

CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING
INNOVATIVE PROJECTS DURING COVID
RECOVERY

Regional Transportation Council
February 2021

Michael Morris, PE
Director of Transportation

TRAVEL BEHAVIOR BY MODE



Bicycle/Pedestrian (+36%, December)



Freeway Volumes (-9%, November)

Toll Road (-19%, November)

Airport Passengers (-46%, November)

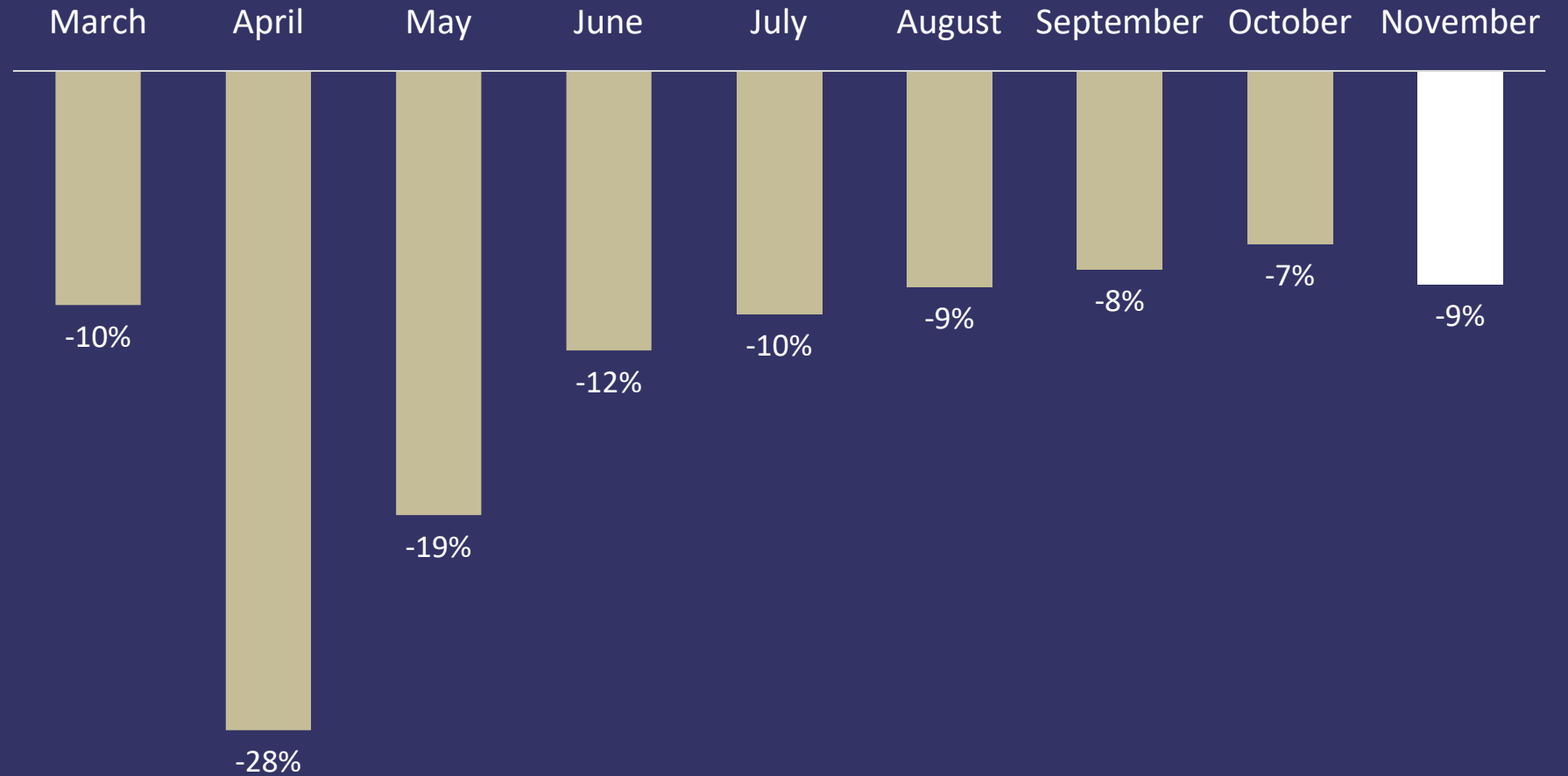
Transit Ridership (-49%, December)



ROADWAY TRENDS

Average
Weekday
Freeway
Volumes

Traffic Decrease vs 2019

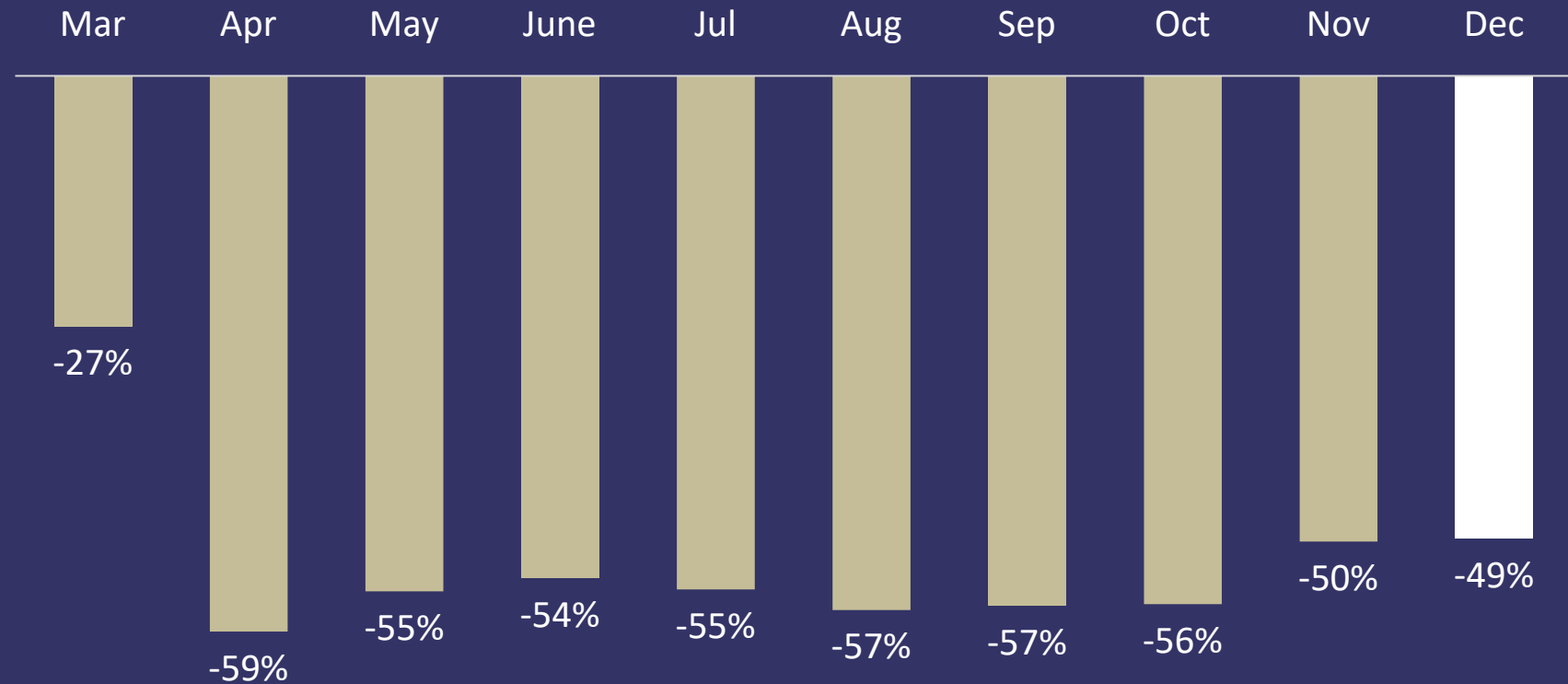


Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters. As of October 2020 growth calculations are based on Fort Worth locations.

