

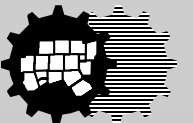
# **National Highway System Review**

Surface Transportation Technical Committee

Brian Flood

July 24, 2020

North Central Texas Council of Governments

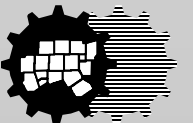


# Introduction

The National Highway System (NHS) is a network of nationally-significant roadways that support the movement of people and goods between population centers, international border crossings, major military installations, and intermodal facilities.

The NHS was originally designated in 1996.

In 2012, as part of MAP-21 legislation, the NHS was expanded to include all Federal Functional Classification System (FFCS) Principal Arterials not currently on the system.

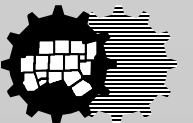


# Purpose of the NHS

Brings focus on parts of the transportation system with the largest impact on the movement of people and goods.

National Performance Management Measures calculated for the entire NHS:

- Pavement Condition
- Bridge Condition
- Safety
- Congestion
- Travel Time Reliability



# Components of the NHS

## Mandated by Federal Law:

- The Interstate Highway System

- The Non-Interstate Strategic Highway Network (STRAHNET),  
identified by the Department of Defense

- Congressionally-Designated High Priority Corridors

## Designated through coordination with local transportation officials:

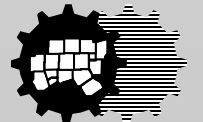
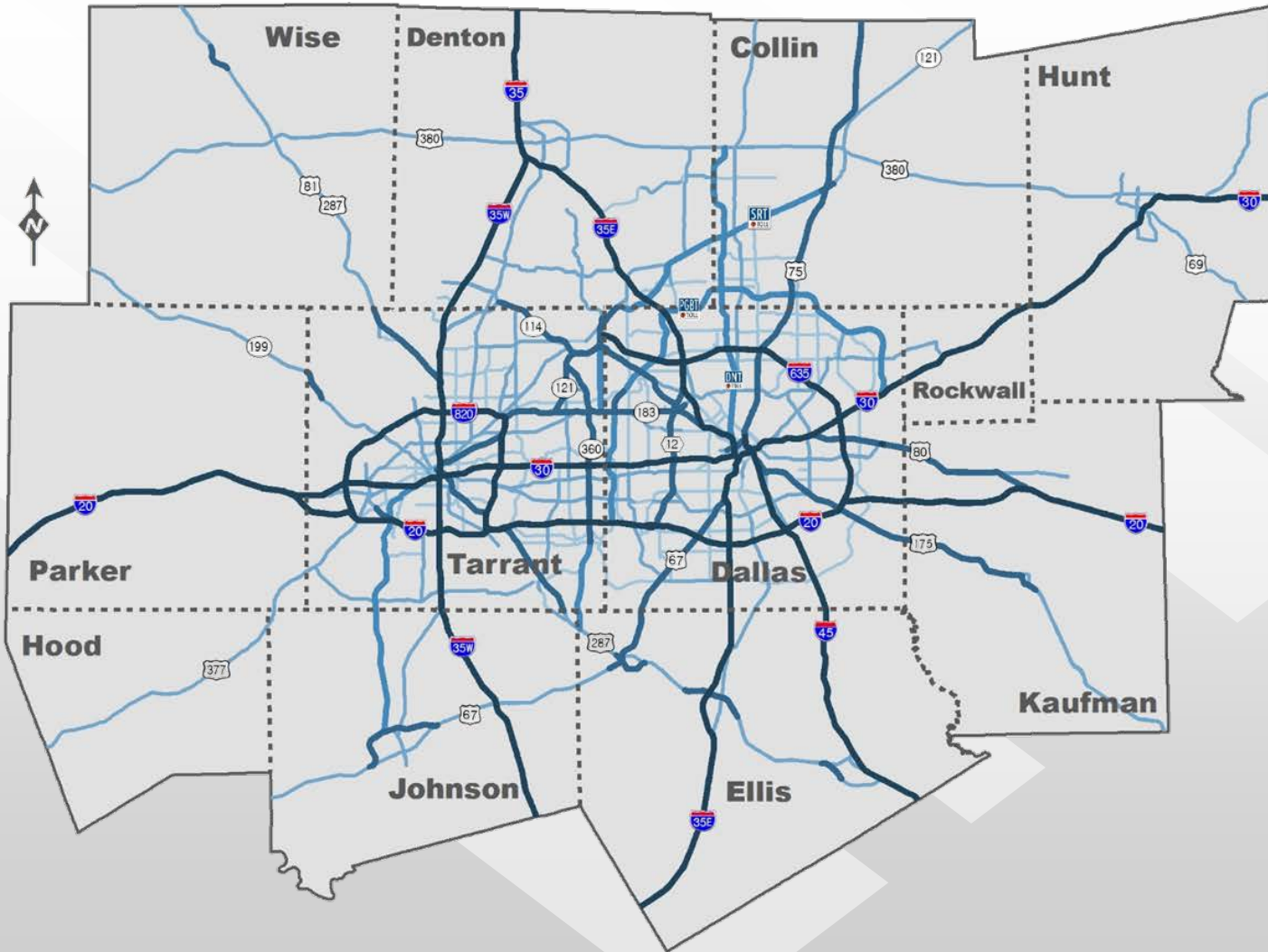
- Other FFCS Urban and Rural Principal Arterials

- Connectors that link intermodal facilities, such as ports, airports,  
and AMTRAK stations, with the rest of the NHS



# National Highway System - Prior to 2019-2020 Update

- Interstate Highway
- Non-Interstate Freeway
- NTTA/Tollway
- On-System Arterial
- Off-System Arterial



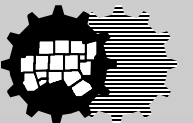
# NHS Review – 2019

TxDOT TPP presented a list of preliminary suggested modifications to the NHS to NCTCOG staff in February 2019.

Information item regarding NHS update process presented to STTC in April 2019; RTC in May 2019.

NCTCOG staff hosted a series of NHS update workshops attended by members of STTC in May 2019.

Staff provided statements of support, revision, or rejection of preliminary suggested modifications to NHS to TxDOT TPP, as well as additional suggested modifications derived from staff/STTC input in June 2019.



# NHS Review – 2020

TxDOT TPP responded to NCTCOG's June 2019 submission on June 25, 2020 and presented a preliminary set of modifications.

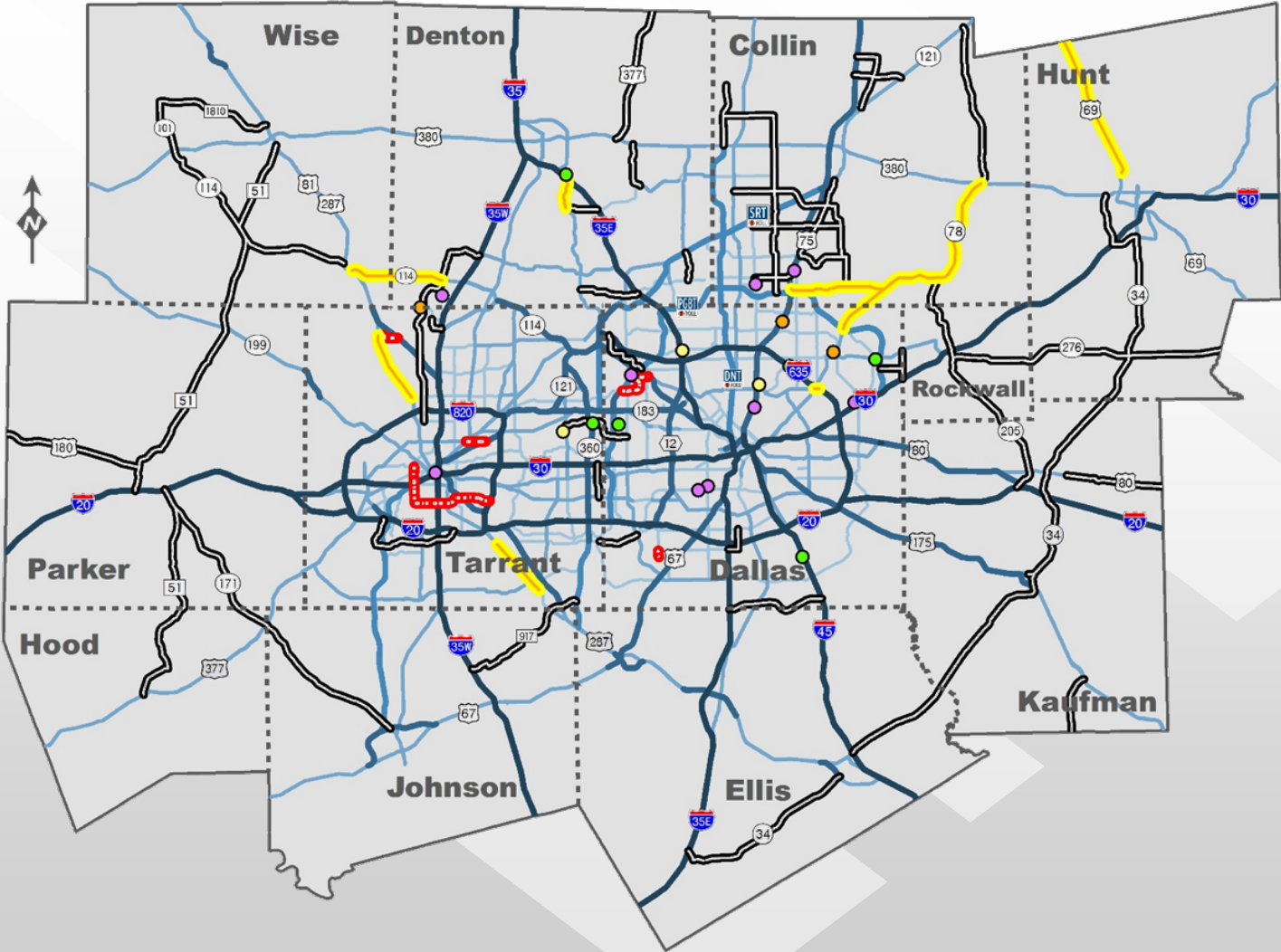
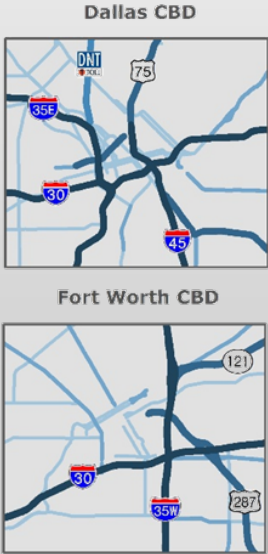
NCTCOG staff and TxDOT TPP met to discuss preliminary modifications on July 9, 2020. Staff followed up with a submission of additional preferred modifications.

TxDOT TPP met with NCTCOG staff to respond to preferred modification submission on July 17, 2020. Final set of modifications are agreed upon.

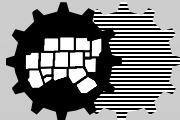


# NHS Review - Final Submission

- Intermodal (IM) Facility Add
- IM Connector Modification
- IM Name Modification
- IM Facility Removed
- Interstate Highway
- Non-Interstate Freeway
- NTTA/Tollway
- On-System Arterial
- Off-System Arterial
- Recommended Addition
- Deferred Addition\*
- Recommended Deletion



\*Deferred facilities to be added once determined that they warrant inclusion in NHS.





# National Highway System Review

## Roadway Modifications

Facility	County	From	To	Modification
BU 287P	Tarrant	Blue Mound Road	McElroy Road	Add to NHS
BU 287P	Tarrant	Kennedale Broadway Street	Mansfield Main Street	Add to NHS
SH 114	Denton/Wise	FM 156	US 81/US 287	Add to NHS
SS 244/Northwest Highway	Dallas	SH 78	IH 635	Add to NHS
SH 78	Collin/Dallas	President George Bush Turnpike	US 380	Add to NHS
US 69	Hunt	BU 69D	MPA Boundary (larger corridor extends north to US 82)	Add to NHS
FM 544/Plano Pkwy	Collin	US 75	SH 78	Add to NHS
FM 2499	Denton	FM 2181	IH 35E	Add to NHS
Berry Street	Tarrant	University Drive	IH 820	Remove from NHS
University Drive	Tarrant	White Settlement Road	Berry Street	Remove from NHS
Blue Mound Road	Tarrant	BU 287P	US 81/US 287	Remove from NHS
Clark Road	Dallas	Danieldale Road	Couch Drive	Remove from NHS
Midway Road	Tarrant	US 377/SH 183	SH 121	Remove from NHS
Walnut Hill Lane	Dallas	SH 161	SH 114	Remove from NHS



# National Highway System Review

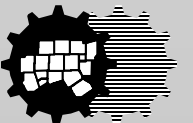
## Modifications to NHS Intermodal Facilities

Facility	Modification Type
Arapaho Center Station	Updated Name
Downtown Garland Station	Updated Name
Fort Worth Intermodal Center	Modify Connector
Alliance Airport	Modify Connector
Hampton DART Bus Transfer Center	Modify Connector
Westmoreland Transit Center	Modify Connector
Park Lane Center	Remove from NHS*
UP/Wilmer Intermodal Terminal	Add to NHS
Lake Ray Hubbard DART Bus Transfer Center	Modify Connector
Mockingbird DART Station	Modify Connector
Jack Hatchell Transportation Center	Updated Name; Modify Connector

Facility	Modification Type
Parker Road Station/Transit Center	Updated Name; Modify Connector
TRE Centreport Station	Add to NHS
West Irving Station	Add to NHS
LBJ/Skillman Station	Add to NHS
MedPark Station	Add to NHS
Downtown Rowlett Station	Add to NHS
Arlington Station (Railtran)	Remove from NHS^
Belt Line Station	Modify Connector
Farmers Branch DART Transfer Center	Remove from NHS*
Santa Fe Railway Intermodal Facility	Updated Name

\*Does not meet the 5,000 daily passenger/500 parking spot threshold

^Never Constructed



# Request for Action

The Surface Transportation Technical Committee endorses and recommends that the Regional Transportation Council approve all modifications proposed through the National Highway System update, including deferred additions to the system to be added as warranted in the future.

