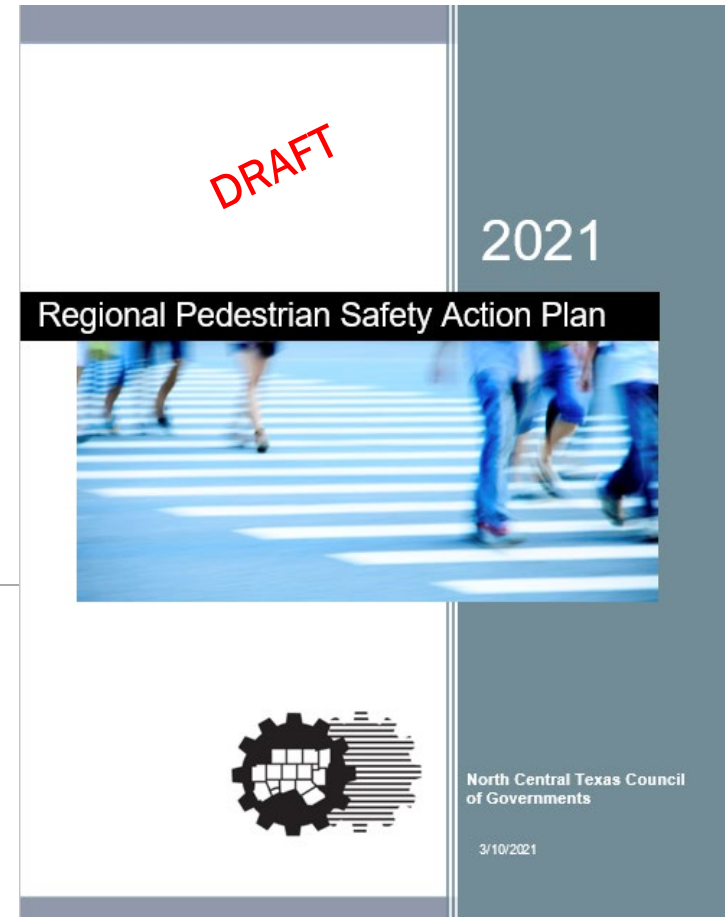




REGIONAL PEDESTRIAN SAFETY ACTION PLAN

Surface Transportation Technical Committee
May 28, 2021



Regional Pedestrian Safety

Action by Regional Transportation Council (RTC)
February 14, 2019

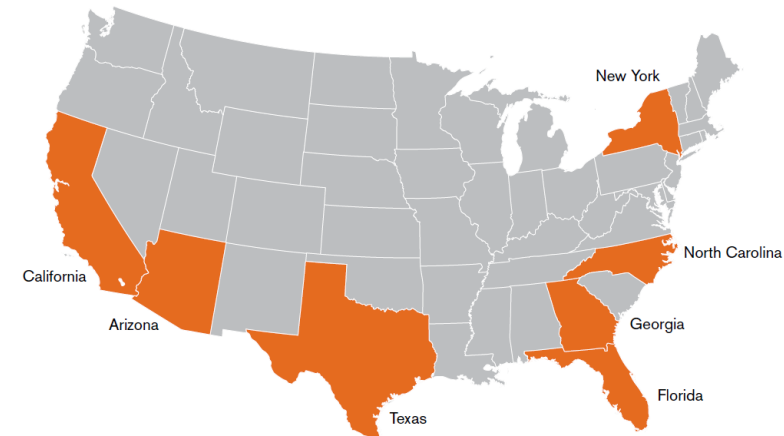
Regional Safety Position

“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”

Dallas and Fort Worth

are designated by FHWA as
Pedestrian Safety Focus Cities

7 States
Account for 54% of Pedestrian Deaths,
Jan-June 2020



Source: State Highway Safety Offices

Regional Pedestrian Safety Action Plan

NCTCOG initiated the regional PSAP in response to a decade of increasing pedestrian-involved crashes and fatalities



- Complements Mobility 2045
- Enhances Mobility 2045 goals and policies with a more targeted focus on pedestrian safety
- Creates a specific roadmap for activities, investments, and improvements in the region
- Creates a guide/template for partners to develop detailed local plans

Note: A future request will entail an equivalent bicycle safety plan to be completed.

Key Elements of the Regional Plan



- 1. Demographics and contributing factors** based on reported crashes
- 2. Pedestrian Crash density maps**
- 3. Priority Pedestrian safety corridors** based on areas with highest reported crash history
- 4. Goals and Policies** in support of RTC safety position and regional coordination
- 5. Action Plan** to guide pedestrian safety projects and programs

Plan Goals:

- ❖ **Eliminate** all serious injury and fatal pedestrian crashes across the region by 2050
(Supports RTC and the TxDOT/TTC safety goals)
- ❖ **Balance the safety and needs** of all users of all ages and abilities in the transportation system design, maintenance and operation phases, with priority given to the most vulnerable users
- ❖ **Provide a high level of comfort** in the design, construction and maintenance of transportation facilities
- ❖ **Integrate** within roadway design the most direct facility alignments that prioritize safe pedestrian movements
- ❖ **Implement** all reasonable pedestrian safety countermeasures to achieve adopted regional safety performance targets

Plan Policies:

(Infrastructure and Non-Infrastructure Projects and Programs)

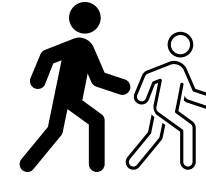
| | | |
|---|--|---|
| 1 | Education/Evaluation/ Encouragement | Collaborate to implement the Plan |
| 2 | Education/Evaluation/ Encouragement | Develop educational programs and resources |
| 3 | Engineering | Integrate proven safety countermeasures as part of all future roadway projects |
| 4 | Engineering | Prioritize implementation of safety countermeasures along the regional pedestrian safety corridors |
| 5 | Engineering | Perform Multimodal Level of Service (MMLOS) analysis as part of the roadway design process |
| 6 | Enforcement | Provide law enforcement information and training of the laws concerning the most vulnerable roadway users |
| 7 | Enforcement | Support state legislation on safety topics (lower speed limits in urban districts, motorists to stop/ yield to pedestrians, the use of a wireless communication device while operating a motor vehicle) |

Plan Action Items:

(Infrastructure and Non-Infrastructure Projects and Programs)

| | | |
|----|---|--|
| 1 | Education/ Evaluation/ Encouragement | Develop performance measures |
| 2 | Education/ Evaluation/ Encouragement | Coordinate/support educational programs/campaigns |
| 3 | Education/ Evaluation/ Encouragement | Coordinate/support policies, programs and marketing campaigns |
| 4 | Education/ Evaluation/ Encouragement | Update the Plan at least every five years |
| 5 | Education/ Evaluation/ Encouragement | Conduct annual monitoring |
| 6 | Engineering | Facilitate projects and programs that improve pedestrian safety |
| 7 | Engineering | Conduct Roadway Safety Audits (RSA) for the pedestrian safety corridors |
| 8 | Engineering | Implement safety improvements in the pedestrian safety corridors |
| 9 | Enforcement | RTC legislative program related to safety |
| 10 | Enforcement | Information for law enforcement personnel (pedestrian rights/responsibilities and pedestrian crash reporting) |

Next Steps



2021-2022:

Road Safety Audits for Select Corridors

2022+:

Future Regional Bicycle Safety Action Plan to be developed

June 2022:

STTC and RTC will be requested to approve the PSAP by reference with the *Mobility 2045 Update*

Project Schedule

| | |
|------------------------------|--|
| April 2019: | Stakeholder Committee Meeting #1 |
| May 6 – July 5, 2019: | Online public opinion safety survey |
| May 2020: | Stakeholder Committee Meeting #2 |
| January 2021: | Stakeholder Committee Meeting #3 |
| February 24, 2021: | Bicycle and Pedestrian Advisory Committee Briefing |
| April 23, 2021: | STTC Information |
| May 13, 2021: | RTC Information |
| May 28, 2021: | STTC Action |
| June 10, 2021: | RTC Action |



Requested Action

Recommend the Regional Transportation Council endorse the Pedestrian Safety Action Plan.

Direct staff to incorporate the recommendations, including projects, programs and policies, into future metropolitan transportation plans, specifically the upcoming Mobility 2045 Update, as appropriate.

Thank You!

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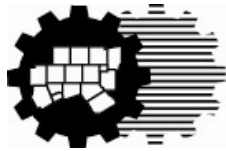
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Air Quality Funding Recommendations Related to the Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program

**Surface Transportation Technical Committee Meeting
May 28, 2021**

**Jason Brown
Principal Air Quality Planner**



**North Central Texas
Council of Governments**



Available Funding

Funding Source: Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program

| Calls for Projects | Project Types | Available Funding |
|---|---|--------------------------|
| Clean Fleets North Texas (CFNT) 2020 – Bucket 1 | Replace Heavy-Duty Diesel Vehicles and Equipment | \$109,116* |
| North Texas Emissions Reduction Project (NTERP) 2020 – Bucket 2 | Replace High-Use Diesel Vehicles/Equipment, Rail/Switch Yard Idle Reduction Technologies | \$1,321,690 |
| North Texas Freight Terminal Electrification (NTFTE) 2020 – Bucket 3 | Installation of Transport Refrigerated Unit Electrified Parking Spaces, Connection Kits, Power Monitoring | \$960,225 |

* Available from a prior EPA award. Some funding was previously awarded through CFNT 2018 and CFNT 2019 Calls for Projects.

Eligibility and Selection

| | Bucket 1 | Bucket 2 | Bucket 3 |
|-------------------------|---|-----------------|---|
| 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 | Cost Per Ton NO _x Emissions Reduced 75% Purpose: Maximize Emissions Reductions | | |
| | Subrecipient Oversight Criteria 25% Purpose: Balance Project Benefits with Administrative Burden | | Location and Oversight Criteria 25% Purpose: Balance Project Benefits with Administrative Burden |

Bucket 1 - Summary of Applications

| Applicant | Activities Requested | Applicant Eligible | Activities Eligible | Funds Requested | Recommended | |
|--|-----------------------------|---------------------------|----------------------------|------------------------|--------------------|------------------|
| | | | | | Activities | Funds |
| City of Dallas | 6 | Yes | 6 | \$385,704 | 6 | \$385,704 |
| Funds Remaining after Recommended Subaward* | | | | | | \$109,116 |

Refer to Electronic Item 4.2 for more details.

*** Next Round of Calls for Projects Currently Open for Remaining Balances**

Bucket 2 and Bucket 3 - Summary of Applications

Bucket 2

| Applicant | Activities Requested | Applicant Eligible | Activities Eligible | Funds Requested | Recommended | |
|---|----------------------|--------------------|---------------------|-----------------|-------------|-----------|
| | | | | | Activities | Funds |
| DHL Supply Chain | 2 | Yes | 2 | \$314,340 | 2 | \$314,340 |
| Jack Cooper Transport | 1 | Yes | 1 | \$288,730 | 1 | \$288,730 |
| PACCAR Leasing | 1 | Yes | 1 | \$154,915 | 1 | \$154,915 |
| Funds Remaining after Recommended Subaward* | | | | | \$1,321,690 | |

Bucket 3

No Applications Received; EPA Funds Remaining \$960,225*

Refer to Electronic Item 4.3 for more details.

***Next Round of Calls for Projects Currently Open for Remaining Balances**

Schedule

| Milestone | Estimated Timeframe |
|---|---------------------|
| STTC Action to Recommend Subaward and Rebate | May 28, 2021 |
| RTC Approval of Recommended Subaward and Rebate | June 10, 2021 |
| Executive Board Authorization | June 24, 2021 |
| Next Interim Application Deadline (Rolling 90-Day Deadline until All Funds Awarded or Final Application Deadline Reached) | July 9, 2021 |
| Final Application Deadline | October 8, 2021 |
| Project Implementation Deadline | February 26, 2023* |

*Deadline has been extended per EPA no cost time extension.

