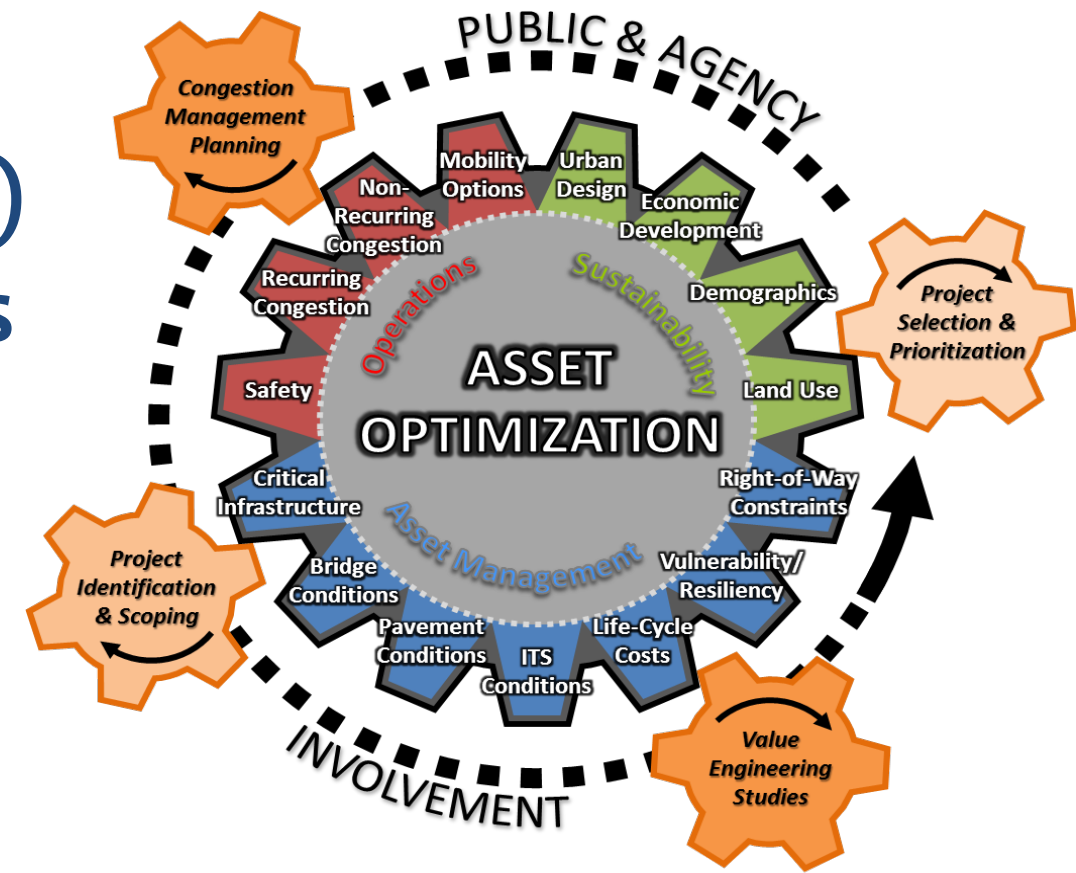


Federal Highway Administration: Pavement/Bridge Condition (PM2) Target Reaffirmation or Revisions

Presented by:

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



NCTCOG Performance Measurement Activities

FAST Act – Performance Measures and Target Setting

2

Complete	Rulemaking	Number of Measures	DOT/Provider Target Setting Deadline	MPO Target Setting Deadline	Reporting Period	Reporting Schedule
LATER	Safety (PM1)	5	8/31/2020	2/27/2021	Annually	Annually
NOW	Pavement/Bridge Condition (PM2)	6	10/01/2020	3/30/2021	Four-Year Performance Periods (starting 2018-2022)	Biennially (beginning, middle, & end of performance periods)
YES	System Performance (PM3)	7	10/01/2020	10/01/2020	Four-Year Performance Periods (starting 2018-2022)	Biennially (beginning, middle, & end of performance periods)
LATER	Public Transportation Safety Plan (PTASP)	7	12/31/2020	6/29/2021	Annually	Annually
LATER	Transit Asset Management (TAM)	4	1/01/2021	6/30/2021	Annually	Annually

NCTCOG Performance Measurement Activities (cont.)

PM₂ Performance Period Schedule

3



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

4

NHS ROADWAY CATEGORIES	DESIRED IMPROVEMENT TREND	2018 BASELINE	2020 CONDITION (NEW)	2022 TARGET (ORIGINAL)	2022 TARGET (UPDATED)
<i>State of Texas</i> ¹					
Good Pavement Condition					
Interstate National Highway System (NHS)	↗	66.8%	66.6%	66.4%	66.5%
Non-Interstate National Highway System (NHS)	↗	54.4%	55.2%	52.3%	54.1%
<i>North Central Texas (NCTCOG) Region</i> ^{1,2}					
Good Pavement Condition					
Interstate NHS (TxDOT)	↗	50.1% ²	34.9%	52.7% ²	19.8%
Non-Interstate NHS: On-System Freeways (TxDOT)	↗	43.2% ²	48.8%	40.4% ²	54.4%
Non-Interstate NHS: On-System Arterials (TxDOT)	↗	36.1% ²	43.3%	34.5% ²	50.9%
Non-Interstate NHS: Off-System Arterials (Local)	↗	1.2% ²	1.1%	1.9% ²	1.0%
Non-Interstate NHS: Off-System Toll Roads (NTTA) ³	↗	93.4% ³	91.4% ³	91.0% ³	90.9% ³

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

5

NHS ROADWAY CATEGORIES	DESIRED IMPROVEMENT TREND	2018 BASELINE	2020 CONDITION (NEW)	2022 TARGET (ORIGINAL)	2022 TARGET (UPDATED)
State of Texas ¹					
Poor Pavement Condition					
Interstate National Highway System (NHS)	↘	0.3%	0.2%	0.3%	0.2%
Non-Interstate National Highway System (NHS)	↘	13.8%	14.2%	14.3%	14.2%
North Central Texas (NCTCOG) Region ^{1,2}					
Poor Pavement Condition					
Interstate NHS (TxDOT)	↘	5.8% ²	0.7%	8.0% ²	1.3%
Non-Interstate NHS: On-System Freeways (TxDOT)	↘	6.8% ²	6.8%	8.9% ²	7.2%
Non-Interstate NHS: On-System Arterials (TxDOT)	↘	18.5% ²	20.4%	18.4% ²	22.1%
Non-Interstate NHS: Off-System Arterials (Local)	↘	73.7% ²	74.3%	69.8% ²	74.1%
Non-Interstate NHS: Off-System Toll Roads (NTTA) ³	↘	0.0% ³	0.0% ³	0.0% ³	0.0% ³

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

6

NHS ROADWAY CATEGORIES	DESIRED IMPROVEMENT TREND	2018 BASELINE	2020 CONDITION (NEW)	2022 TARGET (ORIGINAL)	2022 TARGET (UPDATED)
<i>State of Texas</i>					
Good Bridge Condition					
All NHS Facilities ¹	↗	50.7%	50.7%	50.4%	50.4%
Poor Bridge Condition					
All NHS Facilities ¹	↘	0.9%	1.3%	0.8%	1.5%
<i>North Central Texas (NCTCOG) Region</i>					
Good Bridge Condition					
All NHS Facilities ¹	↗	55.3%	56.0%	58.4% ²	57.9% ³
Poor Bridge Condition					
All NHS Facilities ¹	↘	1.9%	2.3%	1.5% ²	2.0% ³

