

2.2. **Endorsement of Regional Transportation Council Action on Clear Path™ Technology Program Funding**

Presenter: Collin Moffett, NCTCOG

Item Summary: Endorsement of Regional Transportation Council approval of funding needed to implement the Clear Path™ Technology Program, in accordance with the BUILD Grant award of \$25 million for projects to improve the TRE Transit rail line, will be requested.

Background: North Central Texas Council of Governments staff has been coordinating with each of the freight and transit rail agencies in the North Central Texas region to identify the benefits associated with implementation of the Clear Path™ technology system. As outlined in the Metropolitan Transportation Plan, Mobility 2045, passenger rail service is anticipated to increase with the planned implementation of new and expanded service on existing freight rail corridors throughout the region. Increasing the rail networks' operational efficiency is key to expanding passenger service on existing corridors. More information can be found in [Electronic Item 2.2](#).

The Clear Path™ system is a technology solution that monitors and forecasts train traffic conditions in critical transportation gateways, such as Chicago, to help reduce train congestion. Clear Path™ is enabled by continuous real-time feeds of railroad train dispatching and infrastructure status data used to maximize the efficiency of the freight and passenger rail network. Clear Path™ technology will increase capacity of the Dallas-Fort Worth (DFW) rail network and allow DFW metroplex rail system agencies to exchange timely, accurate, and actionable information on train movements throughout the region, by facilitating inter-carrier operations. Implementation of Clear Path™ technology would advance transit operation opportunities as designated in Mobility 2045.

Performance Measure(s) Addressed: Air Quality, Transit

2.3. **North Texas Center for Mobility Technologies: Research Project Funding Standards**

Presenter: Thomas Bamonte, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of selection criteria and a process for providing funding for sponsored research projects on mobility technologies proposed by the North Texas Center for Mobility Technologies (NTCMT) will be requested.

Background: In February 2020, as part of the North Central Texas Council of Governments' (NCTCOG) proposal to host

the Virgin Hyperloop One Certification Center, the RTC approved \$2.5 million in seed money to help fund sponsored research in mobility technologies. With the assistance of the Texas Research Alliance, the four major research universities in the region (UTA, UNT, UTD, SMU) have organized themselves into the NTCMT. Through the NTCMT, the universities will function as a Research and Development network for sponsored research. The NTCMT is intended to strengthen the capabilities of these universities in the transportation sector and attract mobility technology companies to the region and will recommend certain research projects for NCTCOG funding. The purpose of this item is to establish standards and a process through which NCTCOG identifies which research projects to fund out of the seed money approved by the RTC. These standards and process are described in [Electronic Item 2.3](#).

Performance Measure(s) Addressed: Goods Movement, Roadway

1:40 – 1:55

3. **COVID-19 #00X Infrastructure Program (Round 3)/Collin County Funding Partnership**

Action Possible Action Information Minutes: 15

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval of a third round of COVID-19 #00X Infrastructure Program projects, including two funding swaps with local partners, and the ability to amend the Transportation Improvement Program and other planning/administrative documents to incorporate the projects.

Background: Due to the recent COVID-19 outbreak, the economies of the United States, Texas, and Dallas-Fort Worth region have suffered large setbacks and there is an urgency to stimulate the economy. Over the past several months, North Central Texas Council of Governments staff has been working to select projects that are ready to be advanced, which will inject much needed money into the local and state economies in the coming years. Staff recommends funding a third round of projects in this program that meet one or more of the RTC policies outlined in Mobility 2045 and/or assist with achieving the region's federal performance targets.

Two of these projects are part of a proposed funding exchange between the RTC, Collin County, and the cities of McKinney and Frisco. The complete list of proposed projects can be found in [Electronic Item 3.1](#). [Electronic Item 3.2](#) contains additional details about the program and projects being requested.

Performance Measure(s) Addressed: Roadway, Air Quality

1:55 – 2:00

4. **Overview of Next Steps Involving the Travel Demand Management Program**

Action Possible Action Information Minutes: 5

Presenter: Caryn Sanders, NCTCOG

Item Summary: Staff will introduce the development of a Regional Transportation Council resolution that supports establishing a regional trip reduction goal that aims to reduce single-occupancy vehicle commute trips through increased implementation of Travel Demand Management (TDM) strategies.

Background: As a result of changes in traffic and commute patterns experienced during the COVID-19 pandemic, the North Central Texas region recorded a decrease in traffic congestion and a small improvement in the region's air quality. In an effort to sustain the positive impacts of the traffic and commute pattern changes post COVID-19, staff is exploring opportunities to retain benefits associated with the current commuter behavior. Trip reduction strategies such as carpooling, vanpooling, biking, walking, taking transit, teleworking, and flexible work schedules reduce the number of vehicles that travel on roadways, assist in improving air quality, and reduce peak-period travel by shifting drive-alone travel to other modes or technologies. Urban lifestyle is a critical factor to consider when proposing changes to commuter habits. Because successful trip reduction programs require strong public support, promotion, and participation, staff wishes to engage in a dialog with regard to the tradeoffs associated with the Travel Demand Management Program.

Performance Measure(s) Addressed: Air Quality, Roadway

2:00 – 2:10

5. **Dallas-Fort Worth High-Speed Transportation Study Update**

Action Possible Action Information Minutes: 10

Presenter: Kevin Feldt, NCTCOG

Item Summary: Staff will provide an update regarding the Dallas to Fort Worth High-Speed Transportation (DFW HST) Connections Study. Currently the project is proceeding through the first phase, including analysis of route and mode alternatives.

Background: In April 2020, North Central Texas Council of Governments staff began work on the DFW HST Connections Study with consultant assistance. The project is divided into two phases, the first being an alternatives analysis effort. The second phase will be a National Environmental Policy Act (NEPA) effort resulting in a federal government action identifying the project's next steps. Since April, staff and the consultant have been analyzing alternatives while engaging the public and stakeholders. The Phase 1 efforts are designed to reduce the number of alternatives to a minimum for more detailed

analysis in the Phase 2 effort. The following items will be presented:

- Draft preliminary project purpose
- Potential route alternatives
- Potential mode alternatives
- Engagement opportunities
- Project schedule

Performance Measure(s) Addressed: Safety, Transit

2:10 – 2:20

6. **Federal Highway Administration – Pavement/Bridge Condition Target Reaffirmation or Revisions**

Action Possible Action Information Minutes: 10

Presenter: Jeff Neal, NCTCOG

Item Summary: Staff will update the Committee on proposed reaffirmation or revisions to the current regional position supporting statewide pavement and bridge condition, performance measure 2 (PM2), targets on National Highway System (NHS) facilities, as established by the Texas Department of Transportation (TxDOT) in accordance with Fixing America’s Surface Transportation (FAST) Act rulemaking for federally-required performance measures.

Background: Subsequent to its execution in December 2015, FAST Act rulemaking requires certain performance measures, including pavement and bridge condition ratings for designated NHS facilities, to be addressed in the long-range metropolitan transportation planning process. In 2018, the Committee affirmed regional support for TxDOT’s statewide 2022 good and poor condition pavement and bridge targets, and it also agreed to collaborate with TxDOT and local governments on project planning and programming contributing toward the accomplishment of NHS pavement and bridge performance goals.

The rulemaking established an October 1, 2020, deadline for State Departments of Transportation (DOTs) to consider mid-range adjustments to statewide 2022 pavement and bridge targets as they each submit a Mid-Performance Progress Report to the Federal Highway Administration. TxDOT adjusted five of the six PM2 targets according to their submittal, and as a result, Texas Metropolitan Planning Organizations (MPOs) have a new 180-day window to report whether they will affirm the adjusted targets or establish their own quantifiable targets. Analysis considering observed trends, both regionally and statewide, as well as potential effects on project development and implementation, will be key considerations on whether target adjustments may be recommended.

Performance Measure(s) Addressed: Administrative, Roadway

2:20 – 2:30

7. **Transit Oriented Development Survey Results**

Action Possible Action Information Minutes: 10

Presenter: Travis Liska, NCTCOG

Item Summary: Staff will present results of the completed Dallas Area Rapid Transit (DART) Red and Blue Lines Transit-Oriented Development (TOD) Survey produced by the North Central Texas Council of Governments (NCTCOG) as part of a Federal Transit Administration Planning Pilot for TOD grant.

Background: Transit-oriented development encourages greater transit ridership through a higher density mix of uses and pedestrian friendly design within walking distance of high frequency transit. The NCTCOG DART Red and Blue Lines TOD Survey was conducted to get a general sense of travel behavior, demographics, and location choice preferences of resident, businesses, and employees occupying TOD around DART stations. The data collected will assist NCTCOG and its partner cities and transit agencies in evaluating and improving TOD policy and projects.

The survey includes 28 DART stations with responses from over 1,500 residents, 1,000 businesses, and 550 employees collected from September 2019 to February 2020. A full report and data table are available online at: www.nctcog.org/TOD.

Performance Measure(s) Addressed: Bike/Ped+, Transit

2:30 – 2:35

8. **Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery**

Action Possible Action Information Minutes: 5

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide an update on performance metrics to help understand the impacts of COVID-19 to the transportation system.

Background: Four performance metrics have been developed that will be tracked through the COVID-19 pandemic and recovery process: 1) travel behavior response to COVID-19; 2) financial implications to traditional revenue sources; 3) benefits of travel behavior responses to areas of RTC responsibility; and 4) prioritization of infrastructure improvements that offset unemployment increases. More information is provided in [Electronic Item 8](#). Staff will only present strategic changes since last month's presentation.

Performance Measure(s) Addressed: Roadway, Transit

2:35 – 2:45

9. **DFW Connector Pilot Program Results**

Action Possible Action Information Minutes: 10

Presenters: Ken Kirkpatrick and Amanda Wilson, NCTCOG

Item Summary: The Committee will be briefed on the results of the DFW Connector Pilot Program, consistent with previous Regional Transportation Council (RTC) approval. This program was initiated to develop methodologies to maximize toll collection from users.

Background: The RTC initiated the DFW Connector Pilot Program in coordination with the Texas Department of Transportation (TxDOT). The purpose of the pilot was to develop strategies to increase TollTag usage and apply successful techniques in the IH 35W corridor to reduce TxDOT's toll collection risk. Increasing TollTag usage not only saves money for drivers in the form of lower tolls, it also lowers the cost of collection for the public sector. The first phase of the pilot was to increase the pay-by-mail surcharge to create a market incentive for drivers to obtain toll tags. This was done at no cost to the public sector. The RTC approved a second phase of the pilot for up to \$300,000 in additional marketing and outreach activities to test the following ideas: additional TollPerks for new TollTag customers, prize giveaways, preloaded TollTags in targeted areas, and potentially TollTag sales at inspection stations and/or car dealerships in targeted areas. The North Texas Tollway Authority (NTTA) partnered with the RTC in carrying out these marketing ideas. NCTCOG's Executive Board authorized a contract with NTTA to carry out these initiatives in June 2017. Marketing activities have concluded, and a final report will be provided to the Committee. Additional information is provided in [Electronic Item 9](#).

Performance Measure(s) Addressed: Administrative

2:45 – 2:50

10. **FY2021 Project Tracking Initiative**

Action Possible Action Information Minutes: 5

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will introduce the Committee to the Fiscal Year (FY) 2021 Project Tracking Initiative that is being initiated in order to reduce the region's carryover funding balances.

Background: Almost every year, Regional Transportation Council (RTC)-selected projects being implemented by local governments experience delays. While a one-year delay is of less consequence, what tends to occur is that a project is delayed year after year, until it has been 3-4 years since the originally committed start date. Over a long period of time, these delays led to the need to implement the Metropolitan Planning Organization Milestone Policy, which identifies projects that have not advanced to construction after being funded for at least 10 years. However, a 10 year project review does not create an action plan soon enough to reduce the region's growing Congestion Mitigation and Air Quality Improvement

Program (CMAQ), Surface Transportation Block Grant Program (STBG), and Transportation Alternatives (TA) Set Aside carryover balances. As a secondary line of offense, staff is implementing a project tracking initiative that will highlight project schedule commitments to the Committee and the RTC on a regular basis and report local agency progress toward the committed project development schedules. A list of projects that are scheduled to begin in FY2021 can be found in [Electronic Item 10.1](#). Additional details on this initiative can be found in [Electronic Item 10.2](#).

