COVID-19 Funding Program
Regional Transportation Council
August 13, 2020
BACKGROUND

◊ Due to the recent COVID-19 outbreak, 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 economy using infrastructure investment.

◊ North Central Texas Council of Governments staff recommends funding projects that would benefit from expedited action.

◊ These projects should meet one or several of the RTC policies outlined in Mobility 2045.

◊ This particular round of investments target better school integration, improved freight connections, implementation of new regional bicycle and pedestrian facilities, improved air quality, and improved safety.
PROPOSED FUNDING FOR ALEDO INDEPENDENT SCHOOL DISTRICT (ISD) PARTNERSHIP

- Aledo ISD has requested assistance to provide access to a new elementary school scheduled to open in August 2021.
  - Limits: “Drive A” (Stub-out road) from FM 5 to new elementary school
  - Funding:
    - Right-of-way is being donated by Aledo ISD
    - $1 million Regional Toll Revenue (RTR) funding for construction
    - $1.5 million Aledo ISD (which includes $500,000 match to RTR funds) for construction
- TxDOT has already funded a $4.7 million roadway improvement along FM 5
- Scope: Construct stub-out road to allow access to new elementary school
- Source of RTR Funds: Regional West Set Aside Account (to be discussed further on upcoming slide)
- RTC Policy Addressed: Better integration with schools (avoid major roadways)
PROPOSED FUNDING FOR ALEDORO ISD PARTNERSHIP

- The Aledo ISD has requested assistance with improvements at the site of a new middle school needed by 2022.
  - Limits: Old Weatherford Road from FM 3325 to East of Coder Drive
  - Funding:
    - $2 million provided by developer for design
    - $0.5 million RTR proposed for right-of-way
    - $10 million RTR funding proposed for construction
  - Developer will pay an additional $2.4 million in approximately 4 years (after construction is completed), which partially repays the RTC's commitment.
- Scope: Realign 2 lane to 2 lane roadway (ultimate 4 lanes) including turn lanes at intersections and pedestrian side path
- Source of RTR Funds: Regional West Set Aside Account
- RTC Policy Addressed: Better school integration with schools
INTERSECTIONS BY HERITAGE PARK AND TARRANT COUNTY COURTHOUSE

- City of Fort Worth has requested assistance for both intersection and bicycle/pedestrian improvements in the Heritage Park area.
- Staff proposes to fund the intersection improvements now and consider the bicycle/pedestrian facility in the future, contingent on private sector commitments being realized.
INTERSECTIONS BY HERITAGE PARK AND TARRANT COUNTY COURTHOUSE

Limits: Main Street (Bus 287) from the Trinity River to Weatherford Street

Funding:
- $775,000 for design committed by Downtown Fort Worth Inc.
- $1 million committed by Tarrant County for construction
- $660,000 State match requested for on-system work
- $4 million Congestion Mitigation Air Quality Improvement Program (CMAQ)
- $2.64 million Surface Transportation Block Grant

Scope: Traffic calming and curb extensions (crosswalk bulb outs) to reduce traffic lanes, adjust turning radius of Main Street, and eliminate bail out lane

RTC Policy Addressed: Air Quality, Bicycle/Pedestrian Implementation, Safety, ADA Compliance
IH 35E PEDESTRIAN CROSSING NEAR VICTORY STATION

◊ City of Dallas has requested assistance for a pedestrian crossing at IH 35E from the Dallas Design District to the DART Victory Station

◊ Funding:
  ◊ $350,000 State Funds for Design
  ◊ $2.8 million Dallas County RTR Funds for construction
  ◊ $400,000 local match plus $300,000+ for amenities from the private sector/TIF districts

◊ Scope: Construct pedestrian walkway under IH 35E including lighting, crosswalks, traffic signal, and landscaping

◊ RTC Policy Addressed: Bicycle/pedestrian, air quality, safety
City of Dallas has requested assistance for a review of needed improvements in the Bachman Lake area of Dallas

