The background of the slide is a dense field of 3D-rendered numbers in various shades of blue and white. The numbers are scattered across the frame, creating a sense of depth and movement. Some numbers are larger and more prominent, while others are smaller and recede into the background. The overall effect is a vibrant, data-oriented aesthetic.

# COVID-19 Funding Program

Regional Transportation Council

August 13, 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 Set Aside Account (to be discussed further on upcoming slide)
- ◆ RTC Policy Addressed: Better 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 Set 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

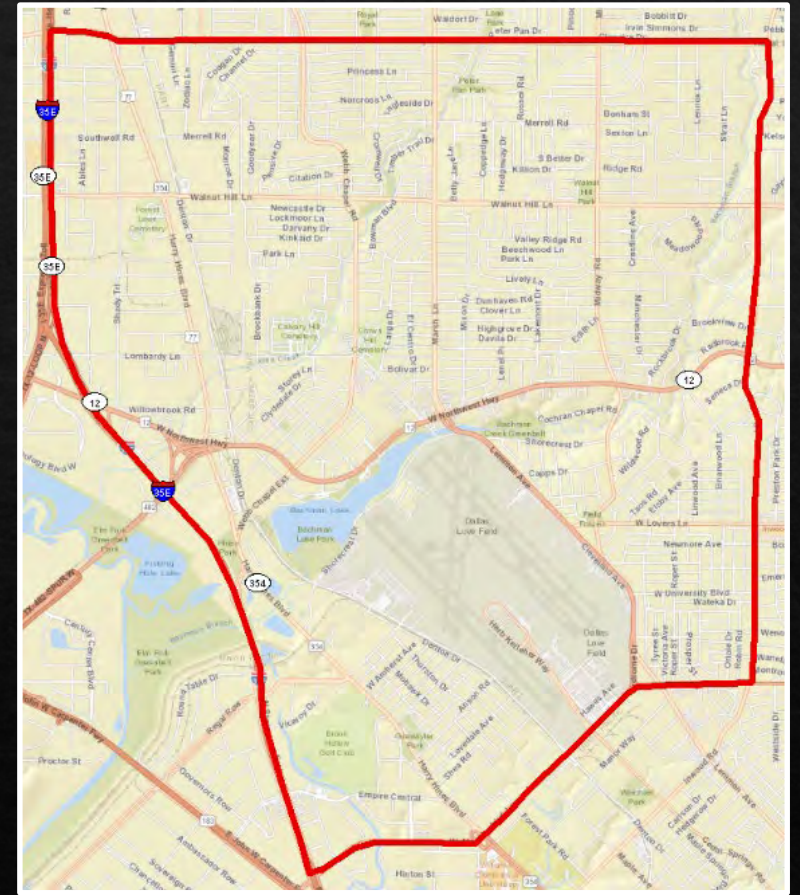
# IH 35E PEDESTRIAN CROSSING NEAR VICTORY STATION



- ◆ 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

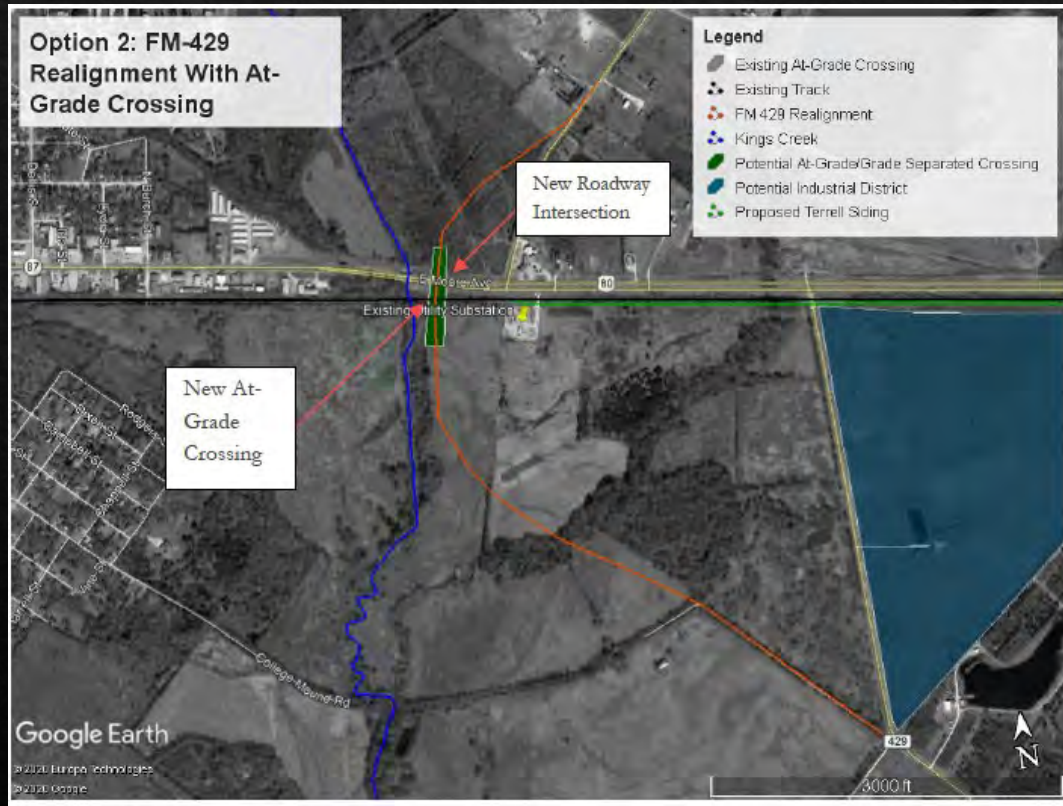
# BACHMAN LAKE AREA PLANNING STUDY

- ◆ 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.
- ◆ 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

- ◆ 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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0 25 50  
Miles



# ***MOBILITY 2045 POLICY BUNDLE***

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Round 4

Regional Transportation Council  
August 13, 2020

Kevin Feldt, AICP

# WHAT IS THE MOBILITY 2045 POLICY BUNDLE?

List of 20 Voluntary Policies from Mobility 2045

50 Percent Adoption Rate to Qualify

Successful Applicants

- May Receive Transportation Development Credits (TDCs)

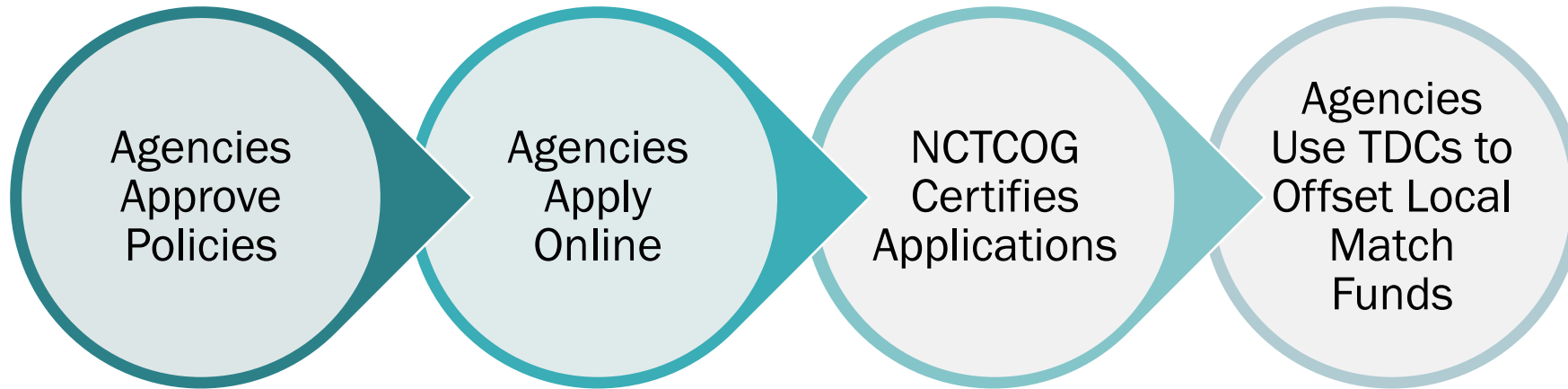
- Use TDCs as Local Match for Federally Funded Projects

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

Four new entities applied

21 entities participated

## 19 Local Governments

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

## 2 Transit Agencies

DCTA
Trinity Metro

\*new applicant

# ROUND 4 RECOMMENDED TDCs

<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 Grand Prairie*	10	1,125,000
City of Grapevine	17	1,125,000