Action Requested

Recommend RTC Approval of Subaward and Rebate Recommended Awards:

Bucket 1 - Clean Fleets North Texas 2020

\$385,704 to the City of Dallas to Replace Six Dump Trucks

Any Funds Released From Prior Awards to be Applied to Balance Available to Future Awards

Bucket 2 - North Texas Emissions Reduction Project 2020

\$314,340 to DHL Supply Chain to Replace Two Terminal Tractors;

\$288,730 to Jack Cooper Transport to Replace One Class 6-7 Truck;

\$154,915 to Paccar Leasing to Replace One Class 6-7 Truck

For More Information

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Website

www.nctcog.org/aqfunding



SOURCE: <https://www.transportation.gov/buildamerica/financing/infra-grants/infrastructure-rebuilding-america>

May 28, 2021

Surface Transportation Technical Committee – Information Item
FY 2021 RAISE Discretionary Grant Program – Overview & Potential Candidate Projects

RAISE Discretionary Grant Program

FY 2021 Program Overview

2

Funding Availability

\$1 Billion

– Capital Projects (Nation)

\$30 Million

– Planning Grants (Nation)

50% / 50%

– Urban / Rural Areas

Federal Cost Share / Match

Up to 80%

– Urban Areas

Up to 100%

- a. Rural Areas
- b. Planning Grants in “Areas of Persistent Poverty”

Maximum Award

\$25 Million

– per Project

\$100 Million

– per State

Minimum Award

\$5 Million

– Urban Areas

\$1 Million

– Rural Areas

No Minimum

– Planning Grants

- Project awards to be announced by November 22, 2021
- Obligation Deadline: September 30, 2024
- Expenditure Deadline: September 30, 2029

RAISE Discretionary Grant Program

Possible Opportunity to Advance North Tarrant Express (NTE) / SH 183

3

- Per prior RTC direction, staff continues to work with TxDOT and private sector partners to complete additional NTE phases and other public/private partnership (PPP) projects.
- Recent projections indicate general purpose and TEXpress capacity improvements are anticipated to be triggered in mid-2022, with an open-to-traffic date of June 2024.
- The private sector partner is currently coordinating with TxDOT to advance the first item.
- The private sector partner will be paying for these improvements in these amounts:

| Capacity Improvements | \$ in Millions | Notes |
|--|----------------|--|
| SH 183/NTE Segment 1 (IH 35W/IH 820 interchange to west of IH 820/SH 121 interchange) & 2W Widening (east of Bedford/Eules Road to east of Westpark Way) | \$162 | <i>Add 1 general purpose lane in NTE Segment 1 Add 1 TEXpress lane in NTE Segment 2W</i> |
| Reliance Parkway to SH 161 (former Segment 2E): Build 2+2 TEXpress lanes | \$860 | <i>Segment (5.3 miles) would be built and operated by private sector as an extension of the current facility</i> |
| SH 161 to Story Road: Build 2+2 TEXpress lanes | \$270 | <i>Segment (2 miles) where Cintra funds would be paid to TxDOT for lane balancing east of SH 161</i> |
| | \$1,292 | |

RAISE Discretionary Grant Program

Proposed Candidate Projects (DRAFT)

4

| EAST/ WEST | AGENCY | PREVIOUS SUBMITTAL | PROJECT | | TOTAL COST | GRANT FUNDS | UPDATED STATUS | | |
|---------------|-------------------|------------------------------|--|--|-----------------|----------------|----------------|---------------|---|
| | | | TITLE | DESCRIPTION/LIMITS | | | NEPA | FUNDING | DELIVERY (Other Means) |
| EAST | TxDOT (Dallas) | N/A | Dallas “Loop” – Trinity Forest Spine Trail (Phase 3) | Construct Trinity Forest Spine Trail segment from Bruton Avenue to reconstructed US 175/Lake June Road interchange (w/ trail branch to Pemberton Hill Road) | \$34.0M | \$13.0M | PENDING | YES (partial) | NCTCOG/City of Dallas |
| BOTH | NCTCOG | N/A | NTE/SH 183 Capacity & Safety Improvements (IH 35W – Story Road) | Addition of ultimate general purpose/ TEXpress lane capacity west of SH 161, with lane balancing improvements east of SH 161 | \$1.317B | \$25.0M | PENDING | YES (partial) | TxDOT/Cintra |
| WEST | NCTCOG | N/A | TEXRail Fort Worth Near Southside/Medical District Extension | Extend TEXRail from Fort Worth T&P Station to Near Southside/Medical District | \$120.0M | \$25.0M | PENDING | YES (partial) | FTA/NCTCOG/City of Fort Worth |
| EAST | NCTCOG | INFRA (2021) BUILD (2020) | Enhancing Mobility Within the Southern Dallas Inland Port | Electric bus transit, sidewalk, and traffic signal intersection improvements for enhanced employment, education, and healthcare accessibility in southern Dallas/Dallas County | \$12.8M | \$7.7M | NO | YES (partial) | COVID-19 #00X Round 3 (partial) |
| WEST | NCTCOG | N/A | Bomber Spur Trail – Phase 2 | Construct Bomber Spur Trail from US 377 (Camp Bowie Boulevard) to Vickery Boulevard/SH 183 | \$13.0M | \$10.2M | PENDING | YES (partial) | NCTCOG/City of Fort Worth/Streams & Valleys |

Selected by TxDOT (Dallas) w/ NCTCOG providing benefit-cost analysis (BCA) technical assistance; does not count against NCTCOG’s three submittal choices

RAISE Discretionary Grant Program

Proposed Submittal Timeline

5

| | |
|-----------------------|---|
| April 13, 2021 | RAISE Grant FY 2021 NOFO Announced |
| May 28, 2021 | STTC Information <i>(NCTCOG Projects – Candidates Identified)</i> |
| June 10, 2021 | RTC Information |
| June 18, 2021 | STTC Agenda “Mail-Out” <i>(NCTCOG Projects – Scope, Cost, & Funding Sources/Shares Finalized)</i> |
| June 21, 2021 | RTC Letter of Support Deadline <i>(for projects submitted by partnering agencies, submit to Kyle Roy – kroy@nctcog.org)</i> |
| June 25, 2021 | STTC Action |
| July 8, 2021 | RTC Action |
| July 12, 2021 | RAISE Grant Application Submittal Deadline – www.grants.gov |
| July 22, 2021 | Executive Board Endorsement |

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May 28, 2021

Surface Transportation Technical Committee – Information Item
FY 2021 RAISE Discretionary Grant Program – Overview & Potential Candidate Projects

Congestion Management Process Update

Surface Transportation
Technical Committee

May 28, 2021

Michael Bils



North Central Texas
Council of Governments

CMP Overview

One of 5 federally-mandated planning documents
(MTP, TIP, UPWP, Public Participation Plan, CMP)

**Required for urbanized areas with populations exceeding 200,000
(also known as Transportation Management Areas “TMA”)**

First enacted under ISTEA (1991) as Congestion Management System (CMS)

1994: First regional CMS adopted by Regional Transportation Council

2005: CMS amended via MTP Update

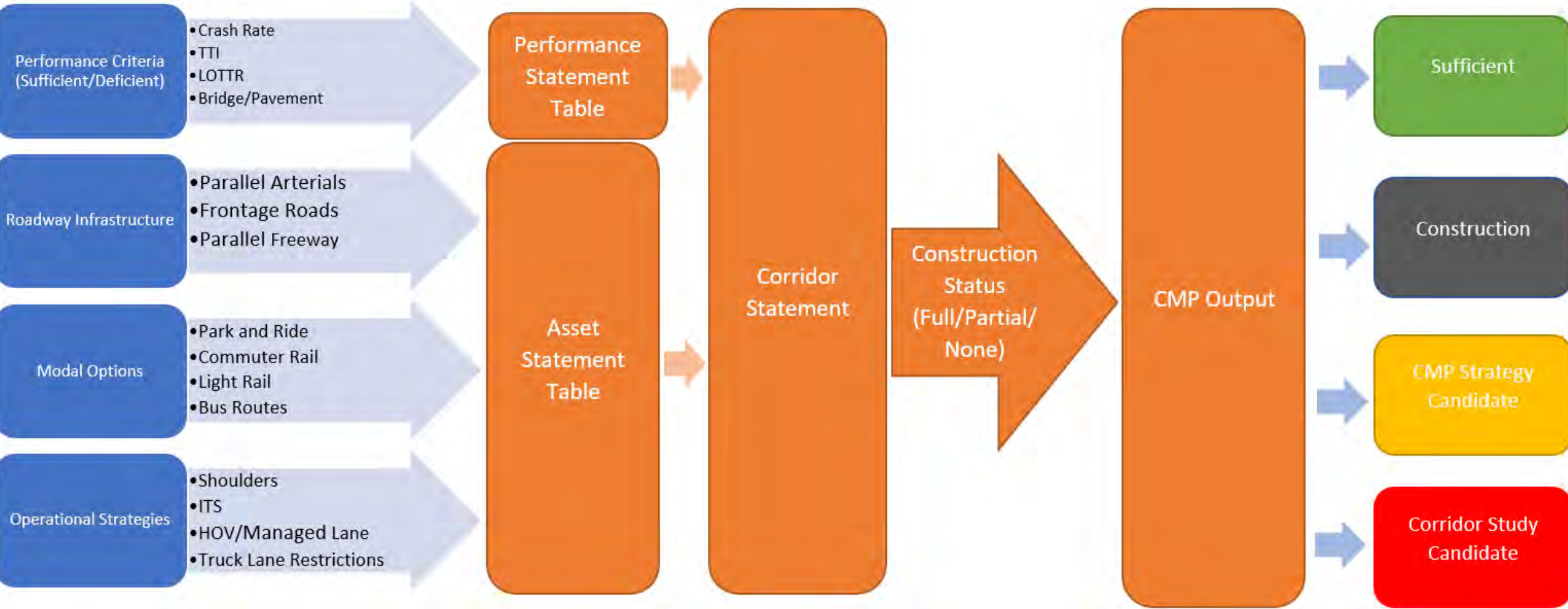
2007: CMS renamed CMP by SAFETEA-LU (2007)

2013: Most recent update of CMP for NCTCOG

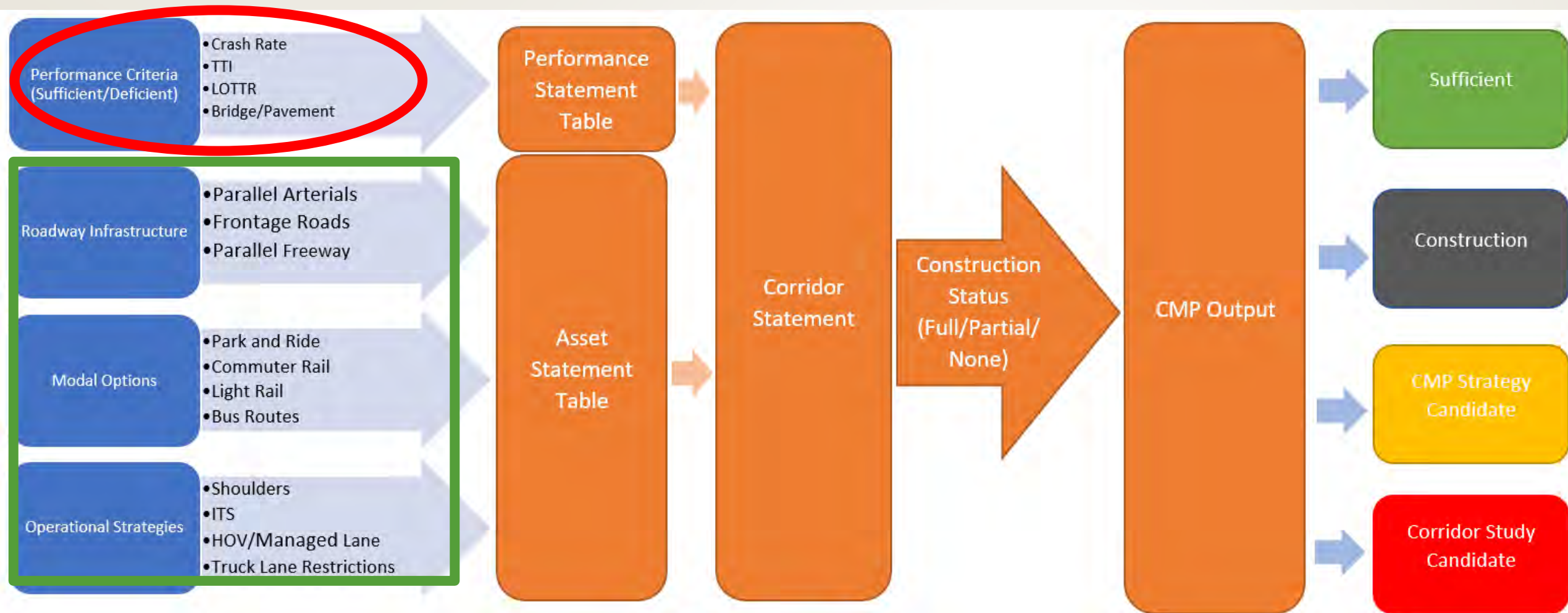
Why Do We Need Such a Process?

