# City of Dallas Funds from DART

	Before Mediation	Proposed <sup>1</sup>	Notes
DART Excess	\$111.1M	\$111.1M	
Betterments	-36.0 M	-5.2M	
Delays	-43.5M	-15.9M	
Balance to Dallas	31.6M	90.0M	
DART to NCTCOG		-10M	RTC June
Net Balance from DART		\$80M	
		(\$50M + \$30M)	
NCTCOG #1		5.3M	RTC July?
NCTCOG #2		15.4M	RTC June
Net Net for Dallas		\$100.7M	



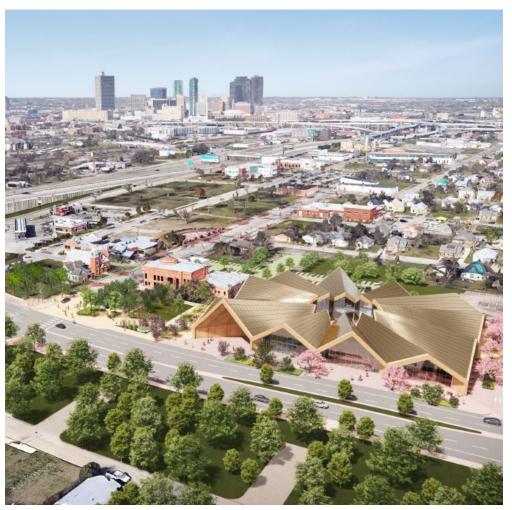
# PROPOSED NATIONAL JUNETEENTH MUSEUM PARTNERSHIP

Regional Transportation Council June 8, 2023



### **BACKGROUND**

- National Juneteenth Museum proposed to be located in Fort Worth on Rosedale Street east of IH 35W
- The community has requested regional funding for associated infrastructure:
  - Roadway
  - Sustainable Development/Parking/Land Use
  - Transit
  - Technology
  - Optimal Use of Green Space (i.e., public park)
- Supports City of Fort Worth investments/neighborhood revitalization projects (e.g., Evans and Rosedale Redevelopment project) in the same area



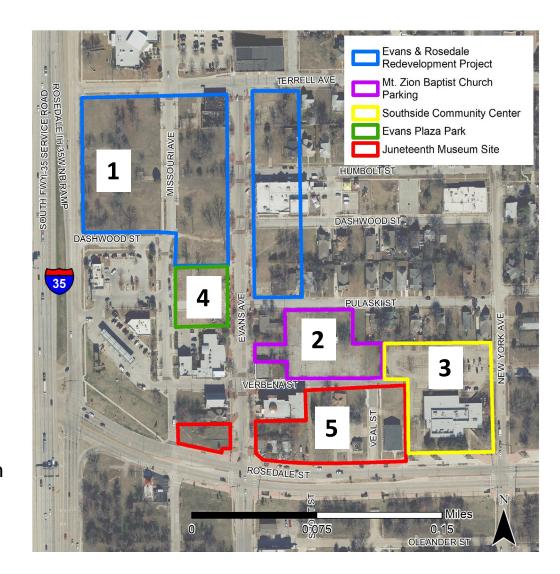
Source: National Juneteenth Museum

### **METHODOLOGY**

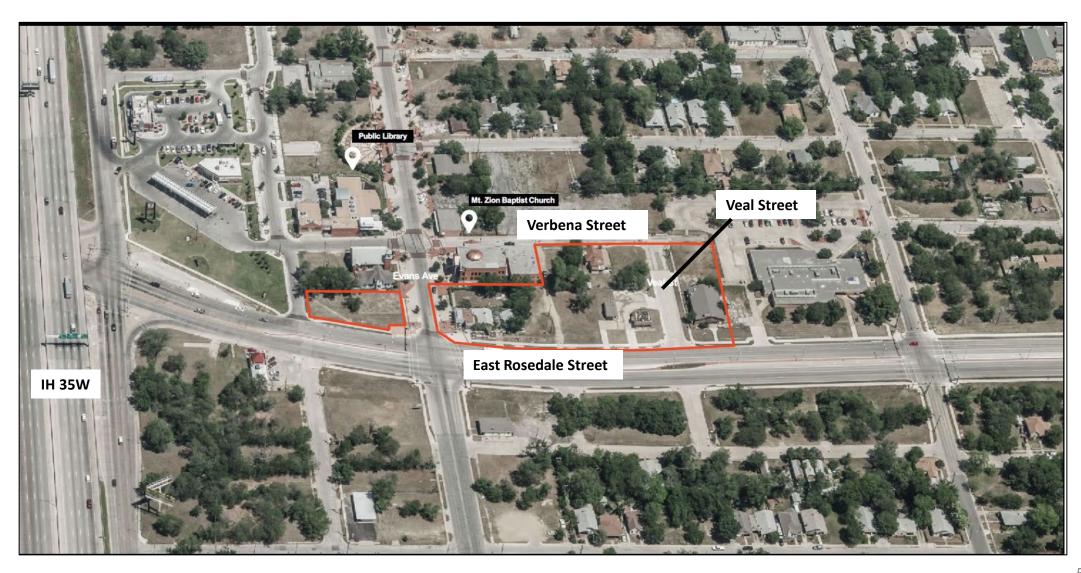
- Reviewed construction elements related to transportation items for transit access, vehicular circulation, and landscaping/streetscaping
- Financial participation would involve traditional funding grants with the City of Fort Worth and/or Trinity Metro administering the funding

# **DEVELOPMENT CONTEXT**

- City of Fort Worth Evans & Rosedale Redevelopment Project (#1)
  - City providing \$9 million public partnership with ~\$70 million from private developer, Hoque Global
  - At least 370 housing units (20 percent of them affordable), retail space, and a grocery tenant
  - Parking garage and surface lots, 400+ spaces
- Mt. Zion Baptist Church Parking (#2)
  - 11 lots, estimated 127 parking spaces
- Southside Community Center (#3)
  - 102 parking spaces. City reviewing options for future of the center.
- Evans Plaza Park (#4)
  - \$1.225 million from City committed to design and construction
- National Juneteenth Museum (#5)
  - Up to \$15M approved by City (pending private funding commitment for the Museum)



# **PROPOSED SITE**



# PROPOSED IMPROVEMENTS

TYPE	IMPROVEMENT	PROPOSED RTC FUNDING
Roadway	Realignment of East Rosedale at Veal Street intersection	\$750,000 STBG <sup>1</sup>
Sustainable Development/ Parking/Land Use	Reconstruct and manage parking (publicly owned/leased), add brick pavers and streetscape enhancements, add lighting and improve security; project will enhance travel and tourism	\$1,250,000 RTR <sup>2</sup>
Transit	Construct a context-sensitively designed transit portico/ station at Rosedale and Veal Street, including real-time arrival/departure information	\$500,000 STBG <sup>1</sup>
Technology	Deploy broadband as a travel demand management program to reduce the need for single occupant vehicle travel	\$250,000 STBG <sup>1</sup>
Green Space	Management of public space to create/facilitate a walkable destination	\$250,000 RTR <sup>2</sup>
	Total	\$3,000,000

<sup>&</sup>lt;sup>1</sup> STBG = Surface Transportation Block Grant; To be matched with regional Transportation Development Credits

<sup>&</sup>lt;sup>2</sup> RTR = Regional Toll Revenue; No match required

### PROPOSED ACTION

- RTC approval of:
  - Proposed investments at the future Juneteenth Museum (contingent upon the museum coming to fruition)
  - Amending the Transportation Improvement Program (TIP)/Statewide
     Transportation Improvement Program (STIP) and updating any
     administrative and/or planning documents as needed to incorporate the
     project funding

### CONTACT/QUESTIONS?

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# FIVE MILE CREEK TRAIL PARTNERSHIP WITH CITY OF DALLAS AND DISTRIBUTION OF FUNDS BETWEEN MPO REVOLVER AND RTC LOCAL FUND

