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

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

December 4, 2020
Surface Transportation Technical Committee (STTC) – Action Item
## NCTCOG Performance Measurement Activities

### FAST Act – Performance Measures and Target Setting

<table>
<thead>
<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>
<th>Reporting Period</th>
<th>Reporting Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LATER</strong></td>
<td>Safety (PM1)</td>
<td>5</td>
<td>8/31/2020</td>
<td>2/27/2021</td>
<td>Annually</td>
<td>Annually</td>
</tr>
<tr>
<td><strong>NOW</strong></td>
<td>Pavement/Bridge Condition (PM2)</td>
<td>6</td>
<td>10/01/2020</td>
<td>3/30/2021</td>
<td>Four-Year Performance Periods (starting 2018-2022)</td>
<td>Biennially (beginning, middle, &amp; end of performance periods)</td>
</tr>
<tr>
<td><strong>YES</strong></td>
<td>System Performance (PM3)</td>
<td>7</td>
<td>10/01/2020</td>
<td>10/01/2020</td>
<td>Four-Year Performance Periods (starting 2018-2022)</td>
<td>Biennially (beginning, middle, &amp; end of performance periods)</td>
</tr>
<tr>
<td><strong>LATER</strong></td>
<td>Public Transportation Safety Plan (PTASP)</td>
<td>7</td>
<td>12/31/2020</td>
<td>6/29/2021</td>
<td>Annually</td>
<td>Annually</td>
</tr>
<tr>
<td><strong>LATER</strong></td>
<td>Transit Asset Management (TAM)</td>
<td>4</td>
<td>1/01/2021</td>
<td>6/30/2021</td>
<td>Annually</td>
<td>Annually</td>
</tr>
</tbody>
</table>
NCTCOG Performance Measurement Activities (cont.)

PM2 Performance Period Schedule

2018

First Performance Period began

November 8, 2018: RTC affirms TxDOT statewide PM2 targets for 2020 and 2022 on National Highway System (NHS) facilities

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
### NHS PM2 Pavement Analysis
### Statewide vs. Regional Data/Targets – Good Condition

<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>¹</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Good Pavement Condition</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interstate National Highway System (NHS)</td>
<td>↑</td>
<td>66.8%</td>
<td>66.6%</td>
<td>66.4%</td>
<td>66.5%</td>
</tr>
<tr>
<td>Non-Interstate National Highway System (NHS)</td>
<td>↑</td>
<td>54.4%</td>
<td>55.2%</td>
<td>52.3%</td>
<td>54.1%</td>
</tr>
<tr>
<td><strong>North Central Texas (NCTCOG) Region</strong>¹²</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Good Pavement Condition</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interstate NHS (TxDOT)</td>
<td>↑</td>
<td>50.1%²</td>
<td>34.9%</td>
<td>52.7%²</td>
<td>19.8%</td>
</tr>
<tr>
<td>Non-Interstate NHS: On-System Freeways (TxDOT)</td>
<td>↑</td>
<td>43.2%²</td>
<td>48.8%</td>
<td>40.4%²</td>
<td>54.4%</td>
</tr>
<tr>
<td>Non-Interstate NHS: On-System Arterials (TxDOT)</td>
<td>↑</td>
<td>36.1%²</td>
<td>43.3%</td>
<td>34.5%²</td>
<td>50.9%</td>
</tr>
<tr>
<td>Non-Interstate NHS: Off-System Arterials (Local)</td>
<td>↑</td>
<td>1.2%²</td>
<td>1.1%</td>
<td>1.9%²</td>
<td>1.0%</td>
</tr>
<tr>
<td>Non-Interstate NHS: Off-System Toll Roads (NTTA)³</td>
<td>↑</td>
<td>93.4%³</td>
<td>91.4%³</td>
<td>91.0%³</td>
<td>90.9%³</td>
</tr>
</tbody>
</table>

¹. New target estimates based on 3-year (2017-19) Highway Performance Monitoring System (HPMS) moving average; assumes International Roughness Index (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 targets in 2018 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 NTTA’s Condition Rating System (CRS) which addresses surface condition, IRI, rutting, faulting, & pavement type. NTTA CRS and TxDOT HPMS/PMIS data reconciliation is being evaluated and will not impact target action.
## NHS PM2 Pavement Analysis (cont.)