\*new applicant

# 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	10	1,875,000
Trinity Metro	9	3,000,000
	<b>TOTAL</b>	<b>33,000,000</b>

\*new applicant

# SCHEDULE

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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Application Coordination

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TDC and TIP Coordination

# CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING  
INNOVATIVE PROJECTS DURING COVID  
RECOVERY

Regional Transportation Council  
August 13, 2020

Michael Morris, PE  
Director of Transportation

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## POLICY METRICS: CHANGING MOBILITY

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**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



---

# **METRIC 1:**

## TRAVEL BEHAVIOR RESPONSE TO COVID-19

# TRAVEL BEHAVIOR BY MODE

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Bicycle/Pedestrian (+22%, June)



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Freeway Volumes (-6%, June)

Toll Road Transactions (-41%, May)



Transit Ridership (-54%, June)

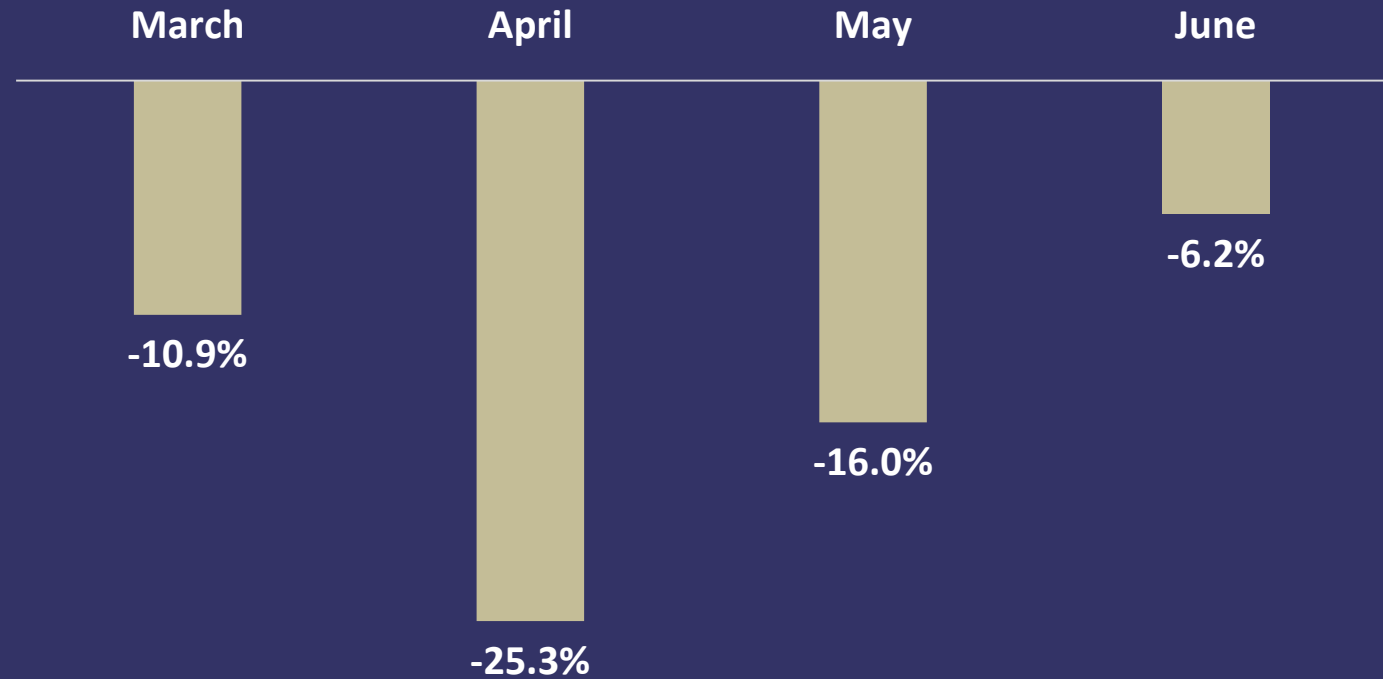
Airport Passengers (-80%, May)