Regional Transportation Council June 8, 2023



### **BACKGROUND**

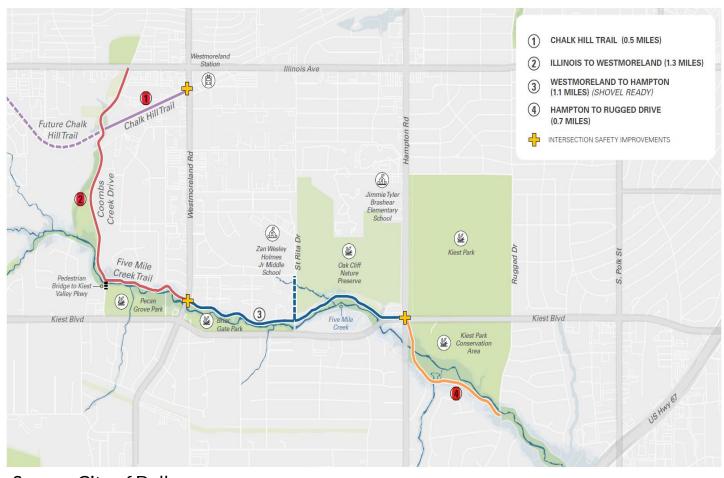
- The North Central Texas Council of Governments (NCTCOG)/Regional Transportation Council (RTC) is required to pay for expenses associated with projects and programs it implements before federal reimbursement can be requested.
- With the recent award of numerous federal discretionary grants that NCTCOG will be administering (e.g., BUILD, RAISE), the amount of funding needed to cash flow projects has increased significantly.
- NCTCOG would also like to expand the pool of RTC Local funds available to implement projects outside of the restrictive federal process.
- The RTC does not have taxing authority to generate revenue to pay these invoices and fund these projects, so a source of local dollars is needed.
- The "MPO Revolver Fund" and RTC Local funds are typically used for these purposes, but those funds are already committed, leading to the need for more local dollars.

# **BACKGROUND (CONT'D)**

- In July 2022, the RTC directed staff to pursue a funding partnership with Dallas Area Rapid Transit (DART) or the City of Dallas to expand the Revolver Fund to cash flow federal grant projects and replenish the RTC Local funding pool.
- Two federal/local partnerships with DART and the City of Dallas are being finalized to accomplish these goals:
  - Allocation of MPO Revolver and RTC Local funds from the partnership with DART (partnership approved December 2022)
  - Five Mile Creek Partnership with City of Dallas (pending)
- A third partnership with DART and the City of Dallas was approved in December 2022 to facilitate the construction of two parking garages.

# FIVE MILE CREEK TRAIL PARTNERSHIP WITH CITY OF DALLAS

- The City of Dallas approached NCTCOG regarding funding for part of the Five Mile Creek Trail and expressed interest in helping create local funds for the "MPO Revolver."
- The trail would provide critical connections to numerous parks, schools, transit facilities, and other trails throughout south Dallas.



Source: City of Dallas

### PROPOSED PARTNERSHIP

- In return for \$15.4 million of federal funding<sup>1</sup> for the project, the City would send \$10 million of local funds to the RTC.
  - \$1 million for engineering
  - \$14.4 million for construction
- Funding would be matched with regional Transportation Development Credits
- Sections 1, 2, and 4 of the trail would be designed and constructed with this funding.
- Contingent upon final action by the City
- May involve a subsequent trade with DART, City of Dallas, and the RTC to access these local funds

<sup>&</sup>lt;sup>1</sup> Congestion Mitigation and Air Quality Improvement Program, Surface Transportation Block Grant, or Carbon Reduction Program

# PROPOSED DISTRIBUTION BETWEEN MPO REVOLVER AND RTC LOCAL POOL

- Between this partnership and DART partnership approved in December 2022, a total of \$50 million of local funds would be available to the RTC for use for the Revolver fund and RTC Local pool.
- The following distribution between the two is proposed:
  - Add \$5 million to the Permanent Revolver fund for a total of \$15 million (that fund already has \$10 million)
  - Add a Temporary Revolver with \$10 million that would serve as a capital fund and "emergency relief valve" for the Permanent Revolver, if needed
  - Add the remaining \$35 million to the RTC Local account

# **APPROVAL TIMELINE**

Meeting/Task	Date	
STTC Action (DART Partnership)	December 2, 2022	
RTC Action (DART Partnership)	December 8, 2022	
Executive Board Action (DART Partnership)	January 26, 2023	
Public Meeting	March 13, 2023	
STTC Action (Five Mile Creek Partnership & Fund Distribution)	May 26, 2023	
RTC Action (Five Mile Creek Partnership & Fund Distribution)	June 8, 2023	
Executive Board Action (Five Mile Creek Partnership & Fund Distribution)	June 22, 2023	
Anticipated Dallas City Council Action (Five Mile Creek)	June 28, 2023	

# PROPOSED ACTION

- RTC approval of:
  - Proposed Five Mile Creek Trail partnership
  - Proposed distribution of local funding into the MPO Revolver fund and RTC Local pool
  - Contingent upon approval by the City of Dallas
  - Amending the Transportation Improvement Program (TIP)/Statewide
     Transportation Improvement Program (STIP) and updating any
     administrative and/or planning documents as needed to incorporate the
     project funding

### **CONTACT/QUESTIONS?**

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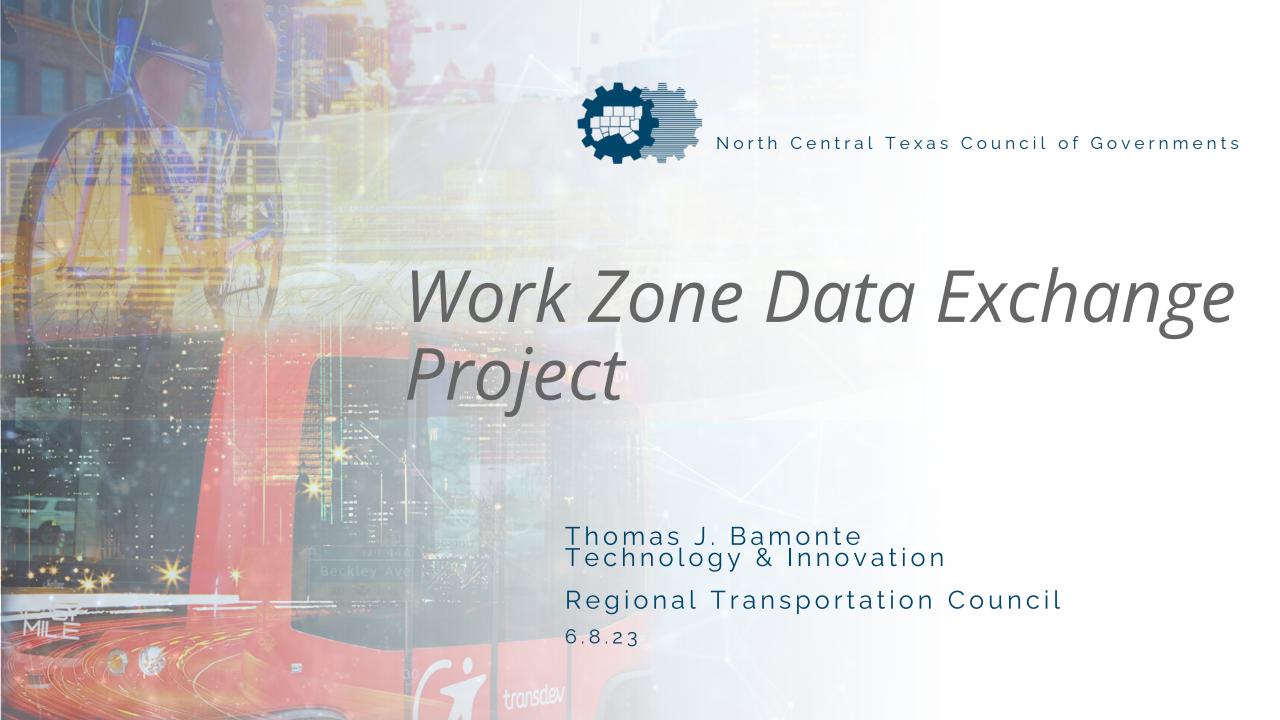
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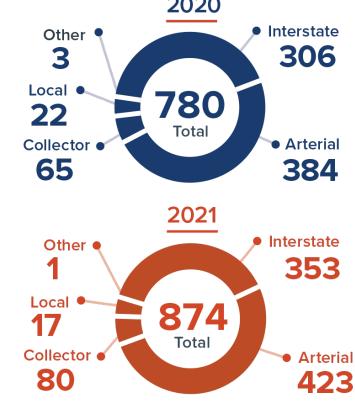


# Work Zones and Safety

In 2022, more than 25,000 traffic crashes occurred in work zones in Texas, resulting in 205 deaths approximately onefifth of US total-and another 788 serious injuries.