Performance Measure(s) Addressed: Roadway, Air Quality

2:50 – 2:55

11. **AV2.2/AV2.3 Projects Update**

Action Possible Action Information Minutes: 5

Presenter: Thomas Bamonte, NCTCOG

Item Summary: Staff will brief the Committee on the status of Automated Vehicle (AV) Projects 2.2 and 2.3, including the availability of funding, the process for advancing proposed projects, and application review criteria.

Background: In October 2018, the Regional Transportation Council (RTC) approved Automated Vehicles Program 2.0. Project AV2.2 provides \$10 million to help public agencies effectively support AV deployments coming to their jurisdictions. Project AV2.3 provides \$20 million to purchase AV services to explore uses cases of regional significance. In an accompanying policy, the RTC affirmed its intention that all Dallas-Fort Worth communities should have the resources to support and utilize AV technologies. Public agencies in the region are now encouraged to build collaborative relationships with AV developers and submit proposals for AV2.2 and AV2.3 funding. The briefing will outline guidelines for project proposals, summarize the staff review process, and describe pertinent technology developments since RTC's adoption of AV Program 2.0. [Electronic Item 11](#) contains additional background.

Performance Measure(s) Addressed: Administrative, Air Quality

2:55 – 3:05

12. **Unmanned Aircraft Systems Draft Resolution**

Action Possible Action Information Minutes: 10

Presenter: Ernest Huffman, NCTCOG

Item Summary: Staff will provide an overview of a proposed Regional Transportation Council resolution to support the safe and efficient integration of unmanned aircraft systems (UAS) into the Dallas-Fort Worth transportation system.

Background: With the growing number of UAS operators and use cases, the North Central Texas Council of Governments (NCTCOG) would like to engage public-sector partners to support and advocate for UAS activities within the region through the adoption of a Unmanned Aircraft System Resolution.

UAS activities could include delivery of medical supplies and packages, air taxi services, public safety uses, accident reconstruction and surveying, among others. This effort supports the North Texas UAS Safety and Integration Task Force comprised of public and private-sector organizations that discuss best practices, UAS technologies and possible use cases. This resolution will support a coordinated approach to UAS planning activities and implementation opportunities.

Performance Measure(s) Addressed: Safety, Transit

3:05 – 3:05

13. **Fast Facts**

Action Possible Action Information Minutes: 0
Item Summary: Staff presentations will not be made. Please reference the material provided for each of the following topics.

1. Contingency Action for High-Speed Rail Approved by STTC at the September 25, 2020, Meeting Not Needed and No Action Taken by the RTC
2. Air Quality Funding Opportunities for Vehicles
(<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
3. Dallas-Fort Worth Clean Cities Upcoming Events
(<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
4. Status of Texas Volkswagen Environmental Mitigation Program Funding Programs ([Electronic Item 13.1](#))
5. Status Report on Ozone ([Electronic Item 13.2](#))
6. Fall 2020 TIM Executive Level Course Virtual Training Announcement ([Electronic Item 13.3](#))
7. Deadline to Submit Requests for Transportation Improvement Program Modifications through the February 2021 Cycle – October 23, 2020
(<https://rtrinternal.nctcog.org/login>)
8. East/West Equity Update ([Electronic Item 13.4](#))
9. September Online Input Opportunity Minutes ([Electronic Item 13.5](#))
10. November Online Input Opportunity Notice ([Electronic Item 13.6](#))
11. Public Comments Report ([Electronic Item 13.7](#))
12. Written Progress Reports:
 - Local Motion ([Electronic Item 13.8](#))
 - Partner Progress Reports ([Electronic Item 13.9](#))
14. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on December 4, 2020.**

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE September 25, 2020

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, September 25, 2020, at 1:30 pm, by videoconference. The Regional Transportation Council Bylaws establish that the Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken, therefore individual attendance was not taken for committee members or other participants.

1. **Approval of August 28, 2020, Minutes:** The minutes of the August 28, 2020, meeting were approved as submitted in Electronic Item 1. Daniel Vedral (M); Eron Linn (S). The motion passed unanimously.

2. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 2.1. **Fiscal Year 2021 Education Campaigns for Transportation Initiatives: Phase 1:** Support for the Regional Transportation Council to recommend North Central Texas Council of Government Executive Board approval of up to \$215,000 in funding for education campaigns for transportation initiatives that will initiate in Fiscal Year 2021 was requested. The benefits of this initiative and examples of cost savings obtained from bulk education campaign purchasing was provided in Electronic Item 2.1.1. Addition information on Phase 1 FY2021 education campaign costs was provided in Electronic Item 2.1.2.

Gus Khankarli asked if the education campaign includes a safety component, especially considering COVID-19 data showing increased roadway speeds/fatalities. Michael Morris noted for this fiscal year, the decision was made to advance the program in phases. The safety portion of the initiative will be brought back in a later phase.

 - 2.2. **Transportation Improvement Program Modifications:** A recommendation for Regional Transportation Council (RTC) approval of revisions to the 2021-2024 Transportation Improvement Program (TIP) provided in Electronic Item 2.2.4 was requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes. Action also included a recommendation for approval of a subset of technical corrections made prior to the submittal of the 2021-2024 TIP listings for inclusion in the Statewide TIP, provided in Electronic Item 2.2.1 and administrative changes to the TIP provided in Electronic Item 2.2.2. Additional details on the TIP development process were provided in Electronic Item 2.2.3.

A motion was made to approve the items on the Consent Agenda. Jim O'Connor (M); Alonso Liñán (S). The motion passed unanimously.

3. **2021 Unified Transportation Program and Regional 10-Year Plan Update:** Brian Dell briefed the Committee on the projects funded by the Texas Transportation Commission (TTC) in the 2021 Unified Transportation Program. As a reminder, the updated Regional 10-Year Plan project listing was approved by the Regional Transportation Council (RTC) in June 2020. The changes were focused on adjusting cost overruns on existing projects and

requesting Category 12 funding from the TTC. At its August meeting, the TTC approved the FY2021 Unified Transportation Program (UTP). All Category 2 and 4 requests were funded, but only \$112 million of new Category 12 funding was awarded to the region for the IH 30 Canyon project in Dallas. There were a series of differences between what was approved by the RTC in June versus what was approved in the UTP. Mr. Dell noted an additional project, FM 545, was submitted by the Texas Department of Transportation (TxDOT) Dallas district requesting Category 4 funds. The additional project was approved. Other changes included a decrease in funding for US 380 from \$320 million to \$278 million. Mr. Dell noted that staff intends to replace funding on US 380 in a future UTP and Regional 10-Year Plan update. In addition, Category 12 funds were requested for US 80 in Kaufman County, but instead the project was funded with Category 11 discretionary funding. A listing of all changes was 10-Year Plan changes was provided in Electronic Item 3.2. A map of Dallas-Fort Worth Regional 10-Year Plan projects from 2016 to date was highlighted, including approved projects, the new Category 4 project, and proposed tolled projects. Mr. Dell noted that TxDOT has recently initiated discussions with the North Central Texas Council of Governments (NCTCOG) and the TxDOT districts about the FY2022 UTP and NCTCOG staff will continue to coordinate with TxDOT on the next round of 10-Year Plan changes, including continued efforts to refund projects with funding removed in previous 10-Year Plans. Staff anticipates very few new projects and funding targets will likely not be available until early 2021. The proposed 2022 UTP schedule was highlighted. An initial draft listing will likely be due to TxDOT in January 2021, followed by receipt of funding targets in February 2021. As a result, NCTCOG will potentially have to revise its initial draft listings once the funding targets are received from TxDOT. Listings will be presented to the public and STTC/RTC in early spring/summer 2021. Additional details were provided in Electronic Item 3.1. Clarence Daugherty discussed the decrease in funding for US 380 and asked if there are assurances that funding will be replaced on the project despite the current funding outlook. After an opportunity to review, Mr. Dell noted that in last year's Regional 10-Year Plan there was \$168 million in Category 2 funds approved for US 380 and staff proposed to increase funding to \$320 million. Although only \$278 million was approved in the UTP, funding is still increased over the original \$168,000,000 proposed in last year's 10-Year Plan. Staff will fully track US 380 funding in previous 10-Year Plans beginning in December 2016 to ensure any commitment made to US 380 is fulfilled. Phil Dupler discussed two projects on Lancaster Avenue/SH 180 and asked why the letting date was moved from August 2025 to September 2025. Mr. Dell noted that this change was made to match the estimated let date established during development of the new Transportation Improvement Program (TIP). Mr. Dell referred Mr. Dupler to TxDOT to get more details on the project schedule as he was not aware of the specifics on the letting date. Chris Flanigan noted that the letting date of US 75 at Ridgeview has also changed from 2022 to 2025 and that City of Allen staff recently received assurance from the area office that the project was on schedule. Mr. Dell noted this is an accounting adjustment. As part of efforts with TxDOT to financially constrain the Statewide TIP, NCTCOG was asked to look at projects that could potentially be moved further out in time. This project was one of those due to there being a cost increase on it. Since the project is not completely funded it must be listed outside of the four-year TIP window. Once the funding gap is addressed, the project can be moved back to FY 2022. Committee Chair Brian Moen asked if any of the items discussed were due to Category 12 revenue being allocated to IH 35 in Austin. Mr. Morris noted that US 75 is likely a result of continued efforts to advance the project without a tolled component. Mr. Dell highlighted the requested action. A motion was made to recommend Regional Transportation Council approval of the revised 10-Year Plan listings in Electronic Item 3.2 as well as the ability to administratively amend the Transportation Improvement

Program/Statewide Transportation Improvement Program and other planning documents as needed. Chad Edwards (M); Bryan Beck (S). The motion passed unanimously.

4. **Call for Projects to Reduce Emissions:** Jason Brown presented a recommendation to open three new, competitive calls for projects (CFP) to reduce diesel emissions. This effort addresses the air quality emphasis areas for high-emitting vehicles and equipment, idling, and fuel use. Over the past few years, the North Central Texas Council of Governments (NCTCOG) has been successful in receiving grant funding for multiple proposals submitted to the Environmental Protection Agency (EPA) under the National Clean Diesel Funding Assistance Program. For Fiscal Year (FY) 2020, three calls for projects are proposed. Funding is currently available through the Clean Fleets North Texas 2020 CFP to replace older diesel equipment and vehicles. Funding will be subawarded with no minimum grant requirement. Eligible applicants include local governments and private companies who contract with local governments in the 10-county ozone nonattainment area. Through the North Texas Emissions Reduction Project 2020 CFP, funding is available to replace older diesel equipment and vehicles, as well as rail/switch yard idle reduction technologies. Funding will be available through a rebate with no minimum grant requirement. Eligible applicants include private fleets and companies in the 10-county ozone nonattainment area, plus Hood and Navarro counties. Funding is also available through the North Texas Freight Terminal Electrification 2020 CFP for the installation of infrastructure for refrigerated trucks and trailers at freight terminals. Funding will be available through a rebate with no minimum grant requirement. Eligible applicants include freight terminals and distribution centers in the 10-county ozone nonattainment area. Project eligibility for each of the calls for projects was highlighted. In addition, scoring criteria will be used to maximize the emissions reductions for the projects and consider subrecipient oversight to balance the benefits and administrative burden. Details were provided in Electronic Item 4. The schedule for this effort was highlighted. If approved, the calls for projects is estimated to open October 9, 2020, with funding recommendations presented for action in the March/April 2021 timeframe. A motion was made to recommend Regional Transportation Council approval to open the Clean Fleets North Texas, North Texas Emissions Reduction Project, and North Texas Freight Terminal Electrification 2020 calls for projects and associated details such as eligibility screens and selection criteria included in Electronic Item 4, as well as the proposed schedule that includes a rolling 90-day application deadline to exhaust grant funds. Jim O'Connor (M); Clarence Daugherty (S). The motion passed unanimously.
5. **Computer Equipment and Hardware:** Michael Morris presented a recommendation to use Regional Transportation Council (RTC) Local funds for the purchase of computer hardware, software, and equipment. He discussed the use of federal planning funds for past computer equipment and hardware and Buy America requirements that prevent the use of federal funds for purchase of items that contain components sourced from outside of the United States. Staff has reviewed options such as waivers to purchase computer equipment and hardware. Since no options are available, staff proposed that \$390,000 in federal Transportation Planning Funds budgeted for computer turnover, software, and equipment for new staff be substituted with \$390,000 in RTC Local funds to allow for purchase of computer equipment. In addition, additional computer equipment is necessary to comply with use of workplace-supplied computers and necessary hardware as a result of COVID-19. Employees that regularly use specialized programs for their daily activities such as producing large data sets, layering, and computer simulations need additional accessibility in the home environment. Staff proposed approximately \$260,000 in additional RTC Local funds for the purchase of computers for this subset of staff. Once employees are permitted to return to the office environment, the computers will be used to reduce future

computer purchases for regular turnover. Details were provided in Electronic Item 5. A motion was made to recommend Regional Transportation Council approval of \$650,000 in RTC Local funds for the purchase of computer hardware and equipment, with approximately \$390,000 in Transportation Planning Funds returned for other projects in the region. Mark Nelson (M); Daniel Vedral (S). The motion passed unanimously.

