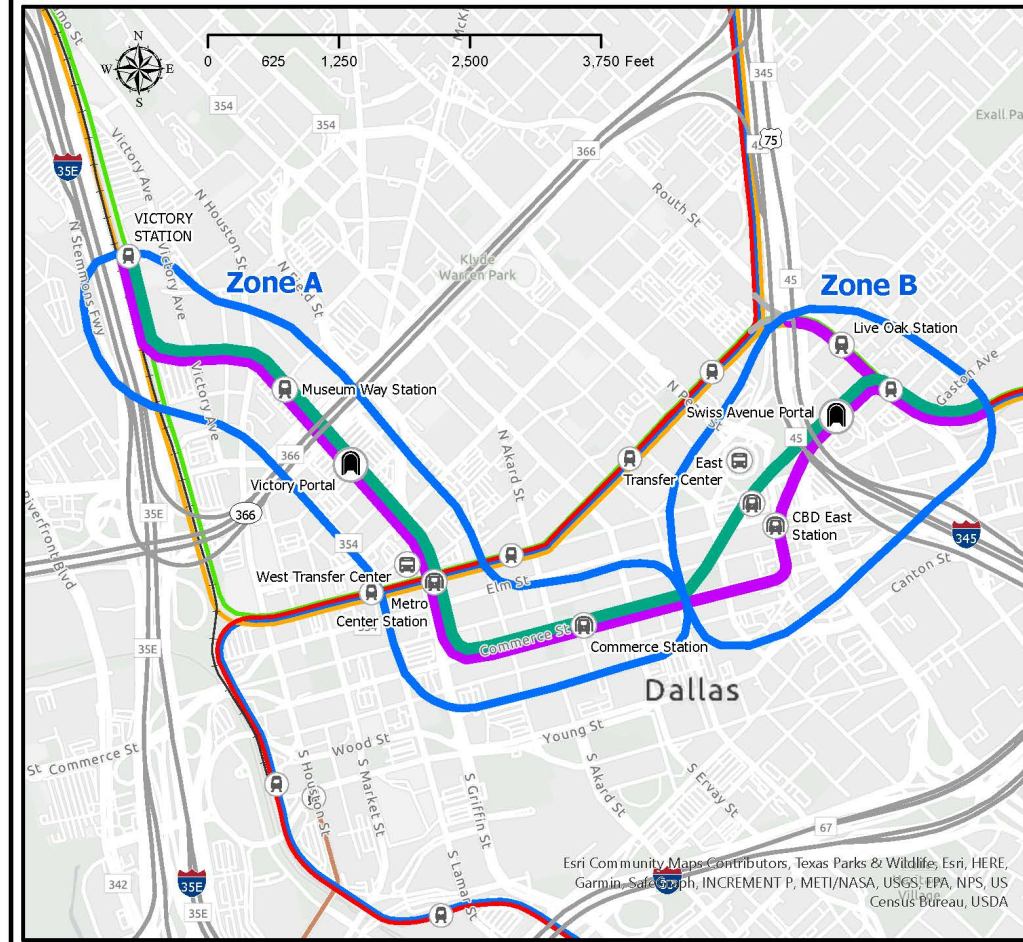


Attachment 1 DART D2 Project Council District 2, 14

- █ Locally Preferred Alternative - City Council Resolution September 2017
 - █ DART's Current Proposed Alternative
- | | | |
|---|---|---|
| █ BLUE LINE | █ RED LINE |  TRINITY RAILWAY |
| █ GREEN LINE | █ MCKINNEY AVENUE TROLLEY | |
| █ ORANGE LINE | █ DALLAS STREETCAR | |



Esri Community Maps Contributors, Texas Parks & Wildlife, Esri, HERE, Garmin, SafeGraph, INCREMENT P, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

HOW MUCH COMMUTING BENEFIT SHOULD RETURN: NEED FOR NEW TOOLS

TOO LOW

↑ Future Freeway Right of Way
↑ Emissions/VOC
↑ Carbon Dioxide
Lost Opportunity

TOO HIGH

↑ in Fatalities
↓ in Rail Ridership
↓ in Lifestyle/Tourism
↓ in Transportation Revenues

CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING
INNOVATIVE PROJECTS DURING COVID
RECOVERY

Regional Transportation Council
April 2021

Michael Morris, PE
Director of Transportation

TRAVEL BEHAVIOR BY MODE



Bicycle/Pedestrian (+36%, December)



Freeway Volumes (-17%, February)

Toll Road (-20%, January)

Airport Passengers (-48%, January)

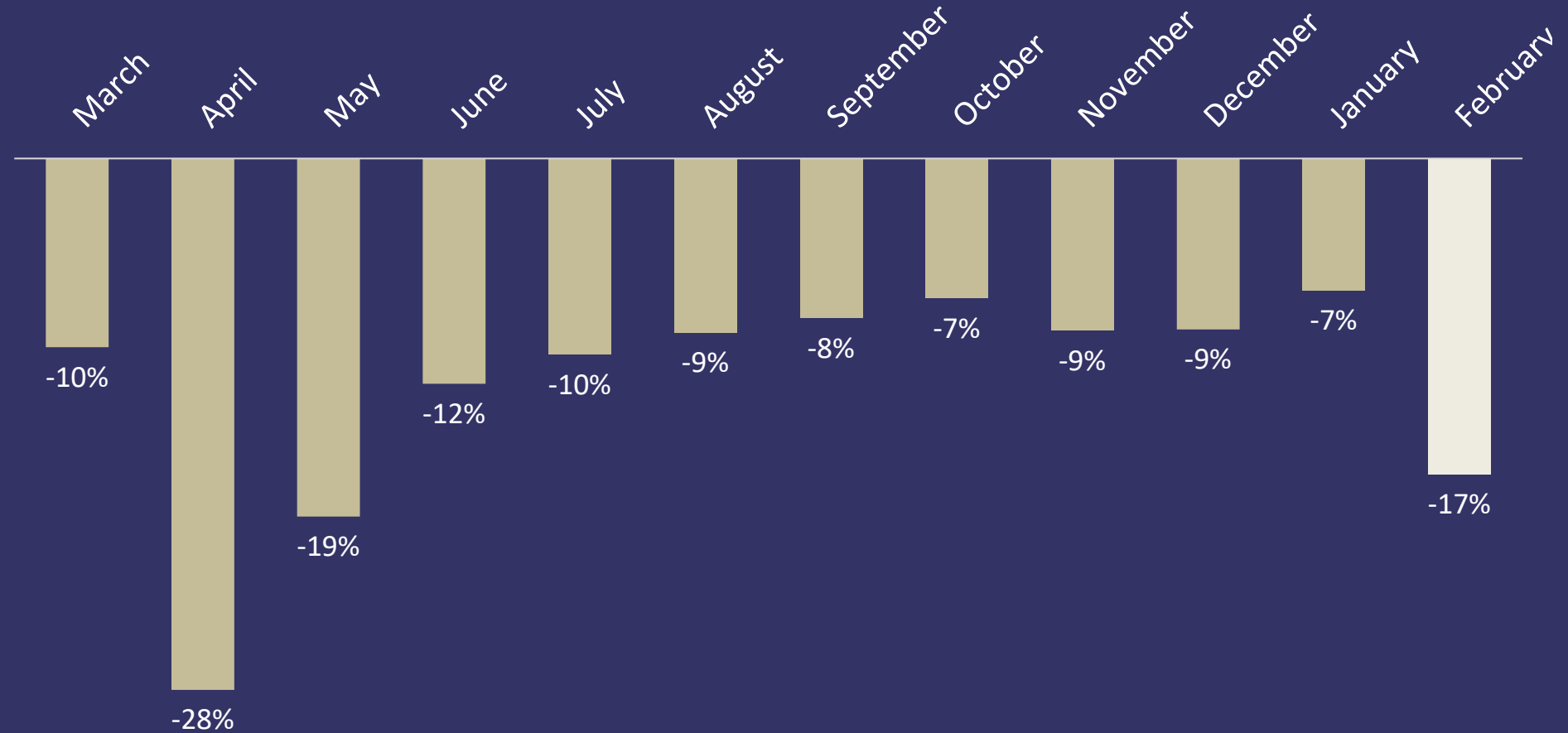
Transit Ridership (-51%, January)



