CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING INNOVATIVE PROJECTS DURING COVID RECOVERY

Regional Transportation Council
November 2020

Michael Morris, PE
Director of Transportation
Bicycle/Pedestrian (+36%, September)

Freeway Volumes (-8%, September)
Toll Road (-24%, August)
Airport Passengers (-47%, September)
Transit Ridership (-57%, September)
TRANSIT IMPACTS

Weekday Ridership

Passenger Decrease: 2019 vs 2020

<table>
<thead>
<tr>
<th>Month</th>
<th>Percentage Decrease</th>
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<tbody>
<tr>
<td>Mar</td>
<td>-27%</td>
</tr>
<tr>
<td>Apr</td>
<td>-59%</td>
</tr>
<tr>
<td>May</td>
<td>-55%</td>
</tr>
<tr>
<td>June</td>
<td>-54%</td>
</tr>
<tr>
<td>Jul</td>
<td>-55%</td>
</tr>
<tr>
<td>Aug</td>
<td>-57%</td>
</tr>
<tr>
<td>Sep</td>
<td>-57%</td>
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</table>

Source: DART, DCTA, and Trinity Metro
Proposition 1 (Oil & Gas Severance Tax)
Transfers to the State Highway Fund, Millions

<table>
<thead>
<tr>
<th>Year</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
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<td></td>
<td>734</td>
<td>1,380</td>
<td>1,660</td>
<td>1,100</td>
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Projected in July 2020
Revised Comptroller
Certification Revenue
Estimate

Source: Texas Comptroller of Public Accounts
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
October 2019 to October 2020
Construction Cost Changes

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

Sources: TxDOT Connect and Monthly TxDOT Letting Reports
Notes: Does not include CSJ 2266-02-151; Includes grouped and non-grouped projects; Includes Dallas and Fort Worth District data

COVID-19 Avg. Cost Change: -11.79%
COVID-19 Infrastructure Program: Round 3

Regional Transportation Council
November 12, 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 (NCTCOG) staff recommends funding a third round of projects that would benefit from expedited action.

- These projects meet one or more of the Regional Transportation Council (RTC) policies outlined in Mobility 2045 and/or assist in reaching the region’s federal performance targets.

- Most of these projects have been the subject of discussions between NCTCOG staff and regional partners over the past several years and this action seeks to bring them to a conclusion.

- An additional round of project selection is proposed to start in the Spring 2021.
BUTLER PLACE

- City of Fort Worth, Fort Worth Housing Solutions, and NCTCOG staff have coordinated about redevelopment of and accessibility to/from Butler Place in Fort Worth.
- Funding was approved by the RTC in April 2019 for engineering and land acquisition for this project.
- Additional funding is proposed for transportation connections to the site
- Limits: Bounded by IH 35W, IH 30, and US 287
- Scope: Improve accessibility to and from Butler Place
- Funding:
  - $10,000,000 Surface Transportation Block Grant (STBG) (matched with Transportation Development Credits (TDC))
  - Half of funding to be repaid to the RTC via Tax Increment Finance (TIF) revenues over time.
- RTC Policies/Federal Performance Measures Addressed: Accessibility, Infill Development
IH 820 AT TRINITY RAILWAY EXPRESS (TRE)

- As part of a BUILD grant, the TRE rail line will be double tracked from Handley-Ederville to Precinct Line Road. In order to do so, part of IH 820 must be reconstructed to relocate columns that would impact the second track.
- Limits: IH 820 at TRE Line (From North of Trinity Blvd to South of SH 10)
- Scope: Reconstruct northbound general purpose lane and approaches
- Funding:
  - $30,880,000 STBG (matched with $7,720,000 State funds)
  - Project would be a 50/50 partnership between the RTC and TxDOT; TxDOT to repay its portion with a funding source to be determined.
- RTC Policies/Federal Performance Measures Addressed: Transit

Source: TxDOT Fort Worth
INVESTMENTS IN TRANSIT

- COVID-19 has had substantial impacts on transit ridership and operations. Staff proposes to make investments in various transit initiatives to address these impacts and advance transit in the region.
- Funding: $25,000,000 STBG (matched with Regional TDCs)
- Scope: Specific scopes to be determined, but will focus on these areas:
  - Response to COVID-19 impacts
  - Insurance for passenger rail integration onto freight lines
  - Engineering funds for passenger rail/roadway interfaces
  - Next generation high-intensity bus expansion
  - Review of bus stop amenities
  - Partnership(s) with Class 1 Railroads on passenger rail corridors
- RTC Policies/Federal Performance Measures Addressed: Transit, Air Quality, Freight
A new Tarleton State University campus has been constructed in South Fort Worth and NCTCOG has been working with local partners to implement an interchange to create better access to the school.