### Statewide vs. Regional Data/Targets – Poor Condition

#### NHS ROADWAY CATEGORIES

<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>State of Texas</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Poor Pavement Condition</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interstate National Highway System (NHS)</td>
<td></td>
<td>0.3%</td>
<td>0.2%</td>
<td>0.3%</td>
<td>0.2%</td>
</tr>
<tr>
<td>Non-Interstate National Highway System (NHS)</td>
<td></td>
<td>13.8%</td>
<td>14.2%</td>
<td>14.3%</td>
<td>14.2%</td>
</tr>
</tbody>
</table>

#### North Central Texas (NCTCOG) Region \(^1,^2\)

<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>Poor Pavement Condition</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interstate NHS (TxDOT)</td>
<td></td>
<td>5.8% (^2)</td>
<td>0.7%</td>
<td>8.0% (^2)</td>
<td>1.3%</td>
</tr>
<tr>
<td>Non-Interstate NHS: On-System Freeways (TxDOT)</td>
<td></td>
<td>6.8% (^2)</td>
<td>6.8%</td>
<td>8.9% (^2)</td>
<td>7.2%</td>
</tr>
<tr>
<td>Non-Interstate NHS: On-System Arterials (TxDOT)</td>
<td></td>
<td>18.5% (^2)</td>
<td>20.4%</td>
<td>18.4% (^2)</td>
<td>22.1%</td>
</tr>
<tr>
<td>Non-Interstate NHS: Off-System Arterials (Local)</td>
<td></td>
<td>73.7% (^2)</td>
<td>74.3%</td>
<td>69.8% (^2)</td>
<td>74.1%</td>
</tr>
<tr>
<td>Non-Interstate NHS: Off-System Toll Roads (NTTA) (^3)</td>
<td></td>
<td>0.0% (^3)</td>
<td>0.0% (^3)</td>
<td>0.0% (^3)</td>
<td>0.0% (^3)</td>
</tr>
</tbody>
</table>

---

1. New target estimates based on 3-year (2017-19) Highway Performance Monitoring System (HPMS) moving average; assumes International Roughness Index (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 NTTA's Condition Rating System (CRS) which addresses surface condition, IRI, rutting, faulting, & pavement type. NTTA CRS and TxDOT HPMS/PMIS data reconciliation is being evaluated and will not impact target action.
# NHS PM2 Bridge Analysis

## Statewide vs. Regional Data/Targets – Good/Poor Condition

<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 ¹</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></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All NHS Facilities ¹</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></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All NHS Facilities ¹</td>
<td>➔</td>
<td>55.3%</td>
<td>56.0%</td>
<td>58.4% ²</td>
<td>57.9% ³</td>
</tr>
<tr>
<td>Poor Bridge Condition</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All NHS Facilities ¹</td>
<td>➔</td>
<td>1.9%</td>
<td>2.3%</td>
<td>1.5% ²</td>
<td>2.0% ³</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.
NHS PM2 Bridge Analysis (cont.)

Extent/Status of Regional Poor Condition 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)</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)</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>
PM2 Target Decision-Making
Proposed STTC Action – Reaffirming Statewide Support

- Recommend RTC approval **reaffirming NCTCOG support** for adjusted TxDOT statewide 2022 “Good Condition” NHS pavement and bridge targets

- Recommend RTC approval **reaffirming NCTCOG support** for adjusted TxDOT statewide 2022 “Poor Condition” NHS pavement and bridge targets

- Collaboration to plan/program projects contributing toward accomplishment of pavement and bridge goals includes the following actions:
  - NCTCOG will work with local governments to expedite improvements for NHS Off-System Arterials in “Poor Condition” (COVID-19 #00X Round 3 Program – Project #17)
  - NCTCOG will work with TxDOT/local governments to expedite improvements for NHS Bridges in “Poor Condition” (North Texas Strategic NHS Bridge Program – INFRA/BUILD Discretionary Grant Program)
## PM2 Target Decision-Making (cont.)

### 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</td>
</tr>
<tr>
<td></td>
<td>(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</td>
</tr>
<tr>
<td></td>
<td>targets; or,</td>
</tr>
<tr>
<td></td>
<td>(ii.) Commit to new quantifiable targets for the Metropolitan</td>
</tr>
<tr>
<td></td>
<td>Planning Area (MPA)</td>
</tr>
</tbody>
</table>
Contacts:

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December 4, 2020 Surface Transportation Technical Committee (STTC) – Action Item
The Regional Transportation Council (RTC) has been selecting projects since 1992.