ROADWAY TRENDS

Traffic Decrease vs 2019

Average
Weekday
Freeway
Volumes



Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters.

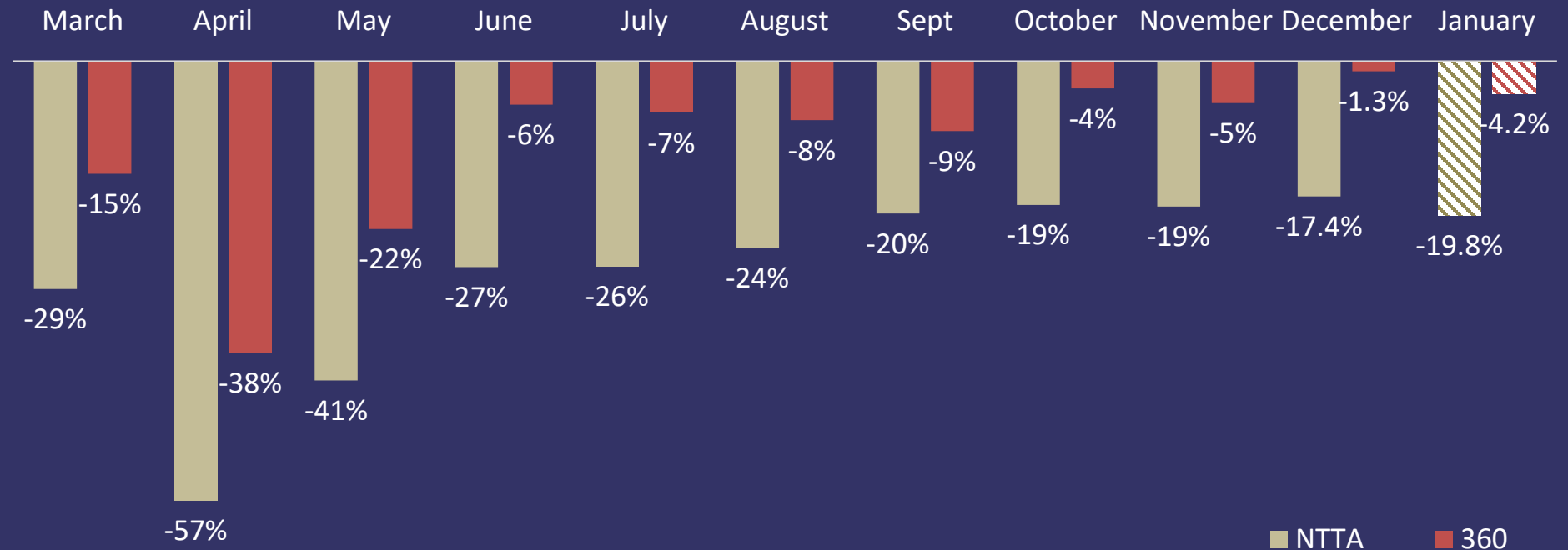
As of October 2020 growth calculations are based on Fort Worth locations.

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

FUNDING IMPACT

NTTA
Transactions,
Including
SH 360

Change in Tollway Transactions: 2019 vs 2020



Source: NTTA

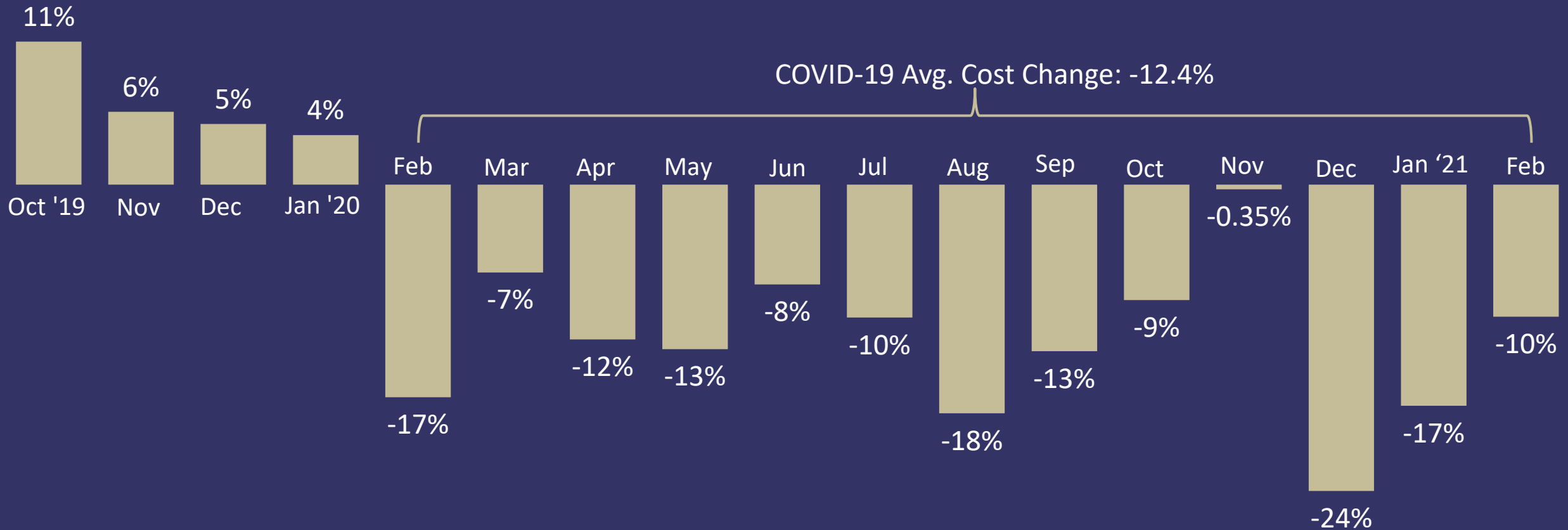
Note: Change for NTTA includes 360 Tollway

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

No current impact to RTC backstop expected.