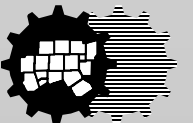


# Contacts/Questions

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# **COVID-19 INFRASTRUCTURE PROGRAM: ROUND 2**

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SURFACE TRANSPORTATION TECHNICAL COMMITTEE

July 24, 2020

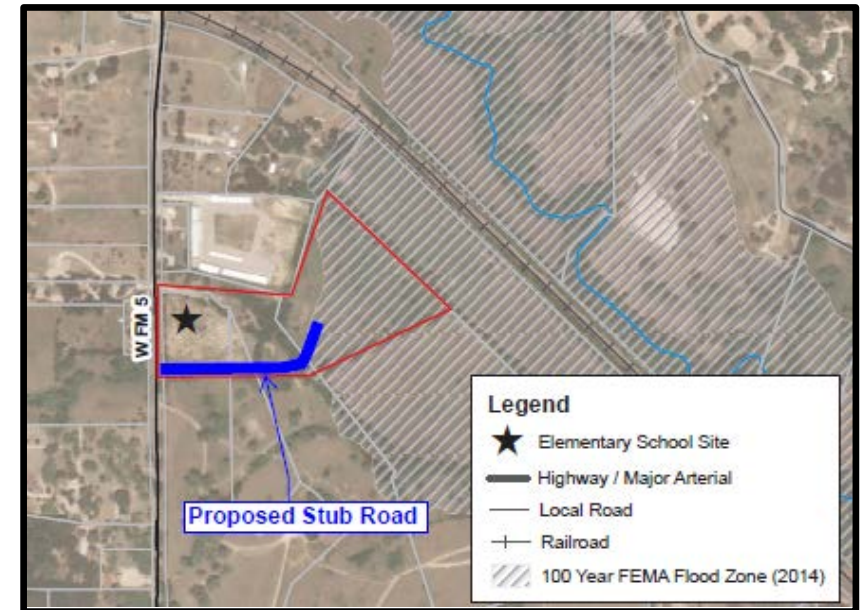
# BACKGROUND

- Due to the recent COVID-19 outbreak, the economy has suffered large setbacks and there is an urgency to stimulate the economy.
- As was done in 2009, the idea is to inject much needed cash into the local and state economy using infrastructure investment.
- North Central Texas Council of Governments staff recommends funding projects that would benefit from expedited action.
- These projects should meet one or several of the RTC policies outlined in Mobility 2045.
- This particular round of investments target better school integration, improved freight connections, implementation of new regional bicycle and pedestrian facilities, improved air quality, and improved safety.

# PROPOSED FUNDING FOR ALEDO INDEPENDENT SCHOOL DISTRICT (ISD) PARTNERSHIP

Aledo ISD has requested assistance to provide access to a new elementary school scheduled to open in August 2021.

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



# PROPOSED FUNDING FOR ALEDO ISD PARTNERSHIP

The Aledo ISD has requested assistance with improvements at the site of a new middle school needed by 2022.

- Limits: Old Weatherford Road from FM 3325 to East of Coder Drive
- Funding:
  - \$2 million provided by developer for design
  - \$0.5 million RTR proposed for right-of-way
  - \$10 million RTR funding proposed for construction
  - Developer will pay an additional \$2.4 million in approximately 4 years (after construction is completed), which partially repays the RTC's commitment.
- Scope: Realign 2 lane to 2 lane roadway (ultimate 4 lanes) including turn lanes at intersections and pedestrian side path
- Source of RTR Funds: Regional West Side Aside Account
- RTC Policy Addressed: Better school integration with schools

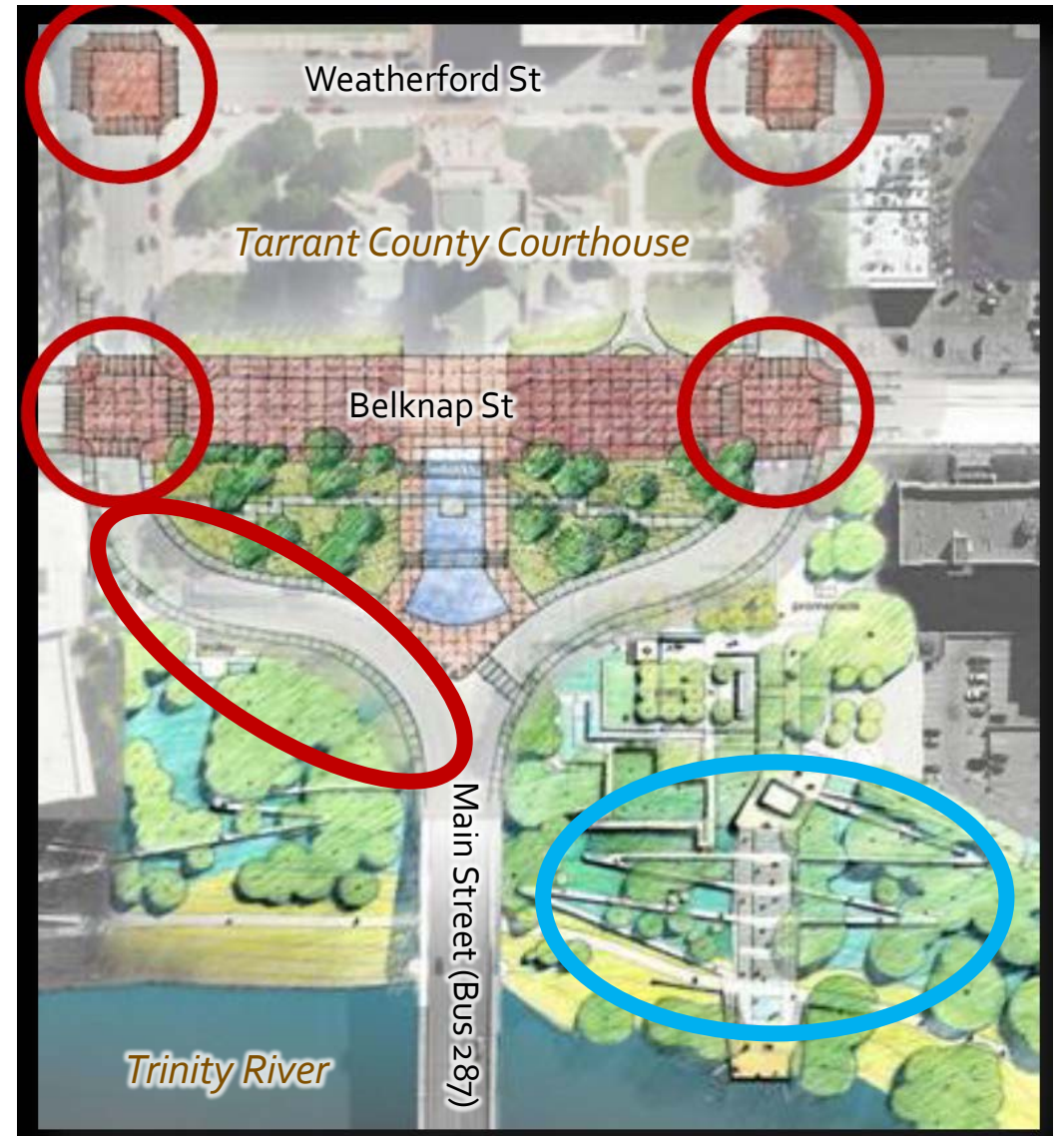




# INTERSECTIONS BY HERITAGE PARK AND TARRANT COUNTY COURTHOUSE

City of Fort Worth has requested assistance for both intersection and bicycle/pedestrian improvements in the Heritage Park area

- Staff proposes to fund the intersection improvements now and consider the bicycle/pedestrian facility in the future, contingent on private sector commitments being realized



# INTERSECTIONS BY HERITAGE PARK AND TARRANT COUNTY COURTHOUSE

- Limits: Main Street (Bus 287) from the Trinity River to Weatherford Street
- Funding:
  - \$775,000 for design committed by Downtown Fort Worth Inc.
  - \$1 million committed by Tarrant County for construction
  - \$660,000 State match requested for on-system work
  - \$4 million Congestion Mitigation Air Quality Improvement Program (CMAQ)
  - \$2.64 million Surface Transportation Block Grant
- Scope: Traffic calming and curb extensions (crosswalk bulb outs) to reduce traffic lanes, adjust turning radius of Main Street, and eliminate bail out lane
- RTC Policy Addressed: Air Quality, Bicycle/Pedestrian Implementation, Safety, ADA Compliance

# IH 35E PEDESTRIAN CROSSING NEAR VICTORY STATION



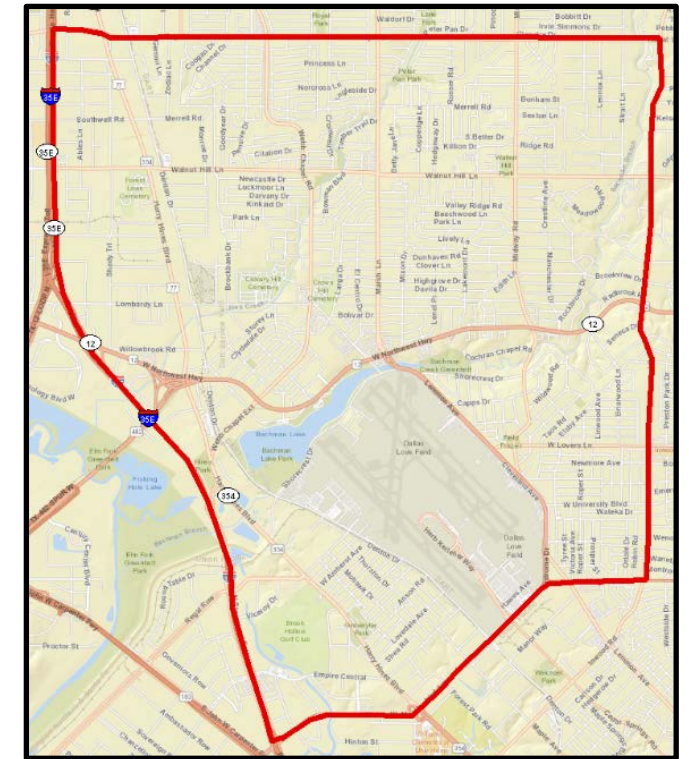
City of Dallas has requested assistance for a pedestrian crossing at IH 35E from the Dallas Design District to the DART Victory Station

- Funding:
  - \$350,000 State Funds for Design
  - \$2.8 million Dallas County RTR Funds for construction
  - \$400,000 local match plus \$300,000+ for amenities from the private sector/TIF districts
- Scope: Construct pedestrian walkway under IH 35E including lighting, crosswalks, traffic signal, and landscaping
- RTC Policy Addressed: Bicycle/pedestrian, air quality, safety

# BACHMAN LAKE AREA PLANNING STUDY

City of Dallas has requested assistance for a review of needed improvements in the Bachman Lake area of Dallas

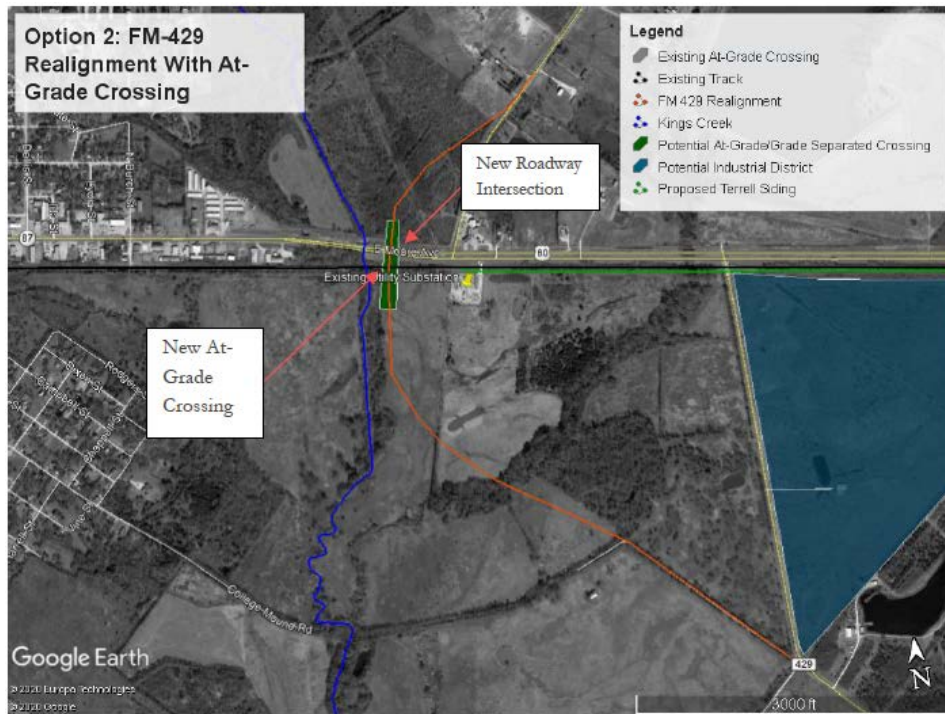
- Limits: District bounded by Mockingbird Lane to the South, IH 35E to the West, Inwood Road to the East, and Royal Lane to the North
- Funding:
  - \$800,000 STBG funds (federal)
  - \$200,000 RTC Local funds
  - May need to utilize TDCs in lieu of local match if RTC/Local is needed to kick off study before federal funding is available
- Scope: Conduct planning study to identify safe pedestrian access/facilities along major roadways to create connections to nearby trails, DART Bachman Station, and study Love Field access
- RTC Policy Addressed: Bicycle/pedestrian, safety, air quality



# FM 429 REALIGNMENT IN TERRELL IN PARTNERSHIP WITH UNION PACIFIC RAIL LINE

Roadway and Freight partnership involving TxDOT, NCTCOG/RTC, and Union Pacific:

- Limits: FM 429 from North of US 80 to approximately 1 mile south of US 80
- Funding:
  - \$8 million of STBG
  - \$2 million State match
- Scope: Realign FM 429 with at-grade crossing in order to construct UPRR siding track nearby and to remove offset intersection of US 80 and FM 429
- RTC Policy Addressed: Freight, safety



# FEDERAL/RTR SWAP WITH DENTON COUNTY

- Implementation timeframes for certain projects (school projects in Aledo ISD) would be greatly accelerated by using non-federal funds.
- The Western Subregion has limited RTR funds.
- Denton County has an RTR funding balance coming back from IH 35E (at least \$200 million).
- Staff proposes to fund a currently unfunded project in Denton County with STBG funds and move the same amount of RTR funds from the Denton County account to the Western Subregion to cover the projects in this partnership program, plus leave a balance for future non-federal needs in the West.
- Proposal:
  - Fund a Denton County project, to be determined after the Texas Transportation Commission Unified Transportation Program action this summer, with \$30 million of STBG funds (plus Category 2 funds, if needed, to fully fund it)
  - Move \$30 million RTR from Denton County to Western Subregion Set Aside Account

# ACTION REQUESTED

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

# QUESTIONS?

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# ***MTP POLICY BUNDLE***

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Round 4

Surface Transportation Technical Committee  
July 24, 2020

Amy Johnson

# WHAT IS THE MTP POLICY BUNDLE?

List of 20 Voluntary Policies from Mobility 2045

50 Percent Adoption Rate to Qualify

Successful Applicants

- May Receive Transportation Development Credits (TDCs)

