Integrated Regional Transportation & Stormwater Management Study

Comprehensive, collaborative planning to assess existing/future areas vulnerable to flooding, dissolve “silos”, and improve delivery of consolidated adaptive infrastructure before population growth, urban development, and levels of service make addressing these issues more difficult and costly.
CHANGING MOBILITY
DATA, INSIGHTS, AND DELIVERING INNOVATIVE PROJECTS DURING COVID RECOVERY

Regional Transportation Council
June 2021

Michael Morris, P.E.
Director of Transportation
TRAVEL BEHAVIOR BY MODE

Bicycle/Pedestrian (+24%, April)

Freeway Volumes (-4%, April)
Toll Roads (-6%, March)
Airport Passengers (-22%, April)
Transit Ridership (-50%, March)
Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters. As of October, growth calculated based on Fort Worth
Note: Baseline is March 2019-February 2020.
Note: Drop in freeway volumes in Feb 2021 due in large part to week-long winter storm.
ROADWAY TRENDS

Regional Average Freeway Speeds

Average Weekday Speeds, Weighted by Traffic Volumes

Source: TxDOT Sidefire Devices
**TRANSIT IMPACTS**

**Weekday Ridership**

<table>
<thead>
<tr>
<th>Month</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>June</th>
<th>Jul</th>
<th>Aug</th>
<th>Sep</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
<th>Jan 2021</th>
<th>Feb</th>
<th>Mar</th>
</tr>
</thead>
<tbody>
<tr>
<td>% Decrease vs Baseline</td>
<td>-27%</td>
<td>-59%</td>
<td>-55%</td>
<td>-54%</td>
<td>-55%</td>
<td>-57%</td>
<td>-57%</td>
<td>-56%</td>
<td>-50%</td>
<td>-49%</td>
<td>-51%</td>
<td>-54%</td>
<td>-50%</td>
</tr>
</tbody>
</table>

Source: DART, DCTA, and Trinity Metro

Note: Baseline is March 2019-February 2020.

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

Source: Dallas Love Field and DFWIA Websites
Note: Baseline is March 2019-February 2020.
CONSTRUCTION COST CHANGES
October 2019 to March 2021

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

COVID-19 Avg. Cost Change: -12.36%

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
Newly launched online dashboard to display Changing Mobility information to the public

Replicates material presented to committees with enhanced interactivity

Separate dashboard for each metric tracked

Clean layout to help the public understand the story of the metrics at a glance
REGIONAL SINGLE-OCCUPANCY VEHICLE TRIP REDUCTION TARGET DEVELOPMENT RESOLUTION

Regional Transportation Council

Sonya J. Landrum, Program Manager
June 10, 2021
Background

As a result of changes in traffic and commute patterns experienced during COVID-19 restrictions, our region recorded a decrease in traffic congestion and improvement in our region’s air quality.

- In an effort to sustain the positive benefits of changes in travel behavior on congestion experienced during the COVID-19 restrictions, NCTCOG researched the impacts of establishing a regional trip reduction target to reduce single-occupancy vehicle or drive alone trips.

- A thorough analysis was conducted of travel demand management (TDM) strategies utilized by both the private and public sectors in comparable sized regions throughout the US to assist in establishing a realistic regional target.

- Available TDM strategies include carpooling, vanpooling, transit, biking, walking, telecommuting, and flexible work schedules.
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 and downtown tourism
- Recommending a realistically achievable target that results in high benefits and reduced negative impacts
- All TDM strategies are encouraged to achieve the regional target
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
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 strongly 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.
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.
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).
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

<table>
<thead>
<tr>
<th>Date</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>October 23, 2020</td>
<td>STTC (Information) – Presented Resolution Development Concept</td>
</tr>
<tr>
<td>December 10, 2020</td>
<td>RTC (Information) – Presented Resolution Development Concept</td>
</tr>
<tr>
<td>February 10, 2021</td>
<td>(Information) – NCTCOG Transportation Department Peer Review Presentation</td>
</tr>
<tr>
<td>February 24, 2021</td>
<td>(Information) – Bicycle &amp; Pedestrian Advisory Committee Presentation</td>
</tr>
<tr>
<td>March 26, 2021</td>
<td>STTC (Action) – Approval of SOV Trip Reduction Resolution</td>
</tr>
<tr>
<td>April 12 – May 11, 2021</td>
<td>Public Input Comment Submittal Period</td>
</tr>
<tr>
<td>June 10, 2021</td>
<td>RTC (Action) – Approval of SOV Trip Reduction Resolution</td>
</tr>
</tbody>
</table>
Recommended Action

Recommend RTC Action to:

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

Sonya J. Landrum  
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Caryn Sanders  
Transportation Planner III / Commuter Outreach Specialist  
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REGIONAL PEDESTRIAN SAFETY ACTION PLAN

Regional Transportation Council
June 10, 2021
Regional Pedestrian Safety

Action by Regional Transportation Council (RTC)  
February 14, 2019

Regional Safety Position

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

Dallas and Fort Worth are designated by FHWA as Pedestrian Safety Focus Cities

7 States Account for 54% of Pedestrian Deaths, Jan-June 2020

NCTCOG.org/PedSafetyPlan
Regional Pedestrian Safety Action Plan

NCTCOG initiated the regional PSAP in response to a decade of increasing pedestrian-involved crashes and fatalities.