- **Limits**: Chisholm Trail Parkway at Worth Creek Parkway
- **Scope**: Construct interchange
- **Funding**: $20,000,000 STBG (matched with Regional TDCs)
- **RTC Policies/Federal Performance Measures Addressed**: Mobility
WEATHERFORD DOWNTOWN BYPASS LOOP

- NCTCOG, the City of Weatherford, and TxDOT Fort Worth have coordinated on a bypass loop around downtown Weatherford.
- The RTC previously funded the northern section of this bypass and funding is being proposed now for the southern section.
- Limits: Waco Street/West Columbia Street from US 180 to FM 51/FM 171
- Scope: Reconstruct and widen 2 lane roadway to 4 lane roadway, including intersection improvements at FM 51/West Columbia with bicycle lanes and sidewalks
- Funding: $10,384,040 STBG (matched with State funds and Regional TDCs)
- RTC Policies/Federal Performance Measures Addressed: Mobility, Safety, Complete Streets

Source: City of Weatherford
CITY OF DALLAS TRAFFIC SIGNALS

• In 2019, the City of Dallas sustained a significant amount of tornado damage to traffic signals. This project helps rebuild those signals and signals in two other corridors (Lancaster Rd and Hampton Rd).

• Scope: Design and construct 44 traffic signals, including signal re-timing

• Funding:
  • $220,000 Congestion Mitigation and Air Quality Improvement Program (CMAQ)
  • $14,080,000 STBG
  • $2,122,500 Local match
  • Dallas Policy Bundle TDCs to match the remaining funds

• RTC Policies/Federal Performance Measures Addressed: Air Quality, Maintenance, Reliability, Mobility, Environmental Justice

Source: City of Dallas
The City of Denton and Denton County wish to partner with the RTC on a project in the City’s recently approved Bond program.

**Limits:** Hickory Creek Road from FM 1830/Country Club Road to Riverpass Drive

**Scope:** Reconstruct and widen from 2 to 4 lanes with sidewalks, and intersection improvements at Riverpass

**Funding:** $10,000,000 STBG (matched with $2,500,000 of local cash)

**RTC Policies/Federal Performance Measures Addressed:** Mobility, Safety

Source: City of Denton
SH 114 – DENTON COUNTY

- COVID-19 #00X Round 2 included a funding swap between Denton County and the RTC in which Denton County received federal funds in exchange for sending Regional Toll Revenue funds to the Western subregion.
- This project represents the second half of this exchange.
- Limits: SH 114 from US 377 to IH 35W (Segments 1 and 2 at right)
- Scope: Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 lane frontage roads
- Funding: $24,000,000 STBG (matched with $6,000,000 of State funds)
- RTC Policies/Federal Performance Measures Addressed: Mobility, Reliability

Source: TxDOT Dallas District
COLLIN COUNTY FUNDING EXCHANGE

- NCTCOG continues to work with TxDOT and local government partners on the development of the US 380 project in Collin County.

- Both the US 380 and the North/South Roadway projects are critical to the RTC’s implementation of the Regional 10 Year Plan in Collin County.

- This proposal seeks to address two impacts that the future US 380 and associated connections to it will have.

- The partnership would only be needed if US 380 is constructed as a freeway.
PROPOSED PANTHER CREEK PARKWAY FUNDING PARTNERSHIP

- In order to prevent a water line relocation that runs through Frisco, TxDOT has proposed an alignment change for US 380 that reduces developable land in Frisco.
- In exchange for agreeing to this alignment change, Frisco has requested $30M to fund an extension of Panther Creek Parkway from Preston Road to the Dallas North Tollway.
- Collin County would like to fund this improvement, but bond funds are not eligible for this project, and the County proposes the following:
  - Collin County has requested a funding exchange with the RTC
  - The RTC would fund the Panther Creek project with $30M of STBG funding.
  - In exchange, $30M of Category 2 funds would be taken off the US 380 project and would be replaced with $30M of Collin County Bond funds.
- Costs above and beyond this $30M on the Panther Creek Parkway project would be the responsibility of Frisco.
PROPOSED MCKINNEY AIRPORT FUNDING PARTNERSHIP

- McKinney has received a $15M TxDOT grant for a runway extension at McKinney National Airport, which was originally planned to be extended to the south.
- Extending the runway to the north would reduce impacts to neighboring cities and give more flexible alignment options for the future extension of Spur 399 to US 380.
- An extension to the north will cost more than to the south.
- Collin County is willing to cover this cost, but cannot utilize bond funding on the project, so another funding exchange is being proposed.
  - The RTC would use $30M of Regional Toll Revenue (RTR) funds to offset costs of the northern runway extension (as mitigation to the US 380 project)
  - In return, $30M of Category 2 funding will be removed from the US 380 project and be replaced with $30M of Collin County Bond funding.
ACTION REQUESTED

- RTC approval of:
  - The funded projects outlined in this presentation and the cost-revenue matrix in the mail out
  - The funding exchanges between the RTC, Collin County, and the cities of McKinney and Frisco
  - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other administrative/planning documents as needed.
QUESTIONS?

