NCTCOG PRESENTATION

Air Quality Funding Recommendations Related to the Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

August 26, 2022

Trey Pope
Air Quality Planner

Round 3 Funding and Applicant Eligibility

Funding Source: Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program	
Call for Projects	North Texas Clean Diesel Project 2021
Project Types	Replace Onroad and Nonroad Diesel Engines/Vehicles/Equipment; Replace Transport Refrigeration Units and Drayage Vehicles; Install Locomotive Shore Power
Round 3 Available Funding*	$318,533
Applicants	Private Fleets and Companies; Public Entities such as Local Governments
Geographic Area	10-County Nonattainment Area**

*Call for Projects Opened with Available Rebate Funding of $1,531,290; EPA Approved Adding $825,000 Moved from Unobligated Project to CFP. Round 1 (closed on January 14, 2022) Awarded $948,603. Round 2 (closed April 15, 2022) Awarded $1,089,152.
**This includes Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties.

Summary of Applications Awarding Round 3 Funds

North Texas Clean Diesel Call for Projects*							
Applicant	Activities Requested	Applicant Eligible	Activities Eligible	EPA Funds Requested	Award Status	Recommend	
						Activities	EPA Funds
MHC Truck Leasing	1	Yes	1	$220,259	Full – 45%	1	$220,259
All-Electric Replacement Truck; 45% Funding Level Eligible							
Approximate Remaining Funding for Call for Projects							$98,274

*Refer to Electronic Item 2.1.2 for More Details.

Project Eligibility

North Texas Clean Diesel Project 2021			
Eligible Activities	**Funding Threshold**		
Replace Onroad Diesel Vehicles and Engines* • GVWR: 16,001 and Up; • EMY: Older - 2009 (Also EMY 2010 - Newer if Replacing with Electric); • Must Operate > 7,000 Miles/Year during 24 Months Prior to Application	**Replacement Type**	**Vehicles/ Equipment**	**Engines**
	New is Electric (Zero Emission):	**45%**	**60%**
	Cost if New is Powered by Certified to CARB Optional Low-NOx Standards:	**35%**	**50%**
	Cost for All Others or EPA Certified:	**25%**	**40%**

*All old vehicles/engines/equipment must be scrapped; other model years eligible on case-by-case basis.

California Air Resources Board (CARB); Engine Model Year (EMY); Gross Vehicle Weight Rating (GVWR)

Eligibility and Scoring Criteria

North Texas Clean Diesel Project 2021		
Characteristics	**Rebate Program** Purpose: Reduces administrative burden as compared to a subgrant program.	
	Competitive Application Process Purpose: Choose the best activities for our region.	
Eligibility	**Operate in Required Geographic Area**	
	Clean Fleet Policy Adoption Purpose: Reserve Funding for Fleets that are Engaged Beyond Grant Opportunities; Consistent with RTC Adoption of Clean Fleet Policy	
Scoring Criteria	**Criteria**	**% of Total Score**
	Cost Per Ton NOx Emissions Reduced Purpose: Maximize Emissions Reductions	70%
	Rebate Recipient Oversight Criteria Purpose: Balance Project Benefits with Administrative Burden	25%
	Geographic Impact Criteria Purpose: Preference to Projects Operating in Environmental Justice Areas	5%

Schedule

Milestone	Estimated Timeframe
STTC Action to Recommend Rebate	August 26, 2022
RTC Approval of Recommended Rebate	September 8, 2022
Executive Board Authorization	September 22, 2022
Next Interim Application Deadline (Rolling 90–day deadline until all funds awarded or until project implementation deadline)	October 14, 2022
Project Implementation Deadline	January 31, 2024

Action Requested

Recommend RTC Approval of Recommended Rebate Awards and Call for Projects:

North Texas Clean Diesel Project 2021

1. $220,259 (full rebate award) to MHC Truck Leasing to replace one class 6-7 diesel short-haul freight delivery truck with an all-electric short-haul freight delivery truck

2. If Funds Become Available From Prior Awards, Apply Available Funds to Continue Call for Projects until Funds are Exhausted

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Transit Strategic Partnership Program: Summer 2022 Projects

RACHEL JENKINS

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

August 26, 2022

Transit Strategic Partnership Program

Federal Transit Administration funds in the region awarded through:

~ 2% set aside for Transit Strategic Partnerships

~ 98% available annually through Programs of Projects (POP) process which are allocated to transit providers

Transit Strategic Partnership Program provides process to evaluate transit project ideas and implement services based on need and feasibility

Accept projects on rolling basis

Encourage partnerships between non-service providers and existing transit providers

Not intended to make up for operating shortfalls, but demonstration of projects in urbanized areas

Background

Summer 2021:	NCTCOG finalized the Southern Dallas County Transit Planning Study Report focusing on strategic implementation of transit and mobility services.
Fall 2021:	Staff provided STTC and RTC updates on redesigned Transit Strategic Partnership Program for utilizing FTA set-aside funding.
2021 - 2022:	Staff facilitated various discussions with Cedar Hill, Duncanville, and STAR Transit on potential transit service options in each city.
Spring 2022:	STAR Transit continued discussions with city staff and proposed service projects were received.
July 2022:	STAR Transit provided finalized service details and a cost-of-service breakdown to support the funding request.

Building On Efforts

Transit Studies
Southern Dallas County

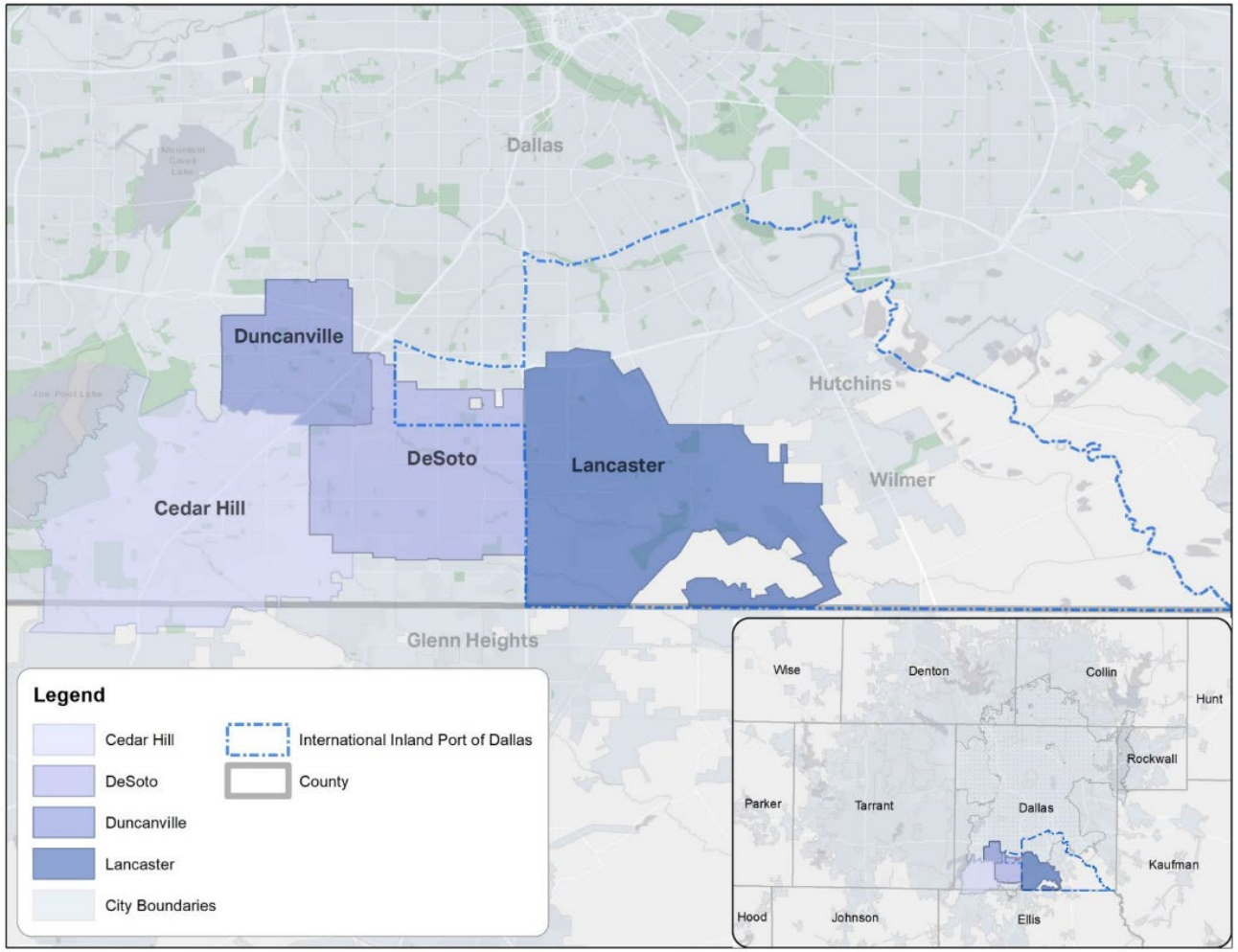
Geographic Focus	NCTCOG Region	NCTCOG Region	Outside Transit Authority Service Areas
User Focus	All Users	Vulnerable Users	All Users
Travel Modes	All Modes	Bus, Demand Response, and Paratransit	Bus and Demand Response
Planning Horizon	Long Range	Short-Medium Range	Short-Medium Range

Proposed Service Area

Service will include weekday operation of demand response and STARNow same-day service and will prioritize seniors and individuals with disabilities.

Supports recommendations from Southern Dallas County Transit Planning Study Report

Builds the foundation of transit service in the area (*Proposed Phase 1*); later phases build on this foundation



Proposed Service Overview

How Much: Not to exceed $1,260,000 total from Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program Funds

Service Area	Federal	Local	Total
Cedar Hill	$504,000	$126,000	$630,000
Duncanville	$504,000	$126,000	$630,000
TOTAL	**$1,008,000**	**$252,000**	**$1,260,000**

What: STAR Transit expansion of service to the cities of Cedar Hill and Duncanville

When: Two-Years with service start-date anticipated for Spring 2023

Future Plans: Evaluate service and possibly incorporate into STAR Transit service area

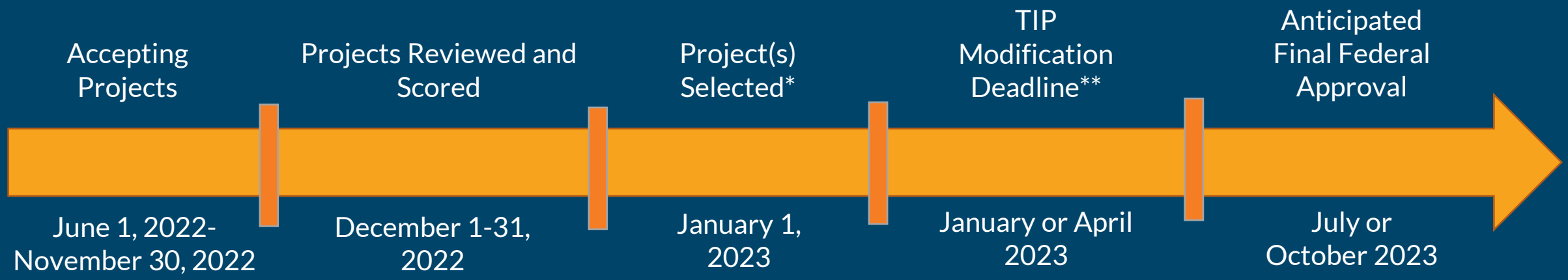
Transit Strategic Partnership Program Federal Funding

	Dallas-Fort Worth-Arlington (DFW)		Denton-Lewisville (DL)	
	Section 5307	Section 5310	Section 5307	Section 5310
Currently Available	$4,518,995	$5,877,414	$310,868	$645,831
Anticipated FY2023 Funds[1]	$305,266	$1,244,621	$164,552	$ 327,726
Total Available	**$4,824,261**	**$7,122,035**	**$475,420**	**$973,557**
Summer 2022 Project Request		$ (1,008,000)		
Remaining Funding	**$4,824,261**	**$6,114,035**	**$475,420**	**$973,557**

A portion of Section 5310 funding is available at 100% federal share with no local match component required, per the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (Pub. L. 116-260)

[1]Program funding for FY2023 includes estimated amounts from Federal Transit Administration FY2022 Apportionment set-aside for regional transit projects

Upcoming Transit Strategic Partnership Program Cycle



** Projects may get shifted to next cycle if more development is needed*

** * Selected projects may be submitted to either of the two TIP deadlines within the cycle. TIP deadlines are subject to change.*

Action Requested

STTC Approval:

To utilize up to $1,260,000 total in existing Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities funds from the Transit Strategic Partnership Program to pilot STAR Transit service expansion to the cities of Cedar Hill and Duncanville.

To revise administrative documents as appropriate to incorporate this project.