The first round of the MPO Milestone Policy was adopted by the RTC in June 2015, and it reviewed projects selected from 1992 to 2005 that had not yet gone to construction.

That initiative was successful in getting 51 out of 57 projects to construction.

A second round of the Milestone Policy was initiated to review projects currently over 10 years old that have not been implemented.

In October 2019, the second round of Milestone Policy Projects was introduced.
INTENDED OUTCOMES OF THE MILESTONE POLICY

- Providing a realistic assessment of project status for decision-making
- Balancing project construction schedule capacity within the current financial constraints
- Increasing the amount of available funds for priority, “ready-to-go” projects, rather than long delayed projects
- Getting old projects to construction/implementation
MILESTONE POLICY ROUND 1 UPDATE

- At its November 2019 meeting, the RTC granted a deadline extension to a project being implemented by the City of Dallas (TIP 11258.9) from the first round of the Milestone Policy.

- The project had to go to construction by December 2020 or funding would be removed from the project.

- This project’s funding was obligated in October and project bidding is set for December 2020.

- With this update, all projects from the Milestone Policy, Round 1 have either advanced to construction or were canceled at the request of the project sponsor.
MILESTONE POLICY ROUND 2
OVERVIEW

- Affected projects:
  - Funded between 2006 and 2010 that had not let or obligated as of December 2019
  - Funded prior to 2006 that had let, but have had implementation issues (e.g., re-bid, utility delays)
  - Funded with RTC-selected sources
  - Locally funded and added to the Transportation Improvement Program (TIP) prior to 2010
  - Funded with Congressional Earmarks that are subject to rescission

- 41 projects needed to be reconfirmed or cancelled
THE REAPPROVAL PROCESS

- Agencies with projects on the Milestone Policy Project List were notified via letter (in addition to STTC & RTC agenda items in 2019)

- Agencies were required to reconfirm the projects as a priority by:
  - Providing a **realistic and achievable schedule**, which must receive NCTCOG & TxDOT concurrence
  - Providing documentation of policy board support
    - If projects are advancing imminently or have policy board approval within the last six months, new action was not needed (just submit latest approval documentation)
    - If policy support documentation is greater than six months old, new action was requested
  - Documenting the availability of local matching funds
# PROJECTS SUMMARY

<table>
<thead>
<tr>
<th>PROJECT CATEGORIES</th>
<th>NUMBER OF PROJECTS</th>
<th>TOTAL FUNDING OF PROJECTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed for Cancellation</td>
<td>12</td>
<td>$88,848,038</td>
</tr>
<tr>
<td>Under Construction or Complete</td>
<td>8</td>
<td>$246,173,091</td>
</tr>
<tr>
<td>Scheduled Letting FY 2021</td>
<td>11</td>
<td>$177,392,785</td>
</tr>
<tr>
<td>Scheduled Letting FY 2022</td>
<td>1</td>
<td>$7,000,000</td>
</tr>
<tr>
<td>Scheduled Letting FY 2023</td>
<td>8</td>
<td>$64,113,120</td>
</tr>
<tr>
<td>Scheduled Letting FY 2024 or Beyond</td>
<td>1</td>
<td>$27,000,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>41</strong></td>
<td><strong>$610,527,034</strong></td>
</tr>
</tbody>
</table>

Note: Some projects have let but actual construction has not begun. Staff will continue to monitor those projects.
UPDATES TO THE MILESTONE POLICY PROCEDURES

In the Round 1 effort, the action included a one-year grace period after the fiscal year in which each agency indicated their project would be ready.

- Now that the program is established and agencies understand the implications of setting their schedules, staff proposes that this grace period not be continued.

Also, when NCTCOG staff briefed STTC and RTC about the status of projects in Round 1, further extensions were offered to projects that had missed their deadlines.

- Now that the program is fully understood, staff proposes that failure to meet the schedules set forth will result in automatic removal of funding from a project.
TIMELINE

- January 2020 – Notification to project sponsors
- July 31, 2020 – Formal responses due to NCTCOG staff
- December 4, 2020 – STTC Information Item
- December 10, 2020 – RTC Information Item
- December 2020 – Public Meeting
- January 22, 2021 – STTC Action Item
- February 11, 2021 – RTC Action Item
QUESTIONS?