Construction Cost Changes October 2019 to February 2021

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



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)

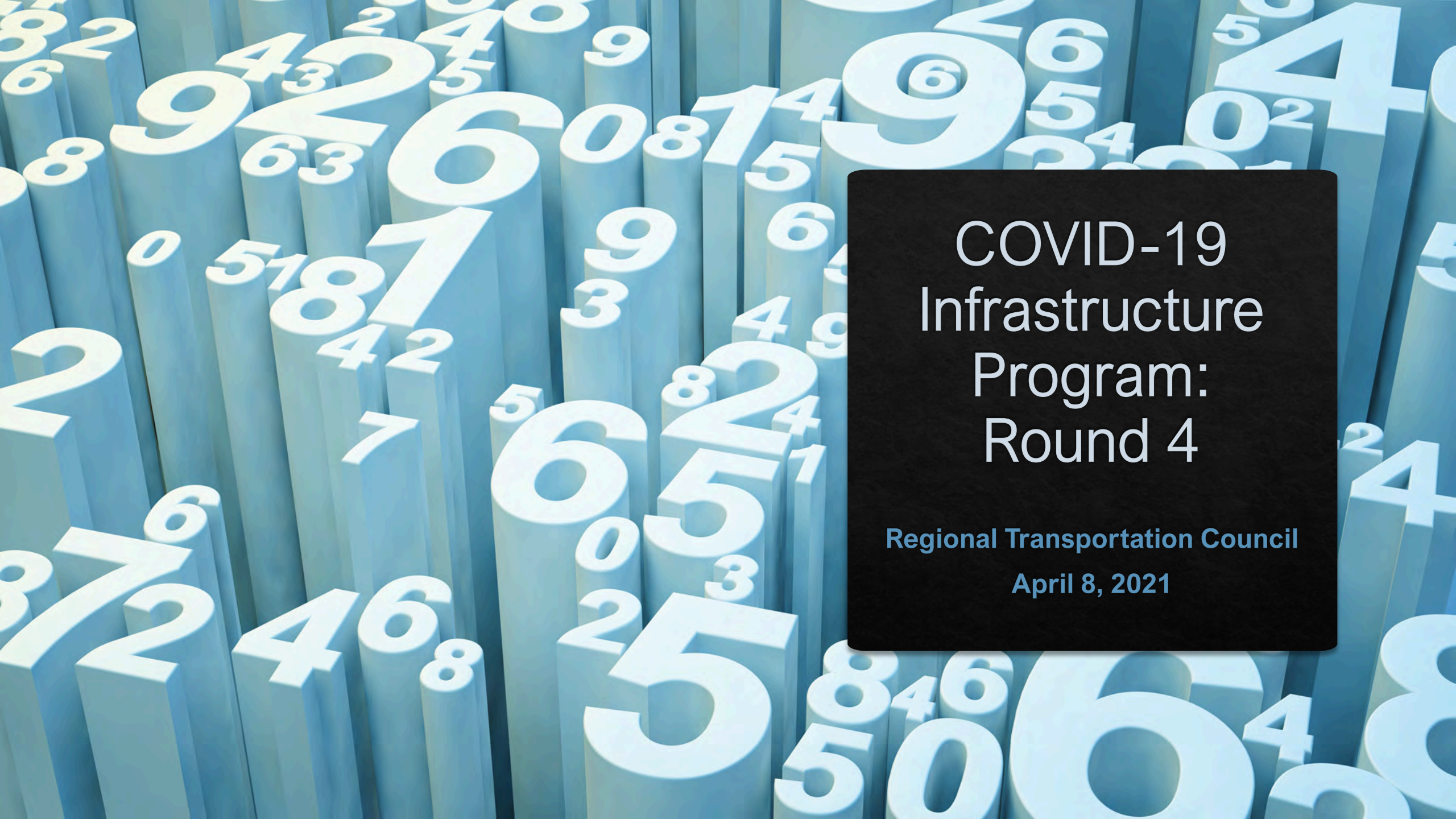
Technology (Freeway Induction Loops)

State Highway 183 (Section 2E+)

Y Connector (IH820/IH20)

COVID-19 #00X Program





COVID-19
Infrastructure
Program:
Round 4

Regional Transportation Council

April 8, 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 funding type)

SUMMARY OF THE EVALUATION PROCESS

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

RECENT STIMULUS FUNDING

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

WEST/EAST FUNDING DISTRIBUTION

| West/East Sub-Region Funding Split of Recommended Projects | | | | |
|---|-----------------|------------------|---------------|---------------|
| Category | West | East | West % | East % |
| CMAQ ¹ | \$8.44M | \$31.37M | 21.2% | 78.8% |
| STBG ² | \$24.48M | \$75.19M | 24.6% | 74.4% |
| RTR ³ | \$1.32M | \$0 | 100% | 0% |
| RTC Local | \$0.25M | \$0 | 100% | 0% |
| Total | \$34.49M | \$106.56M | 24.5% | 75.5% |

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 | \$19.60M | \$0 | \$0 | \$0 | \$2.25M | 2.12M | \$21.85M |
| Intersection Improvements | \$11.41M | \$3.40M | \$0 | \$0 | \$4.69M | 0.87M | \$19.50M |
| Strategic Partnerships | \$0 | \$43.82M | \$1.32M | \$0.25M | \$5.23M | 4.84M | \$50.62M |
| Total | \$39.81M | \$99.67M | \$1.32M | \$0.25M | \$34.60M | 10.15M | \$175.65M |

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 |
| Public Involvement | April 2021 |
| TIP Modification Submittal Deadline for August Cycle | April 23, 2021 |
| Anticipated Federal Highway Administration Approval | October 2021 |

ACTION REQUESTED

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

QUESTIONS?