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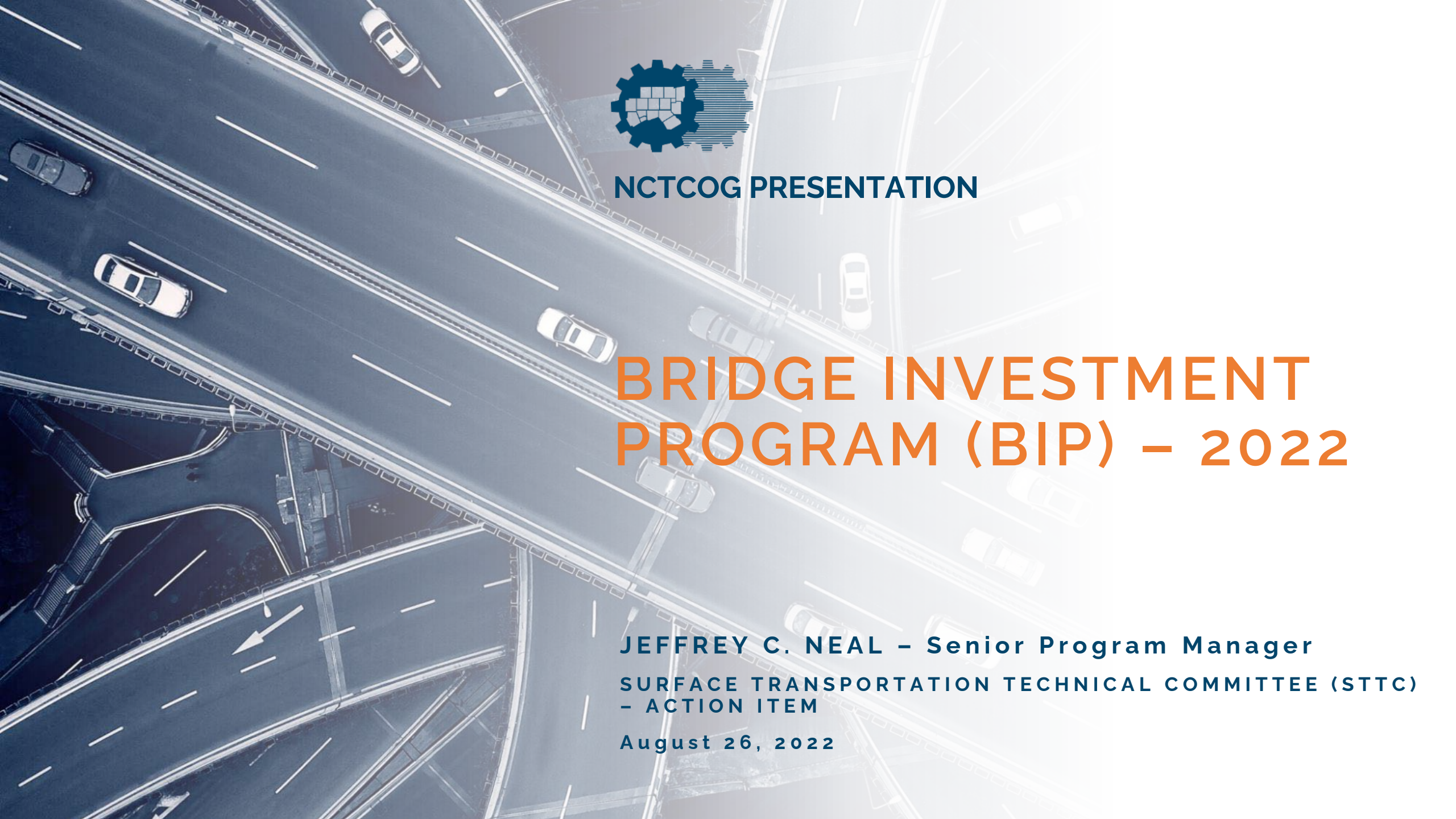


NCTCOG PRESENTATION

BRIDGE INVESTMENT PROGRAM (BIP) – 2022

JEFFREY C. NEAL – Senior Program Manager

SURFACE TRANSPORTATION TECHNICAL COMMITTEE (STTC) – ACTION ITEM

August 26, 2022

BRIDGE INVESTMENT PROGRAM (BIP) – OVERVIEW

Funding Availability

$20 Million
Planning Grants

$1.17 Billion
Large Bridges (> $100M)

$1.013 Billion
Bridge Projects (≤ $100M)

$40 Million
Tribal Facilities

$117 Million
Culvert Rehab / Replacement

TOTAL FY 22 FUNDING: $2.36 BILLION

Minimum Award

$2.5 Million
Bridge / Culvert Projects

$50 Million
Large Bridges

Maximum Award

50% of Cost
Large Bridges

80% of Cost
Bridge / Culvert Projects

Federal Cost Share Limit

80% of Cost
On-System Bridges [1]

90% of Cost
Off-System Bridges

Applicant Eligibility

1. State DOT (or group of State DOTs)
2. Metropolitan Planning Organization (MPO)
3. Local Government (or consortium)
4. Political Subdivision of State / Local Government
5. Special Purpose District / Public Authority
6. Federal Land Management Agency (FLMA)
7. Tribal Government (or consortium)
8. Multi-Jurisdictional Group of Above Entities

Project Cost Eligibility / Commitments

1. Development Phase Activities:
   Planning, feasibility analyses, revenue forecasting, NEPA / design
2. Bridge Construction Activities:
   Preservation, rehab, removal, replacement, or reconstruction
   ROW / equipment acquisition
   Operational improvements related to system performance
3. Bridge Protective Measures (e.g., seismic / scour defenses)
4. Federal Credit Assistance Subsidy / Administrative Costs
5. Maintenance (Responsible entity, lifecycle costs, & funding sources)
6. Bicycle / Pedestrian Accommodation [2]

1. *Bridges on roadways maintained by a State DOT.*
2. *Federal financial participation requires safe accommodation of bicyclists / pedestrians if such operations are allowed at each bridge end, and FHWA determines safe accommodation can be provided at a reasonable cost.*

BRIDGE INVESTMENT PROGRAM (BIP) – OVERVIEW *(cont.)*

- Project Goals:
  - Reduce number of & total person-miles traveled over bridges:
    - In poor condition, or in fair condition with risk of falling into poor condition within three years
    - Not meeting current geometric design standards
    - Not meeting load & traffic requirements of the regional transportation network
  - Improve safety, efficiency, & reliability of people / freight movements over bridges
  - Provide financial assistance leveraging & encouraging non-Federal contributions
- US DOT Priority Considerations:
  - Bridge(s) in poor condition or at risk of falling into poor condition, plus one or more of the following:
  - Large Bridge Projects (> $100 Million):
    - Does not meet current geometric design standards
    - Total future eligible project costs > $1 Billion
    - Grant need > $100 Million
    - Readiness verifies award could be distributed over 4-year period
    - FLMA bridge to be divested to a non-Federal entity
    - Next delivery stage can proceed within 12 months of NEPA completion
    - Incorporates transit, such as bus express lanes
    - Demonstrates national or regional economic significance
  - Bridge Projects (≤ $100 Million):
    - Final design readiness within 12 months of NEPA completion
    - Final design completion within 12 months of initial obligation
    - Construction initiation within 18 months of initial obligation
    - Construction could not begin without FY 22 grant before 9/30/2025

STATE OF REGIONAL BRIDGES – NATIONAL BRIDGE INVENTORY (NBI)

- Total Bridges (12-county NCTCOG MPA) = **9,265**
- National Highway System (NHS) Bridges = **3,523** (38.0% of total)
- Asset Ownership/Maintenance:
  - TxDOT – 4,922 "On-system" bridges (2,826 on NHS facilities)
  - Others – 4,343 "Off-system bridges (697 on NHS facilities)
- Condition (2022 NBI Data):
  - **"Good"** – **4,611** total bridges (49.8% of total); **1,640** – NHS bridges (46.6% of total NHS)
    - "On-System" – 2,391 total (51.9%); 1,256 – NHS (76.6%)
    - "Off-System" – 2,220 total (48.1%); 384 – NHS (23.4%)
  - **"Fair"** – **4,562** total bridges (49.2% of total); **1,834** – NHS bridges (52.0% of total NHS)
    - "On-System" – 2,479 total (54.3%); 1,525 – NHS (83.2%)
    - "Off-System" – 2,083 total (45.7%); 309 – NHS (16.8%)
  - **"Poor"** – **92** total bridges (1.0% of total); **49** – NHS bridges (1.4% of total NHS)
    - "On-System" – 52 total (56.5%); 45 – NHS (91.8%)
    - "Off-System" – 40 total (43.5%); 4 – NHS (8.2%)
- Age/Geometry: Of 3,000 "Fair" bridges above 40 years of age, 472 of them have insufficient design

IDENTIFYING BIP CANDIDATES

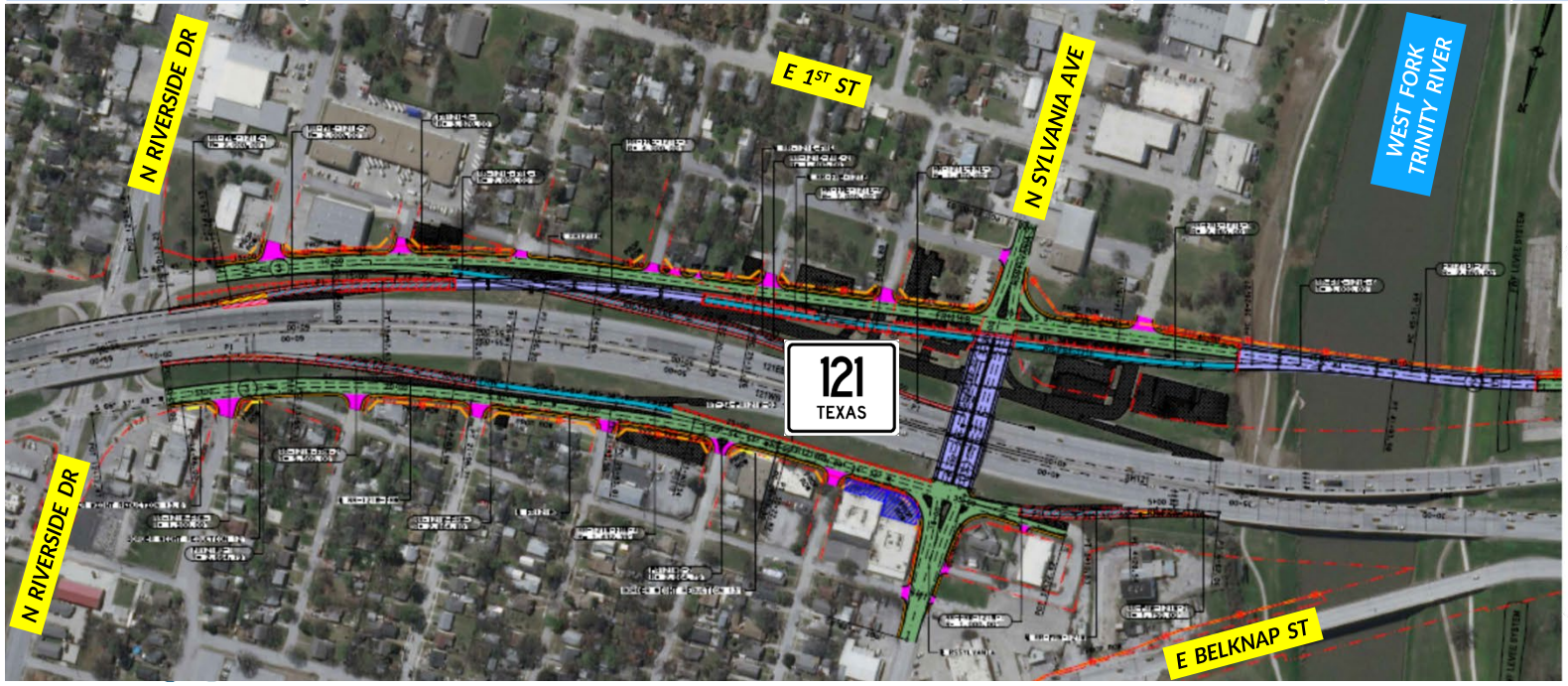
- NCTCOG coordinated with the TxDOT Bridge Division, local TxDOT Districts, and local governments to determine "Poor" bridge candidates
- BIP statutory requirements for rapid implementation were evaluated
- INFRA Grant (2019) – North Central Texas Strategic NHS Bridge Program
  - Original Submittal – $229 million ($113 million INFRA requested) for 12 projects
  - Awarded Project – $45.5 million ($8.8 million INFRA) for seven projects (3 – DAL ; 4 – FTW)
  - Implementation – $28.5 million for four projects (1 – DAL; 3 – FTW)
    - Three projects now under construction with remaining project to be let prior to 2023
    - All projects from original submittal have treatments underway or funded/scheduled, except for one (still on "Poor" condition list)
- "Poor" Bridges – Breakdown by TxDOT District (Electronic Item 10.1):
  - Dallas: 57 bridges; 39 – "On-System" (36 – NHS); 18 – "Off-System" (1 – NHS)
  - Fort Worth: 32 bridges; 12 – "On-System" (9 – NHS); 20 – "Off-System" (3 – NHS)
  - Paris (Hunt County): 3 bridges; 1 – "On-System" (0 – NHS); 2 – "Off-System" (0 – NHS)
  - Treatments for all but 11 total bridges are funded/scheduled for construction, under construction, or completed
  - 10 bridges – More study/coordination for treatment scope, cost, and funding needed to prepare for future BIP rounds
- Proposed Project: **Ultimate IH 35W/SH 121 Interchange Phase One – Sylvania Avenue Bridge**

IH 35W / SH 121 INTERCHANGE – SYLVANIA AVENUE BRIDGE

- Built in 1963
- "On-System", NHS, and on National Truck Network
- Posted for weight limit (< 10%)
- Does not meet currently acceptable design standards
- Vertical clearance: 14'-2" (NB), 13'-6" (SB)
- Overheight Vehicle Detection System (OHVeD) installed
- 13 vehicle strikes since 2004 (twice this year)

IH 35W / SH 121 INTERCHANGE – SYLVANIA AVENUE BRIDGE

PROJECT		COST / FUNDING STATUS				
TITLE	DESCRIPTION/LIMITS	TOTAL COST	NON-ELIGIBLE COST	ELIGIBLE COST	BIP GRANT *(Federal)*	MATCH *(Non-Federal)*
Ultimate IH 35W / SH 121 Interchange Phase One – Sylvania Ave. Bridge	For ultimate IH 35W / SH 121 footprint, reconstruct SH 121 / Sylvania Ave. bridge, build new NB IH 35W / SH 121 frontage road (with Trinity River bridge) – 4th St. to Riverside Dr., & build new SB SH 121 frontage road – Riverside Dr. to Sylvania Ave. (plus new entry / exit ramps & bicycle / pedestrian accommodations)	**$ 106 Million**	**$ 81 Million** [1]	**$ 25 Million**	**$ 20 Million**	**$ 5 Million** [1]



1. **State Funds**
   (revenue from refinanced North Tarrant Express financial obligations, plus interest)