- Manage Travel Demands
- Reduce Single Occupancy Vehicle Travel
- Improve Efficiency of Transportation System
- Improve Safety for all Using System
- Maximize Transportation Funds
- Justify Additional Capacity is Needed
- Coordinate with Regional Partners

Congestion Management Process Flow

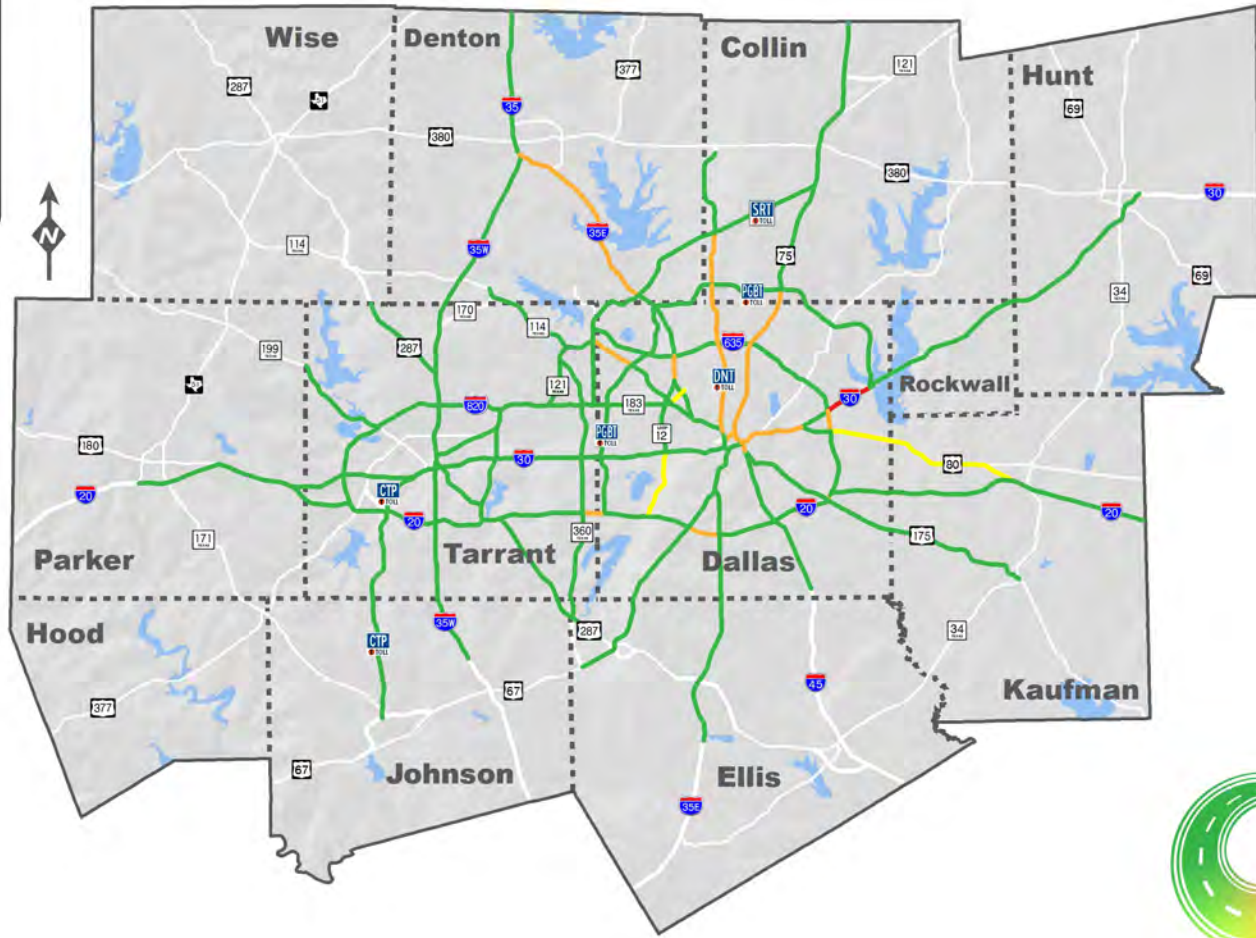


Congestion Management Process Flow



Process Outputs

- Construction (Recent or Planned) (61)
- Continue to Monitor (45)
- CMP Strategy (16)
- Rehab (3)
- Corridor Study (1)



CMP Strategy Selection

Internal Review Process

Performance
Criteria
Deficiencies

Available Assets

Identify Possible
Strategies

CMP Strategy Selection (cont.)

Expert Review Process

Review
Possible
Strategies

Evaluate
Smaller
Segments

Select
Strategies

Add to TIP

CMP Strategy Corridor Review Process

- Organize Review Group for CMP Strategy Corridors
 - Cities, TxDOT/NTTA, Transit Agencies, Counties
 - NCTCOG staff in associated program areas
- Review Existing TIP Projects on Corridor
- Group Selects Strategies
- Establish CMP Program of Projects for CMP Strategy Corridors
 - Request STTC and RTC Approval
 - Program into TIP

Project Performance Evaluation

- Develop a Set of Baseline Performance Measures to Evaluate Strategies for Effectiveness
- Look to Existing Before/After Studies for Relevant Measures
 - Before/After Speeds
 - Before/After Volumes
 - Before/After Crash Rate
 - Transit Ridership/Mode Split
 - Changes in Asset Condition
 - Changes in Criteria Performance Measures, Peak Hour LOS, Crash Rate, Travel Time Reliability
- Focus on “Initial Criteria” Performance Measures (Crash Rate, Reliability, etc.)
- Use Process to Track Federal Performance Measures as Necessary

CMP Schedule

| Committee | Dates |
|------------------------------------|---------------------------|
| STTC Workshop and STTC Information | May 28, 2021 |
| Public Online Input Opportunity | June 7, 2021-July 6, 2021 |
| RTC Information | June 10, 2021 |
| STTC Action | June 25, 2021 |
| RTC Action | July 8, 2021 |

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CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING
INNOVATIVE PROJECTS DURING COVID
RECOVERY

Surface Transportation Technical Committee
May 2021

Michael Morris, P.E.
Director of Transportation

TRAVEL BEHAVIOR BY MODE



Bicycle/Pedestrian (+73%, March)



Freeway Volumes (-6%, March)

Airport Passengers (-28%, March)

Toll Roads (-34%, February)

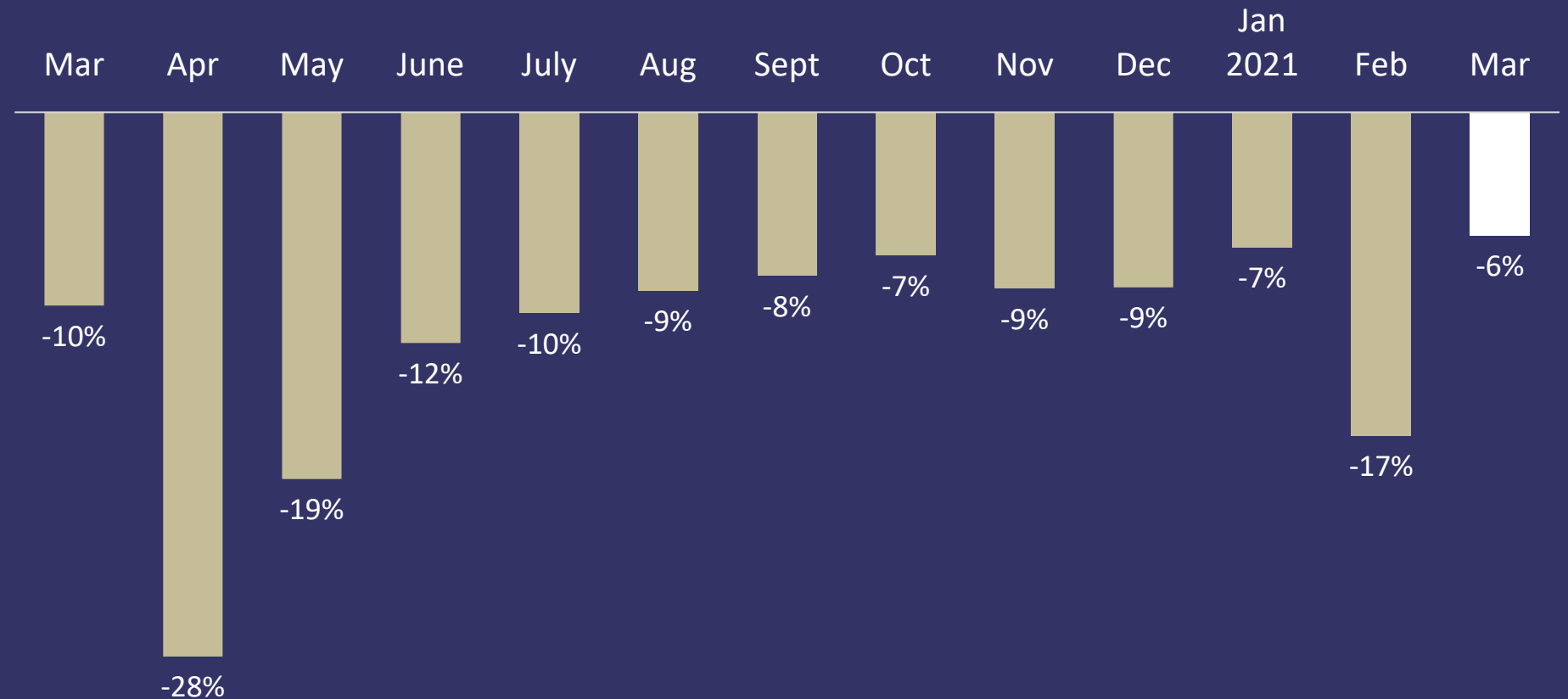
Transit Ridership (-50%, March)