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OVERVIEW OF REGIONAL TRANSPORTATION COUNCIL LEGISLATIVE WORKSHOP

REGIONAL TRANSPORTATION COUNCIL

November 12, 2020

Rebekah Hernandez
North Central Texas Council of Governments
RTC LEGISLATIVE WORKSHOP

Proposed Partnership between the RTC and the Texas Transportation Commission

Updated Draft RTC Legislative Program for the 87th Texas Legislature
CANDIDATE ELEMENTS OF PARTNERSHIP:

1. Formula Allocation Produces More Revenue and Has Legislative Protections
2. RTC Willingness to Program STBG Funds on the State System for Mobility, Safety And Job Creation Benefits
3. Create Project Delivery Team for New Federal Infrastructure Program
5. Review "No Toll Environment" Considering Funding Crisis of Prop 1: Bring Back TxDOT Tolls and Apply New Tolling Policies
6. Develop New Passenger Rail/Freight Logistics Program
DRAFT RTC LEGISLATIVE PROGRAM

Adequately Fund Transportation and Utilize Tools

Expand Transportation Options in Mega-Metropolitan Regions

Pursue Innovation, Technology, and Safety

Improve Air Quality
DRAFT RTC LEGISLATIVE PROGRAM

Adequately Fund Transportation and Utilize Tools

Ensure fair-share allocation of funds to metropolitan regions

Identify additional revenue for all modes of transportation

Support full appropriation of funding initiatives, including Proposition 1 and Proposition 7, previously approved by the Legislature
DRAFT RTC LEGISLATIVE PROGRAM

Expand Transportation Options in Mega-Metropolitan Regions

Allow for the ability to utilize tolling, managed lanes, debt financing and public-private partnerships for roadway and transit projects through a MPO and local decision-making process

Authorize the use of a CDA for specific needed projects

Plan, fund, and support the implementation of all modes of transportation, including transit

Retain eminent domain authority to allow planning and development of new and/or expanded transportation corridors including high-speed rail, commuter rail, freight rail, roadways, and trails

Support legislation using a balanced liability insurance program that would allow North Texas transit agencies to operate on additional rail corridors as part of the regional transportation system
Pursue Innovation, Technology, and Safety

Utilize innovation in high-speed transportation, transit, autonomous vehicles, and freight

Support the collaboration between local governments, the military, the State, and FAA to advance regulations for compatible land use and the safe operations of unmanned aircraft vehicles

Plan for shared mobility solutions; enable transportation data sharing and accessibility with appropriate privacy protection

Increase safety, including but not limited to texting while driving, speed limits, driving under the influence, bicycle, and pedestrian safety
DRAFT RTC LEGISLATIVE PROGRAM

Improve Air Quality

Protect the TERP Trust fund and revenue balance to ensure funds are used for TERP purposes; modernize the program and ensure flexibility to accommodate innovative approaches to improving air quality and reducing emissions, including purchase of heavy-duty zero emission vehicles such as hydrogen fuel cell and battery electric vehicles and associated infrastructure.

Modernize and increase flexibility in the Local Initiative Projects (LIP) through a limited program focused on transportation and air quality improvements; appropriate LIRAP’s residual balance of previously collected funds back to counties.

Support system reliability, congestion relief, and encourage trip reduction strategies, while maintaining lifestyle choices.

Support legislation that improves air quality.
REQUESTED ACTION

Request RTC to Approve:

The RTC Legislative Program for the 87th Texas Legislature

Proposed Partnership between the RTC and the Texas Transportation Commission

Transmit RTC Legislative Program to Texas Legislature
Dallas-Fort Worth

HIGH-SPEED TRANSPORTATION

Regional Transportation Council
November 12, 2020
Agenda

Project Purpose
Potential Technologies
Potential Alignments/Corridors
Project Schedule
Stay Informed
Corridor-specific alignment, design, and operational characteristics for the intercity passenger, regional passenger, and freight rail systems will be determined through capacity evaluation and ongoing project development. Refined rail forecasts are necessary to determine technology and alignment in future rail corridors.
Evaluate high-speed transportation alternatives (both alignments and technology) to:

- Connect Dallas-Fort Worth to other proposed high-performance passenger systems in the state
- Enhance and connect the Dallas-Fort Worth regional transportation system

Obtain federal environmental approval of the viable alternative
The study area traverses:
• Dallas and Tarrant counties
• Dallas, Irving, Cockrell Hill, Grand Prairie, Arlington, Pantego, Dalworthington Gardens, Hurst, Euless, Bedford, Richland Hills, North Richland Hills, Haltom City, and Fort Worth
• Over 230 square miles
Phased Approach

Phase 1 – Alternative Development
- Public and Agency Engagement
- Alternative Development
- Alternative Screening

Goal for Phase 1
Identify technology and alignments to be carried into Phase 2

April 2021

Phase 2 – Engineering & Environmental
- Conceptual Engineering
- National Environmental Policy Act Documentation and Approval
- Preliminary Engineering
- Financial and Project Management Plans

Goal for Phase 2
Federal environmental approval for the alignment & technology

April 2023

April 2021
Draft Preliminary Project Purpose

Connect downtown Dallas and downtown Fort Worth with high-speed intercity passenger rail service or an advanced high-speed ground transportation technology to:

- Provide an alternative to existing ground transportation travel options
- Advance the state high-performance rail transportation network
- Support economic development opportunities
- Enhance connectivity
Types of Passenger Rail/Advanced Guideway Technology

- Conventional
- Higher-Speed
- High-Speed
- Maglev
- Hyperloop
- Others?