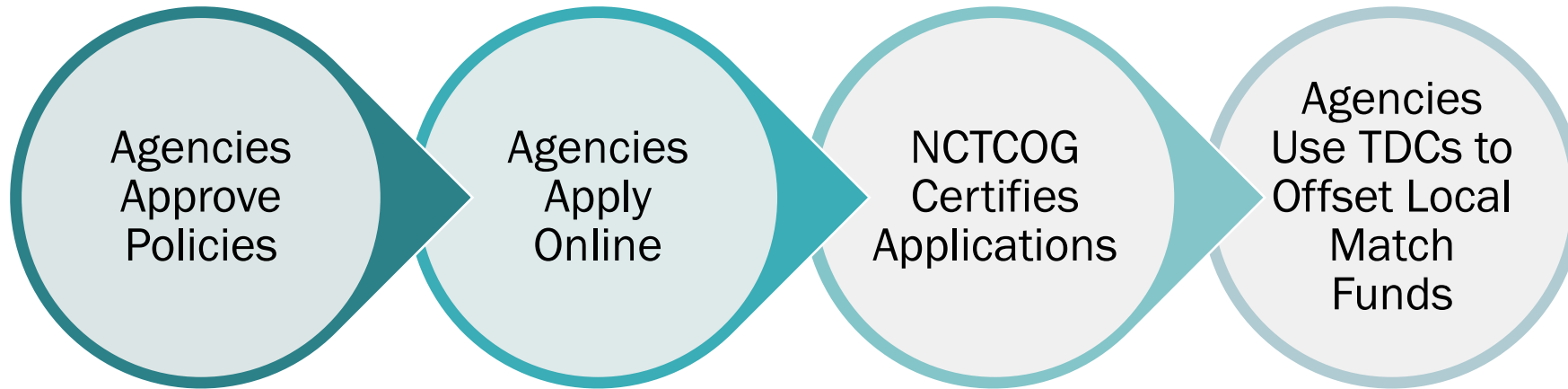
- Use TDCs as Local Match for Federally Funded Projects

Must Be New Project

- Not Currently in Transportation Improvement Program (TIP)

Must Reapply Every Round

# POLICY BUNDLE PROCESS



Resources and information available at  
[www.nctcog.org/policybundle](http://www.nctcog.org/policybundle)



# SAMPLE POLICIES



EMPLOYEE TRIP  
REDUCTION



PARKING  
MANAGEMENT



SAFE ACCESS  
TO SCHOOLS



RAILROAD  
SAFETY



LAND USE  
STRATEGIES



COMPLETE  
STREETS



IDLING  
RESTRICTIONS



FREIGHT-  
ORIENTED  
DEVELOPMENT

# ROUND 4 - HIGHLIGHTS

	Submitted Responses	Met Policy Requirements
Cities*	19	18
Transit Authorities	2	2
<b>Total</b>	<b>21</b>	<b>20</b>

\*4 new agencies applied for Round 4

Participation increased from 14 agencies to 21 compared with last round

## 18 Local Governments

Arlington	Grapevine
Corinth	Irving
Dallas	Lewisville
Denton	McKinney
Duncanville	Mesquite
Farmers Branch	North Richland Hills
Fort Worth	Plano
Frisco	Richardson
Garland	Terrell

## 2 Transit Agencies

DCTA
Trinity Metro

# ROUND 4 RECOMMENDED TDCs

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<b>Entity</b>	<b># Policies</b>	<b>2020 Recommended TDCs</b>
City of Arlington	16	1,875,000
City of Corinth*	13	1,125,000
City of Dallas	19	3,000,000
City of Denton	16	1,125,000
City of Duncanville	15	1,125,000
City of Farmers Branch	11	1,125,000
City of Fort Worth	17	3,000,000
City of Frisco*	14	1,125,000
City of Garland	15	1,875,000
City of Grapevine	17	1,125,000

# ROUND 4 RECOMMENDED TDCs

Entity	# Policies	2020 Recommended TDCs
City of Irving	15	1,875,000
City of Lewisville	15	1,125,000
City of McKinney	14	1,125,000
City of Mesquite	13	1,125,000
City of North Richland Hills	15	1,125,000
City of Plano	17	1,875,000
City of Richardson	13	1,125,000
City of Terrell*	13	1,125,000
DCTA	Pending	1,875,000
Trinity Metro	9	3,000,000
<b>TOTAL</b>		<b>31,875,000</b>

# SCHEDULE (REVISED MAR 2020)

DATE	DESCRIPTION
January 9	RTC Presentation – Information
January 24	STTC Presentation – Information TIP Mods due for May 2020 Revision
February 3	Round 4 Opens
March 20	Early Submittal Deadline
June 30	Final Deadline
July 24	STTC – Information
August 13	RTC – Information
August 28	STTC - Action
September 10	RTC - Action
September/ October	Formal Notification of Awards



# CONTACT US



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TDC and TIP Coordination

# **Federal Highway Administration Measure Target Re-affirmation or Revisions**

**Surface Transportation Technical Committee  
July 24, 2020**

**James McLane and Chris Klaus**

# What Is Performance Measurement?

Framework for relating observed performance of the transportation system to:

**Regional goals and priorities**

**Planning processes and documents**

**Project selection and Policies**

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

**Long history of performance measurement at NCTCOG**

**Setting targets is only beginning of the story!**

# Performance Measurement Activities

**COVID-19:** Changing Mobility

**Local:** Progress North Texas

**Federal:**

Later: Safety (PM1) = 5

Later: Transit Asset Management (TAM) = 4

Later: Transit Safety (PTASP) = 4

Later: Pavement and Bridge (PM2) = 6

Now: System Performance (PM3) = 7

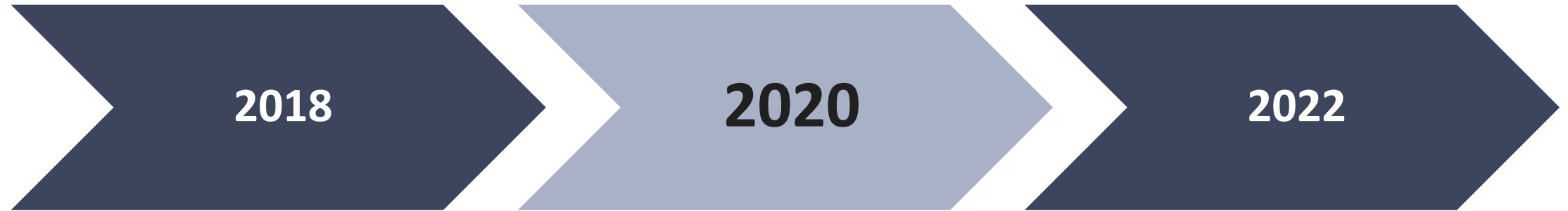


Progress North Texas 2020

Additional Examples:

[www.nctcog.org/pm](http://www.nctcog.org/pm)

# Upcoming PM2/PM3 Action



**First Performance  
Period began**

**Mid-performance  
period report due**

**First Performance  
period ends**

**RTC adopted targets  
for 2020 and 2022**

**RTC adjusts or  
reaffirms 2022  
targets**

**Second performance  
period begins**

**RTC adopts targets  
for 2024 and 2026**

# Upcoming PM2/PM3 Action

Updated PM3 (System Performance) targets due to FHWA via TxDOT October 1st

**Reaffirmation or adjustment to existing quantitative targets for 2022**

Updated PM2 (Pavement and Bridge) targets due 180 days after TxDOT adjusts theirs

**New TxDOT targets anticipated later this year**

**Decision to continue to support statewide targets or adopt quantitative targets for 2022**

# **PM3: System Performance, Freight, and CMAQ**

**7 Measures related to various aspects of the transportation system**








**Reliability, Congestion, Mode Choice, Emissions**

**First RTC Action on November 8, 2018**

**Adopted quantitative 2020 and 2022 regional targets**

**COVID-19 Impacts yet to be determined**

# PM3: DRAFT Recommendations

Measure	Desired Trend Indicating Improvement	Original Targets (as of 2018)		Updated Forecast/Trend		2022 Target Recommendation
		2020	2022	2020	2022	
Interstate Reliability		78.6%	79.5%	78.4%	79.5%	Reaffirm
Non-Interstate Reliability		N/A	71.1%	74.4%	76.1%	Reaffirm
Truck Travel Time Reliability		1.71	1.66	1.83	1.90	<b>Revise *</b> <b>1.90</b>
Peak Hour Excessive Delay		N/A	15.00 hrs.	13.25 hrs.	12.51 hrs.	Reaffirm
Non-SOV Travel		19.9%	20.2%	19.8%	20.0%	Reaffirm
Total Emissions Reductions – NOx		2,892.96	5,062.68	5,884.42	7,403.95	<b>Revise</b> <b>7,403.95</b>
Total Emissions Reductions - VOC		599.67	1,079.40	1,418.56	1,814.02	<b>Revise</b> <b>1,814.02</b>

\*Accept revised target resulting in development of work plan with focus to improve freight movement



# PM3: Related Policies, Programs, Projects

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

Supporting Alternative Transportation Options

Assessing COVID-19 impacts on measures

Addressing measures in planning processes

**Ongoing Congestion Management Process update**

**Upcoming Mobility plans**

**UTP/10-Year Plan**

**2021-2024 TIP**

# PM2: Pavement and Bridge

6 Measures rating “Good” and “Poor” conditions

First target-setting action by RTC on November 8, 2018

**Agreed to support TxDOT’s targets for all PM2 measures**

Pending updated datasets and target adjustments from TxDOT

**Assessment of off-system arterials in "Poor" Condition**

Will be brought to STTC/RTC separately from PM3 action

# Schedule



<b>July 24</b>	<b>STTC Information</b>
<b>August 10</b>	<b>Online Public Input Opportunity</b>
<b>August 13</b>	<b>RTC Information (PM3)</b>
<b>August 28</b>	<b>STTC Action (PM3)</b>
<b>September 10</b>	<b>RTC Action (PM3)</b>
<b>October 1</b>	<b>Revised PM3 Targets Due to FHWA via TxDOT</b>
<b>November 2020- Early 2021</b>	<b>Possible RTC Action on PM2 Targets (Depending on TxDOT)</b>
<b>Early 2021</b>	<b>Anticipated RTC Action on PM1/TAM/PTASP Targets</b>

# Questions, Comments, Contacts

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**<https://www.nctcog.org/pm/fed>**



# Supporting Material

# **PM2: Pavement and Bridge Condition**







**Percentage of Interstate National Highway System (NHS) Pavements in “Good” and “Poor” Condition**

**Percentage of Non-Interstate NHS Pavements in “Good” and “Poor” Condition**

**Percentage of NHS Bridges by Deck Area in “Good” and “Poor” Condition**







**Agreed to support TxDOT’s targets for all PM2 measures**

# PM2: Statewide Targets and Observations

Measure	Direction Indicating Improvement	Current TxDOT Targets (2018)*		Latest Observed Data (Statewide)		TxDOT Proposed 2022 Target Adjustment
		2020	2022	2018	2020	
Interstate Pavements: Good		N/A	66.40%	66.80%	TBD	TBD
Interstate Pavements: Poor		N/A	0.30%	0.30%	TBD	TBD
Non-Interstate Pavements: Good		52.0%	52.3%	54.40%	TBD	TBD
Non-Interstate Pavements: Poor		14.3%	14.3%	13.80%	TBD	TBD
NHS Bridges: Good		50.58%	50.42%	50.70%	50.70%	TBD
NHS Bridges: Poor		0.80%	0.80%	0.88%	1.30%	TBD

\*NCTCOG agreed to support these statewide targets in 2018. They are not regional targets.

# PM2: Regional Targets and Observations

Measure	Direction Indicating Improvement	Current NCTCOG Targets (2018)	Latest Observed Data (Regional)		NCTCOG Proposed 2022 Target Adjustment
			2018	2020	
Interstate Pavements: Good		Support TxDOT	54.20%	TBD	TBD
Interstate Pavements: Poor		Support TxDOT	0.30%	TBD	TBD
Non-Interstate Pavements: Good		Support TxDOT	24.90%	TBD	TBD
Non-Interstate Pavements: Poor		Support TxDOT	36.40%*	TBD	TBD
NHS Bridges: Good		Support TxDOT	55.30%	56.00%	TBD
NHS Bridges: Poor		Support TxDOT	1.90% (14)	2.30% (34)	TBD

\*Off-System Arterials in Poor condition are a large component of this total. NCTCOG is working to address these facilities. 15



# PM2: Related Policies, Programs, Projects

North Texas Strategic NHS Bridge program

**\$8,775,000 INFRA Grant awarded to replace 7 bridges**

Integrated Regional Transportation and Stormwater Management Study  
Assessment of infrastructure vulnerability to flooding

Asset management program/project tracking among local government  
Capital Improvement Programs (CIPs)

UTP/Ten-Year Plan project prioritization/scoring refinements with  
respect to infrastructure condition

Tracking STTC/RTC programs and expenditures that address  
pavement/bridge deficiencies outside of direct maintenance  
investments

# PM2: DRAFT Recommendations

Upcoming decision to continue to support statewide targets or adopt quantitative targets for 2022

**Pending additional analysis**

**Assessment of off-system arterials in "Poor" Condition**

Work with TxDOT to ensure required data is available

**Updated Bridge data – Available now**

**Updated Pavement data – Coming soon**

# **PM3: System Performance, Freight, and CMAQ**

**Percentage of Travel that is Reliable on Interstates**

**Percentage of Travel that is Reliable on Non-Interstates**

**Truck Travel Time Reliability (TTTR)**

**Peak-Hour Excessive Delay (PHED)**

**Percent Non-SOV Travel**

**CMAQ Total Emissions Reductions (NO<sub>x</sub> and VOC)**

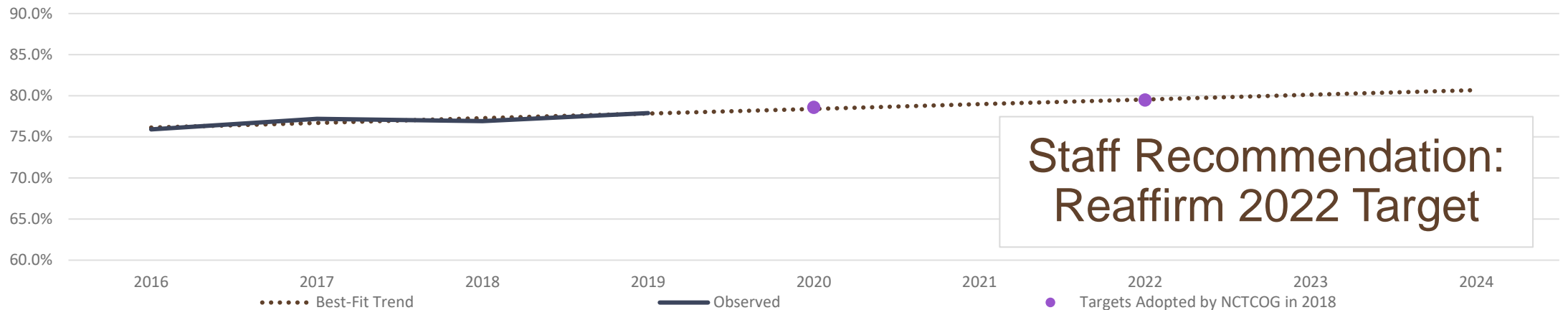
# Reliability (IH and Non-IH)