BRIDGE INVESTMENT PROGRAM (BIP) – SCHEDULE

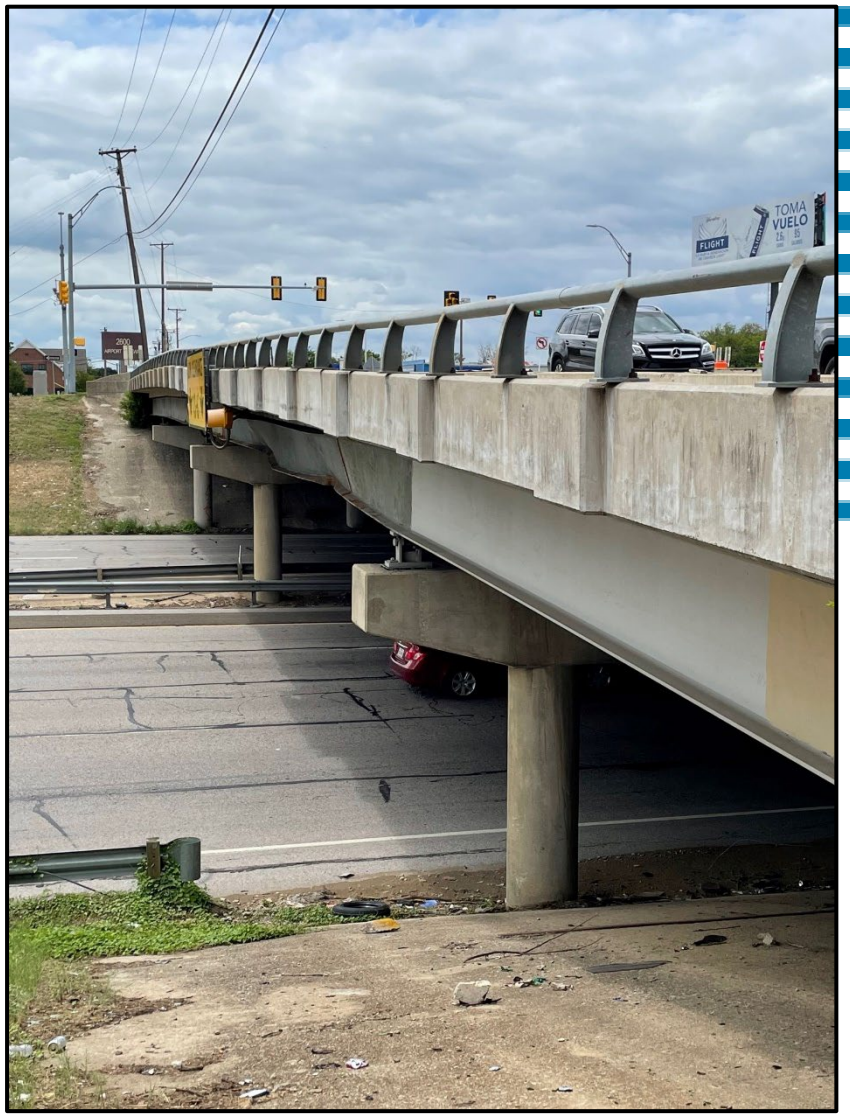
June 10, 2022	**BIP Notice of Funding Opportunity (NOFO) Released**
June 24, 2022	STTC Information
July 14, 2022	RTC Information
July 22, 2022	STTC Information – State of Regional Bridges (NBI Data / BIP Analysis)
July 25, 2022	**BIP "Planning" Grant Application Submittal Deadline – NOT PURSUED**
August 9, 2022	**BIP "Large Bridge" Grant Application Submittal Deadline – NOT PURSUED**
August 18, 2022	RTC Action – "Bridge" Grant
August 25, 2022	Executive Board Endorsement – "Bridge" Grant
August 26, 2022	**STTC Endorsement – "Bridge" Grant**
September 8, 2022	**BIP "Bridge" Grant Application Submittal Deadline**

BRIDGE INVESTMENT PROGRAM (BIP) – REQUESTED STTC ACTION

- Request STTC approval (endorsement) of:

Submittal of **Ultimate IH 35W / SH 121 Interchange Phase One – Sylvania Avenue Bridge** for funding consideration through the FY 22 Bridge Investment Program

Administratively amending NCTCOG and State Transportation Improvement Programs (TIP / STIP), as well as other planning/administrative documents, to include the proposed project if selected for FY 22 BIP Grant award



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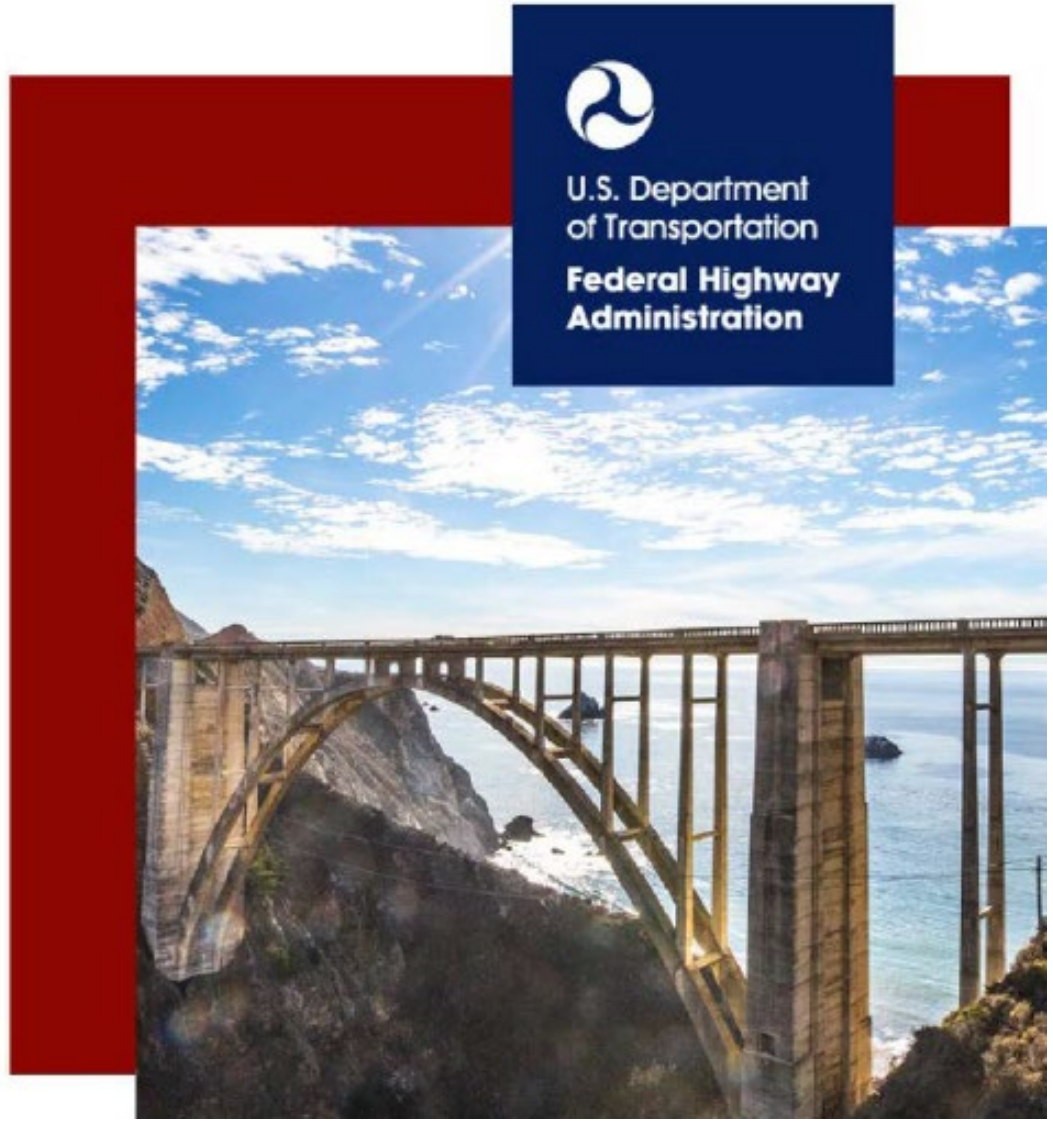


USDOT Bipartisan Infrastructure Law (BIL): https://www.transportation.gov/bipartisan-infrastructure-law
USDOT Bridge Investment Program (BIP): https://www.fhwa.dot.gov/bridge/bip/

North Central Texas Council of Governments

Safe Streets and Roads for All (SS4A) Regional Grant Application

Surface Transportation Technical Committee
8.26.2022

Julie Anderson

Federal Funding Overview

Bipartisan Infrastructure Law (BIL)

Active BIL Grant NOFOs – FY22

- **Safe Streets and Roads for All (SS4A)**
- Bridge Investment Program
- Railroad Crossing Elimination Program
- Reconnecting Communities Pilot Program

Pending BIL Grant NOFOs – FY22

- Nationally Significant Federal Lands and Tribal Project Program (August)
- Consolidated Rail Infrastructure & Safety Improvements Grant Program (August)
- Strengthening Mobility & Revolutionizing Transportation (SMART) Program (September)
- Federal/State Partnership for Intercity Passenger Rail Grant Program (October)
- Thriving Communities Grant Program (November)

Completed MPO-eligible BIL solicitations

- Local and Regional Project Assistance Program* (RAISE)
- Multimodal Projects Discretionary Grant Program* (INFRA/MEGA/RURAL)
- Port Infrastructure Development Grant Program (PIDG)
- Transit-Oriented Development Pilot Program

**Submitted*

Safe Streets & Roads for All (SS4A) Grant Program

Funding Availability

$400 Million
– Action Plan (Nation)

$600 Million
– Implementation (Nation)

< 15% per State
– Overall Program

Minimum Award*

$200,000
– Action Plan (All Applicants)

$3 Million
– Implementation (Rural/Tribal)

$5 Million
– Implementation (MPO/Group)

Maximum Award*

$1 Million
– Action Plan (Local/Tribal/Rural)

$5 Million
– Action Plan (MPO/Group)

$30 Million
– Implementation (Local/Rural/Tribal)

$50 Million
– Implementation (MPO/Group)

Cost Sharing

80% Federal | 20 % non-Federal

Applicant/Condition Eligibility

1. MPOs
2. Political Subdivision of a State
   (City, Town, County, Transit Agency, Special District, etc.)
3. Tribal Government
4. Multi-Jurisdictional Group of Above Entities

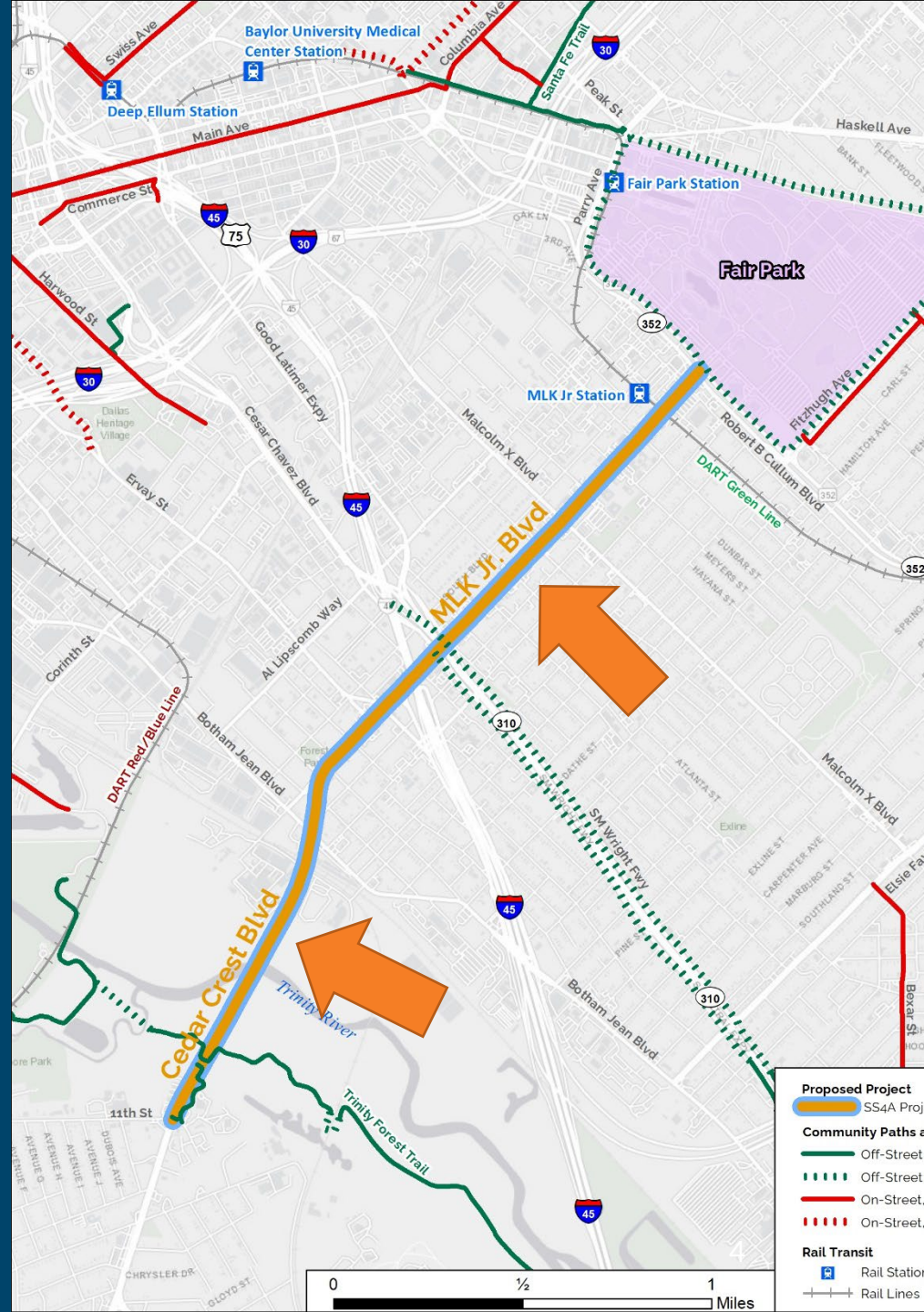
* There is no minimum or maximum award amount; however, the NOFO provides expected minimum and maximum ranges for applicant consideration.

Safe Streets Implementation Grant Project

Martin Luther King, Jr Blvd / Cedar Crest Blvd

Implement safety countermeasures to address the safety of all modes of transportation including motor vehicle, transit, bicycle, and pedestrian:

- Complete street (context-sensitive) retrofit
- DART Bus Stops / Smart Shelters upgrades
- Technology upgrades



Safe Streets and Roads for All Grant Application

Safe Streets Grant Application
Anticipated Project Budget

Component Name	Project Cost	Federal (SS4A)	Non-Federal Match	Match Source
Complete Street (Context Sensitive) Retrofit, Safety, and Technology Upgrades	$21,000,000	$16,800,000	$4,200,000	City of Dallas
DART Bus Stop / Smart Bus Shelter Upgrades	$1,000,000	$800,000	$200,000	DART
Total	**$22,00,000**	**$17,600,000**	**$4,400,000**	

Schedule

Date	Milestone
May 16, 2022	NOFO Released
July 22, 2022	STTC Information
August 18, 2022	RTC Information
August 26, 2022	**STTC Action**
September 8, 2022	RTC Action
September 15, 2022	Application Due
September 28, 2022	Executive Board Endorsement

Requested Action

Recommend Regional Transportation Council Approval of a regional implementation project grant application submittal to the Fiscal Year (FY) 2022 Safe Streets and Roads for All (SS4A) Discretionary Grant program.