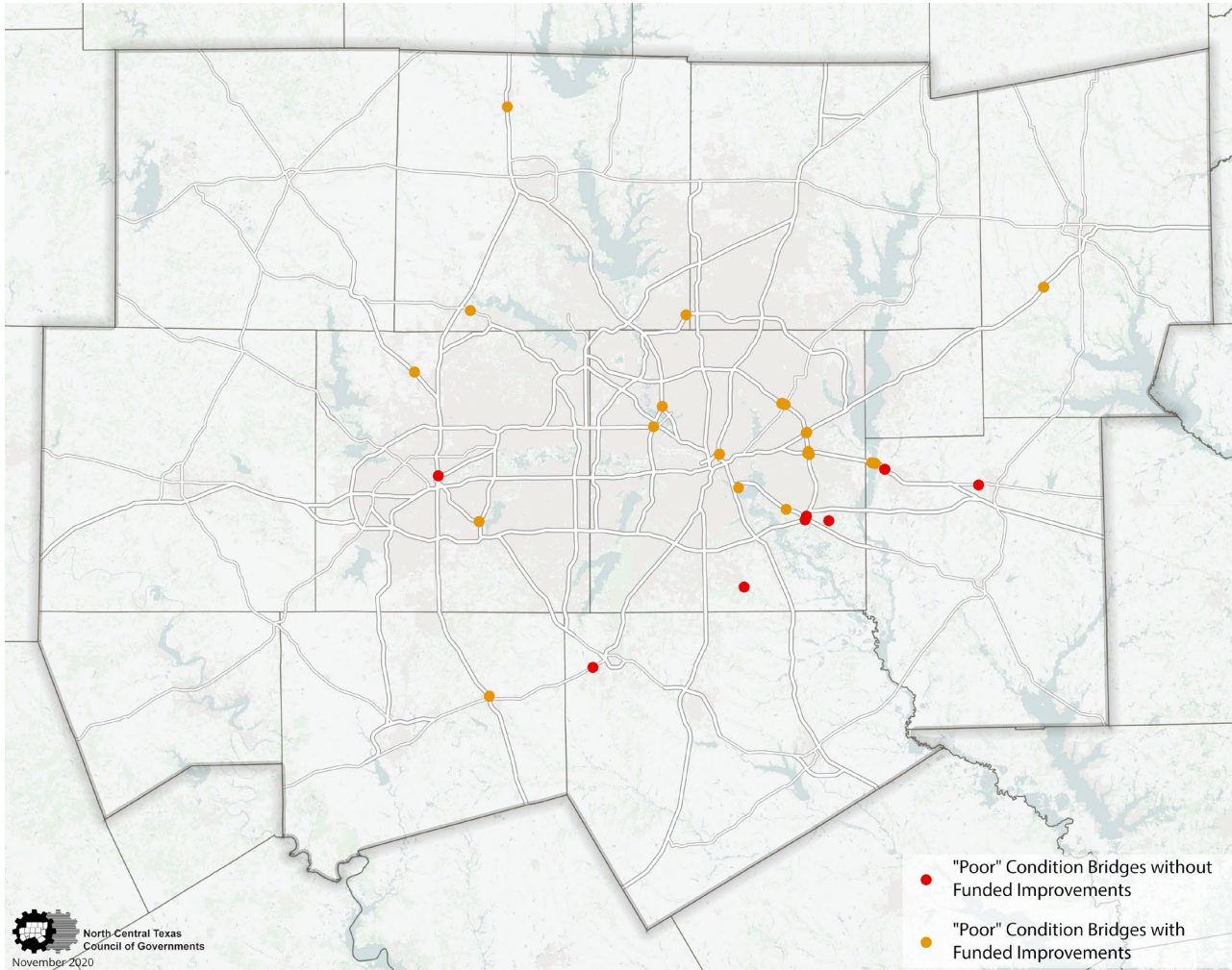
1. All percentages based on total deck area.

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

BRIDGE PERFORMANCE	2018	2020
“Poor Condition” NHS Bridges	14	34
Funded – 2018 (UTP –or– TIP/STIP) ¹	12	
Repeat Listings		12
Funded – 2020 (UTP –or– TIP/STIP) ¹		25
Not Addressed (< 10 Years)	2	9

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

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

FACILITY CARRIED	FEATURE(S) CROSSED	COUNTY	NHS CATEGORY
IH 20 EB Connector D	IH 20/US 175 Interchange	Dallas	Interstate
IH 20 WB Connector C	IH 20/US 175 Interchange	Dallas	Interstate
Belt Line Rd	Goff Branch	Dallas	Off-System Arterial
Belt Line Rd	Keller Branch	Dallas	Off-System Arterial
US 67 EB	Ward Branch	Ellis	Non-IH Freeway
US 80 EB	Buffalo Creek Relief	Kaufman	Non-IH Freeway
US 80 WB	Buffalo Creek Relief	Kaufman	Non-IH Freeway
US 80 EB	Bachelor Creek	Kaufman	Non-IH Freeway
SH 121 WB	IH 35W SB	Tarrant	Non-IH Freeway

PM2 Target Decision-Making

Proposed STTC Action – Reaffirming Statewide Support

8

Good

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

Poor

- 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

9

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

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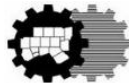
December 4, 2020

Surface Transportation Technical Committee (STTC) – Action Item

METROPOLITAN PLANNING ORGANIZATION (MPO) MILESTONE POLICY IMPLEMENTATION (ROUND 2)

Surface Transportation Technical Committee

December 4, 2020



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- ❖ 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

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

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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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)

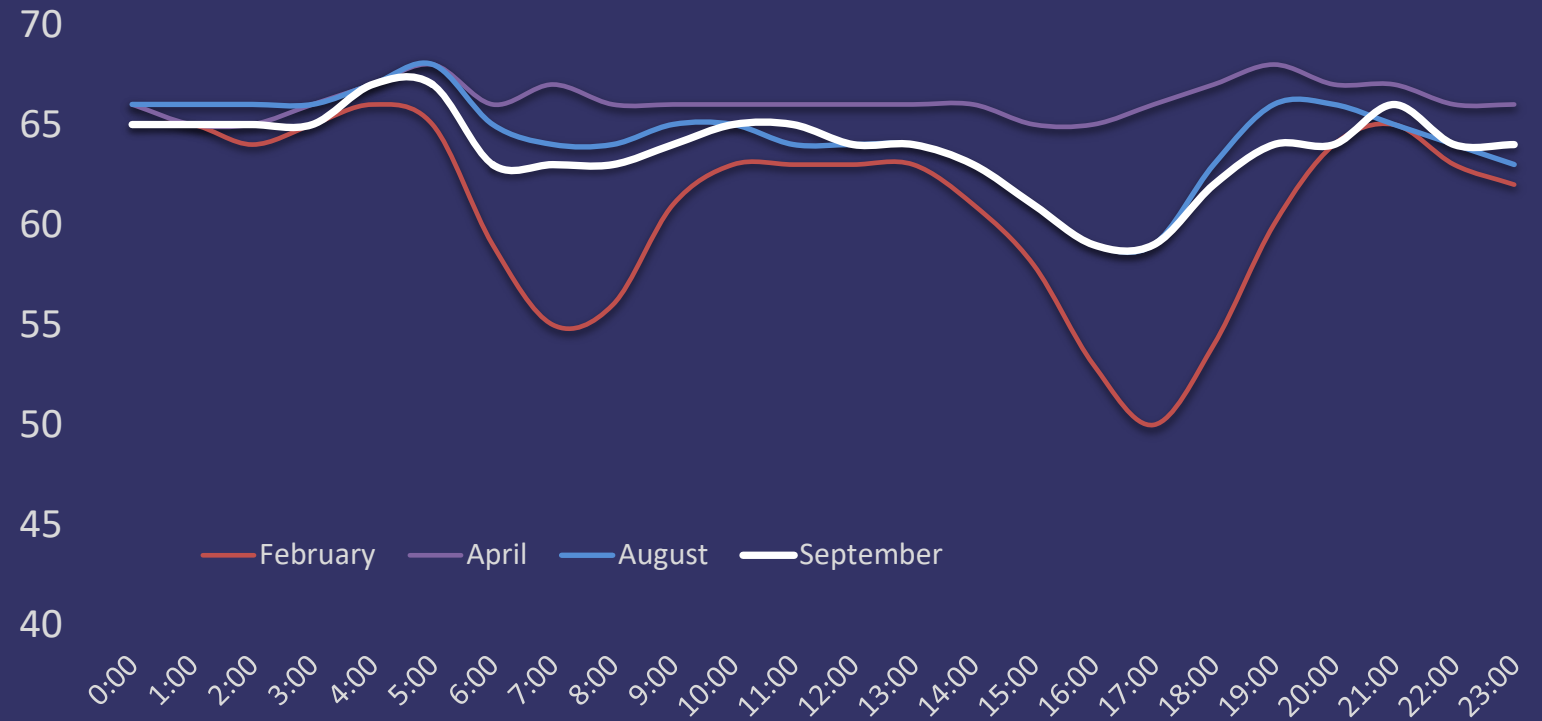
Transit Ridership (-57%, September)



