START OF 2020 OZONE SEASON; A NEW DAY

Surface Transportation Technical Committee • March 27, 2020

Jenny Narvaez, Program Manager
Consecutive Three-Year Periods

Source: NCTCOG TR Dept

Design Value (ppb)

Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the Design Value (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

- 2015 Standard ≤ 70 ppb\(^1\) (Marginal by 2021)
- 2008 Standard ≤ 75 ppb (Serious by 2021)
- 1997 Standard < 85 ppb (Revoked)

As of December 2, 2019

\(^1\)Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the Design Value (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).
2020 Transportation Trends

Additional Monitoring Into the Future:

Vehicle Miles Traveled
  - Heavy-Duty
  - Medium-Duty
  - Light-Duty

Gasoline Sales
Diesel Sales

Daily Congestion During Peak Period
Transit Ridership
NITROGEN DIOXIDE EMISSIONS IN MAJOR CHINESE CITIES

Source: NASA

January 1, 2020

February 10-15, 2020

Mean Tropospheric NO₂ Density (µmol/m²)

Source: NASA
NITROGEN DIOXIDE EMISSIONS IN ITALY

February 24, 2020

March 8, 2020

Source: European Space Agency
The third of three-year cycle that will determine next phase

Two ways to measure success:

1. Collectively, all monitors have a 2018-2020 design value at or less than the ozone standard = Attainment

2. Individually, each monitor has a 2020 design value at or less than the ozone standard = 1-year Extension

Staff will monitor and provide monthly updates throughout the ozone season
For More Information

Jenny Narvaez
Program Manager
(817) 608-2342
JNarvaez@nctcog.org

Vivek Thimmavajjhala
Transportation System Modeler
(817) 704-2504
VThimmavajjhala@nctcog.org

Nick Van Haasen
Air Quality Planner
(817) 640-3300
NVanhaasen@nctcog.org

https://www.nctcog.org/trans/quality/air/ozone
Transit-Oriented Development Parking Study

Surface Transportation Technical Committee | March 27, 2020
Travis Liska, Senior Transportation Planner
TOD Planning Pilot

Federal Transit Administration Grant to NCTCOG in 2016 - $1.75 million

Partnership: NCTCOG, DART, Dallas, Richardson, Plano, Garland

1. First/last pedestrian mile
2. Parking
3. Survey TOD residents, businesses, employees

Goal: Increase TOD and ridership in corridors
Parking Challenges to TOD

**Subsidizes** driving, reducing the economic incentive to use other modes or carpool (parking is free, but DART day pass = $6)

**Increases** the cost of development ($17K - $40K per space)

**Expands** geometry to often unwalkable scale

Image source: Graphing Parking - https://graphingparking.com/
TOD Parking Study

Goal – local data for TOD-appropriate parking policies

72 hours continuous data collection at each of 16 privately owned sites

All sites within walking distance of DART Stations
Parking Observations at 16 DART Station TODs

Office MXU  Office  Residential MXU  Residential

- Supplied
- Required
- Peak Use
Excess Capacity

13 of 16 sites never peaked above 80% utilization.

Excess parking capacity in these 13 sites totaled over 4,500 spaces
Workforce Housing

**Cost**: garage spaces ($17k to $40k per space) – 4,500 vacant spaces total value at least $80 million

**Transit riders**: Majority in region have a HH income under $50k (2014 regional transit survey)

**Finding**: Two workforce housing TODs in this study, peak parking use:
- Lancaster Urban Village (40%)
- The Belleview (50%)

Less parking demand than other multi-family housing
Public Private Coordination

**Minimum** city requirements were exceeded by developers at most sites

**Influence** of commercial real estate private sector is important to parking supply

**Communication** beyond/ with developers to educate brokers and lenders is needed
Report and Recommendations

www.parkingtoolboxNTX.org

15 strategies/policies toolbox

Final report/data summary
Parking Toolbox

EFFICIENCY
Shared / public parking

Data-driven Parking
Maximums
Reduce/ Eliminate
Minimums
Unbundle Parking

SMARTER CITY CODES

TECHNOLOGY
Availability web/app platforms

North Central Texas Council of Governments
Contact

Travis Liska, AICP
Senior Transportation Planner
tliska@nctcog.org

Karla Weaver, AICP
Senior Program Manager
kweaver@nctcog.org
Auto Occupancy/High-Occupancy Vehicle Quarterly Report