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Transportation Infrastructure Certification Program

TransPod & JPods

BRENDON WHEELER, P.E.

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

AUGUST 26, 2022

RTC Policy P22-02

Develop Process for the Transportation Infrastructure Certification Program

Purpose

Provide transparent process for RTC coordination with providers

Periodic solicitation/opportunity for new technology applications

Ensure level playing field for providers and local governments

Guiding Principles

Must serve long-range transportation need (MTP)

Technology provider responsible for certification process

NCTCOG will facilitate mutual cooperation

Local governments to consider contingency needs, implementation timeframe, and public use goals and expectations

ITTICP Applicant Status

Applicant/ Technology Provider	Technology/Mode	Market Solution	Purpose/Benefit	Application Status
TransPod	Hyperloop (ultra-high-speed pod in near vacuum environment)	Statewide/Intercity/ Regional	People and Goods/ Air Quality, and Congestion Reduction	Proposal submitted; committee review
JPods	Personal Rapid Transit (elevated pod/modern gondola)	Local/Sub-Regional	People/Air Quality and Congestion Reduction	Proposal submitted; committee review
The Boring Company	Tunnel Solutions (subgrade transportation)/ Personal Rapid Transit	Regional/Local	People, Goods, Utility/Air Quality, and Congestion Reduction	Proposal submitted; staff review ongoing
Company A	Personal Rapid Transit (elevated pod/modern gondola)	Local/Sub-Regional	People/Air Quality and Congestion Reduction	Interest in submitting proposal; discussions ongoing

RTC Policy P22-02

Develop Process for the Transportation Infrastructure Certification Program

Process:

1) NCTCOG staff to ensure technology solution conforms to policy guidance and long-range transportation need (MTP).
2) NCTCOG staff to brief RTC; RTC to take action on initiating process.
3) Solicit local government interest in submitting potential locations.
4) Technology provider to determine preferred location to pursue.
5) RTC to initiate development activities; NCTCOG staff to provide support.

TransPod

- Hyperloop system for longer-range travel of people and goods
- Fully electric; can incorporate solar panels on top

- Pursuing certification in Canada and Europe
- Advancing 185-mile project in Alberta with private financing; contingency plan in place (revert to high-speed rail)

TransPod: Route Considerations

- Interest in advancing project in Texas (first in the US) connecting DFW to other Texas cities/Mexico
  - Consistent with the long-range Mobility 2045 Update
  - 1st Phase of future inter-city connection in DFW
- Feasibility analysis by TransPod on inter-city route to be completed prior to any construction
- 1st Phase: 10- to 50-mile certification track
  - Converted to commercial use once certification complete
  - Alignment should be generally straight, no sudden curves

JPods

- Personal rapid transit (PRT) system using overhead gondolas-like pods (4 seats/pod)
- Low-speed, grid network that runs along/within existing public ROW
- Fully electric, solar-powered system
- Advancing technology in several states with private funding
- Proposes revenue-sharing agreement with local governments (up to 5% of gross revenue)

JPods: Route Considerations

Larger vision includes expansion of grid to connect areas of interest

Initial deployments (<5 miles) may include entertainment or hospital districts, or connections to airports from adjacent hotels/rental cars/parking areas

Temporary structure available to test market in trial locations as needed

Contingency includes ability to completely remove structure and return ROW to original condition

Next Steps

- RTC to consider action on initiating Step 3 on September 8, 2022
- Step 3: Local governments may submit potential sites for either technology
- Staff is available for questions or to discuss opportunities on locations that may traverse multiple jurisdictions
- Staff will arrange for pre-submittal meeting with NCTCOG, cities, and technology provider to address detailed questions
- Staff to develop Submittal Package for interested local governments

Requested STTC Action

Staff requests STTC recommend RTC initiate Step 3 of RTC Policy P22-02 to allow local governments to submit potential locations of interest for TransPod or Jpods to consider.

CONTACT US

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FEDERAL PERFORMANCE MEASURES UPDATE

SYSTEM PERFORMANCE, FREIGHT, AIR QUALITY (PM3), TRANSIT ASSET MANAGEMENT, and PUBLIC TRANSPORTATION AGENCY SAFETY PLAN

JAMES MCLANE, EZRA PRATT

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

8.26.2022

Federal Performance Measure Schedule

Rulemaking	Next Anticipated STTC Action	Next Anticipated RTC Action	Upcoming Measure Milestone
PM1 – Roadway Safety	Late 2022	Late 2022 Early 2023	February 27, 2023 180-day mark for MPOs to agree with DOT targets or establish their own
PM2 – Pavement and Bridge	Early 2023	Early 2023	April 2023 180-day mark for MPOs to agree with DOT targets or establish their own
PM3 – System Performance, Freight, and CMAQ	August 26, 2022	September 8, 2022	September 19, 2022 MPOs submit Planning Management Forms to DOT
Transit Safety (PTASP)	Early 2025	Early 2025	Early 2025 Provide targets to TxDOT and FTA
Transit Asset Management	August 26, 2022	September 8, 2022	October 2022 Provide targets to TxDOT and FTA

PM3: System Performance, Freight, and CMAQ

PM3 Schedule

2022

First performance period ends

Second performance period begins

RTC adopts targets for 2024 and 2026

2024

Mid-performance period report due

RTC adjusts or reaffirms 2026 targets

2026

Second performance period ends

Third performance period begins

RTC adopts targets for 2028 and 2030

PM3 Measures and Targets

Measure		Desired Trend Indicating Improvement	Original Targets (Updated 2020) 2020	2022	Baseline (Latest Observed)	New Targets Forecast/Trend 2024	2026
Interstate Reliability			78.6%	79.5%	78.9%	80.9%	82.1%
Non-Interstate Reliability			N/A	71.1%	86.1%	77.8%	79.5%
Peak Hour Excessive Delay	Dallas-Fort Worth-Arlington		N/A	15.00 hrs.	11.40 hrs.	12.91 hrs.	12.51 hrs.
	Denton-Lewisville		New Measure		4.70 hrs.	4.10 hrs.	3.70 hrs.
	McKinney		New Measure		1.90 hrs.	1.30 hrs.	0.90 hrs.
Truck Travel Time Reliability			1.83	1.90	1.76	2.10	2.60

PM3 Measures and Targets (continued)

Measure		Desired Trend Indicating Improvement	Original Targets (Updated 2020) 2020	2022	Baseline (Latest Observed)	New Targets Forecast/Trend 2024	2026
Percent Non-SOV Travel	Dallas-Fort Worth-Arlington		19.8%	20.2%	22.2%	22.7%	23.0%
	Denton-Lewisville		New Measure		22.7%	22.8%	22.9%
	McKinney		New Measure		22.7%	22.8%	22.9%
On-Road Mobile Source Emissions Reductions (Cumulative)	NO_X (kg/day)		5,884.42	7,403.95	1,942.20	2,330.64	4,195.15
	VOC (kg/day)		1,418.56	1,814.02	466.90	599.90	1,035.83

Addressing PM3 Measures

Many measures strongly impacted by COVID-19 pandemic

- Most measures returning to normal trends; some are retaining improvements

All PM3 stand to be improved by policy, program, and project recommendations of Mobility 2045 Update

- PM3 measures, metrics, and calculation techniques integrated into project selection as appropriate

Truck Travel Time Reliability continues to worsen, though it is being specifically targeted by the following policies:

- **FP3-007:** Improve efficiency by promoting safety, mobility, and accessibility on the freight networks.
- **FP3-002:** Encourage the freight industry to participate in freight system planning and development to improve air quality and delivery time reliability.
- **FP2-120:** Freight System/Network Planning

TAM: Transit Asset Management

TAM: Performance & Target Update

Business model that prioritizes funding based on the condition of transit assets to achieve or maintain transit networks in a state of good repair (SGR)

Regional targets established in coordination with providers

Challenge to establish uniform definition for vehicle useful life benchmark due to varying operating environments across region

Proposing to establish targets for large transit agencies and separate targets for small transit providers

NCTCOG is actively working with small transit providers to meet targets through the Cooperative Vehicle Procurement Program

TAM: Targets & Regional Performance (Large Agencies)

Asset Category	Metric	Desired Trend Indicating Improvement	Target	Performance		
				FY 2018	FY 2019	FY 2020
Rolling Stock (Transit Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the Federal Transit Administration (FTA) Default Useful Life Benchmark (ULB) or custom agency benchmarks		0%	2%	5.7%	5.8%
Infrastructure (Rail Track)	Rail track segments with performance restrictions		0%	0.34%	0.14%	3.39%
Equipment (Support Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the FTA Default ULB or custom agency benchmarks		0%	23%	50.4%	59.8%
Facilities (Buildings, Stations, Park & Rides)	Transit facilities rated below "Adequate" (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale		0%	0%	2.2%	1.7%

TAM: Targets & Regional Performance (Small Providers)

Asset Category	Metric	Desired Trend Indicating Improvement	Target	Performance		
				FY 2018	FY 2019	FY 2020
Rolling Stock (Transit Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the Federal Transit Administration (FTA) Default Useful Life Benchmark (ULB) or custom agency benchmarks		0%	24%	24%	14.7%
Infrastructure (Rail Track)	Rail track segments with performance restrictions		0%	0%	0%	0%
Equipment (Support Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the FTA Default ULB or custom agency benchmarks		0%	56%	64.9%	62.2%
Facilities (Buildings, Stations, Park & Rides)	Transit facilities rated below "Adequate" (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale		0%	0%	0%	0%

TAM: Various Target Setting Methods

Providers in region employ a variety of methods to set targets and measure performance

- Most set targets based on overall performance of each individual asset category and type and use a mix of FTA and custom definitions for Useful Life Benchmarks (ULB)

TxDOT (Transit Division) Group Plan contains 15% targets

NEW: 2021 Bipartisan Infrastructure Law added that USDOT now requires project sponsors for **Fixed Guideway Capital Investment Grant** applications to have made progress toward TAM targets. This is also a consideration for **State of Good Repair Grant** rail vehicle replacement applications.

TAM: Targets Recommendation (Large Agencies)

Recommend maintaining previous targets for all asset categories and types, except Equipment, for FY2023-2026

Goals for Maintained Targets

- Continue the consistent approach from the original adopted targets
- Encourage continued improvement for individual providers and the overall region
- Provide an aspirational goal to guide regional coordination and assistance in keeping critical transit assets and infrastructure in a State of Good Repair

Rolling Stock Target	0%
Infrastructure Target	0%
Equipment Target	25%
Facilities Target	0%

TAM: Targets Recommendation (Small Providers)

Recommend new targets for all asset categories and types be adopted for FY2023-2026

Goals for Proposed Targets

- Maintain strong performance in Infrastructure and Facilities asset categories
- Provide targets that are closer to regional performance, while still encouraging continued improvement for individual providers
- Reflect the challenges transit providers face in replacing vehicles at or past ULB amidst supply chain and operational struggles

Rolling Stock Target	5%
Infrastructure Target	0%
Equipment Target	25%
Facilities Target	0%

Committee Schedule

Date	Committee Meeting
July 22	STTC Information Item - Performance Measures and Draft Targets
August 18	RTC Information Item - Performance Measures and Draft Targets
August 26	STTC Action Item - Recommend Approval of Final Targets
September 8	RTC Action Item - Approval of Final Targets
October 1	Deadline for Targets

Proposed Action

Recommend RTC approval of 2024 and 2026 targets as presented for the following PM3 (System Performance, Freight, and CMAQ) measures:

- Interstate Reliability
- Non-Interstate Reliability
- Peak Hour Excessive Delay
- Truck Travel Time Reliability
- Percent Non-SOV Travel
- Total Emissions Reductions (NOx and VOC)

Recommend RTC approval of FY2023-2026 targets as presented for the following Transit Asset Management (TAM) measures:

- Rolling Stock (Transit Vehicles)
- Infrastructure (Rail Track)
- Equipment (Support Vehicles)
- Facilities (Buildings, Stations, Park & Rides)

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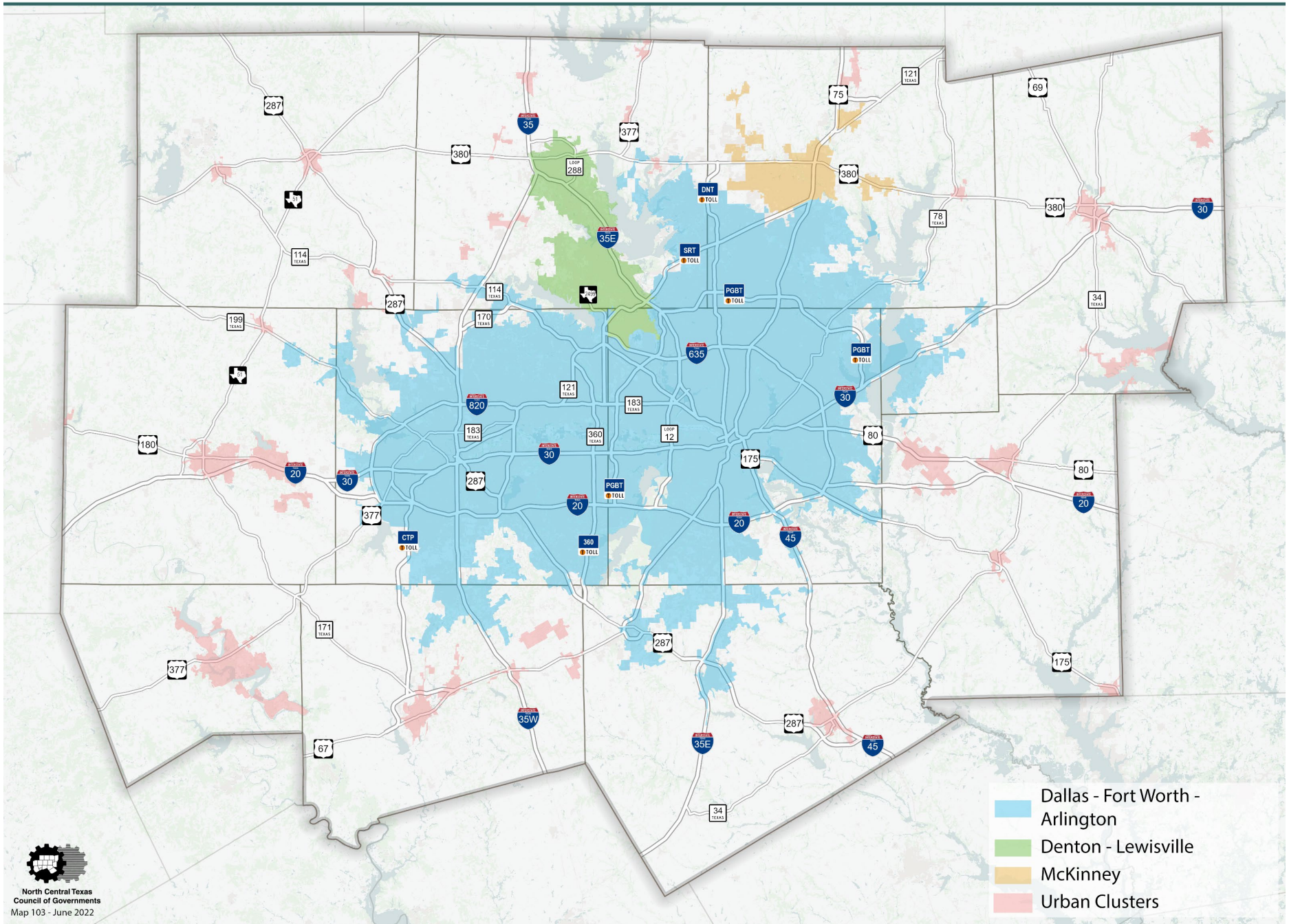
Additional Information on PM3 Measures