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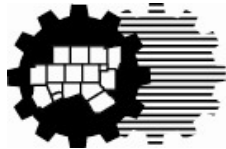
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2021 Federal Transit Administration Low or No Emissions Grant Program

Regional Transportation Council Meeting
April 8, 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

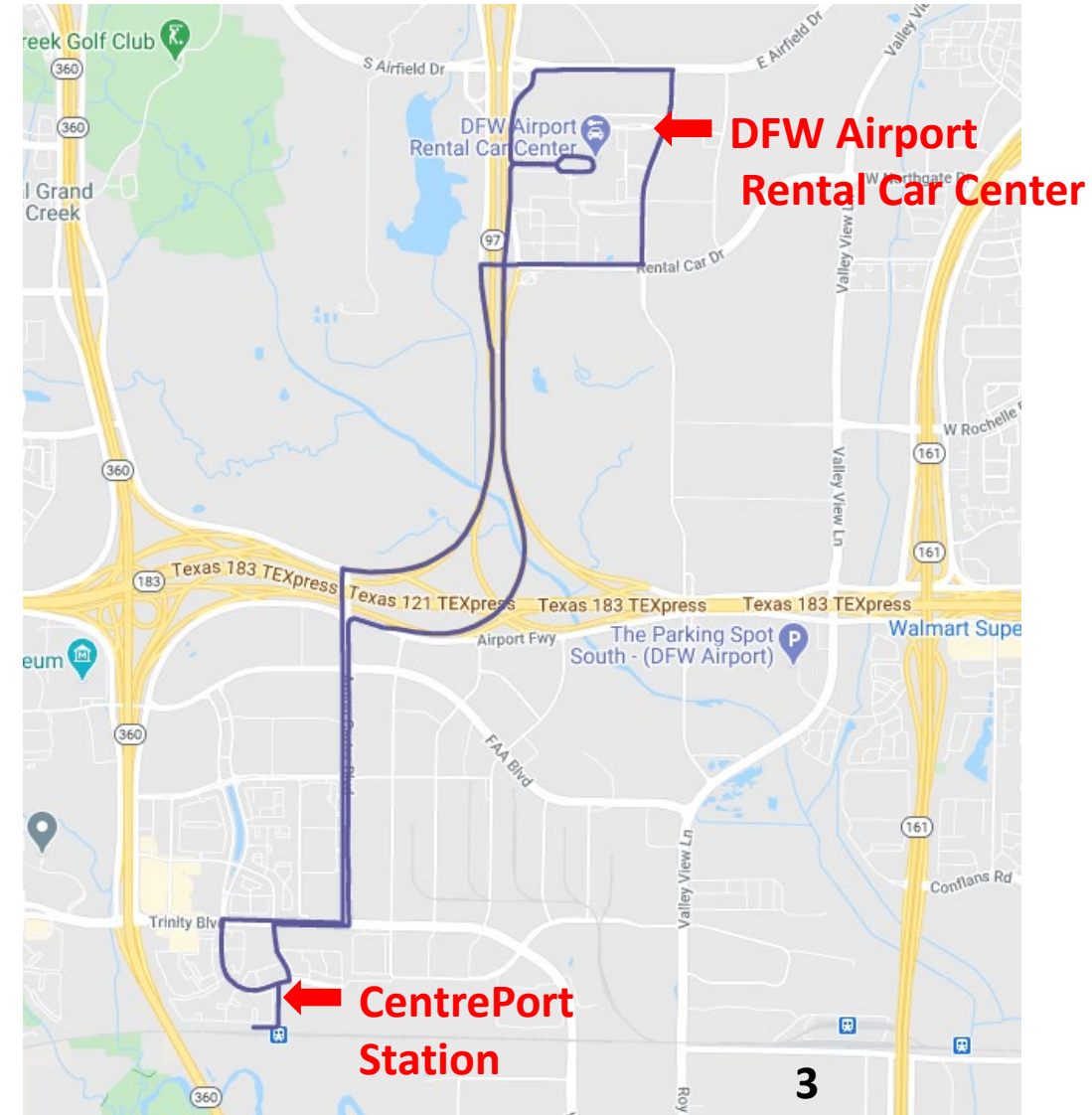
Project Administration

Anticipated Award:

Up to ~~\$7.5~~ \$8 Million Federal Funds

Proposed Match:

Up to ~~1.5~~ 1.6 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 |

Relevance to Regional Planning

Air Quality Emphasis Areas:

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

Performance Measures:

Air Quality, Transit

Mobility 2045:

Air Quality Policies AQ3-003 and AQ3-004

[Mobility 2045 Chapter 4 – Environmental Considerations](#)

[Appendix C – Environmental Considerations](#)

Public Transportation Policies TR3-001, TR3-002, and TR3-010

[Mobility 2045 Chapter 6 – Mobility Options](#)

[Appendix E – Mobility Options](#)

Action Requested

Regional Transportation Council Approval of:

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

Use of Up to ~~1.5~~ **1.6 Million Regional TDCs as Match**

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

For More Information

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LEGISLATIVE UPDATE



Rebekah Hernandez, Communications Manager
NCTCOG

Regional Transportation Council

April 8, 2021

FEDERAL UPDATE

American Jobs Plan

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

- Funded mainly by corporate tax rate increase from 21% to 28%
- Plan's expansive definition of "infrastructure" is controversial

At least one month for proposal to move through Congress

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

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

FEDERAL UPDATE

American Jobs Plan

Major Transportation Funding Allocations by Program

| | |
|---|--------|
| Nationwide investment in electric vehicles and charging infrastructure | \$160B |
| Fix-it-first spending for 20,000 miles of highways and roads & 10,000 bridges | \$115B |
| Public transit support (includes new capacity and electric buses) | \$110B |
| Amtrak, intercity passenger rail, HSR | \$80B |
| Mega projects (regional or national scale) | \$44B |
| Projects to redress historic inequities (includes reconnecting neighborhoods) | \$25B |
| Road safety (includes safe streets & vision zero) | \$20B |
| Ports (includes land ports of entry) | \$17B |

TEXAS LEGISLATURE

- 7 Weeks Left
- Last Day of Session is May 31
- Committee Hearings Continue
- Request for Testimony in Committee Hearings

RTC LEGISLATIVE PROGRAM

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



TEXAS
LEGISLATURE

Bills of Interest

Transportation Funding

- State Budget, **CSSB I** (Nelson), Approved on Senate Floor - 4/6
- \$200 Alternative Fuel Vehicle Fee and Fee by Vehicle Class, **SB 1728** (Schwertner/Nichols/Powell), Pending in Senate Transportation - 4/7
- Texas Mobility Fund, **HB 2219** (Canales), Pending in House Transportation - 3/30