Imagery provided by NCTCOG Staff, Schon Noris Photography, Texas Central Partners, Ren Long/China Features Photos, AECOM
Technology Comparison

Similarities
- Operates on fixed guideway or rails
- High speeds (100+ mph) require a dedicated guideway with no at-grade crossings with other railways or roadways
- The amount of right-of-way needed for the guideway
- Need for stations and maintenance facilities

Differences
- Propulsion system (locomotive, overhead catenary, maglev)
- Number of stations
- Operating schedule
  - Fixed vs on-demand
- Potential cargo component
Potential Alignments/Corridors

- Initial alignments/corridor developed based on previous studies
- Trying to use existing transportation corridors
- All connect proposed Dallas high-speed rail station and the Fort Worth Central Station

43 end-to-end (Dallas to Fort Worth) alignments/corridors have been identified
Potential Alignments and Corridors
Primary Purpose is Education
- Educate the region on available technologies
- Educate the technology firms on the DFW HST Connections Study project
- Informs technology recommendation

Four Phases
- Phase 1 – Technology scan and workshop preparation
- Phase 2 – Technology Forum Workshop
- Phase 3 – Individual meetings with selected technology firms
- Phase 4 – Independent findings review
Phase 1 Schedule: 12 Months

- May 2020: Review technology & design criteria
- June 2020: Review of previous studies
- July 2020: Define purpose & needs
- August 2020: Develop alternatives (route & technology)
- September 2020: Level 1 screening
- October 2020: Public Meetings (Series 1)
- November 2020: We Are Here
- December 2020: Public Meetings (Series 2)
- January 2021: Public Meetings (Series 3)
- February 2021: Technology & alignment recommendation
- March 2021: Final Phase 1 report
- April 2021: Level 1 screening

Level 2 screening
Develop conceptual options (5% design)
Level 3 screening

Information Options

- Technology Forum Workshop – December 9 at 1:00 pm
- Public Meetings
  - January 27, 2021 at 12:00 pm
  - January 28, 2021 at 6:00 pm
  - Spring 2021
- Elected Officials/Stakeholders Briefing – January 15, 2021 at 9:00 am
- Project Website:
  - www.nctcog.org/dfw-hstcs
- Request a presentation and/or briefing

* Public meetings, presentations, and briefings may be held virtually. If public meetings are held in person, each series will include three meetings presenting the same information at three different dates and locations (Dallas, Fort Worth, and mid-cities).
www.nctcog.org/dfw-hstcs

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Federal Highway Administration: Pavement/Bridge Condition (PM2) Target Reaffirmation or Revisions

Presented by:
Jeffrey C. Neal – Senior Program Manager
Streamlined Project Delivery & Data Management

November 12, 2020
Regional Transportation Council (RTC) – Information Item
### NCTCOG Performance Measurement Activities

#### FAST Act – Performance Measures and Target Setting

<table>
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<tr>
<th>Complete</th>
<th>Rulemaking</th>
<th>Number of Measures</th>
<th>DOT/Provider Target Setting Deadline</th>
<th>MPO Target Setting Deadline</th>
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NCTCOG Performance Measurement Activities (cont.)

PM2 (Pavement/Bridge Condition) Performance Period Schedule

**2018**
First Performance Period began
November 8, 2018: RTC affirms TxDOT statewide PM2 targets for 2020 and 2022

**2020**
Mid-Performance Period Report due October 1, 2020
If TxDOT adjusts PM2 statewide targets (2022), MPOs have 180 days to either reaffirm support for adjusted targets, or set new regional targets

**2022**
First Performance Period ends
Second Performance Period begins
MPOs adopt new targets (statewide or regional) for 2024 and 2026
National Highway System (NHS) – NCTCOG Region
Breakdown of NHS Roadway Classifications for PM2 Analysis

- In accordance with 23 CFR Part 490, pavement/bridge conditions are reported for National Highway System (NHS) facilities.
- State DOTs are required to establish PM2 targets representing the full NHS extent, regardless of ownership.
- Total NHS (NCTCOG) = 12,448 lane-miles
  - Interstate Highways = 3,215 lane-miles (25.8%)
  - Non-Interstate Freeways = 1,667 lane-miles (13.4%)
  - On-System Arterials = 3,769 lane-miles (30.3%)
  - Off-System Toll Roads (NTTA) = 838 lane-miles (6.7%)
  - Off-System Arterials = 2,959 lane-miles (23.8%)
- NHS comprises 14.1% of region’s total roadway lane-miles (2018), but accommodate 63.2% of total vehicle-miles of travel (VMT).
- 30 local entities own off-system NHS arterials.
PM2 Pavement Analysis – Statewide vs. Regional Data