(Presented Only Upon Request)

US Census Bureau Urbanized Areas and Urban Clusters (2010)



Interstate Reliability

Percentage of travel on Interstates in the MPA meeting federal threshold for reliability measures predictability of travel times

Higher values indicate improvement

Measure has been steadily improving over time

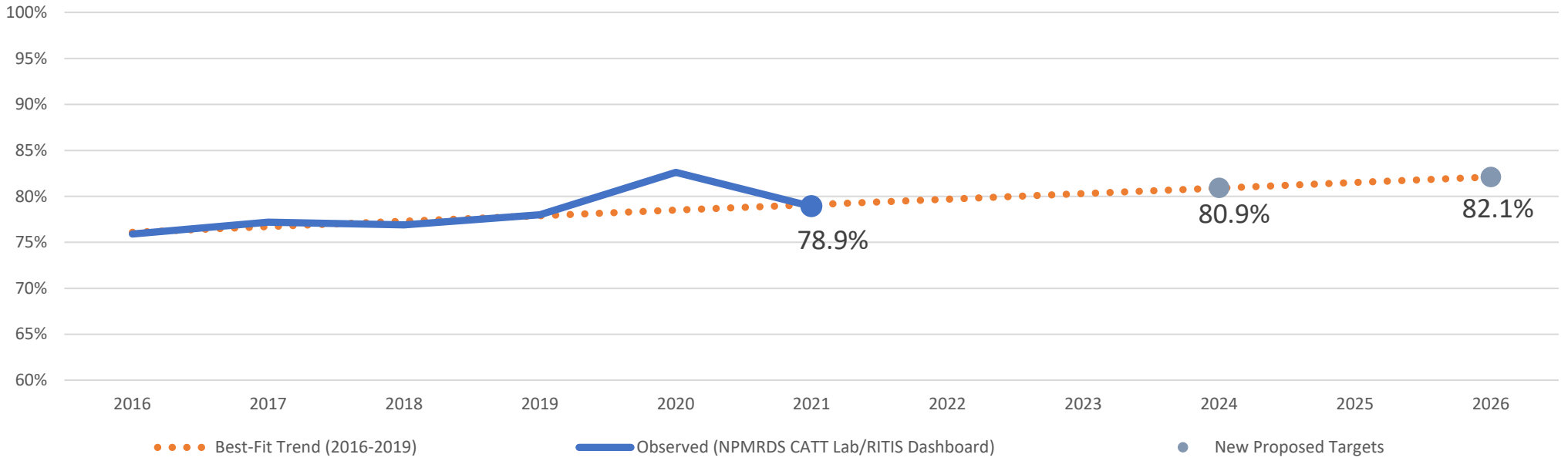
Somewhat impacted by COVID-19 pandemic

2021 values returned to near normal

The RTC continues to implement policies and programs aimed at maximizing the existing system capacity, reducing demand through implementation of travel demand management strategies, and strategically adding new Interstate capacity.

Interstate Reliability

Measure	Desired Trend Indicating Improvement	Original Targets (Updated 2020) 2020	2022	Baseline (2021 Observed)	New Targets Forecast/Trend 2024	2026
Interstate Reliability	↗	78.6%	79.5%	78.9%	80.9%	82.1%



Non-Interstate Reliability

Percentage of travel on Non-Interstates in the MPA meeting federal threshold for reliability

Higher values indicate improvement

Measures predictability of travel times

Measure has been steadily improving over time

More significantly impacted by COVID-19 pandemic

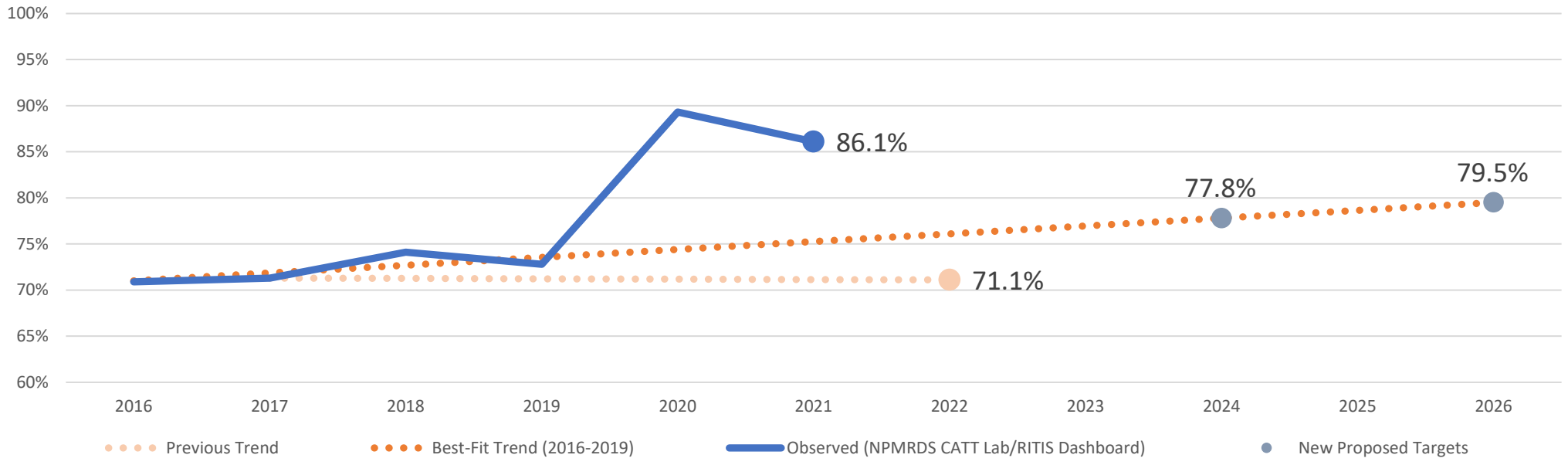
2021 values remain high, but expected to return to normal patterns over time similarly to Interstates

The RTC continues to implement policies and programs aimed at increasing traffic flow through signal timing coordination, implementing travel demand management strategies, and strategically adding new arterial street capacity.

System Performance Measure

Non-Interstate Reliability

Measure	Desired Trend Indicating Improvement	Original Targets (Updated 2020) 2020	Original Targets (Updated 2020) 2022	Baseline (2021 Observed)	New Targets Forecast/Trend 2024	New Targets Forecast/Trend 2026
Non-Interstate Reliability	↗	N/A	71.1%	86.1%	77.8%	79.5%



Peak Hour Excessive Delay

Hours of “excessive” delay experienced per capita on the NHS in an urbanized area

Now required for Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney Urbanized Areas (**2010 boundaries**) - Less data and stability for newer reporting areas

Lower values indicate improvement

Measure has been slightly improving over time

Strongly impacted by COVID-19 pandemic

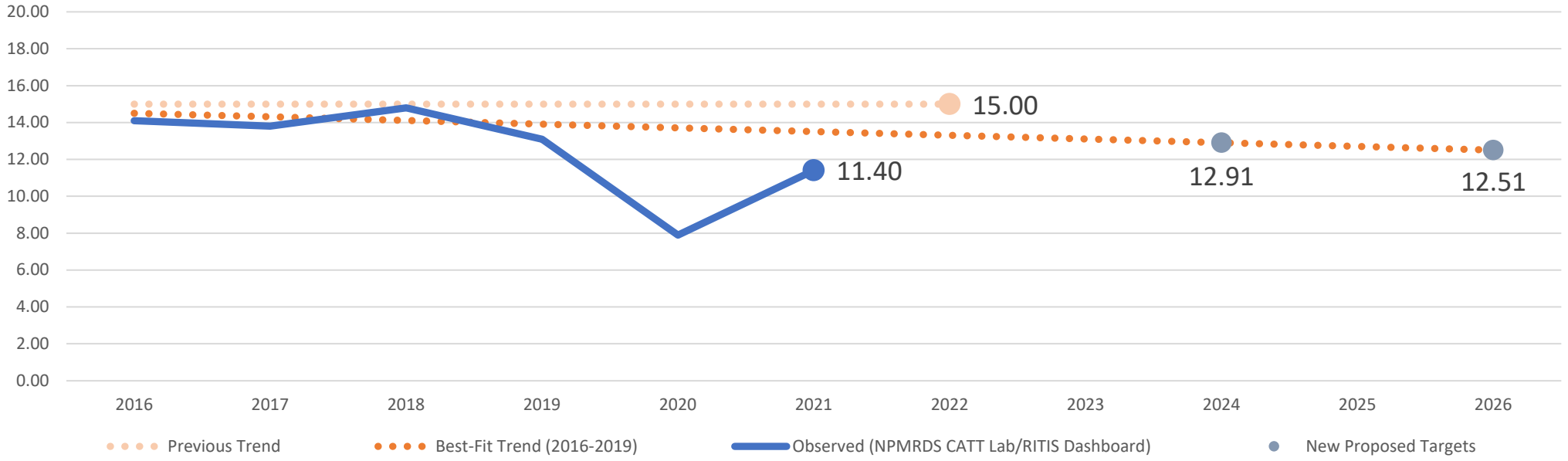
2021 values remain lower, but analysis of 2022 data to date indicates a return to previous trends for Dallas-Fort Worth-Arlington

The RTC continues to implement policies and programs such as robust incident management during peak hours, as well as providing other travel options such as express managed lanes, regional rail, and express bus service

Peak Hour Excessive Delay

Dallas-Fort Worth-Arlington

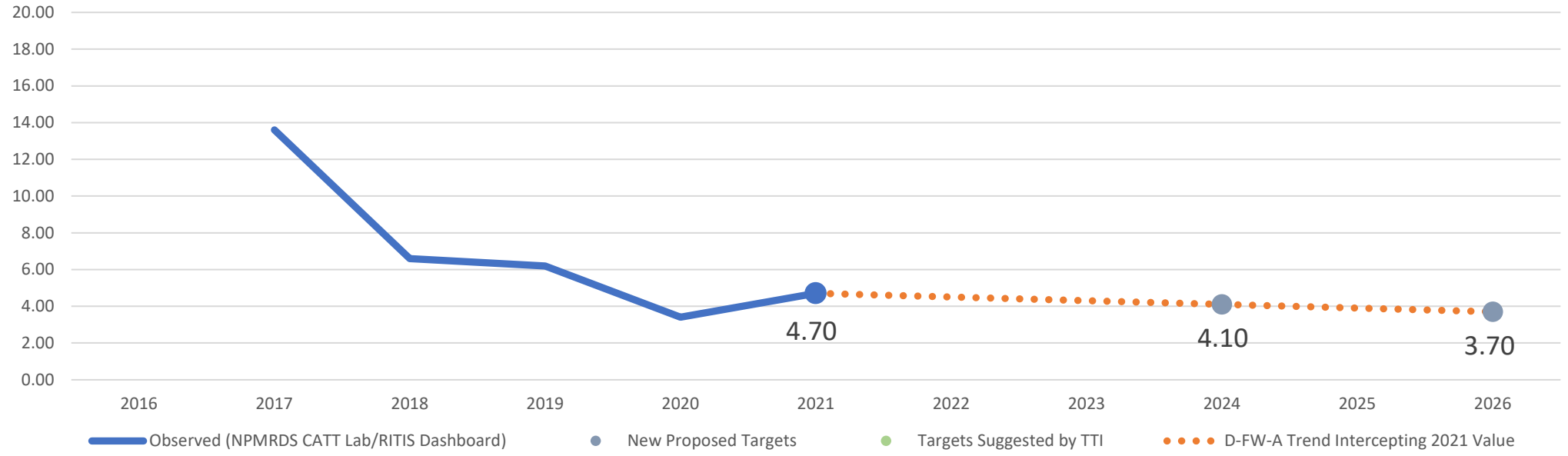
Measure	Desired Trend Indicating Improvement	Original Targets (Updated 2020) 2020	Original Targets (Updated 2020) 2022	Baseline (2021 Observed)	New Targets Forecast/Trend 2024	New Targets Forecast/Trend 2026
Peak-Hour Excessive Delay (Dallas-Fort Worth-Arlington)	↘	N/A	15.00 hrs.	11.40 hrs.	12.91 hrs.	12.51 hrs.