Surface Transportation Technical Committee Meeting
March 27, 2020
Natalie Bettger
Near Term Managed Lane System Openings

Current Express/HOV + New Managed Lanes
- Current Express/HOV Lanes
- New TExPress Managed Lanes
- Transitional
- High - Occupancy Vehicle Lane
- Major Roadways

Fort Worth CBD

Dallas CBD

North Central Texas Council of Governments
Toll Managed Lane Data Monitoring

Cumulative December 2013 – January 2020

How much HOV 2+ Subsidy has the RTC been responsible for?

$5,572,635 as of January 2020

How much of the Vanpool Toll reimbursement has the RTC been responsible for?

$ 12,264 from October 2014 – February 2020

How long can the RTC keep the HOV policy at 2+?

For now, it remains 2+ and it will continue to be monitored quarterly

Have there been any additional NTTA customer service needs?

No, minimal impact

Have the speeds on the Toll Managed Lane facilities dropped below 35 mph?

No
# Toll Managed Lane Data Monitoring

**Cumulative December 2013 – January 2020**

<table>
<thead>
<tr>
<th>Facility</th>
<th>HOV 2+ Subsidy Costs</th>
<th>NTTA Customer Service (Additional Needs)</th>
<th>Project Performance Events (Speeds &lt; 35 mph)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>North Tarrant Express</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• SH 183/121 from IH 35W to SH 121</td>
<td>$2,518,184</td>
<td>Negligible</td>
<td>0</td>
</tr>
<tr>
<td>• IH 35W from IH 30 to US 287</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>LBJ Express</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• IH 635 from Preston Road to Greenville Avenue</td>
<td>$3,054,451</td>
<td>Negligible</td>
<td>0</td>
</tr>
<tr>
<td>• IH 35E from Loop 12 to IH 635</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>DFW Connector</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SH 114 from Kimball Avenue to Freeport Parkway</td>
<td>N/A</td>
<td>Negligible</td>
<td>0</td>
</tr>
<tr>
<td><strong>IH 30 Managed Lanes</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IH 30 from SH 161 to Westmoreland Road</td>
<td>N/A</td>
<td>Negligible</td>
<td>0</td>
</tr>
<tr>
<td><strong>IH 35E Managed Lanes</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IH 35E from FM 2181 (Teasley) to LBJ</td>
<td>N/A</td>
<td>Negligible</td>
<td>0</td>
</tr>
</tbody>
</table>
Update

Automated Vehicle Occupancy Verification

Through Friday, March 20, 2020
HOV Users
January 24 – March 20, 2020

Website Visits: 61,233

Users: 29,780

Vehicles: 26,210

Occupant Passes: 5,531
Total Transactions – 394,207
  LBJ / NTE Partners – 195,232
  TxDOT – 198,975
Total HOV Transactions – 152,698 (~40%)
  LBJ / NTE Partners – 76,477
  TxDOT – 76,221
Unique Transactions – 20,688
  LBJ / NTE Partners – 12,004
  TxDOT – 8,684
Violation Identification

Ongoing analysis of usage data for consistent, coordinated unusual patterns indicative of potentially violating the GoCarma terms of services (e.g. person carries 2nd phone).

Escalating email and in-app notifications, reminding the user of correct usage.

Hopefully, the user will change their behavior and avoid a suspensions of their GoCarma account.

User’s vehicles are suspended from HOV eligibility for an initial 30-day period.
Future Data Items

• Total and HOV Transactions by Corridor

• Average Speed on Managed Lane by Corridor

• Average Speed on General Purpose Lanes by Corridor

• Others?
Questions/Contacts

Natalie Bettger
Senior Program Manager
nbettger@nctcog.org
817-695-9280

Dan Lamers
Senior Program Manager
dlammers@nctcog.org
817-695-9263

Amanda Wilson
Program Manager
awilson@nctcog.org
817-695-9284

Berrien Barks
Program Manager
bbarks@nctcog.org
817-695-9282
Surface Transportation Technical Committee
Information Item – Program Overview and Notice of Funding Availability
BUILD Discretionary Grant Program