Breakdown of Good Condition Targets

<table>
<thead>
<tr>
<th>NHS ROADWAY CATEGORIES</th>
<th>DESIRED IMPROVEMENT TREND</th>
<th>2018 BASELINE</th>
<th>2020 CONDITION (NEW)</th>
<th>2022 TARGET (ORIGINAL)</th>
<th>2022 TARGET (UPDATED)</th>
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<td>Good Pavement Condition</td>
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<td>66.6%</td>
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<td>43.3%</td>
<td>36.2%²</td>
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<td>52.3%³</td>
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<td>1.1%</td>
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1. Highway Performance Monitoring System (HPMS) data; new regional target estimates based on 3-year (2017-19) HPMS moving average (assumes IRI ratings only for non-Interstate NHS; assumes IRI, cracking, rutting, & faulting metrics for Interstate NHS).
2. TxDOT Pavement Management Information System (PMIS) data where indicated; estimation/reporting of original NCTCOG regional target based on 5-year (2013-17) moving average for all non-Interstate NHS roadways combined (good condition only).
3. Indicated figures/target estimates based on TxDOT HPMS/PMIS data, not on NTTA’s Condition Rating System (CRS) which addresses surface condition, IRI, rutting, faulting, & pavement type. In 2018 & 2020, CRS good condition ratings were 93.4% & 91.4%, respectively.
## Breakdown of Poor Condition Targets

### NHS Roadway Categories

<table>
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<tr>
<th>NHS ROADWAY CATEGORIES</th>
<th>DESIRED IMPROVEMENT TREND</th>
<th>2018 BASELINE (NEW)</th>
<th>2020 CONDITION (NEW)</th>
<th>2022 TARGET (ORIGINAL)</th>
<th>2022 TARGET (UPDATED)</th>
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<tr>
<td>Interstate National Highway System (NHS)</td>
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<td>0.3%</td>
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<td>Non-Interstate National Highway System (NHS)</td>
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<td>13.8%</td>
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<td>Poor Pavement Condition</td>
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<tr>
<td>Interstate NHS (TxDOT)</td>
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<td>5.8%</td>
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<tr>
<td>Non-Interstate NHS: On-System Freeways (TxDOT)</td>
<td>⬇️</td>
<td>6.8%</td>
<td>6.8%</td>
<td>8.9%</td>
<td>7.2%</td>
</tr>
<tr>
<td>Non-Interstate NHS: On-System Arterials (TxDOT)</td>
<td>⬇️</td>
<td>18.5%</td>
<td>20.4%</td>
<td>18.4%</td>
<td>22.1%</td>
</tr>
<tr>
<td>Non-Interstate NHS: Off-System Toll Roads (NTTA)&lt;sup&gt;3&lt;/sup&gt;</td>
<td>⬇️</td>
<td>8.4%</td>
<td>3.2%</td>
<td>9.3%</td>
<td>2.8%</td>
</tr>
<tr>
<td>Non-Interstate NHS: Off-System Arterials (Local)</td>
<td>⬇️</td>
<td>73.7%</td>
<td>74.3%</td>
<td>69.8%</td>
<td>74.1%</td>
</tr>
</tbody>
</table>

1. Highway Performance Monitoring System (HPMS) data; new regional target estimates based on 3-year (2017-19) HPMS moving average (assumes IRI ratings only for non-Interstate NHS; assumes IRI, cracking, rutting, & faulting metrics for Interstate NHS).
2. TxDOT Pavement Management Information System (PMIS) data where indicated; estimation/reporting of original regional targets in 2018 based on 5-year (2013-17) moving average (poor condition only).
3. Indicated figures/target estimates based on TxDOT HPMS/PMIS data, not on NTTA’s Condition Rating System (CRS) which addresses surface condition, IRI, rutting, faulting, & pavement type. In both 2018 & 2020, CRS poor condition rating was 0.0%.
Considerations for Pavement Target Decision-Making

Current Regional Transportation Council (RTC) Action – 2018

- **NCTCOG supported TxDOT statewide 2022 “Good Condition” NHS pavement targets**

- Analysis of TxDOT data for NCTCOG region indicated general compatibility across all NHS roadway categories

- **NCTCOG supported TxDOT statewide 2022 “Poor Condition” NHS pavement targets**

- Collaboration to plan/program projects contributing toward accomplishment of pavement goals also included the following action:
  - NCTCOG will work with local governments to expedite improvements for NHS Off-System Arterials in “Poor Condition”
# PM2 Bridge Analysis – Statewide vs. Regional Data