- Complements Mobility 2045
- Enhances Mobility 2045 goals and policies with a more targeted focus on pedestrian safety
- Creates a specific roadmap for activities, investments, and improvements in the region
- Creates a guide/template for partners to develop detailed local plans

Note: A future request will entail an equivalent bicycle safety plan to be completed.
Plan Goals:

- **Eliminate** all serious injury and fatal pedestrian crashes across the region by 2050 (Supports RTC and the TxDOT/TTC safety goals)

- **Balance the safety and needs** of all users of all ages and abilities in the transportation system design, maintenance and operation phases, with priority given to the most vulnerable users

- **Provide a high level of comfort** in the design, construction and maintenance of transportation facilities

- **Integrate** within roadway design the most direct facility alignments that prioritize safe pedestrian movements

- **Implement** all reasonable pedestrian safety countermeasures to achieve adopted regional safety performance targets

NCTCOG.org/PedSafetyPlan
Plan Policies:
(Infrastructure and Non-Infrastructure Projects and Programs)

<table>
<thead>
<tr>
<th></th>
<th>Education/Evaluation/Encouragement</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td><strong>Collaborate</strong> to implement the Plan</td>
<td></td>
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</table>

<table>
<thead>
<tr>
<th></th>
<th>Education/Evaluation/Encouragement</th>
<th></th>
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<tbody>
<tr>
<td>2</td>
<td>Develop educational programs and resources</td>
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<table>
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<tr>
<th></th>
<th>Engineering</th>
<th></th>
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<tbody>
<tr>
<td>3</td>
<td>Integrate proven safety countermeasures as part of all future roadway projects</td>
<td></td>
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</table>

<table>
<thead>
<tr>
<th></th>
<th>Engineering</th>
<th></th>
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<tbody>
<tr>
<td>4</td>
<td>Prioritize implementation of safety countermeasures along the regional pedestrian safety corridors</td>
<td></td>
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</table>

<table>
<thead>
<tr>
<th></th>
<th>Engineering</th>
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<tbody>
<tr>
<td>5</td>
<td>Perform Multimodal Level of Service (MMLOS) analysis as part of the roadway design process</td>
<td></td>
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</table>

<table>
<thead>
<tr>
<th></th>
<th>Enforcement</th>
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<tbody>
<tr>
<td>6</td>
<td>Provide law enforcement information and training of the laws concerning the most vulnerable roadway users</td>
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</table>

<table>
<thead>
<tr>
<th></th>
<th>Enforcement</th>
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<tbody>
<tr>
<td>7</td>
<td>Support state legislation on safety topics (lower speed limits in urban districts, motorists to stop/yield to pedestrians, the use of a wireless communication device while operating a motor vehicle)</td>
<td></td>
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</tbody>
</table>
### Plan Action Items:
(Infrastructure and Non-Infrastructure Projects and Programs)

<table>
<thead>
<tr>
<th></th>
<th>Education/ Evaluation/ Encouragement</th>
<th>Engineering</th>
<th>Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Develop performance measures</td>
<td>Facilitate projects and programs that improve pedestrian safety</td>
<td>RTC legislative program related to safety</td>
</tr>
<tr>
<td>2</td>
<td>Coordinate/support educational programs/campaigns</td>
<td>Conduct Roadway Safety Audits (RSA) for the pedestrian safety corridors</td>
<td>Information for law enforcement personnel (pedestrian rights/responsibilities and pedestrian crash reporting)</td>
</tr>
<tr>
<td>3</td>
<td>Coordinate/support policies, programs and marketing campaigns</td>
<td>Implement safety improvements in the pedestrian safety corridors</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Update the Plan at least every five years</td>
<td></td>
<td></td>
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<tr>
<td>5</td>
<td>Conduct annual monitoring</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Education/ Evaluation/ Encouragement</td>
<td></td>
<td></td>
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<tr>
<td>7</td>
<td>Engineering</td>
<td></td>
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<td>8</td>
<td>Engineering</td>
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<td>9</td>
<td>Engineering</td>
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<tr>
<td>10</td>
<td>Engineering</td>
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</tbody>
</table>

NCTCOG.org/PedSafetyPlan
Next Steps

2021-2022: Road Safety Audits for Select Corridors

2022+: Future Regional Bicycle Safety Action Plan to be developed

June 2022: STTC and RTC will be requested to approve the PSAP by reference with the Mobility 2045 Update
## Project Schedule