ROADWAY TRENDS

Regional Average
Freeway Speeds

Average Weekday Speeds, Weighted by Traffic Volumes

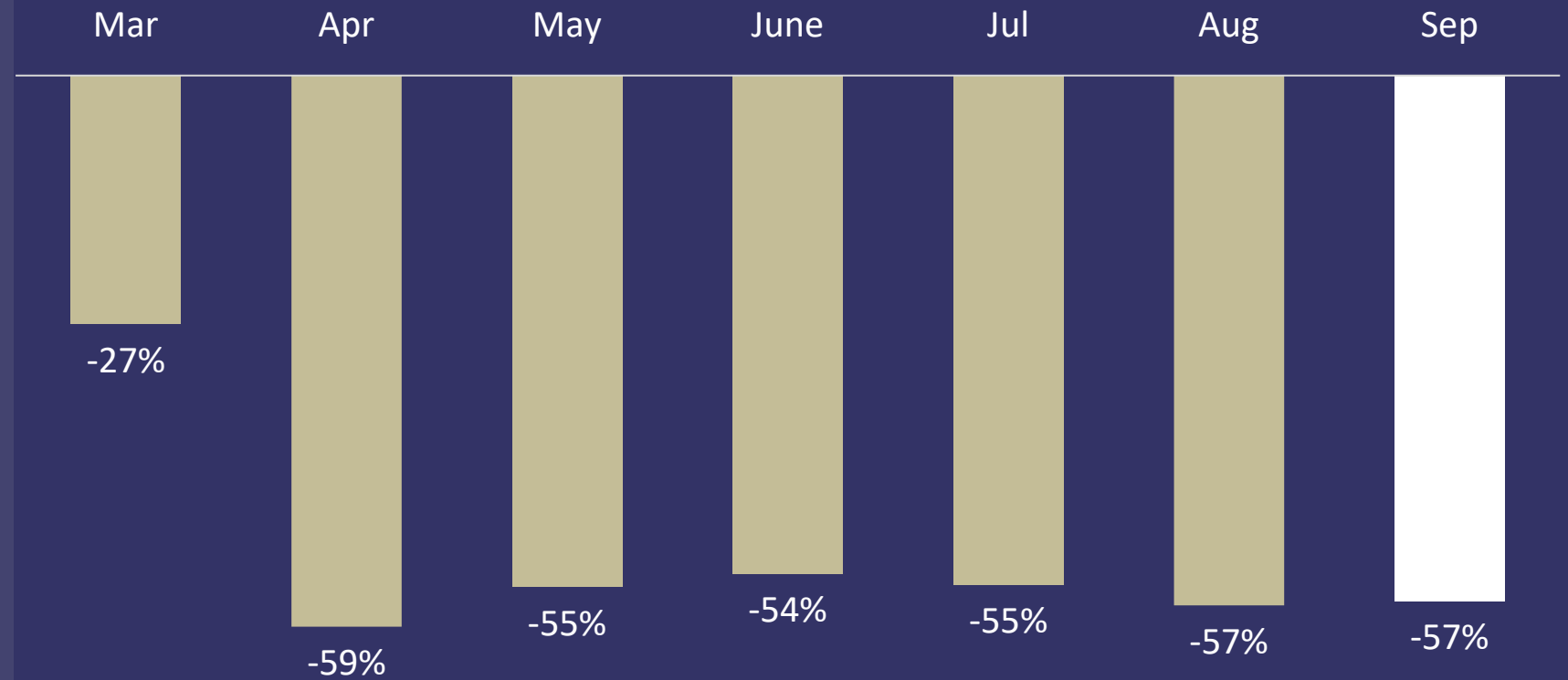


Source: TxDOT Sidefire Devices

TRANSIT IMPACTS

Weekday
Ridership

Passenger Decrease : 2019 vs 2020



Source: DART, DCTA, and Trinity Metro

FINANCIAL IMPLICATIONS



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



Sales Tax (-6%, September)

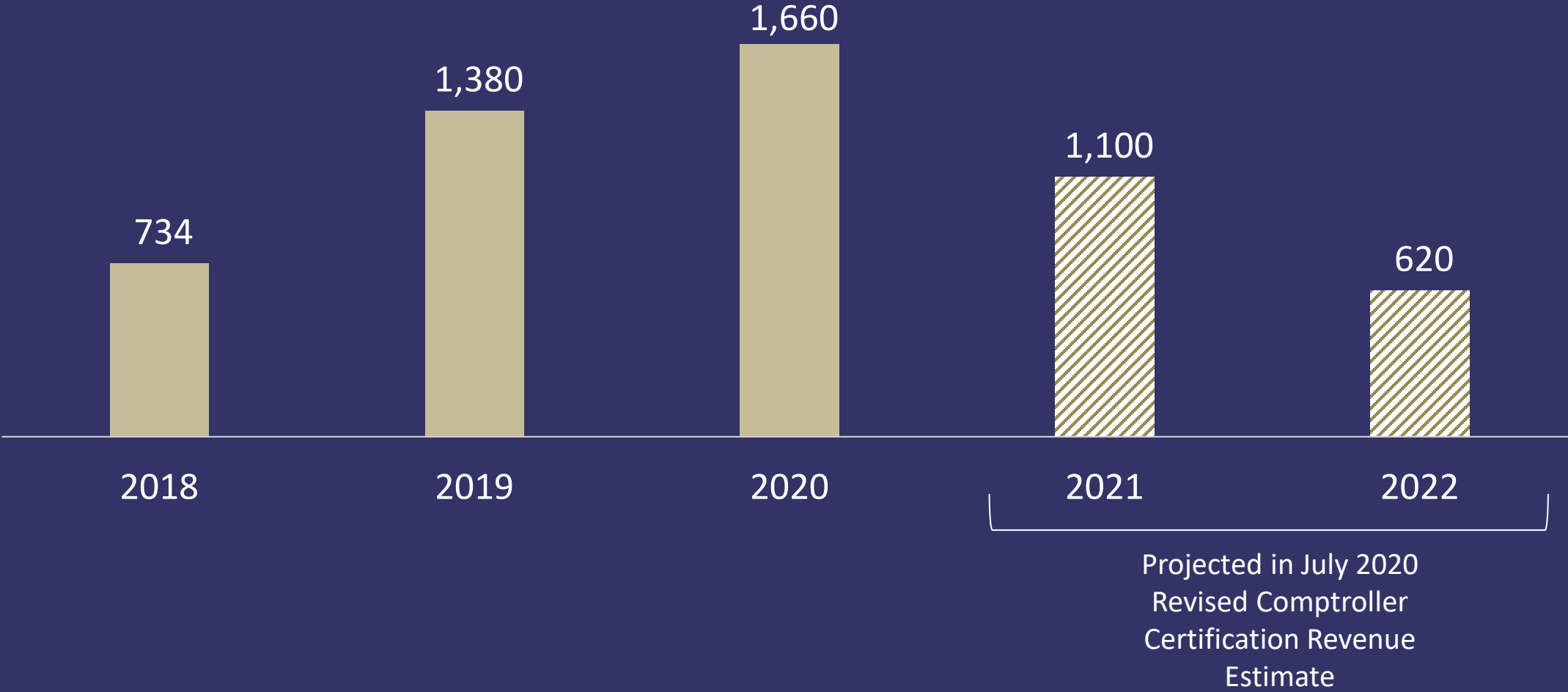
Motor Fuel Tax (-10%, September)