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Transportation Planner
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CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING INNOVATIVE PROJECTS DURING COVID RECOVERY

Surface Transportation Technical Committee
November/December 2020

Michael Morris, PE
Director of Transportation
TRAVEL BEHAVIOR BY MODE

Bicycle/Pedestrian (+36%, September)

Freeway Volumes (-8%, September)
Toll Road (-24%, August)
Airport Passengers (-47%, September)
Transit Ridership (-57%, September)
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>Passenger Decrease: 2019 vs 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mar</td>
<td>-27%</td>
</tr>
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<tr>
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<tr>
<td>Aug</td>
<td>-57%</td>
</tr>
<tr>
<td>Sep</td>
<td>-57%</td>
</tr>
</tbody>
</table>

Source: DART, DCTA, and Trinity Metro
FINANCIAL IMPLICATIONS

Motor Vehicle Sales and Rental Tax (4.3%, September)

Sales Tax (-6%, September)
Motor Fuel Tax (-10%, September)
Transit Sales Tax Allocations (-11%, August)
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>
<th>2022</th>
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<tr>
<td></td>
<td>734</td>
<td>1,380</td>
<td>1,660</td>
<td>1,100</td>
<td>620</td>
</tr>
</tbody>
</table>

Projected in July 2020 Revised Comptroller Certification Revenue Estimate

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

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

COVID-19 Avg. Cost Change: -11.79%

Oct. '19: 11%
Nov. '19: 6%
Dec. '19: 5%
Jan. '20: 4%
Feb. '20: -17%
Mar. '20: -7%
Apr. '20: -12%
May '20: -13%
Jun. '20: -8%
Jul. '20: -10%
Aug. '20: -18%
Sep. '20: -13%
Oct. '20: -9%

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

High Speed Rail: Dallas to Houston
High Speed Rail: Dallas to Fort Worth
Autonomous Transit (Tarrant, Midtown)
Technology (Freeway Induction Loops)
State Highway 183 (Section 2E+)
Y Connector (IH820/IH20)
COVID-19 #00X Program
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 TRANSPORTATION COUNCIL
LEGISLATIVE PROGRAM, LEGISLATIVE
UPDATE, AND NEW PARTNERSHIP
PROGRAM WITH THE TEXAS
TRANSPORTATION COMMISSION

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

December 4, 2020

NICHOLAS ALLEN
North Central Texas Council of Governments
OVERVIEW

Partnership between the RTC and the Texas Transportation Commission

RTC Legislative Program for the 87th Texas Legislature

Dates of Interest for Texas Legislature

Prefiling for Texas Legislature

Federal Update
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
4) Create New Economic Development Program for Corporate Relocations: New Governor Abbott 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
RTC LEGISLATIVE PROGRAM ELEMENTS

1) Adequately Fund Transportation and Utilize Tools
2) Expand Transportation Options in Mega-Metropolitan Regions
3) Pursue Innovation, Technology, and Safety
4) Improve Air Quality
RTC LEGISLATIVE PROGRAM

1) 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
RTC LEGISLATIVE PROGRAM

2) 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
RTC LEGISLATIVE PROGRAM

3) 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
RTC LEGISLATIVE PROGRAM

4) 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.
DATES OF INTEREST

November 9, 2020 - Prefiling for bills began

January 12, 2021 - 87th Texas Legislature will convene

March 12, 2021 - Bill filing ends, other than local bills

May 31, 2021 - 87th Texas Legislature will adjourn
About 1,000 bills have been filed so far

**Bills of Interest:**

- Transportation Funding – Gas Tax, Alternative Fuel Vehicle Fee
- Safety – Cell Phones, Speed Limits, Bicycle/Pedestrian
- High-Speed Rail
- Air Quality

NCTCOG staff will continue to monitor and analyze legislation related to the RTC Legislative Program
FEDERAL UPDATE

FY2021 Appropriations

Current appropriations expire on December 11
To avert government shutdown, Congress must pass a FY2021 appropriations bill or a Continuing Resolution to extend current funding
Bipartisan FY2021 bill is in the works

COVID-19 Response

Congressional leaders want to pass a second relief bill in December
House and Senate negotiations are underway but outcome uncertain