- Percentage of Person Miles of Travel (Auto occupancy \* VMT) that meets the Federal threshold for reliability
- Applies to Interstate and Non-Interstate NHS in the MPA
- What is reliability?
  - Corridors that are always congested or always free-flowing are generally “reliable”, whereas those that are less predictable travel times are not
  - Reliability quantified using Level of Travel Time Reliability (LOTTR): 80<sup>th</sup> percentile travel time / “normal” 50<sup>th</sup> percentile travel time
  - Segments where LOTTR < 1.50 are declared as “reliable”

# Interstate Reliability



Year	2016	2017	2018	2019	2020	2021	2022	2023	2024
Observed	75.9%	77.2%	76.9%	77.9%					
Best-Fit Trend	76.1%	76.7%	77.3%	77.8%	78.4%	79.0%	79.5%	80.1%	80.7%
NCTCOG 2018 Targets					78.6%		79.5%		

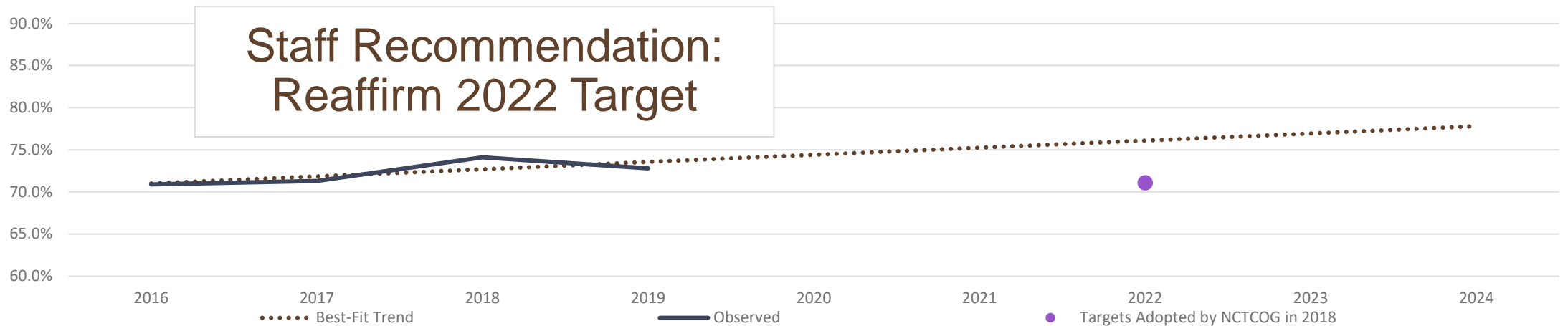


- Trends show slight improvements over time
- Current trend is on track to intercept 2022 target
- Does not factor in travel behavior changes due to COVID-19

# Non-Interstate Reliability



Year	2016	2017	2018	2019	2020	2021	2022	2023	2024
Observed	70.9%	71.3%	74.1%	72.8%					
Best-Fit Trend	71.0%	71.9%	72.7%	73.6%	74.4%	75.3%	76.1%	77.0%	77.8%
NCTCOG 2018 Targets					N/A		71.1%		



- Trends show slight improvements over time
- Anticipated to meet current 2022 target
- Does not factor in travel behavior changes due to COVID-19

# Truck Travel Time Reliability: Overview

**An index on the amount of time a driver needs to add to a median trip length to arrive on time**

**Applies to truck travel on Interstates in the region**

**Example: If the index on a segment is 1.50, the driver will need to allow for 90 minutes to complete what should be a one-hour trip (60 mins. x 1.50)**

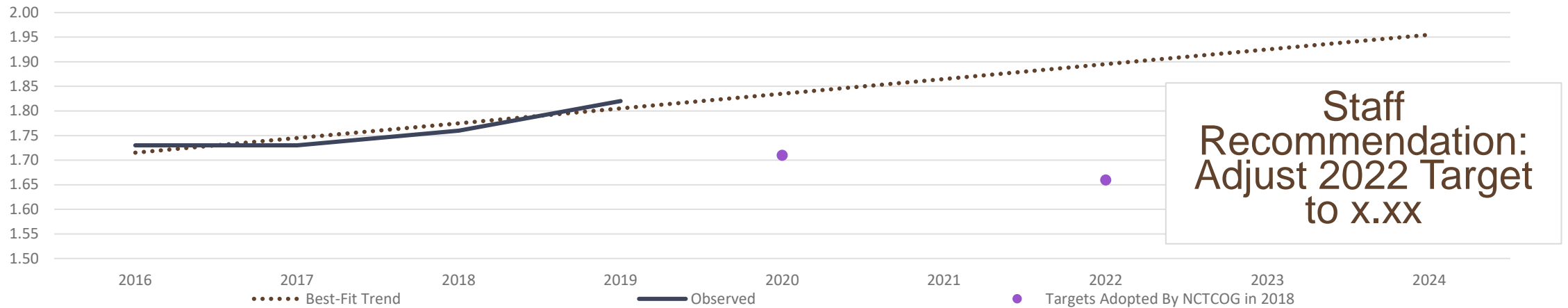
**Decreasing Number = Better Reliability**

# Truck Travel Time Reliability: Analysis

PM3



Year	2016	2017	2018	2019	2020	2021	2022	2023	2024
Observed	1.73	1.73	1.76	1.82					
Best-Fit Trend					1.83	1.86	1.90	1.93	1.96
NCTCOG 2018 Targets					1.71		1.66		



- Current trends show slight worsening over time
- Does not factor in travel behavior changes due to COVID-19



# Truck Travel Time Reliability: Future

## RTC Consideration: Policies, Programs, Projects

Completion of IH30/SH360 Interchange

Completion of IH20 and IH30 Frontage Roads

Implement Recommendations in Truck Parking Study

Implement Truck Focused Traffic Demand Management

Supporting MTP Policies FP3-001 and FP3-002

Receipt of Reliable and Consistent Data Sources

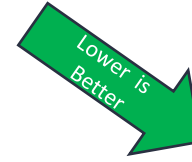
Other Mobility Plan Policy Bundle Initiatives?

Support Rules to Enhance, Streamline, Efficiency

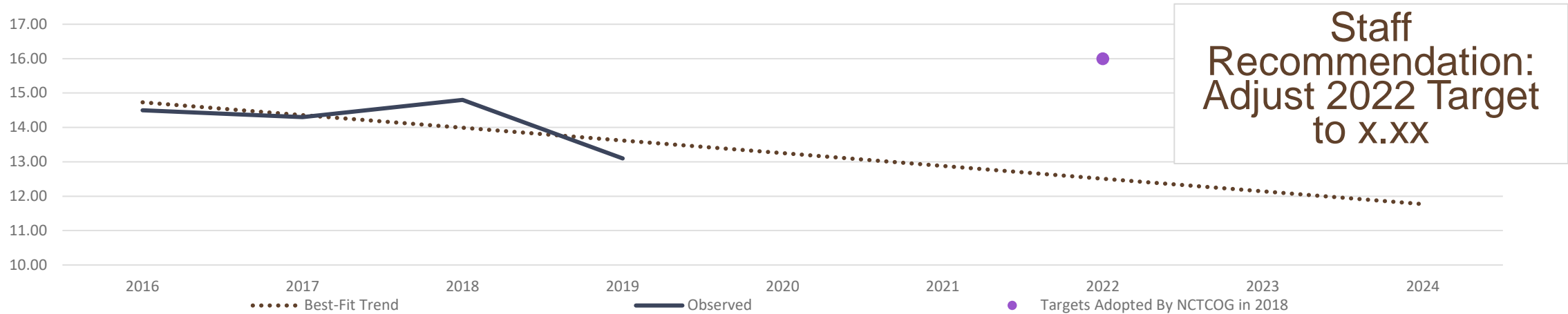
# Peak Hour Excessive Delay

- Quantifies the average hours of excess travel time experienced by the region's population (per capita)
- Applies the NHS in the Dallas-Fort Worth-Arlington Urbanized Area
- Threshold for “excessive delay” is 60% of the speed limit or 20mph, whichever is greater
  - On a segment with a 60mph speed limit, the excessive threshold would be 36mph

# Peak Hour Excessive Delay



Year	2016	2017	2018	2019	2020	2021	2022	2023	2024
Observed	14.50	14.30	14.80	13.10					
Best-Fit Trend					13.25	12.88	12.51	12.14	11.77
NCTCOG 2018 Targets					N/A		15.00		



- Trends show slight improvement over time
- Anticipated to meet current 2022 target
- Does not factor in travel behavior changes due to COVID-19

# Non-SOV Travel: Future

PM3

## RTC Consideration: Policies, Programs, Projects

**Coordinating to Improve Access/Connectivity to Rail Stations**

**Transportation Alternatives Funding for Walking and Bicycling**

**Implement Transformative Projects/Policies**

**Assess COVID-19 Impacts of VMT Reduction**

**Other Mobility Plan Policy Bundle Initiatives?**

**Support Rules to Enhance, Streamline, and Efficiency**

# Non-SOV Travel: Overview

PM3

Percentage of work trips that use any mode other than “drive alone”

As reported by American Community Survey (ACS) 5-Year Estimates

ACS Data Behind by Two Years

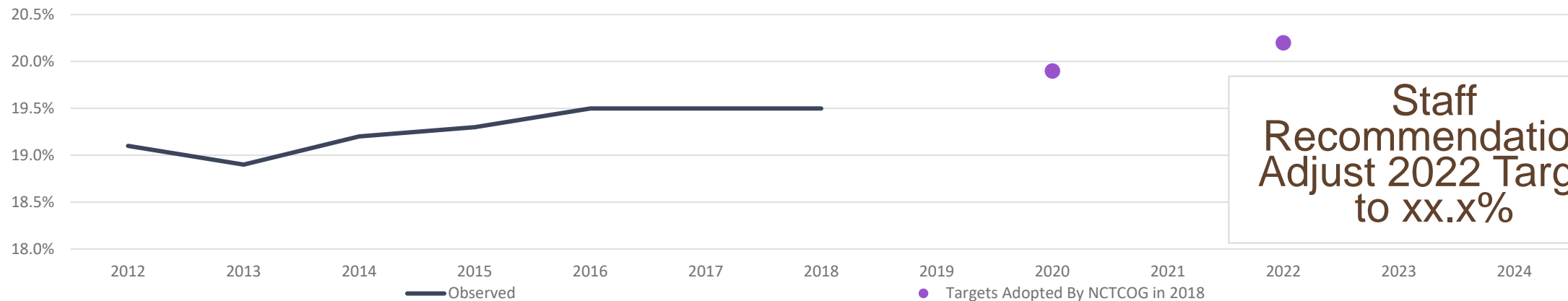
Includes Carpooling, Telecommuting, Public Transportation, Biking, Walking, and other modes

Increasing Number = More Non-SOV Travel

# Non SOV Travel: Analysis



Year	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Observed	19.1%	18.9%	19.2%	19.3%	19.5%	19.5%	19.5%				
Best-Fit Trend								19.7%	19.8%	19.9%	20.0%
NCTCOG 2018 Targets									19.9%		20.2%



- Best-fit prediction suggests we may come close to existing target
- However, this measure is significantly impacted by COVID-19
- Increased telecommuting patterns may last into 2022

# Non-SOV Travel: Future

PM3

## RTC Consideration: Policies, Programs, Projects

**Coordinating to Improve Access/Connectivity to Rail Stations**

**Transportation Alternatives Funding for Walking and Bicycling**

**Implement Transformative Projects/Policies**

**Assess COVID-19 Impacts of VMT Reduction**

**Other Mobility Plan Policy Bundle Initiatives?**

**Support Rules to Enhance, Streamline, and Efficiency**

# Total Emissions Reductions: Overview

**Assess the Congestion Mitigation Air Quality Program (CMAQ)**

**Truck and Passenger Vehicle Emissions Source**

**Nitrogen Oxides (NO<sub>x</sub>)**

**Volatile Organic Compounds (VOC)**

**Increasing Value = More Emissions Reductions**

**Incorporate Observed 2018 and 2019 Reported Data**

**Met Original 2022 Target for NO<sub>x</sub> and VOC**

**Recommendation to Adjust NO<sub>x</sub> and VOC Targets**



# Total Emissions Reductions: Analysis

PM3

## Original 2022 Targets

Forecasted based on observed 2014-2017 data

No guidelines available at time for specific years



Year	2019	2020	2021	2022	Total
NOx (kg/day)	1,446.48	1,446.48	1,084.86	1,084.86	5,062.68
VOC (kg/day)	299.83	299.83	239.87	239.78	1,079.40

## Updated 2022 Targets

Incorporating reported 2018, 2019, and partial 2020 data

Guidelines suggest 2018, 2019, 2020, and 2021

Year	2018	2019	2020	2021	Total
NOx (kg/day)	3,980.83	<del>1,446.48</del> 1,903.59	<del>1,446.48</del> 434.67	1,084.86	7,403.95
VOC (kg/day)	906.65	<del>299.83</del> 511.91	<del>299.83</del> 155.59	239.87	1,814.02

**Staff Recommendation: Adjust 2022 Targets**

# Total Emissions Reductions: Future

PM3

## RTC Consideration: Policies, Programs, Projects

**Strengthen Comprehensive Air Quality Program**

**Assess COVID-19 Impacts of VMT Reduction and Emissions**

**Other Mobility Plan Policy Bundle Initiatives?**

**Support Rules to Enhance, Streamline, Efficiency**

**Maximize Emissions Benefits**

**Maintain a Level of Benefits for Transportation Conformity**

**Continuing Role in Attainment of 2 Ozone Standards**

**2021, 2022, 2023 for Next Attainment Cycle - 2024**

# Legislative Update

Kyle Roy

North Central Texas Council of Governments

July 24, 2020

Surface Transportation Technical Committee

# Federal Update

## Transportation Reauthorization

- Action needed by September 30, 2020
- House INVEST in America Act; HR 2
- Senate America's Transportation Infrastructure Act (2019)

## HR 2 – Moving America Forward Act

- \$1.5T Infrastructure Bill
- Transportation, water, broadband, housing, energy, healthcare
- Includes INVEST text

**Investing in a  
New Vision  
for the  
Environment  
and Surface  
Transportation  
(INVEST)  
in America Act**

- \$495.4 billion in federal funding for FY2021 through FY2025
- Approved by House Committee on June 18
- Text rolled into HR 2
- Recent House actions
- Barriers to final approval



# **INVEST in America Act**

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## **Division A**

- Maintains existing program structure for FY2021; mostly extends authorized funding levels for FY 2021
- Provides state DOTs and local transit agencies with relief from COVID revenue loss

## **Division B**

- Reauthorizes highway, transit and safety programs for four more years

## **Division C**

- Hazardous materials safety reauthorization

## **Division D**

- Rail reauthorization

# **INVEST in America Act**

## **Major Themes**

- Focuses on improvements to existing facilities vs. new capacity
- Creates at least 20 new programs, new grant programs
- Climate, resiliency, greenhouse gas reduction
- Bike/ped access and safety
- Increases in transit funding
- Bridge improvements