Based on NHTSA FARS data by type of roadway

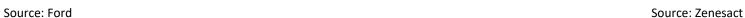
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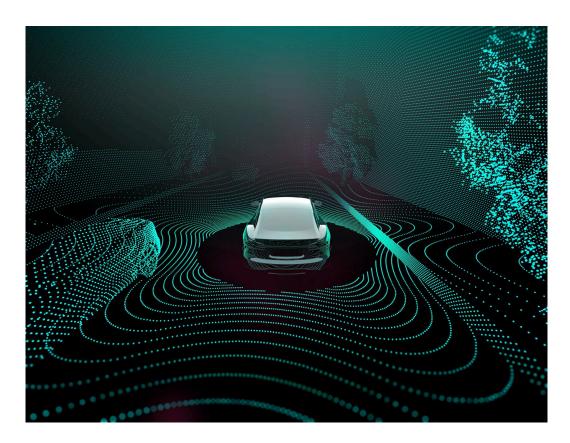


Source: FHWA

# Work Zones and Vehicle Operations







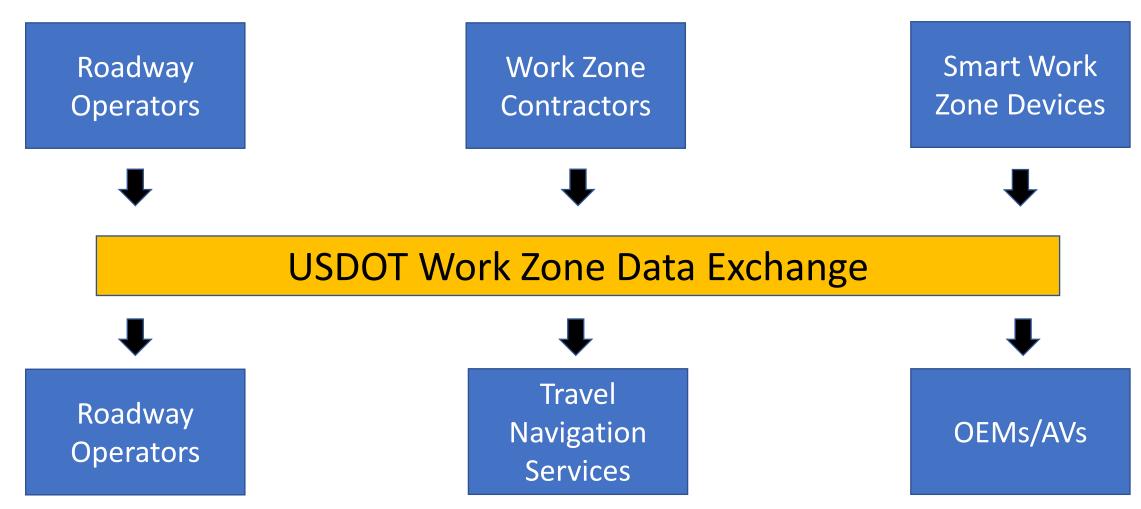
# Work Zones and Roadway Operations

Identifying work zones
Monitoring work zones
Reporting work zones



Source:

# Work Zone Data Exchange



# NCTCOG's TXSHARE Cooperative Purchase of WZDx Services

#### Three categories of services

- 1. Convert raw work zone data into WZDx format
- 2. Establish WZDx-compliant reporting system
- 3. General WZDx services

#### Five vendors under contract:

- Blyncsy
- iCone
- Mixon Hill
- Navjoy
- One.Network



# Project

- 1. Call for proposals and assistance from regional partners
- 2. Based on regional input, order WZDx services from NCTCOG's existing contracts
- 3. Implement WZDx services with local partners
  - Identify
  - Monitor
  - Report
- 4. Assign existing funding to meet needs

# Requested Action

- 1. Approve Work Zone Data Exchange Project;
- 2. Direct staff to engage regional partners on Project scoping and execution;
- 3. Utilize existing funding and NCTCOG contracts to advance the Project; and
- 4. Authorize staff to take administrative steps necessary to implement the Project

#### Contact

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# Safe Streets & Roads for All (SS4A) Grant Program

- Created through the Bipartisan Infrastructure Law (BIL)
- Purpose: prevent deaths and serious injuries on our roadways
  - Focus on comprehensive safety action planning and implementing projects/strategies identified in safety action plans
- \$5 billion discretionary grant program
  - \$1 billion per year over five years
- ☐ Inclusive of all types of roadway safety interventions across the Safe Systems Approach
- One application per agency allowed



# Safe Streets & Roads for All Grant Program

# Funding Availability

#### \$577 Million\*\*

Planning/Demonstration (National)

#### \$600 Million

- Implementation (National)

< 15% per State

- Overall Program

#### Minimum Award\*

\$100,000

- Planning/Demonstration

\$2.5 Million

- Implementation

# Maximum Award\*

\$10 Million

- Planning/Demonstration

\$25 Million

- Implementation

#### **Cost Sharing**

80% Federal | 20 % non-Federal

#### **Applicant/Condition Eligibility**

- 1. MPOs
- 2. Political Subdivision of a State (City, Town, County, Transit Agency, Special District, etc.)
- 3. Tribal Government
- 4. Multi-Jurisdictional Group of Above Entities

\*\*Includes \$177 million rollover from FY22



<sup>\*</sup> There is no minimum or maximum award amount; however, the NOFO provides expected minimum and maximum ranges for applicant consideration.

# NCTCOG Regional Safe Streets Planning/Demonstration Grant Project

#### **Advancing Regional Multimodal Safety**

Conduct additional planning in targeted corridors recommended by the *Regional Roadway Safety Plan* and the *Regional Pedestrian Safety Action Plan*:

- Road Safety Audits
- Safe Routes to Schools Planning

Gather in-depth data in targeted highest risk corridors

- Existing conditions to assist with cost estimates (e.g. lighting, ADA, utilities, land uses)
- Traffic / user counts

#### **Demonstration Activities**

Education, Enforcement, Evaluation, Electronic Tools



Collin Count Denton County Tarrant County RSP High Injury Network Corridors - Off System

# NCTCOG Regional Safe Streets Planning/Demonstration Grant Application

Total	Federal	Non-Federal	Match
Planning Budget	(SS4A)	Match	Source
\$6,250,000	\$5,000,000	\$1,250,000	Regional Toll Revenue

# City of Dallas Safe Streets Implementation Grant Project

Martin Luther King, Jr Blvd / Cedar Crest Blvd

Implement safety countermeasures to address the safety of all modes of transportation including motor vehicle, transit, bicycle, and pedestrian:

- Complete street (context-sensitive) retrofit
- DART Bus Stops / Smart Shelters upgrades
- Technology upgrades
- Submitted by NCTCOG as lead in 2022 for implementation; will be resubmitted by City of Dallas with NCTCOG/DART partnership.