Peak Hour Excessive Delay

Denton-Lewisville

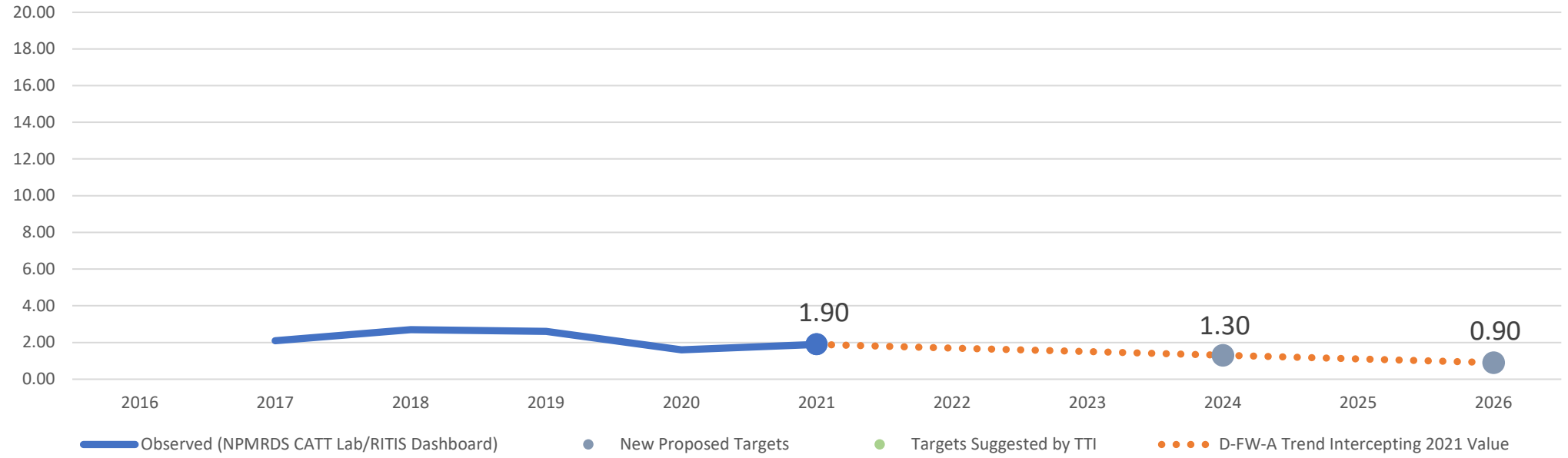
Measure	Desired Trend Indicating Improvement	Original Targets (Updated 2020) 2020 2022	Baseline (2021 Observed)	New Targets Forecast/Trend 2024 2026	
Peak-Hour Excessive Delay (Denton-Lewisville)	↘	New Measure	4.70 hrs.	4.10 hrs.	3.70 hrs.



Peak Hour Excessive Delay

McKinney

Measure	Desired Trend Indicating Improvement	Original Targets (Updated 2020) 2020 2022	Baseline (2021 Observed)	New Targets Forecast/Trend 2024 2026	
Peak-Hour Excessive Delay (McKinney)	↘	New Measure	1.90 hrs.	1.30 hrs.	0.90 hrs.



Truck Travel Time Reliability

Index value indicating the reliability of truck travel on Interstates

Measures predictability of travel times for trucks

Lower values indicate improvement

Measure has been worsening over time

Addressed by Freight Policies and Programs:

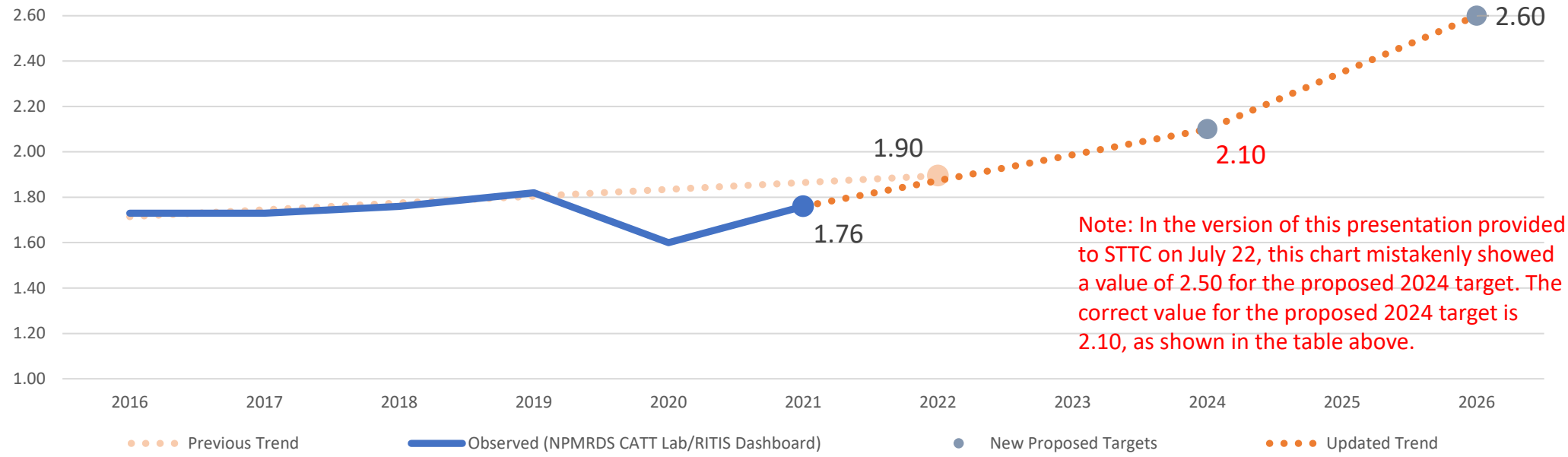
- **FP3-007:** Improve efficiency by promoting safety, mobility, and accessibility on the freight networks.
- **FP3-002:** Encourage the freight industry to participate in freight system planning and development to improve air quality and delivery time reliability
- **FP2-120**: Freight System/Network Planning

Somewhat impacted by COVID-19 pandemic

Analysis indicates a return to previous pre-pandemic trends

Truck Travel Time Reliability

Measure	Desired Trend Indicating Improvement	Original Targets (Updated 2020) 2020	Original Targets (Updated 2020) 2022	Baseline (2021 Observed)	New Targets Forecast/Trend 2024	New Targets Forecast/Trend 2026
Truck Travel Time Reliability	↘	1.83	1.90	1.76	2.10	2.60



Note: In the version of this presentation provided to STTC on July 22, this chart mistakenly showed a value of 2.50 for the proposed 2024 target. The correct value for the proposed 2024 target is 2.10, as shown in the table above.

Percent Non-SOV Travel

Percentage of commuters who use a mode other than “Drove Alone” as reported by the American Community Survey (ACS)

Includes telecommute, transit, carpool, bicycle, walking, etc.

Now required for Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney Urbanized Areas (2010 boundaries)

Higher values indicate improvement

Recent trends:

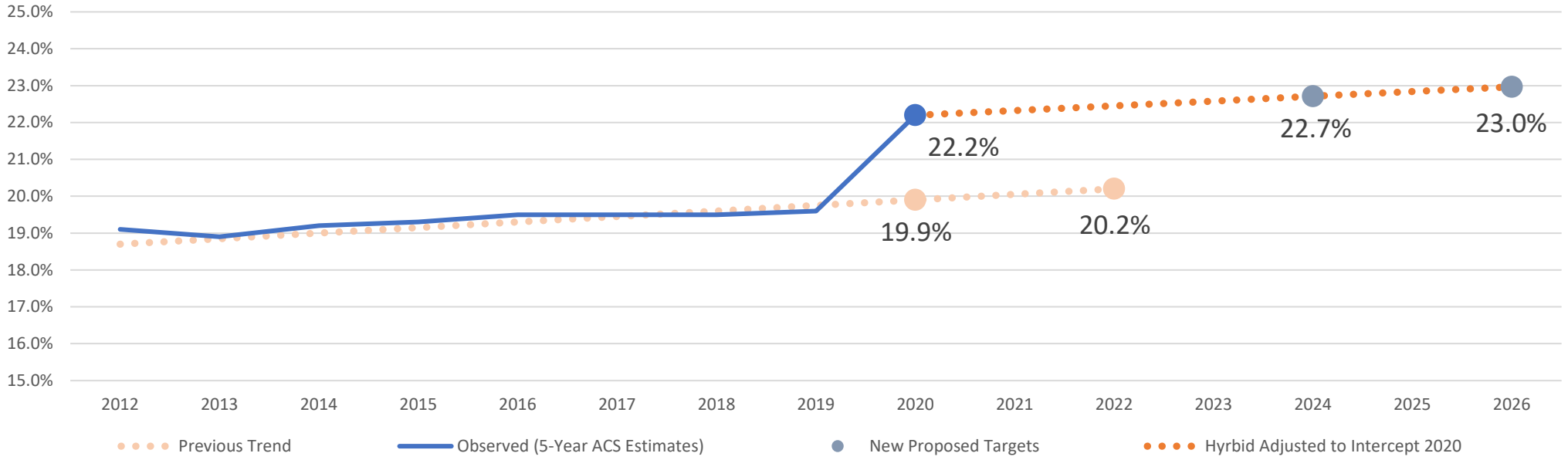
- Changes to travel patterns during the COVID-19 pandemic
- Census Bureau data collection issues in 2020
- Year-to-year variation muted by multi-year sampling
- Assumption that some changes to travel patterns will persist

Addressed by Regional Trip Reduction Program, implementation of additional Transit service and infrastructure, implementation of bicycle-pedestrian connections

Percent Non-SOV Travel

Dallas-Fort Worth-Arlington

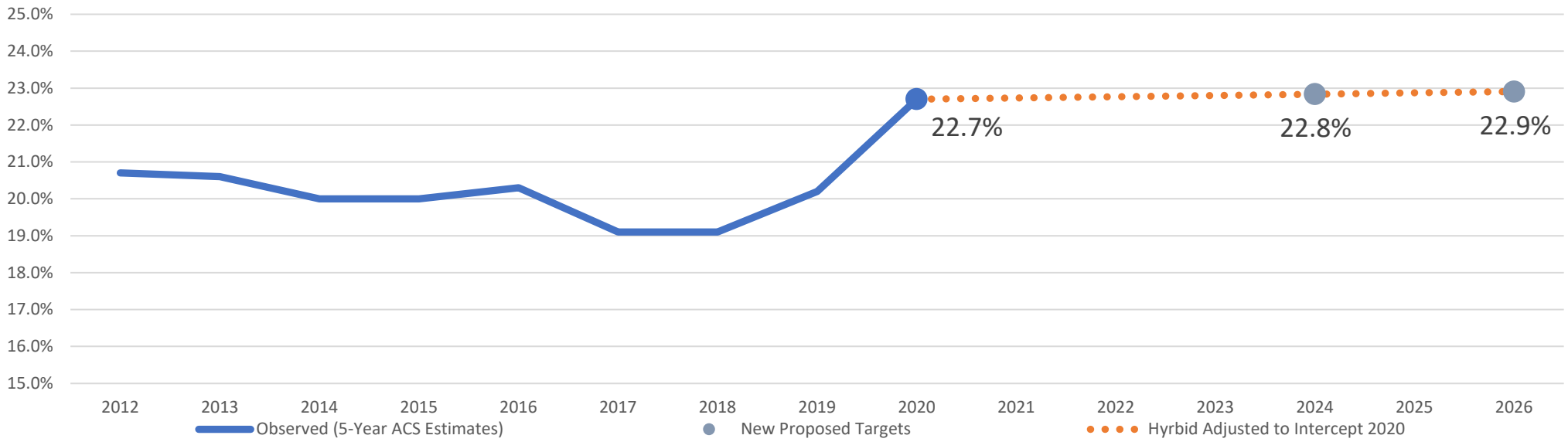
Measure	Desired Trend Indicating Improvement	Original Targets (Updated 2020) 2020	Original Targets (Updated 2020) 2022	Baseline (2020 5-Year Estimate)	New Targets Forecast/Trend 2024	New Targets Forecast/Trend 2026
Non-SOV Travel (Dallas-Ft. Worth-Arlington)	↗	19.8%	20.2%	22.2%	22.7%	23.0%



Percent Non-SOV Travel

Denton-Lewisville

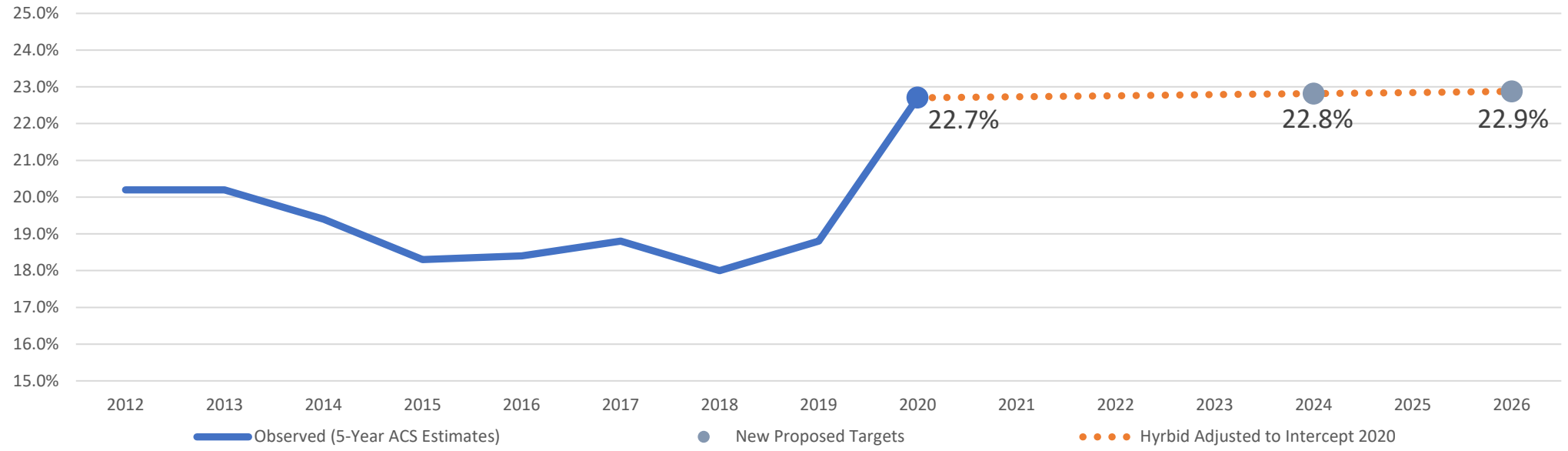
Measure	Desired Trend Indicating Improvement	Original Targets (Updated 2020) 2020	Original Targets (Updated 2020) 2022	Baseline (2020 5-Year Estimate)	New Targets Forecast/Trend 2024	New Targets Forecast/Trend 2026
Non-SOV Travel (Denton-Lewisville)	↗	NEW		22.7%	22.8%	22.9%