# Appropriations

## **House:**

Subcommittee markups held week of July 6

Full committee hearings week of July 13

## **Senate:**

Markups delayed



# State Legislative Update

- Texas House and Senate Committees cancelled interim hearings due to COVID-19
- Comptroller mid-cycle revenue estimate
- Texas Transportation Commission continues to meet monthly
  - Draft FY2021 UTP open comment period July 10-August 10
- Bill filing begins November 9, 2020
- First day of 87<sup>th</sup> Texas Legislature – January 12, 2021

# Contact Information

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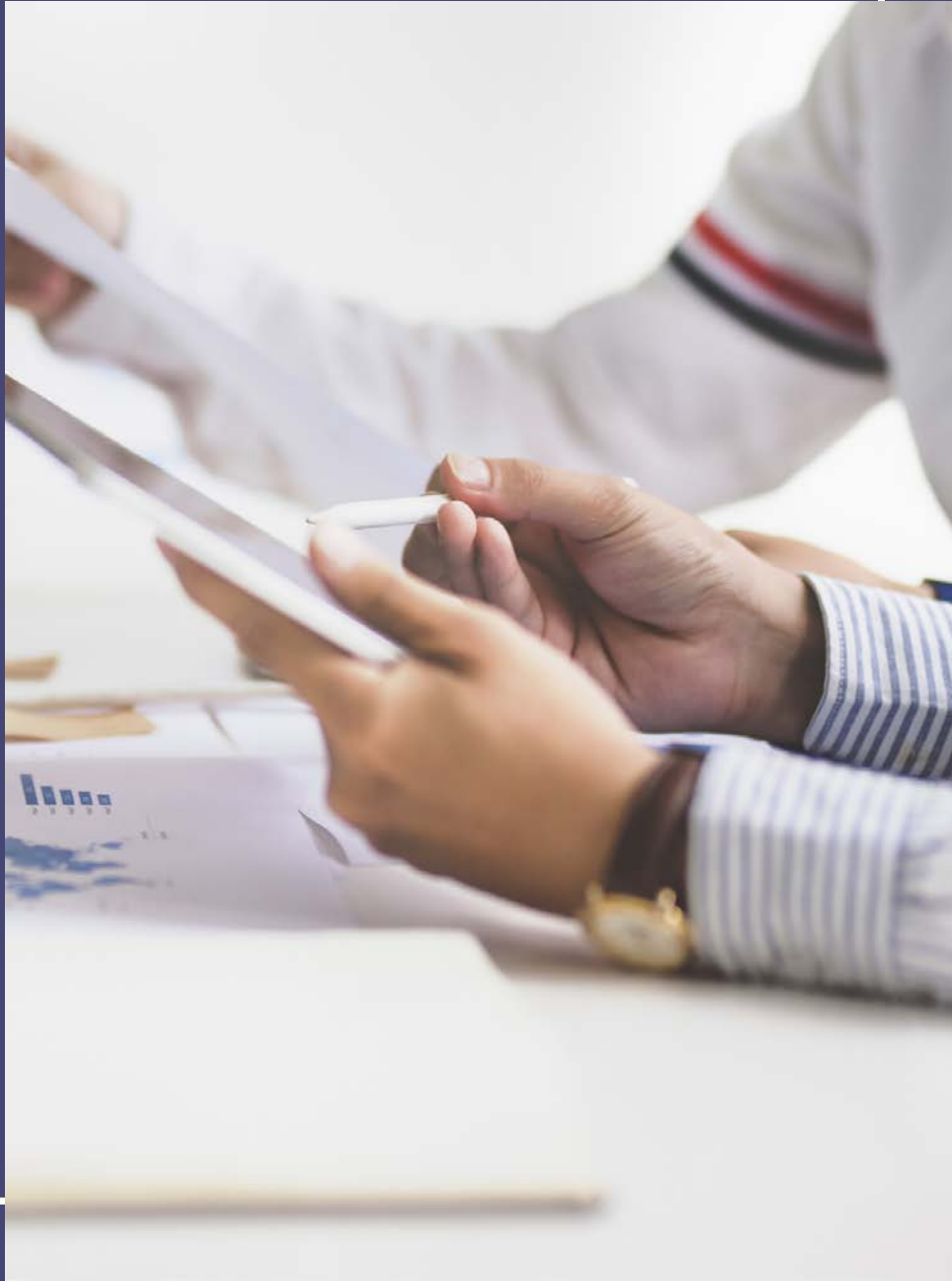
# CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING  
INNOVATIVE PROJECTS DURING COVID  
RECOVERY

Surface Transportation Technical Committee  
July 24, 2020

Michael Morris, PE  
Director of Transportation

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## POLICY METRICS: CHANGING MOBILITY

METRIC 1: Travel behavior response to COVID-19

METRIC 2: Financial implications to traditional revenue sources

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

METRIC 4: Prioritization of infrastructure improvements that offset unemployment increases

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# Metric 1: TRAVEL BEHAVIOR RESPONSE TO COVID-19

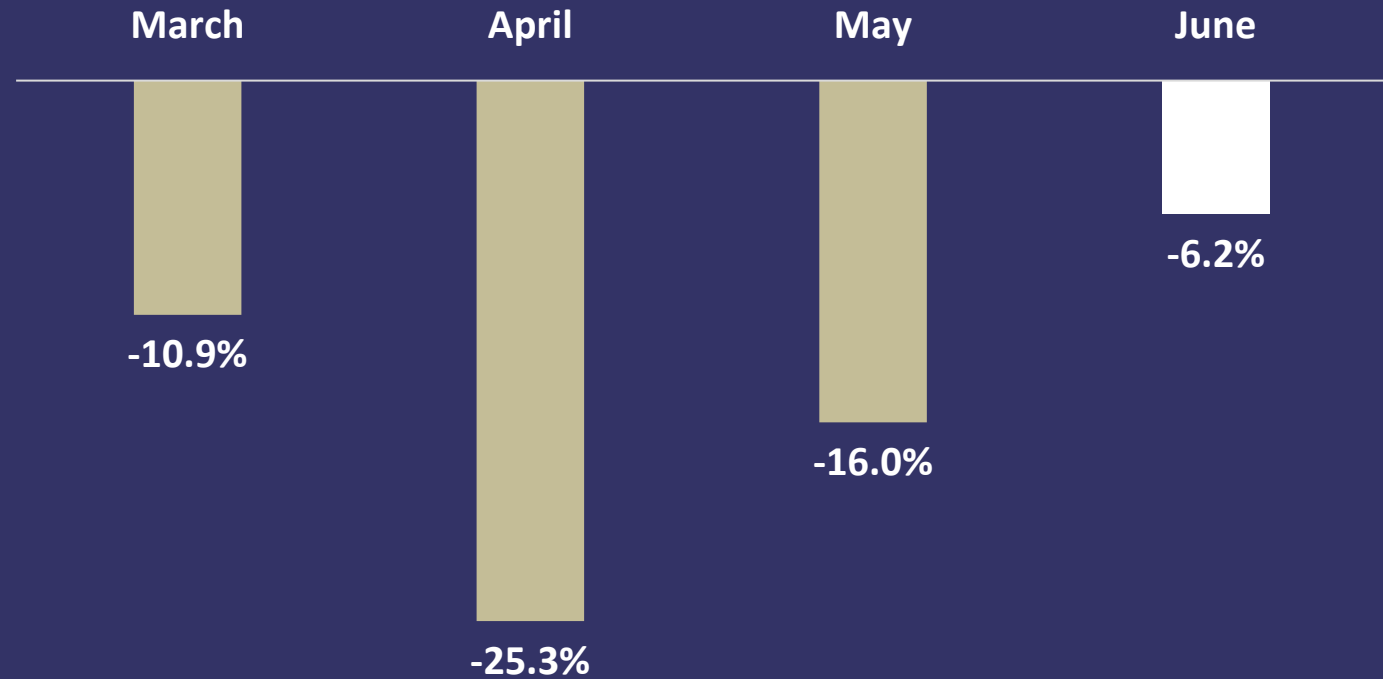


# ROADWAY

## TRENDS

Weekly Freeway  
Volumes

### Traffic Decrease vs February 2020



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# TRAVEL BEHAVIOR BY MODE



Bicycle/Pedestrian (+22%, June)



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Freeway Volumes (-6%, June)



Toll Road Transactions (-40%, May)

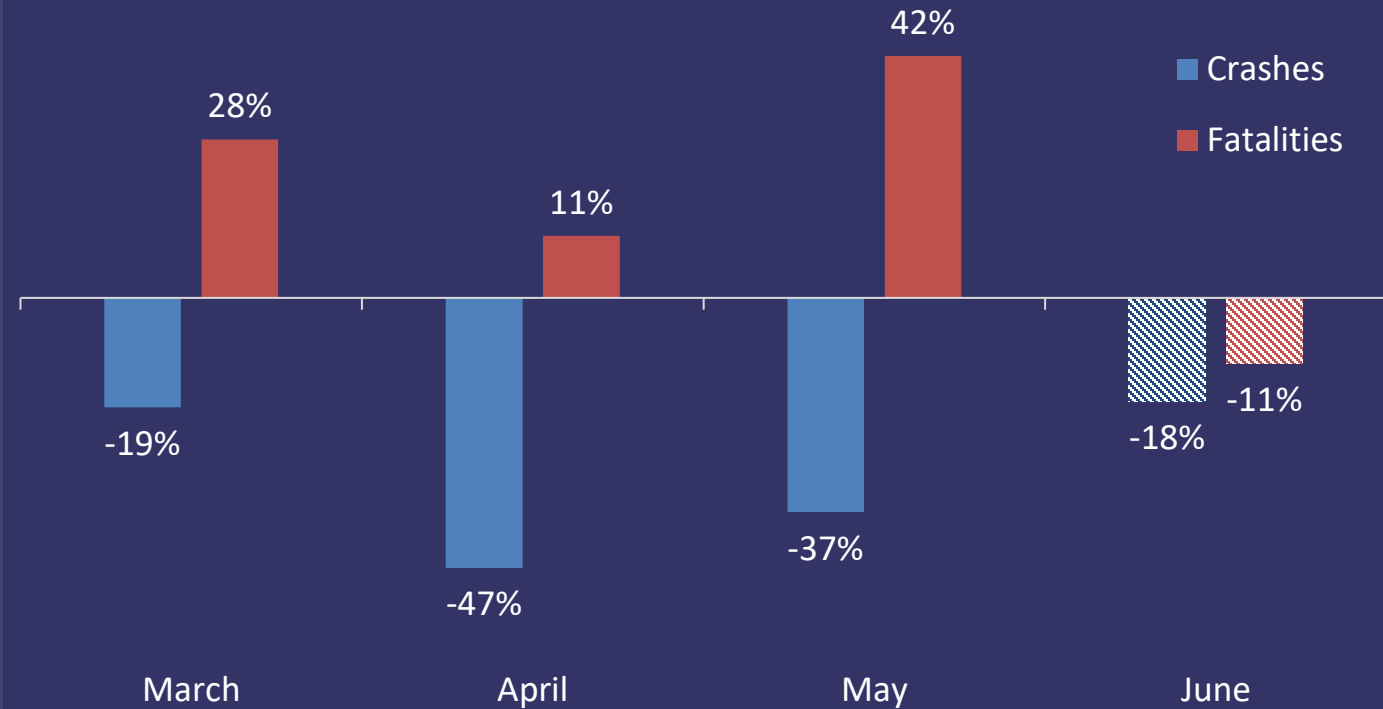
Transit Ridership (-55%, May)

Airport Passengers (-80%, May)

# CRASH TRENDS

## Changes in Crashes and Fatalities

### Crashes and Fatalities: 2019 vs 2020



Source: TxDOT Crash Records Information System

Crash data is accurate as of July 15, 2020.

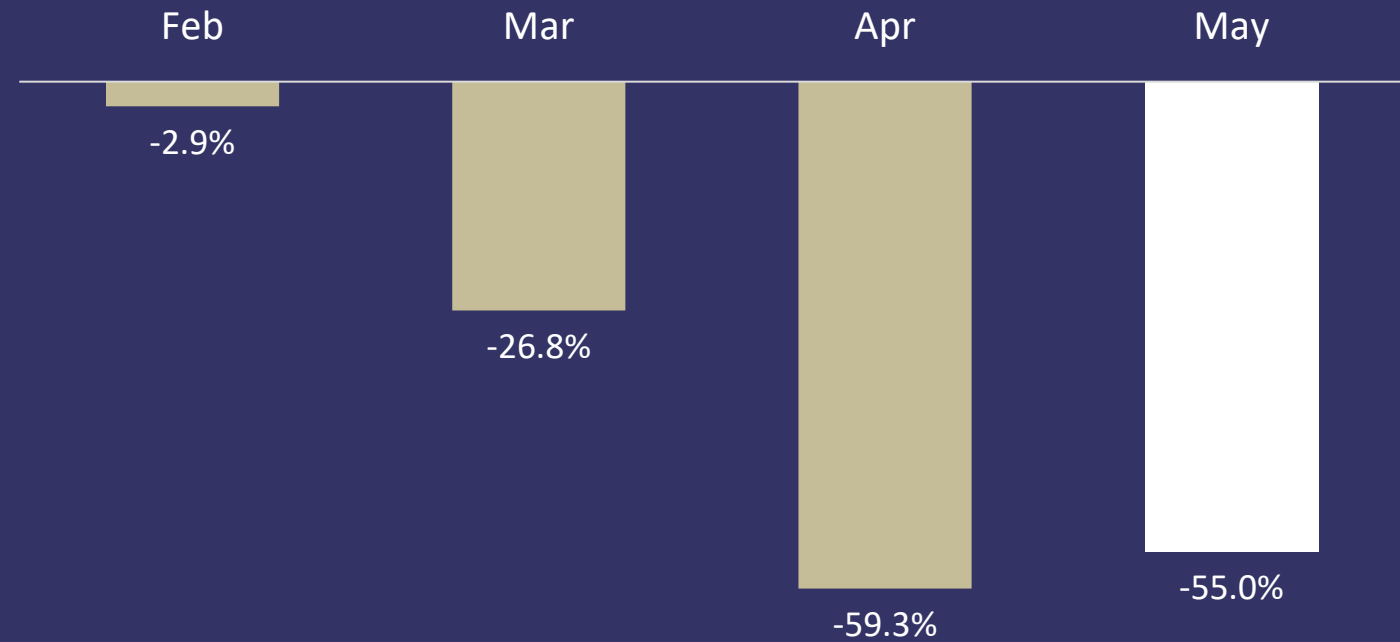
Traffic enforcement was significantly reduced during the COVID-19 shelter-in-place orders.