TEXAS
LEGISLATURE

Bills of Interest

High-Speed Transportation

- Property for High-Speed Rail, Eminent Domain, **HB 901** (Burns), **HB 2044** (Leman), **HB 3312** (Harris)
- High-Speed Rail Legislative Review Committee, **HB 3633** (Leman)

All left pending in House

Land and Resource Management - 4/1



TEXAS
LEGISLATURE

Bills of Interest Safety

Reducing Speed Limits

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

Pedestrian Safety

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

Safety Terminology

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



TEXAS
LEGISLATURE

Bill of Interest

Air Quality

- Electric Vehicle Charging Infrastructure, includes \$100 EV Fee, **HB 2221** (Canales), Pending in House State Affairs - 4/1
- Vehicle Emissions Inspection, **HB 2423** (Davis), Pending in House Environmental Regulations - 3/29
- LIRAP Funds, **HB 2539** (Turner), Set for House Environmental Regulations - 4/12

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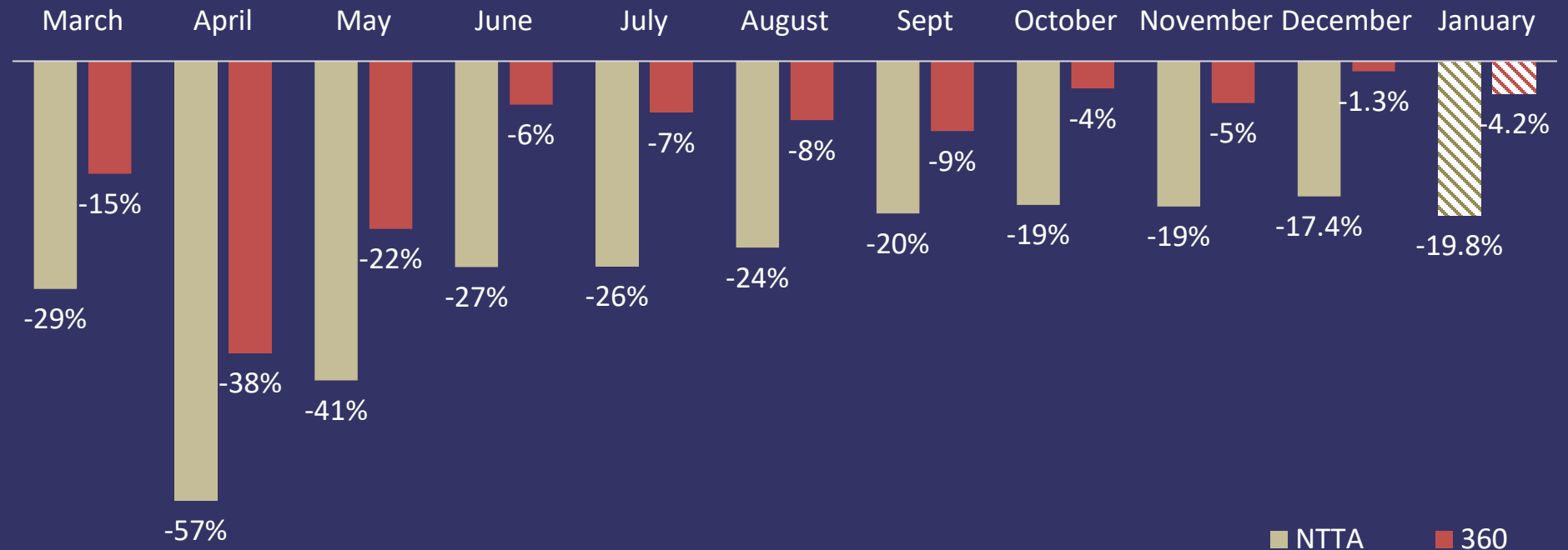
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FUNDING IMPACT

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.

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

- 1) Context: Urgency is Due to Increasing Interest Rates (Currently 4.25% to 3.25%) = \$50M savings). Part of a Larger Re-Financing. \approx
- 2) Agreements (i.e., Two of Them)
 - Project Agreement (NTTA and TxDOT)
 - \$300M Loan/Today's Payment is \$330M
 - Backstop Agreement (TxDOT, NTTA and RTC)
- 3) Benefits:
 - Relieves the requirement of the RTC financial backstop.
 - Releases \$15M in RTC contingency funds for project selection (i.e., STBG federal funds)
 - Elimination of possibility of SH 360 toll rate increases due to RTC step-in
 - Possibility of next stage SH 360 improvement happening sooner
 - Some Portion of \$330M selected by the Commission for the DFW region

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

4) Remaining Items Being Negotiated/Discussed

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

5) Next Step:

- Local Government Meeting (Tarrant County, Grand Prairie, Arlington and Mansfield) Soon
- TxDOT Action
- NTTA Action
- RTC Action in May

FISCAL YEAR 2021 PROJECT TRACKING

Regional Transportation Council

April 8, 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 FY 2021 PROJECT FUNDING - CMAQ

| | NOVEMBER 2020 | APRIL 2021 |
|---|----------------------|----------------------|
| Federal Funding Allocated in FY 2021 | \$73,963,059 | \$73,963,059 |
| Estimated Federal Carryover Funds (FY 2020 to FY 2021) | <u>+\$58,400,000</u> | <u>+\$58,400,000</u> |
| Total Available Federal Funding in FY 2021 | \$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 | \$24,029,732 |
| FY 2021 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 FY 2021 since last presentation

SUMMARY OF TIP FY 2021 PROJECT FUNDING - STBG

| | NOVEMBER 2020 | APRIL 2021 |
|---|-----------------------|-----------------------|
| Federal Funding Allocated in FY 2021 | \$116,230,858 | \$116,230,858 |
| Estimated Federal Carryover Funds (FY 2020 to FY 2021) | <u>+\$168,000,000</u> | <u>+\$168,000,000</u> |
| Total Available Federal Funding in FY 2021 | \$284,230,858 | \$284,230,858 |
| Total Federal Funding Programmed | \$154,318,314 | \$178,697,889 |
| Federal Funding Obligated (2020) ¹ | \$25,215,290 | \$26,234,882 |
| Federal Funding Obligated (2021) ¹ | \$0 | \$11,841,785 |
| FY 2021 Project Phases ² | 52 | 53 |
| Project Phases Obligated to Date | 10 | 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 FY 2021 since last presented

SUMMARY OF TIP FY 2021 PROJECT FUNDING – TA SET ASIDE

| | NOVEMBER 2020 | APRIL 2021 |
|---|----------------------|----------------------|
| Federal Funding Allocated in FY 2021 | \$7,948,734 | \$7,948,734 |
| Estimated Federal Carryover Funds (FY 2020 to FY 2021) | <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 | -\$666,254 |
| FY 2021 Project Phases ³ | 29 | 23 |
| Project Phases Obligated to Date | 7 | 8 |
| Project Phases Past Their Original Estimated Start Date | 12 | 19 |

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

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

3: Two project phases added to and eight removed from FY 2021 since last presentation

SUMMARY OF PROGRESS

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

NEXT STEPS

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

QUESTIONS?