Transit Sales Tax Allocations (-11%, August)



Proposition 1 (Oil & Gas Severance Tax)

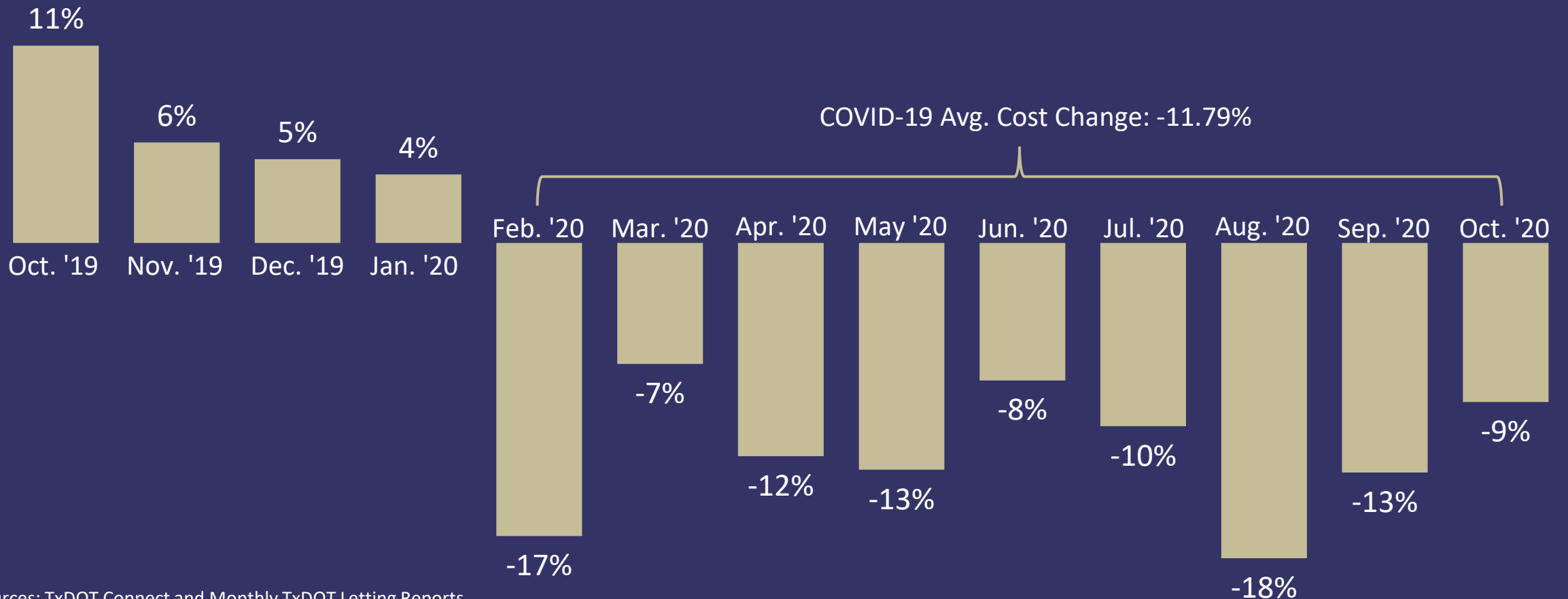
Transfers to the State Highway Fund, Millions



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.)



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



DASHBOARD PLATFORM

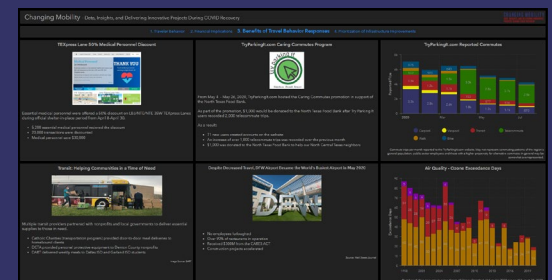
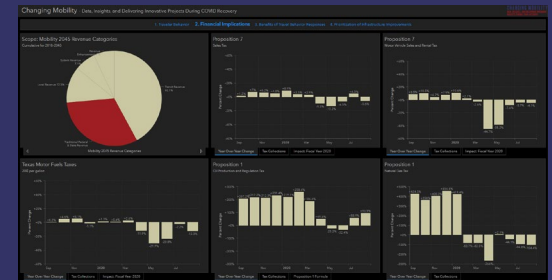
www.nctcog.org/pm/covid-19

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

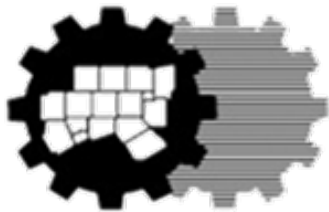
Clean layout to help the public understand the story of the metrics at a glance



