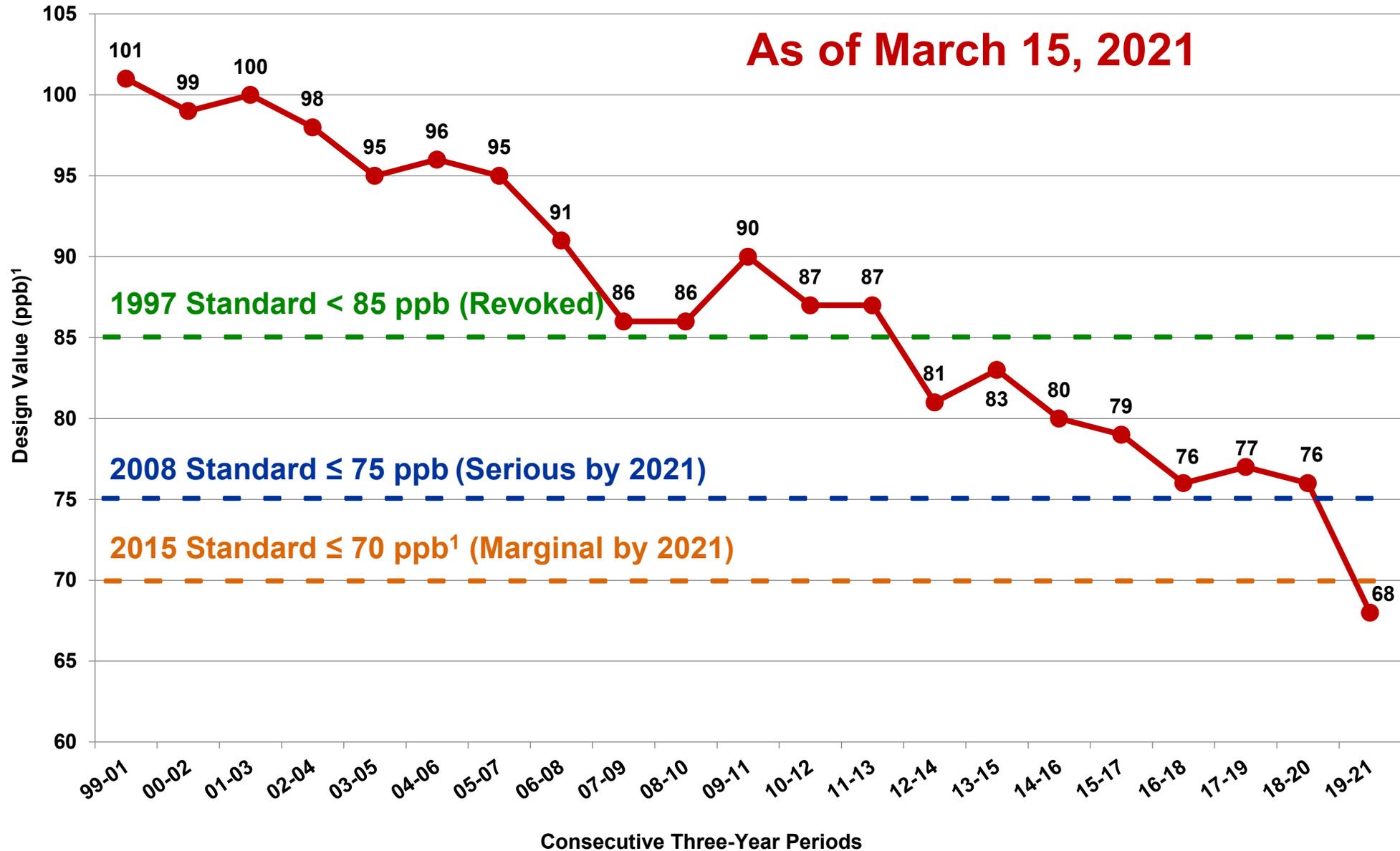
Attainment for Both Standards will be Based on 2021-2023 Ozone Monitor Data (3-Year Average of Fourth Highest Monitor Readings)

Federal Attainment Requirements

Design Value (DV) = Regulatory test: 3-Year Average of Fourth Highest Value

Five Highest Monitors	4 th Highest Value for Season			Required 2021 Ozone Season DV for Attainment	
	2019	2020	2021 (Current)	2008	2015
	Eagle Mountain Lake	75	76	53	76
Grapevine Fairway	71	77	46	79	64
Frisco	76	70	50	81	66
Dallas North	73	69	50	85	70
Denton Airport	71	71	52	85	70