6. **High-Speed Rail Status Report and Contingency Action:** Michael Morris presented a status report on high-speed rail. He discussed the high-speed transportation study between Dallas and Fort Worth that is currently underway and new technologies are being considered including hyperloop and magnetic levitation. Virtual public meetings were held September 23 and September 24 and were well attended. Positive support was expressed for seamless connections in Downtown Dallas and Downtown Fort Worth including advancing high-speed transportation from Fort Worth to Waco, Temple/Killeen, Austin, San Antonio, and Laredo. A letter requesting an opportunity for the impacted Metropolitan Planning Organizations to discuss the findings from the Fort Worth to Laredo High-Speed Transportation Study with the Texas Department of Transportation has been sent to request the project move forward to a Tier II environmental study. Regarding the Dallas to Houston project, the federal government has released the final Rule of Particular Applicability and the Record of Decision for Texas Central Railroad to move towards implementation of high-speed rail financial closure. Mr. Morris also noted that contingency action is requested to help advance the engineering on the City of Dallas Floodway Extension in partnership with the United States Army Corp of Engineers (USACE) that is needed as part of the Dallas to Houston project. The project extending the levees to prevent flooding in neighborhoods is proceeding as scheduled. However, a 900 ft. concrete wall is needed in the portion of the levee where columns will be placed for high-speed rail to get to the downtown station. Texas Central Railroad needs \$1.5 million to provide to the City of Dallas for the engineering of the flood wall so the project can proceed on schedule. Texas Central has indicated that it does not currently have \$1.5 million available for engineering of the flood wall but will potentially have enough revenue in its financial closure. Without intervention, the City of Dallas would proceed without the floodwall and the project would then require a retrofit. Staff proposed the Regional Transportation Council provide funding directly to the City of Dallas or USACE, if needed, for design of the floodwall to proceed now with reimbursement by Texas Central Railroad after financial close. A motion was made to recommend Regional Transportation Council approval to provide approximately \$1.5 million in Regional Toll Revenue funds for design of the floodwall associated with high-speed rail accessing the City of Dallas Downtown Station, if needed, with reimbursement from Texas Central Railroad. Walter Shumac III (M); Greg Royster (S). The motion passed unanimously.
7. **Strategic Traffic Signal Program:** Marian Thompson provided an overview of a new approach for the strategic traffic signal program. The current traffic signal retiming program was reviewed and includes a call for projects with selection based on an established criterion and scoring factors. Contractors are utilized to develop traffic signal timing plans and a separate program is available for equipment upgrades. After having used this process for over ten years, staff proposed a revised approach and requested member feedback. Staff proposed that regional minimum standards, policies, and/or goals be established. Phase 1 would include establishing minimum equipment and maintenance standards. Phase 2 would include a variety of elements that would allow for improved operation of signals across jurisdictional lines to allow for seamless travel by the public. Traffic signal assessment would then be proposed to allow for the collection of basic information for every signal to establish a minimum equipment standards. Efforts would include a survey to obtain input from agencies, a live web interface for ongoing input, city staff and consultant

assistance, and continued updates. Traffic signal performance evaluation will allow staff to look at the performance of each signal and corridors. Staff proposed a pilot test to evaluate and test platforms to determine the best choice for the region based on safety and performance. Assistance in evaluating potential systems may be needed. Based on signal assessment, traffic signals in need of improvement will be identified. To fund the improvements, staff will identify needs based on the inventory of signal equipment and its performance and determine the need for funding retiming, equipment, software, capacity improvements, and others, as well as funding for operation and maintenance. Staff will also monitor the assets and performance of the traffic signal system and establish triggers for maintenance, operations, capacity, and jurisdictional incompatibility. Ms. Thompson noted there is existing funding for this effort and a consultant onboard who can help identify some minimum equipment standards, which will be presented to regional partners for input. A survey will be created for partners to provide suggestions, an inventory of current equipment, and how the equipment is operating. In addition, an online interface is proposed as an effort to continuously share information. The timeframe for those elements is between Fall 2020 and Spring 2021. In Summer 2021 and beyond, staff will evaluate performance monitoring platforms, set thresholds for when additional features or components are needed, and apply this to the survey and performance monitoring. Projects will be selected, and improvements funded through the Transportation Improvement Program. In addition, staff will continue to monitor and maintain the system to ensure that the benefits are maintained through the life of the signals. Ms. Thompson also discussed two complimentary pilot projects, emergency vehicle preemption and the Optimized Freight Movement project. The impact of emergency vehicle preemption on traffic signal operations has been identified as an area for which additional information is needed. The North Central Texas Council of Governments (NCTCOG) has submitted a research project proposal to the Texas Department of Transportation to help understand emergency vehicle preemption, its effects, and additional factors related to signal and corridor performance. In addition, the Optimized Freight Movement Project is an effort to link freight hubs to expressways through improved traffic signal operations. Findings will feed into the Regional Traffic Signal Program and be applied to future programs to maximize benefits. Brian Shewski asked if NCTCOG is considering moving the region to a Regional Traffic Operations Program similar to the Atlanta region and also asked which consultant is already onboard. Ms. Thompson noted that NCTCOG has not discussed a regional traffic operations approach and is proposing that agencies continue to manage their own traffic operations with more consistency among signal systems in the region. She added the Kimley Horn is the current consultant on contract under the Regional Traffic Signal Retiming Program. Committee Chair Brian Moen discussed dividing the area into regions as an option, that it may be easier to be more consistent than each entity working individually and asked if there is interest by NCTCOG to help fund such an effort. Michael Morris noted that staff is interested in any comments or suggestions and encouraged members to provide feedback. Staff is introducing the conversation for input from agencies within the region who have more expertise on the subject. Staff understands that traffic engineers want to do more and that the Regional Transportation Council has some responsibility to help advance more uniform practices across the region to improve the capabilities of the system. Phil Dupler noted that some corridors have been targeted for traffic calming and public transit, but still need traffic control and suggested that performance measures also be considered for volume through-put related measures. Alonzo Liñán discussed data sharing and noted it was his understanding that some signal retiming has yet to be implemented because of COVID-19. Ms. Thompson noted that signal retiming has been delayed in some instances because agencies needed data evaluation/collection to develop a timing plan and are concerned that data may be

currently impacted by COVID-19. Ms. Thompson added that staff is available to discuss options with agencies who are uncertain if it is the appropriate time to move forward.

8. **Clear Path™ Technology Program:** Jeff Hathcock presented information on Clear Path™ technology that will enhance freight and passenger rail coordination. North Central Texas Council of Governments (NCTCOG) staff has a history of collaboration and coordination with cities, counties, and railroads regarding grade crossings, separations and closings, major track projects, project coordination, and rail studies. Highlighted today are efforts regarding technology solutions and grant submittals. He noted that the region was recently awarded \$25 million by the United States Department of Transportation through the BUILD grant. The projects include double tracking in the east and the west and the replacement or revamping of approximately five bridges, as well as \$2.5 million for the implementation of Clear Path™ technology. Passenger rail and transit corridor recommendations from Mobility 2045 were highlighted and the importance of understanding the operational side of both passenger and freight rail in order to bring cohesion and provide significant benefit for current and future implementation of transit lines through the region. Clear Path™ technology is a technology solution that monitors and forecasts train traffic conditions, similar to air traffic control systems. The technology provides a data sharing system that allows freight and transit rail providers to access information in a secure environment and enable the exchange of timely, accurate, and actionable information on train movements. This technology is in use in the Greater Chicago Area. Clear Path™ technology current and future considerations for the region will be important for the coordination of freight and passenger train interactions and with the planned growth of both freight and passenger rail. Clear Path would also assist in the management of bottlenecks and identify future long-term mobility plan projects and long-term plans for transit and private agencies. He noted staff continues to coordinate with senior leadership of rail agencies to establish the guidelines and parameters for implementing Clear Path™ technology and anticipates requesting the Regional Transportation Council act on its implementation in the region. Chad Edwards asked how positive train control technology impacts Clear Path™ technology. Mr. Hathcock noted that both technologies support the information systems used by rail agencies. Positive Train Control is a safety technology and Clear Path is operational technology and are complementary. Mr. Edwards noted the technology may be helpful for cities to understand where crossings are being blocked on a regular basis and asked if there is an opportunity to not only provide the operational input needed for the information system but to report out the location of frequently blocked rail crossings to help cities better plan where grade separations may be beneficial. Committee Chair Brian Moen also noted the information could help with emergency vehicle routing. Mr. Hathcock noted staff are looking into the benefits to public agencies other than rail and how they can be used in the region. Michael Morris noted that as the information system builds over time, there will be opportunities to make operational adjustments as a result of the information that will have significant positive benefits for the region. He added there may be options to explore licenses for local governments to view their operations center and staff can explore options if there is interest. Alonzo Liñán asked how this technology is appreciably different from what seems to be a simple interconnect that exists now between traffic signals and rail crossings which is nothing more than an on or off switch. Mr. Morris noted that Clear Path is an active management system, versus a switch that cannot identify if the issue is intentional or mechanical. One of the benefits is understanding why an issue occurs. Over time, an information system is created that also has secondary benefits for safety, emissions, reduced blocking, response times for emergency vehicles and many more that will be realized over time.

9. **Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery and State Legislative Items:** Michael Morris provided an update on performance metrics to help understand the impacts of COVID-19 to the transportation system. Four performance metrics have been developed that will be tracked through the COVID-19 pandemic and recovery process: 1) travel behavior response to COVID-19, 2) financial implications to traditional revenue sources, 3) benefits of travel behavior responses to areas of RTC responsibility, and 4) prioritization of infrastructure improvements that offset unemployment increases. Related to travel behavior response, freeway volumes have recovered, but has flattened at approximately 11 percent lower than previous to COVID-19 restrictions likely due to the wrap up of summer vacation travel by car. Transit ridership has not improved over the last few months and staff will meet with the three transit authorities to develop potential options to help increase transit ridership in the region. Bicycle/pedestrian activity remains higher than pre COVID-19, and aviation trends are also positive. Data related to financial implications, the second metric, was highlighted. Sales tax allocated for transit are generally positive. Motor fuel tax trends have drifted back to 12 percent lower likely related to decreased traveling with the start of school and sales tax continues with a relatively positive response. Also highlighted was the oil and gas severance tax related to Proposition 1 which continues to be negatively impacted. Toll transactions have improved, and express lane transactions remain low but are improving. Policy metric three is related to the benefits of travel behavior responses. Air quality improvements have occurred but are not as significant as anticipated. Staff will be working with the Texas Commission on Environmental Quality as it develops the next State Implementation Plan and are reviewing potential offsets that may be effecting air quality even though vehicle miles traveled are lower such as idling in front of businesses or truck idling. The final metric is how the Regional Transportation Council can use innovation to advance projects and create needed employment opportunities. Every \$1 billion in transportation investment produces approximately 12,000-15,000 jobs, which is a major focus area. Staff continues to advance projects within the region to have a positive impact on the economy. Supporting efforts of Metric 4 include high-speed rail, SH 183, and the IH 820/IH 20 Y Connector, as well as an additional round of COVID-19 #00X Program projects that will be presented at the next meeting. Details were provided in Electronic Item 9. Shon Brooks asked if staff could survey members of the Committee to explore the current impact of COVID-19 on working conditions, for example, working remotely and open meetings. He noted staff have reached out to the Texas Department of Transportation and others on how public meetings are being held and noted that staff would be happy to put together a survey of the Committee. He provided an example of how NCTCOG is currently operating and a potential idea for drive thru booths for citizens to provide public input. Chad Edwards asked if members could be provided with the current list of COVID-19 #00X Program projects. Mr. Morris noted that staff would provide the list to members by email.