## Breakdown of Good/Poor Condition Targets

<table>
<thead>
<tr>
<th>NHS ROADWAY CATEGORIES</th>
<th>DESIRED IMPROVEMENT TREND</th>
<th>2018 BASELINE</th>
<th>2020 CONDITION (NEW)</th>
<th>2022 TARGET (ORIGINAL)</th>
<th>2022 TARGET (UPDATED)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>State of Texas</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Good Bridge Condition</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All NHS Facilities</td>
<td></td>
<td>50.7%</td>
<td>50.7%</td>
<td>50.4%</td>
<td>50.4%</td>
</tr>
<tr>
<td>Poor Bridge Condition</td>
<td></td>
<td>0.9%</td>
<td>1.3%</td>
<td>0.8%</td>
<td>1.5%</td>
</tr>
<tr>
<td><strong>North Central Texas (NCTCOG) Region</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Good Bridge Condition</td>
<td></td>
<td>55.3%</td>
<td>56.0%</td>
<td>58.4%</td>
<td>57.9%</td>
</tr>
<tr>
<td>Poor Bridge Condition</td>
<td></td>
<td>1.9%</td>
<td>2.3%</td>
<td>1.5%</td>
<td>2.0%</td>
</tr>
</tbody>
</table>

1. All percentages based on total deck area.
2. Estimation/reporting of original regional targets in 2018 based on 6-year (2012-18) linear trend analysis; condition data reported in 2-year increments.
3. Estimation/reporting of new regional targets based on 8-year (2012-20) linear trend analysis; condition data reported in 2-year increments.
PM2 Bridge Analysis – Statewide vs. Regional Data (cont.)

Extent of Regional “Poor”/”Near-Poor” Condition NHS Bridges

NCTCOG Region – Bridge Performance Status

<table>
<thead>
<tr>
<th>BRIDGE PERFORMANCE</th>
<th>2018</th>
<th>2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>“Poor Condition” NHS Bridges</td>
<td>14</td>
<td>34</td>
</tr>
<tr>
<td>Funded – 2018 (UTP –or– TIP/STIP) 1</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>Repeat Listings</td>
<td></td>
<td>12</td>
</tr>
<tr>
<td>Funded – 2020 (UTP –or– TIP/STIP) 1</td>
<td></td>
<td>25</td>
</tr>
<tr>
<td>Not Addressed (&lt; 10 Years)</td>
<td>2</td>
<td>9</td>
</tr>
</tbody>
</table>

1. UTP = Unified Transportation Program (TxDOT); TIP/STIP = (Statewide) Transportation Improvement Program

NCTCOG Region – “Poor Condition” Bridges Not Addressed (2020)

<table>
<thead>
<tr>
<th>FACILITY CARRIED</th>
<th>FEATURE(S) CROSSED</th>
<th>COUNTY</th>
<th>NHS CATEGORY</th>
</tr>
</thead>
<tbody>
<tr>
<td>IH 20 EB Connector D</td>
<td>IH 20/US 175 Interchange</td>
<td>Dallas</td>
<td>Interstate</td>
</tr>
<tr>
<td>IH 20 WB Connector C</td>
<td>IH 20/US 175 Interchange</td>
<td>Dallas</td>
<td>Interstate</td>
</tr>
<tr>
<td>Belt Line Rd</td>
<td>Goff Branch</td>
<td>Dallas</td>
<td>Off-System Arterial</td>
</tr>
<tr>
<td>Belt Line Rd</td>
<td>Keller Branch</td>
<td>Dallas</td>
<td>Off-System Arterial</td>
</tr>
<tr>
<td>US 67 EB</td>
<td>Ward Branch</td>
<td>Ellis</td>
<td>Non-IH Freeway</td>
</tr>
<tr>
<td>US 80 EB</td>
<td>Buffalo Creek Relief</td>
<td>Kaufman</td>
<td>Non-IH Freeway</td>
</tr>
<tr>
<td>US 80 WB</td>
<td>Buffalo Creek Relief</td>
<td>Kaufman</td>
<td>Non-IH Freeway</td>
</tr>
<tr>
<td>US 80 EB</td>
<td>Bachelor Creek</td>
<td>Kaufman</td>
<td>Non-IH Freeway</td>
</tr>
<tr>
<td>SH 121 WB</td>
<td>IH 35W SB</td>
<td>Tarrant</td>
<td>Non-IH Freeway</td>
</tr>
</tbody>
</table>
Considerations for Bridge Target Decision-Making
Current Regional Transportation Council (RTC) Action – 2018

- **Good**
  - NCTCOG supported TxDOT statewide 2022 “Good Condition” NHS bridge targets
  - Analysis of TxDOT data for NCTCOG region indicated general compatibility across all NHS roadway categories

- **Poor**
  - NCTCOG supported TxDOT statewide 2022 “Poor Condition” NHS bridge targets
  - Collaboration to plan/program projects contributing toward accomplishment of bridge goals also included the following actions:
    - NCTCOG will work with TxDOT and local governments to expedite improvements for NHS Bridges in “Poor Condition”
Considerations for PM2 Target Decision-Making (cont.)