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>April 2019:</td>
<td>Stakeholder Committee Meeting #1</td>
</tr>
<tr>
<td>May 6 – July 5, 2019:</td>
<td>Online public opinion safety survey</td>
</tr>
<tr>
<td>May 2020:</td>
<td>Stakeholder Committee Meeting #2</td>
</tr>
<tr>
<td>January 2021:</td>
<td>Stakeholder Committee Meeting #3</td>
</tr>
<tr>
<td>February 24, 2021:</td>
<td>Bicycle and Pedestrian Advisory Committee Briefing</td>
</tr>
<tr>
<td>April 23, 2021:</td>
<td>STTC Information</td>
</tr>
<tr>
<td>May 13, 2021:</td>
<td>RTC Information</td>
</tr>
<tr>
<td>May 28, 2021:</td>
<td>STTC Action</td>
</tr>
<tr>
<td>June 10, 2021:</td>
<td>RTC Action</td>
</tr>
</tbody>
</table>

NCTCOG.org/PedSafetyPlan
Requested Action

The Regional Transportation Council endorse the Pedestrian Safety Action Plan.

Direct staff to incorporate the recommendations, including projects, programs and policies, into future metropolitan transportation plans, specifically the upcoming Mobility 2045 Update, as appropriate.
Thank You!

Contacts

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Kevin Kokes, AICP
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Bobby Kozub
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LEGISLATIVE UPDATE

Rebekah Hernandez, Communications Manager
NCTCOG
Regional Transportation Council
June 10, 2021
American Jobs Plan (Biden Infrastructure Bill)

• Negotiations between President Biden and GOP Senators ended—no agreement on top-line spending or definition

• Bipartisan group of House moderates working on compromise bill, contains $1.25 trillion in new spending

• Proposes $959 billion in traditional infrastructure, no funding source at this time
FEDERAL UPDATE

Surface Transportation Reauthorization—expires Sept. 30

Bipartisan Senate Environment & Public Works Committee bill

• Highway section only, $304 billion for five years—22% above adjusted baseline

House Transportation & Infrastructure Committee: $547 billion, 5 years

• Roads, Bridges, and Safety: $343 billion
• Transit: $109 billion
• Passenger and Freight Rail: $95 billion
Texas Legislature approved SB 1

- $248 billion FY22-23 statewide budget
- $13.5 billion decrease from FY20-21, due to federal stimulus funding
- Increases in Prop 1 ($4.53 billion) and Prop 7 ($5.06 billion)

Next steps:

- Governor to sign by June 20, has line-item veto authority
- $16 billion in federal funds to be allocated in a fall special session
Approved Bills:
Transportation Funding

• **HB 2219** (Canales) Texas Mobility Fund obligations, not to be used for toll projects

• **HJR 99** (Canales) Constitutional Amendment on Transportation Reinvestment Zones for counties, not to be used for toll projects
Approved Bills:
Air Quality/Transportation Funding

• **HB 4472** (Landgraf) TERP funding changes, funding for certain transportation and air quality programs

• *No EV registration fee bills were approved*
Approved Bills: Safety

- **SB 1055** (Huffman) Pedestrian in a crosswalk
- **HB 2048** (Krause) Criminal offense for passing toll road maintenance vehicles
- **HB 3319** (Meyer) Public awareness campaign for Move Over, Slow Down law
- **HB 3282** (Canales) TxDOT to temporarily lower speed limits in construction areas
Approved Bills: Technology

- **HB 5** (Ashby) Creates State Broadband Office
- **SB 507** (Nichols) Use of highway right of way for broadband providers
- **SB 149** (Powell) Prohibits unmanned aircraft operation near military installations and airports
- **SB 763** (Powell) Creates Urban Air Mobility Advisory Committee
Approved Bills: Miscellaneous Transportation

- HB 113 (Oliverson) Uniform, statewide regulations for peer-to-peer car sharing services

- HB 2223 (Canales) TxDOT study on impact of vehicles on roads and bridges
CONTACT INFORMATION

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www.nctcog.org/legislative
2022 UNIFIED TRANSPORTATION PROGRAM (UTP) AND REGIONAL 10-YEAR PLAN UPDATE

Regional Transportation Council
June 10, 2021
Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPO) develop 10-Year Plans using performance-based planning and project selection methods.

- Includes projects funded with Category 2 (MPO selected), Category 4 (TxDOT District selected), and Category 12 (Texas Transportation Commission selected).

- Regional 10-Year Plan was originally approved by the Regional Transportation Council (RTC) in December 2016.