10. **North Texas Center for Mobility Technologies: Research Project Funding Standards:** Thomas Bamonte briefed the Committee on a proposed selection process for mobility technology research projects that are recommended for North Central Texas Council of Governments (NCTCOG) funding by the North Texas Center for Mobility Technologies (NTCMT). In February 2020, as part of efforts to bring the hyperloop certification center to the region the Regional Transportation Council (RTC) approved \$2.5 million in seed money to help fund a sponsored research and development network for mobility-related technologies. Four major research universities in the region, UTA, UNT, UTD, and SMU, have come together to form the NTCMT to facilitate communication and collaboration among universities. NTCMT will function as a Research and Development network for mobility-related companies and public agencies and help to attract industry and academic

talent to North Texas. Mr. Bamonte highlighted the proposed evaluation process in which the NTCMT will submit research project proposals to NCTCOG for funding consideration. NCTCOG subject matter expert(s) would then evaluate proposals and make a final decision on research project funding requests. Funded research projects will be reported by the Transportation Director to the Committee and RTC, including a description of the NCTCOG contribution amount and how the project meets the selection criteria. Proposed projects must be sponsored by an outside party, related to mobility technology, supported by contributions from an industry sponsor and university, and advance a regional goal. Details were provided in Electronic Item 10. Members were encouraged if they have companies in their communities that may have research needs to contact NCTCOG staff and take advantage of an opportunity for the region to expand its transportation capabilities and attract business and talent to the region. Committee Chair Brian Moen asked if public agencies were able to participate. Mr. Bamonte noted this is for research and development projects, not real-world applications, which is why the primary target is industry but there may be opportunities for the public sector to partner with the industry on a research need.

11. **National Drive Electric Week: Virtual Event and Local Successes:** Bethany Hyatt presented information about this year's Dallas-Fort Worth (DFW) National Drive Electric Week event, which is an opportunity to educate consumers about the benefits of electric vehicles. The regional event has been the largest gathering of electric vehicles in Texas and the second largest nationwide since 2018 and over the years have reached beyond "the choir" to involve more non-electric vehicle drivers. This year's featured event is virtual and will include an Electric Vehicle 101 panel, a video message from Dallas Mayor Eric Johnson and a video from Trinity Metro highlighting the electric DASH bus. Those interested in participating can register at www.driveelectricdfw.org, as well as view information about additional National Drive Electric Week events. She noted DFW Clean Cities tracks electric vehicle registration statewide and over the past 10 years nearly 13,000 electric vehicles have been registered in North Texas, with a 35 percent electric vehicle growth rate in 2019. Additional information and resources are available at www.dfwcleancities.org/event. Ms. Hyatt also highlighted local electric vehicles successes in the region. Currently, there are 22 municipalities in the region using electric vehicles and a case study was conducted for the City of Lewisville in which it found the city saves approximately \$1,000 per year on maintenance. Other success stories are available at <https://www.dfwcleancities.org/successstories>. In addition, local transit electric vehicles successes include several local heavy-duty electric transit buses, as well as three electric school buses. Everman Independent School District (ISD) recently received the three electric school buses through grant from the Volkswagen Environmental Mitigation Program. She noted staff is seeking input for ISDs on their level of interest in electric school buses. More information is available by email at cleancities@nctcog.org. In addition, Ms. Hyatt discussed the Local Electric Vehicle Data Collection Program, in which real world data is collected from electric vehicles and electric vehicle charging stations. To participate, you must own and operate an electric vehicle, share existing telematics data or allow installation of free data loggers, or share data from networked electric vehicle charging stations. Details about each of the items presented, as well as current funding opportunities were provided in Electronic Item 11.1. A case study highlighting a local municipality electric vehicle fleet was provided in Electronic Item 11.2.
12. **Curb Management Regional Planning Guide:** Shawn Conrad provided an overview of curb management and information about the Curb Management Regional Planning Guide produced by the North Central Texas Council of Governments (NCTCOG). Curb management is any practice that is intended to bring order to the curb and determine

priorities for space among potential competing uses such as Uber and Lyft, bicycles, pedestrians, scooters, and others. Examples of curb management range from signage or striping to distinguish the public right-of-way to permanent curb changes or designated pick up/drop off areas. These strategies make access more equitable, improve the level of service for multiple competing modes, facilitate data collection, enable planning for new technologies using the curb, and can facilitate monetizing the curb and help cities to determine the best balance of competing curb uses. Recognizing the great need for curb planning and management in the region, NCTCOG hosted a curb management workshop in February 2020 with attendees from across the region. Information and tools were provided that would be relevant in a variety of settings. The Curb Management Regional Planning Guide was developed as a resource for cities in the region to facilitate curb planning and management and includes best practices. The guide includes tools for curb planning to help assign priorities and evaluate trade-offs in a variety of contexts, and provides guidance on data collection and evaluation. The Curb Management Regional Planning Guide is available online at www.nctcog.org/parking.

13. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.
 1. Air Quality Funding Opportunities for Vehicles
(<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
 2. Dallas-Fort Worth Clean Cities Upcoming Events
(<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
 3. Status Report on Ozone (Electronic Item 13.1)
 4. High-Occupancy Vehicle Quarterly Subsidy Report (Electronic Item 13.2)
 5. August Online Input Opportunity Minutes (Electronic Item 13.3)
 6. October Online Input Opportunity Notice (Electronic Item 13.4)
 7. Public Comments Report (Electronic Item 13.5)
 8. Written Progress Reports:
 - Local Motion (Electronic Item 13.6)
 - Partner Progress Reports (Electronic Item 13.7)
14. **Other Business (Old and New):** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on October 23, 2020.

The meeting adjourned at 3:50 pm.



North Central Texas Council of Governments

TO: Surface Transportation Technical Committee

DATE: October 16, 2020

FROM: Vickie Alexander
Program ManagerSUBJECT: Modifications to the FY2020 and FY2021 Unified Planning Work Program for Regional Transportation Planning

The Unified Planning Work Program for Regional Transportation Planning (UPWP) is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization (MPO) staff. The FY2020 and FY2021 UPWP identifies the activities to be carried out between October 1, 2019, and September 30, 2021.

Listed below, and in the following attachment, is the fourth set of proposed modifications to the FY2020 and FY2021 UPWP. Included in these amendments are new initiatives, project updates and funding adjustments. The proposed modifications have been posted on the NCTCOG website for public review and comment. Comments received as a result of the public outreach process, if any, will be provided. In addition, NCTCOG's allocation of Federal Transit Administration 5303 Transportation Planning Funds for FY2021 has been increased.

Transportation Planning Fund (TPF) FY2021 Budget Adjustments

As a result of NCTCOG's FY2021 budget development, funding adjustments to Transportation Planning Fund projects are being proposed to reflect a reallocation of resources for FY2021. These changes are highlighted in the table below.

FY2020 and FY2021 Allocation of Transportation Planning Funds

Subtask	Subtask Title	2-Year Totals		
		Current	Proposed	Variance
1.01	Community Outreach	\$3,825,200	\$3,906,800	\$81,600
1.02	Program and Policy Administration	\$506,300	\$573,700	\$67,400
1.03	Fiscal Management and Information Systems	\$0	\$0	\$0
1.04	Computer System Applications and Data Management	\$821,800	\$768,100	(\$53,700)
	Subtask 1 – Administration and Management	\$5,153,300	\$5,248,600	\$95,300

FY2020 and FY2021 Allocation of Transportation Planning Funds (continued)

Subtask	Subtask Title	2-Year Totals		
		Current	Proposed	Variance
2.01	Travel Forecasting Support	\$1,737,300	\$1,819,200	\$81,900
2.02	Transportation Data Development	\$560,700	\$559,000	(\$1,700)
2.03	Demographic Data and Forecasts	\$1,086,600	\$1,115,400	\$28,800
	Subtask 2 - Transportation Data Development and Maintenance	\$3,384,600	\$3,493,600	\$109,000
3.01	Transportation Project Programming	\$2,304,600	\$2,648,400	\$343,800
3.02	Regional Air Quality Planning	\$1,117,400	\$1,176,000	\$58,600
3.03	Air Quality Management and Operations	\$0	\$0	\$0
3.04	Public Transportation Planning and Management Studies	\$1,706,100	\$1,604,700	(\$101,400)
3.05	Transit Operations	\$0	\$0	\$0
	Subtask 3 - Short-range Planning and Programming, and Air Quality and Transit Operations	\$5,128,100	\$5,429,100	\$301,000
4.01	Metropolitan Transportation Planning	\$2,314,000	\$2,285,100	(\$28,900)
4.02	Coordination of Transportation and Environmental Planning Processes	\$498,400	\$503,800	\$5,400
4.03	Ensuring Nondiscrimination and Environmental Justice in MPO Planning/Program Activities	\$391,200	\$414,700	\$23,500
4.04	Performance-Based Planning and Coordination	\$99,200	\$108,700	\$9,500
	Subtask 4 – Metropolitan Transportation Plan	\$3,302,800	\$3,312,300	\$9,500
5.01	Regional Transportation Studies	\$1,244,800	\$1,209,500	(\$35,300)
5.02	Subarea Studies and Local Government Assistance	\$1,195,100	\$1,159,200	(\$35,900)
5.03	Land-Use/Transportation Initiatives	\$787,400	\$837,000	\$49,600
5.04	Transportation Asset Management	\$360,000	\$311,400	(\$48,600)
5.05	Congestion Management Planning and Operations	\$1,002,500	\$968,300	(\$34,200)
5.06	Regional Freight Planning	\$52,300	\$51,700	(\$600)
5.07	Transportation System Security and Emergency Preparedness	\$58,700	\$60,700	\$2,000

FY2020 and FY2021 Allocation of Transportation Planning Funds (continued)

Subtask	Subtask Title	2-Year Totals		
		Current	Proposed	Variance
5.08	Roadway and Railroad Safety	\$613,900	\$618,100	\$4,200
5.09	Regional Aviation Planning and Education	\$160,800	\$164,200	\$3,400
5.10	Regional Military and Community Coordination	\$0	\$0	\$0
5.11	Automated Vehicle Technologies	\$826,300	\$743,500	(\$82,800)
5.12	Red River Navigation System Feasibility Study	\$0	\$0	\$0
	Subtask 5 – Special Studies	\$6,301,800	\$6,123,600	(\$178,200)
	Funding Totals	\$23,270,600	\$23,607,200	\$336,600

Other Funding Source FY2021 Budget Adjustments

In addition to the adjustments proposed above for Transportation Planning Funds, adjustments are also proposed to other funding sources as a result of NCTCOG’s FY2021 budget process. Affected funding sources include Department of Energy (DOE), Surface Transportation Block Grant Program (STBG), Texas Department of Transportation (TxDOT), Regional Toll Revenue (RTR), and local funds. The adjustments by funding source are included in the table below, as well as the associated Unified Planning Work Program Subtasks.