ROADWAY TRENDS

Average
Weekday
Freeway
Volumes

Traffic Decrease vs Baseline



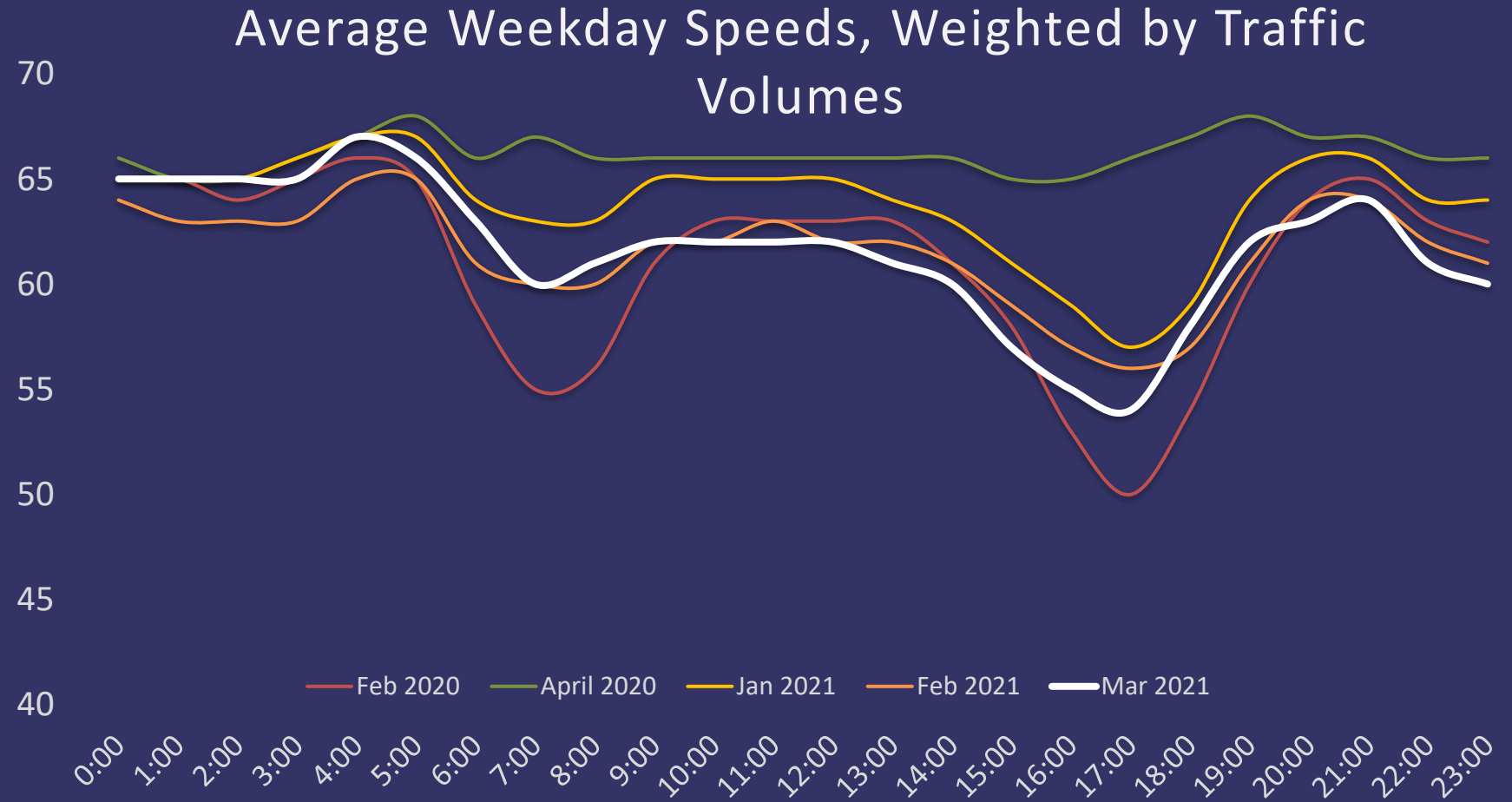
Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters. As of October, growth calculated based on Fort Worth

Note: Baseline is March 2019-February 2020.

Note: Drop in freeway volumes in Feb 2021 due in large part to week-long winter storm.

ROADWAY TRENDS

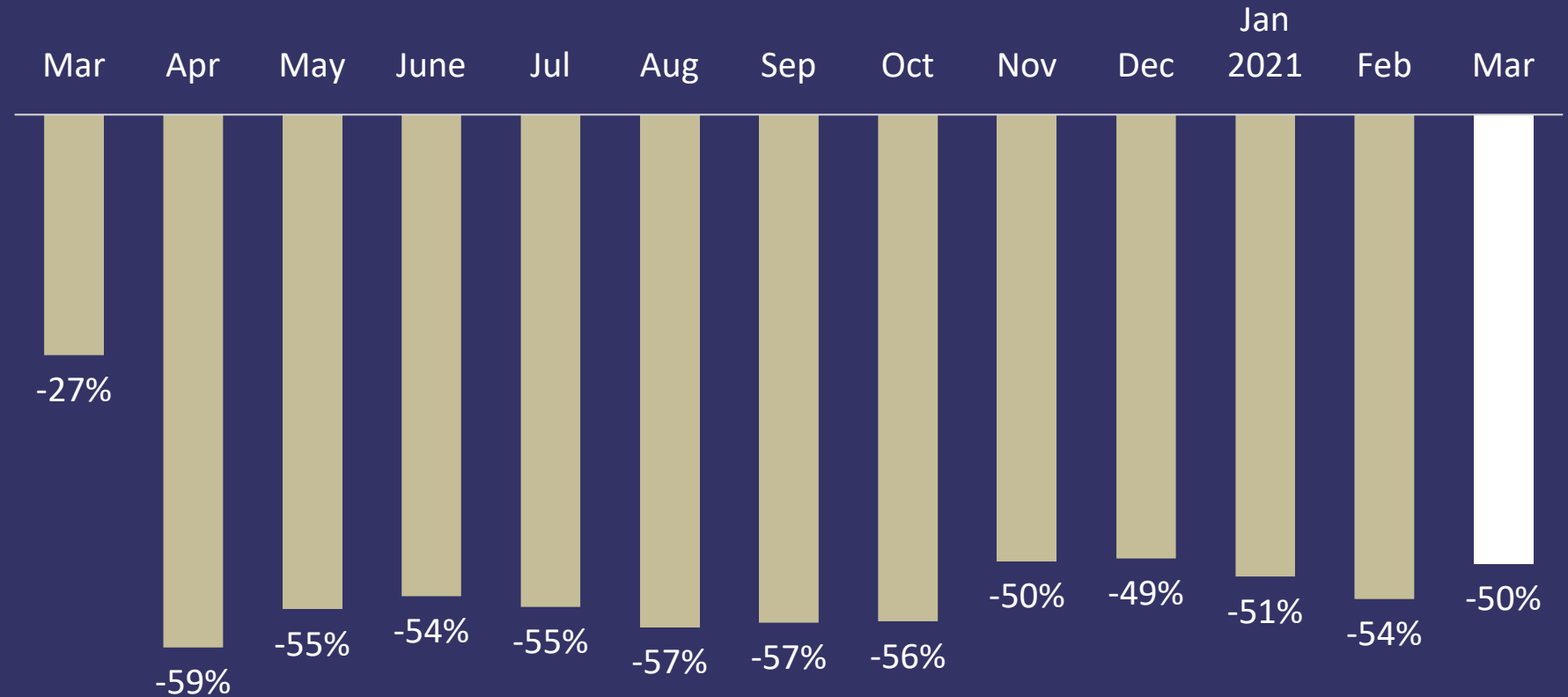
Regional Average
Freeway Speeds



TRANSIT IMPACTS

Weekday Ridership

Passenger Decrease vs Baseline



Source: DART, DCTA, and Trinity Metro

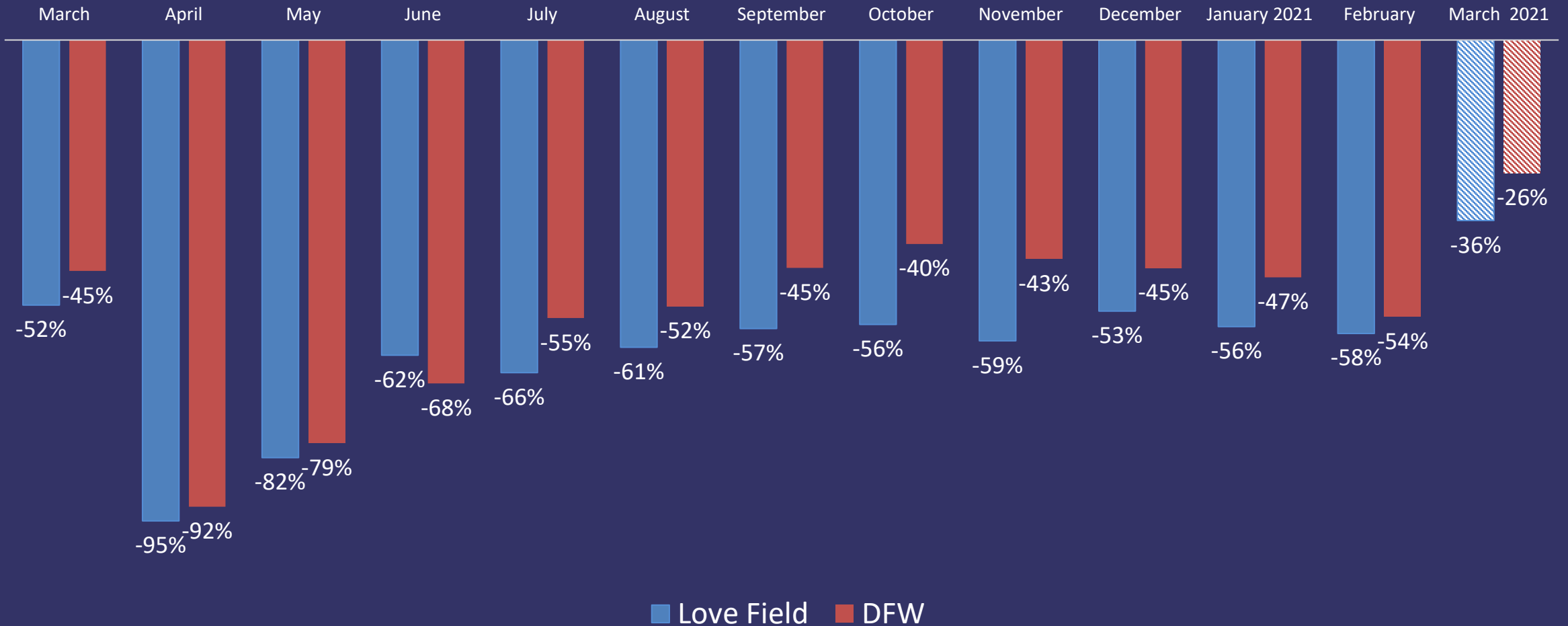
Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

AIRPORT TRENDS

Passengers

Change in Airport Passengers vs Baseline



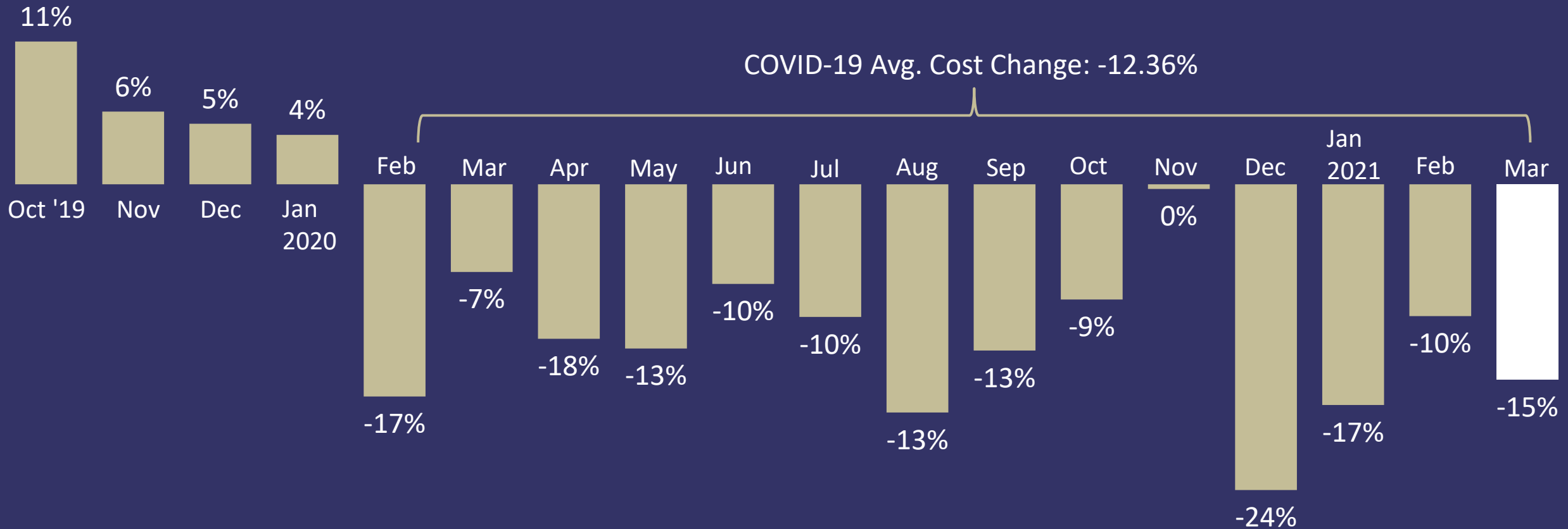
Source: Dallas Love Field and DFWIA Websites

Note: Baseline is March 2019-February 2020.