- This plan is updated annually in conjunction with the development of TxDOT’s UTP.
ACTIVITIES UNDERTAKEN SINCE LAST UPDATE

- TxDOT began developing the 2022 UTP.
- NCTCOG staff has coordinated with the TxDOT Districts regarding project updates (e.g., costs/funding, environmental clearance and let dates), and potential new projects.
- Proposed new projects were scored using the same process used in previous years.
- To satisfy a March 12, 2021 deadline set forth by TxDOT, a draft project listing was developed that included project scores, project revisions, and potential new projects.
PRINCIPLES FOR THE DEVELOPMENT OF THE REGIONAL 10-YEAR PLAN

• Project should be included in Mobility 2045
• Focus on system versus new, stand-alone projects
• Fully fund existing projects before funding new projects
• Ensure equity of county allocations
• Maintain toll lanes/toll managed lanes on selected corridors
• Re-fund previously unfunded projects, when possible
• Ensure all RTC projects are approved in 2022 UTP (including “placeholders”)
• Projects must be scored and should have a score sufficient to qualify for funding
### REGIONAL FUNDING ALLOCATIONS FOR 2017-2022 UTPs

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</thead>
<tbody>
<tr>
<td>Category 2</td>
<td>$3.784B</td>
<td>$3.607B</td>
<td>$3.832B</td>
<td>$3.516B</td>
<td>$2.913B</td>
<td>$2.931B</td>
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<tr>
<td>Category 12</td>
<td>$812M</td>
<td>$2.130B</td>
<td>$1.395B</td>
<td>$3.041B</td>
<td>$3.089B</td>
<td>TBD</td>
</tr>
<tr>
<td>Total Allocation</td>
<td>$5.426B</td>
<td>$7.290B</td>
<td>$6.864B</td>
<td>$8.094B</td>
<td>$7.342B</td>
<td>$4.279B</td>
</tr>
</tbody>
</table>
PROPOSED STBG/CATEGORY 2 FUNDING EXCHANGE

• Given that Surface Transportation Block Grant (STBG) funds are not being obligated as quickly as needed, a STBG/Category 2 funding exchange is being proposed.

• Two projects were identified for this proposal: US 287 in Johnson and Tarrant Counties and State Loop 9 in Dallas and Ellis Counties.

• The US 287 projects have ~$34M of Category 2 funding, which will be exchanged with ~$34M of STBG funds.

• The State Loop 9 projects have ~$107M of Category 2 funding, which will be exchanged with ~$107M of STBG funds.

• Both projects were selected because they can be let in FY 2021, which will allow the region to quickly reduce the carryover balance of STBG funds.

• A proposal will be brought back with specific projects on which to program the freed-up Category 2 funds.
Dallas-Fort Worth Regional 10 Year Plan Project Status
FY 2017 - FY 2031

Legend
- Blue: Funded Projects
- Green: Under Construction
- Purple: Completed
- Orange: Proposed Projects *
- Brown: Proposed TOLedd Projects
- Gray: Mobility 2045 Roadways
- Dotted: County Boundary
- Light Blue: Lakes

* Includes projects with requested Category 12 funds and newly proposed Category 2 and 4 projects.
NEXT STEPS

• Finalize project selection/update efforts in coordination with TxDOT staff
• Await decisions by the TTC on Category 12 funding
• Bring back listings to the committees for approval
• Bring back any project changes to the STTC and RTC once the TTC weighs in and approves the UTP
# TIMELINE

<table>
<thead>
<tr>
<th>MEETING/TASK</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funding Targets Received</td>
<td>February 2021</td>
</tr>
<tr>
<td>Initial draft list due to TxDOT</td>
<td>March 12, 2021</td>
</tr>
<tr>
<td>STTC Information</td>
<td>May 28, 2021</td>
</tr>
<tr>
<td><strong>RTC Information</strong></td>
<td><strong>June 10, 2021</strong></td>
</tr>
<tr>
<td>Public Involvement</td>
<td>June 2021</td>
</tr>
<tr>
<td>STTC Action</td>
<td>June 25, 2021</td>
</tr>
<tr>
<td>RTC Action</td>
<td>July 8, 2021</td>
</tr>
<tr>
<td>TxDOT Public Meetings for 2022 UTP</td>
<td>June/July 2021</td>
</tr>
<tr>
<td>Anticipated TTC Approval of 2022 UTP</td>
<td>August 2021</td>
</tr>
</tbody>
</table>
CONTACT/QUESTIONS?