**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

PREFILING FOR THE 87TH TEXAS LEGISLATURE

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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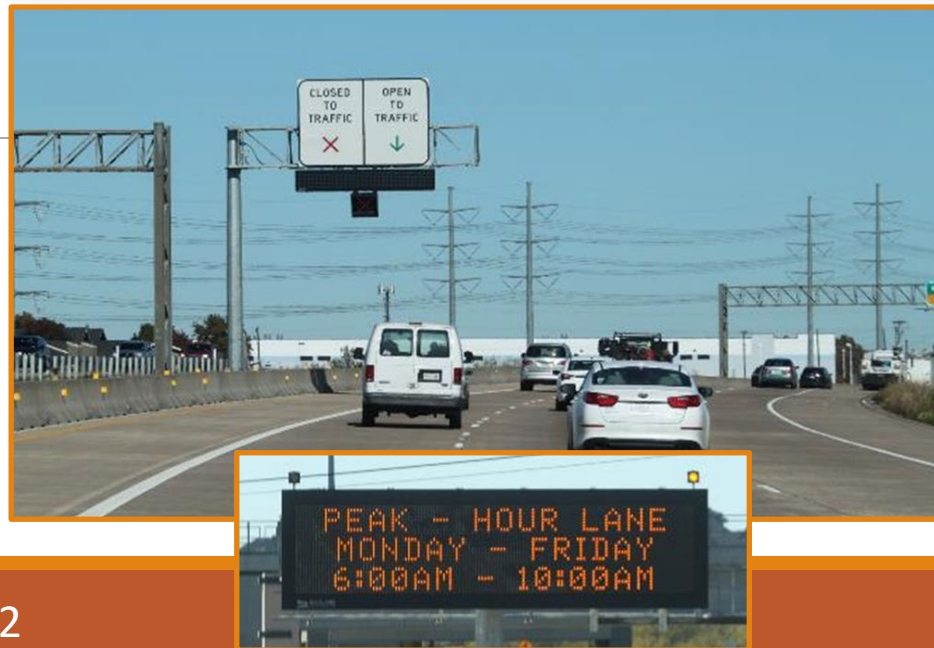
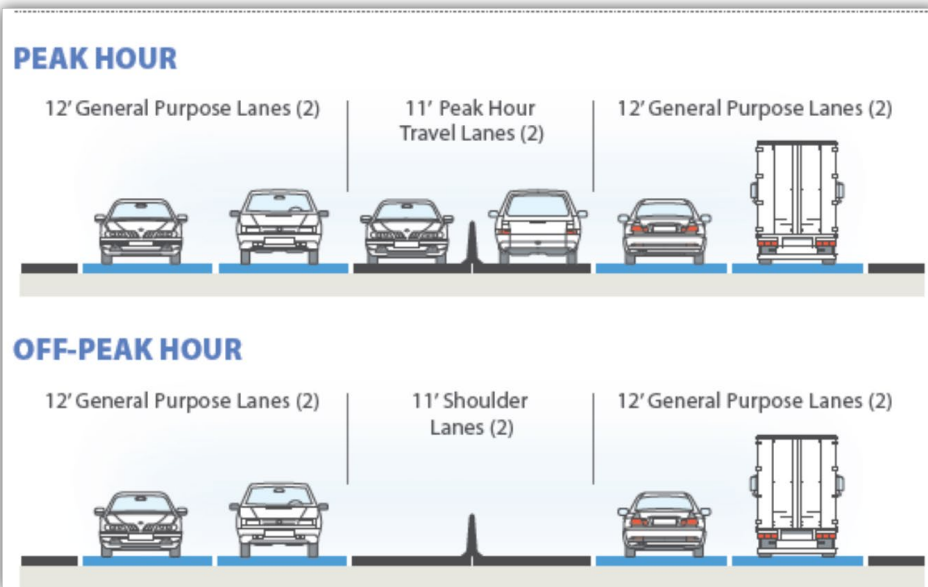
Success of SH 161 Pilot Project and Introduction of Wrecker Service on SH 121

NATALIE BETTGER

Surface Transportation Technical Committee
December 4, 2020



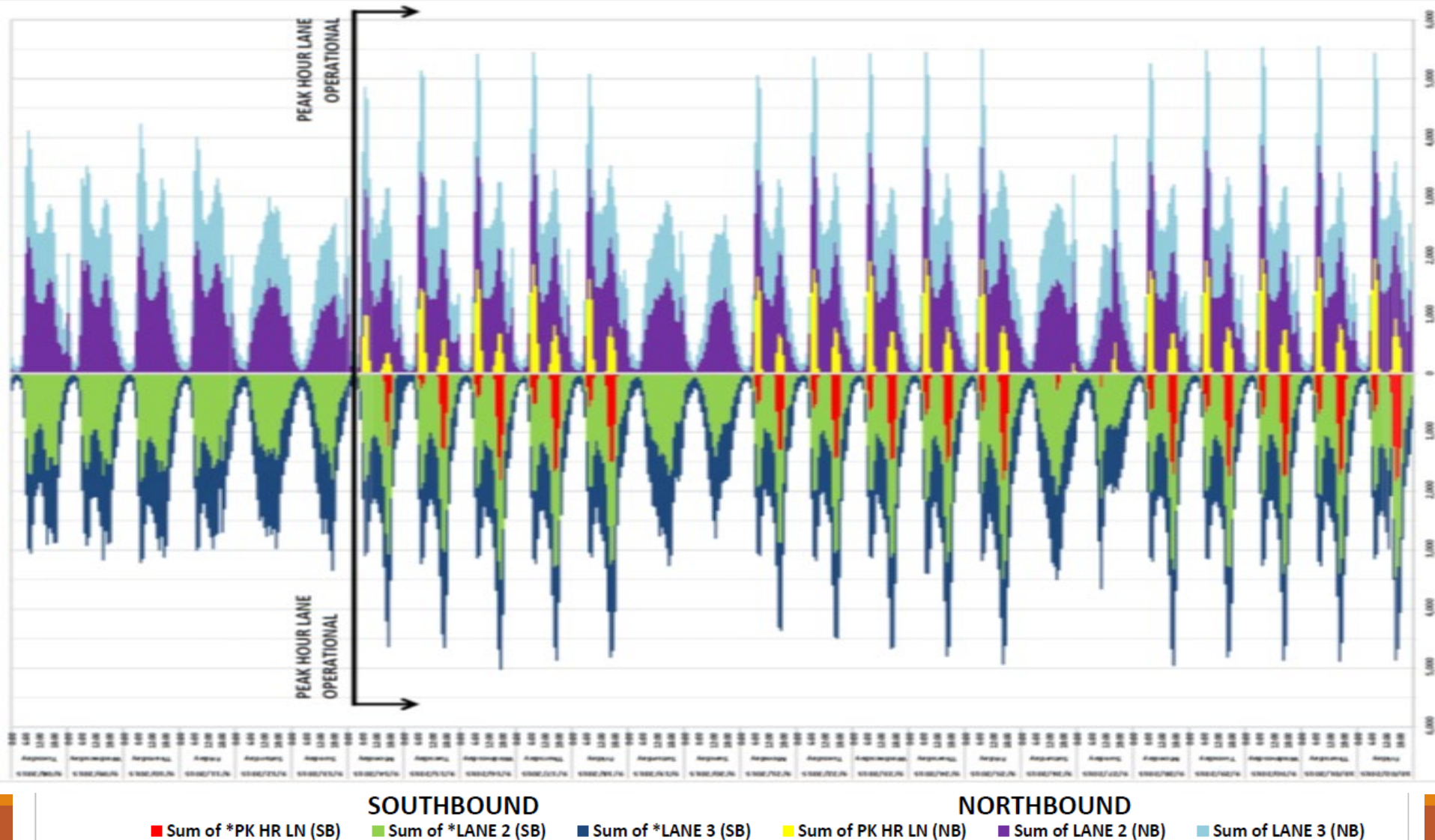
SH 161 Peak-Period Lane



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)



Before (8/3/15-9/11/15)