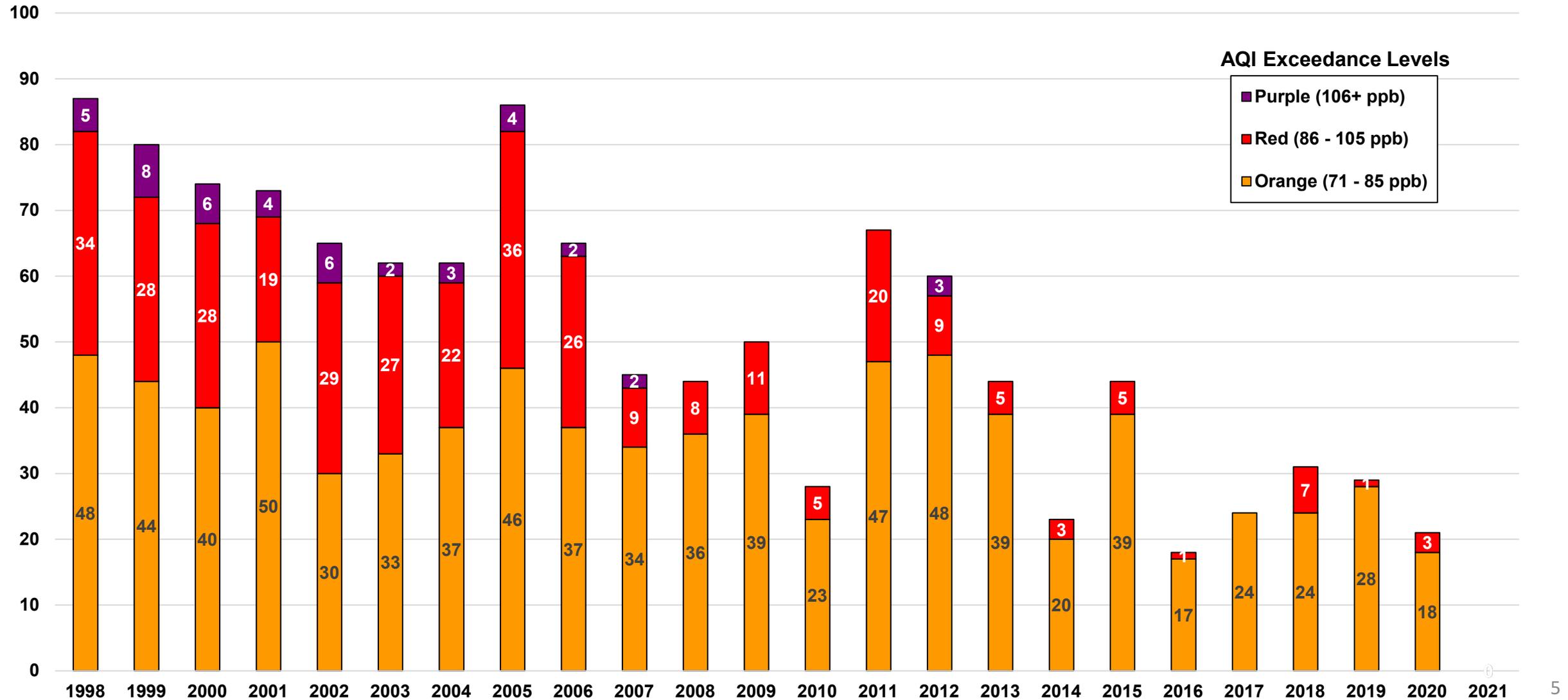
8-Hour Ozone NAAQS Historical Trends



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

8-Hour Ozone NAAQS Historical Trends

Based on ≤ 70 ppb (As of March 15, 2021)



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

Source: TCEQ, http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl
ppb = parts per billion

Ongoing and Future Investigations

Inaccurate ozone alerts for predicted exceedances

Of the 30 ozone action days issued, only 7 forecasts were correct

State forecasted 72 ppb for 2020 – actual is 76 ppb

Impacts of background emissions

Nonattainment Boundaries – Multistate air quality plans

Comprehensive Multipollutant Interactions

Unexplained emission increases

Potential changing of NOX:VOC stoichiometric ratio

COVID-19 research

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

Ozone Activity - <https://www.nctcog.org/trans/quality/air/ozone>

Temporary (Paper) Tags

What is a Temporary Tag?