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

REGIONAL TRANSPORTATION COUNCIL

APRIL 8, 2021

Shannon Stevenson
Senior Program Manager
Transit Management and Planning

FEDERAL MEASURES SCHEDULE

| 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 DEVELOPMENT PROCESS

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

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

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 |
| May 13 | RTC Action on PTASP |

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Regional Vanpool Program Modifications To Improve Overall Efficiency

REGIONAL TRANSPORTATION COUNCIL

APRIL 8, 2021

Background/ Overview

-
- NCTCOG and Transit Agencies Reviewed Current Program
 - Several Areas Identified for Improvement
 - Temporary Flexibility Needed During Transition to One Regional Program (no new funding needed)
 - Goal
 - Improve Overall Efficiency & Effectiveness
 - Reduce Rider Confusion
 - Eliminate Unintended Competition Between Transit Agencies

Proposed Modifications

1. Establish Clear Provider Boundaries
2. Address Rider Equity Concerns Through Temporary Flexible Subsidies
3. Issue Regional Cooperative Vanpool Procurement: One Regional Program Administered by the Three Transit Agencies

Boundary Modifications

Correct Funding Apportionments for Urbanized Areas

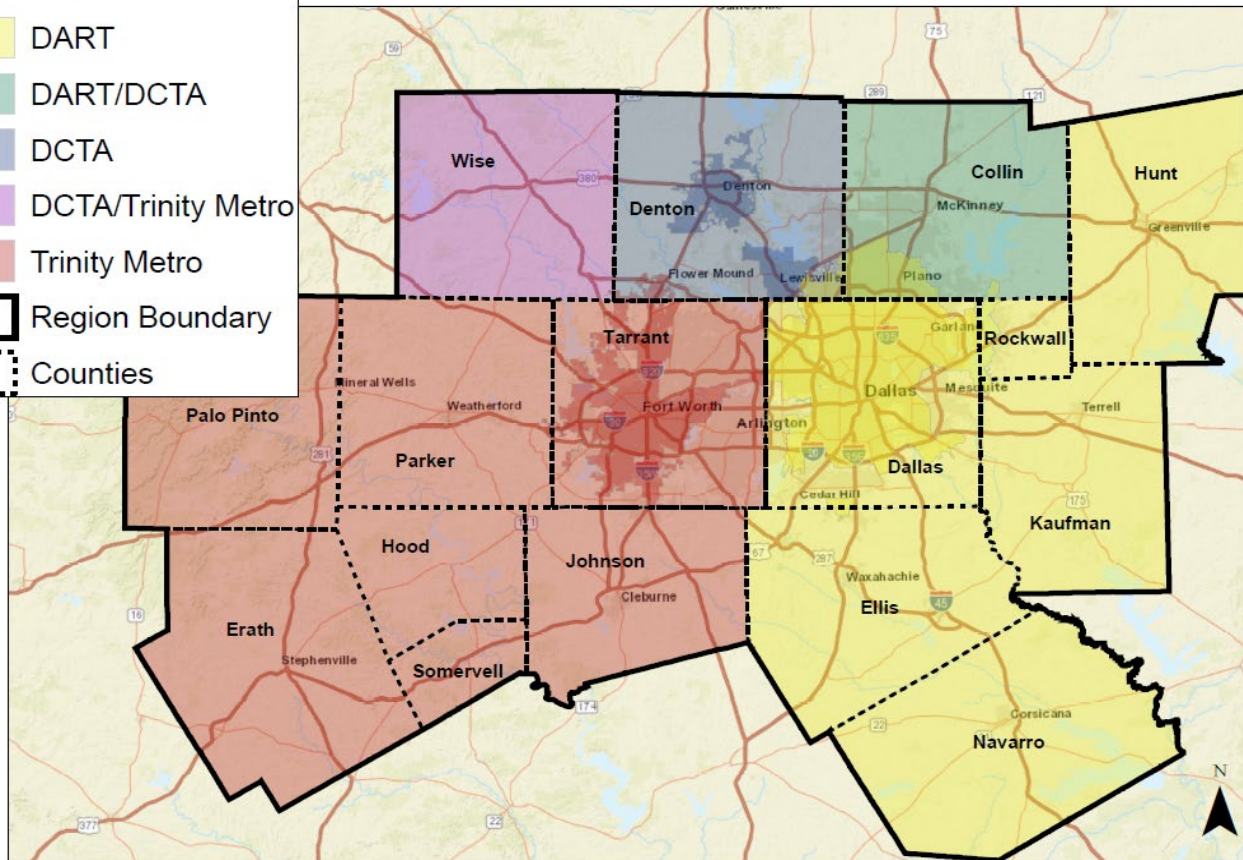