Construction Cost Changes

October 2019 to March 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

FTA Pilot Program for TOD Planning Grant Application for DART Silver Line

Grant application due June 21, 2021 www.transit.dot.gov/TODPilot

Goal: Maximize opportunity for ridership on new DART Silver Line and regional connections to DFW Airport and TEX Rail

Scope: NCTCOG's \$800,000 FTA planning funds application:

- Corridor jobs/housing balance analysis and TOD recommendations
- Bicycle and pedestrian routes to rail stations infrastructure needs assessment
- Targeted stakeholder engagement
- Parking utilization data collection and policy recommendations

Partnership: cities of: Dallas, Carrollton, Addison, Richardson, Plano, Grapevine; and DART and DFW International Airport

NCTCOG to provide local match of \$200,000. No financial request from partners



Transit-Oriented Development (TOD)

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

GoCarma Demonstration on US 75 Technology Lanes

Surface Transportation System Funding Alternatives Program \$10M

RTC commit \$925,000 in RTR East Set Aside

Federal Funds \$5M

Carma In-Kind \$4.075M

TxDOT commit to move forward with US 75 Technology Lane

Project Letting within 6 months - \$32.5M Programmed

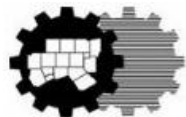
Framework Options:

- a) Revenue payment to carpoolers
- b) Toll component for SOV's

Safety (minimize fatalities and crashes), Air Quality and Congestion Relief
(traffic signal frontage road retiming)

2022 UNIFIED TRANSPORTATION PROGRAM (UTP) AND REGIONAL 10-YEAR PLAN UPDATE

**Surface Transportation Technical Committee
May 28, 2021**



**North Central Texas
Council of Governments
Transportation Department**

BACKGROUND

- Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPO) develop 10-Year Plans using performance-based planning and project selection methods
- Includes projects funded with Category 2 (MPO selected), Category 4 (TxDOT District selected), and Category 12 (Texas Transportation Commission selected)
- Regional 10-Year Plan was originally approved by the Regional Transportation Council (RTC) in December 2016
- This plan is updated annually in conjunction with the development of TxDOT's UTP

ACTIVITIES UNDERTAKEN SINCE LAST UPDATE

- TxDOT began developing the 2022 UTP.
- NCTCOG staff has coordinated with the TxDOT Districts regarding project updates (e.g., costs/funding, environmental clearance and let dates), and potential new projects.
- Proposed new projects were scored using the same process used in previous years.
- To satisfy a March 12, 2021 deadline set forth by TxDOT, a draft project listing was developed that included project scores, project revisions, and potential new projects.

PRINCIPLES FOR THE DEVELOPMENT OF THE REGIONAL 10-YEAR PLAN

- Project should be included in Mobility 2045
- Focus on system versus new, stand-alone projects
- Fully fund existing projects before funding new projects
- Ensure equity of county allocations
- Maintain toll lanes/toll managed lanes on selected corridors
- Re-fund previously unfunded projects, when possible
- Ensure all RTC projects are approved in 2022 UTP (including “placeholders”)
- Projects must be scored and should have a score sufficient to qualify for funding

REGIONAL FUNDING ALLOCATIONS FOR 2017-2022 UTPs

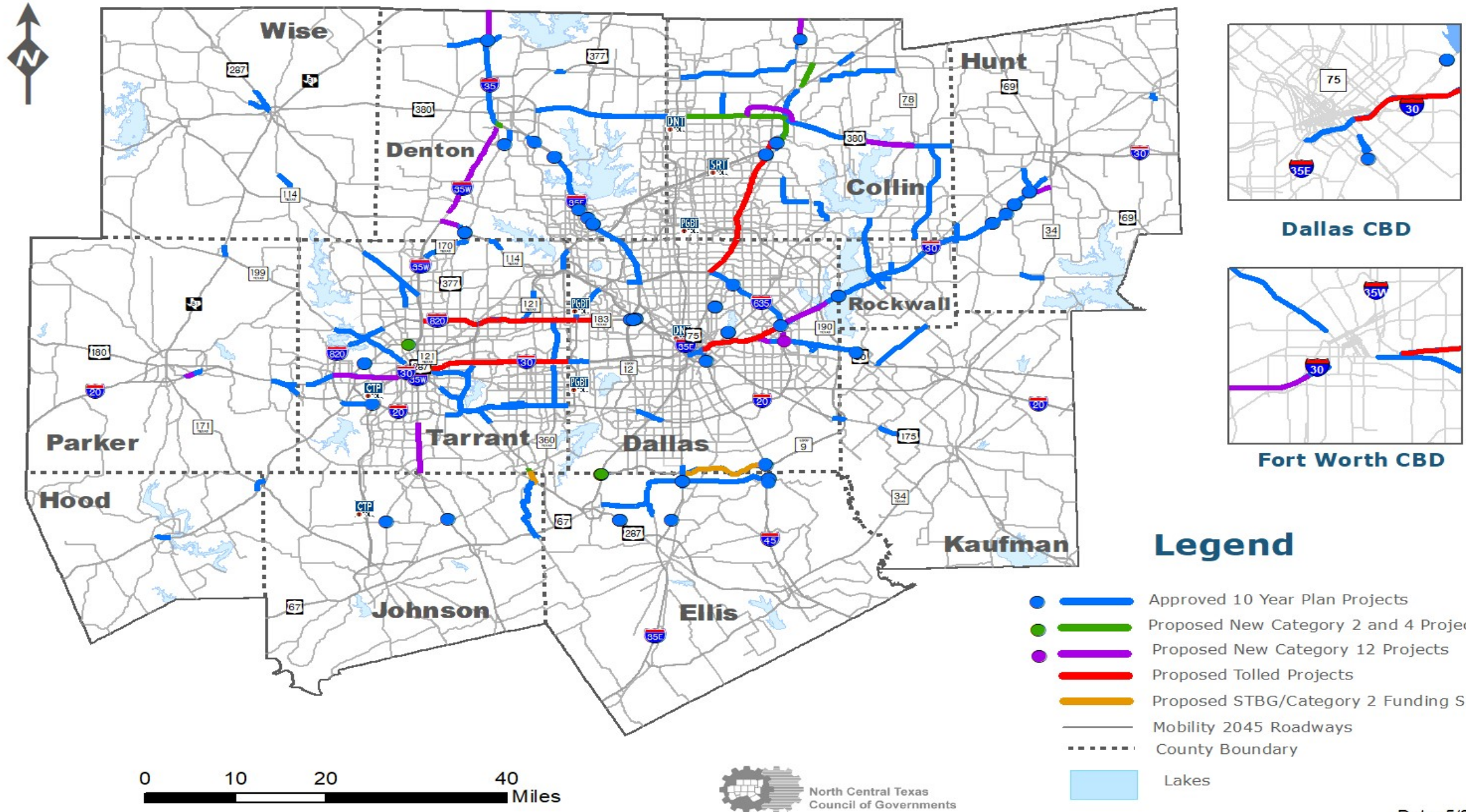
| Funding Category | 2017 Allocation | 2018 Allocation | 2019 Allocation | 2020 Allocation | 2021 Allocation | 2022 Proposed Allocation |
|-------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|---------------------------------|
| Category 2 | \$3.784B | \$3.607B | \$3.832B | \$3.516B | \$2.913B | \$2.931B |
| Category 4 | \$830M | \$1.553B | \$1.637B | \$1.537B | \$1.340B | \$1.348B |
| Category 12 | \$812M | \$2.130B | \$1.395B | \$3.041B | \$3.089B | TBD |
| Total Allocation | \$5.426B | \$7.290B | \$6.864B | \$8.094B | \$7.342B | \$4.279B |

PROPOSED STBG/CATEGORY 2 FUNDING EXCHANGE

- Given that Surface Transportation Block Grant (STBG) funds are not being obligated as quickly as needed, a STBG/Category 2 funding exchange is being proposed.
- Two projects were identified for this proposal: US 287 in Johnson and Tarrant Counties and State Loop 9 in Dallas and Ellis Counties
- The US 287 projects have ~\$34M of Category 2 funding, which will be exchanged with ~\$34M of STBG funds
- The State Loop 9 projects have ~\$107M of Category 2 funding, which will be exchanged with ~\$107M of STBG funds
- Both projects were selected because they can be let in FY 2021, which will allow the region to quickly reduce the carryover balance of STBG funds.
- A proposal will be brought back with specific projects on which to program the freed-up Category 2 funds.

Dallas-Fort Worth Regional 10 Year Plan Projects

FY 2017 - FY 2031

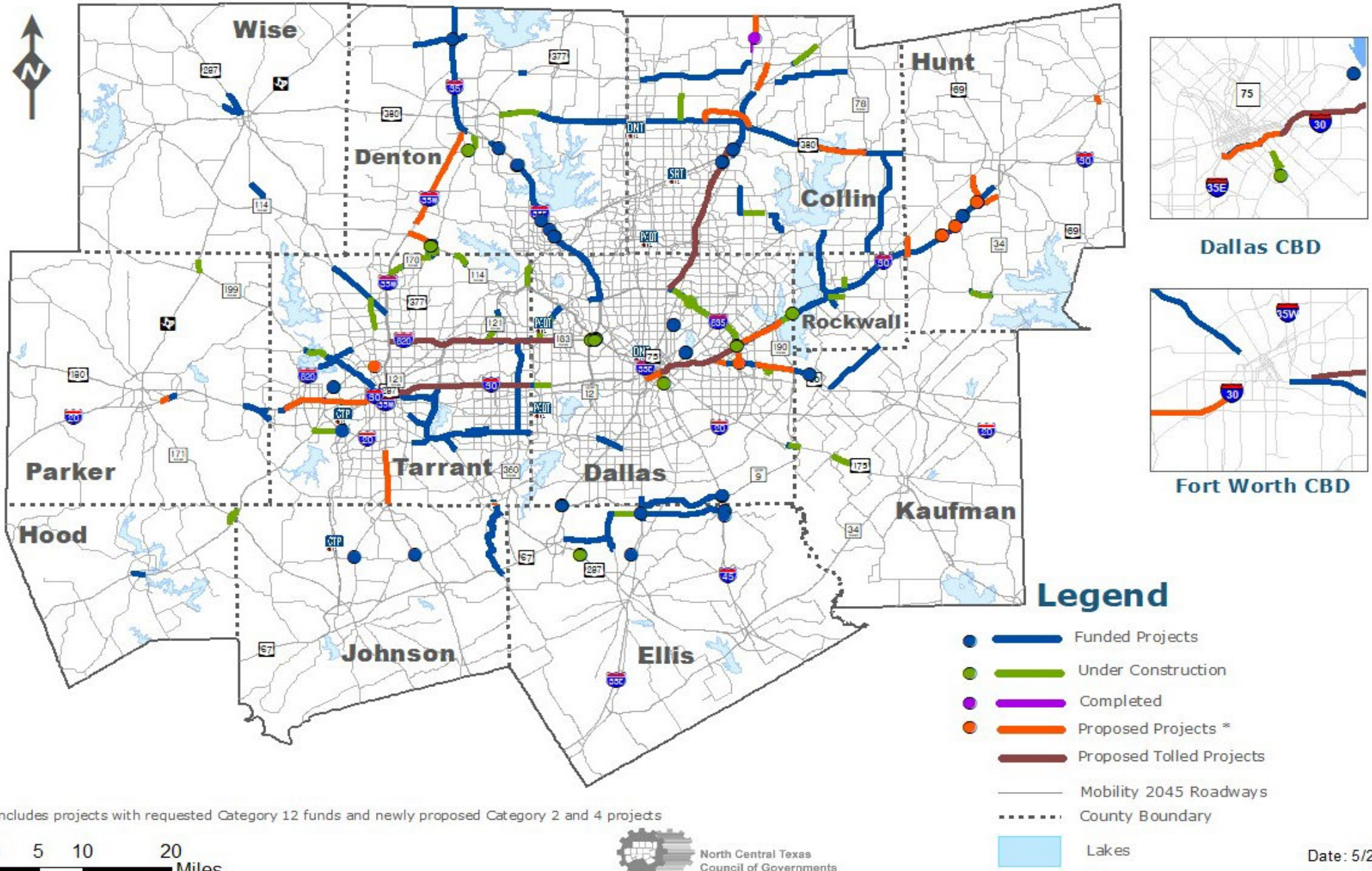


Legend

- — Approved 10 Year Plan Projects
- — Proposed New Category 2 and 4 Projects
- — Proposed New Category 12 Projects
- Proposed TOLled Projects
- Proposed STBG/Category 2 Funding Swap
- Mobility 2045 Roadways
- County Boundary
- Lakes