Percent Non-SOV Travel

McKinney

Measure	Desired Trend Indicating Improvement	Original Targets (Updated 2020) 2020	Original Targets (Updated 2020) 2022	Baseline (2020 5-Year Estimate)	New Targets Forecast/Trend 2024	New Targets Forecast/Trend 2026
Non-SOV Travel (McKinney)	↗	NEW		22.7%	22.8%	22.9%



Total Emissions – NO_X and VOC

Total emission reductions for carbon monoxide (CO), nitrogen oxides (NO_X), volatile organic compounds (VOC), and Particulate Matter (PM_{10} and $PM_{2.5}$) for CMAQ-funded projects in designated nonattainment areas

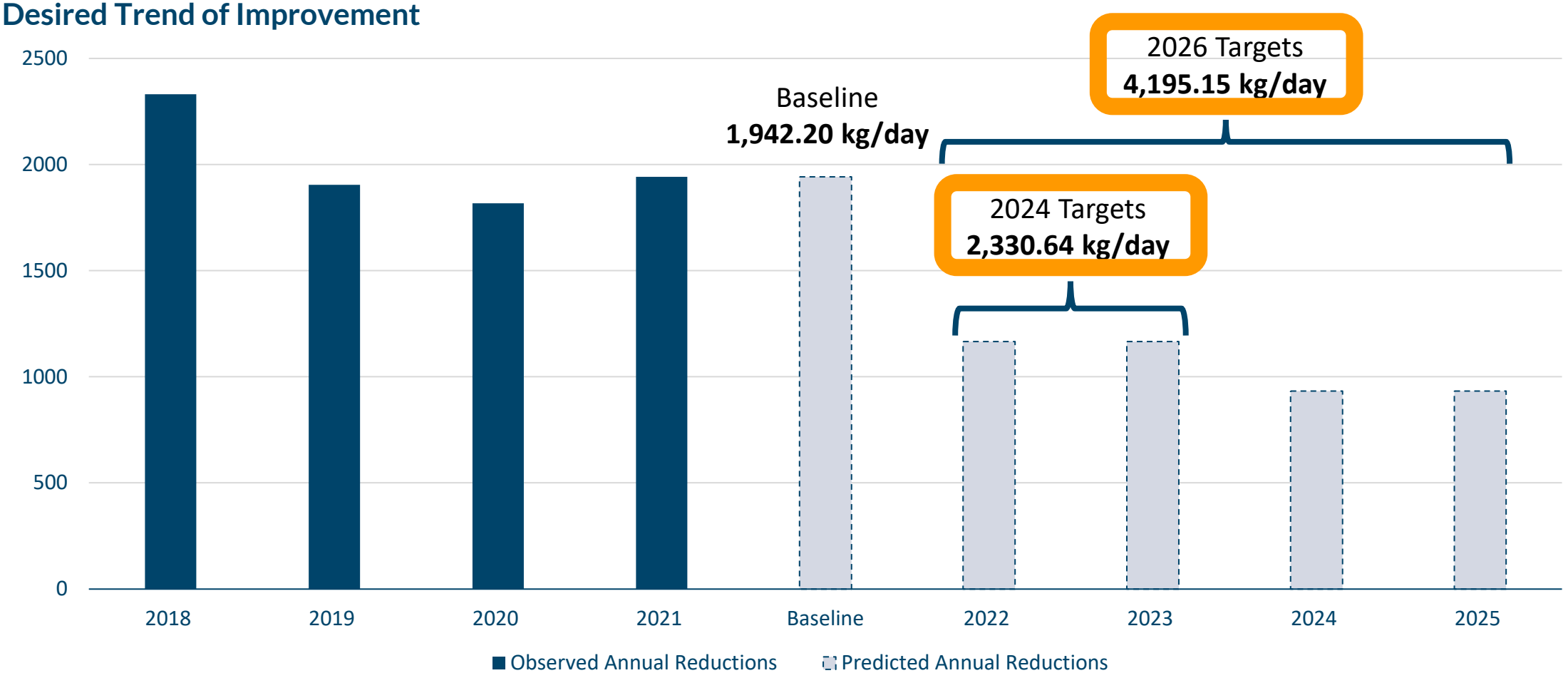
Established for National Performance Management Measures to Assess the CMAQ Program – On-Road Mobile Source Emissions

CMAQ-funded projects that fall within Dallas-Fort Worth Ozone 10-County Nonattainment Area

Higher values indicate improvement

Total NO_x Emissions

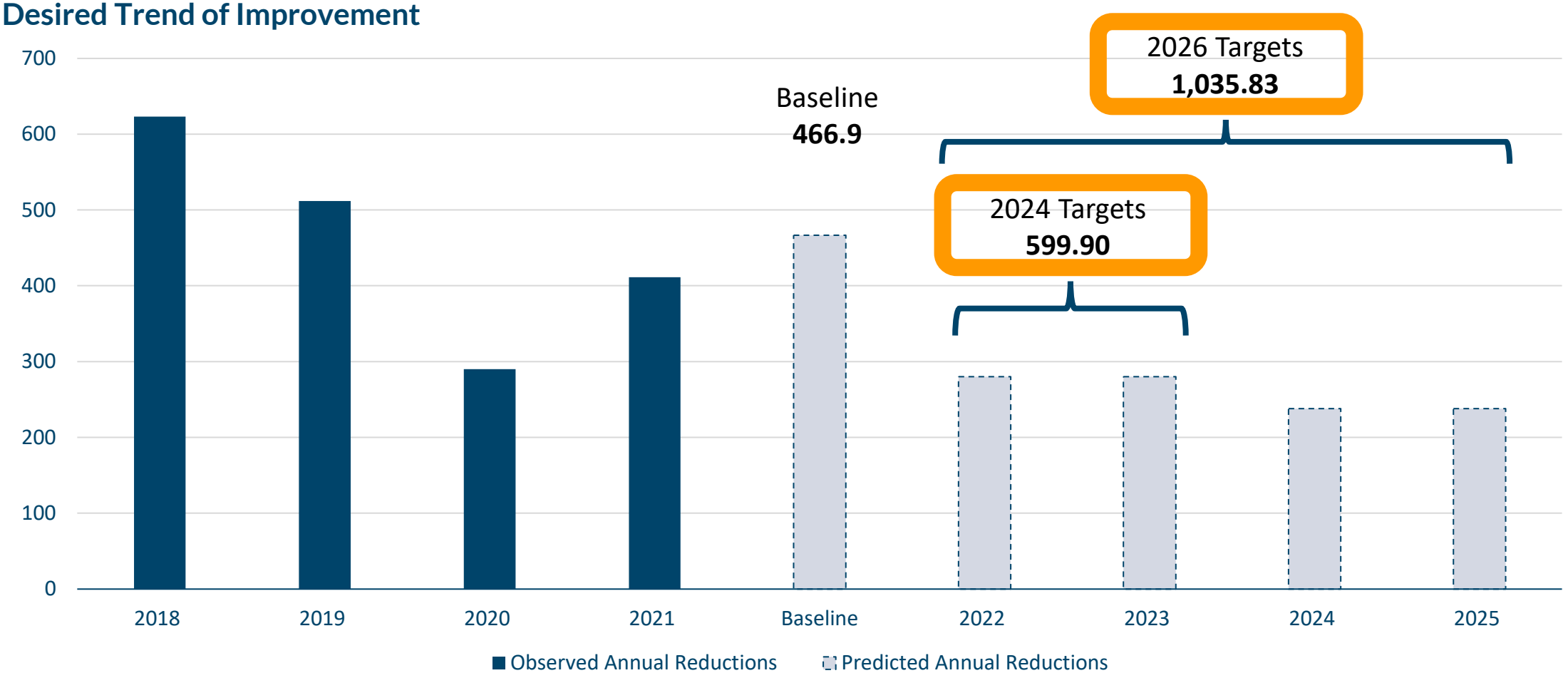
Desired Trend of Improvement



	2018	2019	2020	2021	Baseline	2022	2023	2024	2025
Observed Annual Reductions (kg/day)	2,300.46	1,903.59	1,817.24	1,747.50					
Predicted Annual New Reductions (kg/day)					1,942.20	1,165.32	1,165.32	932.25	932.25

Total VOC Emissions

Desired Trend of Improvement



	2018	2019	2020	2021	Baseline	2022	2023	2024	2025
Observed Annual Reductions (kg/day)	623.10	511.91	290.01	411.33					
Predicted Annual New Reductions (kg/day)					466.59	279.95	279.95	237.96	237.96

Parking Garage Funding Policy

The Regional Transportation Council directs North Central Texas Council of Governments staff to support publicly owned surface and structured parking for ~~strategic~~ limited purposes that generally meet criteria including, but not limited to:

- ~~reuse of public lands~~ provide gap funding
- advancing safety
- support of technology solutions and/or ~~companies~~ economic development
- support special event use or location needs
- significantly changes the transportation/land use balance of an area and solves a transportation problem using land use solutions
- supports transit operation
- provides environmental, air quality, and/or equity benefits

FY 2024-2026 MANAGEMENT, OPERATIONS AND SAFETY (MOS) FUNDING PROGRAM

August 26, 2022

North Central Texas Council of Governments
Transportation Department

PURPOSE OF THE PROGRAM

Assigns resources for RTC priorities; air quality initiatives, operations and safety

Ensures existing programs and projects can be continued without interruption in FY2024-2026

Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and regional funds will be proposed for the FY2024-2026 program

Ensures CMAQ and STBG funding is obligated in a timely manner

PROGRAM OVERVIEW

Major Initiatives Covered in this Program:

- Regional Vanpool Program
- Mobility Assistance Patrol
- Regional Traffic Signal Retiming
- Travel Demand Management
- Safety

Approximately $150M will be requested ($50M/year)

- ~70% of funding will be pass-through to transportation entities

Draft Program

(As of 8/25/22 and subject to change)

DAY1 – Monday, September 19		
8:30 AM-9:15 AM	**Continental Breakfast/Networking**	
8:30 AM-4:00 PM	**Registration**	
9:15 AM-10:00 AM	**Opening Plenary: Be Bold in Facing the Future** **Introduction/Moderator: Stephen Woelfel, Massachusetts Department of Transportation** *This session will open the conference by introducing the concept of an "Uncertainty Advantage," which is the capacity to be better prepared for whatever lies ahead. This talk will demonstrate the power of scenarios to build resilience and strengthen strategy while reintroducing a set of scenarios developed within a previous TRB event just prior to the pandemic.* • Alan Iny, Boston Consulting Group	
10:15 AM-11:30 AM	**Session 1: Covid Pandemic Lessons Learned** **Moderator: Stephen Wong, University of Alberta** *How did agencies embrace scenario planning during the pandemic? How could scenario planning have helped transit agencies be better prepared to manage the COVID-19 pandemic?* • Hannah McIntosh, King County Metro Transit • Peter Kersten, Regional Transit Authority of Northern Illinois • Timothy Papandreau, Emerging Transport Advisors	**Session 2: Future Changes/ The Future Requires Scenario Planning** **Moderator: Nate Higgins, Slalom** *What are the disruptive technological, economic, and demographic trends that are most going to impact the future of transportation and transportation organizations? How might scenario planning help us to change how we organize to deliver transportation value?* • Tamarah Usher, Slalom • Sam Van Hecke, Cambridge Systematics • Stephanie Hoopes, United Way • Jessica Kenny, Massachusetts Department of Transportation
11:30 AM-11:45 AM	**Morning Break**	
11:45 AM-1:00 PM	**Session 3: Scenario Planning Across Sectors** **Moderator: Michael Morris, North Central Texas Council of Governments** *By demonstrating standard scenario testing/practices in other fields, transportation officials will see the need to change; to reduce project outcome risks and to enhance inclusion and diversity*. • Chris Cassidy, National Medal of Honor Museum, Former Navy Seal, Former Commander of the International Space Station • Emmitt Smith, E Smith Advisors, Pro Football Hall of Fame	

<table>
<tr><td>1:15 PM-2:15 PM</td><td colspan="2">Networking Lunch</td></tr>
<tr><td>2:30 PM-3:45 PM</td><td colspan="2">Session 4: Importance of Scenario Planning in Decision Making
Moderator: Dr. Matt Hardy, American Association of State Highway and Transportation Officials
In this session, attendees will hear from state DOT leaders on how they use scenario planning to foster a resilient approach in a transportation agency, face the disruptions caused by extreme weather events, and support the changing workforce environment.
• Secretary Roger Millar, Washington State Department of Transportation (recorded presentation)
• Secretary Shawn Wilson, Louisiana Department of Transportation and Development (recorded presentation)
• Assistant Secretary Andrea d’Amato, Massachusetts Department of Transportation</td></tr>
<tr><td>3:45 PM-4:00 PM</td><td colspan="2">Afternoon Break</td></tr>
<tr><td>4:00 PM-5:15 PM</td><td>Session 5: Scenario Planning at State DOTs
Moderator: Alyssa Ryan, University of Arizona
State and other planning agencies are facing unprecedented uncertainties as they update and implement long-range transportation plans. Many states are using scenario planning to explore the impact of changing trends and potential disruptions, assess alternative strategies for accomplishing their vision and goals, and test potential investment packages. This panel will share examples from states that are including scenario planning as part of long-range plan development, with an emphasis on lessons learned.
• John Kaliski, Cambridge Systematics, Planning in Uncertainty: Lessons Learned for State DOTs
• Nastasha Earle-Young, North Carolina Department of Transportation
• Scott Zainhofsky, North Dakota Department of Transportation</td><td>Session 6: Scenario Planning at MPOs
Moderator: Jim Thorne, Federal Highway Administration
Participate in a panel discussion with four MPOs sharing how scenario planning enhanced their transportation planning process, influenced policy development, and supported collaboration with partners. Each panel member will share highlights of their scenario planning approach and lessons learned. Applications include developing and refreshing a regional vision, emergency response and evacuation planning, updating a Metropolitan Transportation Plan, and using an exploratory approach.
• Allison Yeh, Hillsborough Transportation Planning Organization
• Patricia Steed, Heartland Regional Transportation Planning Organization
• Peter Gies, Broward Metropolitan Planning Organization
• Alexander Trauger, MetroPlan Orlando</td></tr>
<tr><td>5:30 PM-7:00 PM</td><td colspan="2">Exhibitor/ Reception/ Tools (Posters)
• Jiayun Shen, Clemson University, Planning for Travel Demand during Prolonged Power Outages: Case studies of the Texas 2021 snowstorm and Hurricane Ida
• Gabrielle Freeman, RSG, Scenario Planning and Strategic Modeling for the Oregon Transportation Plan
• Yoram Shiftan, Technion, Israel Institute of Technology, Scenarios planning for major mass transit investments in an era of uncertainty
• Majbah Uddin, Oak Ridge National Laboratory, Sentiment Analytics as Part of Public Participation in the Transportation Scenario Planning</td></tr>
</table>