Eliminate Contested Trips

Deliver Consistent Messaging to Riders

Proposed Origination-Based Boundaries

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 |

Proposed Temporary Subsidy Correction

Subsidy

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

Impact to Rider Cost

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

Regional Cooperative Procurement

Gain Consistency Between the Three Transit Agencies

Lower Costs for the Riders

Reduce Administrative Costs

Eliminate Confusion

Schedule

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

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AIR QUALITY PROGRAM REPORT

**Regional Transportation Council Meeting
April 8, 2021**

**Jenny Narvaez, Program Manager
Jason Brown, Principal Air Quality Planner**

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***

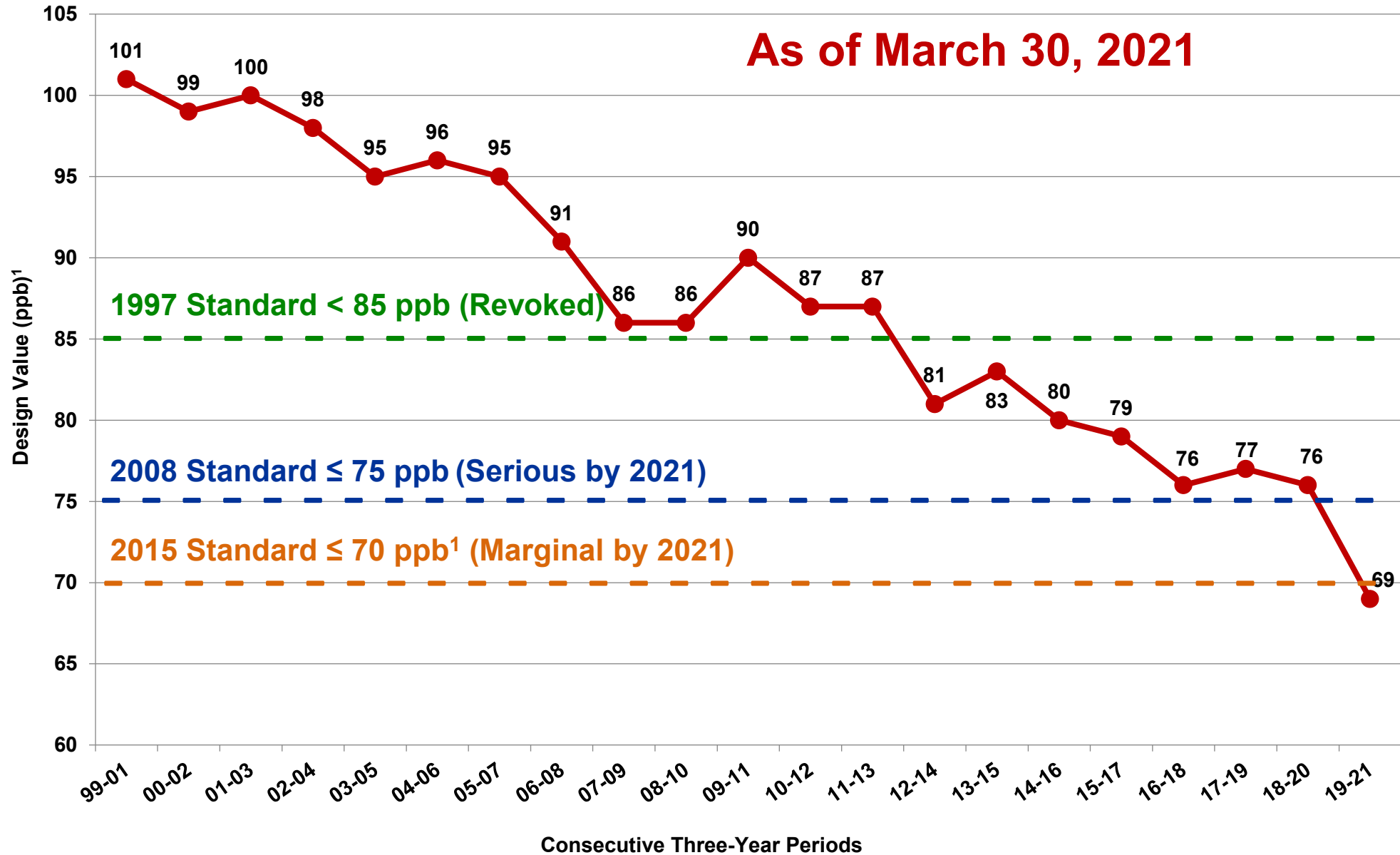
Attainment for Both Standards will be Based on 2021-2023 Ozone Monitor Data (3-Year Average of Fourth Highest Monitor Readings)

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 | 58 | 76 |
| Grapevine Fairway | 71 | 77 | 47 | 79 | 64 |
| Frisco | 76 | 70 | 55 | 81 | 66 |
| Dallas North | 73 | 69 | 53 | 85 | 70 |
| Denton Airport | 71 | 71 | 56 | 85 | 70 |

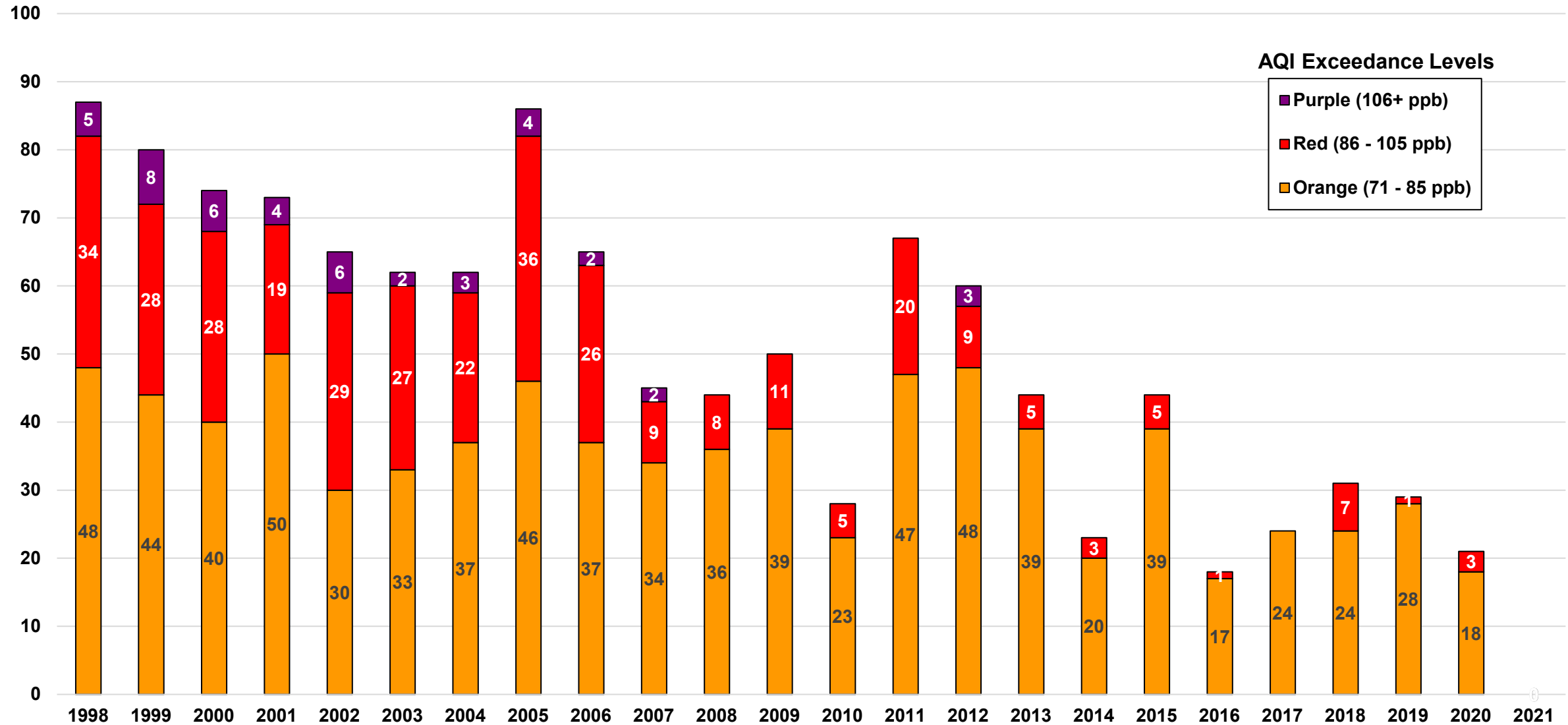
8-Hour Ozone NAAQS Historical Trends



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 30, 2021)