Limits: District bounded by Mockingbird Lane to the South, IH 35E to the West, Inwood Road to the East, and Royal Lane to the North

Funding:
- $800,000 STBG funds (federal)
- $200,000 RTC Local funds
- May need to utilize TDCs in lieu of local match if RTC/Local is needed to kick off study before federal funding is available

Scope: Conduct planning study to identify safe pedestrian access/facilities along major roadways to create connections to nearby trails, DART Bachman Station, and study Love Field access

RTC Policy Addressed: Bicycle/pedestrian, safety, air quality
FM 429 REALIGNMENT IN TERRELL IN PARTNERSHIP WITH UNION PACIFIC RAIL LINE

- Roadway and Freight partnership involving TxDOT, NCTCOG/RTC, and Union Pacific:
  - Limits: FM 429 from North of US 80 to approximately 1 mile south of US 80
  - Funding:
    - $8 million of STBG
    - $2 million State match
  - Scope: Realign FM 429 with at-grade crossing in order to construct UPRR siding track nearby and to remove offset intersection of US 80 and FM 429
  - RTC Policy Addressed: Freight, safety
FEDERAL/RTR SWAP WITH DENTON COUNTY

- Implementation timeframes for certain projects (school projects in Aledo ISD) would be greatly accelerated by using non-federal funds.
- The Western Subregion has limited RTR funds.
- Denton County has an RTR funding balance coming back from IH 35E.
- Staff proposes to fund a currently unfunded project in Denton County with STBG funds and move the same amount of RTR funds from the Denton County account to the Western Subregion to cover the projects in this partnership program, plus leave a balance for future non-federal needs in the West.

Proposal:

- Fund a Denton County project, to be determined after the Texas Transportation Commission Unified Transportation Program action this summer, with $30 million of STBG funds (plus Category 2 funds, if needed, to fully fund it)
- Move $30 million RTR from Denton County to Western Subregion Set Aside Account
ACTION REQUESTED

- Regional Transportation Council (RTC) approval of:
  - The funded projects outlined in this presentation and the cost-revenue matrix in the mail out
  - The exchange of $30 million STBG funding for $30 million RTR funding with Denton County
  - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other administrative/planning documents, as needed
QUESTIONS?

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Brian Dell
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MOBILITY 2045
POLICY BUNDLE

Round 4

Regional Transportation Council
August 13, 2020

Kevin Feldt, AICP
WHAT IS THE MOBILITY 2045 POLICY BUNDLE?

List of 20 Voluntary Policies from Mobility 2045
50 Percent Adoption Rate to Qualify Successful Applicants
  May Receive Transportation Development Credits (TDCs)
  Use TDCs as Local Match for Federally Funded Projects
Must Be New Project
  Not Currently in Transportation Improvement Program (TIP)
Must Reapply Every Round
POLICY BUNDLE PROCESS

Agencies Approve Policies

Agencies Apply Online

NCTCOG Certifies Applications

Agencies Use TDCs to Offset Local Match Funds

Resources and information available at www.nctcog.org/policybundle
SAMPLE POLICIES

- Employee Trip Reduction
- Parking Management
- Safe Access to Schools
- Railroad Safety
- Land Use Strategies
- Complete Streets
- Idling Restrictions
- Freight-Oriented Development
ROUND 4 – HIGHLIGHTS

Four new entities applied

21 entities participated

19 Local Governments

<table>
<thead>
<tr>
<th>Arlington</th>
<th>Grapevine</th>
</tr>
</thead>
<tbody>
<tr>
<td>Corinth*</td>
<td>Irving</td>
</tr>
<tr>
<td>Dallas</td>
<td>Lewisville</td>
</tr>
<tr>
<td>Denton</td>
<td>McKinney</td>
</tr>
<tr>
<td>Duncanville</td>
<td>Mesquite</td>
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<tr>
<td>Farmers Branch</td>
<td>North Richland Hills</td>
</tr>
<tr>
<td>Fort Worth</td>
<td>Plano</td>
</tr>
<tr>
<td>Frisco*</td>
<td>Richardson</td>
</tr>
<tr>
<td>Garland</td>
<td>Terrell*</td>
</tr>
<tr>
<td>Grand Prairie*</td>
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2 Transit Agencies