Intended to be used for temporary registration

Twelve variations of a temporary tag

Texas Buyer tag is predominantly abused

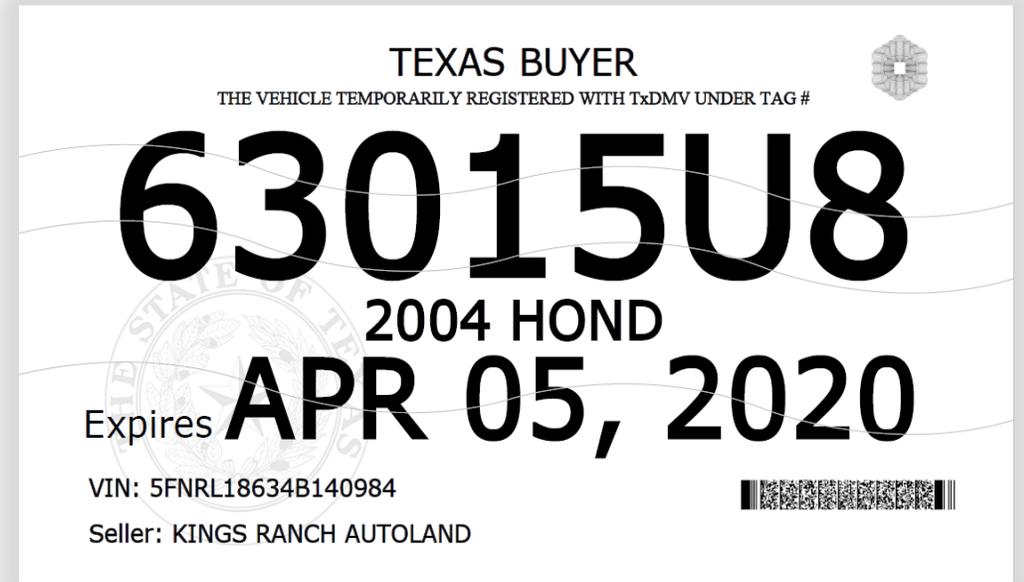
Reasons for Widespread Abuse

Two Steps One Sticker

Mobile Emissions Task Force elimination

Texas Department of Motor Vehicles database abuse

Online merchants



Major Issues

Circumvent mandatory emissions inspections

Avoid tolls throughout the region and statewide

State revenue loss

Exploit vehicle purchaser

Risk to officer safety

Fund illegal activities

Bought, sold and used in crimes to conceal identity in all 50 states

Sold illegally through social media, auction sites, on-line merchants.

Estimated Revenue Loss

State, County and Local Estimates Jan 2019-March 2021

Registration, inspection and local fee
loss estimate

(base sum of fees combined to \$68.25)

1,157,856 tags x \$68.25 = **\$79,023,672**



Potential Solutions

TxDMV rule changes

Reach out to online merchants

Legislation

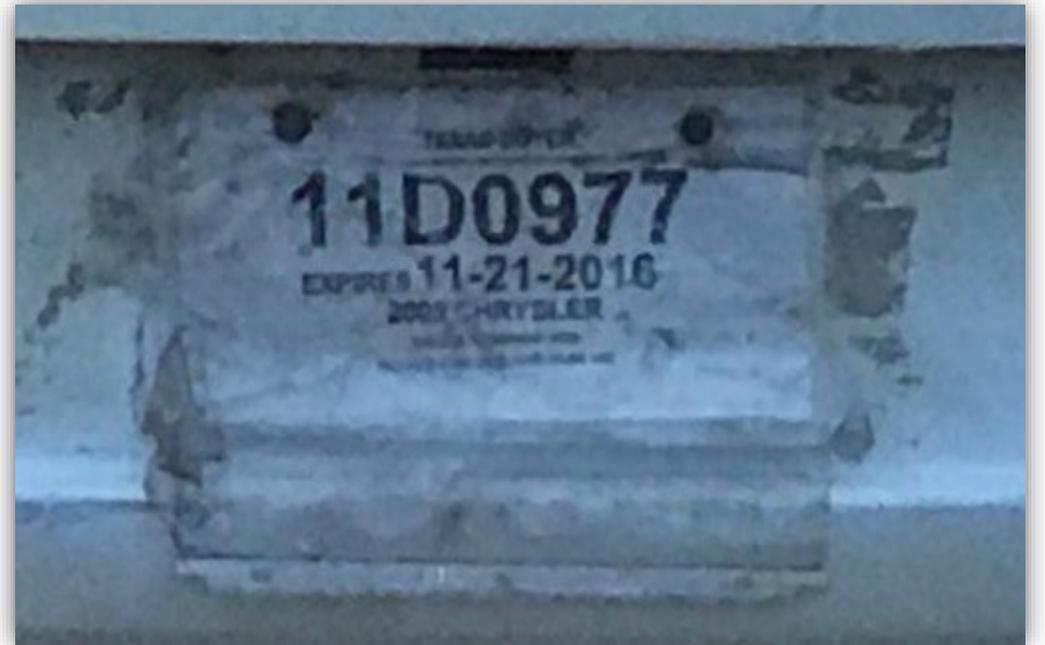
HB 3927

HB 3926

Resuming the Mobile Emissions Task Force

**Through LIP Appropriations (HB 2539),
or**

RTC backstop



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<https://www.nctcog.org/trans/quality/air>