# City of Dallas Application Safe Streets Implementation Grant

**Anticipated Budget** 

Component Name	Project Cost	Federal (SS4A)	Non-Federal Match	Match Source
Complete Street (Context Sensitive) Retrofit, Safety, and Technology Upgrades	\$26,250,000	\$21,000,000	\$5,250,000	City of Dallas
DART Bus Stop / Smart Bus Shelter Upgrades	\$1,000,000	\$800,000	\$200,000	DART
Total	\$27,250,000	\$21,800,000	\$5,450,000	

# Schedule

Date	Milestone
March 30, 2023	NOFO Released
May 26, 2023	STTC Action
June 8, 2023	RTC Action
June 22, 2023	Executive Board Endorsement (NCTCOG Regional Safety Planning Grant Application)
July 10, 2023	Applications Due (will submit Friday – July 7 <sup>th</sup> )



# Requested Action

Approval of NCTCOG planning/demonstration project grant application for the FY2023 Safe Streets and Roads for All (SS4A) Discretionary Grant program.

Approve the use of \$1.25M in Regional Toll Revenue funds for non-federal match should the project be selected for funding.

Approve staff administratively amending the TIP/STIP and other planning/administrative documents to incorporate these changes.

Endorsement of partnership for the City of Dallas application submittal of the MLK Jr Blvd/Cedar Crest Blvd Implementation grant.

CONTACT



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**Transportation Planner** 

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# FEDERAL UPDATE

### **DEBT CEILING**

The Fiscal Responsibility Act of 2023 was approved by Congress on June 1

- Suspends the Federal government's debt ceiling through January 1, 2025
- Imposes two-year discretionary spending caps, Federal Highway Programs are exempt
- Rescinds some unobligated COVID-19 funds, transit not affected
- Streamlines environmental review processes



# **TEXAS LEGISLATURE**

### 1st SPECIAL SESSION

Governor Abbott declared a Special Session on border security and property taxes

- The House took action and adjourned on May 30
- Senate committee hearing held this week on border security
- Additional Special Session expected on school vouchers and to finalize property taxes



# STATE BUDGET

House Bill 1 – General Appropriations Act for FY24-25

Total Funding: \$321.3 billion

TxDOT Funding: \$37.2 billion

### **Riders of interest:**

- Southern Gateway Deck Park matching funds if federal grant is awarded
- TxDOT task force to evaluate medium- and heavyduty charging infrastructure and capacity



### **Transportation Funding**

- SB 505 Creates a \$200/\$400 annual electric vehicle fee
- SCR 2 Extends Proposition 7 expiration date to 2042 (State sales tax portion) and 2039 (motor vehicle sales tax portion)
- HB 2230 Extends Proposition 1 expiration date from 2034 to 2042

# **General Transportation**

• **HB 3444** Texas Transportation Commission (TTC) to prescribe criteria for the classification of each district as metropolitan, urban, or rural



# **Safety**

- HB 898 Harsher penalties for the Move Over, Slow Down Law
- HB 1885 TTC authority to establish a variable speed limit program to lower speed limits by 10 mph in certain situations

- HB 3297 Elimination of vehicle safety inspection for noncommercial vehicles
- HB 4797 Training on the treatment of tollways during inclement weather

### **Temporary Tags**

- HB 718 Ends temporary paper tags and requires the issuance of metal plates by dealers
- HB 914 Increases penalties for temporary tag tampering
- HB 2195 Increases penalties for fictitious, altered plates

### **Unmanned Aircraft**

• **SB 1308** Prohibits drones over airports & military installations

### **Broadband**

- HB 9/HJR 125 Creates the Broadband Infrastructure Fund, allocates \$1.5 billion, requires voter approval
- SB 1238 Revises existing Broadband Development Program



### **Air Quality & Electric Vehicles**

- SB 1397 TCEQ Sunset bill, continues the agency for 12 years
- SB 1732 Creates standards for EV charging stations, requiring a widely compatible connector or plug
- HB 3014 Exempts EVs from emissions inspection
- HB 4885 Creates the Hydrogen Infrastructure, Vehicle, and Equipment Grant Program under TERP

### Water

SB 28/SJR 75 Creates the Texas Water Fund and the New Water Supply for Texas Fund, requires voter approval



# **CONTACT US**



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NCTCOG Legislative Updates: <a href="https://www.nctcog.org/legislative">www.nctcog.org/legislative</a>

Texas Legislature Online: <a href="https://capitol.texas.gov/">https://capitol.texas.gov/</a>



# FY2024 and FY2025 Unified Planning Work Program for Regional Transportation Planning

Regional Transportation Council June 8, 2023

# Unified Planning Work Program for Regional Transportation Planning

Required by the Infrastructure Investment and Jobs Act (IIJA)

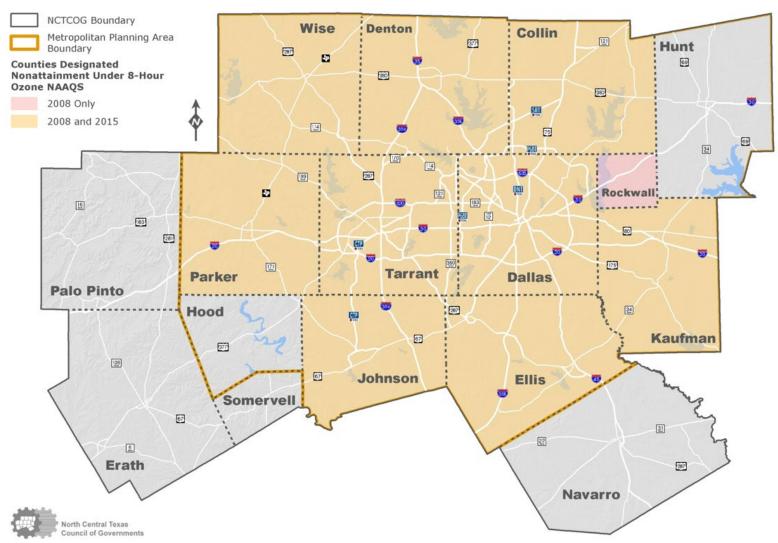
**Summarizes Annual MPO Funding** 

Addresses Regional and Local Issues

**Inventories Planning and Programming Activities** 

**Allocates Available Funds to Specific Tasks** 

### **Transportation and Air Quality Planning Areas**



# Five Major Tasks

- **Task 1 Administration and Management**
- **Task 2 Transportation Data Development and Maintenance**
- Task 3 Short-Range Planning, Programming, and Operations
- **Task 4 Metropolitan Transportation Plan**
- Task 5 Special Studies

# Local Government/Agency Submittals

- 31 Submittals Received
- 14 Agencies Submitted Projects:

Collin County/City of Wylie; Cities of Aledo, Arlington, Balch Springs, Haltom City, Frisco, Lancaster, Richardson, and Weatherford; Dallas Area Rapid Transit; Denton County Transportation Authority; Trinity Metro; and DFW International Airport

- 18 Projects Recommended for Inclusion
- 13 Projects Not Recommended for Inclusion

# FY2024 and FY2025 TPF Funding Summary

FY2024 and FY2025 US FTA (5303)	\$ 7,687,168
FY2024 and FY2025 US FHWA (Estimated PL)	\$20,052,092
FY2023 US FHWA (Estimated PL-Carryover)	\$ 5,524,849
Total Transportation Planning Funds	\$33,264,109
Expected Expenditures	\$28,466,880
PL Balance to Carry Over to FY2026	\$ 4,797,229

# Development Schedule

February 9 RTC Notification of Upcoming UPWP Development February 14 Issuance of Requests for NCTCOG Assistance to Transportation Partners, including STTC February 15 Issuance of Requests for Regional UPWP Project Ideas to RTC February 24 **STTC Reminder for Submittal of NCTCOG Assistance Requests** March 3 **Project Submittals Due for NCTCOG Assistance Draft Recommendations to STTC for Information May 26** June 5 **Draft UPWP Due to TxDOT and Concurrently Provided to STTC Draft Recommendations to RTC for Information** June 8 **June 12** Initiation of Public Outreach **June 23** STTC Action on Recommended UPWP July 13 RTC Action on Recommended UPWP **July 27 Executive Board Action on Recommended UPWP** July 31 Final UPWP Due to TxDOT