# TRANSIT IMPACTS

Ridership

## Passenger Decrease : 2019 vs 2020

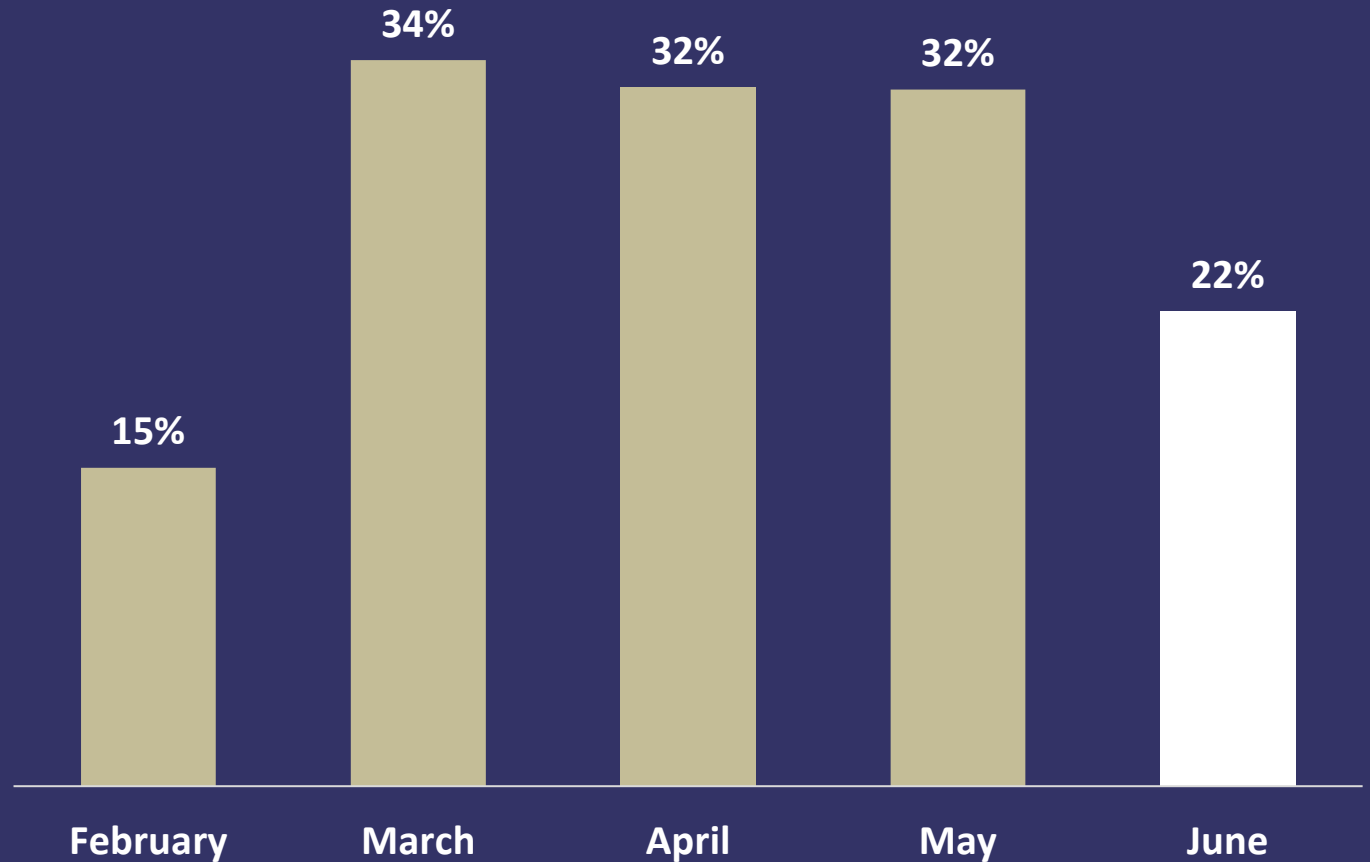


Source: DART, DCTA, and Trinity Metro

# BICYCLE AND PEDESTRIAN IMPACTS

## Trail Counts

### Increase in Trail Usage: 2019 vs 2020



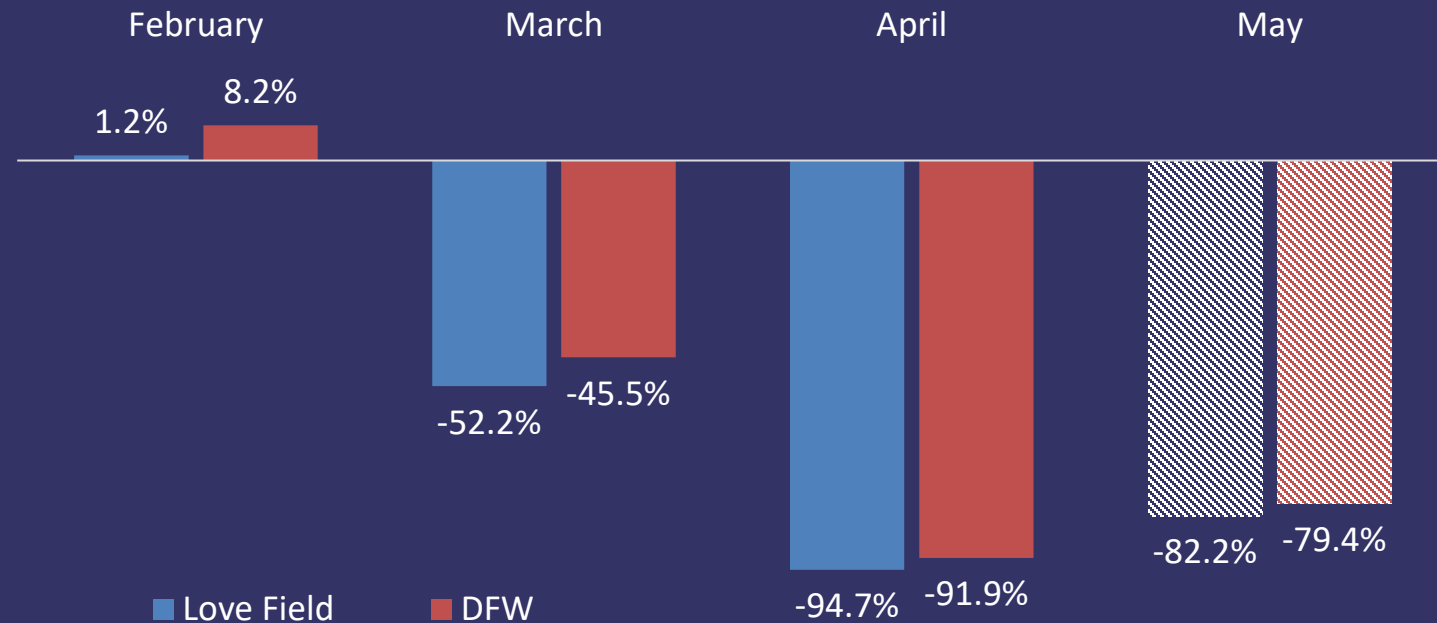
Source: NCTCOG, collected at Chisholm Trail in Plano, Denton Branch Rail Trail in Denton, Katy Trail in Dallas and Trinity Trails in Fort Worth.

Note: No adjustments for weather were applied.

# AIRPORT TRENDS

## Passengers

## Change in Airport Passengers: 2019 vs 2020



Source: Dallas Love Field Website and DFWIA data

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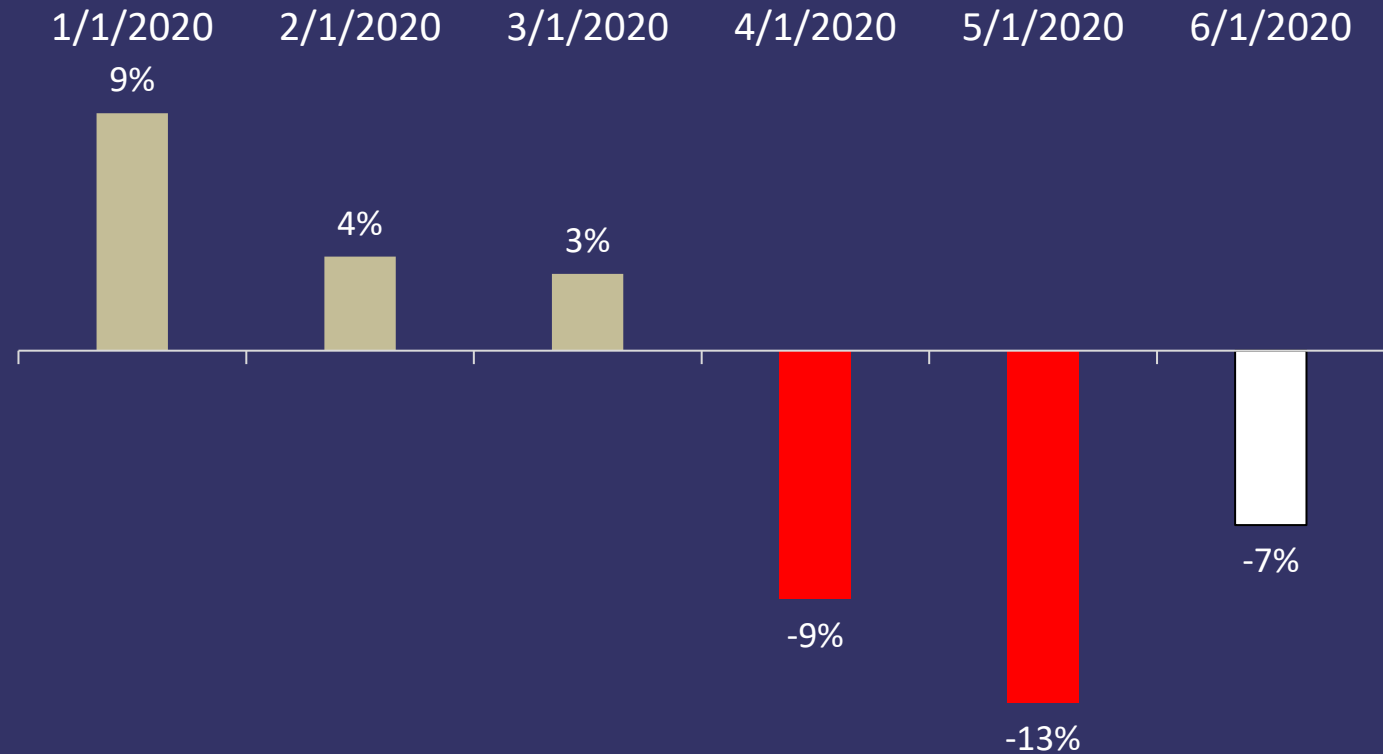
# Metric 2: Financial Implications to traditional transportation revenue