TRANSIT IMPACTS

Weekday Ridership

Passenger Decrease : 2019 vs 2020



Source: DART, DCTA, and Trinity Metro

FINANCIAL IMPLICATIONS



Transit Sales Tax Allocations (0.34%, September)



Sales Tax (-0.3%, January)

Motor Fuel Tax (-4.7%, January)

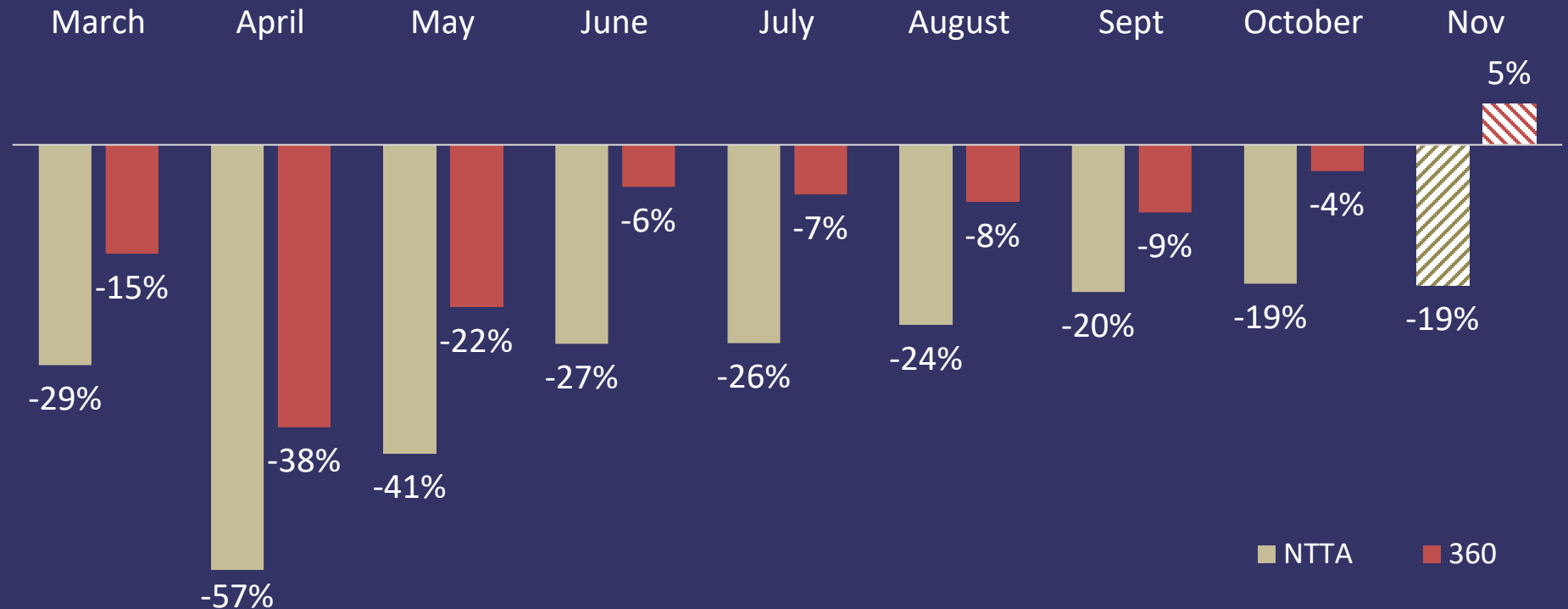
Motor Vehicle Sales and Rental Tax (-13.4%, January)



FUNDING IMPACT

NTTA
Transactions,
Including
SH 360

Change in Tollway Transactions: 2019 vs 2020



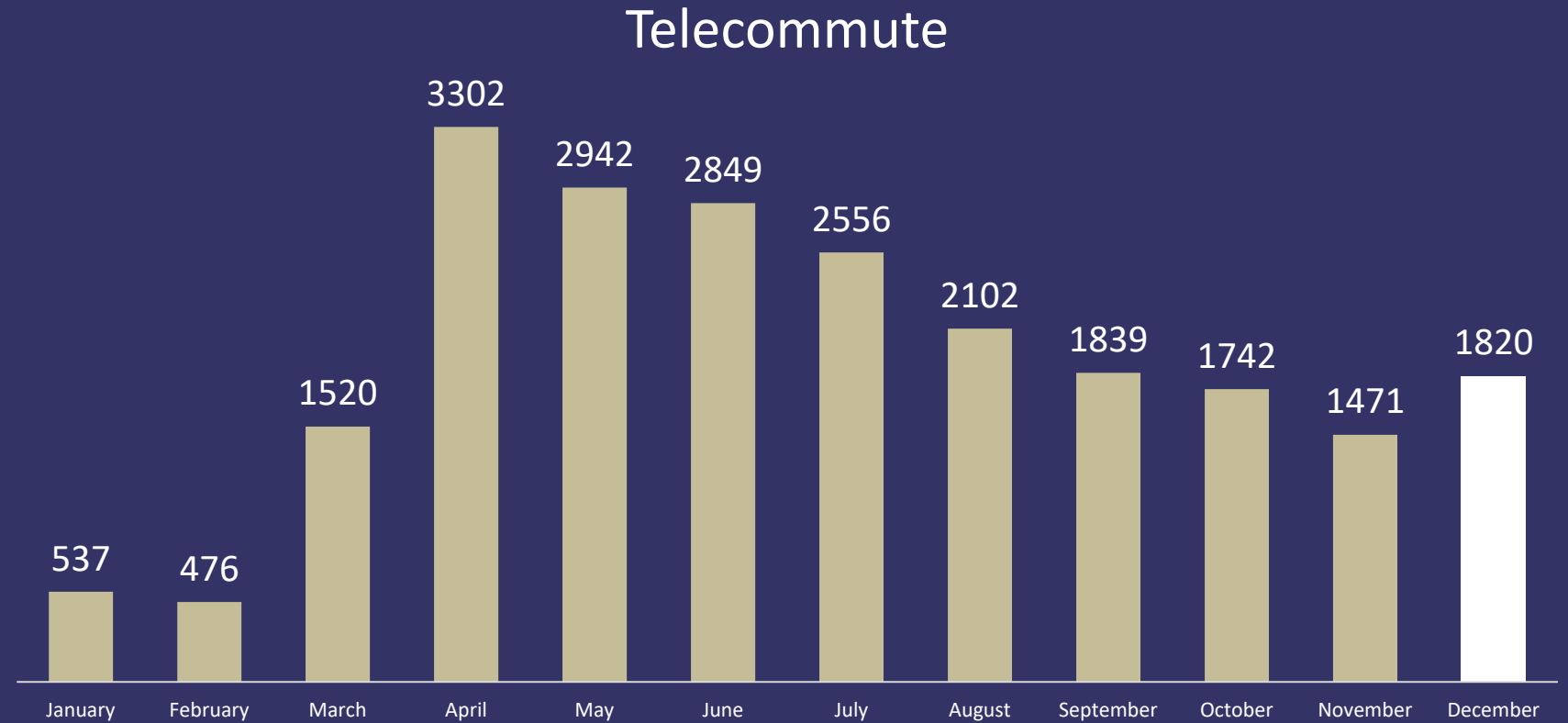
Source: NTTA

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.

COMMUTER TRENDS

Telecommuters

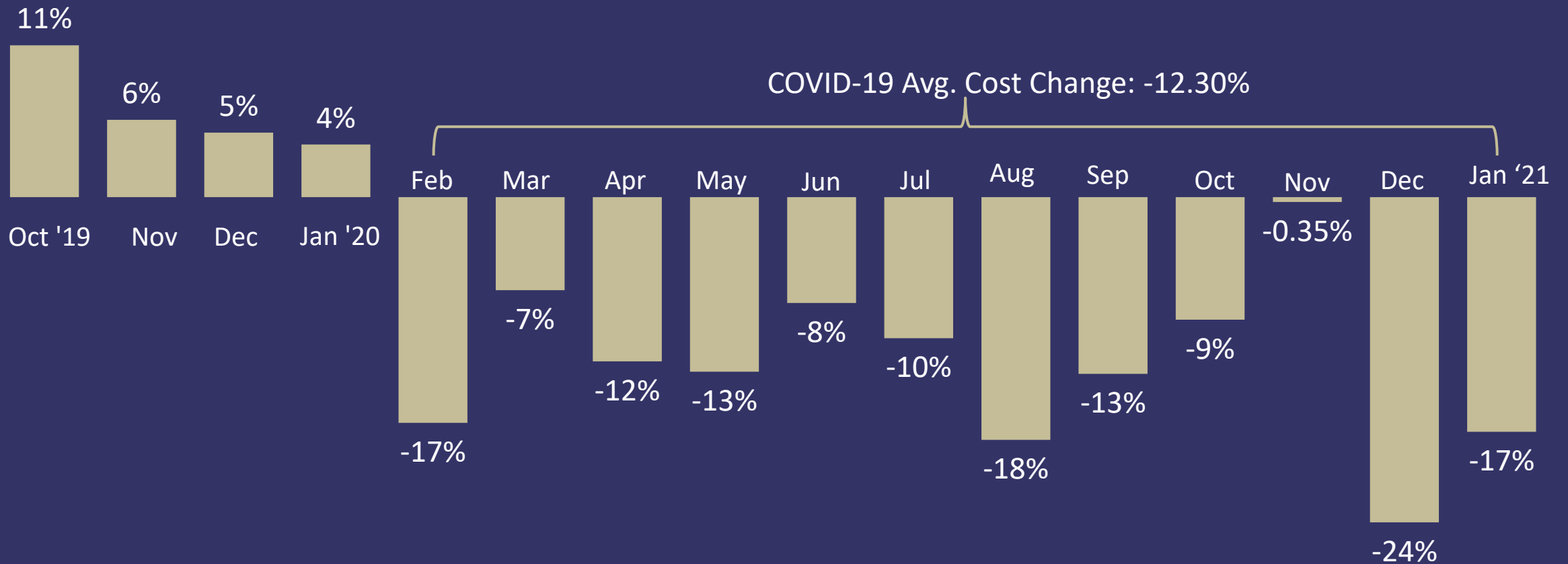


Data current as of 1/13/2021

Construction Cost Changes

October 2019 to January 2021

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

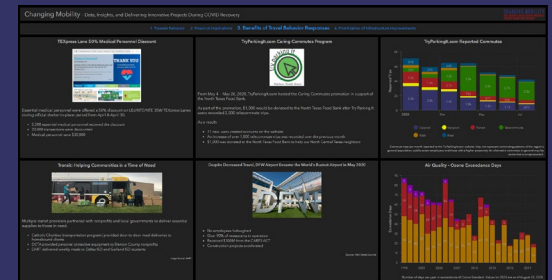
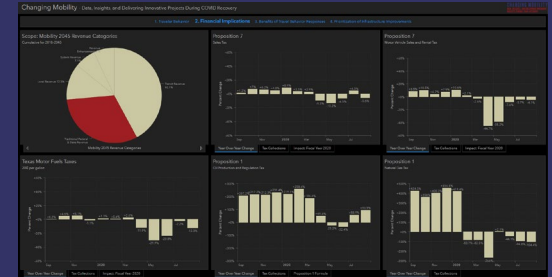
www.nctcog.org/pm/covid-19