<table>
<thead>
<tr>
<th>DCTA</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Trinity Metro</td>
<td></td>
</tr>
</tbody>
</table>

*new applicant
## ROUND 4 RECOMMENDED TDCs

<table>
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<tr>
<th>Entity</th>
<th># Policies</th>
<th>2020 Recommended TDCs</th>
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<td>City of Arlington</td>
<td>16</td>
<td>1,875,000</td>
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<tr>
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<td>13</td>
<td>1,125,000</td>
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<tr>
<td>City of Dallas</td>
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<tr>
<td>City of Denton</td>
<td>16</td>
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<tr>
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<td>City of Farmers Branch</td>
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<td>City of Fort Worth</td>
<td>17</td>
<td>3,000,000</td>
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<tr>
<td>City of Frisco*</td>
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</tr>
<tr>
<td>City of Garland</td>
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<td>1,875,000</td>
</tr>
<tr>
<td>City of Grand Prairie*</td>
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<td>1,125,000</td>
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<tr>
<td>City of Grapevine</td>
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*new applicant
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<th>Entity</th>
<th># Policies</th>
<th>2020 Recommended TDCs</th>
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<tbody>
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<td>1,875,000</td>
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<td>City of Lewisville</td>
<td>15</td>
<td>1,125,000</td>
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<td>1,125,000</td>
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<td>City of Plano</td>
<td>17</td>
<td>1,875,000</td>
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<tr>
<td>City of Richardson</td>
<td>13</td>
<td>1,125,000</td>
</tr>
<tr>
<td>City of Terrell*</td>
<td>13</td>
<td>1,125,000</td>
</tr>
<tr>
<td>DCTA</td>
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<td>1,875,000</td>
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<tr>
<td>Trinity Metro</td>
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<td>3,000,000</td>
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<td><strong>TOTAL</strong></td>
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<td><strong>33,000,000</strong></td>
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*new applicant
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<th>DESCRIPTION</th>
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<td>January 9</td>
<td>RTC Presentation – Information</td>
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<tr>
<td>January 24</td>
<td>STTC Presentation – Information</td>
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<td>TIP Mods due for May 2020 Revision</td>
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<td>Round 4 Opens</td>
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<td>March 20</td>
<td>Early Submittal Deadline</td>
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<td>June 30</td>
<td>Final Deadline</td>
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<td>July 24</td>
<td>STTC – Information</td>
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<td>August 13</td>
<td>RTC – Information</td>
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<tr>
<td>August 28</td>
<td>STTC - Action</td>
</tr>
<tr>
<td>September 10</td>
<td>RTC - Action</td>
</tr>
<tr>
<td>September/ October</td>
<td>Formal Notification of Awards</td>
</tr>
</tbody>
</table>
Amy Johnson  
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Application Coordination

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TDC and TIP Coordination

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mobilityplan@nctcog.org
CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING INNOVATIVE PROJECTS DURING COVID RECOVERY

Regional Transportation Council
August 13, 2020

Michael Morris, PE
Director of Transportation
POLICY METRICS: CHANGING MOBILITY

**METRIC 1:** Travel behavior response to COVID-19

**METRIC 2:** Financial implications to traditional revenue sources

**METRIC 3:** Benefits of travel behavior responses to areas of RTC responsibility

**METRIC 4:** Prioritization of infrastructure improvements that offset unemployment increases
Metric 1: Travel Behavior Response to COVID-19
TRAVEL BEHAVIOR BY MODE