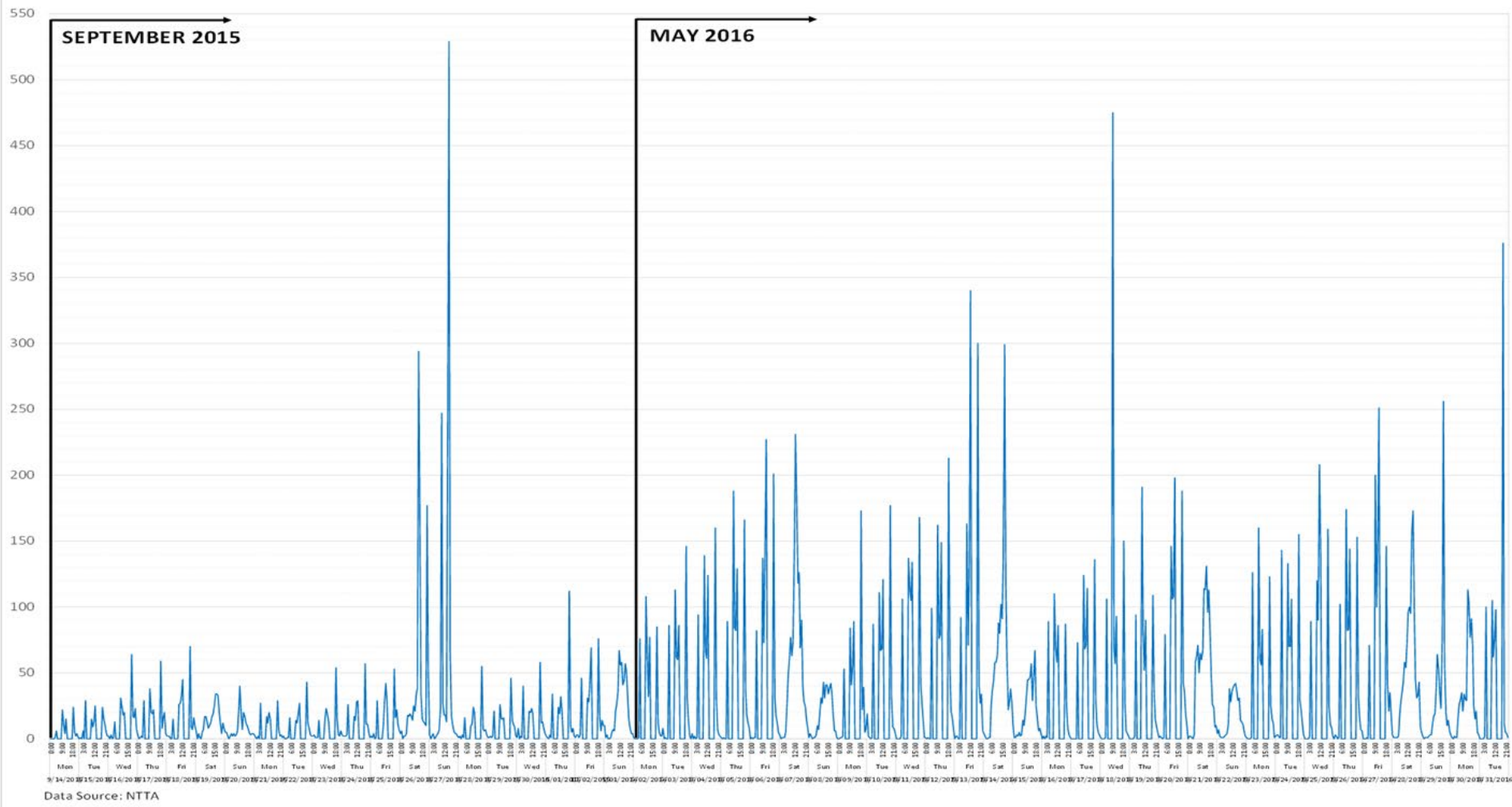
Open (9/14/15 -10/30/15)

After (11/2/15-12/31/15)

Day	D O W	Northbound										Southbound																				
		Morning Peak										Afternoon Peak																				
		6:00	6:15	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15	9:30	15:30	15:45	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45	18:00	18:15	18:30	18:45	19:00	
August 3, 2015	Mon	69	66	55	48	44	31	29	26	23	26	24	29	42	54	63	59	47	33	26	25	25	21	18	19	20	23	27	39	64		
August 4, 2015	Tue	57	66	49	35	37	38	34	26	22	23	21	26	41	61	65	38	28	30	29	22	17	23	20	18	20	21	19	21	32	52	
August 5, 2015	Wed	70	58	50	46	44	32	27	25	20	20	21	30	48	63	67	37	35	30	23	21	17	18	18	18	18	21	22	33			
August 6, 2015	Thu	68	59	47	37	36	29	21	21	19	22	23	31	50	67	64	46	31	26	25	21	19	19	19	23	24	26	36	55	63	63	
August 7, 2015	Fri	68	60	41	41	38	33	30	30	33	32	35	47	67	64	72	28	20	26	20	18	17	16	20	23	20	25	39	49	60	64	
August 10, 2015	Mon	69	68	48	33	34	31	24	24	22	21	24	26	41	64	67	49	37	34	25	25	24	28	29	32	42	43	50	67	64		
August 11, 2015	Tue	67	66	39	40	37	32	33	25	22	26	29	43	59	63	62	37	29	27	24	22	23	25	18	24	25	33	35	45	63	68	
August 12, 2015	Wed	66	60	42	37	33	32	24	22	23	25	29	37	53	64	64	81	35	31	24	22	20	21	22	23	26	29	31	37	48	66	
August 13, 2015	Thu	70	65	41	37	37	32	25	21	19	22	23	33	57	66	64	46	31	28	21	20	21	20	21	25	24	31	35	45	64	63	
August 14, 2015	Fri	67	67	59	46	44	37	31	27	34	39	56	65	63	68	67	30	25	24	22	19	20	18	19	20	23	25	31	34	56		
August 17, 2015	Mon	67	64	43	36	36	28	24	22	19	19	22	16	28	41	62	55	38	36	28	26	19	21	20	21	25	26	27	28	32	47	
August 18, 2015	Tue	65	58	36	36	31	35	27	26	24	24	28	36	60	67	69	40	30	30	21	23	22	20	17	18	22	24	23	23	29	46	
August 19, 2015	Wed	69	66	48	34	35	31	31	22	22	21	26	37	58	55	52	47	38	28	27	25	28	26	28	33	41	49	48	67	67		
August 20, 2015	Thu	67	63	41	37	34	31	20	17	20	23	28	32	49	68	70	36	27	28	21	20	21	23	26	31	34	38	52	66	62		
August 21, 2015	Fri	73	62	47	40	39	32	31	33	35	41	48	51	65	69	64	31	27	30	30	24	21	19	17	23	26	38	45	57	64	63	
August 24, 2015	Mon	69	62	42	38	38	41	42	39	37	32	34	41	53	69	66	40	46	29	31	30	28	24	21	28	40	43	41	54	64	63	
August 25, 2015	Tue	68	52	41	35	39	28	21	20	19	16	21	22	27	42	52	47	33	29	26	28	22	25	23	26	25	27	32	46	63		
August 26, 2015	Wed	70	64	43	36	38	26	24	20	20	23	25	27	33	53	62	47	35	29	15	23	22	20	20	24	23	26	29	30	36	50	
August 27, 2015	Thu	67	64	44	35	39	28	17	22	21	23	30	41	49	69		34	33	34	29	26	26	22	22	25	23	27	31	45	64	64	
August 28, 2015	Fri	69	63	43	33	36	31	26	23	23	28	33	43	65	67	68	34	17	24	23	22	21	20	18	24	21	25	28	28	36	45	
August 31, 2015	Mon	70	65	37	37	34	29	25	19	22	21	22	31	44	51	66	54	37	36	24	26	19	21	19	23	26	34	43	54	69	64	
September 1, 2015	Tue	65	61	47	36	35	31	21	19	20	21	23	33	45	54	66	44	37	35	26	24	21	21	20	23	23	33	38	44	60	61	
September 2, 2015	Wed	70	65	45	35	33	28	22	19	17	21	19	23	32	43	64	43	34	33	26	22	18	21	21	23	27	29	38	53	69		
September 3, 2015	Thu	66	59	41	30	30	33	26	22	19	23	24	28	42	61	64	32	25	21	13	15	15	13	18	17	17	18	23	31	46	63	
September 4, 2015	Fri	68	58	42	35	37	34	29	28	30	37	48	54	66	67		28	21	18	21	18	19	19	18	19	18	26	49	57	65	63	68
September 7, 2015	Mon	68	63	64	66	76	73	67	63	61	67	67	60	63	75		66	64	66	67	69	68	68	69	72	67	65	64	71	66	61	
September 8, 2015	Tue	66	60	45	40	34	34	28	22	25	27	26	35	47	63	65	34	26	23	20	14	14	18	15	17	21	20	27	31	27	35	
September 9, 2015	Wed	62	57	42	32	26	16	14	13	15	17	17	20	21	27	34	64	44	28	19	20	23	32	37	40	39	33	36	49	66		
September 10, 2015	Thu	69	57	44	32	29	33	29	22	23	22	22	24	45	66	64	40	32	25	22	25	24	23	24	28	30	37	44	57	65	68	
September 11, 2015	Fri	71	63	45	37	33	30	27	21	19	22	24	33	47	60	65	26	25	23	19	19	19	19	14	15	12	22	27	23	29	46	