Non-TPF FY2021 Budget Adjustments

Funding Source	Amount	UPWP Subtasks
DOE	\$45,000	1.01 – Increase of \$15,000 3.03 – Increase of \$30,000
Local	\$2,332,000	1.03 – Increase of \$14,000 5.05 – Increase of \$2,275,000 5.09 – Increase of \$43,000
RTR	\$107,000	4.02 – Increase of \$107,000
STBG	\$1,915,300	1.02 – Reduction of \$44,000 5.01 – Increase of \$20,000 5.05 – Increase of \$1,550,300 5.06 – Increase of \$389,000
TxDOT	\$19,200	5.05 – Increase of \$19,200

Other Transportation Planning Fund (TPF) Modifications

- 1.02 Program and Policy Administration – Program Administration (update text to reflect staff work activities on NCTCOG’s Strategic Plan relative to transportation)
- 3.02 Regional Air Quality Planning – Regional Greenhouse Gas Emission Inventory Program (add initiative and \$30,000 TPF for the purchase of software for use in creating a regional Greenhouse Gas [GHG] emissions inventory. Local funds are also being added in another item below to support development of the GHG emissions inventory.)
- 5.03 Land-use/Transportation Initiatives – Sustainable Development Initiatives (update text to reflect assistance to the City of Kennedale in identifying multimodal access, street scape and land-use improvements in the Kennedale Parkway corridor)
- 5.03 Land-use/Transportation Initiatives – Sustainable Development Initiatives (update text to reflect assistance to the City of Dallas for the Hensley Field Redevelopment Master Plan)
- VIII. Overview of Work Program Funding (update Exhibit VIII-1, FY2020 and FY2021 TPF Programming Summary, to reflect an increase in NCTCOG’s allocation of Federal Transit Administration 5303 Transportation Planning Funds for FY2021 in the amount of \$224,022)
- VIII. Overview of Work Program Funding (update Exhibit VIII-3, Anticipated Equipment/Software Purchases/Leases, to reflect change in funding source from TPF to RTC Local in FY2021 for the purchase of computer systems, printers, Voice-Over-Internet-Protocol phone devices, and other computer hardware items as a result of Buy America constraints)
- VIII. Overview of Work Program Funding (update Exhibit VIII-3, Anticipated Equipment/Software Purchases/Leases, to reflect changes in estimated software costs based on FY2021 budget adjustments and the software purchase in Subtask 3.02 for the creation of a Greenhouse Gas emissions inventory)

Other Funding Source Modifications

- 1.04 Computer System Applications and Data Management – Regional Digital Aerial Imagery (add \$620,000 Surface Transportation Block Grant Program [STBG] funds and \$102,000 Texas Department of Transportation [TxDOT] funds, and \$53,000 Local funds to support this project, and update text to reflect the use of Light Detection and Ranging [LIDAR] imagery and additional planning purposes for use of the aerial imagery).
- 3.02 Regional Air Quality Planning – Emissions Inventories and Technical Studies (add \$185,000 Texas Commission on Environmental Quality [TCEQ] funds to support the conduct of emission inventories)

- 3.02 Regional Air Quality Planning – Regional Greenhouse Gas Emission Inventory Program (add initiative and \$25,000 local funds to support development of a regional Greenhouse Gas [GHG] emissions inventory. Transportation Planning Funds are also being added in an item above to support the cost of software to create the emissions inventory.)
- 3.03 Air Quality Management and Operations – Local Government Policies/Community Readiness (add \$75,000 Department of Energy [DOE] funds and \$3,400 previously approved RTC Local funds to continue work activities for the Regional Energy Manager initiative in coordination with NCTCOG’s Environment and Development Department, and update text to reflect staff work activities related to energy efficiency/renewable energy)
- 5.06 Regional Freight Planning (update text to reflect staff planning activities related to the use of a regional railroad information system for the monitoring and forecasting of train traffic conditions to help reduce train congestion for both freight and passenger operations)
- 5.10 Regional Military and Community Coordination – Regional Military Compatible Use Implementation (add \$432,000 Department of Defense [DOD] funds to reflect receipt of grant award)

The following modifications have previously been approved by the Regional Transportation Council and/or NCTCOG Executive Board, or are already included in the Transportation Improvement Program and are now being incorporated into the Unified Planning Work Program:

Other Funding Source Modifications

- 1.04 Computer System Applications and Data Management – Computer Resource Management and Equipment Purchases (add \$650,000 Regional Transportation Council (RTC) Local funds for the purchase of computer systems; printers; Voice-Over-Internet-Protocol phone devices; and other computer hardware items as a result of Buy America constraints when using federal funds, and update text to reflect a change in funding sources for these items.)
- 5.03 Land-use/Transportation Initiatives – Bachman Lake Area Planning Study (add initiative and \$200,000 RTC Local funds and \$800,000 STBG funds matched with Transportation Development Credits for a planning study to identify safe pedestrian access/facilities along major roadways to create connections to nearby trails, parks, and the Dallas Area Rapid Transit Bachman station, as well as study Love Field access)

- 5.11 Automated Vehicle Technologies – DFW Freight Optimization Corridors (add initiative and \$200,000 RTC Local funds and \$4,800,000 STBG funds matched with Transportation Development Credits for a project that will use connected vehicle and related technologies to optimize the flow of trucks between freight hubs and expressways in the region)
- 5.13 North Texas Center for Mobility Technologies (add initiative and \$2,500,000 RTC Local funds to support the development of a mobility research center that will bring together North Texas' top mobility research talent to work on sponsored research projects)

Please contact Vercie Pruitt-Jenkins at (817) 608-2325 or VPruitt-Jenkins@nctcog.org or me at (817) 695-9242 or valexander@nctcog.org if you have any questions or comments regarding these proposed modifications to the FY2020 and FY2021 UPWP prior to the Surface Transportation Technical Committee meeting. A recommendation will be requested at the meeting for Regional Transportation Council approval of the proposed modifications, as well as direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications.

vpj
Attachment

AMENDMENT #4 TO THE FY2020 AND FY2021 UNIFIED PLANNING WORK PROGRAM

1.02 Program and Policy Administration

Program Administration

Transportation Planning Funds

This subtask includes management and administrative activities that directly support the NCTCOG Transportation Department's role as the Metropolitan Planning Organization and fulfillment of responsibilities outlined in regulations governing the administration of Federal Highway Administration Transportation Planning Funds. This subtask is ongoing throughout Fiscal Years 2020 and 2021, and includes participation in and support for the Association of Metropolitan Planning Organizations (AMPO), the Texas Metropolitan Planning Organization (TEMPO), and the Transportation Research Board (TRB). Additionally, this subtask includes oversight and coordination of the NCTCOG University Partnership Program. Consultant assistance may be utilized to assist with this subtask. Anticipated products include:

- NCTCOG representation at AMPO and TEMPO meetings;
- NCTCOG participation in the TRB annual meeting and other conferences and professional development opportunities;
- Hosting and provision of training opportunities for local government, transportation providers, and planning agency staff;
- Appropriate office accommodations for staff and guests, including provision of consumable supplies, furniture, and leasehold improvements;
- Project topics for participation in the University Partnership Program;
- Assistance to the Texas Transportation Commission, as requested;
- Participation on and support for special task forces; ~~and~~
- **Identification of regional transportation focus areas for incorporation into NCTCOG's Strategic Plan to aid in addressing critical needs in the region; and**
- Eligible and accurate billings within identified budgets.

1.04 Computer System Applications and Data Management

Computer Resource Management and Equipment Purchases

Transportation Planning Funds

This subtask is ongoing throughout FY2020 and FY2021-, **and includes the purchase or lease of computer equipment such as Voice-Over-Internet Protocol phones, software and associated maintenance/support, licenses, and application subscriptions to support NCTCOG department staff in the fulfillment of their job responsibilities.** ~~It includes computer software and hardware purchases or leases. NCTCOG continues with the production of travel forecasts using the enhanced TransCAD model in a desktop computer/file and network server environment internal to the agency. Additional computer hardware and software will be required to support department staff in the fulfillment of their responsibilities. This includes, but is not limited to, such items as computers, printers/scanners, and monitors, as well as user licenses in various software, including TransCAD. A list of equipment and software purchases/leases anticipated to be obtained during the time period of this Work Program, including the identified funding sources,~~

is provided as Exhibit VIII-3 in Chapter VIII, Overview of Work Program Funding. Equipment and software purchases over \$5,000 per unit that are being obtained with Transportation Planning Funds require prior State and federal approval. Consultant assistance may be pursued to assist with this task. Anticipated products include:

- ~~Replacement of computers that are out of warranty;~~
- **Voice-Over-Internet Protocol phone devices;**
- **Software licenses;**
- **New and upgraded software and associated maintenance/support;**
- **Application subscriptions; and**
- ~~Other Associated equipment necessary to support activities; and.~~
- ~~Software ordered.~~

Other Funding Sources

Regional Transportation Council Local funds will be utilized to purchase or lease **computer systems and related** equipment/hardware ~~or software~~ that may not be eligible for federal reimbursement. Such items may include, but are not limited to:

- Desktop, portable and tablet computers (**i.e., replacement of computers that are out of warranty and new computers to support staff needs**); ~~and~~
- Monitors/televisions ~~and accessories;~~
- **Printers and scanners;**
- **Voice-Over-Internet-Protocol phone devices; and**
- **Associated accessories.**

Regional Digital Aerial Imagery

Other Funding Sources

During FY2021, this project will obtain high-resolution color digital imagery for areas of North Central Texas. The **aerial photography and Light Detection and Ranging (LiDAR)** imagery obtained will be high-resolution and geocoded with high-accuracy Global Positioning System coordinates (**latitude, longitude, and elevation**). The digital imagery will align with industry-accepted procedures and standards, and image accuracy will be ensured through ground control and surface integration. The resulting imagery will be used for a wide variety of planning purposes, including improvements to travel demand modeling, corridor alignment planning **and engineering analysis (including for the Regional Outer Loop)**, ~~outer-loop planning;~~ **watershed hydrology modeling**, environmental support, and ~~population/employment change-tracking for changes in~~ **population/employment, land uses, and impervious surface cover**. This work will be supported through Surface Transportation Block Grant Program, Texas Department of Transportation, and local funds. Anticipated products include:

- Digital aerial imagery for use in a wide variety of planning purposes.

3.02 Regional Air Quality Planning

Regional Greenhouse Gas Emission Inventory Program

Transportation Planning Funds

A regional Greenhouse Gas (GHG) emissions inventory will be initiated by NCTCOG staff in FY2021 to understand the sources and sectors contributing to regional GHG emissions. GHG inventories provide regions an opportunity to understand the GHG profile to adequately determine appropriate reduction actions and allow the region to set regional GHG emission goals, enable cities who have their own inventories to compare themselves against a regional inventory, and provide a framework upon which to evaluate, analyze and prioritize GHG reduction actions. This inventory will consist of utilizing Greenhouse Gas emissions management software. Anticipated products in FY2021 include:

- Purchase of the GHG emissions management software with support for 24 months;
- Understanding of the GHG emissions management software; and
- Test runs of the GHG emissions management software.

Other Funding Sources

Utilizing local funds, in FY2021 staff will identify and gather data towards the development of a regional GHG emissions inventory. Activities will include the identification of primary sectors that contribute to GHG emissions at the regional level, inputting data into the Greenhouse Gas emissions management software, and analyzing model output results. Anticipated products include:

- Data from emissions sources; and
- Report of quality assurance/control of results.

3.03 Air Quality Management and Operations

Local Government Policies/Community Readiness

Other Funding Sources

Initiatives in this element promote policies and contractual or regulatory measures available to local governments and businesses that can influence deployment of lowest-emissions and efficient technologies by consumers and fleets. Efforts also include collaborations with local governments to provide data and peer exchange related to air quality issues to help them make decisions about appropriate action steps to take within their jurisdictions. Work continues to evaluate, develop and incorporate policy statements in the Metropolitan Transportation Plan policy bundle, as applicable. Staff works collaboratively with local, state, and national stakeholders to identify and develop these strategies. Efforts continue to maintain websites to provide technical and policy resources to regional stakeholders, including Conserve North Texas, Go Solar Texas, and Electric Vehicles North Texas.