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

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

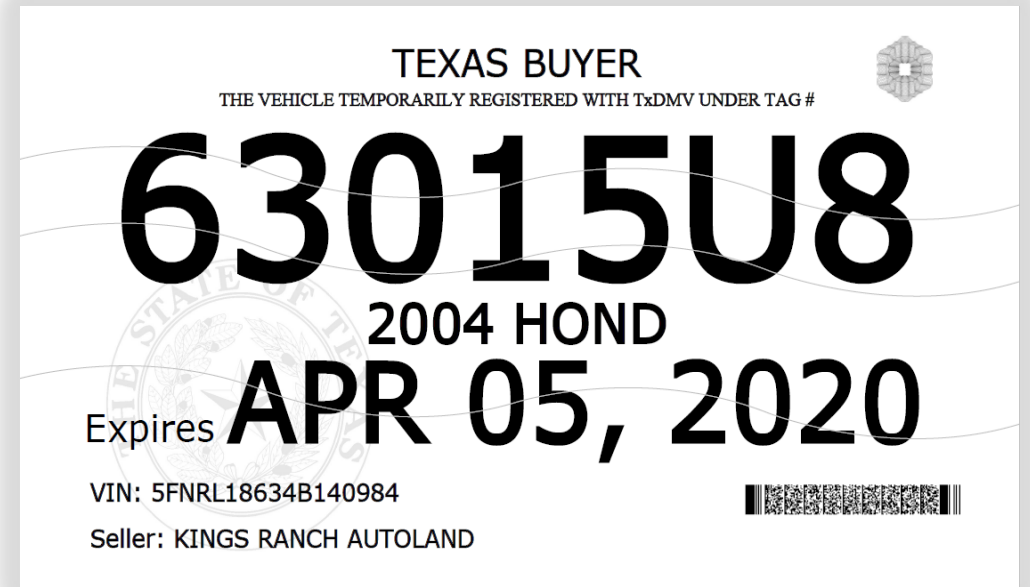
Reasons for Widespread Abuse

Two Steps One Sticker

Mobile Emissions Task Force elimination

Texas Department of Motor Vehicles (TXDMV)
database abuse

Online Merchants



Major Issues

Circumvent mandatory emissions inspections

Avoid tolls throughout the region and statewide

Loss of State revenue

Exploit vehicle purchaser

Risk to officer safety

Fund illegal activities

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

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

Estimated Revenue Loss

**State, County and Local Estimates
January 2019 - March 2021**

**Registration, inspection and local
fee**

Estimated combined sum: \$68.25

Estimated temporary tags: 1,157,856

Estimated combined loss: \$79,023,672



Potential Solutions

Revise TXDMV Rule

Adopt Legislation

HB 3927

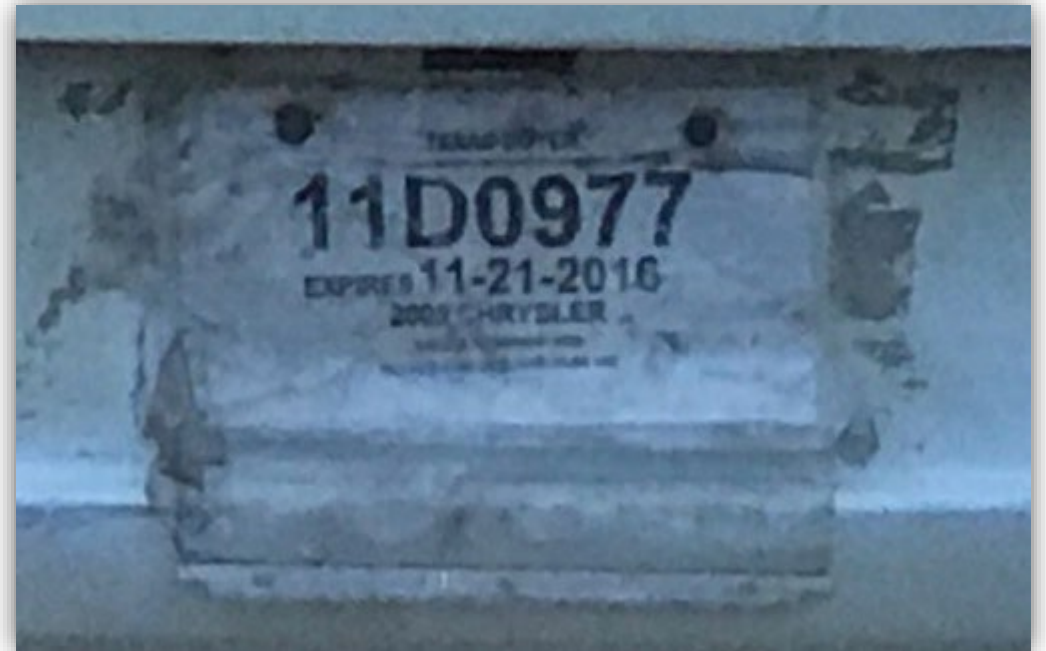
HB 3926

Educate Online Merchants

Resume Mobile Emissions Task Force

Through Local Initiatives Projects
Appropriations (HB 2539), or

RTC Backstop



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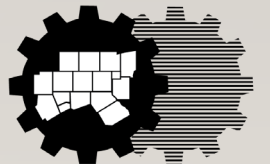
<https://www.nctcog.org/trans/quality/air>

NASA ADVANCED AIR MOBILITY COMMUNITY PLANNING AND INTEGRATION PROPOSAL

REGIONAL TRANSPORTATION COUNCIL

APRIL 8, 2021

ERNEST HUFFMAN



**North Central Texas
Council of Governments**

THE OPPORTUNITY

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

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

FUNDING

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

PROGRAM FOCUS

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

- (1) Addressing key barriers with Advanced Air Mobility (AAM) community integration towards adopting AAM services in urban areas, and
- (2) Addressing technical barriers across vehicle design, vehicle operation, airspace design, and airspace integration that would benefit from inputs provided by local, regional and or state decision makers

COMMUNITY PLANNING AND INTEGRATION ANNEX

- The primary goal of this AAM Community Planning and Integration Annex, or “Community Annex” is to enhance local plans to enable AAM.
- Ideally these plans would be a part of or inform the Metropolitan Planning Organization’s Transportation Plan or the Transportation Improvement Program.

PROPOSAL TEAM

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