Day	D O W	Northbound										Southbound																				
		Morning Peak										Afternoon Peak																				
		6:00	6:15	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15	9:30	15:30	15:45	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45	18:00	18:15	18:30	18:45	19:00	
September 14, 2015	Mon	69	67	65	66	67	70	68	58	68	64	58	62	64	66	63	62	65	60	54	59	54	57	44	40	34	37	56	61	64	62	
September 15, 2015	Tue	71	67	63	69	64	64	66	61	63	68	67	65	63	66	66	62	65	66	60	59	60	53	34	39	47	54	65	63	58		
September 16, 2015	Wed	66	68	65	71	67	65	62	56	66	68	67	65	66	67		64	61	63	53	59	56	45	38	32	27	33	38	46	62	62	
September 17, 2015	Thu	69	68	62	63	66	66	62	52	51	65	67	65	64	67		54	60	49	43	41	36	27	23	25	33	44	62	62			
September 18, 2015	Fri	69	71	67	67	68	68	66	69	71	71	65	66	68	64	70		58	58	62	47	42	37	39	38	36	41	51	56	66	62	64
September 21, 2015	Mon	67	69	66	65	66	68	66	66	66	66	65	65	66	66	65		65	66	66	64	65	57	59	64	63	68	66	67	66		
September 22, 2015	Tue	67	65	63	69	68	65	63	59	65	66	63	62	64	67		69	66	65	59	63	58	64	56	44	61	61	63	67	66		
September 23, 2015	Wed	66	63	65	60	67	63	58	48	55	67	67	62	66	59	66		67	64	63	55	62	64	54	49	46	59	63	65	64	61	
September 24, 2015	Thu	69	70	66	66	67	64	60	59	68	66	64	63	63	64	68		61	66	60	55	60	45	42	37	41	47	64	64	67	61	
September 25, 2015	Fri	70	68	66	69	60	57	66	63	64	65	64	70	64	68	67		64	54	58	43	38	30	27	26	26	31	62	70	69	66	
September 28, 2015	Mon	68	66	68	66	65	66	67	66	66	66	66	63	67	65	64		63	67	60	59	54	51	49	40	39	34	47	65	66	67	
September 29, 2015	Tue	68	69	66	67	70	68	66	64	62	64	62	64	60	63	68		65	64	63	60	48	31	30	28	27	30	40	53	64	68	
September 30, 2015	Wed	67	66	65	65	70	63	64	64	64	66	63	66	63	63	68		68	69	64	51	49	39	35	29	23	16	14	22	47	66	
October 1, 2015	Thu	63	69	70	70	67	63	63	63	64	68	63	66	64	66	49		66	62	66	51	47	33	33	24	17	16	20	24	33	60	67
October 2, 2015	Fri	68	66	66	61	67	65	56	54	60	67	66	56	63	61	63		43	42	48	35	33	27	28	22	24	25	23	25	30	52	64
October 5, 2015	Mon	69	66	64	63	69	62	61	60	61	68	64	67	64	70	66		68	67	64	61	60	52	56	55	57	63	66	66	66		
October 6, 2015	Tue	72	67	62	70	67	64	63	55	62	64	66	64	64	67	64		66	66	67	46	46	31	39	43	43	47	62	65	66	64	
October 7, 2015	Wed	67	67	67	68	67	60	46	44	48	53	55	55	63	64	64		66	62	64	52	49	42	39	40	41	60	62	69	68	69	63
October 8, 2015	Thu	67	67	68	65	66	65	58	58	42	63	67	63																			

Total Lane Violations by Hour at Belt Line Road Toll Plaza



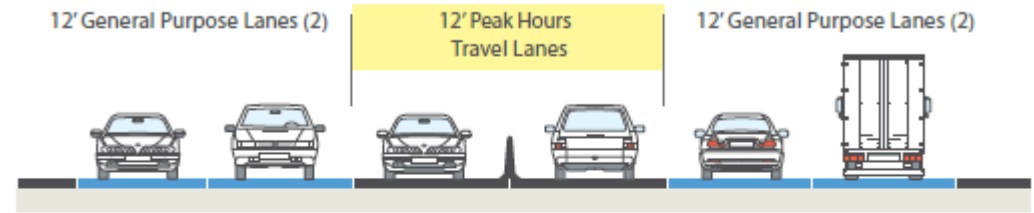
Lessons Learned

- 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

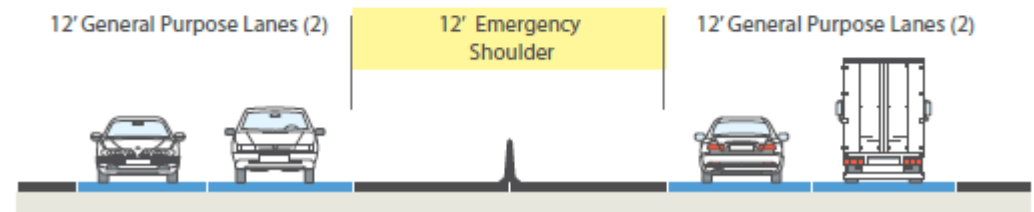
SH 121 Technology Lane



Peak Hours



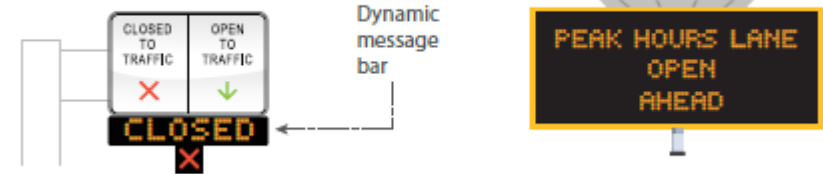
Off Peak Hours



NOTE: Illustrations are not drawn to scale.