This work element will be supported through Surface Transportation Block Grant Program funds, Department of Energy funds, Regional Transportation Council Local funds, other local funds, and Transportation Development Credits. NCTCOG may seek assistance through the University Partnership Program for analysis of health risks related to transportation impacts as opposed to other factors. This element is ongoing throughout FY2020 and FY2021. Anticipated products include:

- Technical and planning assistance to local governments, workplaces, and multifamily properties regarding deployment of electric vehicle (EV) charging stations and other electrification or alternative fuel infrastructure to facilitate clean vehicle or technology adoption by fleets and consumers;
- Development of a Zero Emissions Vehicle (ZEV) Infrastructure Deployment Plan along IH 45 to enable zero-emission travel from Dallas-Fort Worth to the Houston area, with emphasis on goods movement;
- Communications to local governments encouraging adoption of RTC-recommended local government policies, including anti-idling rules and Clean Construction Contract Language;
- Template language for contracts, ordinances, codes, and other local government mechanisms (e.g., EV-ready best practices, low-emissions requirements for contractors, etc.);
- Comments and recommendations to federal, State, and local agencies regarding regulatory practices that are relevant to use of cleaner technologies;
- Meetings, webinars, conference calls, and other forums to educate local governments about opportunities to influence fleet and consumer choices, **or facilitate energy efficiency/renewable energy activities**;
- Innovative new partnerships with key stakeholder organizations, such as vehicle auctioneers, charities and non-profits who accept donated vehicles, hospitals and universities, vehicle rental companies, and major employers in the region;
- Support for local government peer exchange on comprehensive air quality issues through the North Central Texas Stewardship Forum and other avenues;
- A task force to convene government representatives, health officials, academic representatives, and air quality experts to evaluate regional data that may indicate areas of need for additional air quality improvement or strategies;
- Support for local government efforts to provide air quality education, including to the Hood County Clean Air Coalition;
- Equitable, favorable options for capturing revenues from vehicles that do not pay traditional gasoline tax;
- Identification and development of additional policy positions by the RTC that encourage actions to help reduce mobile and other transportation sector air emissions; ~~and~~
- Data collection of electric vehicle and electric vehicle infrastructure use and performance; **and**
- **Education and data collection with local governments and utilities with regard to energy efficiency, renewable energy, and integration of energy topics with the transportation sector, especially with regard to transportation electrification and renewable natural gas potential.**

5.03 Land-use/Transportation Initiatives

Sustainable Development Initiatives

Transportation Planning Funds

This subtask includes regional, subarea, corridor, and district-level planning along with technical assistance focused on the interface between transportation and land use, including assistance with school siting. Staff will continue work on the development and implementation of tools related to land-use planning principles such as sustainable zoning practices and others, and will host training sessions and develop educational information. Staff will continue to pursue funding opportunities to expand or enhance activities. Anticipated products during FY2020 and FY2021 include:

- Technical assistance to local governments on implementing sustainable development programs and projects such as the development of unified corridor plans, land-use analysis, data collection, parking technical assistance, education and training, form-based code review, 3D visualization services, financing strategies and tools for economic development, zoning and special district analysis, and planning to promote infill and mixed-use developments;
- Online information, training, and education on topics related to Green Infrastructure, Sustainable Resource Efficiency, sustainable zoning, sustainable school siting, and other such topics to assist in growth management and land-use planning;
- Coordination between Independent School Districts (ISDs) and other stakeholders to engage in regional issues related to school siting, safe routes to school, and policy and transportation issues;
- Development of Safe Routes to School plans, training, and education information as well as promotion of Safe Routes to School encouragement activities;
- Technical assistance and best practices related to school siting and transportation connections to schools; [and](#)
- Downtown Wylie pedestrian access and streetscape study recommendations-;
- [Kennedale Parkway corridor multimodal access, streetscape and land-use recommendations for the City of Kennedale; and](#)
- [Technical assistance to the City of Dallas for the Hensley Field Redevelopment Master Plan, including monitoring of progress as it relates to military planning activities in North Texas.](#)

Bachman Lake Area Planning Study

Other Funding Sources

[In FY2021, NCTCOG staff will provide planning assistance to the City of Dallas to advance multi-modal transportation coordinated with land use at the convergence of major transportation plans and improvements including modification of major arterial roads such as North West Highway and Harry Hines Boulevard, and the possible second entryway to Love Field Airport. Planning efforts will use stakeholder engagement to identify priorities, goals, and determine areas of further study. Key emphasis of this multi-year study will be placed on addressing safe pedestrian access/facilities along major roadways to create connections to nearby trails, parks, and transit/DART stations; general connectivity of land uses; and coordination with ongoing studies. Consultant assistance may be utilized. Surface Transportation Block Grant Program funds, Regional Transportation Council](#)

Local funds, and Transportation Development Credits will be utilized to support work activities. In FY2021, anticipated products include:

- Identification of project needs, priorities, and goals; and
- Development of project work scope.

5.06 Regional Freight Planning

Other Funding Sources

This subtask is ongoing throughout FY2020 and FY2021, assessing the impact of truck traffic, rail freight, and other freight movement issues within and through the DFW Region, **including planning activities related to the use of a regional railroad information system to monitor and forecast train traffic conditions for both freight and passenger operations.** This task **also** includes the collection and analysis of data pertaining to freight mobility and safety. These tasks will include continued coordination with private-sector partners in the trucking, rail, and freight-forwarding businesses. Consultant assistance may be utilized. University Partnership Program (UPP) assistance will be initiated in FY2021 for a freight economic analysis of transportation infrastructure improvements in the Dallas-Fort Worth region. The objective of this study is to develop an agency-friendly data-supported freight economic analysis framework to identify and quantify the short-term and long-term economic benefits of infrastructure improvements in the region. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support this project. Anticipated products include:

- Monitoring of truck-lane restriction corridor conditions;
- Various reports and studies regarding freight conditions in the DFW region, including a Regional Hazardous Materials Route Study, Economic Impact Analyses, Truck Bottleneck Analysis and a Freight and Passenger Rail Integration Study;
- Recommended follow-up studies identified in Freight North Texas: The North Central Texas Regional Freight System Inventory, including a Land-Use Compatibility Analysis and a Data Collection Program which could include traffic counts, classification counts and surveys for the Regional Freight Model;
- UPP final report on freight economic analysis of transportation Infrastructure Improvements in the Dallas-Fort Worth region;
- Freight Mobility Plan;
- Corridor studies;
- Roadway/rail crossing assessments; and
- Public outreach and educational programs.

5.11 Automated Vehicle Technologies

DFW Freight Optimization Corridors

Other Funding Sources

This project will use connected vehicle and related technologies to optimize the flow of trucks between freight hubs and expressways in the region. The freight industry has

identified this initiative as a top priority. The Value of Time for goods movement approaches \$75 per hour. There are safety, operational, and environmental benefits from reducing the number of truck stops/starts at intersections. This project will focus on intersections with high volumes and proportions of freight traffic. It will use the optimal mix of technologies and data sharing to reduce the number of stops trucks make at signalized intersections. Deployment locations will be selected based on an assessment of potential benefits and costs and after consultation with the responsible local jurisdictions and freight companies. The project will include continual performance monitoring and adjustment to deliver the maximum net benefits. Consultant assistance will be utilized. Surface Transportation Block Grant Program funds, Regional Transportation Council Local funds, and Transportation Development Credits will be utilized to support project activities. Anticipated products include:

- Completion of before and after studies of focus intersections;
- Coordination meetings with TxDOT, freight industry, and other public agencies responsible for roadways in the focus areas;
- Evaluation, procurement, and implementation of connected vehicle and other technologies; and,
- Development of data sharing tools that bridge platforms between public- and private-sector stakeholders.

5.13 North Texas Center for Mobility Technologies

Other Funding Sources

The North Central Texas Council of Governments has partnered with the Texas Research Alliance to develop a mobility research center, the North Texas Center for Mobility Technologies (NTCMT), that will bring together North Texas' top mobility research talent to work on sponsored research projects. Regional Transportation Council Local funds will be utilized to launch this initiative, with contributions from university partners as the initiative progresses. The primary functions and anticipated products of the NTCMT include:

- Readymade research and development network of and for mobility-related companies, municipalities, and other public agencies;
- Attraction of industry and academic talent to North Texas;
- Mobility-related research capabilities within North Texas universities;
- Facilitation of communication and collaboration among the universities with respect to research and development projects and the pursuit/execution of grants;
- Facilitation of university-public sector partnerships on mobility-related projects;
- Facilitation of mobility-related internships for workforce enhancement;
- Acting as a Catalyst for building similar North Texas area university networks in other industry sectors;
- Research and industry reports, regional assessments, white papers, scholarly articles focused on mobility innovation topics; and
- Applications for grants and other prospective funding sources.

VIII. Overview of Work Program Funding

Proposed Budget

The US Department of Transportation provides funds through programs of the Federal Highway Administration and the Federal Transit Administration. Both FHWA PL 112 and FTA 5303 funds are provided annually to Metropolitan Planning Organizations to support metropolitan regional transportation planning activities based on an 80 percent federal/20 percent local match requirement. TxDOT will provide the 20 percent match for the FHWA 112 and FTA 5303 funds for FY2020 and FY2021 to the MPO to carry out the UPWP in the form of transportation development credits. These transportation development credits are provided by metropolitan areas building toll roads and are used on a statewide basis to provide the match funds needed for all metropolitan planning organizations. The FY2020 and FY2021 FHWA and FTA funding levels reflected in this program are summarized in Exhibit VIII-1. The formula-based FHWA PL 112 allocation to the Unified Planning Work Program for the Dallas-Fort Worth Metropolitan Area is \$8,728,069 in FY2020 and \$7,455,075 in FY2021 for a two-year total of \$16,183,144. The Federal Transit Administration 5303 funding is \$2,920,626 in FY2020 and ~~\$2,886,792~~**\$3,110,814** in FY2021 for a two-year total of ~~\$5,807,418~~**\$6,031,440**. An estimated balance of \$4,629,455 in unexpended/unobligated FHWA PL 112 funding will be available from the FY2019 authorization. Each of these funding amounts is incorporated by source agency into the Work Program by task and subtask. Total FHWA PL 112 and FTA 5303 funding for the FY2020 and FY2021 UPWP is estimated at ~~\$26,620,017~~**\$26,844,039**. Transportation Planning Funds in the amount of ~~\$23,270,600~~**\$23,637,200** have been programmed and allocated to each of the UPWP subtasks as shown in Exhibit VIII-2. These programmed funds include the FTA 5303 allocation of ~~\$5,807,418~~**\$6,031,440**, the estimated FY2019 FHWA PL 112 fund balance of \$4,629,455, and ~~\$12,833,727~~**\$12,976,305** of Fiscal Years 2020 and 2021 FHWA PL 112 funding. The remaining balance of Fiscal Years 2020 and 2021 FHWA PL 112 funds of ~~\$3,349,417~~**\$3,206,839** is anticipated to be carried over to Fiscal Year 2022.