Bicycle/Pedestrian (+22%, June)
Freeway Volumes (-6%, June)
Toll Road Transactions (-41%, May)
Transit Ridership (-54%, June)
Airport Passengers (-80%, May)
ROADWAY TRENDS
Weekly Freeway Volumes

Traffic Decrease vs February 2020

<table>
<thead>
<tr>
<th>Month</th>
<th>Traffic Decrease</th>
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</thead>
<tbody>
<tr>
<td>March</td>
<td>-10.9%</td>
</tr>
<tr>
<td>April</td>
<td>-25.3%</td>
</tr>
<tr>
<td>May</td>
<td>-16.0%</td>
</tr>
<tr>
<td>June</td>
<td>-6.2%</td>
</tr>
</tbody>
</table>

Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters
ROADWAY TRENDS
Regional Average Freeway Speeds

Average Weekday Speeds, Weighted by Traffic Volume

Source: TxDOT Sidefire Devices
CRASH TRENDS

Changes in Crashes and Fatalities

Crashes and Fatalities: 2019 vs 2020

- March: 28% decrease in crashes, 11% decrease in fatalities
- April: 47% decrease in crashes, 37% decrease in fatalities
- May: 18% decrease in crashes, 42% decrease in fatalities
- June: 11% decrease in crashes

Source: TxDOT Crash Records Information System
Crash data is accurate as of July 15, 2020.
Traffic enforcement was significantly reduced during the COVID-19 shelter-in-place orders.
Transit Impacts

Ridership

Passenger Decrease: 2019 vs 2020

Jan: -1.9%
Feb: -2.9%
Mar: -26.8%
Apr: -59.3%
May: -55.1%
June: -53.6%

Source: DART, DCTA, and Trinity Metro
BICYCLE AND PEDESTRIAN IMPACTS

Trail Counts

Increase in Trail Usage: 2019 vs 2020

<table>
<thead>
<tr>
<th>Month</th>
<th>2019</th>
<th>2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>February</td>
<td>15%</td>
<td></td>
</tr>
<tr>
<td>March</td>
<td>34%</td>
<td></td>
</tr>
<tr>
<td>April</td>
<td>32%</td>
<td></td>
</tr>
<tr>
<td>May</td>
<td>32%</td>
<td></td>
</tr>
<tr>
<td>June</td>
<td>22%</td>
<td></td>
</tr>
</tbody>
</table>

Source: NCTCOG, collected at Chisholm Trail in Plano, Denton Branch Rail Trail in Denton, Katy Trail in Dallas and Trinity Trails in Fort Worth.
Note: No adjustments for weather were applied.
Change in Airport Passengers: 2019 vs 2020

<table>
<thead>
<tr>
<th>Month</th>
<th>Love Field</th>
<th>DFW</th>
</tr>
</thead>
<tbody>
<tr>
<td>February</td>
<td>1.2%</td>
<td>8.2%</td>
</tr>
<tr>
<td>March</td>
<td>-52.2%</td>
<td>-45.5%</td>
</tr>
<tr>
<td>April</td>
<td>-94.7%</td>
<td>-91.9%</td>
</tr>
<tr>
<td>May</td>
<td>-82.2%</td>
<td>-79.4%</td>
</tr>
</tbody>
</table>

Source: Dallas Love Field Website and DFWIA data
METRIC 2:
FINANCIAL IMPLICATIONS TO TRADITIONAL TRANSPORTATION REVENUE
FUNDING IMPACT

Sales Tax Decrease
(Component of Proposition 7\(^1\))

Sales Tax Change: 2019 vs 2020

<table>
<thead>
<tr>
<th>Date</th>
<th>Sales Tax Change</th>
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<tbody>
<tr>
<td>2/1/2020</td>
<td>3.5%</td>
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<td>3/1/2020</td>
<td>2.9%</td>
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<td>4/1/2020</td>
<td>-9.3%</td>
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<td>5/1/2020</td>
<td>-13.2%</td>
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<tr>
<td>6/1/2020</td>
<td>-6.5%</td>
</tr>
<tr>
<td>7/1/2020</td>
<td>4.3%</td>
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</table>