# Unified Planning Work Program Contact Information

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# Introduction

NCTCOG's review of emerging technology innovations focuses on:

"Future-proofing" infrastructure, providing users with demandresponsive transportation

- Reduce long-term risks of obsolescence of infrastructure
- Utilize solutions that do not require custom guideways to operate

## Achieving economies of scale

- Use of modular infrastructure
- Independent-running ATS vehicles

Consideration of both people and cargo/goods movement





# Elements of ATS Development Study

Automated
Transportation
System (ATS)
Vehicle
Technologies

Standardized
Guideway
Infrastructure
Design

Pilot Projects and Retrofit Opportunities

Dynamic Wireless
Electric Vehicle
(EV) Charging
Technologies

#### Steering Committee Members:

- City of Arlington
- City of Dallas
- DFW Airport
- Dallas County Utility and Reclamation District (DCURD)

NCTCOG Consultant: Lea+Elliott





# Technology Identification: Vehicles



Oceaneering (Image: NCTCOG Staff)

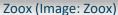
Inventory of state-of-the-art ATS vehicle technologies

Assess multiple categories of vehicles for **people** and **cargo** movement



Oceaneering (Image: Oceaneering)











Stanley Robotics (Image: Stanley Robotics)





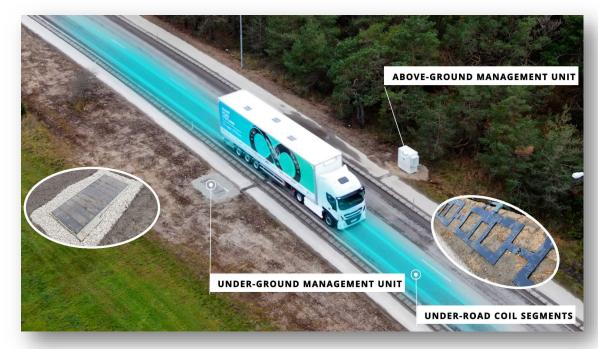
# Technology Identification: Wireless Charging

Two types: stationary/opportunity charging, dynamic charging

Focus on dynamic charging to potentially reduce fleet requirements, battery size

Dynamic charging in its infancy, shows potential for future ATS applications

Continue to monitor state of technology



Conceptual illustration of Electreon wireless charging system (Image: Electreon)





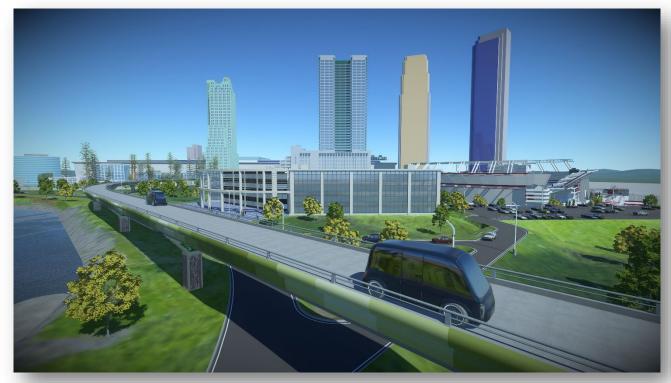
# Guideway Design Guidelines

Adaptable, Paved Structure

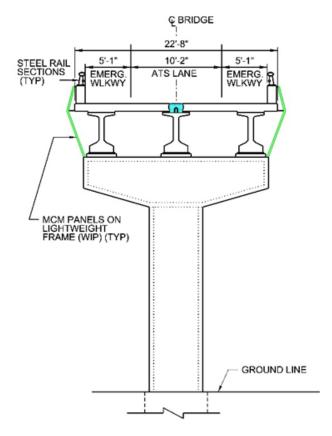
**Innovative**, Lightweight Materials

**Modular** Construction

Signature Appearance



Conceptual rendering of ATS vehicle and guideway in urban environment (Image: ATS Development Study)



Unidirectional Concept





# Pilot and Retrofit Opportunities

# Pilot Projects:

- People: Dallas International District
  - Potential vehicles, guideway materials
- Cargo: GM Arlington Assembly Plant
  - Potential vehicles, fleet analysis

# **Retrofit Opportunities:**

- Las Colinas Modernization Concept
- DFW Airport Skylink Retrofit Suitability

ATS Vehicle Inventory

Pilot Projects and Retrofit Opportunities

Standardized Guideway Infrastructure Design

Dynamic Wireless EV Charging Technologies

# Pilot Projects / Retrofit Opportunities

#### **Dallas International District**

- Currently identifying location of pilot segment
- Next step: procure engineering designer

#### **General Motors**

- Working with GM, Arlington to ID location of bridge
- Scoping test track component (dynamic wireless charging, vehicles)
- Next step: coordinate with TxDOT to design bridge over SH 360

### **DFW Airport Skylink**

- No current plans to retrofit
- Future studies required to fit solution with operational needs



Conceptual rendering of modernized Las Colinas guideway for ATS Pilot (Image: ATS Development Study)

#### **Las Colinas**

- Modernization of existing guideway is feasible
- Working w/ Dallas County Utility and Reclamation District (DCURD) and City of Irving to identify pilot segment location
- Next step: request for funding to engineer pilot segment; pilot vehicle testing to follow





# CONTACT US



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# PM2 CONDITION TARGETS FOR NATIONAL HIGHWAY SYSTEM (NHS) PAVEMENT & BRIDGE ASSETS



JEFFREY C. NEAL - SENIOR PROGRAM MANAGER

REGIONAL TRANSPORTATION COUNCIL (RTC)

INFORMATION ITEM - June 8, 2023

# **NCTCOG Federal Performance Target-Setting Activities**

### **Context - Regional Strategy**

### Implement required Federal measures

- Fixing America's Surface Transportation (FAST) Act / Bipartisan Infrastructure Law (BIL)
- National Performance State of Good Repair
  - Ensure safety of traveling public
  - Ensure effective long-term operation of transportation infrastructure using asset management
- National Performance National Highway System (NHS) Good / Poor Condition Tracking

### Support TxDOT targets as much as possible

- State Performance
- Set goals to guide regional planning documents & project outcomes
  - Regional Performance "Tell Our Story"
  - Include in Metropolitan Transportation Plan (MTP)
  - Include in Transportation Improvement Program (TIP)

# NCTCOG Federal Performance Target-Setting Activities (cont.)

### Recent/Upcoming Committee Actions - PM2 (Pavement/Bridge) Targets

Rulemaking	Number of	RTC Target-S	etting Action	Reporting			
Rutemaking	Measures	Recent/Upcoming	Next (Anticipated)	Period	Schedule		
Transit Safety (PTASP)	7	May 2021	Early 2025	Annually	Annually		
Transit Asset Management (TAM)	4	September 2022	Late 2026	Annually	Annually		
PM3 – System Performance, Freight, & CMAQ	7	September 2022	Late 2024	Four-Year Performance Periods (Second Period: 2023-26)	Biennially (beginning, middle, & end of performance periods)		
PM1 – Roadway Safety	5	February 2023	Early 2024 (Information/Update)	Annually	Annually		
PM2 - Pavement/Bridge Condition	6	July 2023	Late 2024	Four-Year Performance Periods (Second Period: 2023-26)	Biennially (beginning, middle, & end of performance periods)		