Transportation Secretary: President-elect has not yet announced his nominee
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Nicholas Allen
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Kyle Roy
Communications Coordinator
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Success of SH 161 Pilot Project and Introduction of Wrecker Service on SH 121

NATALIE BETTGER

Surface Transportation Technical Committee
December 4, 2020
Project Overview

- Lanes Open to Traffic September 2015
- Assist Irving PD in Expedited Vehicle Removal
- DalTrans (TxDOT Dallas) Operates Lane
- Tow Truck Company Sweeps Lane and Stages
- Began Opening Lane for Special Events in 2017
- Lane Opened All Hours once TxDOT Construction on Ultimate Section Commenced December 2018
Directional Hourly Volume by Lane
Belt Line Toll Plaza (9/8/15-10/2/15)
<table>
<thead>
<tr>
<th>Day</th>
<th>Morning Peak</th>
<th>Afternoon Peak</th>
<th>Morning Peak</th>
<th>Afternoon Peak</th>
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<td>D</td>
<td>O</td>
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<td>August 4, 2015</td>
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<td>August 7, 2015</td>
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<td>August 14, 2015</td>
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### After (11/2/15-12/31/15)

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<th>Morning Peak</th>
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<td>O</td>
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</tbody>
</table>
Total Lane Violations by Hour at Belt Line Road Toll Plaza

Data Source: NTTA
Lessons Learned

- The Peak-Hour Lane increased traffic volume through the bottleneck portion of SH 161, between the two segments of President George Bush Turnpike

- Faster speeds were observed after the opening of the lane, but as volume increased, speeds normalized

- Violations (driving in lane while closed) occurred frequently
  - Most frequently within approximately 30 minutes of opening/closing lane and on weekends
  - Enforcement v. safety was a major issue for first responders

- Few crashes occur on Peak-Hour Lane
SH 121 Technology Lane

Peak Hours
- 12' General Purpose Lanes (2)
- 12' Peak Hours Travel Lanes
- 12' General Purpose Lanes (2)

Off Peak Hours
- 12' General Purpose Lanes (2)
- 12' Emergency Shoulder
- 12' General Purpose Lanes (2)

NOTE: Illustrations are not drawn to scale.

Regulatory Signs
- Closed to traffic
- Open to traffic
- Dynamic message bar
- Peak hours lane open ahead
Hourly Vehicle Volume
SH 121 Technology Lane

Project Overview

Limits: SH 121 between Glade Road and SH 183
Lanes: 4 General Purpose Lanes and 2 Technology Lanes
Hours of Operation: 5 am to 8 pm

Project Elements: Traffic Cameras, Dynamic Message Signs, Illumination and Staging of Wrecker Services

Partner Agencies: Cities of Bedford and Euless, TxDOT-Fort Worth District, Tarrant County Sheriff’s Office Courtesy Patrol, Texas Transportation Institute (TTI) and B&B Wrecker Services

Project Opening: Planned for November 30, 2020

Before and After Assessment: TTI
## Schedule Milestones

<table>
<thead>
<tr>
<th>Committee</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional Transportation Council – Action to Change TIP Project</td>
<td>November 12, 2020</td>
</tr>
<tr>
<td>Executive Board – Action to Enter into Contract with B&amp;B Wrecker Services</td>
<td>November 19, 2020</td>
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<tr>
<td>Planned Lane Opening</td>
<td><strong>November 30, 2020</strong></td>
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<td></td>
<td><strong>December 7, 2020</strong></td>
</tr>
<tr>
<td>Surface Transportation Technical Committee – Information on Operation and Implementation of the Technology Lane</td>
<td>December 4, 2020</td>
</tr>
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</table>
Contact Information

Natalie Bettger
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817-695-9280
nbettger@nctcog.org
End of Ozone Season, Compliance with Federal Requirements, and Future Outlook

Surface Transportation Technical Committee • December 4, 2020

Jenny Narvaez, Program Manager
Attainment Deadlines

2008 NAAQS Attainment Date (≤75 ppb): No later than **July 20, 2021**

**Serious Classification**

2015 NAAQS Attainment Date (≤70 ppb): No later than **August 3, 2021**

**Marginal Classification**

Attainment for Both Standards will be Based on **2018-2020 Ozone Monitor Data** (3-Year Average of Fourth Highest Monitor Reading)
Federal Attainment Requirements