Christie J. Gotti  
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cgotti@nctcog.org

Brian Dell  
Principal Transportation Planner  
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Cody Derrick  
Transportation Planner III  
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AV2.2/2.3 BACKGROUND

October 2018: Regional Transportation Council approves “AV 2.0”
• AV2.1: Regional planning exercise for future mobility technology ($1.5m)
• AV2.2: AV deployment support for local partners ($10m)
• AV2.3: Strategic investments in AV services ($20m)

September – November 2020: STTC/RTC funding availability announcements

November 2020: RTC approves consolidated project approach

December 2020: Information forum for STTC members

December 2020 – March 2021: Staff technical support to interested parties and applicants

March 2021: Applicants submit proposals

April 2021: Staff review
AV FREIGHT: ZERO TO NETWORK

AV trucks making regular runs between DFW-Houston and other destinations

2017: 

2021: DFW AV Truck Hub
AV EVOLUTION:
DEMO -> PILOT -> SERVICE

2017: Public demo
2019: Fixed route service pilots
2021: Area-wide service
NEXT STEP: REGIONAL AV PROGRAM

Multiple AV types: 18 wheelers to sidewalk delivery bots

Multiple use cases: Moving freight, people, and data

Workforce: Preparing tomorrow’s transportation workforce

Infrastructure: Vehicles and infrastructure working together

Equity: Targeted use cases to support community needs

Economic development: DFW as innovation center

Regional coordination: Ongoing staff support for project sponsors
CEDAR VALLEY CAMPUS AV CLUSTER

Project Location: Dallas College Cedar Valley Campus and environs to the south.

Description: Use automated vehicles to serve the campus, neighboring “feeder” high school, community centers, and neighborhood. Workforce development component.
EASTFIELD CAMPUS COMMUNITY CONNECTOR

**Project location:** Dallas College Eastfield Campus and environs.

**Description:** Automated vehicle transportation for campus and neighboring communities in Dallas and Mesquite. Transit, job center, community connections. Workforce development component.
WORKFORCE DEVELOPMENT:
EASTFIELD CAMPUS & CEDAR VALLEY CAMPUS PROJECTS

Description: Workforce development program for:

(1) transportation technology;
(2) trucking transportation; and
(3) goods delivery.
PAUL QUINN COLLEGE COMMUNITY FOOD DELIVERY BOT SERVICE

Project location: Neighborhood immediately surrounding Paul Quinn College in South Dallas.

Description: Automated vehicle delivery service of produce from PQC’s campus farm to nearby households (approx. 250 at a time). Includes equipping approximately 500 households over life of project with Internet access and training necessary to access bot delivery service and other opportunities.

Low-income, Low-access to food – The map below is a representation of the above service area with an overlay of the USDA food desert designated neighborhoods, nearly the entire service area.
Project location: Northwest Fort Worth (I-35W/SH-170)

Description: Build and operate nation’s first AV truckport where AV freight companies can pick up and drop off trailers. Serves as a first mile/last mile stop for human driven trucks before the long haul in AV mode.
RICHARDSON CAV TEST BED & COMMUNITY CONNECTOR

**Project Location:** Northeast Richardson

**Description:** Applying CAV solutions to intersections in the technology district to support AV operations as part of AV deployment serving a wide variety of destinations—including City Hall, senior-heavy neighborhood, transit-oriented developments, social service center, the Innovation Quarter, and new UTD Center for Smart and Connected Mobility.
DART LOVE LINK AV AIRPORT CONNECTOR

**Project location:** Service between Inwood Station and Love Field in Dallas.

**Description:** Four electric and automated buses serving an established route that includes a major airport (Love Field) and already has special route-branding.
## SUMMARY OF AV2.2/2.3 PROJECTS

### Item 10: Recommended AV2.2/2.3 Projects

<table>
<thead>
<tr>
<th>Implementing Agency</th>
<th>Description</th>
<th>AV2.2: Infrastructure</th>
<th>AV2.3: AV Service</th>
<th>Local</th>
<th>Federal</th>
<th>Total (Local + Federal)</th>
<th>RTC TDCs</th>
<th>Agreement Expectation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dallas College</td>
<td>Cedar Valley College AV Service/Workforce Development</td>
<td>$1,150,000</td>
<td>$2,840,000</td>
<td>$810,000</td>
<td>$3,990,000</td>
<td>$4,800,000</td>
<td>0</td>
<td>Dallas College &amp; TxDOT</td>
</tr>
<tr>
<td>Dallas College</td>
<td>Eastfield College AV Service/Workforce Development</td>
<td>$1,150,000</td>
<td>$3,560,000</td>
<td>$990,000</td>
<td>$4,710,000</td>
<td>$5,700,000</td>
<td>0</td>
<td>Dallas College &amp; TxDOT</td>
</tr>
<tr>
<td>NCTCOG</td>
<td>Paul Quinn College Food &amp; internet delivery</td>
<td>$250,000</td>
<td>$1,325,000</td>
<td>$0</td>
<td>$1,575,000</td>
<td>$1,575,000</td>
<td>375,000</td>
<td>NCTCOG &amp; TxDOT</td>
</tr>
<tr>
<td>City of Fort Worth</td>
<td>I-35W AV Truckport</td>
<td>$2,500,000</td>
<td>$2,297,578</td>
<td>$0</td>
<td>$4,797,578</td>
<td>$4,797,578</td>
<td>1,009,516</td>
<td>City of Fort Worth &amp; TxDOT</td>
</tr>
<tr>
<td>City of Richardson</td>
<td>Richardson CAV Infrastructure</td>
<td>$1,500,000</td>
<td>$3,300,000</td>
<td>$171,000</td>
<td>$4,800,000</td>
<td>$4,971,000</td>
<td>789,000</td>
<td>City of Richardson &amp; TxDOT</td>
</tr>
<tr>
<td>DART</td>
<td>DART Love Link AV Bus Service</td>
<td>$500,000</td>
<td>$1,250,000</td>
<td>$0</td>
<td>$1,750,000</td>
<td>$1,750,000</td>
<td>350,000</td>
<td>DART &amp; FTA</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>AV2.2</th>
<th>AV2.3</th>
<th>Local</th>
<th>Federal</th>
<th>Total (Local + Federal)</th>
<th>RTC TDCs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>$7,050,000</td>
<td>$14,572,578</td>
<td>$1,971,000</td>
<td>$21,622,578</td>
<td>$23,593,578</td>
<td>2,523,516</td>
</tr>
</tbody>
</table>
NEXT STEPS