Newly launched online dashboard to display Changing Mobility information to the public

Replicates material presented to committees with enhanced interactivity

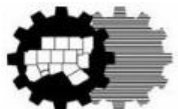
Separate dashboard for each metric tracked

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



UPDATE ON THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**REGIONAL TRANSPORTATION COUNCIL
FEBRUARY 11, 2021**



North Central Texas
Council of Governments
Transportation Department

DELAYS TO APPROVAL OF THE NEW TIP/STIP

- The 2021-2024 TIP/Statewide TIP (STIP) was submitted to the Texas Department of Transportation (TxDOT) in June 2020.
- Approval of the 2021-2024 STIP was delayed due to issues balancing project programming to available revenues statewide.
- In order to resolve this issue, the TxDOT Transportation Planning and Programming Division requested several changes to project fiscal years for selected projects.
- Until this issue can be resolved, the 2019-2022 TIP/STIP will remain in effect.

IMPACTS OF TIP/STIP APPROVAL DELAY

- The delay in approval will primarily impact projects that were newly added or changed substantially in the 2021-2024 TIP, as funding agreements or new federal/State actions for these projects will not be executed until the STIP is approved.
- Due to delays in TIP/STIP approval, changes requested through the November 2020 TIP modification cycle have also been delayed, and therefore have not been processed and approved by TxDOT or the US DOT.
- The February 2021 TIP modification cycle will also be impacted.

RESOLUTION AND UPDATED TIMELINE FOR TIP/STIP APPROVAL

- November 2020 and February 2021 TIP revisions are being incorporated into the original 2021-2024 TIP/STIP submission for TxDOT and FHWA in January/February 2021.
- Additional changes recommended by TxDOT to balance statewide fiscal constraints will also be incorporated into the listings in February 2021.
- TxDOT approval of the updated 2021-2024 TIP/STIP document is anticipated in late March 2021.
- The document will then be forwarded to the US DOT with approval anticipated in May 2021.

ADDITIONAL IMPACTS OF THE APPROVAL DELAY

- As the US DOT will likely still be reviewing the new TIP/STIP concurrently, TxDOT anticipates cancelling the May 2021 STIP Revision Cycle (which would normally start in January)
- Assuming this plan holds, the next deadline for TIP modifications to be submitted to TxDOT would be the August 2021 cycle
 - Modification requests for that cycle are due April 26, 2021, to NCTCOG staff
 - Resulting STIP revisions would be submitted to the State in late July 2021
 - US DOT approval is anticipated in late September or early October 2021
- This timeline means that new projects in FY 2021 are extremely limited and most new funding would not be available until FY 2022.

IDENTIFIED UPDATES TO THE TIP/STIP

- 13 projects TxDOT identified as needing to be moved due to financial constraints are not yet approved by the RTC.
- Since the 2021-2024 TIP/STIP project listing was approved by the RTC, 34 projects have obligated and no longer need to be “double listed” in the new TIP.
- 7 revisions from the November cycle and 1 revision from the February cycle were initially processed administratively but have been amended and now require RTC approval.
- 1 change to the original listing needs RTC approval.

REQUESTED ACTION

- Recommend RTC approval of:
 - The changes to projects in the 2021-2024 TIP/STIP requiring RTC action
 - Administratively amending other planning and administrative documents, as needed.

CONTACT/QUESTIONS?

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

Regional Transportation Council

February 11, 2021

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 November 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 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	10	\$23,782,958
Under Construction or Complete	8	\$246,173,091
Scheduled Letting FY 2021	3	\$7,486,958
Scheduled Letting FY 2022	6	\$121,639,209
Scheduled Letting FY 2023	10	\$93,552,660
Scheduled Letting FY 2024 or Beyond	4	\$117,892,158
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 suggests that this grace period is no longer needed.
- ❖ 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.
 - Staff's original recommendation was that failure to meet the schedules set forth will result in automatic removal of funding from a project.
 - Based on feedback received from STTC members, staff is proposing a compromise position to enable reconsideration of individual project details prior to cancellation (vs. facing automatic cancellation when deadlines are not met).

PROPOSED MILESTONE POLICY TRACKING PROCESS

- ❖ Quarterly status reports will be required on all projects on the Milestone Policy list until they go to letting.
- ❖ Reports would detail steps that the project sponsor is taking to advance the project (e.g., executing funding or railroad agreements, engaging property owners or utility companies, etc.)
- ❖ NCTCOG staff will evaluate the reports and “rate” the projects based on how well the project sponsor is implementing the project(s). The rating system will be as follows:
 - ❖ Green – Low risk of project delays
 - ❖ Yellow – Medium risk of project delays
 - ❖ Red – High risk of project delays
- ❖ If the committed schedule is missed and the project has been graded as red/high risk, the project will likely be recommended for cancelation.

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

ACTION REQUESTED

- ❖ RTC approval of:
 - The proposed recommendations outlined in the electronic item including:
 - Cancellation of certain projects
 - Established timeframes for each project (i.e., the fiscal year in which projects are scheduled to let)
 - Revised Milestone Policy procedures
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other administrative/planning documents as needed

QUESTIONS?

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Regional Transportation Council

February 11, 2021

**Ernest Huffman
Aviation Planning and Education
Program Manager**



**North Central Texas
Council of Governments**



Proposed Regional Transportation Council Resolution

A Resolution Supporting the Safe and Efficient Integration
of Unmanned Aircraft Systems into the Dallas-Fort Worth
Metropolitan Area's Existing Transportation Ecosystem



Draft Resolution

Section 1. The RTC supports a continuous, comprehensive, and cooperative transportation planning process to integrate land-based and aerial-based transportation systems in a safe and cost-effective fashion to maximize economies of scale and improve mobility.

Section 2. The RTC supports safe and responsible Unmanned Aircraft Systems (UAS) activity within the region including, but not limited to, medical supplies and package delivery, air taxi, public safety use, accident reconstruction, surveying, and other activities as identified in the future.

Section 3. The RTC encourages agencies to support their public safety services use of UAS.

Section 4. The RTC encourages agencies to work with the UAS industry to adopt “pilot” programs to demonstrate the technologies properly operated in and around a metropolitan area.

Section 5. The RTC encourages educational institutions in North Texas to provide UAS-oriented educational offerings to help prepare the transportation workforce of the future.



Draft Resolution(*cont'd*)

Section 6. The RTC supports the development of UAS aircraft pilot certification standards and efforts to position North Texas as a center for UAS aircraft pilot training.

Section 7. The RTC encourages agencies to participate in the North Texas UAS Safety and Integration Task Force “Community Integration Working Group.” This working group provides a forum that will allow cities to share their current use cases and policies, and also learn about other UAS use cases that can be employed by cities.



Community Integration Working Group

- Characterize community concerns
- Inventory available applications for city use
- Inventory funding mechanism for city use
- Inventory training available to cities
- Identify how small UAS and UAS operations can supplement existing transportation methods
- Identify how UAS can replace existing transportation methods in emergency situations

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LEGISLATIVE UPDATE



Rebekah Hernandez, Communications Manager
NCTCOG

Regional Transportation Council

February 11, 2021

FEDERAL UPDATE

Biden Administration Actions

Pete Buttigieg confirmed as Secretary of Transportation by US Senate

COVID-19 relief plan proposal includes \$57.5 billion for transportation

- Funding for transit, Amtrak, airline payroll support, aviation sector support

Executive Orders

- One Federal Decision Rule repealed
- White House Office of Domestic Climate Policy and National Climate Task Force established
- Face mask requirement on public transportation systems
- Environmental justice prioritized

FEDERAL UPDATE

Committee Chairs and Ranking Members for 117th US Congress

Senate Transportation

Maria Cantwell (D-WA) & Roger Wicker (R-MS)

Senate Env. & Pub. Works

Tom Carper (D-DE) & Shelley Moore Capito (R-WV)

Senate Appropriations

Patrick Leahy (D-VT) & Richard Shelby (R-AL)

House Science

[Eddie Bernice Johnson \(D-TX\)](#) & Frank Lucas (R-OK)

House Appropriations

Rosa DeLauro (D-CT) & [Kay Granger \(R-TX\)](#)

House Transportation

Peter DeFazio (D-OR) & Sam Graves (R-MO)

North Texas members include [Eddie Bernice Johnson \(D-TX\)](#), [Collin Allred \(D-TX\)](#), and [Beth Van Duyne \(R-TX\)](#)

TEXAS LEGISLATURE

House and Senate Committee Assignments

Senate Transportation

- No change to Chair, Senator Robert Nichols
- North Texas Members – Senators Hancock, West