# ROADWAY

## TRENDS

Weekly Freeway  
Volumes

### Traffic Decrease vs February 2020

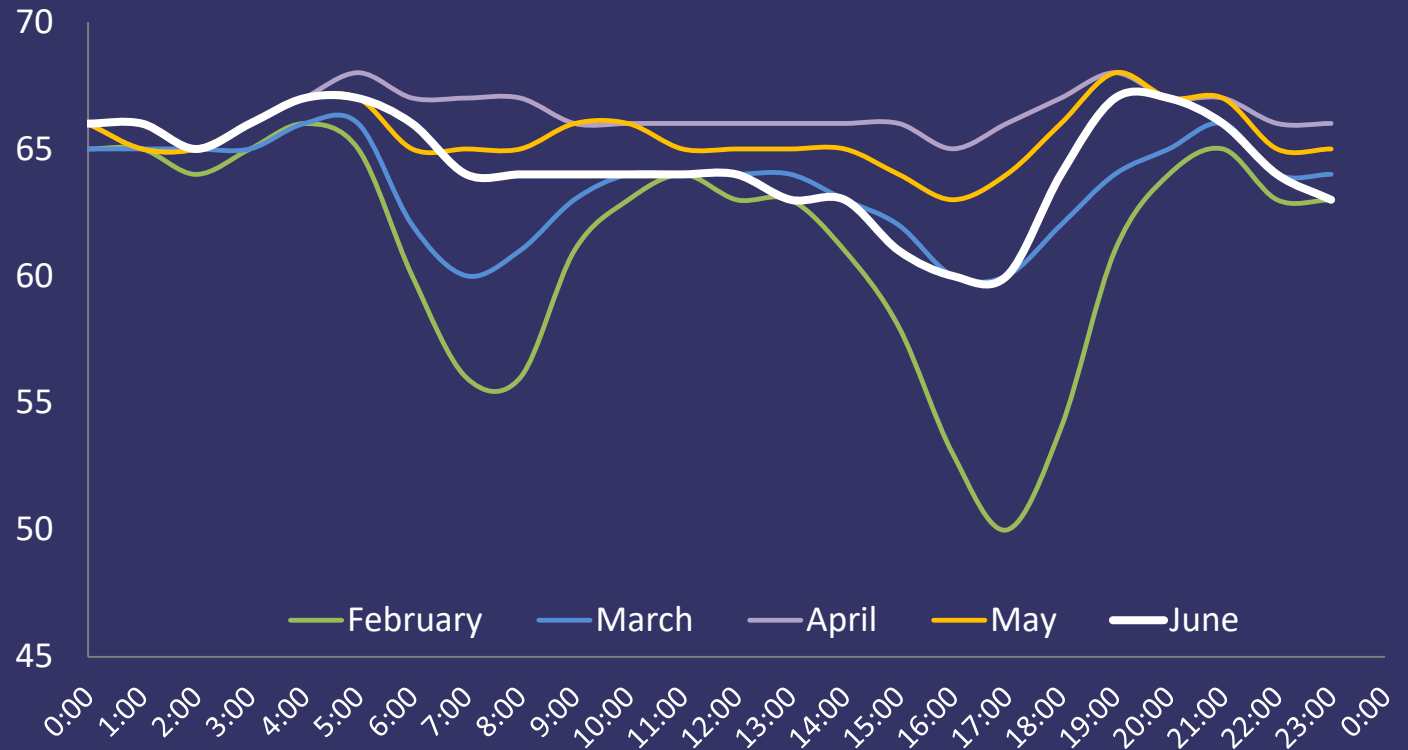


# ROADWAY

## TRENDS

Regional Average  
Freeway Speeds

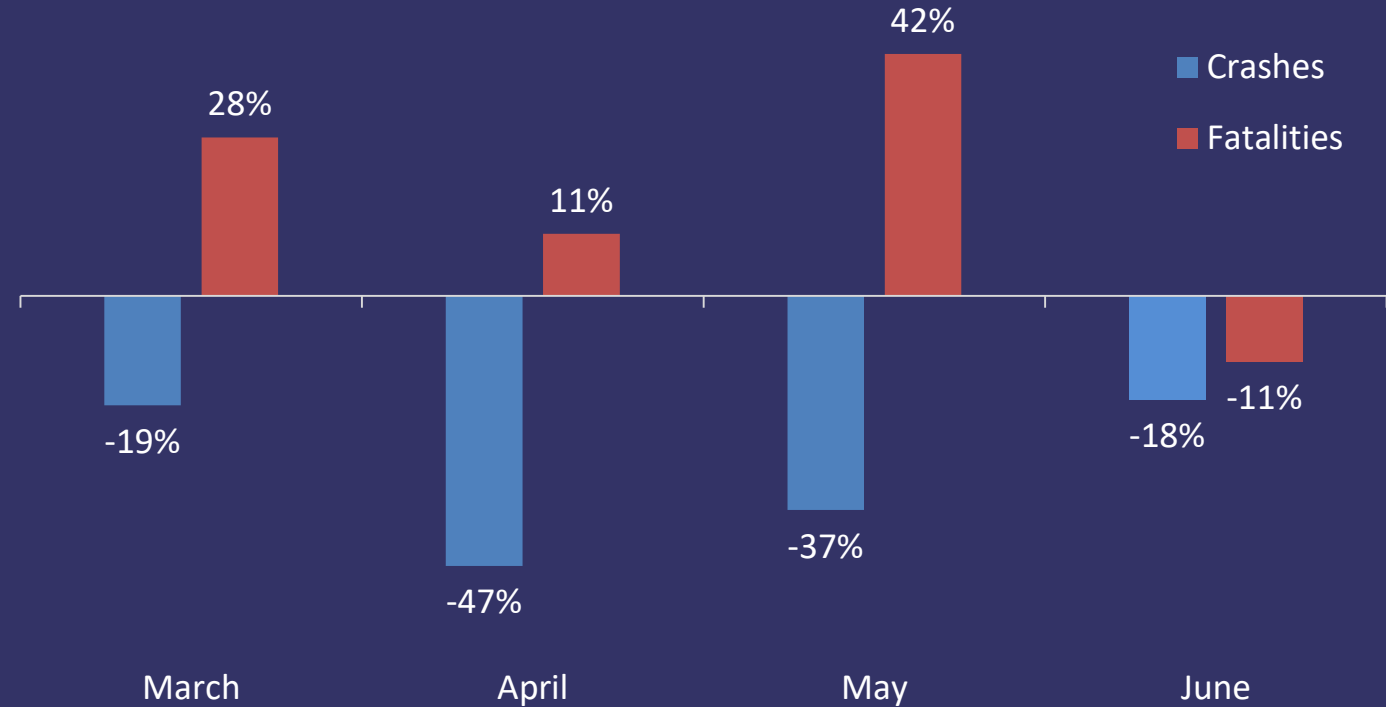
Average Weekday Speeds, Weighted by Traffic Volume



# CRASH TRENDS

## Changes in Crashes and Fatalities

### Crashes and Fatalities: 2019 vs 2020



Source: TxDOT Crash Records Information System

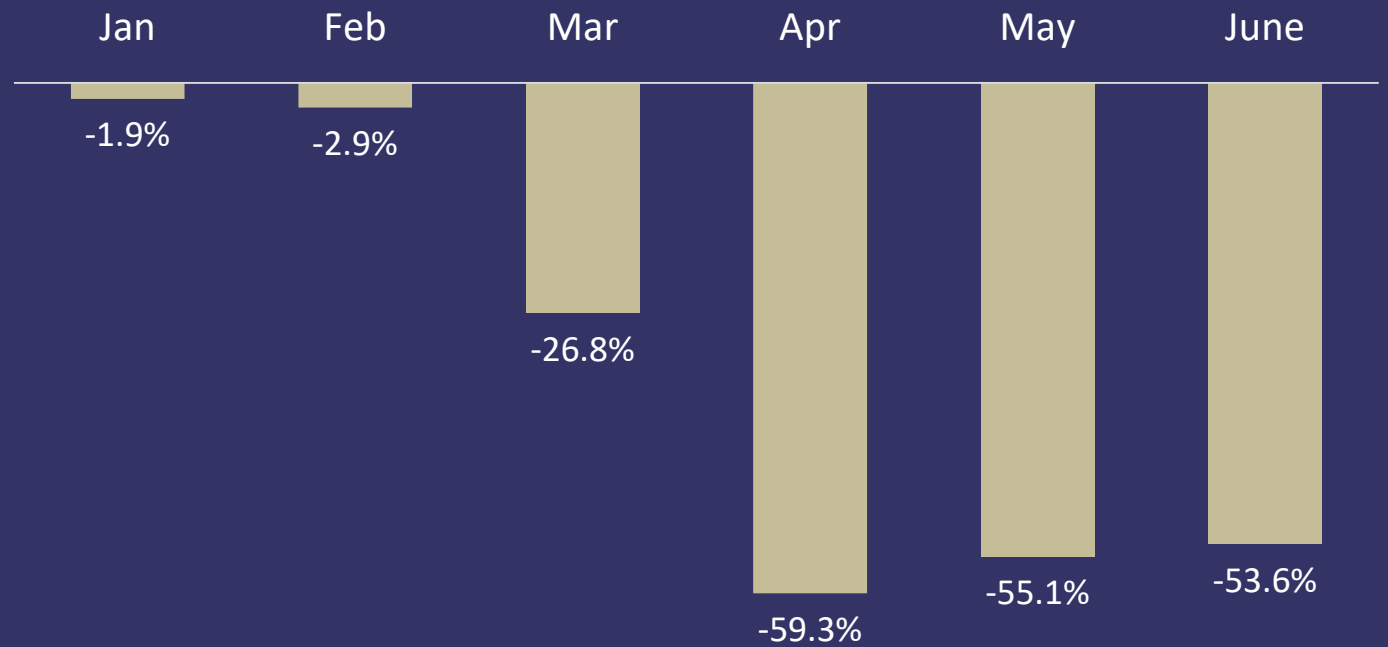
Crash data is accurate as of July 15, 2020.