June 2021:
• Action item presented to STTC

July 2021: Action item presented to RTC

Fall 2021: S/TIP approval expected

Summer 2022: TxDOT agreements expected to be finalized by project teams

FY23: Project implementation
Contacts

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Twitter: @TomBamonte

**Clint Hail**
Transportation Planner
Connected and Automated Vehicles
North Central Texas Council of Governments
Email: chail@nctcog.org
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
Refine Project Recommendations
Strengthening the Mobility Plan through performance-based framework
Performance measurement informs Mobility Plan recommendations
MOBILITY PLAN DEVELOPMENT
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
PLAN IN PROGRESS

**COMPLETED**

- Reaffirm vision, goals
- Public involvement framework
  - Mobility Plan Update webpage [www.nctcog.org/PlaninProgress](http://www.nctcog.org/PlaninProgress)
  - Map Your Experience webpage [www.nctcog.org/MapYourExperience](http://www.nctcog.org/MapYourExperience)

**CURRENT EFFORTS**

- Performance measure refinement
- Policy and program review
- Policy Bundle review
- Agency and partner coordination
- Financial plan
MAP YOUR EXPERIENCE
BASIC FUNCTIONALITY

- Online mapping tool to gather public comments
- Users click on a point and describe an issue they experience as users of the region’s transportation system at that location
- Focus on specific issues, not projects; desire to quantify needs holistically
- Designed to provide input to multiple planning initiatives
## MOBILITY PLAN SCHEDULE

<table>
<thead>
<tr>
<th>2020</th>
<th>2021</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q2</td>
<td>Q1</td>
<td>Jan</td>
</tr>
<tr>
<td>Q3</td>
<td>Q2</td>
<td>Feb</td>
</tr>
<tr>
<td>Q4</td>
<td>Q3</td>
<td>Mar</td>
</tr>
<tr>
<td>Q1</td>
<td>Q4</td>
<td>Apr</td>
</tr>
</tbody>
</table>

### Agency and Public Coordination

- **Plan Development**
- **Draft Recommendations for Review**
- **Official Comment Period**
- **STTC Action**
- **RTC Action**
- **Air Quality Conformity**

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

nctcog.org/PlanInProgress

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Dan Lamers
Senior Program Manager
dlamers@nctcog.org
(817) 695-9263
**RAISE Discretionary Grant Program**

**FY 2021 Program Overview**

<table>
<thead>
<tr>
<th>Funding Availability</th>
<th>Federal Cost Share / Match</th>
<th>Maximum Award</th>
<th>Minimum Award</th>
</tr>
</thead>
<tbody>
<tr>
<td>$1 Billion</td>
<td>Up to 80%</td>
<td>$25 Million</td>
<td>$5 Million</td>
</tr>
<tr>
<td>– Capital Projects</td>
<td>– Urban Areas</td>
<td>– per Project</td>
<td>– Urban Areas</td>
</tr>
<tr>
<td>(Nation)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$30 Million</td>
<td>Up to 100%</td>
<td>$100 Million</td>
<td>$1 Million</td>
</tr>
<tr>
<td>– Planning Grants</td>
<td>– Urban Areas</td>
<td>– per State</td>
<td>– Rural Areas</td>
</tr>
<tr>
<td>(Nation)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>50% / 50%</td>
<td>a. Rural Areas</td>
<td></td>
<td>No Minimum</td>
</tr>
<tr>
<td>– Urban / Rural Areas</td>
<td>b. Planning Grants in “Areas of Persistent Poverty”</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- Replaces the Better Utilizing Investments to Leverage Development (BUILD) Grant Program
- Project awards to be announced by November 22, 2021
- Obligation Deadline: September 30, 2024; Expenditure Deadline: September 30, 2029
RAISE Discretionary Grant Program

Merit Criteria – Additional Considerations

- Explicitly considers climate change and environmental justice in the planning and design stage, particularly in communities that may disproportionately experience climate change consequences
- Incorporates infrastructure and/or results in a modal shift that reduces emissions and can support a renewable energy supply chain
- Increases resiliency and disaster preparedness
- Increases transportation choices and equity for all individuals
- Expands access and connectivity to essential services, particularly for underserved or disadvantaged communities
- Proactively addresses racial equity and barriers to opportunity through the planning process or design elements
Per prior RTC direction, staff continues to work with TxDOT and private sector partners to complete additional NTE phases and other public/private partnership (PPP) projects.