2022

First PM2 performance period (2018-21) ends

Second PM2 performance period (2022-25) begins

RTC adopts PM2 targets for 2024 & 2026

2024

Mid-performance period report due October 1, 2024

RTC adjusts or reaffirms 2026 PM2 targets

2026

Second PM2 performance period (2022-25) ends

Third PM2 performance period (2026-29) begins

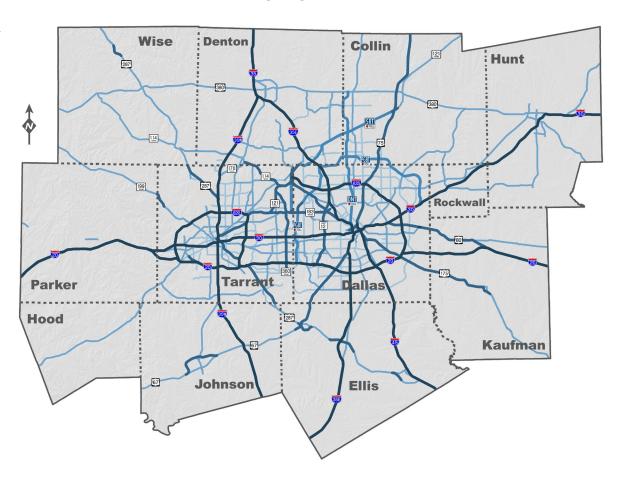
RTC adopts new PM2 targets for 2028 & 2030

# National Highway System (NHS) - NCTCOG Region

### Review of NHS Roadway Classifications for PM2 Analysis

- State DOTs required to establish PM2 targets representing the <u>full</u> NHS extent, <u>regardless of</u> <u>ownership</u>
- Total NHS (Texas) = 70,976 lane-miles
- Total NHS (NCTCOG) = 12,448 lane-miles
  - Interstate Highways (IH) = 3,215 lane-miles (25.8%)
  - Non-IH Freeways = 1,667 lane-miles (13.4%)
  - On-System Arterials = 3,769 lane-miles (30.3%)
  - Off-System Toll Roads = 838 lane-miles (6.7%)
  - Off-System Arterials = 2,959 lane-miles (23.8%)
- NHS comprises 14% of region's total roadway lane-miles, but carries 63% of total vehiclemiles of travel (VMT)

#### National Highway System (NHS) Facilities



# **NHS PM2 Pavement Analysis**

### New Pavement Data Considerations (Non-Interstate NHS Facilities)

- Pavement roughness often judged as critical link between user satisfaction (comfort/safety) and performance
  - For decades, International Roughness Index (IRI) has been a standardized & practical metric via data sensed without traffic disruption
  - Roughness & structural distress (cracking, rutting, & faulting) interdependencies do exist, but sensing limitations prevent consensus on exact analytical relationship
- Roughness (IRI) alone results in overestimation of poor condition pavements
- Non-Interstate NHS Pavements:
  - First PM2 Performance Period: IRI Only
  - Second PM2 Performance Period: IRI + Structural Distress
- Revised methodology results in positive condition differences for non-Interstate pavements
- Integration of metrics will enable more holistic lifecycle assessments of pavement assets

### **Statewide Data/Targets - Good Condition (DRAFT)**

	DESIRED IMPROVEMENT TREND	First Performance Period (2018-22)			Second Performance Period (2022-26)		
NATIONAL HIGHWAY SYSTEM (NHS) ROADWAY CATEGORIES		2018 Baseline	2020 Observed	<b>2022 Target <sup>1</sup></b> (Updated 2020)	2022 Baseline (Last Observed)	<b>2024</b> <b>Target <sup>2</sup></b> (Forecast)	<b>2026</b> <b>Target <sup>2</sup></b> (Forecast)
State of Texas							
Good Pavement Condition							
Interstate NHS	<b>—</b>	66.8%	66.6%	66.5%	64.5%	63.9%	63.6%
Non-Interstate NHS	<b>7</b>	54.4%	55.2%	54.1%	51.7%	45.5%	46.0%

- 1. Original statewide target from First Performance Period based on historic 4-year Highway Performance Monitoring System (HPMS) moving average, including transition from visual pavement surveys to semi-automated data collection; assumes International Roughness Index (IRI) ratings only for non-Interstate NHS; assumes IRI, cracking, rutting, & faulting metrics for Interstate NHS.
- 2. New statewide targets for Second Performance Period based on historic 4-year HPMS moving average, but correlated with 2022 Transportation Asset Management Plan (TAMP) 10-year lifecycle analysis projections; assumes IRI, cracking, rutting, & faulting metrics for all NHS facility pavements.

### Regional Data/Trends - Good Condition (DRAFT)

	ATIONAL HIGHWAY SYSTEM (NHS) ROADWAY CATEGORIES  DESIRED IMPROVEMENT TREND	First Performance Period (2018-22)			Second Performance Period (2022-26)				
		2018 Baseline	2020 Observed	<b>2022 Trend <sup>1</sup></b> (Updated 2020)	<b>2022 Baseline</b> (Last Observed)	<b>2024 Trend <sup>2</sup></b> (Forecast)	<b>2026</b> <b>Trend <sup>2</sup></b> (Forecast)		
North Central Texas (NCTCOG) Region									
Good Pavement Condition									
Interstate NHS	<b>—</b>	50.1%	34.9%	19.8%	56.2%	54.5%	56.1%		
Non-Interstate NHS: On-System Freeway (TxDOT)	<b>—</b>	43.2%	48.8%	54.4%	47.8%	50.2%	56.0%		
Non-Interstate NHS: On-System Arterial (TxDOT)	<b>—</b>	36.1%	43.3%	50.9%	32.0%	<b>31.7</b> %	31.8%		
Non-Interstate NHS: Off-System Arterial (Local)	<b>—</b>	1.2%	1.1%	1.0%	1.0%	1.2%	1.4%		
Non-Interstate NHS: Off-System Toll Road (NTTA) 3		93.4%	91.4%	90.9%	89.0%	89.2%	87.1%		

- 1. Original trend from First Performance Period based on historic 4-year Highway Performance Monitoring System (HPMS) moving average for NCTCOG NHS pavement segments only; assumes International Roughness Index (IRI) ratings only for non-Interstate NHS; assumes IRI, cracking, rutting, & faulting metrics for Interstate NHS.
- 2. New regional trends for Second Performance Period based on historic 4-year HPMS moving average; assumes IRI, cracking, rutting, & faulting metrics for all NHS facility pavements.
- 3. Indicated figure/trend estimates based on NTTA's Condition Rating System (CRS) which addresses surface condition, IRI, rutting, faulting, & pavement type. NTTA CRS & TxDOT HPMS data reconciliation remains under evaluation and will not impact target action.

# **Statewide Data/Targets - Poor Condition (DRAFT)**

NATIONAL HIGHWAY SYSTEM (NHS) ROADWAY CATEGORIES	DESIRED	First Performance Period (2018-22)			Second Performance Period (2022-26)			
		IMPROVEMENT TREND	2018 Baseline	2020 Observed	<b>2022</b> <b>Target <sup>1</sup></b> (Updated 2020)	<b>2022 Baseline</b> (Last Observed)	<b>2024</b> <b>Target <sup>2</sup></b> (Forecast)	<b>2026</b> Target <sup>2</sup> (Forecast)
	State of Texas							
	Poor Pavement Condition							
	Interstate NHS		0.3%	0.2%	0.2%	0.1%	0.2%	0.2%
	Non-Interstate NHS	<b>~</b>	13.8%	14.2%	14.2%	1.3%	1.5%	1.5%

- 1. Original statewide target from First Performance Period based on historic 4-year Highway Performance Monitoring System (HPMS) moving average, including transition from visual pavement surveys to semi-automated data collection; assumes International Roughness Index (IRI) ratings only for non-Interstate NHS; assumes IRI, cracking, rutting, & faulting metrics for Interstate NHS.
- 2. New statewide targets for Second Performance Period based on historic 4-year HPMS moving average, but correlated with 2022 Transportation Asset Management Plan (TAMP) 10-year lifecycle analysis projections; assumes IRI, cracking, rutting, & faulting metrics for all NHS facility pavements.