Source: Texas Comptroller of Public Accounts

1 Proposition 7 includes General State Sales Tax and Motor Vehicle Sales Tax.
FUNDING IMPACT

Motor Fuel Tax Decrease

Change in Fuel Tax: 2019 vs 2020

2/1/2020: 0.6%
3/1/2020: 2.6%
4/1/2020: -11.9%
5/1/2020: -29.9%
6/1/2020: -23.8%
7/1/2020: -2.2%

Source: Texas Comptroller of Public Accounts
PROPOSITION 1 (OIL & GAS SEVERANCE TAX) TRANSFERS TO THE STATE HIGHWAY FUND, MILLIONS

<table>
<thead>
<tr>
<th>Year</th>
<th>Revenue Estimate</th>
<th>Source: Texas Comptroller of Public Accounts</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>734</td>
<td></td>
</tr>
<tr>
<td>2019</td>
<td>1,380</td>
<td></td>
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<tr>
<td>2020</td>
<td>1,660</td>
<td></td>
</tr>
<tr>
<td>2021</td>
<td>1,100</td>
<td></td>
</tr>
<tr>
<td>2022</td>
<td>620</td>
<td></td>
</tr>
</tbody>
</table>

Projected in July 2020 Revised Comptroller Certification Revenue Estimate
FUNDING IMPACT

NTTA Transactions, Including SH 360

Change in Tollway Transactions: 2019 vs 2020

January: 1.4%
February: 1.0%
March: -29.3%
April: -37.6%
May: -40.7%

Source: NTTA
Note: Change for NTTA includes 360 Tollway
Additional Note: Despite decline in transactions, the revenues are sufficient to meet debt service for SH 360. No current impact to RTC backstop expected.
FUNDING IMPACT

I-35E TEXpress Lane Transactions

Change in Transactions: 2019 vs 2020

- February 14.8%
- March -31.4%
- April -73.6%
- May -60.2%

Source: TxDOT
Note: TIFIA loan not impacted at this time as interest only payment period does not begin until May 2022
Metric 3: Benefits of Travel Behavior Responses to Areas of RTC Responsibility
REGIONAL AIR QUALITY IMPACTS DURING COVID-19

Reduced Vehicle Emissions

Lowest Frequency of High-Level, Unhealthy Ozone Exposure Days
*prior to exceedances on August 3, 2020*

*Ozone levels influenced by meteorological conditions: high temperatures, low winds, high UV index, limited rain, and little cloud coverage*

Cleaner Air = Blue(r) Skies

Positive Health Impacts? (Under Review)

How Can We Sustain Impacts? (To be Determined)
   Electric and Fuel Cell Vehicles
   Travel Demand Management (Telecommuting)

Exceedances influenced by high background levels

Real world analysis on local contributions suggest multi-state SIP’s to reduce background
DESPIE DECRESSED TRAVEL, DFW IS THE BUSIEST AIRPORT IN THE WORLD

No employees furloughed
Over 90% of restaurants in operation
Received $300M from the CARES ACT
Construction projects accelerated

Source: Wall Street Journal
Partnering with nonprofits and local governments to deliver essential supplies to those in need

- Catholic Charities (transportation program) provided door-to-door meal deliveries to homebound clients
- DCTA provided personal protective equipment to Denton County nonprofits
- DART delivered weekly meals to Dallas ISD and Garland ISD students
Metric 4: Prioritization of Infrastructure Improvements that Offset Unemployment Increases
$1 billion in transportation investment = ~12,000-15,000 jobs

No conclusive evidence of different types of construction projects generating more/fewer jobs

For a long-term unemployment event, need near-term and long-term transportation investment for maximum benefit

Sources: Federal Highway Administration, McKinsey & Company
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
Federal Highway Administration
Measure Target
Re-affirmation or Revisions

Regional Transportation Council
August 13, 2020

Chris Klaus
What Is Performance Measurement?