Dallas-Fort Worth Regional 10 Year Plan Project Status

FY 2017 - FY 2031



* Includes projects with requested Category 12 funds and newly proposed Category 2 and 4 projects

NEXT STEPS

- Finalize project selection/update efforts in coordination with TxDOT staff
- Await decisions by the TTC on Category 12 funding
- Bring back listings to the committees for approval
- Bring back any project changes to the STTC and RTC once the TTC weighs in and approves the UTP

TIMELINE

| MEETING/TASK | DATE |
|--------------------------------------|---------------------|
| Funding Targets Received | February 2021 |
| Initial draft list due to TxDOT | March 12, 2021 |
| STTC Information | May 28, 2021 |
| RTC Information | June 10, 2021 |
| Public Meeting | June 2021 |
| STTC Action | June 25, 2021 |
| RTC Action | July 8, 2021 |
| TxDOT Public Meetings for 2022 UTP | June/July 2021 |
| Anticipated TTC Approval of 2022 UTP | August 2021 |

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FY2022 and FY2023
Unified Planning Work Program for
Regional Transportation Planning

Surface Transportation Technical Committee
May 28, 2021

Unified Planning Work Program for Regional Transportation Planning

Required by Fixing America's Surface Transportation (FAST) Act

Summarizes Annual MPO Funding

Addresses Regional and Local Issues

Inventories Planning and Programming Activities

Allocates Available Funds to Specific Tasks

Five Major Tasks

Task 1 – Administration and Management

Task 2 – Transportation Data Development and Maintenance

**Task 3 – Short-Range Planning and Programming, and Air Quality
and Transit Operations**

Task 4 – Metropolitan Transportation Plan

Task 5 – Special Studies and System Operations

Local Government/Agency Submittals

47 Submittals Received

16 Agencies Submitted Projects:

Town of Addison; Cities of Cedar Hill, Dallas, and Plano; Collin County and the Cities of Frisco, Plano, Richardson, Allen, McKinney, Wylie, and Garland; DFW Airport; Denton County Transportation Authority; Trinity Metro; Oncor; and Texas A&M Transportation Institute

33 Projects Recommended for Inclusion

14 Projects Not Recommended for Inclusion

FY2022 and FY2023 Major Planning Initiatives

Update of Mobility 2045

2023-2026 Transportation Improvement Program

Air Quality Conformity Analysis

Transportation Asset Management

Data Collection/Travel Model Enhancements

Automated Vehicle Technology

High-Speed Passenger Technology

Regional Automated Transportation System Initiatives (People Mover)

Freight Planning/Regional Railroad Information System

FY2022 and FY2023 Major Planning Initiatives (cont'd)

Integrated Planning for Regional Transportation, Urban Development, and Stormwater Management

Case Studies of Mixed-use Developments

Comprehensive Transit Studies

Bicycle/Pedestrian Plans

Corridor/Area Studies

Understanding Public Return on Investment of Transportation Infrastructure

Regional Greenhouse Gas Emissions Inventory

Support for Regional Military Installations

Emphasis on Performance-Based Planning

FY2022 and FY2023 TPF Funding Summary

| | |
|---|----------------------------|
| FY2022 and FY2023 US FTA (5303) | \$ 6,221,628 |
| FY2022 and FY2023 US FHWA (Estimated PL) | \$16,926,430 |
| FY2021 US FHWA (Estimated PL-Carryover) | <u>\$ 4,774,364</u> |
| Total Transportation Planning Funds | \$27,922,422 |
| Programmed Funds | \$25,171,800 |
| Anticipated Expenditures | <u>\$23,913,210</u> |
| PL Balance to Carry Over to FY2024 | \$ 4,009,212 |

Development Schedule

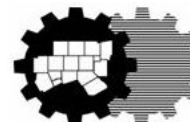
| | |
|--------------------|--|
| February 19 | Initiation of Requests for NCTCOG Assistance |
| February 19 | STTC Notification of UPWP Development |
| March 2 | RTC Notification of UPWP Development |
| March 12 | Project Submittals for NCTCOG Assistance Due |
| May 28 | Draft Recommendations to STTC for Information |
| June 4 | Draft UPWP Due to TxDOT and Concurrently Provided to STTC |
| June 7 | Initiation of Online Outreach for Public Comment |
| June 10 | Draft Recommendations to RTC for Information |
| June 25 | STTC Action on Recommended UPWP |
| July 8 | RTC Action on Recommended UPWP |
| July 22 | Executive Board Action on Recommended UPWP |
| July 30 | Final UPWP Due to TxDOT |

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**North Central Texas
Council of Governments
Transportation Department**

[**https://www.nctcog.org/trans/study/unified-planning-work-program**](https://www.nctcog.org/trans/study/unified-planning-work-program)

PROJECT PROPOSALS: *AV2.2/2.3*

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Thomas Bamonte, Senior Program Manager

Connected and Automated Vehicles Program

May 28, 2021

AV2.2/2.3 BACKGROUND

October 2018: Regional Transportation Council approves “AV 2.0”

- AV2.1: Regional planning exercise for future mobility technology (\$1.5m)
- AV2.2: AV deployment support for local partners (\$10m)
- AV2.3: Strategic investments in AV services (\$20m)

September – November 2021: STTC/RTC funding availability announcements

November 2020: RTC approves consolidated project approach

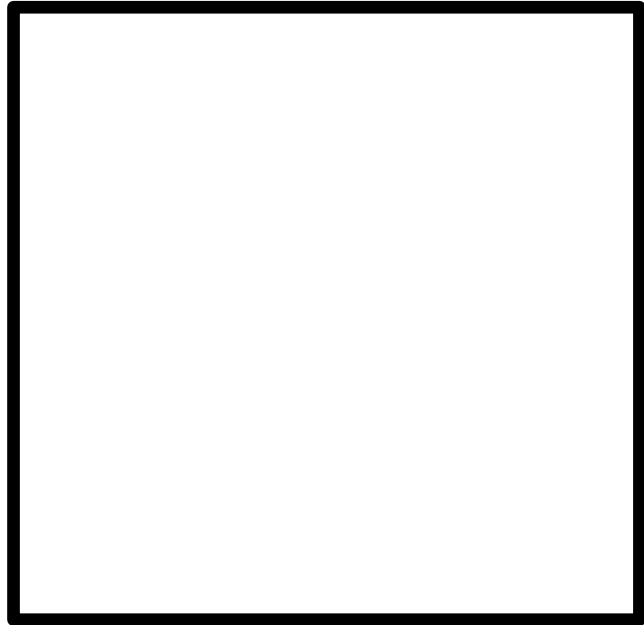
December 2020: Information forum for STTC members

December 2020 – March 2021: Staff technical support to interested parties and applicants

March 2021: Applicants submit proposals

April 2021: Staff review

AV FREIGHT: ZERO TO NETWORK



Aurora

Kodiak

tu simple

AV trucks making regular runs between DFW-Houston and other destinations



2017:



2021: DFW AV Truck Hub

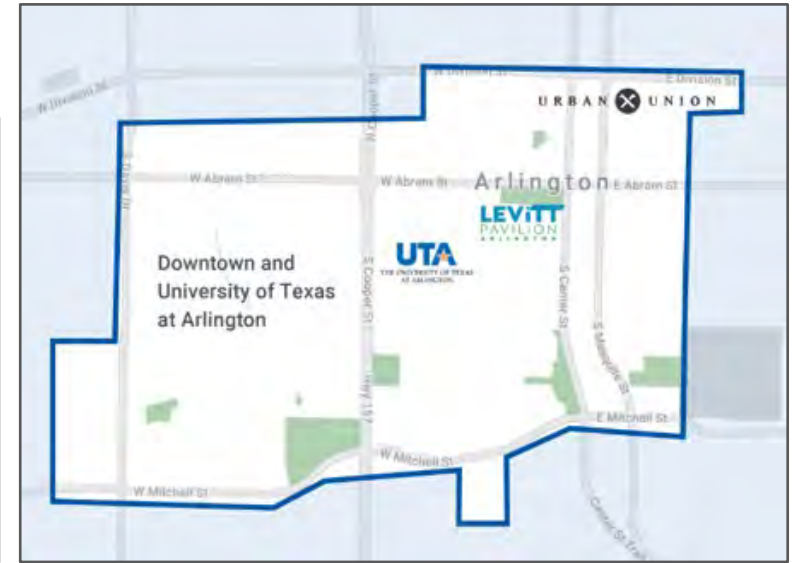
AV EVOLUTION: DEMO -> PILOT -> SERVICE



2017: Public demo



2019: Fixed route service pilots



2021: Area-wide service



NEXT STEP: REGIONAL AV PROGRAM

Multiple AV types: 18 wheelers to sidewalk delivery bots

Multiple use cases: Moving freight, people, and data

Workforce: Preparing tomorrow's transportation workforce

Infrastructure: Vehicles and infrastructure working together

Equity: Targeted use cases to support community needs

Economic development: DFW as innovation center

Regional coordination: Ongoing staff support for project sponsors

CEDAR VALLEY CAMPUS AV CLUSTER

Project Location: Dallas College Cedar Valley Campus and environs to the south.

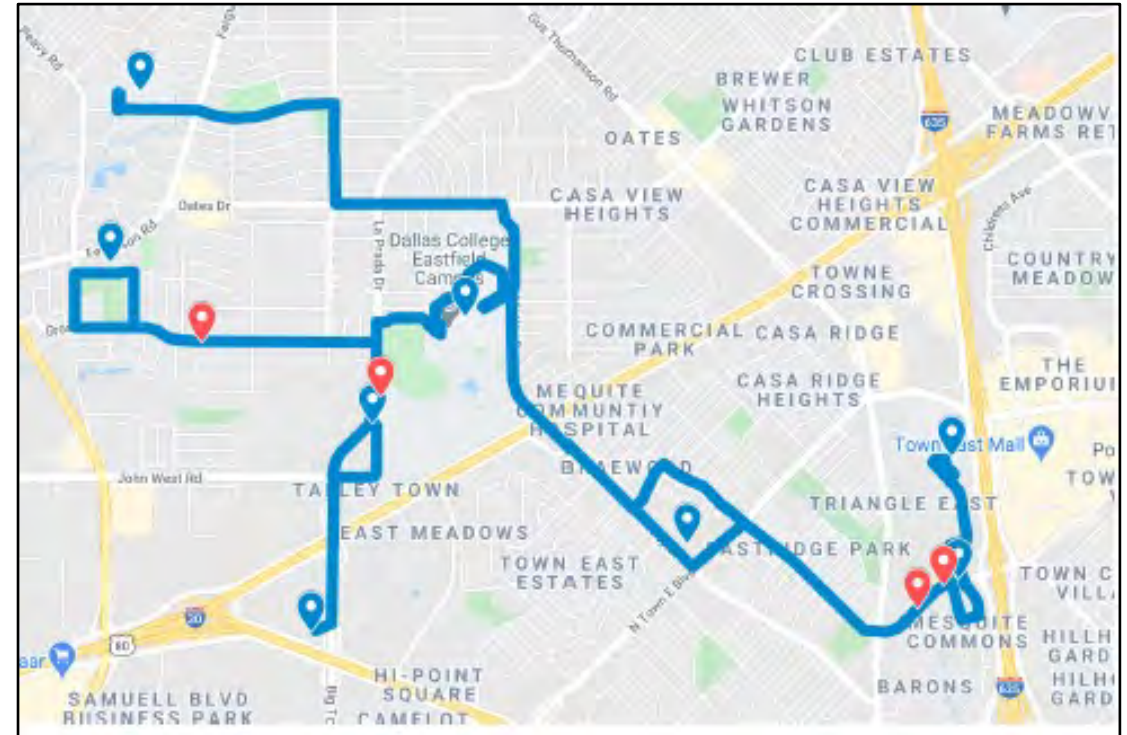
Description: Use automated vehicles to serve the campus, neighboring “feeder” high school, community centers, and neighborhood. Workforce development component.