Other Issues/Actions Learned Since 2018

- Influence of NHS off-system facilities:
  - NCTCOG region has 47.8% of the total extent of NHS off-system facilities in Texas
  - Nationwide, Texas ranks 3rd in off-system NHS mileage, but 15th in percentage of total NHS mileage (California ranks 1st by far in both categories)

- In 2018, all Texas MPOs agreed to support TxDOT’s statewide PM2 targets, and it is unknown if any nationwide set their own targets due to the following:
  - First performance period (2018-22)
  - Changing non-Interstate NHS pavement metric
  - DOT/MPO/Local coordination and data sharing
  - Continuing challenges to link planning, performance, and programming both within and across agencies
  - DOT/Local maintenance funds rarely flow to MPOs
  - Few dedicated revenue sources
## PM2 Target Reaffirmation or Revisions

### Schedule

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>October 1, 2020</td>
<td>TxDOT Submits Mid Performance Period (MPP) Progress Report to FHWA (adjustments to 5 out of 6 PM2 targets restarts 180-day MPO review)</td>
</tr>
<tr>
<td>October 23, 2020</td>
<td>STTC Information</td>
</tr>
<tr>
<td>November 9, 2020</td>
<td>Online Public Input Opportunity (comment period ends December 8, 2020)</td>
</tr>
<tr>
<td>November 12, 2020</td>
<td>RTC Information</td>
</tr>
<tr>
<td>December 4, 2020</td>
<td>STTC Action</td>
</tr>
<tr>
<td>December 10, 2020</td>
<td>RTC Action</td>
</tr>
<tr>
<td>March 30, 2021</td>
<td>Deadline for MPOs to Report to State DOTs Whether They Will Either:</td>
</tr>
<tr>
<td></td>
<td>(i.) Agree to plan/program projects contributing to adjusted State targets; or,</td>
</tr>
<tr>
<td></td>
<td>(ii.) Commit to new quantifiable targets for the Metropolitan Planning Area (MPA)</td>
</tr>
</tbody>
</table>
BACKGROUND

• Over the years, many projects in the region have experienced significant implementation delays.

• These delays have led to implementation of the MPO Milestone Policy to identify projects that have not advanced to construction after 10 or more years.

• In addition, the region is carrying a large “carryover balance” of Congestion Mitigation and Air Quality Improvement Program (CMAQ), Surface Transportation Block Grant (STBG), and Transportation Alternatives (TA) Set Aside funds.

• These funds are receiving scrutiny from the State and federal governments and must obligate soon.

• Staff currently follows up with implementing agencies on project schedules periodically and at least every other year when developing a new Transportation Improvement Program (TIP).
NEW PROJECT TRACKING EFFORT

• Going forward, staff proposes to conduct a more robust project tracking effort in order to highlight and prevent these delays.

• At the beginning of each fiscal year, staff will provide the Surface Transportation Technical Committee (STTC) and the Regional Transportation Council (RTC) with a list of projects by phase scheduled to advance during the coming year.

• Agencies will be asked to report project status on a more frequent basis.

• The status of projects scheduled for the year will be presented at STTC and RTC on a quarterly or bi-annual basis.

• This will provide opportunities for sponsors to raise issues that may be hindering a project’s progress and help ensure that funds are being obligated in a more timely manner.
### SUMMARY OF TIP FY 2021
### PROJECT FUNDING - CMAQ

<table>
<thead>
<tr>
<th></th>
<th>OCTOBER 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Funding Allocated in FY 2021</td>
<td>$73,963,059</td>
</tr>
<tr>
<td>Estimated Federal Carryover Funds (FY 2020 to FY 2021)</td>
<td>+$58,400,000</td>
</tr>
<tr>
<td>Total Available Federal Funding in FY 2021</td>
<td>$132,363,059</td>
</tr>
<tr>
<td>Total Federal Funding Programmed</td>
<td>$121,295,638</td>
</tr>
<tr>
<td>Federal Funding Obligated</td>
<td>$11,303,022</td>
</tr>
<tr>
<td>FY 2021 Project Phases</td>
<td>61</td>
</tr>
<tr>
<td>Project Phases Obligated to Date</td>
<td>14</td>
</tr>
<tr>
<td>Project Phases Past Their Original Estimated Start Date</td>
<td>16</td>
</tr>
</tbody>
</table>

Notes:
- Obligations based on the federal fiscal year, which runs from October to September
- FY 2021 of the TIP includes projects that may have obligated in FY 2020, but were listed in FY 2021 in case of delay.
## SUMMARY OF TIP FY 2021
### PROJECT FUNDING - STBG

<table>
<thead>
<tr>
<th></th>
<th>OCTOBER 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Funding Allocated in FY 2021</td>
<td>$116,230,858</td>
</tr>
<tr>
<td>Estimated Federal Carryover Funds (FY 2020 to FY 2021)</td>
<td>+$168,000,000</td>
</tr>
<tr>
<td>Total Available Federal Funding in FY 2021</td>
<td>$284,230,858</td>
</tr>
<tr>
<td>Total Federal Funding Programmed</td>
<td>$154,318,314</td>
</tr>
<tr>
<td>Federal Funding Obligated</td>
<td>$25,215,290</td>
</tr>
<tr>
<td>FY 2021 Project Phases</td>
<td>52</td>
</tr>
<tr>
<td>Project Phases Obligated</td>
<td>10</td>
</tr>
<tr>
<td>Project Phases Past Their Original Estimated Start Date</td>
<td>10</td>
</tr>
</tbody>
</table>