House Transportation

- No change to Chair, Representative Terry Canales
- North Texas Members – Representatives Yvonne Davis, Glenn Rogers

Other Notable Changes

- New House Appropriations Chair, New Senate Committee on Local Government

TEXAS LEGISLATURE

Proposed FY22-23 State Budget

SB 1

- Total: \$251.2B in All Funds and \$119.7B in General Revenue

HB 1

- Total: \$251.4B in All Funds and \$119.7B in General Revenue

Transportation in SB 1 and HB 1

- \$30.4B, 7.5% decrease from FY20-21, includes Prop 1 and Prop 7 transfers

TEXAS LEGISLATURE

Bill Tracking

- Fewer transportation bills currently

Committee Hearings

- Senate Finance and Redistricting

Governor's Emergency Items

- Broadband
- Laws to prevent cities from defunding the police
- Bail system reform
- Election integrity
- Pandemic liability protections for businesses

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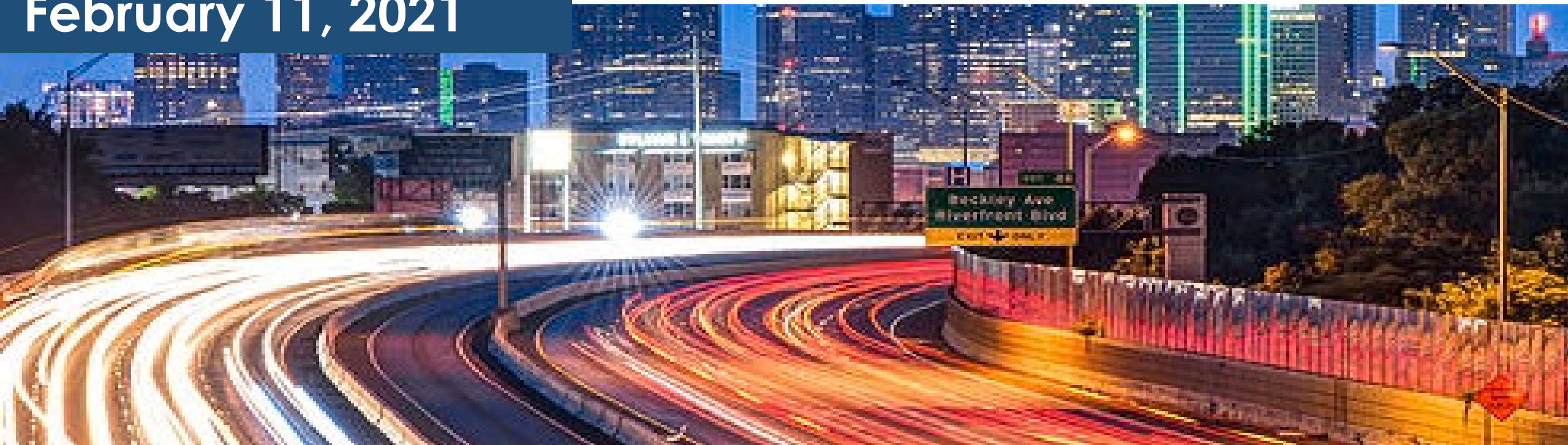
Dallas-Fort Worth Clean Cities Fleet Recognition and Annual Survey Results

Chris Klaus, Senior Program Manager

Regional Transportation Council



February 11, 2021

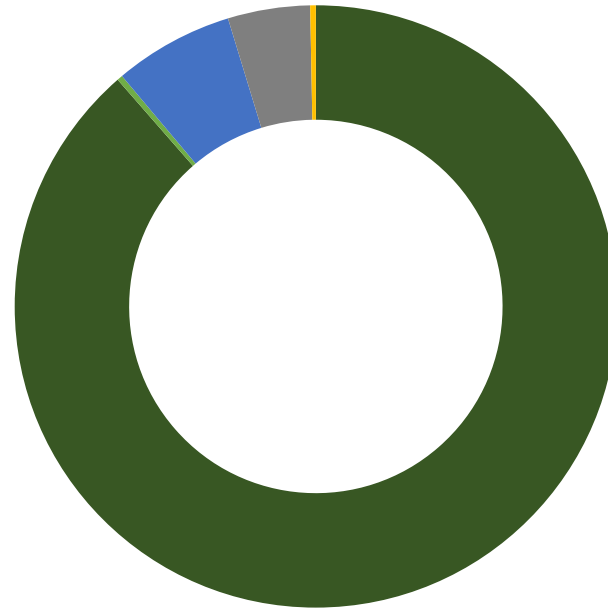


DFW Clean Cities Impacts – Results from 2019 Survey

42 Fleets Reporting
9,871 Alternative Fuel
Vehicles and Equipment

*Impacts Over Calendar
Year 2019

**~26.03 Million Gasoline Gallon
Equivalent (GGE) Reduced***



- Alternative Fuel Vehicles
- Hybrid Vehicles
- Fuel Economy Improvements
- Idle Reduction
- Alt Fuel Non-Road Equipment

**~420.104 Tons Ozone-Forming
Nitrogen Oxides (NO_x) Reduced***



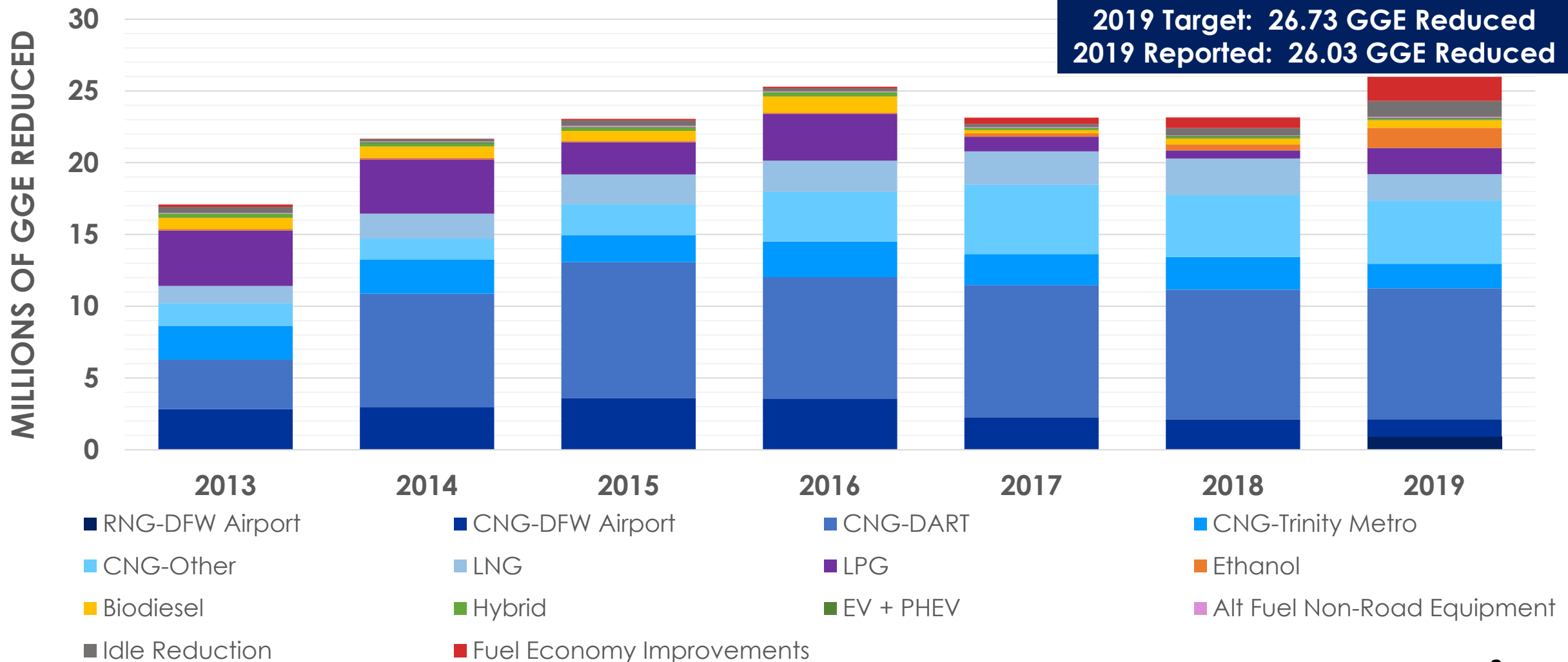
~1.6 Tons/Day
For Comparison: RTC Initiatives
Credited in Conformity = **~2.12
Tons/Day**

**72,094 Tons Greenhouse Gas
(GHG) Emissions Reduced***

**Equivalent to Eliminating
3,059
Tanker Trucks of Gasoline**

Trends in Annual Energy Impact

Goal per Department of Energy: Increase Reductions 15% Year Over Year



Fleet Recognition Awards

Based on 2019 Report



Bronze Fleet Winners

City of Arlington

City of Frisco

City of North Richland Hills

City of Watauga

Tarrant County

Town of Addison

Town of Flower Mound

Trinity Metro



Silver Fleet Winners

City of Bedford

City of Coppell

City of Irving

City of Mesquite

Denton ISD

Prosper ISD



CITY OF
BEDFORD
Discover the Center

MESQUITE
TEXAS®
Real. Texas. Flavor.