EASTFIELD CAMPUS COMMUNITY CONNECTOR

Project location: Dallas College Eastfield Campus and environs.

Description: Automated vehicle transportation for campus and neighboring communities in Dallas and Mesquite. Transit, job center, community connections. Workforce development component.



WORKFORCE DEVELOPMENT: EASTFIELD CAMPUS & CEDAR VALLEY CAMPUS PROJECTS

Description: Workforce development program for:

- (1) transportation technology;
- (2) trucking transportation; and
- (3) goods delivery.



PAUL QUINN COLLEGE COMMUNITY FOOD DELIVERY BOT SERVICE

Project location: Neighborhood immediately surrounding Paul Quinn College in South Dallas.

Description: Automated vehicle delivery service of produce from PQC's campus farm to nearby households (approx. 250 at a time). Includes equipping approximately 500 households over life of project with Internet access and training necessary to access bot delivery service and other opportunities.

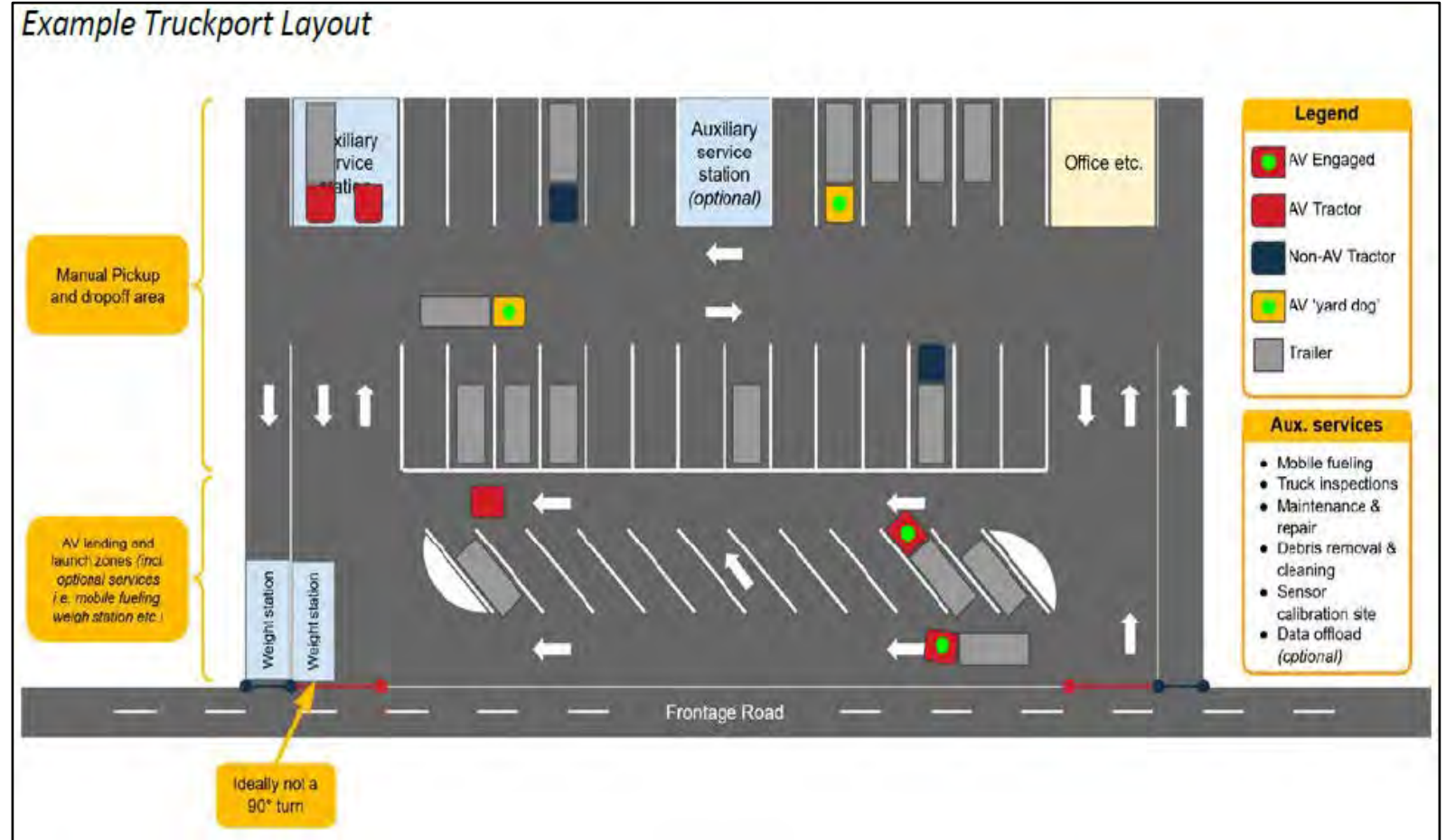
Low-income, Low-access to food – The map below is a representation of the above service area with an overlay of the USDA food desert designated neighborhoods, nearly the entire service area.



TARRANT AV TRUCKPORT

Project location: Northwest Fort Worth (I-35W/SH-170)

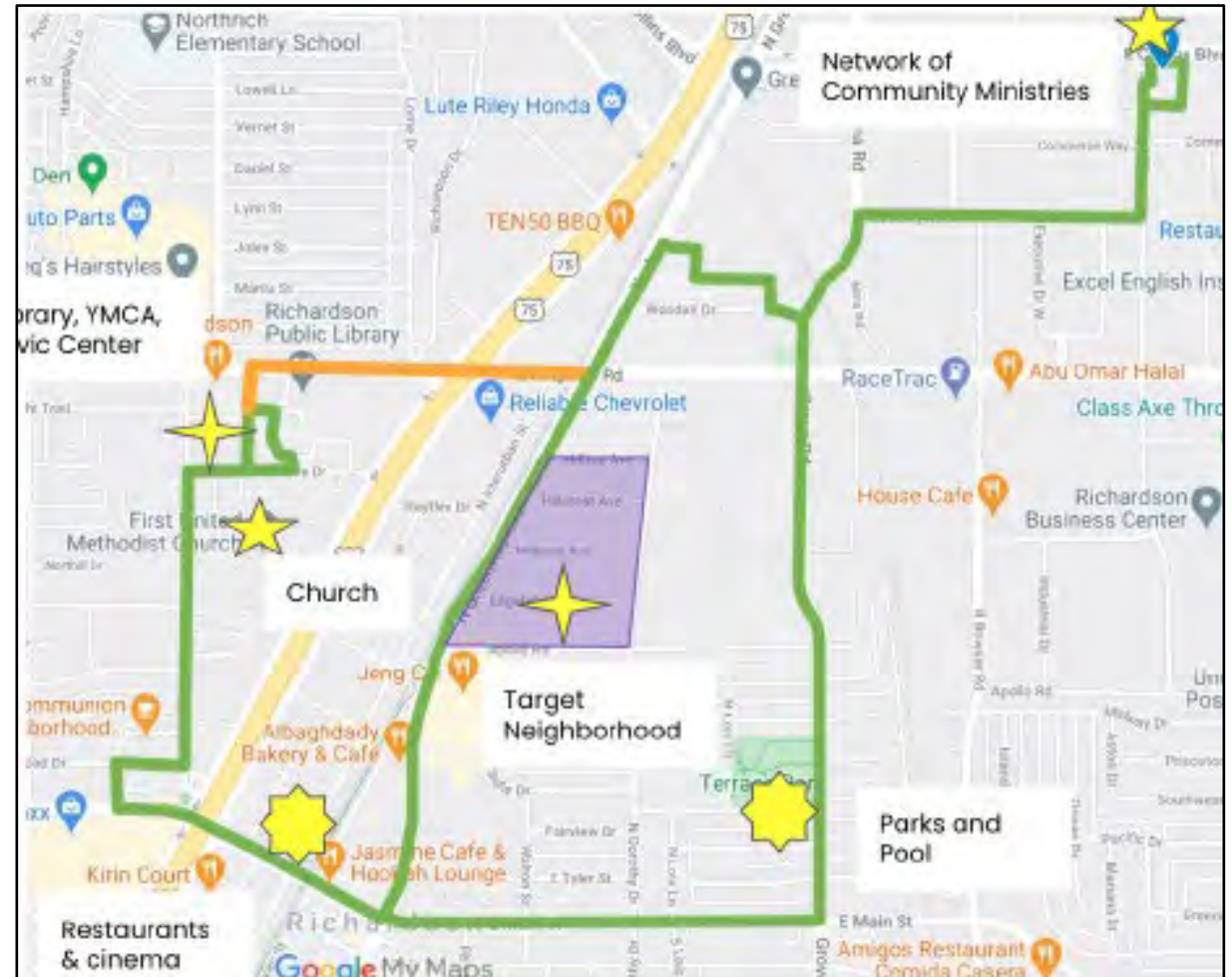
Description: Build and operate nation's first AV truckport where AV freight companies can pick up and drop off trailers. Serves as a first mile/ last mile stop for human driven trucks before the long haul in AV mode.



RICHARDSON CAV TEST BED & COMMUNITY CONNECTOR

Project Location: Northeast Richardson

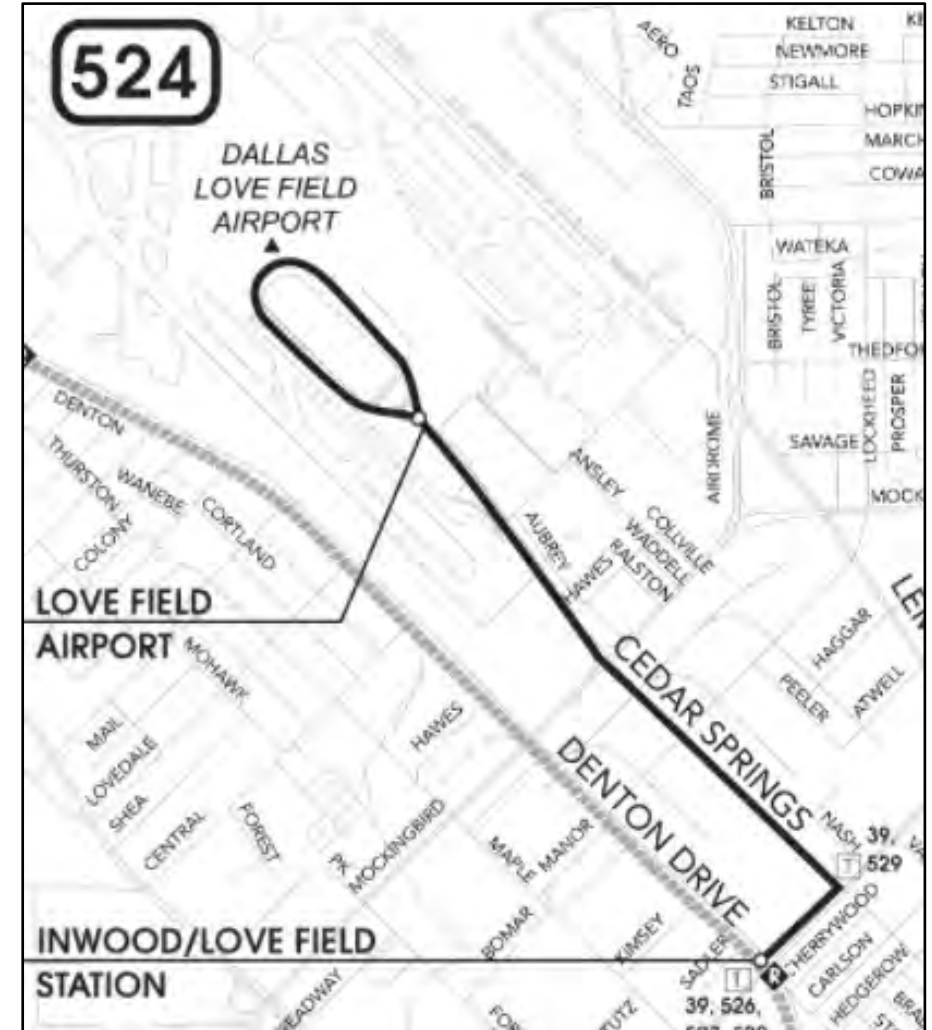
Description: Applying CAV solutions to intersections in the technology district to support AV operations as part of AV deployment serving a wide variety of destinations—including City Hall, senior-heavy neighborhood, transit-oriented developments, social service center, the Innovation Quarter, and new UTD Center for Smart and Connected Mobility.