# FUNDING IMPACT

Sales Tax Decrease

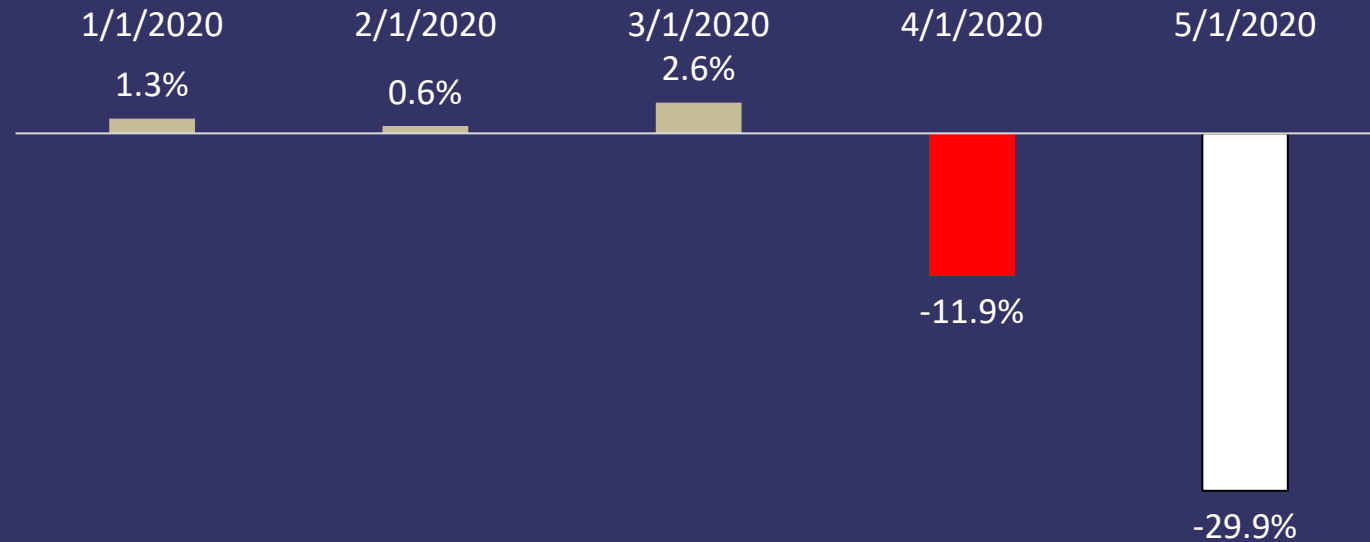
## Sales Tax Change: 2019 vs 2020



# FUNDING IMPACT

Motor Fuel Tax  
Decrease

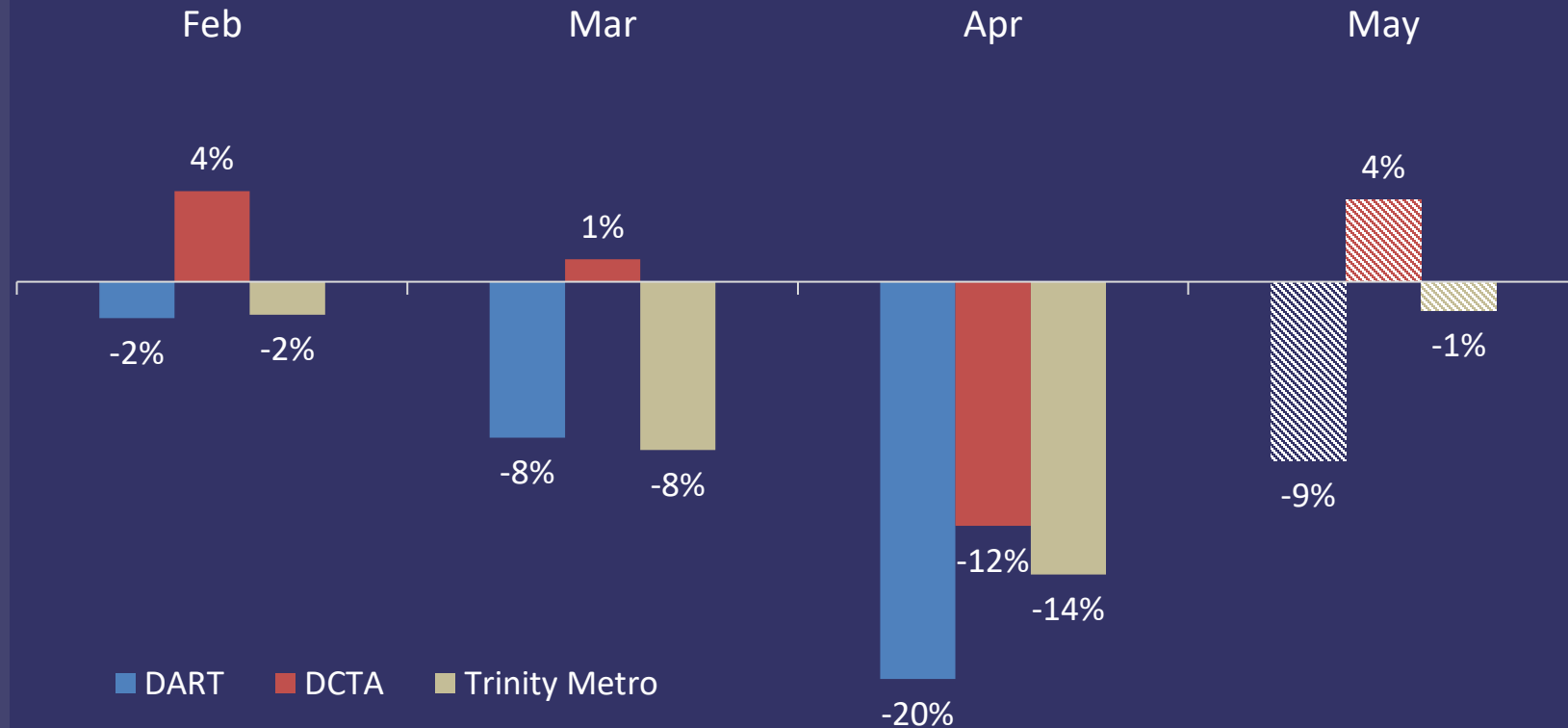
## Motor Fuel Tax Change: 2019 vs 2020



# FUNDING IMPACTS

## Transit - Sales Tax Allocations

### Sales Taxes Allocated For Transit: 2019 vs 2020

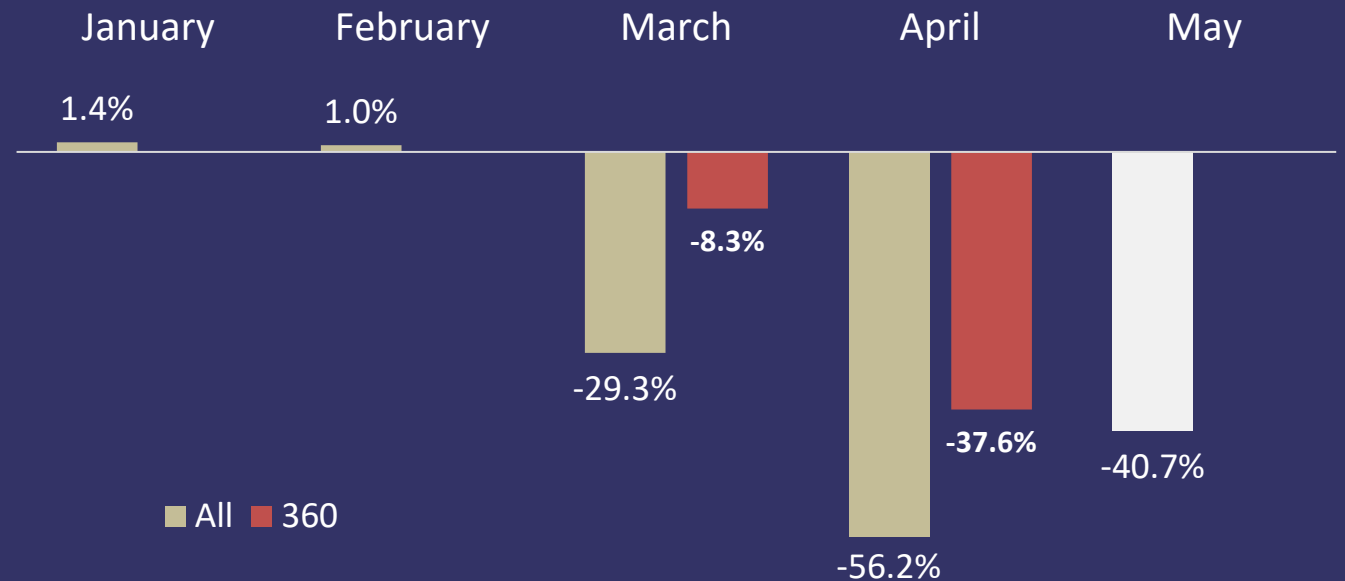


Source: DART, DCTA, and Trinity Metro

# FUNDING IMPACTS

NTTA Transactions, Including SH 360

## Change in Tollway Transactions: 2019 vs 2020



Source: NTTA

Note: Change for NTTA includes 360 Tollway

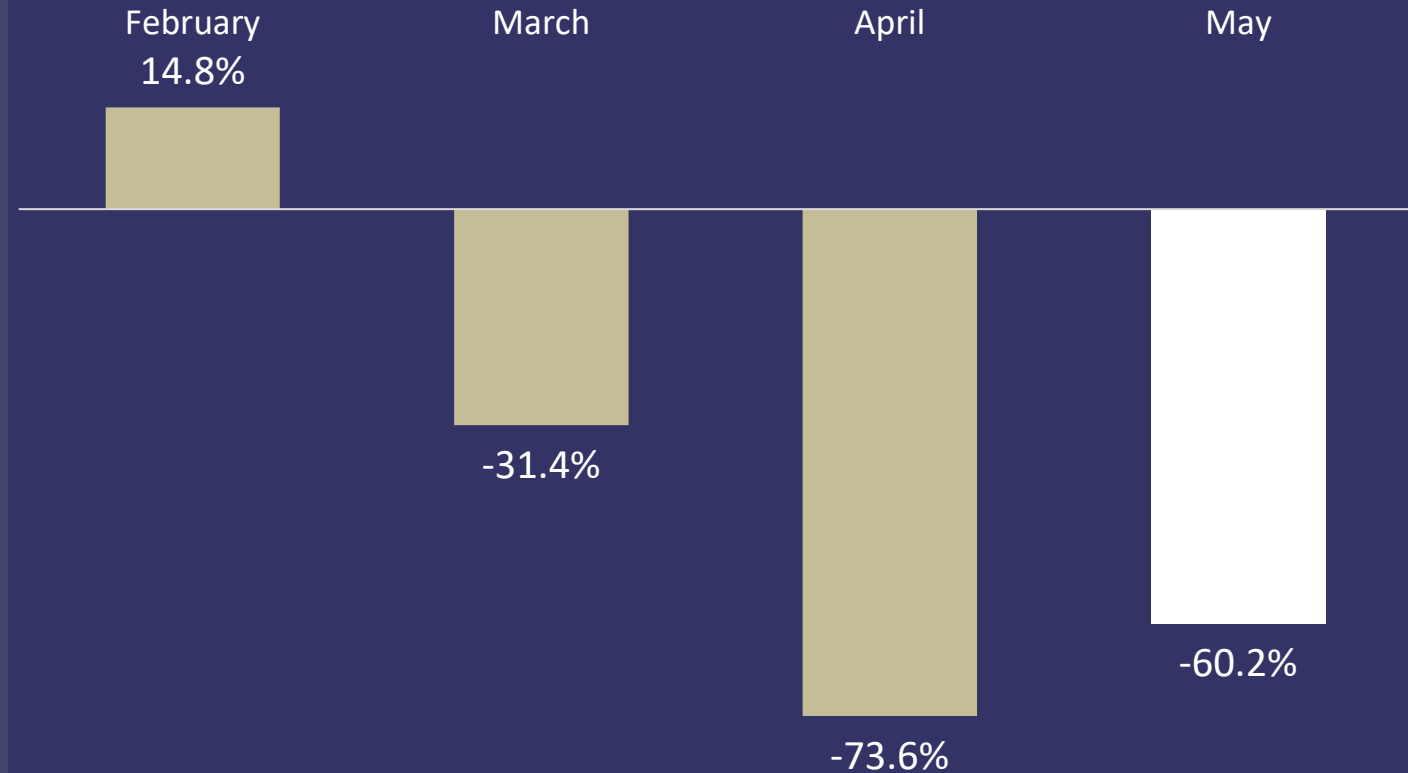
Additional Note: Despite decline in transactions, the revenues are sufficient to meet debt service for SH 360. No current impact to RTC backstop expected.



# FUNDING IMPACTS

## I-35E TEXpress Lane Transactions

### Change in Transactions: 2019 vs 2020



Source: TxDOT

Note: TIFIA loan not impacted at this time as interest only payment period does not begin until May 2022

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# Metric 3: Benefits of Travel Behavior Responses to Areas of RTC Responsibility



# REGIONAL AIR QUALITY IMPACTS DURING COVID-19

Reduced Vehicle Emissions

Lowest Frequency of High-Level, Unhealthy Ozone Exposure Days (*prior to exceedances on May 17, 2020*)

Cleaner Air = Blue(r) Skies

Positive Health Impacts? (Under Review)

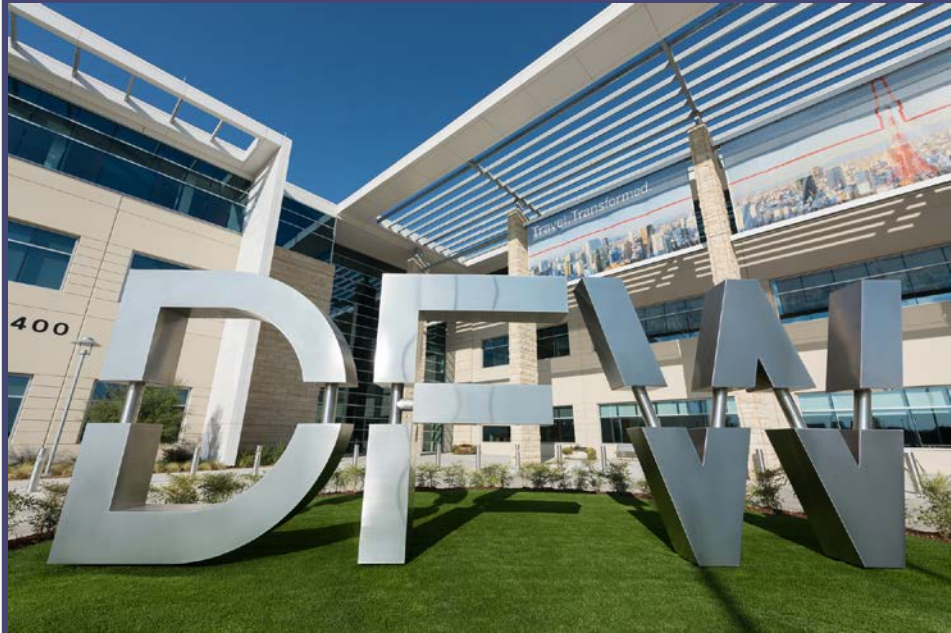
How Can We Sustain Impacts? (To be Determined)

Electric and Fuel Cell Vehicles

Travel Demand Management (Telecommuting)

Exceedances influenced by high background levels

Real world analysis on local contributions suggest multi-state SIP's to reduce background



## Despite Decreased Travel, DFW Is The Busiest Airport In The World

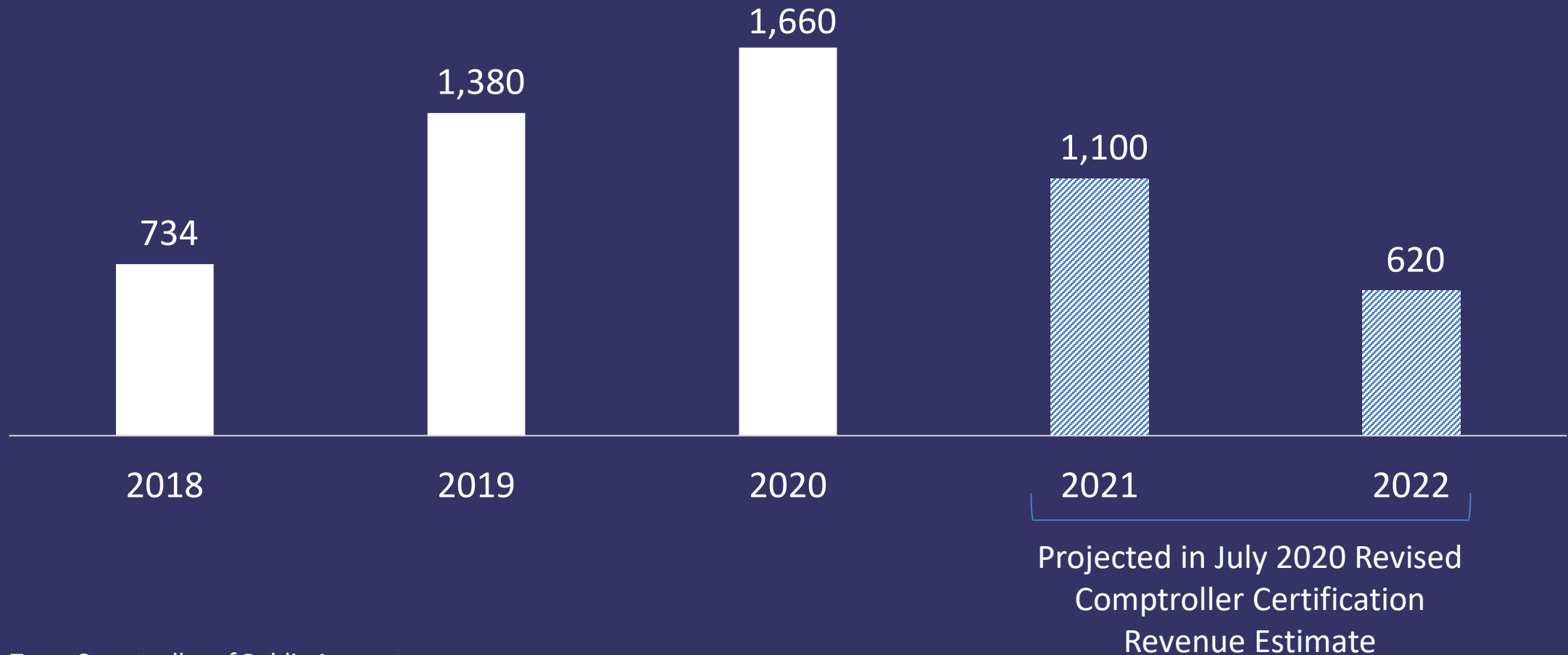
No employees furloughed

Over 90% of restaurants in operation

Received \$300M from the CARES ACT

Construction projects accelerated

# Proposition 1 Transfers to the State Highway Fund, Millions



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# Metric 4:

Prioritization of

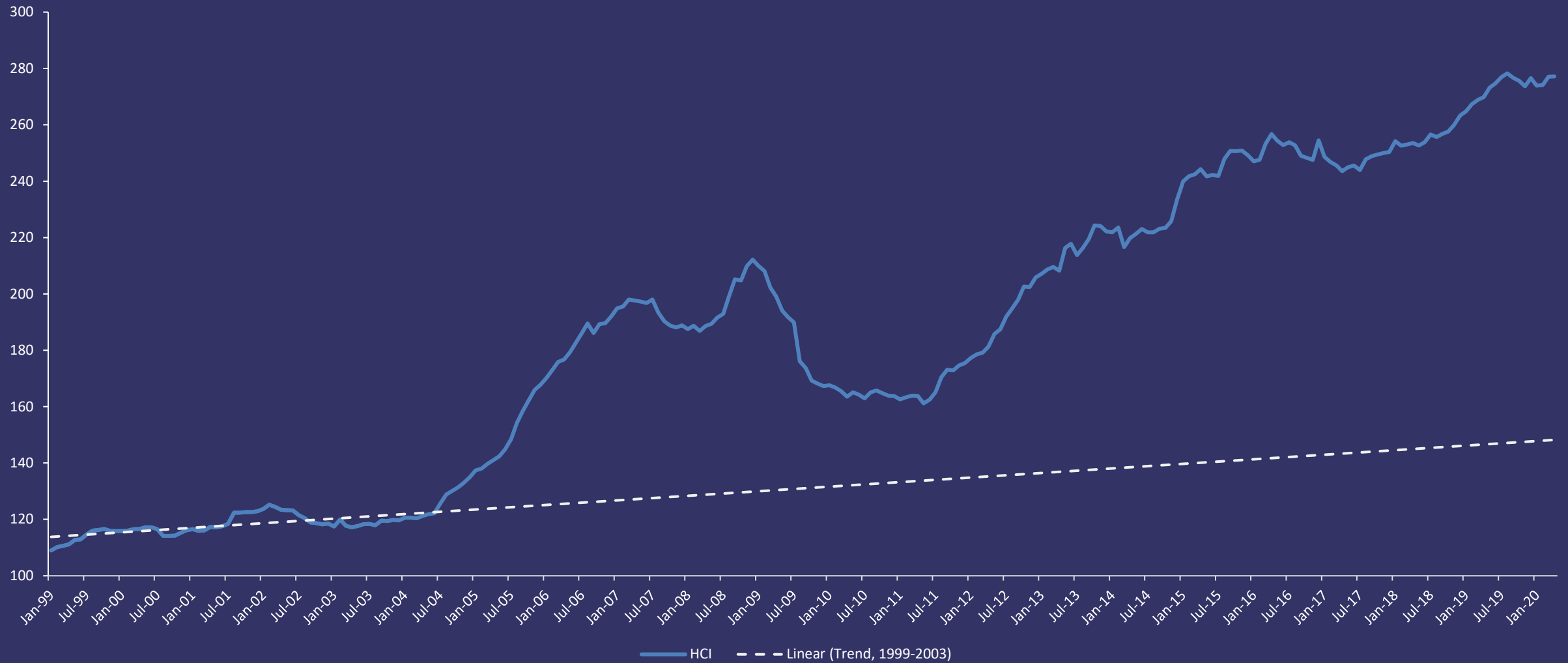
infrastructure improvements

that offset unemployment

increases



# HIGHWAY CONSTRUCTION INDEX



## CANDIDATE PROJECTS



High Speed Rail: Dallas to Houston  
(FEIS Released May/June)

High Speed Rail: Dallas to Fort Worth

Hyperloop Certification Center  
(Governor's Letter Anticipated)

Autonomous Transit (GM, Midtown)

Freeway Induction Loops

State Highway 183 (Section 2E+)

Y Connector (FEIS June 4 – 22, 2020)

COVID-19 #00X Program



# UPDATE ON VOLKSWAGEN SETTLEMENT

**Surface Transportation Technical Committee  
July 24, 2020**

**Lori Clark  
Program Manager & DFW Clean Cities Coordinator**

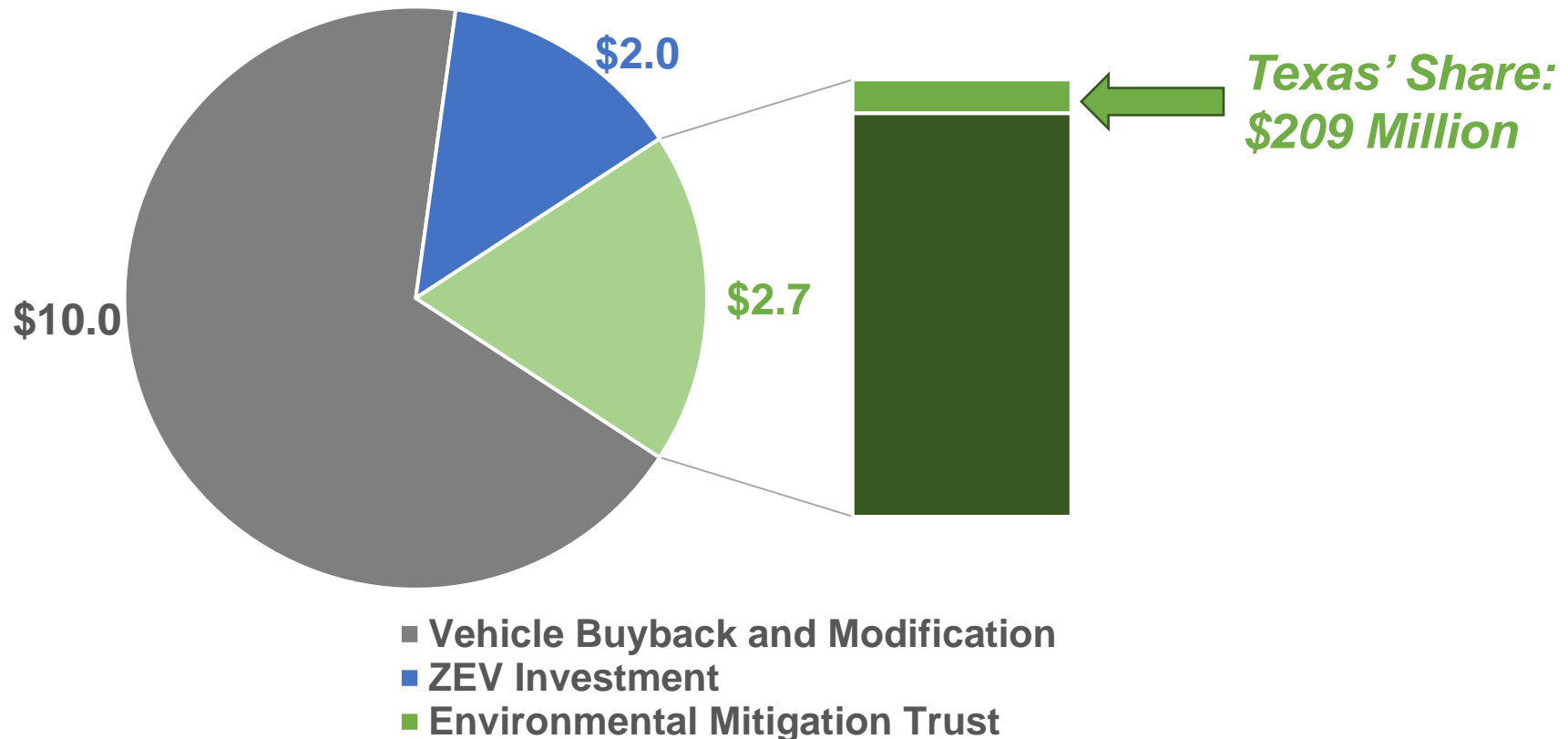
# VOLKSWAGEN SETTLEMENT OVERVIEW

**Total Settlement to Date: \$14.7 Billion**

**Environmental Mitigation Trust - Distributed to States →**

**Texas Volkswagen Environmental Mitigation Program (TxVEMP)**

**Zero Emission Vehicle (ZEV) Investment - Managed by Electrify America**

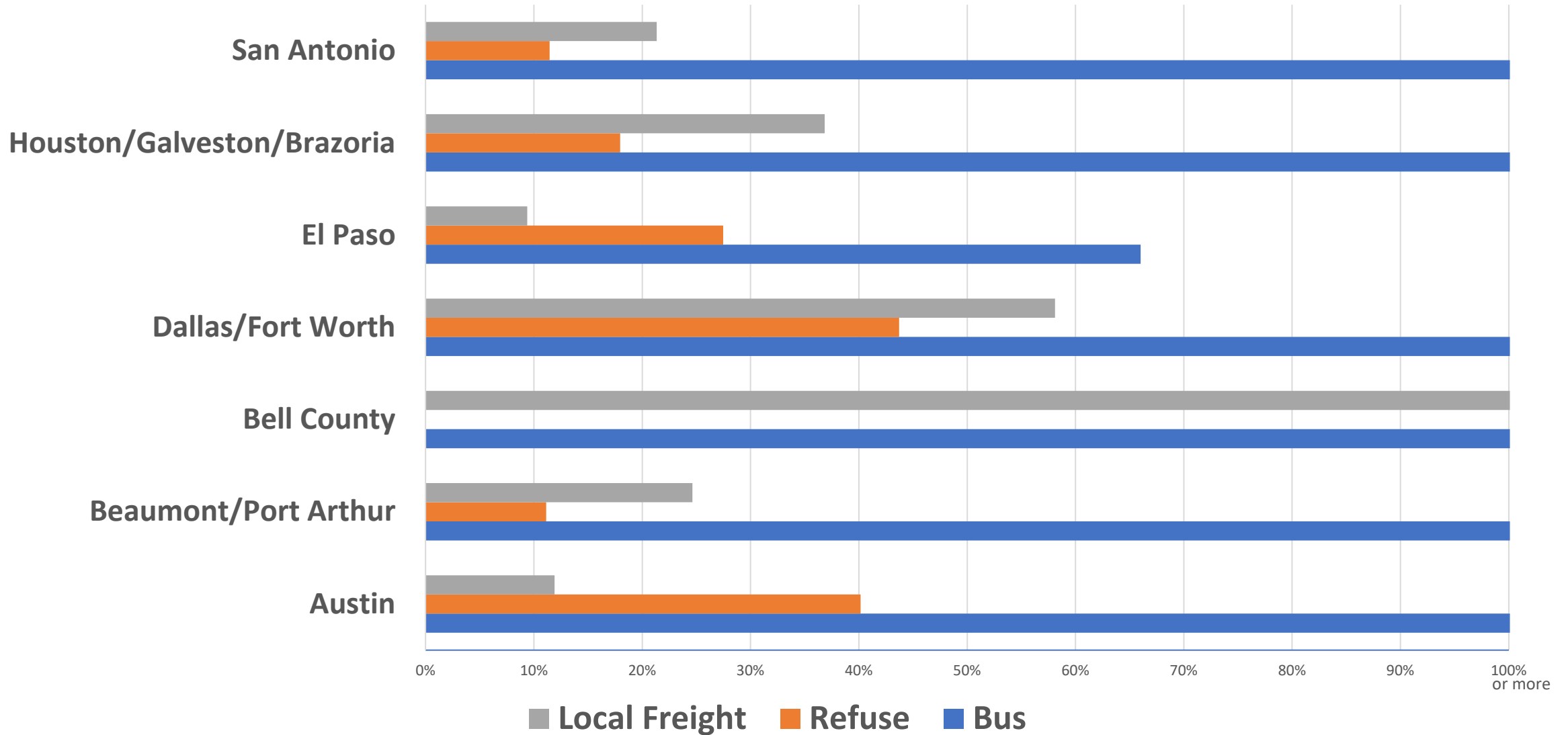


# TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM

Statewide Allocation	Program	DFW Area Allocation	Schedule	Status (as of <del>May 22</del> July 23, 2020)
~\$169.5 Million	School, Shuttle, and Transit Buses	\$11,684,806	Closed	All Funds Awarded; Over \$17.3 Million Requested
	Refuse Vehicles	\$8,346,290	Open; First-Come First Served Until 10/8/2020	\$3,648,740 Requested* <b>\$4,697,550 Available</b>
	Freight & Port Drayage Vehicles	\$6,677,032	Open; First-Come First-Served Until 1/27/2021	<del>\$3,509,465 Requested*</del> <del>\$3,167,567 Available</del> \$3,879,870 Requested <b>\$2,797,162 Available</b>
	Electric Forklifts and Port Cargo-Handling Equipment	\$6,677,032	To Be Determined	
	Electric Airport Ground Support Equipment			
	Ocean-Going Vessel Shore Power			
~\$31.4 Million	ZEV Infrastructure - Level 2 Rebate	~\$2.5 Million (Statewide)	May be Opening Late Summer 2020	
	ZEV Infrastructure – DC Fast Charge Funding	~\$25 Million (Statewide)	May Open Late 2020/Early 2021	

# PROGRESS OF FUNDING BY REGION

## Percent Available Funds Requested by Funding Round



# CURRENTLY AVAILABLE FUNDING

## Refuse Vehicles

**Eligibility: Engine Model Year 1992 – 2009, Diesel Trucks, Greater Than 26,001 Pounds**

**Must Be Configured To Collect And Transport Municipal Solid Waste; Includes Garbage Trucks, Roll-off Trucks, Dump Trucks, Sweeper Trucks, Chipper Trucks, and Grapple Trucks**

**Grants Awarded on First-Come, First-Served Basis**

## Funding Levels:

**Government-Owned Vehicles: 80%**

**Privately-Owned Vehicles:**

**50% for Electric Projects**

**40% for Other Repowers**

**25% for Other Replacements**

## Local Freight and Port Drayage Vehicles

**Eligibility: Engine Model Year 1992 – 2009, Diesel Trucks, Greater Than 14,000 Pounds**

**Must Be Used To Deliver Cargo and Freight**

**Grants Awarded on First-Come, First-Served Basis**

## Funding Levels:

**Government-Owned Vehicles: 80%**

**Privately-Owned Vehicles:**

**50% for Electric or Any Drayage Projects**

**40% for Other Repowers**

**25% for Other Replacements**

## INPUT NEEDED – DATA

**Unique Opportunities To Collaborate in Deploying ZEV Investments**

**Actions Being Taken to Support Taxi/Ride-Share EV Adoption**

**Current/Expected ZEV Infrastructure Plans Or Strategies**

**Fuel Cell Electric Vehicle (FCEV) Data And/Or Adoption Perspectives, Especially  
for Medium- And Heavy-Duty Vehicles**



## INPUT NEEDED - POLICY, EVENTS, AND SITING



### Community-Specific ZEV Policies

- Financial Incentives for Vehicle Purchase or Infrastructure
- Non-Financial Incentives (e.g. Parking Preferences, Front-of-Line Privileges)
- ZEV Adoption Targets, Transportation Climate Policies
- EV-Ready Building Codes or Expedited Permitting
- ZEV Marketing or Communications

Specific Events Electrify America Should Participate In

Specific Site Location Suggestions

**Submissions Due ~~July 31<sup>st</sup>~~-August 14, 2020**

## PLEASE CONSIDER

**Applying for, or Encouraging Contractors to Apply for, Refuse or Local Freight Truck Funding**

[www.texasvwfund.org](http://www.texasvwfund.org)

**Submitting Comments to Electrify America**

[www.electrifyamerica.com/submissions](http://www.electrifyamerica.com/submissions)



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**[www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding), “Hot Topics”**