 **DENTON**
INDEPENDENT SCHOOL DISTRICT


IRVING
TEXAS

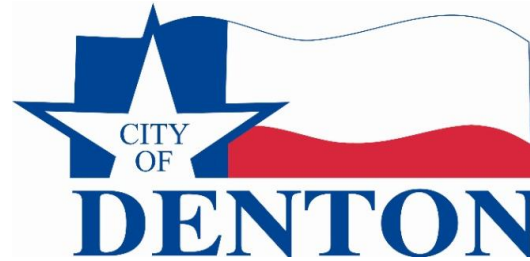


Gold Fleet Winners

City of Carrollton
City of Dallas
City of Denton
City of Euless
City of Lewisville
City of Southlake
Dallas Area Rapid Transit (DART)
DFW Airport



CARROLLTON
TEXAS



City of Dallas

City of Lewisville



LEWISVILLE

Deep Roots. Broad Wings. Bright Future.



CITY OF
SOUTHLAKE

Shining Stars

Greatest Progress in NO_x Reduction



DFW Airport
27.5 tons of NO_x Reduced



North Richland Hills
93% Increase in Reductions

Greatest Progress in GGE Reduction



City of Denton
698,000 GGE Reduced



SPAN Transit
97% Increase in Reductions

Greatest Progress in Transitioning to Alternative Fuels



Trinity Metro
79% Alternative Fuel Vehicles



Denton ISD
+36 LPG Vehicles

25th Anniversary in 2020

dfwcleancities.org



CONTACT

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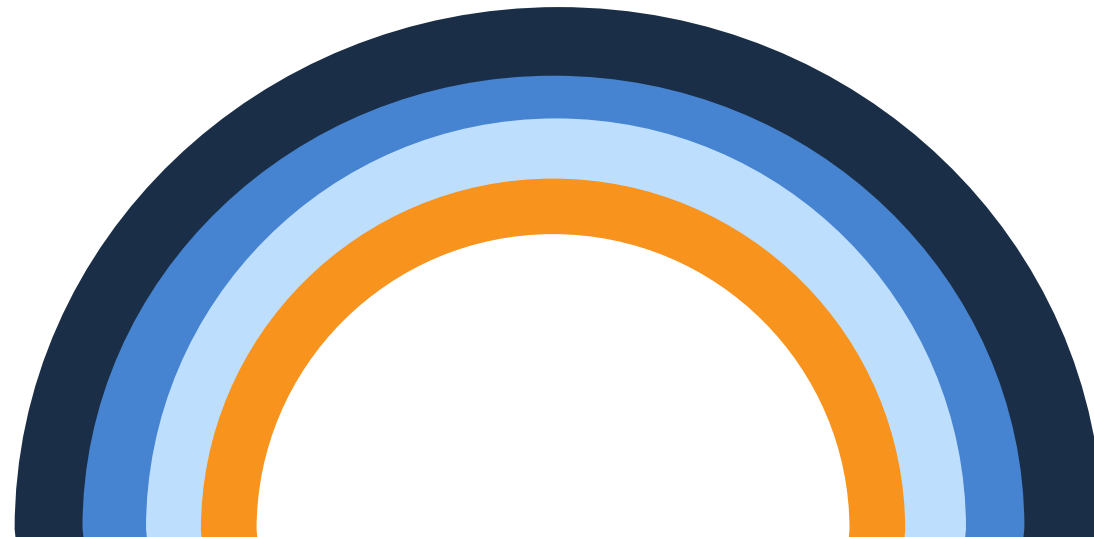
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North Central Texas
Council of Governments



Dallas-Fort Worth
CLEAN CITIES



DART RED AND BLUE LINES TOD SURVEY 2019 RESULTS

Regional Transportation Council

Karla Weaver, AICP

February 11, 2021



**North Central Texas
Council of Governments**

Background

Are TODs influencing travel behavior, demographics, and location choice preferences?

Three populations

Residents
Businesses
Employees

Report and data online:
www.nctcog.org/TOD (FTA Pilot)

Part of Federal Transit Administration
TOD Planning Pilot Grant

Transit-Oriented Development (TOD)



Higher density with a mix of uses designed for convenient walk and bike access from a high-frequency transit station.

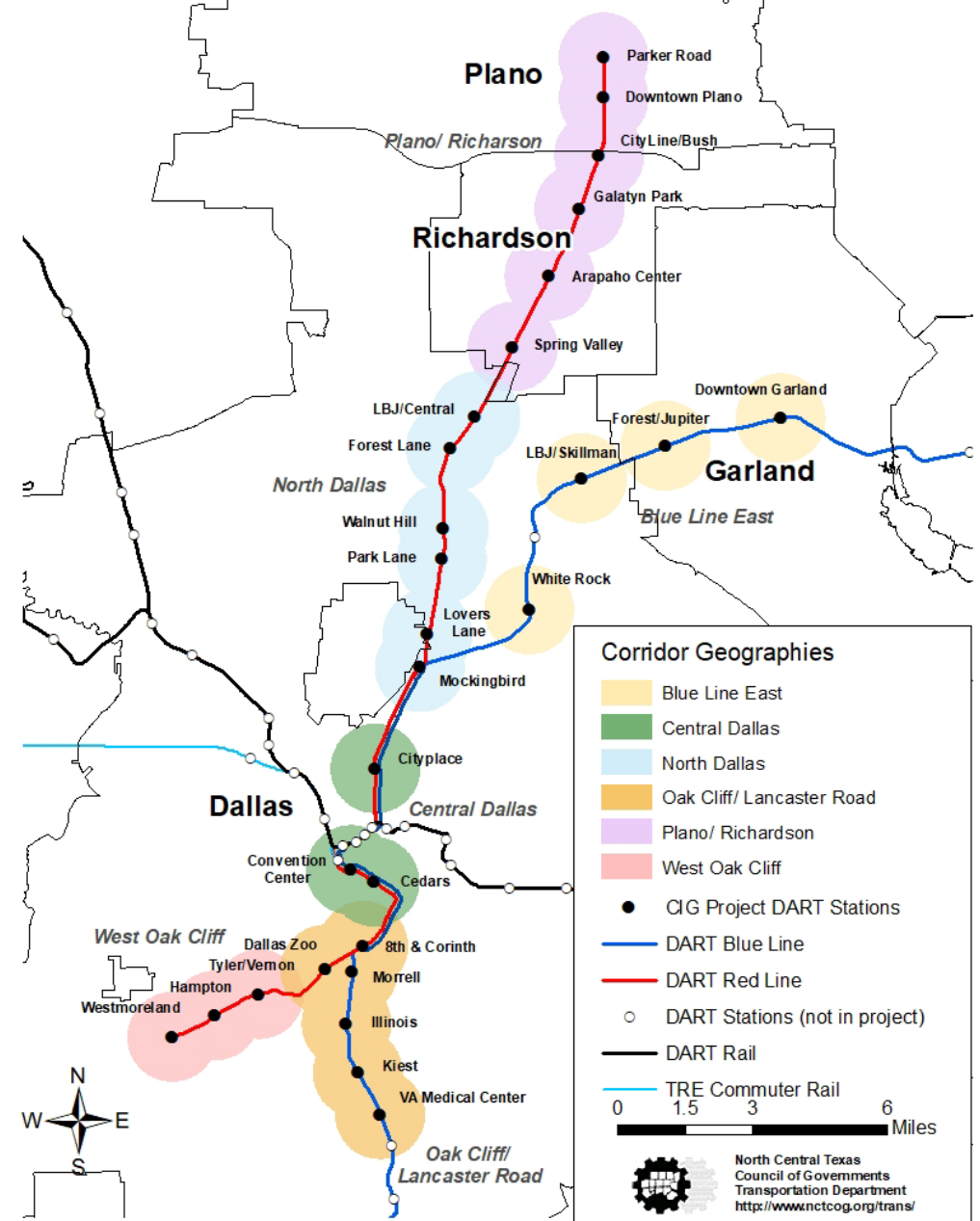
Survey Area

28 DART Stations on Red and Blue Lines (FTA TOD Planning Pilot Grant)




Cities of Dallas, Richardson, Garland, and Plano

One-mile radius around stations

Data collected August 2019 – February 2020



Sampling and Response

	Random Sampling	Responses
Residents 	Source:146,196 addresses from USPS database Sample:15,198 mailed packets (online option) and 51,877 calls	1,540 complete
Businesses 	Source:16,596 addresses InfoUSA database Sample:12,853 Mailed packets (online option) and called 10,231 w/ valid phone numbers	1,039 complete
Employees 	Source: Subset of business data Sample: 389 businesses distributed to employees by email or paper	550 completed

Survey Content

Today's focus:



Travel and
Transit Use



Location
Impacts



TOD
Challenges
and
Opportunities

Survey Topics

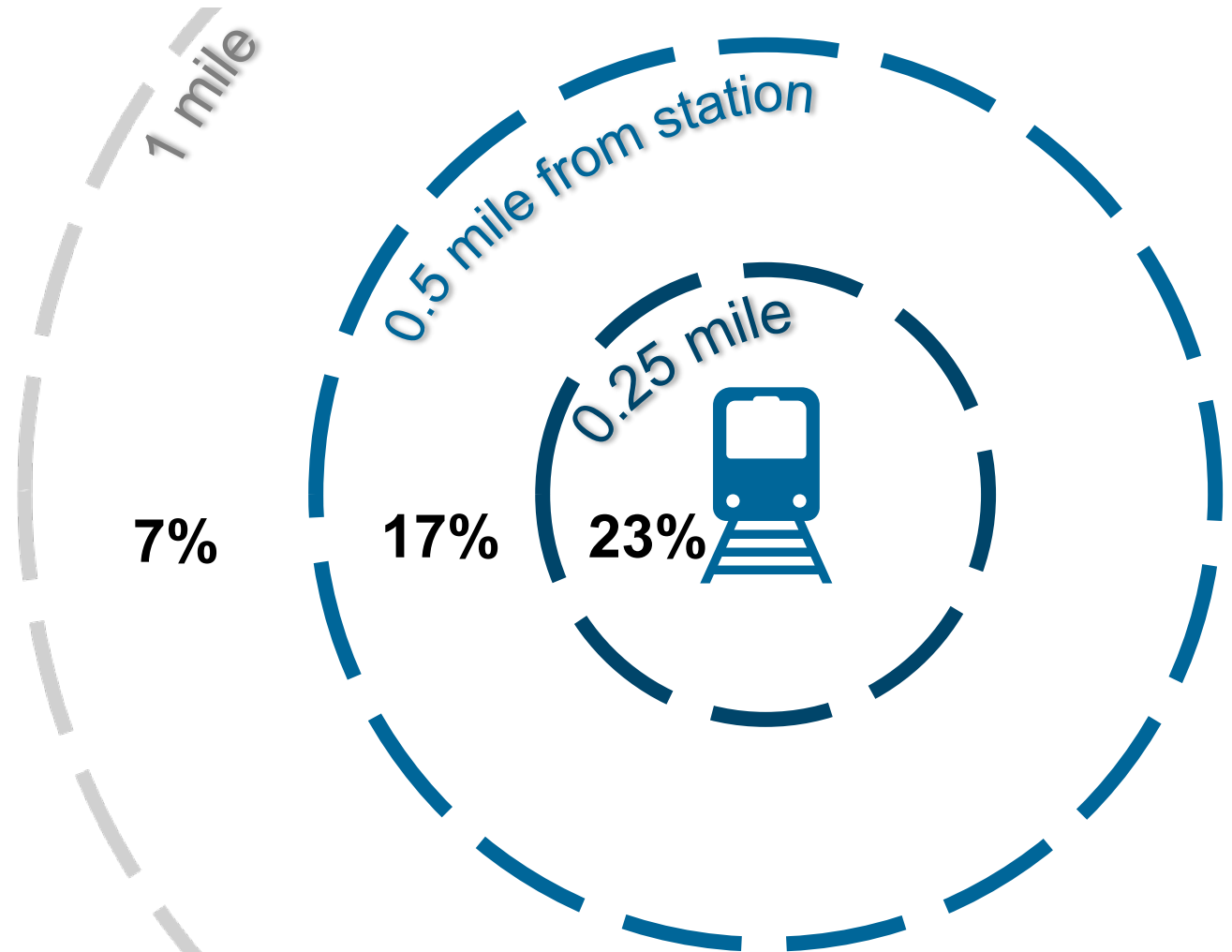
- Travel patterns and behaviors
- Travel preferences and hypothetical improvements
- Location preferences
- Housing characteristics
- Demographics
- Parking perceptions and availability
- Travel Demand Management programs
- Business characteristics



TOD Residents' Transit Use

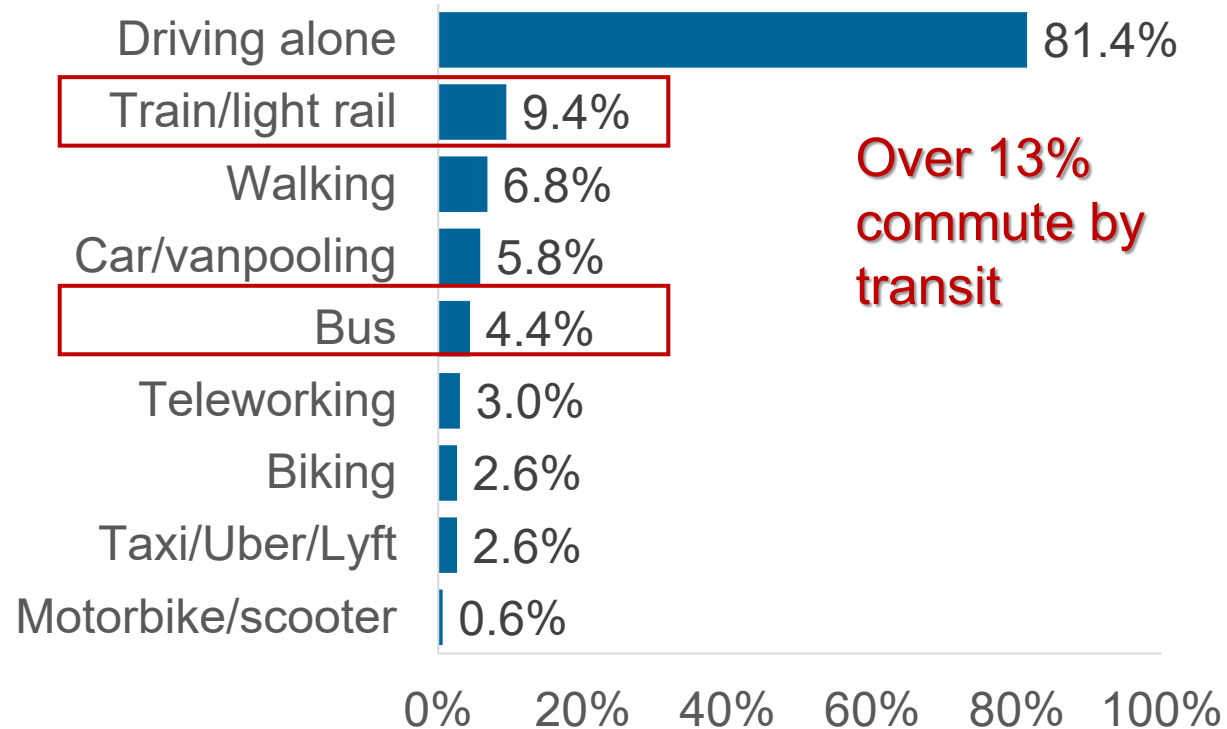
Respondents who live closer to DART rail stations are more likely to commute by transit

Percent who commute using a train or bus



Resident Travel Mode Split

Thinking about last week, how did you get to and from work or school each day?



DFW Urbanized Area (Census ACS 2018 5-yr)	
Mode	Percent
Drove Alone	80.8%
Carpooled	9.5%
Public Transit	1.3%
Walked	1.3%
Bicycle	0.1%
Taxicab, Motorcycle, other	1.2%
Worked at home	5.8%

Locations for Active Transportation

Employers within a half-mile of DART stations are more likely to report customer foot traffic as an influence on their location decision

16% of high-density station areas (57 - 305 people per acre) residents report commuting by walking or bicycling while only **6%** report the same at lower densities

Likelihood of a walk or bicycle commute by housing type:

12% for majority multi-family housing areas

9% for mixed housing areas

4% for majority single-family housing areas

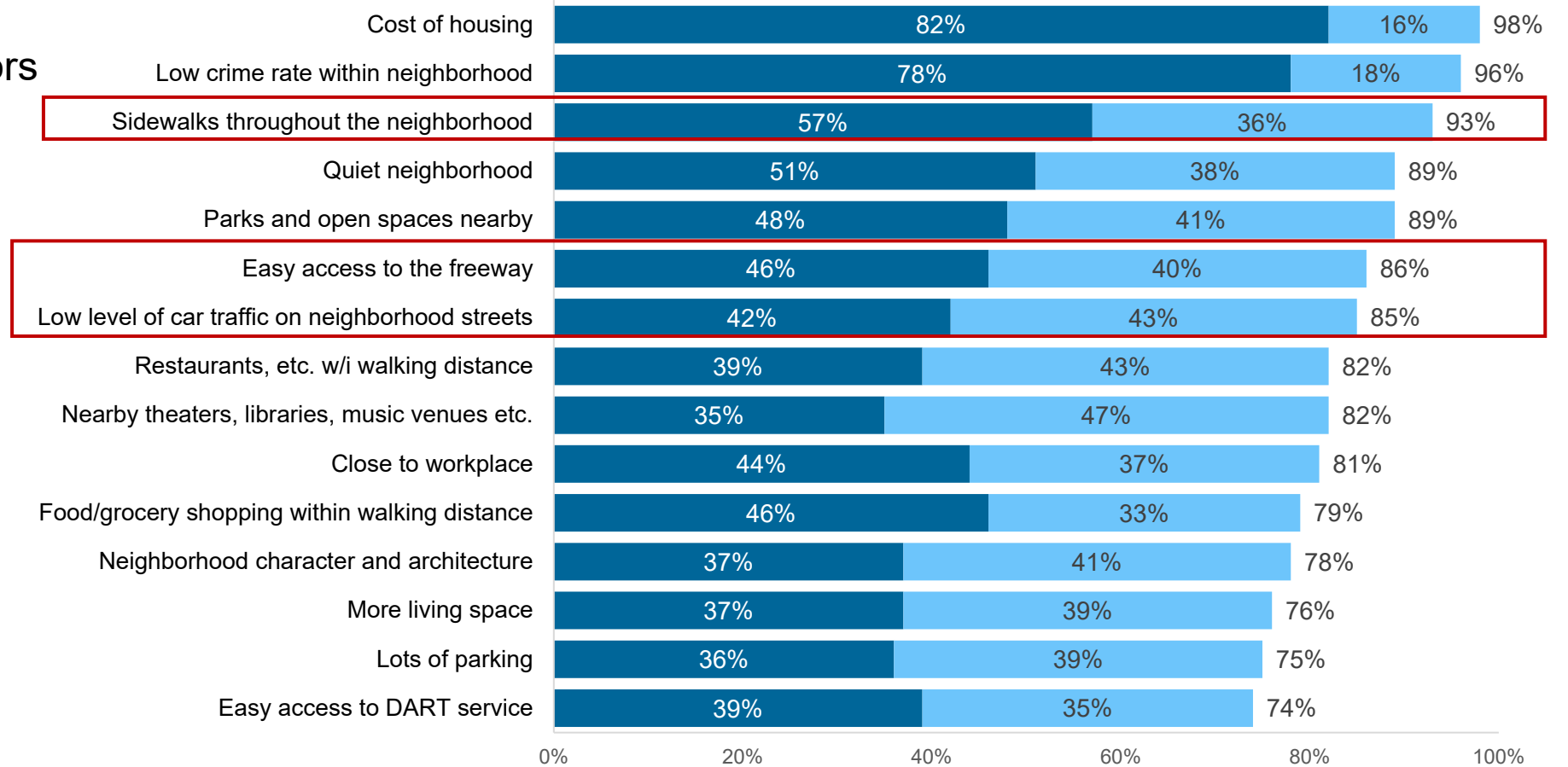


Factors in Home Choice

What were the factors most important to you when you were looking for a home?

*15 out of 36 factors shown

- Essential
- Somewhat important



TOD Challenges

TOD residents still use cars more than transit

81% of residents commute by driving alone

23% of residents stated their place of employment was within walking distance but only **6%** reported a walk commute

Residents cite need for frequent stops, long trips, too many transfers as barriers to transit use

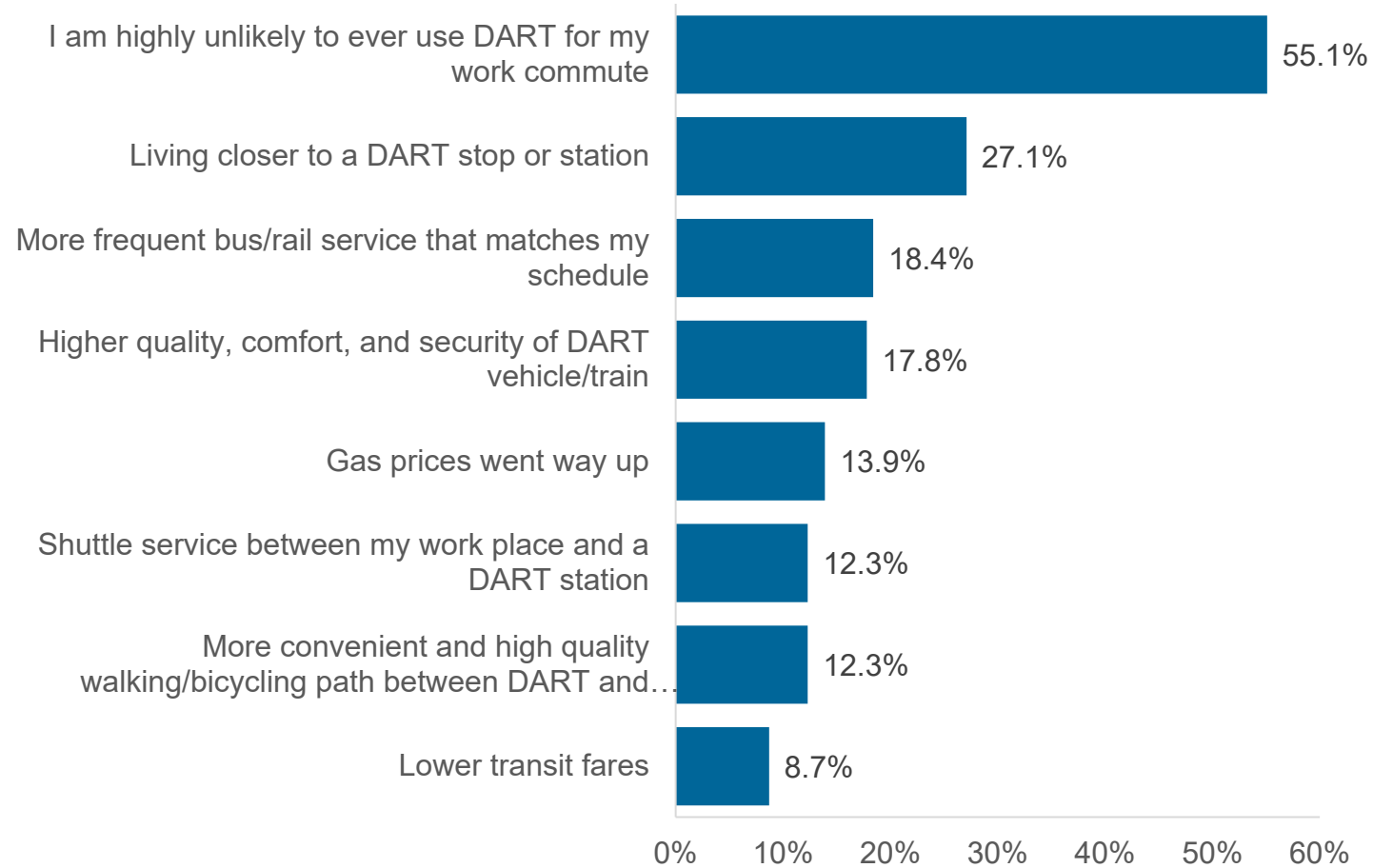
Business and Employees see transit as less influential

70% of businesses said easy parking and access by car was a strong or somewhat strong influence in location versus only **34%** saying the same for DART access

Employees Unlikely to Change Commute

If you usually drive to work now, what might lead you to switch your commute to DART?

3% wrote in that their job makes DART use unlikely



TOD Opportunities

Understanding of demographic impacts

27% of residents age 18-34 report typically walking or biking to restaurants/bars/coffee shops whereas only **18%** of older groups report the same

Residents prefer walkability and being close to daily activities

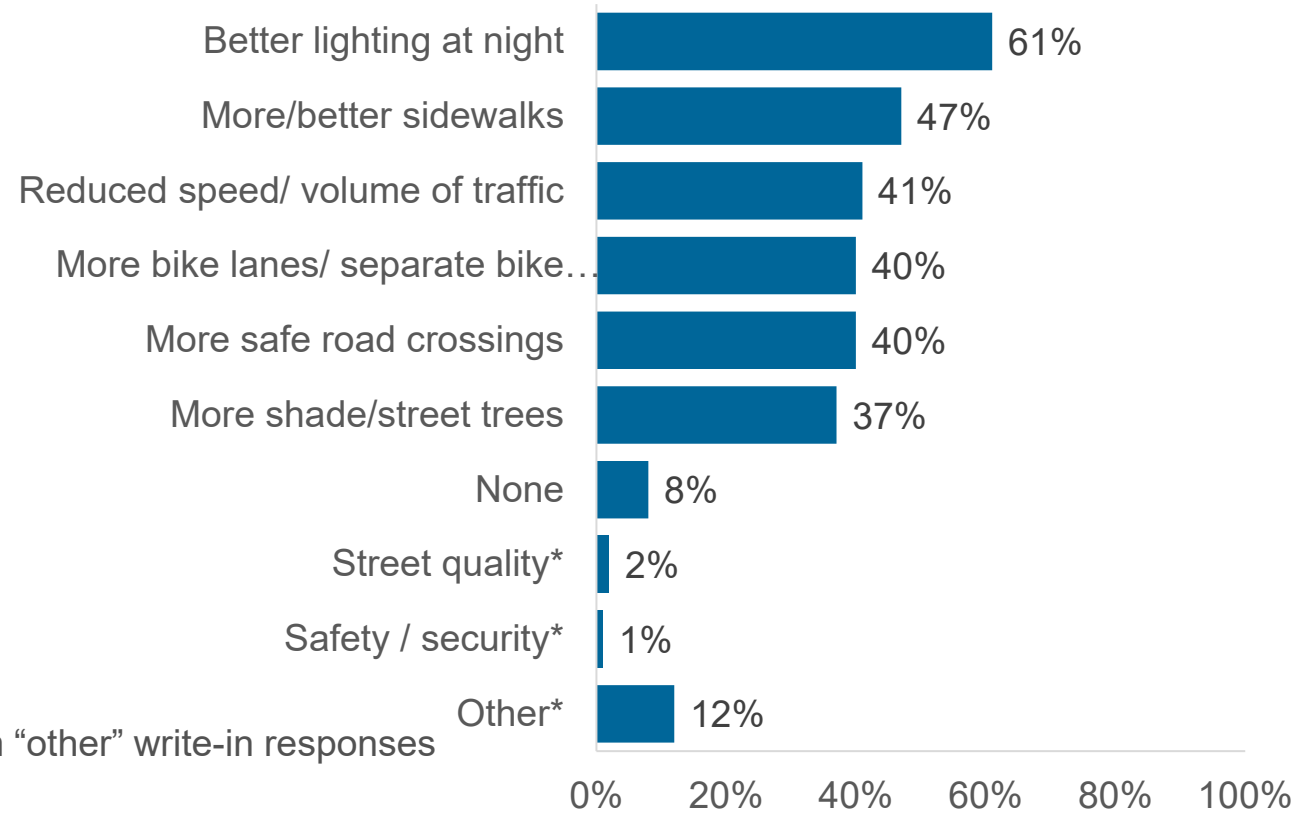
Average of **52%** would prefer walk/bike or transit to non-commute destinations like restaurants, recreation, and theaters, libraries, music venues

Businesses have capacity to be smarter about parking

87% said they have enough or more than enough parking

How to increase walking or biking?