DART LOVE LINK AV AIRPORT CONNECTOR

Project location: Service between Inwood Station and Love Field in Dallas.

Description: Four electric and automated buses serving an established route that includes a major airport (Love Field) and already has special route-branding.



SUMMARY OF AV2.2/2.3 PROJECTS

Item 10: Recommended AV2.2/2.3 Projects

| Implementing Agency | Description | AV2.2: Infrastructure | AV2.3: AV Service | Local | Federal | Total (Local + Federal) | RTC TDCs | Agreement Expectation |
|---------------------|---|-----------------------|---------------------|--------------------|---------------------|--------------------------------|------------------|----------------------------|
| Dallas College | Cedar Valley College AV Service/Workforce Development | \$1,150,000 | \$2,840,000 | \$810,000 | \$3,990,000 | \$4,800,000 | 0 | Dallas College & TxDOT |
| Dallas College | Eastfield College AV Service/Workforce Development | \$1,150,000 | \$3,560,000 | \$990,000 | \$4,710,000 | \$5,700,000 | 0 | Dallas College & TxDOT |
| NCTCOG | Paul Quinn College Food & internet delivery | \$250,000 | \$1,325,000 | \$0 | \$1,575,000 | \$1,575,000 | 375,000 | NCTCOG & TxDOT |
| City of Fort Worth | I-35W AV Truckport | \$2,500,000 | \$2,297,578 | \$0 | \$4,797,578 | \$4,797,578 | 1,009,516 | City of Fort Worth & TxDOT |
| City of Richardson | Richardson CAV Infrastructure | \$1,500,000 | \$3,300,000 | \$171,000 | \$4,800,000 | \$4,971,000 | 789,000 | City of Richardson & TxDOT |
| DART | DART Love Link AV Bus Service | \$500,000 | \$1,250,000 | \$0 | \$1,750,000 | \$1,750,000 | 350,000 | DART & FTA |
| | | AV2.2 | AV2.3 | Local | Federal | Total (Local + Federal) | RTC TDCs | |
| Total | | \$7,050,000 | \$14,572,578 | \$1,971,000 | \$21,622,578 | \$23,593,578 | 2,523,516 | |

NEXT STEPS

June 2021:

- Information item presented to RTC
- Action item presented to STTC

July 2021: Action item presented to RTC

Fall 2021: S/TIP approval expected

Summer 2022: TxDOT agreements expected to be finalized

FY23: Project implementation

Contacts

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LEGISLATIVE UPDATE



Nicholas Allen, NCTCOG
Surface Transportation Technical Committee
May 28, 2021

FEDERAL UPDATE

American Jobs Plan (Biden Infrastructure Plan)

- Memorial Day deadline on negotiations to reach bipartisan agreement
- Latest Biden offer is \$1.7 T—\$600B below his original proposal
 - Removes manufacturing, supply chain, and research funding; lowers roadway funding
 - Retains electric vehicle and home health aide funding—GOP sticking points
 - Retains corporate tax increase as pay-for—GOP “red line”
- Latest GOP counteroffer is \$928B, including baseline spending
 - Contains \$121B in new highway funding paid for from unused COVID relief funds
 - No new funding for Biden priorities: transit, electric vehicles, energy grid, etc.

FEDERAL UPDATE

Surface Transportation Reauthorization

- FAST Act expires Sept. 30—current bill for highways, transit, safety, rail
- STARTER Act: House GOP proposal for \$400 billion bill over five years—\$100 billion increase compared to FAST Act
- Bipartisan Senate Environment & Public Works Committee bill
 - Only includes highway section, \$304 billion for five years—22% above adjusted baseline
- House Transportation & Infrastructure bill expected in early June
 - Earmarks—318 House members submitted 2,380 projects for consideration

TEXAS LEGISLATURE

FY 2022-2023 State Budget

- Both the House and Senate have agreed to the Conference Report, SB I heads to the Governor's Desk
- \$248B in All Funds for Biennium

| Agency | FY22-23 Funding |
|-------------|-----------------|
| TCEQ Total | \$647M |
| TxDOT Total | \$30.2B |

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TEXAS
LEGISLATURE

Pending Bills

Transportation Funding

- Counties may finance the development or redevelopment of unproductive, underdeveloped, or blighted areas, **HJR 99** (Canales), Passed 3rd Reading 5/26.
- Texas Transportation Commission may issue Texas Mobility Fund obligations, **HB 2219** (Canales), Passed 3rd Reading 5/24.



TEXAS
LEGISLATURE

Pending Bills

Air Quality/Funding

- TERP funding changes, funding for certain transportation and air quality programs, **HB 4472** (Landgraf), Passed 3rd Reading 5/25.
- Simplifies transfer of TERP funds, **SB 1263** (Birdwell), Senate Refused to Concur House Amendments 5/25.



TEXAS
LEGISLATURE

Approved Bills

Traffic Safety

- Criminal offense for passing toll road maintenance vehicles, **HB 2048** (Krause), Sent to Governor 5/24.
- Funding for a public awareness campaign for the state's move over, slow down law, **HB 3319** (Meyer), Sent to Governor 5/25.



TEXAS
LEGISLATURE

Pending Bills

Unmanned Aircraft

- Law enforcement operation and use of an unmanned aircraft, **HB 1758** (Krause), Passed 3rd Reading 5/24.
- Prohibits unmanned aircraft operation near military installations and airports, **SB 149** (Powell), Passed 3rd Reading 5/26.



TEXAS
LEGISLATURE

Approved Bills

Air Quality

- Medium-duty and heavy-duty natural gas vehicles now covered under Texas Natural Gas Vehicle Grant Program, **HB 963** (Lozano), Sent to Governor 5/25.

Miscellaneous

- Uniform, statewide regulation for peer-to-peer car sharing services, **HB 113** (Oliverson), Sent to Governor 5/25.

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TEXAS
LEGISLATURE

Bills Not Approved

- No EV fee, EV charging infrastructure (**SB 1728, HB 427, HB 2221**)
- No LIRAP funds to counties for LIP (**HB 2539**)
- No Anti-High-Speed Rail
- No Anti-Tolling

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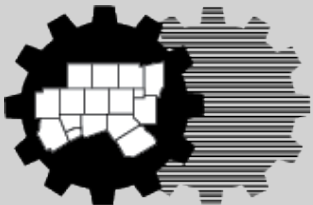
www.nctcog.org/legislative

REGIONAL TRAFFIC SIGNAL PROGRAM

Surface Transportation Technical Committee

Gregory Masota

May 28, 2021



**North Central Texas
Council of Governments**

Regional Traffic Signal Program

1. Traffic Signal Assessment Survey and Develop Minimum Standards
2. Identify Traffic Signal Performance Measures
3. Procure Traffic Signal Monitoring Platform
4. Fund Recommended Improvements

Assessment Survey and Minimum Standards

Develop Traffic Signal Minimum Equipment Standards

Develop Survey Questions

Develop Survey Tool

Initial Draft Recommended Minimum Standards

- Controller (meets current ATC, NEMA, and/or NTCIP standards)
 - NEMA TS-2
 - 2070
 - ATC
- Cabinet (meets current NEMA, Caltrans/TEES and/or ATC standards)
 - NEMA TS-2
 - Caltrans/TEES 33x
 - ATC
- Accurate and Reliable Time-keeping
- Reliable Remote Communications (per existing NCTCOG guidance)
- Accurate and Reliable Detection (at least side streets and left turns)
- FYA for Protected-Permitted Left Turns (per TMUTCD standard)
- LED Signal Heads (per 2006 NCTCOG guidance)

Survey Questions and Tool

Developed with Partner Agencies

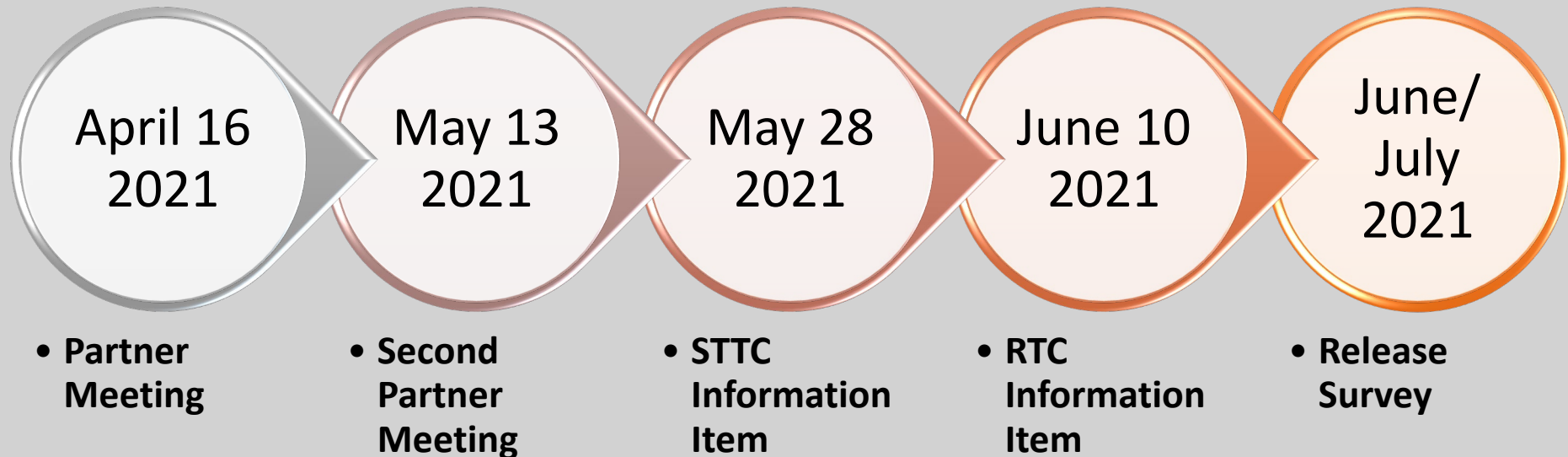
Basic Elements of the Minimum Regional Standards Including:

- Controller
- Cabinet
- Clock
- Communications
- Detection (vehicle and pedestrian)
- Other Operational Parameters

Facilitate Collection of Necessary Information

Excel Format

General Schedule



Traffic Signal Performance Measures and Monitoring Platforms

Region-wide Data – Pilot to Test Platforms and Evaluate:

- Crashes
- Intersection Delay
- Ratio of Arrival on Red/Green
- Travel Times
- Others

Timeframe: July 2021 to December 2021

Fund Improvements

Traffic Signal Equipment + Traffic Signal Performance = Identify Need

1. Signal Retiming
2. Signal Equipment
3. Signal Software
4. Capacity Improvement
5. Others

Funds to Continue to Operate and Maintain

Timeframe: December 2021 and Beyond

Questions, Feedback, Other Ideas

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