Non-Interstate NHS: Off-System Arterial (Local)

Non-Interstate NHS: Off-System Toll Road (NTTA) 3

## Regional Data/Trends - Poor Condition (DRAFT)

	DESIRED IMPROVEMENT TREND	First Performance Period (2018-22)			Second Performance Period (2022-26)			
NATIONAL HIGHWAY SYSTEM (NHS) ROADWAY CATEGORIES		2018 Baseline	2020 Observed	<b>2022 Trend <sup>1</sup></b> (Updated 2020)	<b>2022 Baseline</b> (Last Observed)	<b>2024 Trend <sup>2</sup></b> (Forecast)	2026 Trend <sup>2</sup> (Forecast)	
North Central Texas (NCTCOG) Region								
Poor Pavement Condition								
Interstate NHS		0.2%	0.7%	1.3%	0.1%	0.3%	0.2%	
Non-Interstate NHS: On-System Freeway (TxDOT)	<b>1</b>	6.4%	6.8%	7.2%	0.3%	0.3%	0.4%	
Non-Interstate NHS: On-System Arterial (TxDOT)		18.5%	20.4%	22.1%	0.5%	0.7%	0.8%	

1. Original trend from First Performance Period based on historic 4-year Highway Performance Monitoring System (HPMS) moving average for NCTCOG NHS pavement segments only; assumes International Roughness Index (IRI) ratings only for non-Interstate NHS; assumes IRI, cracking, rutting, & faulting metrics for Interstate NHS.

73.7%

0.0%

74.3%

0.0%

74.1%

0.0%

7.6%

0.0%

9.4%

0.0%

- 2. New regional trends for Second Performance Period based on historic 4-year HPMS moving average; assumes IRI, cracking, rutting, & faulting metrics for all NHS facility pavements.
- ndicated figure/trend estimates based on NTTA's Condition Rating System (CRS) which addresses surface condition, IRI, rutting, faulting, & pavement type. NTTA CRS & TxDOT HPMS data reconciliation remains under evaluation and will not impact target action.

11.8%

0.0%

## **NHS PM2 Bridge Analysis**

## **Statewide Data/Targets - Good/Poor Condition (DRAFT)**

	DESIRED IMPROVEMENT TREND	First Performance Period (2018-22)			Second Performance Period (2022-26)		
NATIONAL HIGHWAY SYSTEM (NHS) ROADWAY CATEGORIES		2018 Baseline	2020 Observed	2022 Target <sup>2</sup> (Updated 2020)	<b>2022 Baseline</b> (Last Observed)	<b>2024</b> <b>Target <sup>2</sup></b> (Forecast)	2026 Target <sup>2</sup> (Forecast)
State of Texas							
Good Bridge Condition							
All NHS Facilities <sup>1</sup>	<b>.</b>	50.7%	50.7%	50.4%	49.2%	48.5%	47.6%
Poor Bridge Condition							
All NHS Facilities <sup>1</sup>	<b>1</b>	0.9%	1.3%	1.5%	1.1%	1.5%	1.5%

<sup>1.</sup> All percentages based on total deck area.

<sup>2.</sup> Statewide targets for First/Second Performance Periods based on 10-year moving average.

## NHS PM2 Bridge Analysis (cont.)

## Regional Data/Trends - Good/Poor Condition (DRAFT)

	DESIRED IMPROVEMENT TREND	First Performance Period (2018-22)			Second Performance Period (2022-26)		
NATIONAL HIGHWAY SYSTEM (NHS) ROADWAY CATEGORIES		2018 Baseline	2020 Observed	<b>2022 Trend <sup>2</sup></b> (Updated 2020)	<b>2022 Baseline</b> (Last Observed)	<b>2024 Trend <sup>3</sup></b> (Forecast)	<b>2026</b> <b>Trend</b> <sup>3</sup> (Forecast)
North Central Texas (NCTCOG) Region							
Good Bridge Condition							
All NHS Facilities <sup>1</sup>	<b>—</b>	55.3%	56.0%	57.9%	49.9%	50.4%	50.2%
Poor Bridge Condition							
All NHS Facilities <sup>1</sup>	<b>1</b>	1.9%	2.3%	2.0%	2.1%	2.1%	2.2%

- 1. All percentages based on total deck area for regional NHS bridges only.
- 2. Estimation/reporting of regional trend for First Performance Period based on 6-year moving average; condition data reported in 2-year increments.
- 3. Estimation/reporting of new regional trend for Second Performance Period based on 10-year moving average; condition data reported in 2-year increments.

## NHS PM2 Bridge Analysis (cont.)

## **Extent/Status of Regional Poor Condition NHS Bridges**

- In considering FY 22 Bridge Investment Program (BIP) candidates, staff coordinated with local governments and TxDOT's Bridge Division/local Districts to analyze poor condition NHS bridges
- INFRA Grant (2019) North Central Texas Strategic NHS Bridge Program:
  - Original Submittal \$229 million (\$113 million INFRA requested) for 12 projects across both East & West subregions
  - Awarded Project \$45.5 million (\$8.8 million INFRA awarded) for seven projects (3 East; 4 West)
  - Implementation \$28.5 million for four projects (1 East; 3 West)
    - All implementation projects now under construction or completed
    - All projects from original submittal have treatments underway or funded/scheduled, except for one (still on poor condition list\*)
- Poor Condition NHS Bridges (2022) Breakdown by TxDOT District:
  - Dallas: 37 bridges (36 "On-System"; 1 "Off-System")
  - Fort Worth: 12 bridges (9 "On-System"; 3 "Off-System")
- Of the 49 regional NHS bridges in poor condition, treatments for all but <u>three</u> structures are funded/scheduled for construction, under construction, or completed:
  - TxDOT (City of Dallas): Loop 12 NB bridge (to IH 35E NB) over IH 35E SB\*
  - TxDOT (City of Fort Worth): SH 121 WB/Belknap Street bridge over IH 35W SB
  - TxDOT (City of Fort Worth): SH 199 (Jacksboro Highway) bridge over West Fork Trinity River

## **PM2 Target Decision-Making**

## **Proposed RTC Action – Affirm Support for New Statewide Targets (DRAFT)**

## Good

Affirm NCTCOG support for new TxDOT statewide "Good Condition" NHS
pavement and bridge targets for 2024 and 2026

Affirm NCTCOG support for new TxDOT statewide "Poor Condition" NHS
pavement and bridge targets for 2024 and 2026

- Collaborate to plan/program projects contributing toward accomplishment of pavement/bridge goals via the following actions:
  - NCTCOG will continue to work with local governments on annual monitoring and expediting improvements for identified NHS Off-System Arterials in "Poor Condition"
  - NCTCOG will continue to work with TxDOT/local governments on annual monitoring and expediting improvements for identified NHS Bridges in "Poor Condition"

## PM2 Target Decision-Making (cont.)

## **Schedule**

February 10, 2023	TxDOT Submits PM2 Targets to Federal Highway Administration (FHWA)
	(180-day MPO review begins)

May 26, 2023	STTC Fast Fact
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June 8, 2023	RTC Information

June 12, 2023	NCTCOG Transportation Public Meeting
	(comment period ends July 11, 2023)

June 23, 2023 ST	TC	Action
------------------	----	--------

July 13, 2023 RTC Action

#### August 9, 2023 Deadline for MPOs to Report Whether They Will <u>Either</u>:

- (i). Agree to plan/program projects contributing to affirmed TxDOT PM2 targets; or,
- (ii.) Commit to new quantifiable PM2 targets for the Metropolitan Planning Area (MPA)

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# Air Quality Ozone: Federal vs. State