Design Value = Regulatory test: 3-Year Average of Fourth Highest Value

<table>
<thead>
<tr>
<th>Five Highest Monitors</th>
<th>4th Highest Value for Season</th>
<th>2020 Ozone Season Design Value</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2018</td>
<td>2019</td>
</tr>
<tr>
<td>Grapevine Fairway</td>
<td>82</td>
<td>71</td>
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<tr>
<td>Frisco</td>
<td>81</td>
<td>76</td>
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<tr>
<td>Eagle Mountain Lake</td>
<td>75</td>
<td>75</td>
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<tr>
<td>Dallas North</td>
<td>81</td>
<td>73</td>
</tr>
<tr>
<td>Cleburne</td>
<td>81</td>
<td>73</td>
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</tbody>
</table>
Federal Attainment Requirements

Conditional Regulatory Test: 1-year extension

<table>
<thead>
<tr>
<th>Five Highest Monitors</th>
<th>4th Highest Value for Season</th>
<th>2020 Ozone Season Design Value</th>
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<tr>
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<td>73</td>
</tr>
<tr>
<td>Cleburne</td>
<td>81</td>
<td>73</td>
</tr>
</tbody>
</table>
Reclassification Due to Failure to Attain – Stricter Standards

Going from Serious Classification to Severe:

- Major source threshold decreased to 25 TPY (from 50 TPY)
  - Impacts businesses that require CAA permitting for new/continued operations
- Penalty fee program for major sources
  - Per ton penalty fee increase on major sources if the area does not meet required reductions
- NSR Emission Offset ratio increased to 1.3:1 (from 1.2:1)
- Low VOC reformulated gas
  - No implications, because our region has already opted in previously
- VMT growth offset required
  - Analysis to see if more transportation control strategies are needed

A continued and thorough assessment of regional implications is ongoing.
VMT Growth Offset

VMT Growth Offset is an additional analysis required due to the reclassification to severe category.

This analysis assesses if existing transportation control strategies are sufficient to offset anticipated emission increases due to the VMT growth from a base year to the attainment year.

If these do not offset, additional transportation control strategies will be required.

Examples: Trip Reduction Strategies such as Telecommuting, that is proving effective during the COVID-19 pandemic, and Workplace Flexibility Programs, Public Transit, Traffic Signal Improvements, Intersection Improvements and, Bike and Pedestrian Improvements.
COVID-19 IMPACTS VS AIR QUALITY

Bicycle/Pedestrian (+78%, May)
Truck travel time reliability
Speed of traffic and congestion* (+7%, May)

Freeway Volumes (-19%, May)
Airport Passengers (~-80%, May)
Transit Ridership (-55%, May)

For more information, please see the Changing Mobility Dashboard:

* indicates compared to February 2020 instead of a corresponding for a 2019 – 2020 comparison
North Central Texas Ozone Exceedance Comparison: 2019-2020

The chart shows the number of ozone exceedances for each month from March 2019 to November 2020. The data is color-coded:
- Yellow (55 - 70 ppb)
- Orange (71 - 85 ppb)
- Red (86 - 105 ppb)

Inaccurate ozone alerts for predicted exceedances
   Of the 30 ozone action days issued, only 7 of the forecasts were correct
State forecasted 72 ppb for 2020 – actual is 76 ppb
Impacts of background emissions
Nonattainment Boundaries – Multistate air quality plans
Comprehensive Multipollutant Interactions
Unexplained emission increases (May, June, and August)
Potential changing of NOX:VOC stoichiometric ratio
COVID-19 literature research - Transportation Review Board (TRB), TCEQ, TxDOT

NCTCOG is dedicated to continuing the pursuit of additional and innovative
transportation and emission control strategies
November 30, 2020 – End of 2020 ozone season
March 1, 2021 – Beginning of 2021 ozone season
Official Reclassification of both 2008 and 2015 standards to be determined
Compliance with VMT offsets must be determined by SIP submittal

2008 NAAQS Attainment Date (≤75 ppb): No later than July 20, 2027
  Severe Classification

2015 NAAQS Attainment Date (≤70 ppb): No later than August 3, 2024
  Moderate Classification
FOR MORE INFORMATION

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817-608-2335

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