Framework for relating observed performance of the transportation system to:
- Regional goals and priorities
- Planning processes and documents
- Project selection and Policies

Recent Federal transportation legislation (MAP-21/FAST Act)

Long history of performance measurement at NCTCOG

Setting targets is only beginning of the story!
Performance Measurement Activities

COVID-19: Changing Mobility
Local: Progress North Texas
Federal:
  Later: Safety (PM1) = 5
  Later: Transit Asset Management (TAM) = 4
  Later: Transit Safety (PTASP) = 4
  Later: Pavement and Bridge (PM2) = 6
Now: System Performance (PM3) = 7

Additional Examples:
www.nctcog.org/pm
Upcoming PM2/PM3 Action

2018
First Performance Period began
RTC adopted targets for 2020 and 2022

2020
Mid-performance period report due
RTC adjusts or reaffirms 2022 targets

2022
First Performance period ends
Second performance period begins
RTC adopts targets for 2024 and 2026
PM3: System Performance, Freight, and CMAQ

7 Measures related to various aspects of the transportation system

   Reliability, Congestion, Mode Choice, Emissions

November 8, 2018: RTC Adopted quantitative 2020 and 2022 regional targets

Updated targets due to FHWA via TxDOT October 1st

COVID-19 Impacts yet to be determined
# PM3: DRAFT Recommendations

<table>
<thead>
<tr>
<th>Measure</th>
<th>Desired Trend Indicating Improvement</th>
<th>Original Targets (as of 2018)</th>
<th>Updated Forecast/Trend</th>
<th>2022 Target Recommendation</th>
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</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>2020</td>
<td>2022</td>
<td></td>
</tr>
<tr>
<td>Interstate Reliability</td>
<td>Arrows up</td>
<td>78.6%</td>
<td>79.5%</td>
<td>Re-affirm 79.5%</td>
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<tr>
<td>Non-Interstate Reliability</td>
<td>Arrows up</td>
<td>N/A</td>
<td>71.1%</td>
<td>Re-affirm 71.1%</td>
</tr>
<tr>
<td>Truck Travel Time Reliability</td>
<td>Arrows up</td>
<td>1.71</td>
<td>1.66</td>
<td>Revise 1.90* Aspirational 1.83</td>
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<tr>
<td>Peak Hour Excessive Delay</td>
<td>Arrows up</td>
<td>N/A</td>
<td>15.00 hrs.</td>
<td>Re-affirm 15.00 hrs.</td>
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<tr>
<td>Non-SOV Travel</td>
<td>Arrows up</td>
<td>19.9%</td>
<td>20.2%</td>
<td>Re-affirm 20.2%</td>
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<tr>
<td>Total Emissions Reductions – NOx</td>
<td>Arrows up</td>
<td>2,892.96</td>
<td>5,062.68</td>
<td>Revise 7,403.95</td>
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<tr>
<td>Total Emissions Reductions - VOC</td>
<td>Arrows up</td>
<td>599.67</td>
<td>1,079.40</td>
<td>Revise 1,814.02</td>
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*Accept revised target resulting in development of work plan with focus to improve freight movement
PM3: Related Policies, Programs, Projects

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

Existing Examples:
Incident Detection and Response (tow truck staging)
Techniques Encouraging Trucks from Peak Periods

Supporting Alternative Transportation Options

Assessing COVID-19 impacts on measures

Addressing measures in planning processes
Ongoing Congestion Management Process update
Upcoming Mobility plans
UTP/10-Year Plan
2021-2024 TIP
## Schedule