**Notes:**
- Obligations based on the federal fiscal year, which runs from October to September.
- FY 2021 of the TIP includes projects that may have obligated in FY 2020, but were listed in FY 2021 in case of delay.
# SUMMARY OF TIP FY 2021
## PROJECT FUNDING – TA SET ASIDE

<table>
<thead>
<tr>
<th></th>
<th>OCTOBER 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Funding Allocated in FY 2021</td>
<td>$7,948,734</td>
</tr>
<tr>
<td>Estimated Federal Carryover Funds (FY 2020 to FY 2021)</td>
<td>+$14,913,943</td>
</tr>
<tr>
<td>Total Available Federal Funding in FY 2021</td>
<td>$22,862,677</td>
</tr>
<tr>
<td>Total Federal Funding Programmed</td>
<td>$21,269,291</td>
</tr>
<tr>
<td>Federal Funding Obligated</td>
<td>$5,900,134</td>
</tr>
<tr>
<td>FY 2021 Project Phases</td>
<td>29</td>
</tr>
<tr>
<td>Project Phases Obligated</td>
<td>7</td>
</tr>
<tr>
<td>Project Phases Past Their Original Estimated Start Date</td>
<td>12</td>
</tr>
</tbody>
</table>

**Notes:**
- Obligations based on the federal fiscal year, which runs from October to September.
- FY 2021 of the TIP includes projects that may have obligated in FY 2020, but were listed in FY 2021 in case of delay.
ADDITIONAL STEPS TO ADDRESS THE ISSUE

• Continue implementing the MPO Milestone Policy Rounds 1 and 2 to address projects that have experienced 10+ year delays.

• Work with project sponsors and TxDOT to resolve issues that may be causing delays in project implementation.

• Conduct a workshop to provide training on project implementation and drafting realistic project schedules.

• Look at other ways to address project implementation delays, such as in future project selection initiatives
  – Do RTC members have any ideas?
QUESTIONS?

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Automated Vehicles 2.0

Briefing on AV 2.2, AV 2.3
Funding Availability

Thomas Bamonte, Senior Program Manager
Automated Vehicles Program

Regional Transportation Council
November 12, 2020
Automated Vehicles Program 2.0 Background

October 2018: Regional Transportation Council approves “AV 2.0”
  • AV 2.1: Regional planning exercise for future mobility technology ($1.5m)
  • AV 2.2: AV deployment support for local partners ($10m)
  • AV 2.3: Strategic investments in AV services ($20m)

Summer 2020: AV 2.1 procurement

Fall 2020: Kick-off AV 2.2 – AV 2.3 project proposal process
AV 2.0 Policies

1. North Texas will build on its history of transportation innovation to be a leader in the deployment of automated vehicles (AVs) to help achieve the region’s mobility goals.

2. All North Texas communities should have the resources necessary to plan for AV deployments and to build effective partnerships with AV developers when they deploy AVs in a community.

3. The region will make strategic investments in AV services to explore use cases and AV deployments in communities overlooked by AV developers.

4. The AV 2.0 Program will be administered to advance these policies.
AV 2.2/2.3 Project Proposals

1. Minimum request: $500K
2. Specify AV2.2 or AV2.3 funding or both
3. Proposing agency = grant recipient
4. Use cases and benefits/costs detailed
5. Private sector and agency contributions listed
6. Project evaluation process included
7. Commitment to share lessons learned with the region
Evaluation Criteria

1. Substantial AV deployment

2. Advance regional goals
   - Improved access to jobs and other destinations
   - Environmental protection/resiliency
   - Economic development
   - Equity
   - Technology innovation leadership

3. Contributions from private/public sectors

4. Community involvement/support for deployment
Process

1. Staff evaluates proposals
2. Projects meeting criteria included in TIP updates
3. STTC monitoring
   • Information item – award >$1M
   • Director’s report – award <$1M
4. Awardees report project lessons learned to STTC
Vehicle Technologies

AUTOMATION, ELECTRIFICATION & DIVERSIFICATION

Source: Bell
"Implementing connected vehicle technology to enable safe and efficient goods movement through key freight corridors in the Texas Triangle."
Crowdsourced Waze data for accident detection
Building The Crowdsourced Vehicle Data Infrastructure

OEM/AV supplies data on roadway conditions to DOT

DOT supplies data on roadway conditions to OEM

DOT improves roadway operations with OEM data

OEM improves vehicle operations with DOT data

Improved roads/vehicles help economy, travel experience

Better travel = more public support for transportation investment
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