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

# TRANSIT IMPACTS

Ridership

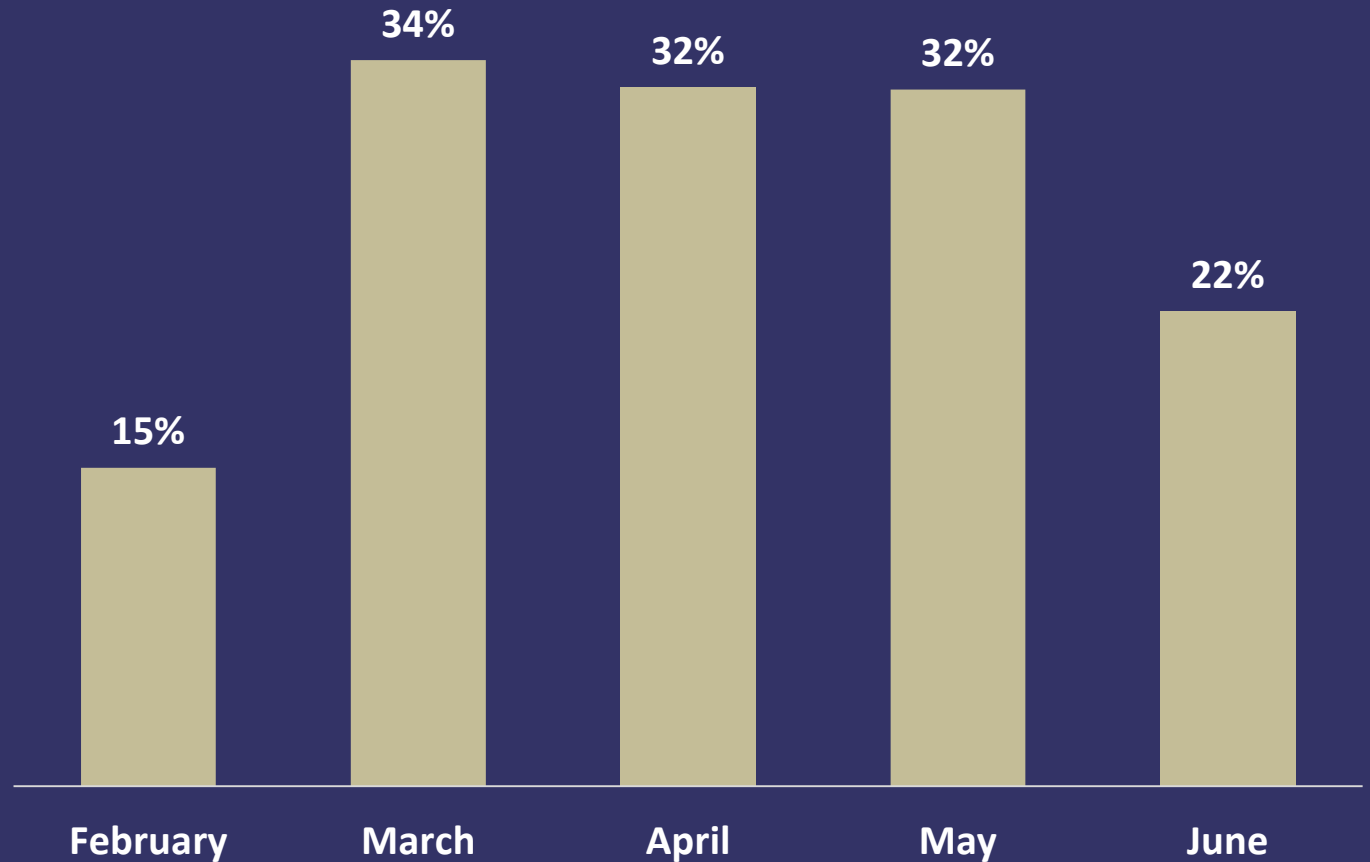
## Passenger Decrease : 2019 vs 2020



# BICYCLE AND PEDESTRIAN IMPACTS

Trail Counts

## Increase in Trail Usage: 2019 vs 2020



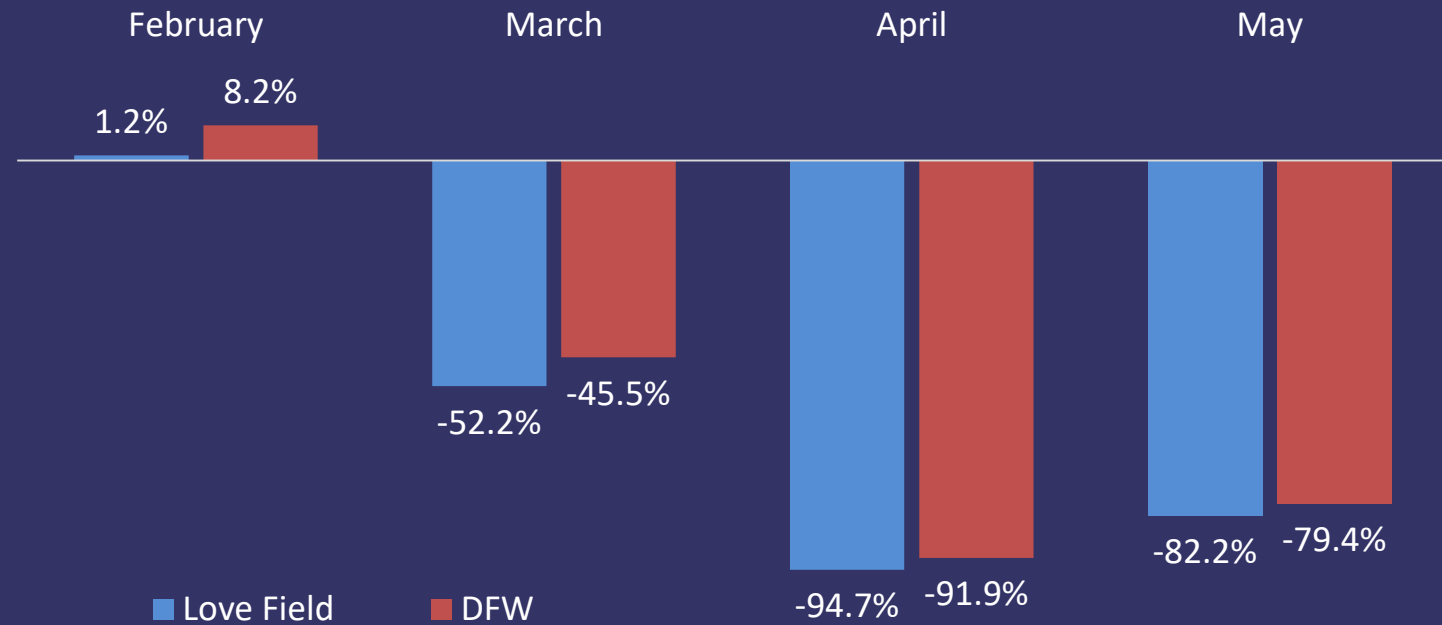
Source: NCTCOG, collected at Chisholm Trail in Plano, Denton Branch Rail Trail in Denton, Katy Trail in Dallas and Trinity Trails in Fort Worth.

Note: No adjustments for weather were applied.

# AIRPORT TRENDS

Passengers

## Change in Airport Passengers: 2019 vs 2020





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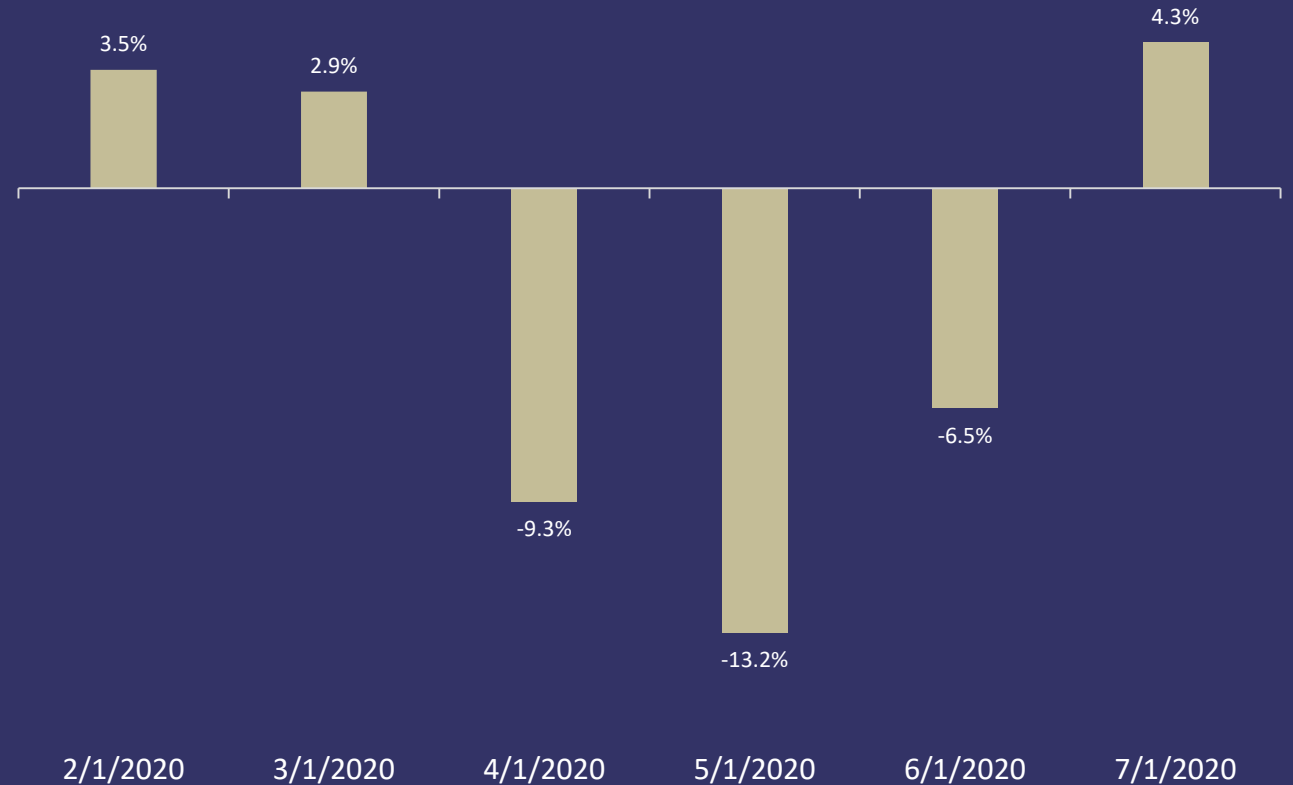
# METRIC 2:

FINANCIAL IMPLICATIONS TO  
TRADITIONAL TRANSPORTATION  
REVENUE

# FUNDING IMPACT

Sales Tax Decrease  
(Component of  
Proposition 7<sup>1</sup>)