Recent projections indicate general purpose and TEXpress capacity improvements are anticipated to be triggered in mid-2022, with an open-to-traffic date of June 2024.

The private sector partner is currently coordinating with TxDOT to advance the first item.

The private sector partner will be paying for these improvements in these amounts:

<table>
<thead>
<tr>
<th>Capacity Improvements</th>
<th>$ in Millions</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>SH 183/NTE Segment 1 (IH 35W/IH 820 interchange to west of IH 820/SH 121 interchange &amp; 2W Widening (east of Bedford/Euless Road to east of Westpark Way)</td>
<td>$162</td>
<td>Add 1 general purpose lane in NTE Segment 1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Add 1 TEXpress lane in NTE Segment 2W</td>
</tr>
<tr>
<td>Reliance Parkway to SH 161 (former Segment 2E): Build 2+2 TEXpress lanes</td>
<td>$860</td>
<td>Segment (5.3 miles) would be built and operated by private sector as an extension of the current facility</td>
</tr>
<tr>
<td>SH 161 to Story Road: Build 2+2 TEXpress lanes</td>
<td>$270</td>
<td>Segment (2 miles) where Cintra funds would be paid to TxDOT for lane balancing east of SH 161</td>
</tr>
</tbody>
</table>

$1,292
<table>
<thead>
<tr>
<th>EAST/WEST</th>
<th>AGENCY</th>
<th>PREVIOUS SUBMITTAL</th>
<th>PROJECT DESCRIPTION/LIMITS</th>
<th>TOTAL COST</th>
<th>GRANT FUNDS</th>
<th>UPDATED STATUS</th>
<th>DELIVERY (Other Means)</th>
</tr>
</thead>
<tbody>
<tr>
<td>EAST</td>
<td>TxDOT (Dallas)</td>
<td>N/A</td>
<td>Dallas “Loop” – Trinity Forest Spine Trail (Phase 3) Construct Trinity Forest Spine Trail segment from Bruton Avenue to reconstructed US 175/Lake June Road interchange (w/ trail branch to Pemberton Hill Road)</td>
<td>$34.0M</td>
<td>$13.0M</td>
<td>PENDING</td>
<td>YES (partial) NCTCOG/City of Dallas</td>
</tr>
<tr>
<td>BOTH</td>
<td>NCTCOG</td>
<td>N/A</td>
<td>NTE/SH 183 Capacity &amp; Safety Improvements (IH 35W – Story Road) Addition of ultimate general purpose/TEXpress lane capacity west of SH 161, with lane balancing improvements east of SH 161</td>
<td>$1.317B</td>
<td>$25.0M</td>
<td>PENDING</td>
<td>YES (partial) TxDOT/Cintra</td>
</tr>
<tr>
<td>WEST</td>
<td>NCTCOG</td>
<td>N/A</td>
<td>TEXRail Fort Worth Near Southside/Medical District Extension Extend TEXRail from Fort Worth T&amp;P Station to Near Southside/Medical District</td>
<td>$127.0M</td>
<td>$25.0M</td>
<td>PENDING</td>
<td>YES (partial) FTA/NCTCOG/City of Fort Worth</td>
</tr>
<tr>
<td>EAST</td>
<td>NCTCOG</td>
<td>INFRA (2021) BUILD (2020)</td>
<td>Enhancing Mobility Within the Southern Dallas Inland Port Electric bus transit, sidewalk, and traffic signal intersection improvements for enhanced employment, education, and healthcare accessibility in southern Dallas/Dallas County</td>
<td>$12.8M</td>
<td>$7.7M</td>
<td>NO</td>
<td>YES (partial) COVID-19 #00X Round 3 (partial)</td>
</tr>
</tbody>
</table>