	• Reinaldo Germano dos Santos, Foursquare ITP, *Engagement and Evaluation Tools in Developing and Ranking Alternative Scenarios – the case of the East-West and North-South Corridors in Central Maryland* • Gabrielle Freeman, RSG, *VisionEval Strategic Planning Model for Northwestern Vermont* • Bradley Sharlow, Michigan Department of Transportation, *Scenarios to Identify and Account for Long-Term Influences on Transportation: Methods from Michigan Mobility 2045*

DAY2 – Tuesday, September 20	
8:30 AM-9:15 AM	**Continental Breakfast/Networking**
8:30 AM-3:00 PM	**Registration**
9:15 AM-12:30 PM	**Session 8: Tabletop Exercise** **Moderators: Dr. Trish Hendren, The Eastern Transportation Coalition and Tracee Strum-Gilliam, PRR** *This will be a facilitated session that will require participants to use scenario planning concepts and tools to address a real-world policy situation. For this workshop, the policy issue will focus on the challenges surrounding the electrification of transportation networks.*
10:45 AM-11:00 AM	**Morning Break**
12:30 PM-1:30 PM	**Networking Lunch**
1:30 PM-2:30 PM	**Session 9: Tabletop Plenary** **Moderator: Jenny Zeng, Massachusetts Department of Transportation** *This session will evaluate the results of the Tabletop Exercise just completed and consider how participants performed in the context of scenario planning principles. Through the lens of the Tabletop Exercise, this session will demonstrate the benefits that scenario planning can have on decision making.* • Patt Talvanna, Boston Consulting Group • Alan Iny, Boston Consulting Group
2:30 PM-3:45 PM	**Session 10: Organizational Implementation** **Moderators: Kerri Sullivan Woehler, Washington State Department of Transportation and Peter Plumeau, EBP** *The challenges of uncertainty and disruption facing transportation decision-makers today require flexible, adaptable responses. New problems require new thinking and new approaches – especially from the practitioners agency leaders rely on to conduct analysis and engage stakeholders to recommend near-term actions and long-term strategies. Scenario planning is broadly understood as a promising method to support this kind of decision-making, but is under-utilized by transportation agencies.* *In this session, we'll take a closer look at how transportation agencies would benefit from scenario planning in their decision making while considering the influence of agency culture, organizational structure, business processes and governance on scenario planning implementation. Session participants will hear from transportation executive leaders about the opportunities and challenges they face in adopting scenario planning principles in their agency. [The session will incorporate interactive elements to increase engagement from participants.]* • David Swallow, RTC of Southern Nevada (Las Vegas) • Jitender Ramchandani, Virginia Office of Intermodal Planning and Investment • Luciana Burdi, Massachusetts Port Authority
3:45 PM-4:00 PM	**Afternoon Break**

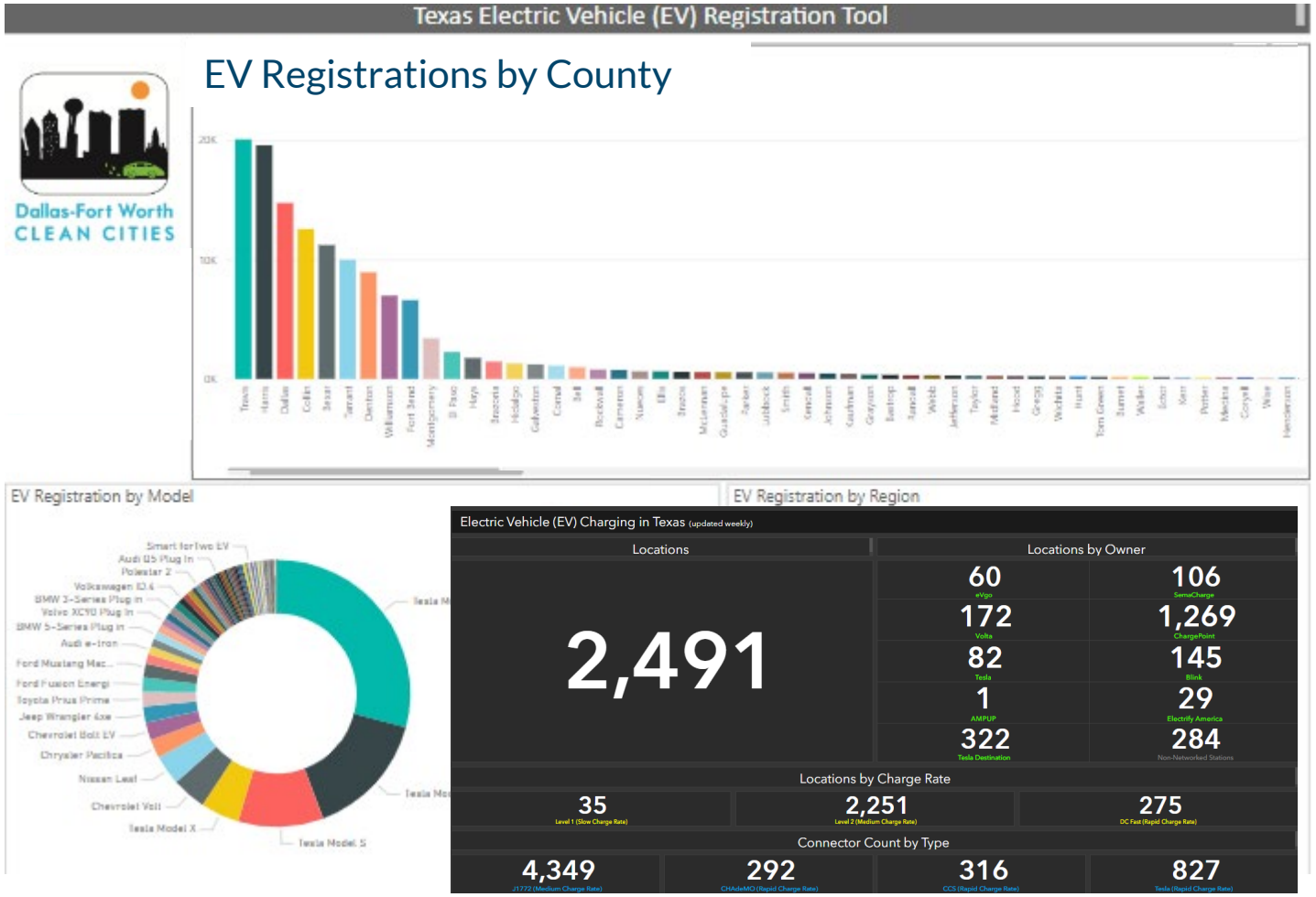
4:00 PM-5:00 PM	**Session 11: Integrating Scenario Planning to Support Agency Vision** **Moderator: Stephen Woelfel, Massachusetts Department of Transportation** • Secretary Julie Lorenz, Kansas Department of Transportation *(recorded presentation)*

DAY3 – Wednesday, September 21		
8:30 AM-9:30 AM	**Continental Breakfast/Networking**	
8:30 AM-12:30 PM	**Registration**	
9:45 AM-11:00 AM	**Session 12: Integration Opportunities in Your Organization and Tools to Make it Stick** **Moderators: Curtis Bradley, North Carolina Department of Transportation and Mike Knodler, University of Massachusetts Amherst** *This session will discuss a number of tools that can help incorporate scenario planning into the analytical work of transportation agencies. It will also include a discussion of processes that can help advance agility in responding to change. Topics will cover uncertainty in travel forecasting (exploratory modeling and analysis, TMIP/ EMAT), Vision Eval/ incorporating automated vehicles into scenario planning models, and integrating scenario planning tools into the agency environment.* • Robert Lempert, RAND Corporation • Steven Popper, RAND Corporation • Meghan Haggerty, Massachusetts Department of Transportation • Hannah Twaddell, ICF	**Session 13: Global Risk Assessment & Mitigation Strategies** **Moderator: Michael McArdle, VHB** *When it comes to "thinking the unthinkable" and building organizational resiliency for an era of disruption, traditional long-range planning cycles are inherently limited. Risk and assurance leaders looking to take the next step towards resiliency must use the outputs from scenario planning to build enterprise-wide risk management (ERM). This session will cover the basic frameworks of ERM, the unique value proposition of ERM, tactics for low-cost implementation of ERM principles, and best practices for using scenario planning to build ERM capabilities that guide risk-informed decision-making.* • Daniel Hebda, Gartner
11:00 AM-11:15 AM	**Morning Break**	
11:15 AM-12:30 PM	**Session 14**: **How Do you Plan to Integrate Scenario Planning into Your Agency** **Moderator: Alyssa Ryan, University of Arizona** *This session will include a discussion between members of the planning committee and conference participants on incorporating the use of scenario planning to meet disruptions while also advancing agency goals including the promotion of equitable decisions, system performance, and organizational capacity.*	
1:30 PM-4:00 PM	**Committee Meeting** **AJE10 Strategic Management** **Andrea d'Amato, Chair**	

Status Report on Electric Vehicles and National Drive Electric Week

SORIA ADIBI
SURFACE TRANSPORTATION TECHNICAL COMMITTEE
8.26.2022

Data and Trends



EV Registration Data

www.dfwcleancities.org/evnt

As of August 10, 2022:

~140K EVs in Texas

~49K in NCTCOG region

September 2021:

~93K EVs in Texas

Charging Station Dashboard

https://txdot.mysocialpinpoint.com/tx_ev_plan

As of August 10, 2022:

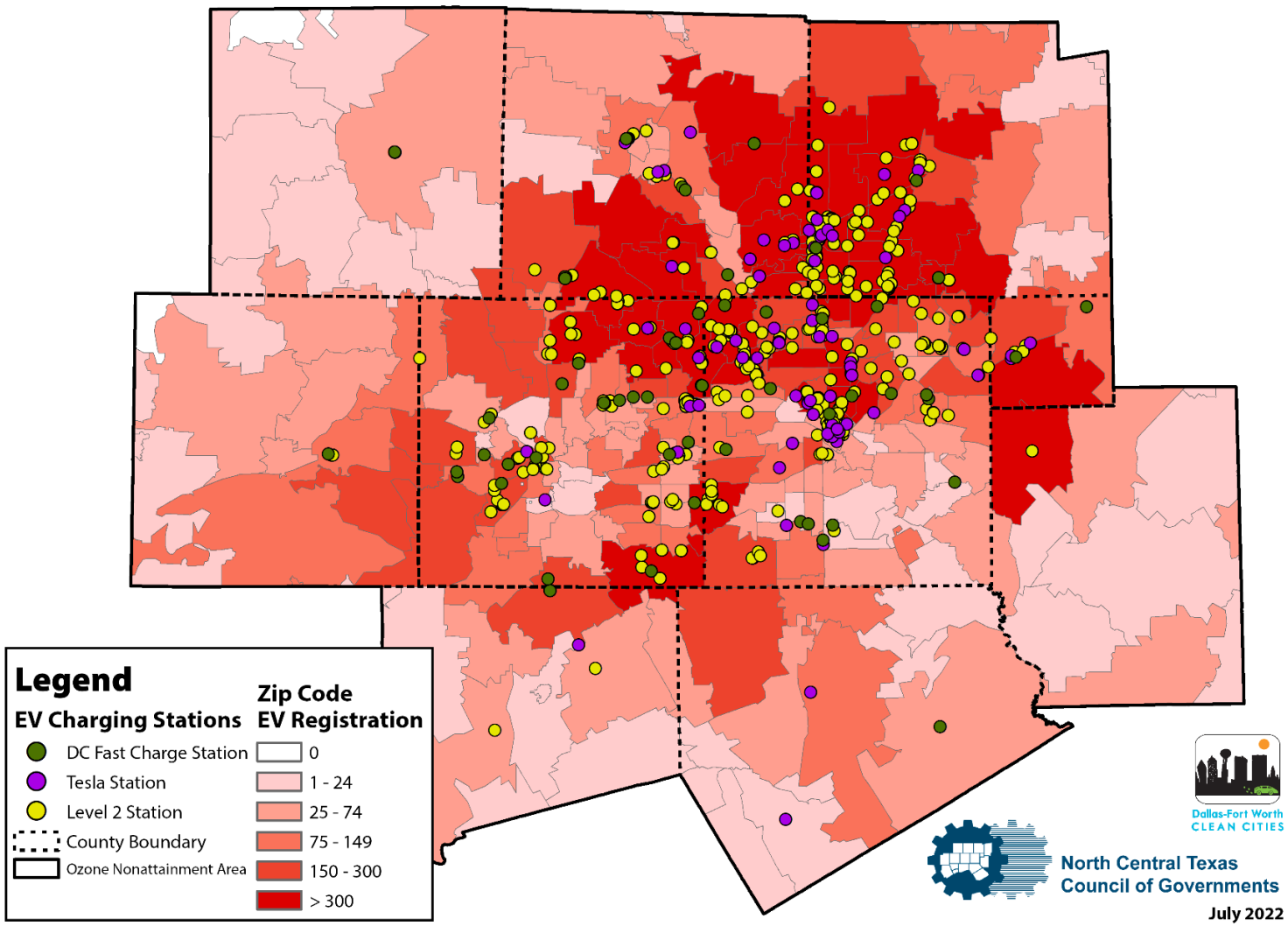
~2,491 Chargers Statewide

EV Adoption and Infrastructure Availability

County	Level 2 Plugs*	DC Fast Charge Plugs*	Tesla
Collin	217	2	15
Dallas	529	18	37
Denton	78	15	11
Ellis	0	4	2
Johnson	5	1	1
Kaufman	2	0	0
Parker	2	1	0
Rockwall	9	5	3
Tarrant	313	28	8
Wise	2	0	0

**Excludes Tesla Stations*

EV Registration and EVSE in Ozone Nonattainment Area



National Drive Electric Week 2022

MAIN EVENT HOSTED BY NCTCOG/DFW Clean Cities and City of Dallas: EV Showcase and Food Trucks

October 2, 2022, 3:00-6:00 PM

Dallas City Hall

Promote and join in a public celebration of all things electric.

FOR LOCAL GOVERNMENT/FLEET STAFF:

Partner outreach toolkit is coming soon

Webinars and events

For more information, please visit our website:

www.driveelectricdfw.org

Image Provided By: Ken Oltmann/CoServ

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