Regional Transportation Council

June 8, 2023

Jenny Narvaez





## **Emissions Monitoring**

#### **Criteria Air Pollutants:**

## **Attainment**

### **Nonattainment**



**Particulate Matter** 

Lead

Nitrogen Dioxide

**Carbon Monoxide** 

**Sulfur Dioxide** 











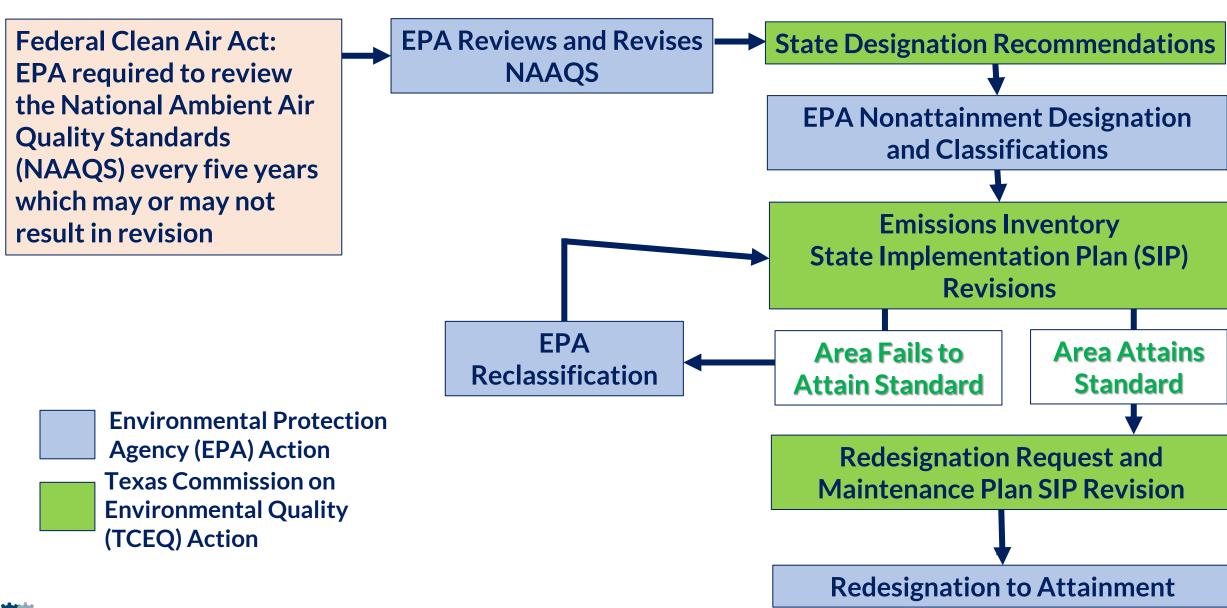


**Monitoring and Increased Regulations** 

**Greenhouse Gas Emissions (i.e., Carbon Dioxide)** 



## National Air Quality Standard Review/Compliance Process



## Federal: National Air Quality Standard Review

Federal Clean Air Act: EPA required to review the NAAQS every five years which may or may not result in revision

## **EPA Reviews NAAQS**

## Clean Air Scientific Advisory Committee (CASAC)

- Independent scientific review committee
- Composed of seven members including:
  - Member of National Academy of Sciences
  - Physician
  - State Air Pollution Control Agency Representative
- Review assessments and make recommendation to EPA Administrator

## Federal: National Air Quality Standard Review Process Overview

<u>Planning</u>: Consideration of new scientific information, policy-relevant issues, and other factors in developing plans for the review

**Call for Information** 

Workshop (if warranted)

Planning Documents (Integrated Review Plan - IRP)

<u>Assessment</u>: Analysis of current scientific information, and its policy implications, particularly with regard to standards (indicator, averaging time, form, level)

Scientific Assessment (Integrated Science Assessment – ISA)

Risk/Exposure Assessments (if warranted) - REA

**Policy Assessment** 

<u>Rulemaking</u>: Agency decision making, interagency review and public comments process

**Proposed Decision** 

**Final Decision** 

**Public Comments** 

Clean Air Scientific Advisory Committee (CASAC) Review



## Federal: EPA Revises NAAQS: Assessments

#### **Integrated Science Assessment (ISA)**

Prepared by EPA's enter for Public Health and Environmental Assessment (CPHEA)

Identifies, critically evaluates and synthesizes the most policy-relevant current scientific literature (epidemiology, controlled human exposure, animal toxicology, atmospheric science, exposure science, environmental science, and ecology)

Provides focused assessment of the scientific evidence to address specific scientific questions and inform the overall policy-relevant questions

Scientific foundation for each national standard review

#### Risk/Exposure Assessment (REA)

Develops quantitative characterizations of exposures and associated risks to human health or the environment associated with recent air quality conditions and with air quality based on conclusion from ISA

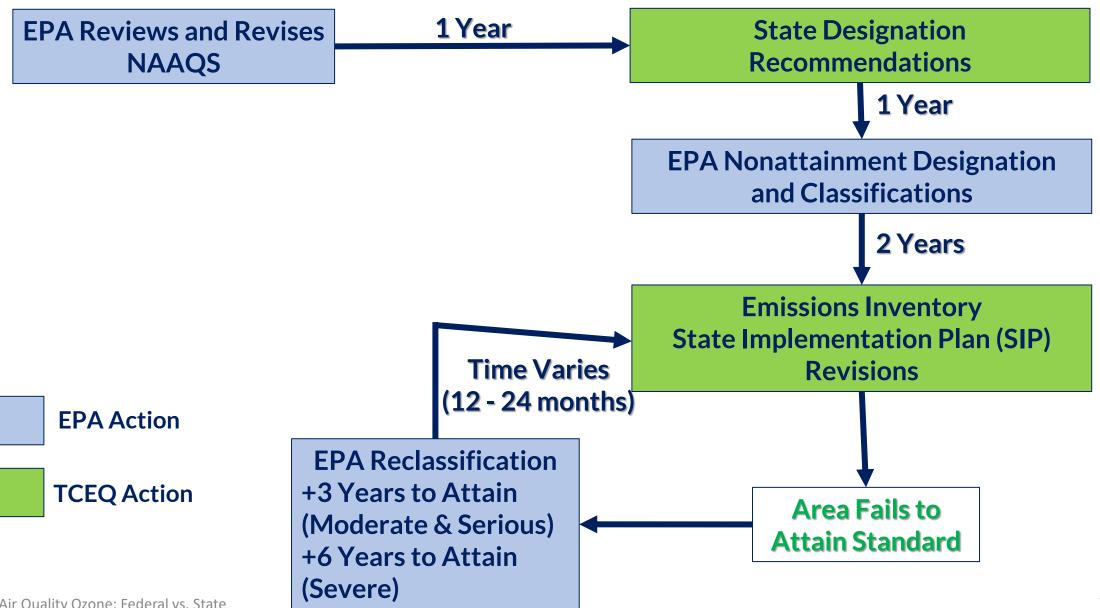
#### **Policy Assessment (PA)**

Provides an evaluation of the currently available information with regard to the adequacy of the current standards and potential alternatives

Integrates and interprets the current scientific evidence from the ISA and REA to frame policy options for consideration by the Administrator



## National Air Quality Standard Review/Compliance Process



## State: State Implementation Plans

<u>State Implementation Plan (SIP) Revisions</u> – shows how a nonattainment area will improve air quality and **meet the NAAQS by the attainment deadline** 

**Reasonable Further Progress** 

**Attainment Demonstration** 

**Air Emissions Monitoring Data** 

**Emissions Inventory** 

**Photochemical Modeling** 

**Control Strategy** 

Failure to submit or implement a SIP or submission of a SIP that is unacceptable to the EPA can result it:

Start of a Federal Implementation Plan (FIP) clock

SIP call

**EPA** sanctions clock

Sanctions can include cutting off federal highway funds and setting more stringent pollution offsets for certain emitters



## **Ongoing Local Efforts**

Continued partnership efforts with state and federal agencies

Meeting on Potential Source Emissions Fee – February 17, 2023

Letter from RTC to TCEQ – April 12, 2023

Development of on-road emissions inventories for SIP

Dallas-Fort Worth (DFW) Reasonable Further Progress

DFW Attainment Demonstration

Coordination of SIP Appendix H: Local Air Quality Initiatives Locally implemented strategies

Implementation of on-road measures committed in the SIP Transportation Control Measures

Communication of regional opportunities to local governments

Example: EPA Climate Pollution Reduction Grant Meeting – March 30, 2023

Grant Availability (<a href="https://www.nctcog.org/aqfunding">www.nctcog.org/aqfunding</a>)

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https://www.nctcog.org/trans/quality/air/ozone