Sales Tax Change: 2019 vs 2020

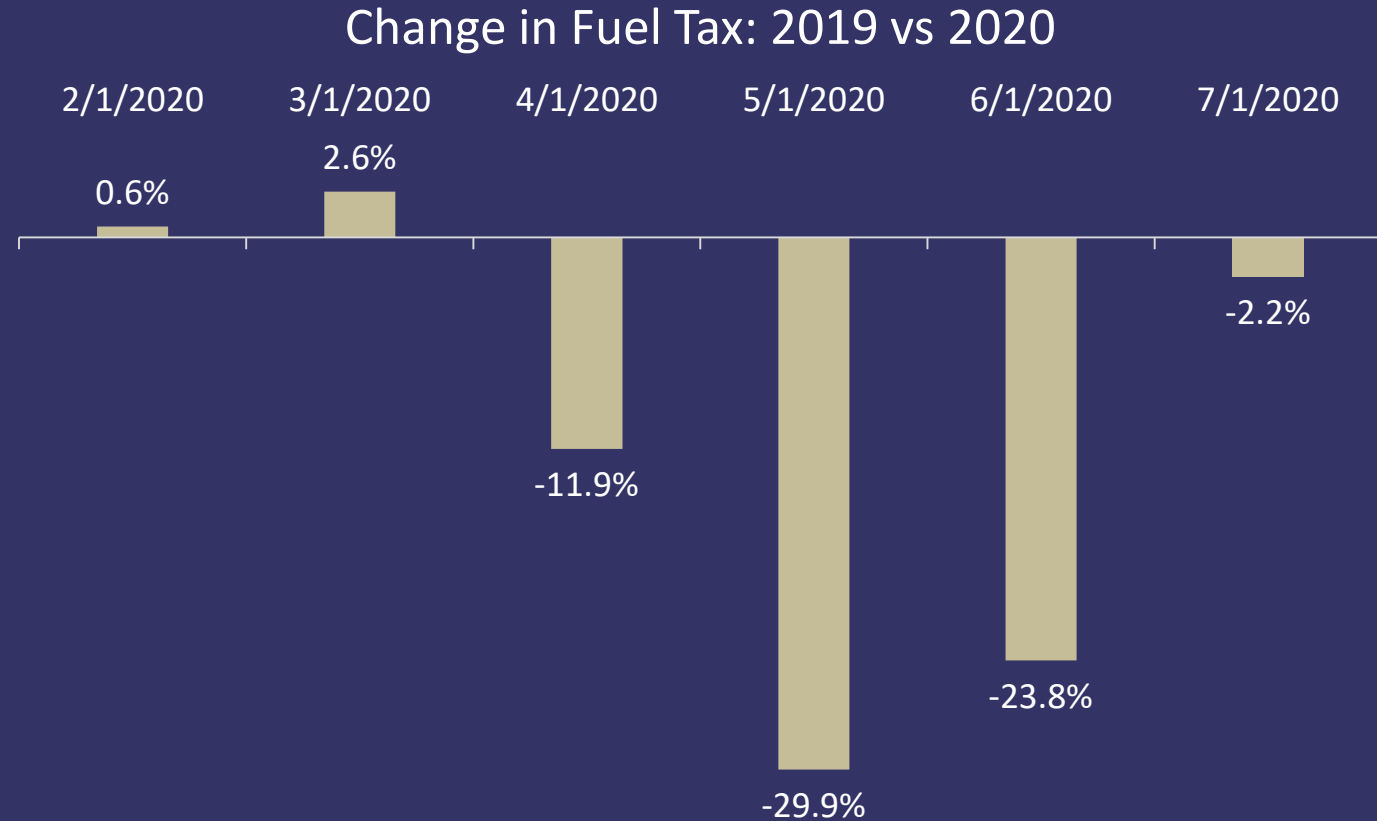


Source: Texas Comptroller of Public Accounts

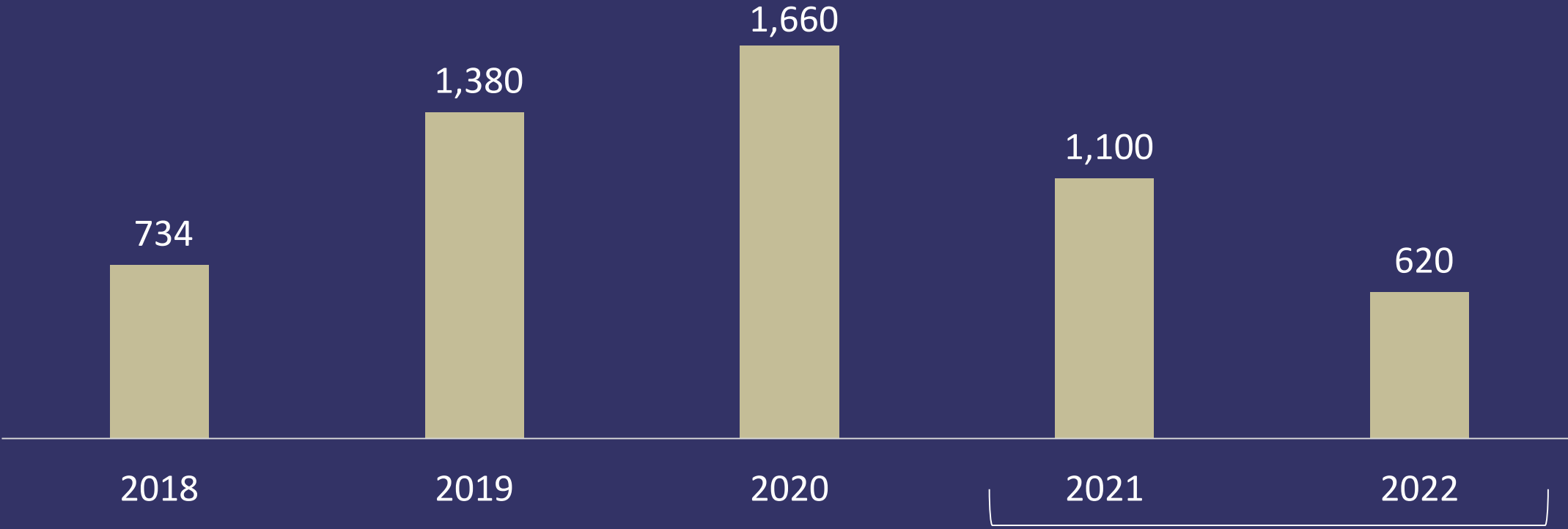
1 Proposition 7 includes General State Sales Tax and Motor Vehicle Sales Tax

# FUNDING IMPACT

Motor Fuel Tax  
Decrease



# PROPOSITION 1 (OIL & GAS SEVERANCE TAX) TRANSFERS TO THE STATE HIGHWAY FUND, MILLIONS



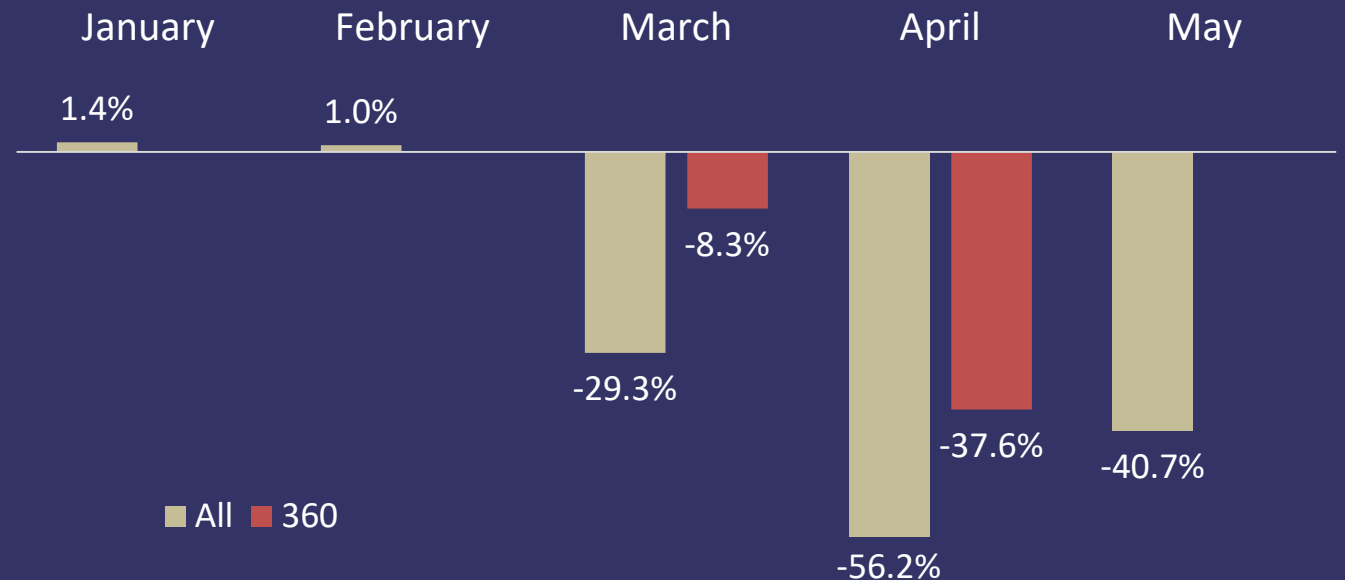
Projected in July 2020  
Revised Comptroller  
Certification Revenue  
Estimate