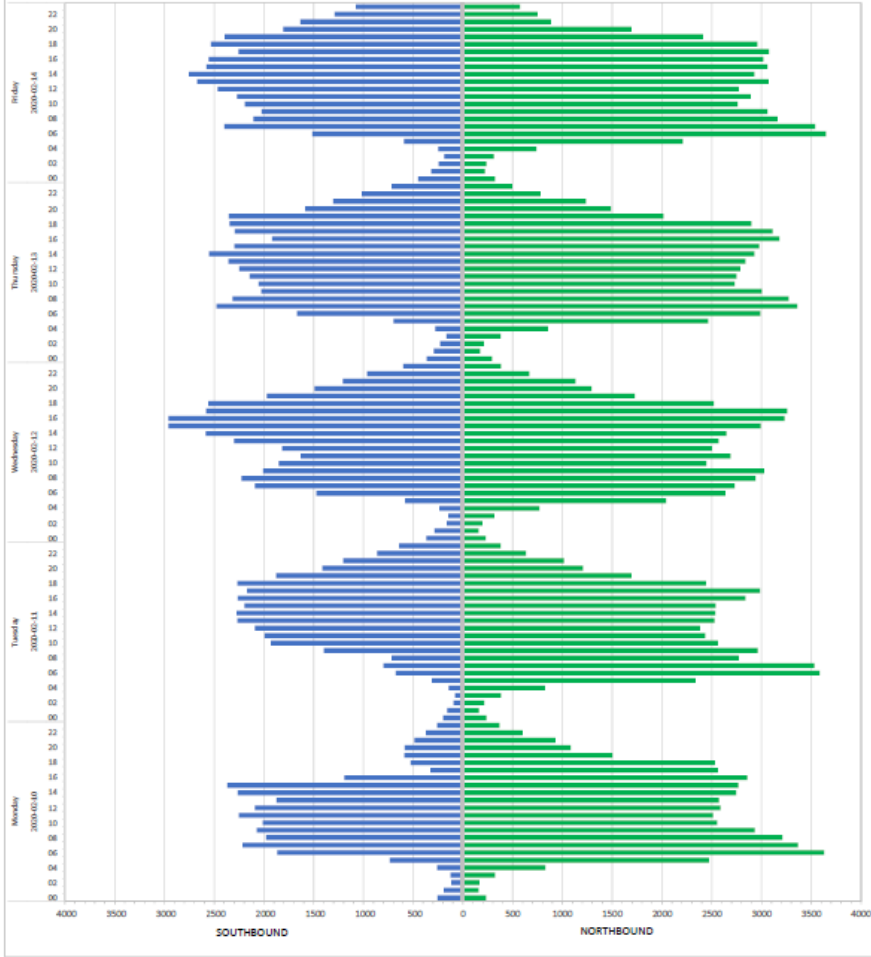


Regulatory Signs



Hourly Vehicle Volume

SH 121 at Cheek-Sparger Road
Hourly Vehicle Volume



SH 121 at Harwood Road
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~~ December 7, 2020

Before and After Assessment: TTI

Schedule Milestones

Committee	Date
Regional Transportation Council – Action to Change TIP Project	November 12, 2020
Executive Board – Action to Enter into Contract with B&B Wrecker Services	November 19, 2020
Planned Lane Opening	November 30, 2020 December 7, 2020
Surface Transportation Technical Committee – Information on Operation and Implementation of the Technology Lane	December 4, 2020

Contact Information

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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

Five Highest Monitors	4 th Highest Value for Season			2020 Ozone Season Design Value
	2018	2019	2020	
Grapevine Fairway	82	71	77	76
Frisco	81	76	70	75
Eagle Mountain Lake	75	75	76	75
Dallas North	81	73	69	74
Cleburne	81	73	67	73

Federal Attainment Requirements

Conditional Regulatory Test: 1-year extension

Five Highest Monitors	4 th Highest Value for Season			2020 Ozone Season Design Value
	2018	2019	2020	
Grapevine Fairway	82	71	77	76
Eagle Mountain Lake	75	75	76	75
Frisco	81	76	70	75
Dallas North	81	73	69	74
Cleburne	81	73	67	73

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)

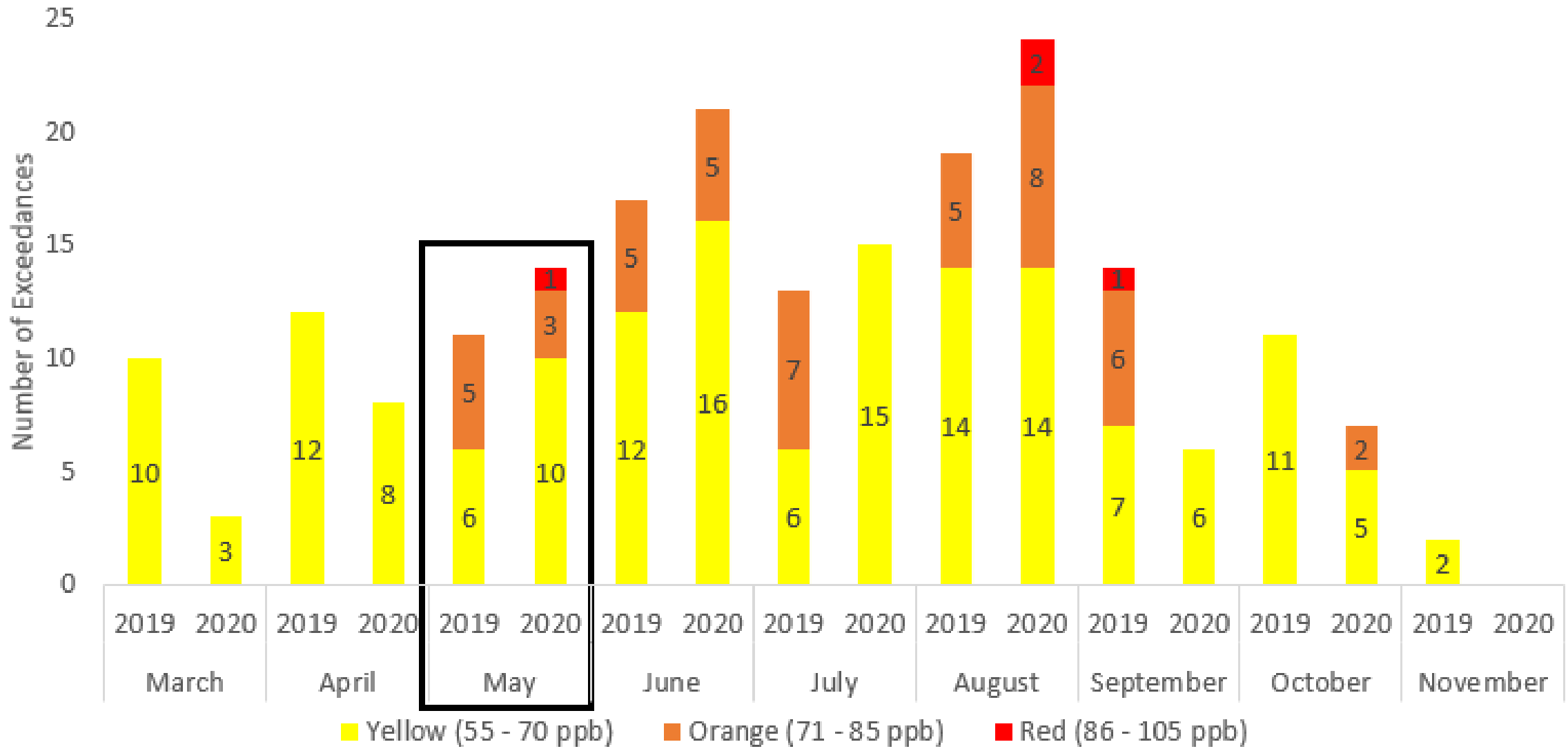
0

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

For more information, please see the Changing Mobility Dashboard:
<https://www.nctcog.org/trans/data/info/measures/transportation-trends-related-to-covid-19>

* indicates compared to February 2020 instead of a corresponding for a 2019 – 2020 comparison

North Central Texas Ozone Exceedance Comparison: 2019-2020



Ongoing and Future Investigations

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

Timeline and Milestones

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