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>July 24</td>
<td>STTC Information</td>
</tr>
<tr>
<td>August 10</td>
<td>Online Public Input Opportunity</td>
</tr>
<tr>
<td>August 13</td>
<td>RTC Information (PM3)</td>
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<tr>
<td>August 28</td>
<td>STTC Action (PM3)</td>
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<tr>
<td>September 10</td>
<td>RTC Action (PM3)</td>
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<tr>
<td>October 1</td>
<td>Revised PM3 Targets Due to FHWA via TxDOT</td>
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<tr>
<td>November 2020-</td>
<td>Possible RTC Action on PM2 Targets (Depending on TxDOT)</td>
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<tr>
<td>Early 2021</td>
<td></td>
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<tr>
<td>Early 2021</td>
<td>Anticipated RTC Action on PM1/TAM/PTASP Targets</td>
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</tbody>
</table>
Questions, Comments, Contacts

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https://www.nctcog.org/pm/fed
OUTREACH INITIATIVE

- Make the public aware of the many great trail systems in the Dallas-Fort Worth region
- Over 773 miles built and 3,869 miles planned
- Highlight current and future investment by cities and the Regional Transportation Council
Videos highlight the benefits of our trail system, such as:

- Transportation
- Regional connectivity
- Access to job centers and schools
- Community enhancement
- History of the trails

Source: screenshots from NCTCOG TodM YouTube videos
Videos include interviews with:

- Local government leaders and staff
- Trail users
- Organizations, such as *Friends of the Trail* groups

Source: screenshot from NCTCOG TotM YouTube video
TOP TEN

- Santa Fe (August 2019)
- Cottonwood Creek (September 2019)
- River Legacy Trail (October 2019)
- Cotton Belt Trail (November 2019)
- Preston Ridge Trail (December 2019)
- DCTA Rail to Trail (January 2020)
- Trinity Trails – Ft. Worth/Benbrook/Westworth Village (February 2020)
- SoPac Trail (March 2020)
- Lone Star/Campion/Delaware Creek to Downtown Irving (April 2020 - delayed)
- Regional Trails Overview (May 2020 – Bike to Work Month - delayed)
OUTREACH CONTINUES

- New Updates on Social Media
- Share with Project Partners/Agencies video links and write-ups
- Make information available to the public while walking and bicycling are at an all time high to maintain momentum.
THANK YOU!

Trail of the Month Videos:

nctcog.org/bikeweb

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Enhancing Freight and Passenger Rail Coordination: Clear Path™ Technology

Regional Transportation Council
August 13, 2020

Jeff Hathcock, Program Manager
NCTCOG Transportation Department
COORDINATION VISION

Major Transit Corridor Recommendations

- Recommended Rail
- Existing Rail
- Recommended High-Intensity Bus

Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.
A HISTORY OF COLLABORATION

Regional Rail Partner Coordination:

Grade Crossing Separations/Grade Crossing Closings
Major Track Projects (Tower 55)
Project Coordination
Rail Studies
Technology Solutions (PTC)
Grant Submittals
CLEAR PATH™ TECHNOLOGY

Implementation of Clear Path™ Technology

In use in the Greater Chicago Area

Technology-based innovative response to maximizing efficiency on shared use freight and passenger rail networks

Will enable all rail agencies to exchange timely, accurate, and actionable information on train movements in the region

Courtesy of Railinc
CURRENT AND FUTURE CONSIDERATIONS

Clear Path™ Technology would Assist:

Freight and Passenger Train Interactions

Planned Freight and Passenger Rail Growth

Dallas and Fort Worth Rail Bottlenecks

Long-Term Mobility Plan Projects – Road and Rail interactions

Courtesy of Railinc
NEXT STEPS

Rail Agencies

Coordinate with DART, Trinity Metro, DCTA, BNSF Railway, Union Pacific Railroad, FWWR, DGNO, and KCS senior leadership to establish guidelines and parameters for implementing Clear Path™ Technology

NCTCOG

Provide update to STTC and RTC for action (October/November)
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