Source: Texas Comptroller of Public Accounts

# FUNDING IMPACT

NTTA Transactions,  
Including SH 360

## Change in Tollway Transactions: 2019 vs 2020



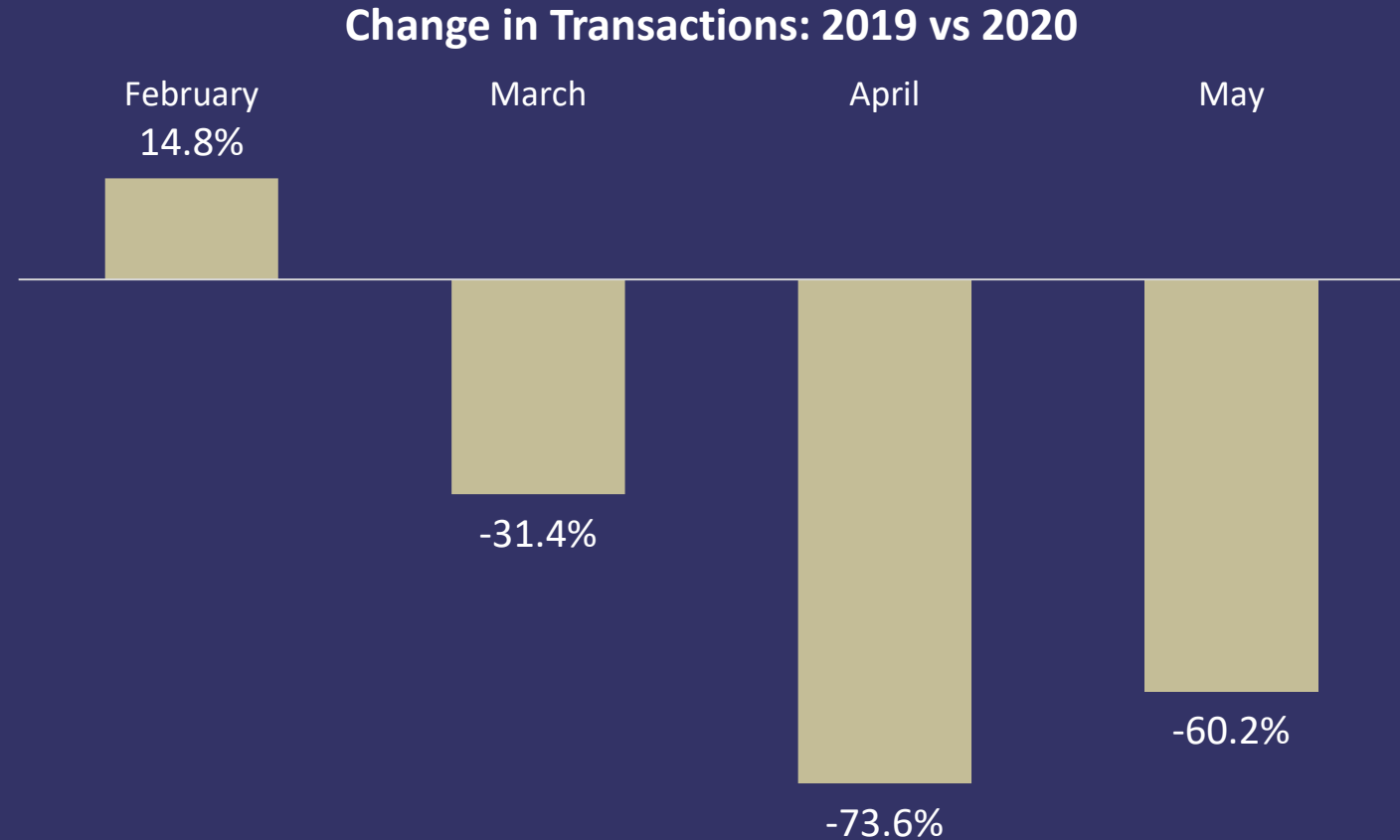
Source: NTTA

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.

# FUNDING IMPACT

I-35E TEXpress Lane  
Transactions



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 August 3, 2020)*

*Ozone levels influenced by meteorological conditions: high temperatures, low winds, high UV index, limited rain, and little cloud coverage*

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

# TRANSIT: HELPING COMMUNITIES IN TIME OF NEED

Partnering with nonprofits and local governments to deliver essential supplies to those in need

- Catholic Charities (transportation program) provided door-to-door meal deliveries to homebound clients
- DCTA provided personal protective equipment to Denton County nonprofits
- DART delivered weekly meals to Dallas ISD and Garland ISD students



Source: DART



Source: CCFW



Source: DCTA

---

# METRIC 4:

PRIORITIZATION OF INFRASTRUCTURE  
IMPROVEMENTS THAT OFFSET  
UNEMPLOYMENT INCREASES

\$1 billion in transportation investment = ~12,000-15,000 jobs

No conclusive evidence of different types of construction projects generating more/fewer jobs

For a long-term unemployment event, need near-term and long-term transportation investment for maximum benefit

# TRANSPORTATION IMPACT ON THE ECONOMY

## CANDIDATE PROJECTS

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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



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

**Regional Transportation Council  
August 13, 2020**

**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



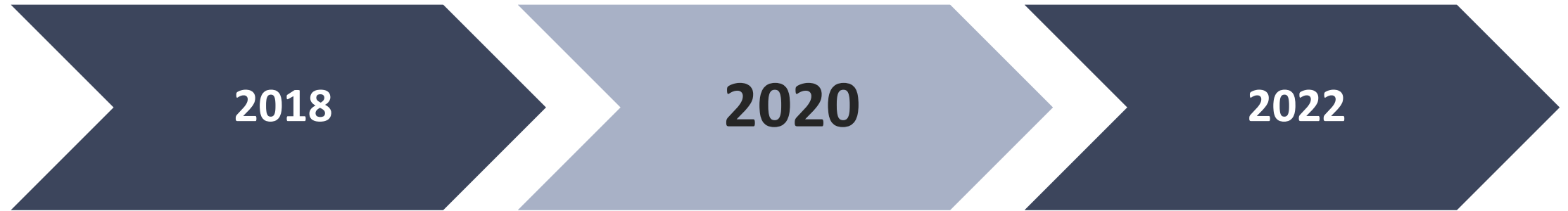
Progress North Texas 2020

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**

# PM3: System Performance, Freight, and CMAQ

7 Measures related to various aspects of the transportation system








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

November 8, 2018: RTC Adopted quantitative 2020 and 2022 regional targets

Updated targets due to FHWA via TxDOT October 1st

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%	Re-affirm 79.5%
Non-Interstate Reliability		N/A	71.1%	74.4%	76.1%	Re-affirm 71.1%
Truck Travel Time Reliability		1.71	1.66	1.83	1.90	<b>Revise 1.90*</b> <b>Aspirational 1.83</b>
Peak Hour Excessive Delay		N/A	15.00 hrs.	13.25 hrs.	12.51 hrs.	Re-affirm 15.00 hrs.
Non-SOV Travel		19.9%	20.2%	19.8%	20.0%	Re-affirm 20.2%
Total Emissions Reductions – NOx		2,892.96	5,062.68	5,884.42	7,403.95	<b>Revise 7,403.95</b>
Total Emissions Reductions - VOC		599.67	1,079.40	1,418.56	1,814.02	<b>Revise 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

Existing Examples:

Incident Detection and Response (tow truck staging)

Techniques Encouraging Trucks from Peak Periods

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

# 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>**



# TRAIL OF THE MONTH

## Highlighted Regional Trails

Regional Transportation Council  
August 13, 2020

Karla Weaver, AICP  
Senior Program Manager  
Sustainable Development Program



**North Central Texas  
Council of Governments**

## OUTREACH INITIATIVE

- **Make the public aware of the many great trail systems in the Dallas-Fort Worth region**
- **Over 773 miles built and 3,869 miles planned**
- **Highlight current and future investment by cities and the Regional Transportation Council**