Program Overview

- **BUILD** – **B**etter **U**tilizing **I**nvestments to **L**everage **D**evelopment
- **$1 Billion Available Nationwide in FY 2020:**
  - Award Request: Max. – **$25 Million**; Min. – **$5 Million** (Urban)/**$1 Million** (Rural)
  - Distribution: Max. < 10% per State; 50% Rural/50% Urban
- **Application Submittal Deadline** – May 18, 2020
- **BUILD Award Announcement Deadline** – September 15, 2020
- **Obligation Deadline** – September 30, 2022
  - Signed/executed agreement between USDOT and Grant Recipient
  - Completed environmental clearance, design, and right-of-way acquisition required
- **Expenditure Deadline** – September 30, 2027
- As of yet, **no announcements have been made of possible COVID-19 impacts**
BUILD Discretionary Grant Program

Issues Affecting Regional Project Selection

- Texas Transportation Commission approval *required in advance* for projects where TxDOT could be requested to act as grant recipient and/or implementing agent on behalf of a local government applicant.
- Majority of recent submittals (BUILD, INFRA, TIGER, FASTLANE, etc.) and existing project commitments (MTP, 10-Year Plan, TIP, etc.) for on-system roadways were funded through other means.
- **Likely submittal outcome:** 1 rail project (east/west); 2 roadway projects (one each east/west).
BUILD Discretionary Grant Program

Potential Project Candidates

- **Rail** –
  - *North Texas MOVES Program (BNSF, DART, Trinity Metro)*

- **Roadway (East)** –
  - *IIPOD Enhanced Mobility Project (Dallas County)*
    - Select thoroughfare improvements
    - Advanced transit connectivity

- **Roadway (West)** –
  - *East-West Connector (DFW Airport/FAA)*

- **Project funding sources, amounts, and BUILD Grant requests to be determined**

- **Additional candidate recommendations welcome through Friday, April 3, 2020**
  - All candidate projects **must** be consistent with the Mobility 2045 Plan
  - Local governments/transportation partners encouraged to submit candidate projects not selected by NCTCOG

= Preferred Selection (tentative)
## BUILD Discretionary Grant Program

### Proposed Submittal Timeline

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>February 18, 2020</td>
<td>BUILD Grant Notice of FY 2020 Opportunity Announced</td>
</tr>
<tr>
<td>March 27, 2020</td>
<td>STTC Information (Identify Candidate NCTCOG Projects)</td>
</tr>
<tr>
<td>April 3, 2020</td>
<td>Deadline for Candidate Project Recommendations</td>
</tr>
<tr>
<td>April 24, 2020</td>
<td>STTC Action (Project Scope, Cost Estimates, &amp; Funding Sources Finalized)</td>
</tr>
<tr>
<td>May 1, 2020</td>
<td>Request Deadline for Letters of Support (Other Candidate Projects)</td>
</tr>
<tr>
<td></td>
<td>Send to Rebekah Hernandez - r <a href="mailto:hernandez@nctcog.org">hernandez@nctcog.org</a></td>
</tr>
<tr>
<td>May 14, 2020</td>
<td>RTC Action</td>
</tr>
<tr>
<td>May 18, 2020</td>
<td>BUILD Application Submittal Deadline - <a href="http://www.grants.gov">www.grants.gov</a></td>
</tr>
<tr>
<td>May 28, 2020</td>
<td>Executive Board Endorsement (NCTCOG Projects)</td>
</tr>
</tbody>
</table>
Contact Information

Natalie Bettger
Senior Program Manager
(817) 695-9280
nbettger@nctcog.org

Dan Lamers
Senior Program Manager
(817) 695-9263
dlammers@nctcog.org

Karla Weaver
Senior Program Manager
(817) 608-2376
kweaver@nctcog.org

Jeffry Hathcock
Program Manager
(817) 608-2354
jhathcock@nctcog.org

Jody Loza
Principal Transportation Planner
(817) 704-5609
jloza@nctcog.org

Jeffrey C. Neal
Senior Program Manager
(817) 608-2345
jneal@nctcog.org

Shannon Stevenson
Senior Program Manager
(817) 608-2304
sstevenson@nctcog.org

Application Preparation

March 27, 2020
Surface Transportation Technical Committee
Information Item – Program Overview and Notice of Funding Availability