What street improvements in your neighborhood might better encourage or enable you to walk or bike more?



* Classified from "other" write-in responses

Summary

- Better understanding of challenges and opportunities for TOD in the region
- Insight on general topics of walking, biking, and relationship to land use
- Detailed data set: future analysis in interest areas

Full report online: www.nctcog.org/TOD
(FTA Pilot)



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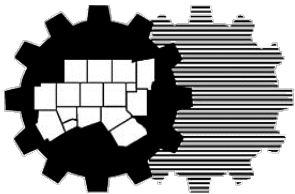
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SAFETY PERFORMANCE TARGETS UPDATE


**Regional Transportation Council
February 11, 2021**

**Sonya J. Landrum
Program Manager**



**North Central Texas
Council of Governments**

2020-2021 Federal Measures Schedule

Rulemaking	Upcoming RTC Action	Next Anticipated RTC Action	Target-Setting Schedule
PM3 – System Performance, Freight, and CMAQ	October 2020	Late 2022	Biennial
PM2 – Pavement and Bridge	November 2020	Late 2022	Biennial
PM1 – Roadway Safety	February 2021 (Information) 	Early 2022	Annual (Targets established as reductions over 5-year period)
Transit Asset Management (TAM)	March 2021	Early 2022	Annual
Transit Safety (PTASP)	March 2021	Early 2022	Annually/With MTP Updates

Background

- Federal legislation specifies quantitative performance measures that must be tracked and reported annually.
- 2018 Safety Performance Targets approved by Regional Transportation Council (RTC) in December 2017.
- 2018 – 2022 Safety Performance Targets reduction schedule affirmed by RTC in February 2019
- Established Regional Safety Position:
Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel.
- Targets updated annually.
- In May of 2019, the Texas Transportation Commission (TTC) adopted Minute Order 115481, directing TxDOT to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050.

Roadway Safety Performance Targets

- ❑ Target: Number of Fatalities
- ❑ Target: Rate of Fatalities
- ❑ Target: Number of Serious Injuries
- ❑ Target: Rate of Serious Injuries
- ❑ Target: Number of Non-motorized Fatalities plus Serious Injuries

(Targets based on a five-year rolling average)

Safety Performance Targets (PM1) Trends and Target Performance

Performance Measure	Desired Improvement Trend	Current Trend* (2015-2019)	2018 Target Met	2019 Target Met**
State of Texas				
1. No. of Fatalities	↓	↗	Yes	TBD
2. Fatality Rate	↓	↓	Yes	TBD
3. No. of Serious Injuries	↓	↓	Yes	TBD
4. Serious Injury Rate	↓	↓	Yes	TBD
5. No. of Non-motorized Fatalities and Serious Injuries	↓	↗	Yes	TBD
North Central Texas (NCTCOG) Region				
1. No. of Fatalities	↓	↗	Yes	Yes
2. Fatality Rate	↓	↓	Yes	Yes
3. No. of Serious Injuries	↓	↓	Made Significant Progress	Yes
4. Serious Injury Rate	↓	↓	Made Significant Progress	Yes
5. No. of Non-motorized Fatalities and Serious Injuries	↓	↗	Yes	Yes

*Current trend using data from the previous five years of available data (2015-2019)

**Preliminary results for NCTCOG. FHWA expected to release state results in March 2021.

Observed safety performance is compared to targets on a two-year delay

NCTCOG Actual Safety Performance 2019

Safety Performance Measures	Original 2019 Target	PY2019 Actual Performance	PY2012-2016 Baseline Performance	Met Target ?	Better than the Baseline?	Met or Made Significant Progress?
Number of Fatalities	599.2	557.2	496	Yes	No	Yes
Rate of Fatalities	0.838	0.781	0.768	Yes	No	
Number of Serious Injuries	3,999.6	3,692	3,754	Yes	Yes	
Rate of Serious Injuries	5.568	5.200	5.807	Yes	Yes	
Number of Non-Motorized Fatalities and Serious Injuries	582.4	559	497	Yes	No	

TxDOT Safety Performance Targets and Projections

Safety Performance Targets	2020 TxDOT Targets	2020 NCTCOG Targets	2021 TxDOT Targets	2021 NCTCOG Targets	2022 TxDOT Targets	2022 NCTCOG Targets
	1.2% Reduction		1.6% Reduction		2.0% Reduction	
No. of Fatalities	4,068	589.3	3,687*	572.4	-	-
Fatality Rate	1.48	0.803	1.33*	0.762	-	-
No. of Serious Injuries	18,602	3,514.7	17,151	3,375.3	-	-
Serious Injury Rate	6.56	4.768	6.06	4.485	-	-
No. of Non-motorized Fatalities and Serious Injuries	2,477	595.0	2,316.4	592.3	-	-

Targets are based on a five-year rolling average (ex. 2017 – 2021) for 2021.

Proposed reduction from original trend line projections.

*2021 Targets for TxDOT include new 50% reduction by 2035 targets for fatalities and fatality rate only.

NCTCOG Safety-Related Programs and Projects

Safety Program Area	Bike and Pedestrian	Freight
* Regional Roadway Safety Plan	Education and Outreach - Look Out Texans	FT Worth Rail Crossing Evaluation
Driver Behavior Social Marketing Campaign - Drive Aware North Texas	Regional Pedestrian Safety Plan	Truck Lane Restrictions Planning
Intersection Safety Implementation Plan	Bike/Ped Technical Training/Workshops	Freight Safety Initiative
WWD Mitigation Pilot Project	Safety Spot Improvement Program	Canyon Falls/US 377 and UPRR
Traffic Incident Management Training Program	Transportation Alternative Funding CFPs	Linfield Closing/Ped Crossing over UPRR
Crash Reconstruction Software/Equipment Training Program	"Routes to Rail Stations" Study	Prairie Creek Road Grade Separation
Incident Management Equipment Call for Projects	Safe Routes to School	
Commercial Vehicle Enforcement Training for Judges & Prosecutors	Bicycle Pedestrian Advisory Committee	Streamlined Project Delivery
Commercial Vehicle Enforcement RFP		Denton County East-West Corridor
Mobility Assistance Patrol Program	Congestion Management	
Regional Safety Information System - Crash Database	Emerging Technology Investment Programs	Automated Vehicles
Abandoned Vehicle Working Group / Regional Policy Development	Freeway Management & HOV Enforcement Programs	AV2.0
Annual Safety Performance Report Publication	Congestion Management Process	Texas Connected Freight Corridor: IH30
FHWA Safety Performance Targets	Peak Hour Lane Implementation	AV Truck Data Sharing
Regional Safety Advisory Committee		Traffic Signal Data Sharing
* Vision Zero Program Development Workshop	Transportation System Management / ITS	Waze/511DFW Data Sharing
* Vision Zero Regional Policy Resolution Development	Regional Traffic Signal Retiming Program	DSTOP
* NCTCOG Systemic Safety Improvements Program	Traffic Signal/Intersection Improvement Program	
	Traffic Signal Cloud Data	Aviation
Air Quality		Know Before You Fly "your drone" Workshops/Aviation Safety
DFW Clean Cities	Transit	UAS Safety and Integration Initiative/Task Force
Emissions Enforcement	Public Transportation Agency Safety Plan (PTASP)	

* Future Effort - Initial Planning Stage

Schedule

Date	NCTCOG Safety Performance Targets Actions to Date
December 2017	STTC/RTC (Action) - Presented 2018 Safety Performance Targets. * Affirmed support of 2018 TxDOT Targets
January/February 2019	STTC/RTC (Action) - Presented 2019 Safety Performance Targets. *Reaffirmed support of 2018 TxDOT Targets and affirmed support of 2019 – 2022 TxDOT Targets
January 24, 2020	RSAC/STTC (Information) - Presented 2020 Safety Performance Targets Update and 2018 preliminary safety targets vs. actual performance update to STTC. Item pulled from RTC due to special agenda
July 24, 2020	RSAC – Presented final safety targets vs. actual performance.
January/February 2021	RSAC/STTC/RTC (Information) - Present 2021 Safety Performance Targets Update and 2019 preliminary safety targets vs. actual performance update to STTC and RTC
January/February 2022	STTC/RTC (Action) - Present proposed 2022 Safety Performance Targets and 2020 preliminary safety targets vs. actual performance update to STTC and RTC

Questions, Comments, Contacts

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