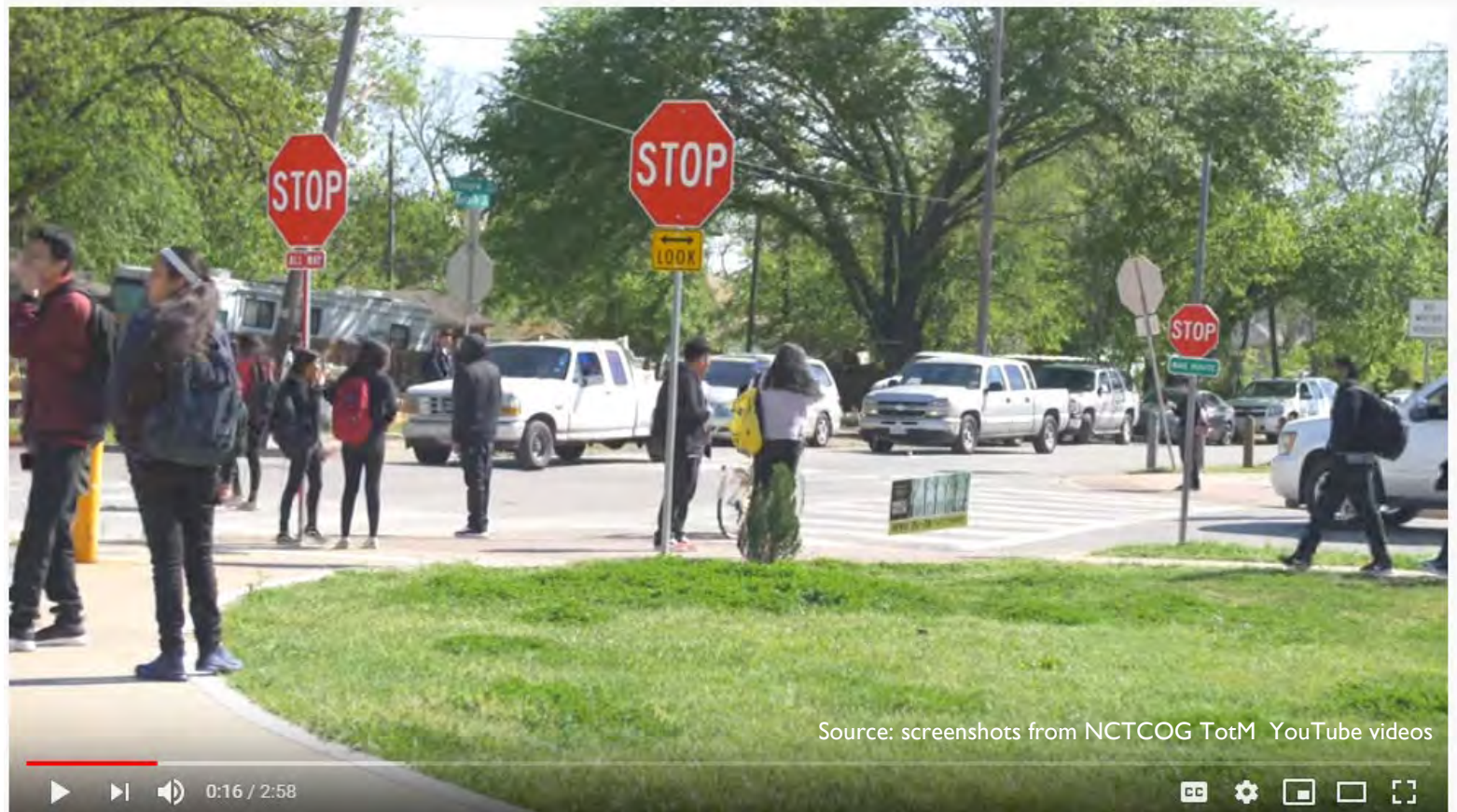






## Videos highlight the benefits of our trail system, such as:

- Transportation
- Regional connectivity
- Access to job centers and schools
- Community enhancement
- History of the trails



Source: screenshots from NCTCOG TotM YouTube videos

## Videos include interviews with:

- Local government leaders and staff
- Trail users
- Organizations, such as *Friends of the Trail* groups

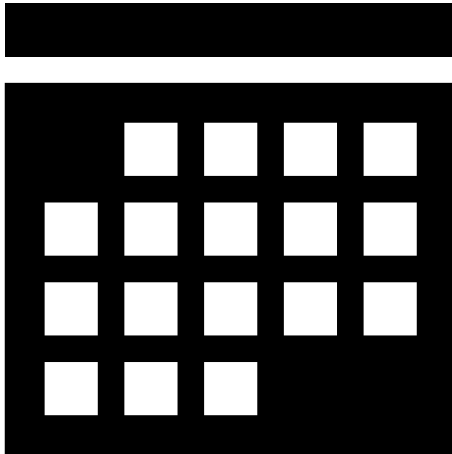


Source: screenshot from NCTCOG TotM YouTube video

# REGIONAL TRAIL VIDEOS

## TOP TEN

- **Santa Fe (August 2019)**
- **Cottonwood Creek (September 2019)**
- **River Legacy Trail (October 2019)**
- **Cotton Belt Trail (November 2019)**
- **Preston Ridge Trail (December 2019)**
- **DCTA Rail to Trail (January 2020)**
- **Trinity Trails – Ft. Worth/Benbrook/Westworth Village (February 2020)**
- **SoPac Trail (March 2020)**
- **Lone Star/Campion/Delaware Creek to Downtown Irving (April 2020 - *delayed*)**
- **Regional Trails Overview (May 2020 – Bike to Work Month - *delayed*)**



## OUTREACH CONTINUES

- **New Updates on Social Media**
- **Share with Project Partners/Agencies video links and write-ups**
- **Make information available to the public while walking and bicycling are at an all time high to maintain momentum.**



# THANK YOU!

**Trail of the Month Videos:**  
**[nctcog.org/bikeweb](http://nctcog.org/bikeweb)**

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[kkokes@nctcog.org](mailto:kkokes@nctcog.org)

**Matt Fall**

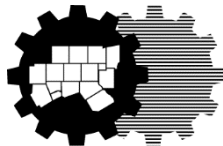
Senior Planner

[mfall@nctcog.org](mailto:mfall@nctcog.org)



# Enhancing Freight and Passenger Rail Coordination: Clear Path™ Technology

**Regional Transportation Council**  
**August 13, 2020**



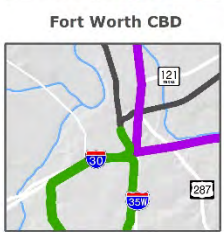
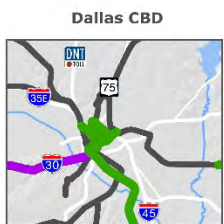
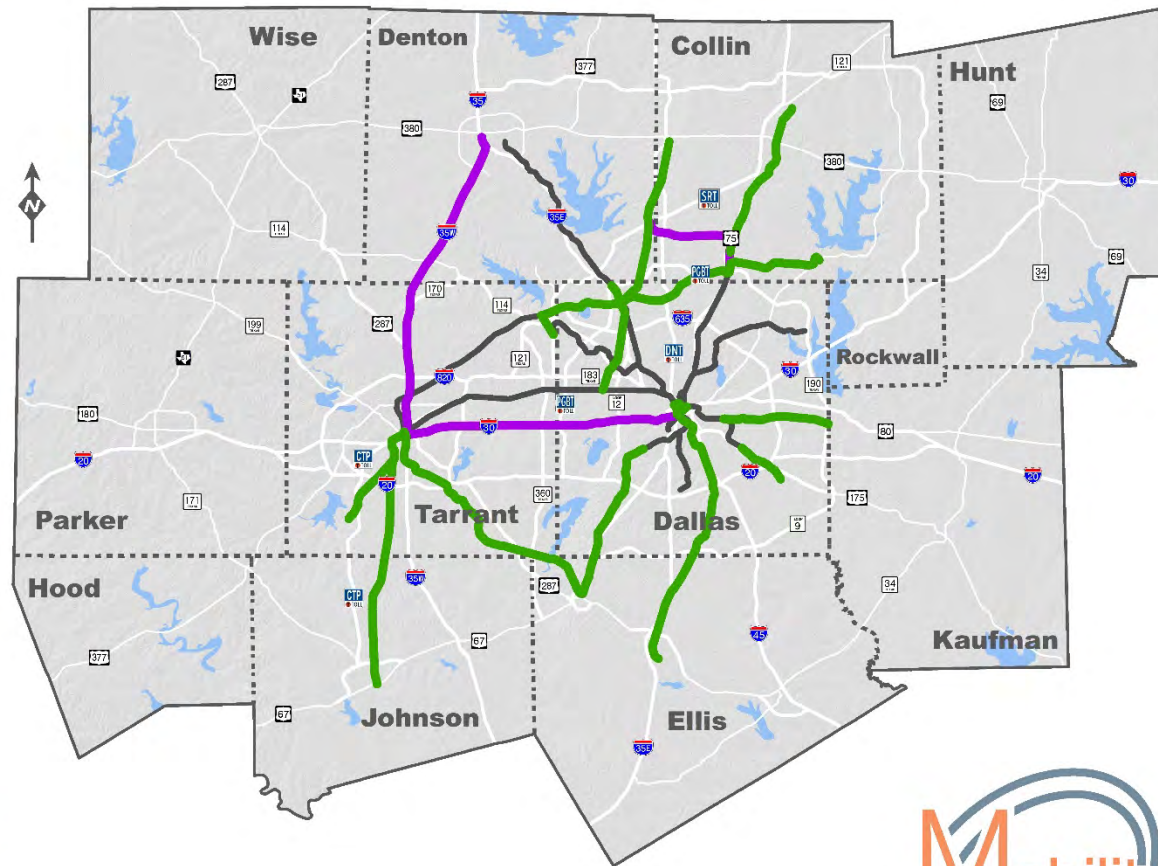
**Jeff Hathcock, Program Manager**  
**NCTCOG Transportation Department**