Selected by TxDOT (Dallas) w/ NCTCOG providing benefit-cost analysis (BCA) technical assistance; does not count against NCTCOG’s three submittal choices
Proposed NCTCOG candidate projects
<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>April 13, 2021</td>
<td>RAISE Grant FY 2021 NOFO Announced</td>
</tr>
<tr>
<td>May 28, 2021</td>
<td>STTC Information</td>
</tr>
<tr>
<td></td>
<td><em>(NCTCOG Projects – Candidates Identified)</em></td>
</tr>
<tr>
<td>June 10, 2021</td>
<td>RTC Information</td>
</tr>
<tr>
<td>June 18, 2021</td>
<td>STTC Agenda “Mail-Out”</td>
</tr>
<tr>
<td></td>
<td><em>(NCTCOG Projects – Scope, Cost, &amp; Funding Sources/Shares Finalized)</em></td>
</tr>
<tr>
<td>June 21, 2021</td>
<td>RTC Letter of Support Deadline</td>
</tr>
<tr>
<td></td>
<td><em>(for projects submitted by partnering agencies, submit to Kyle Roy – <a href="mailto:kroy@nctcog.org">kroy@nctcog.org</a>)</em></td>
</tr>
<tr>
<td>June 25, 2021</td>
<td>STTC Action</td>
</tr>
<tr>
<td>July 8, 2021</td>
<td>RTC Action</td>
</tr>
<tr>
<td>July 12, 2021</td>
<td>RAISE Grant Application Submittal Deadline – <a href="http://www.grants.gov">www.grants.gov</a></td>
</tr>
<tr>
<td>July 22, 2021</td>
<td>Executive Board Endorsement</td>
</tr>
</tbody>
</table>
Contact Information

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(817) 695-9280  
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Application Preparation

June 10, 2021  
Regional Transportation Council – Information Item  
FY 2021 RAISE Discretionary Grant Program – Overview & Potential Candidate Projects
Congestion Management Process Update

Regional Transportation Council

June 10, 2021

Natalie Bettger
One of 5 federally-mandated planning documents (MTP, TIP, UPWP, Public Participation Plan, CMP) required for urbanized areas with populations exceeding 200,000 (also known as Transportation Management Areas “TMA”)

First enacted under ISTEA (1991) as Congestion Management System (CMS)
1994: First regional CMS adopted by Regional Transportation Council
2005: CMS amended via MTP Update
2013: Most recent update of CMP for NCTCOG
Why Do We Need Such a Process?

- Manage Travel Demands
- Reduce Single Occupancy Vehicle Travel
- Improve Efficiency of Transportation System
- Improve Safety for all Using System
- Maximize Transportation Funds
- Justify Additional Capacity is Needed
- Coordinate with Regional Partners
Congestion Management Process Flow

Performance Criteria (Sufficient/Deficient)
- Crash Rate
- TTI
- LOS TR
- Bridge/Pavement

Roadway Infrastructure
- Parallel Arterials
- Frontage Roads
- Parallel Freeway

Model Options
- Park and Ride
- Commuter Rail
- Light Rail
- Bus Routes

Operational Strategies
- Shoulders
- ITS
- HOV/Managed Lane
- Truck Lane Restrictions

Performance Statement Table → Corridor Statement → Construction Status (Full/Partial/None) → CMP Output

Sufficient
Construction
CMP Strategy Candidate
Corridor Study Candidate
Process Outputs

- Construction (Recent or Planned) (61)
- Continue to Monitor (45)
- CMP Strategy (16)
- Rehab (3)
- Corridor Study (1)
CMP Strategy Selection

Internal Review Process

- Performance Criteria
- Deficiencies
- Available Assets
- Identify Possible Strategies
CMP Strategy Selection (cont.)

- Review Possible Strategies
- Evaluate Smaller Segments
- Select Strategies
- Add to TIP

Expert Review Process
CMP Strategy Corridor Review Process

- Organize Review Group for CMP Strategy Corridors
  - Cities, TxDOT/NTTA, Transit Agencies, Counties
  - NCTCOG staff in associated program areas
- Review Existing TIP Projects on Corridor
- Group Selects Strategies
- Establish CMP Program of Projects for CMP Strategy Corridors
  - Request STTC and RTC Approval
  - Program into TIP
Project Performance Evaluation

- Develop a Set of Baseline Performance Measures to Evaluate Strategies for Effectiveness
- Look to Existing Before/After Studies for Relevant Measures
  - Before/After Speeds
  - Before/After Volumes
  - Before/After Crash Rate
  - Transit Ridership/Mode Split
  - Changes in Asset Condition
  - Changes in Criteria Performance Measures, Peak Hour LOS, Crash Rate, Travel Time Reliability
- Focus on “Initial Criteria” Performance Measures (Crash Rate, Reliability, etc.)
- Use Process to Track Federal Performance Measures as Necessary
## CMP Schedule

<table>
<thead>
<tr>
<th>Committee</th>
<th>Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>STTC Workshop and STTC Information</td>
<td>May 28, 2021</td>
</tr>
<tr>
<td>Public Online Input Opportunity</td>
<td>June 7, 2021-July 6, 2021</td>
</tr>
<tr>
<td>RTC Information</td>
<td>June 10, 2021</td>
</tr>
<tr>
<td>STTC Action</td>
<td>June 25, 2021</td>
</tr>
<tr>
<td>RTC Action</td>
<td>July 8, 2021</td>
</tr>
</tbody>
</table>
Contacts

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