# COORDINATION VISION

## Major Transit Corridor Recommendations

- Recommended Rail
- Existing Rail
- Recommended High-Intensity Bus



Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.



# A HISTORY OF COLLABORATION

## Regional Rail Partner Coordination:

Grade Crossing Separations/Grade Crossing Closings

Major Track Projects (Tower 55)

Project Coordination

Rail Studies

Technology Solutions (PTC)

Grant Submittals

**FREIGHT**  
NORTH TEXAS





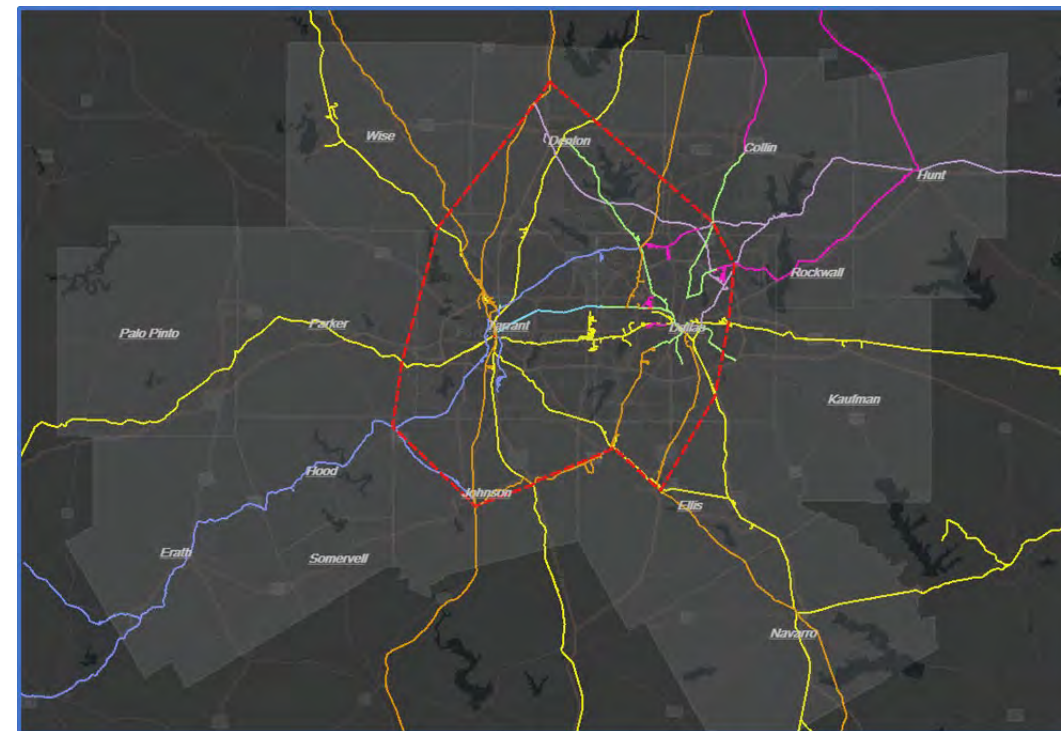
# CLEAR PATH™ TECHNOLOGY

## Implementation of Clear Path™ Technology

In use in the Greater Chicago Area

Technology-based innovative response to maximizing efficiency on shared use freight and passenger rail networks

Will enable all rail agencies to exchange timely, accurate, and actionable information on train movements in the region



Courtesy of Railinc

# CURRENT AND FUTURE CONSIDERATIONS

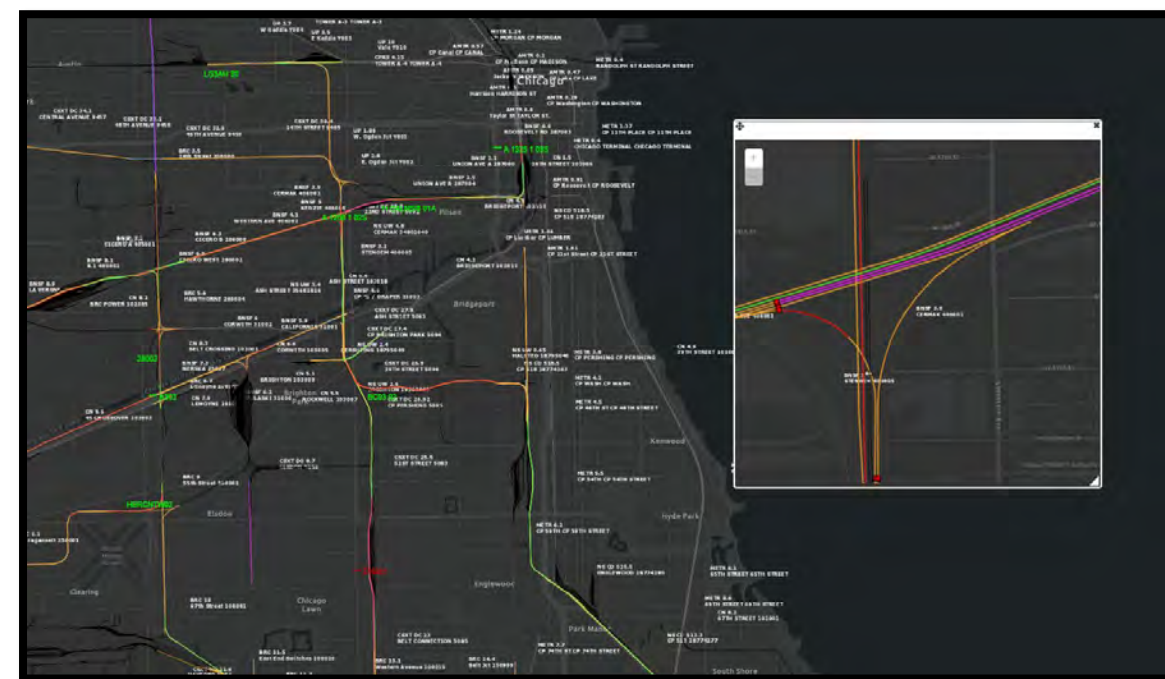
**Clear Path™ Technology would Assist:**

Freight and Passenger Train Interactions

Planned Freight and Passenger Rail Growth

Dallas and Fort Worth Rail Bottlenecks

Long-Term Mobility Plan Projects – Road and Rail interactions



Courtesy of Railinc

# NEXT STEPS

## **Rail Agencies**

Coordinate with DART, Trinity Metro, DCTA, BNSF Railway, Union Pacific Railroad, FWWR, DGNO, and KCS senior leadership to establish guidelines and parameters for implementing Clear Path™ Technology

## **NCTCOG**

Provide update to STTC and RTC for action (October/November)

# CONTACT INFORMATION

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