**EXHIBIT VIII-3
ANTICIPATED EQUIPMENT/SOFTWARE PURCHASES/LEASES**

QUANTITY	DESCRIPTION	ESTIMATED PRICE	FUNDING SOURCE	SUBTASK
65	Computer systems (desktops, portable, tablet)	\$166,500	TPF	1.04
40 131	Computer systems (desktops, portable, tablet)	\$25,000 \$529,000	RTC Local	1.04
11	Laser printers for network group usage	\$61,000	TPF RTC Local	1.04
40 7	Voice-over-Internet-Protocol (VoIP) phone devices, including accessories such as microphones for conference phones or hands-free devices.	\$15,800 \$2,800	TPF	1.04
33	Voice-over-Internet-Protocol (VoIP) phone devices, including accessories such as microphones for conference phones or hands-free devices.	\$13,000	RTC Local	1.04
---	Other computer hardware items, replacements, accessories, and upgrades (for example, text and image scanners, hard drives, additional RAM, projectors, monitors/televisions, video cards, network cabling, warranty extensions)	\$38,000 \$6,000	TPF	1.04
---	Other computer hardware items, replacements, accessories, and upgrades (for example, text and image scanners, hard drives, additional RAM, projectors, monitors/televisions, video cards, network cabling, warranty extensions)	\$12,000 \$84,000	RTC Local	1.04
---	Licenses to traffic simulation and assignment software packages (two "TransModeler" and one "DTA" dynamic)	\$6,000	TPF	1.04
---	Two years of software support by Caliper and specific renewal for 50 TransCAD licenses	\$150,000	TPF	1.04
---	Software purchases/upgrades (for example, the current or higher versions of: SPSS and Adobe licenses), software/services, cable service, application subscriptions, advanced mapping/presentation software, and software support renewals	\$80,000 \$88,000	TPF	1.04
---	Web-based traffic count reporting software, including annual maintenance and support	\$48,000 \$40,000	TPF	2.02
--	Audio/video equipment, updates, maintenance, and video/web hosting services for the Transportation Council Room	\$150,000	RTC Local	1.02
--	Greenhouse Gas Emissions Software	\$30,000	TPF	3.02

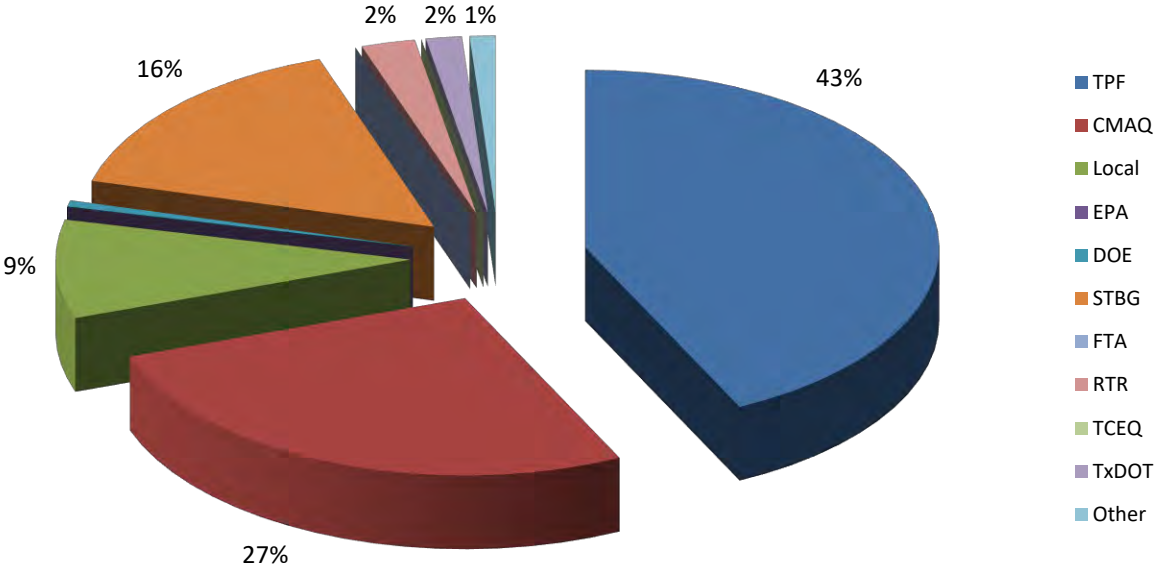
QUANTITY	DESCRIPTION	ESTIMATED PRICE	FUNDING SOURCE	SUBTASK
--	Bicycle-Pedestrian Count Equipment	\$55,000 \$35,000	STBG Local	5.03
6	Computer tablets	\$9,000	DOE	1.01
--	Photography equipment	\$6,000	CMAQ	1.01
--	Video equipment	\$10,000	DOE	1.01
--	Public involvement subscriptions	\$5,000	TPF	1.01
--	Outreach and educational subscriptions	\$50,000	CMAQ	1.01

E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
1.01	\$3,906,800	\$3,288,000	CMAQ	
		\$68,500	DOE	
		\$4,000	NCTCOG Local	
Subtotal				\$7,267,300
1.02	\$573,700	\$196,200	Local	
		\$119,800	NCTCOG Local	
		\$306,800	STBG	
Subtotal				\$1,196,500
1.03		\$16,400	Local	
		\$20,000	NCTCOG Local	
		\$300,000	RTR	
		\$1,000	STBG	
Subtotal				\$337,400
1.04	\$768,100	\$1,600,000	STBG	
		\$887,000	Local	
		\$200,000	TXDOT	
Subtotal				\$3,455,100
Total	\$5,248,600	\$7,007,700		\$12,256,300

¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

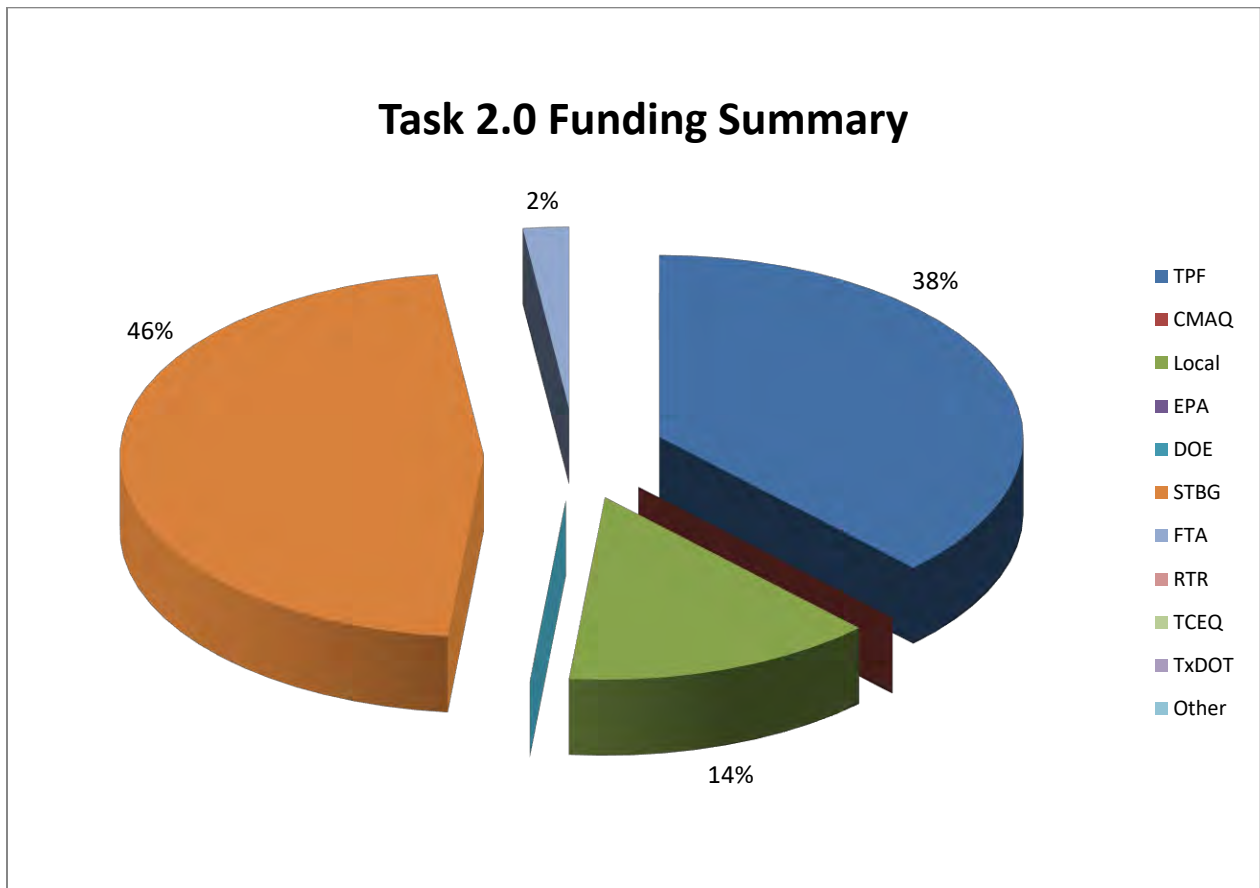
Task 1.0 Funding Summary



E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
2.01	\$1,819,200			
		\$188,600	FTA	
		\$1,194,520	Local	
		\$4,295,600	STBG	
Subtotal				\$7,497,920
2.02	\$559,000			
		\$88,500	Local	
Subtotal				\$647,500
2.03	\$1,115,400			
Subtotal				\$1,115,400
Total	\$3,493,600	\$5,767,220		\$9,260,820

¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

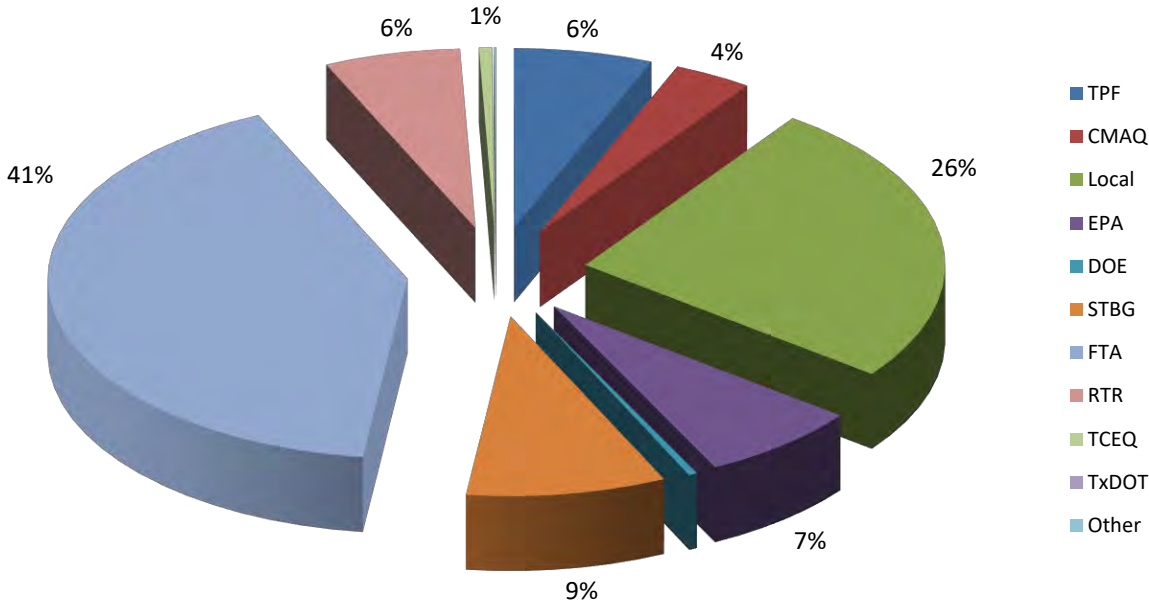


E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
3.01	\$2,648,400	\$1,888,000	RTR	
		\$1,218,400	STBG	
Subtotal				\$5,754,800
3.02	\$1,206,000	\$285,000	TCEQ	
		\$25,000	Local	
Subtotal				\$1,516,000
3.03		\$3,088,360	CMAQ	
		\$334,560	DOE	
		\$6,340,435	EPA	
		\$80,000	FHWA	
		\$16,208,475	Local	
		\$4,774,400	STBG	
		\$230,950	TCEQ	
Subtotal				\$31,057,180
3.04	\$1,604,700	\$850,000	FTA	
		\$300,000	RTR	
		\$1,854,500	STBG	
Subtotal				\$4,609,200
3.05		\$35,176,382	FTA	
		\$6,130,000	Local	
		\$3,167,400	RTR	
Subtotal				\$44,473,782
Total	\$5,459,100	\$81,951,862		\$87,410,962

¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

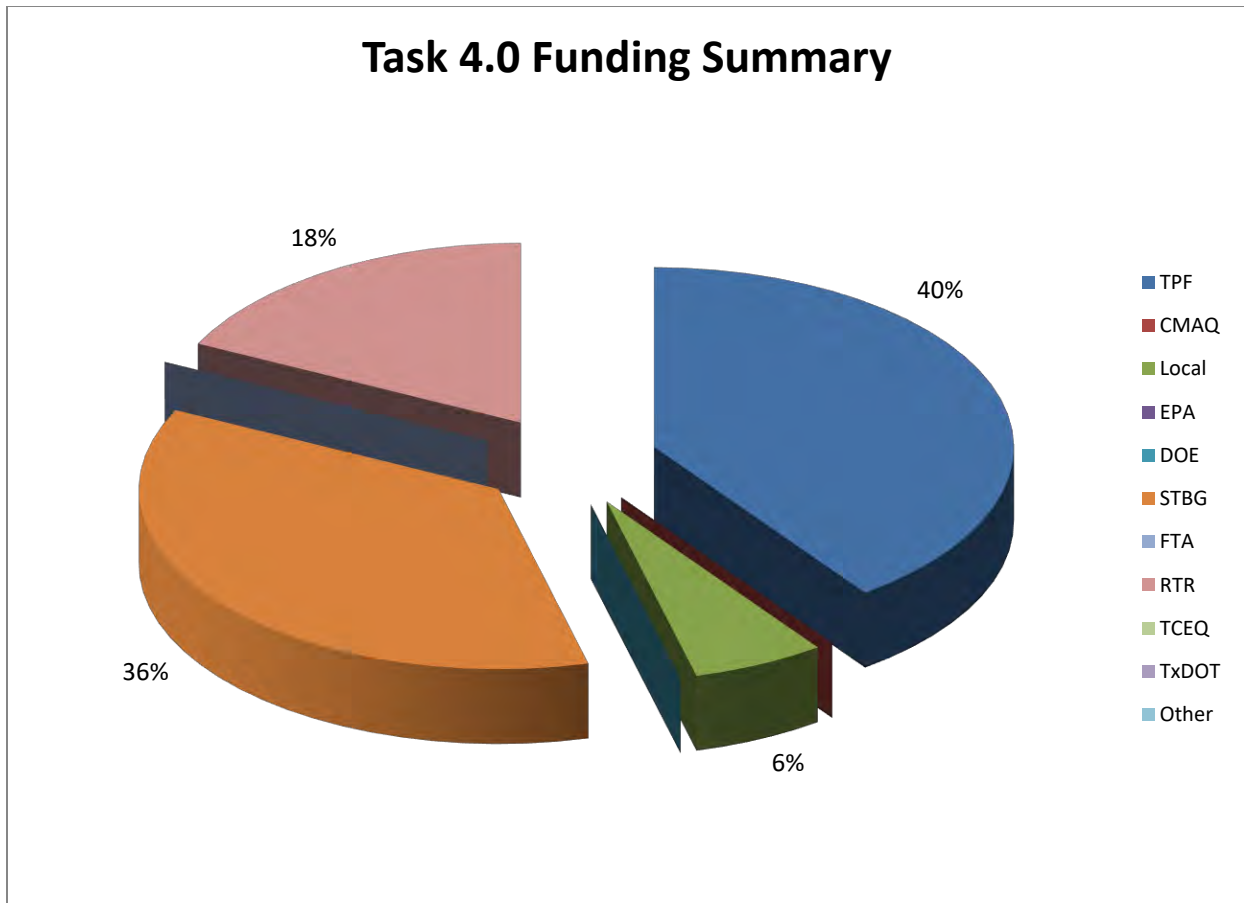
Task 3.0 Funding Summary



E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
4.01	\$2,285,100			
Subtotal				\$2,285,100
4.02	\$503,800	\$492,500	Local	
		\$1,468,180	RTR	
		\$3,000,000	STBG	
Subtotal				\$5,464,480
4.03	\$414,700			
Subtotal				\$414,700
4.04	\$108,700			
Subtotal				\$108,700
Total	\$3,312,300	\$4,960,680		\$8,272,980

¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.



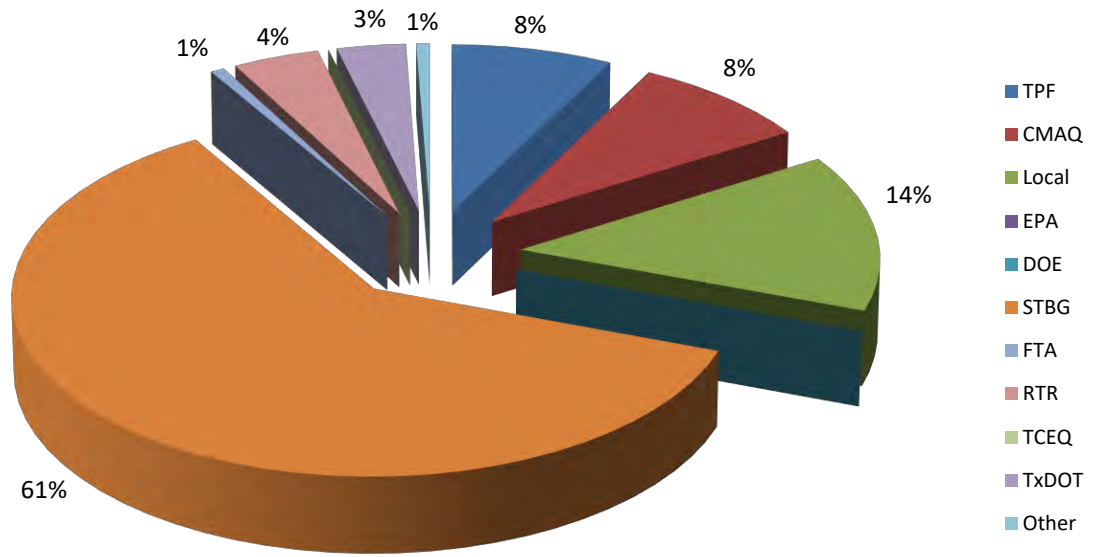
E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.01	\$1,209,500			
		\$736,700	Local	
		\$76,400	NTTA	
		\$2,575,600	RTR	
		\$17,045,400	STBG	
		\$200,000	TxDOT	
Subtotal				\$21,843,600
5.02	\$1,159,200			
		\$155,100	RTR	
Subtotal				\$1,314,300
5.03	\$837,000			
		\$557,500	CMAQ	
		\$529,800	FTA	
		\$2,010,665	Local	
		\$5,202,700	STBG	
Subtotal				\$9,137,665
5.04	\$311,400			
		\$350,000	STBG	
Subtotal				\$661,400
5.05	\$968,300			
		\$6,206,740	CMAQ	
		\$4,317,200	Local	
		\$547,900	RTR	
		\$12,540,105	STBG	
		\$2,338,885	TXDOT	
Subtotal				\$26,919,130
5.06	\$51,700			
		\$1,785,400	STBG	
Subtotal				\$1,837,100
5.07	\$60,700			
Subtotal				\$60,700
5.08	\$618,100			
		\$24,000	Local	
		\$725,280	STBG	
Subtotal				\$1,367,380
5.09	\$164,200			
		\$856,900	Local	
Subtotal				\$1,021,100

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.10		\$432,000	DOD	
		\$281,100	Local	
Subtotal				\$713,100
5.11	\$743,500	\$263,100	Local	
		\$122,500	CMAQ	
		\$11,171,240	STBG	
		\$64,975	TXDOT	
Subtotal				\$12,365,315
5.12		\$500,000	Local	
Subtotal				\$500,000
5.13		\$2,500,000	Local	
Subtotal				\$2,500,000
Total	\$6,123,600	\$74,117,190		\$80,240,790

¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

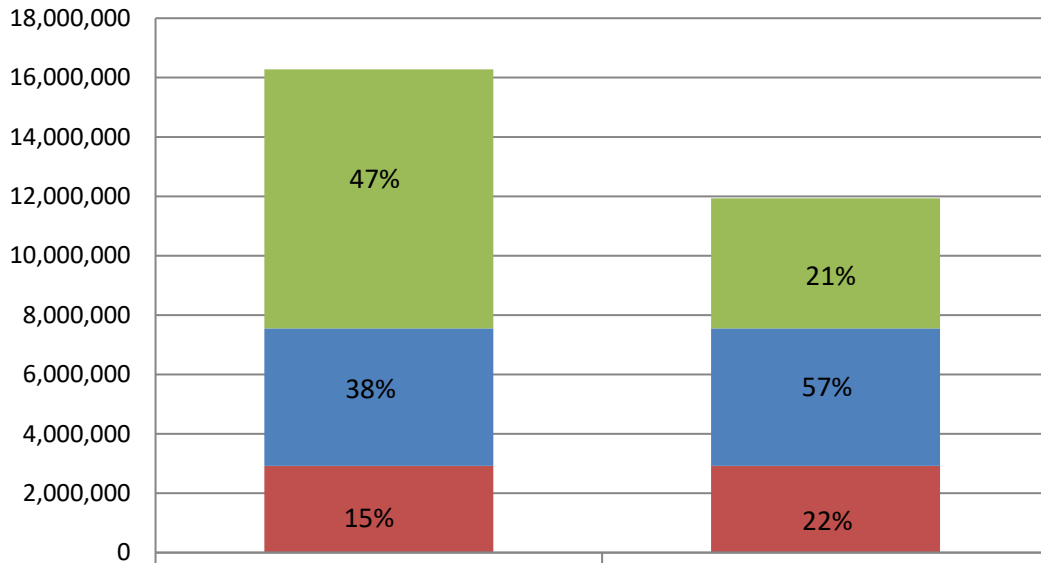
Task 5.0 Funding Summary



**EXHIBIT VIII-1
FY2020 AND FY2021 TPF PROGRAMMING SUMMARY**

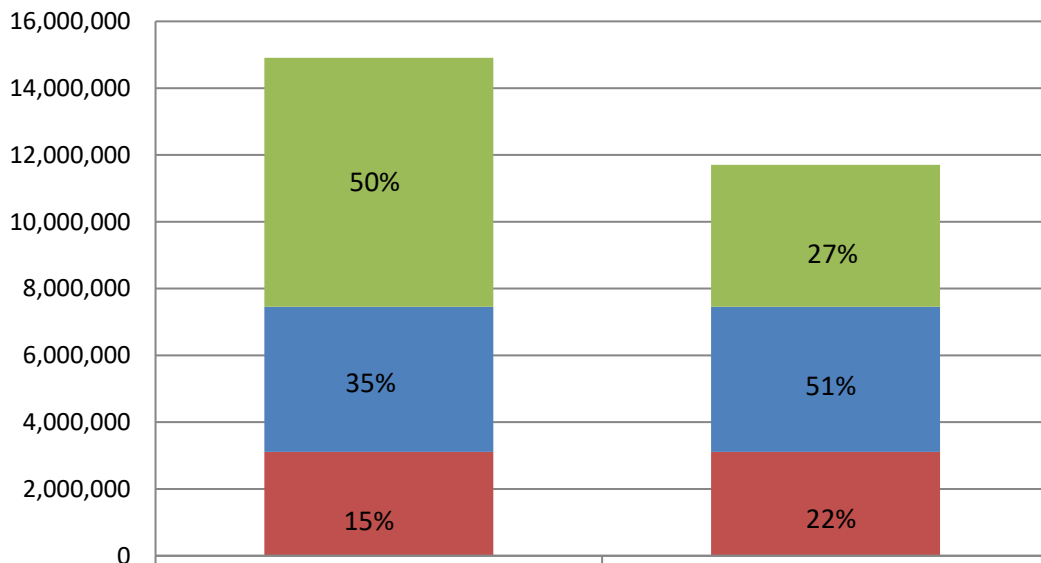
	FY2020		FY2021	
	Allocation	Programmed	Allocation	Programmed
FTA Section 5303	2,920,626	2,920,626	3,110,814	3,110,814
FHWA (PL-112)				
Carryover	4,629,455	4,629,455	4,344,050	4,344,050
New Allocation	8,728,069	4,384,019	7,455,075	4,248,236
Total TPF	16,278,150	11,934,100	14,909,939	11,703,100
Carryover		4,344,050		3,206,839
Two-Year Totals				
FTA Section 5303	6,031,440			
FHWA PL-112	20,812,599			
Total	26,844,039			
Programmed	23,637,200			
Carryover	3,206,839			

Summary of TPF 2020 Funding Levels



FHWA (PL-112)	8,728,069	4,384,019
Carryover	4,629,455	4,629,455
FTA (5303)	2,920,626	2,920,626

Summary of TPF 2021 Funding Levels

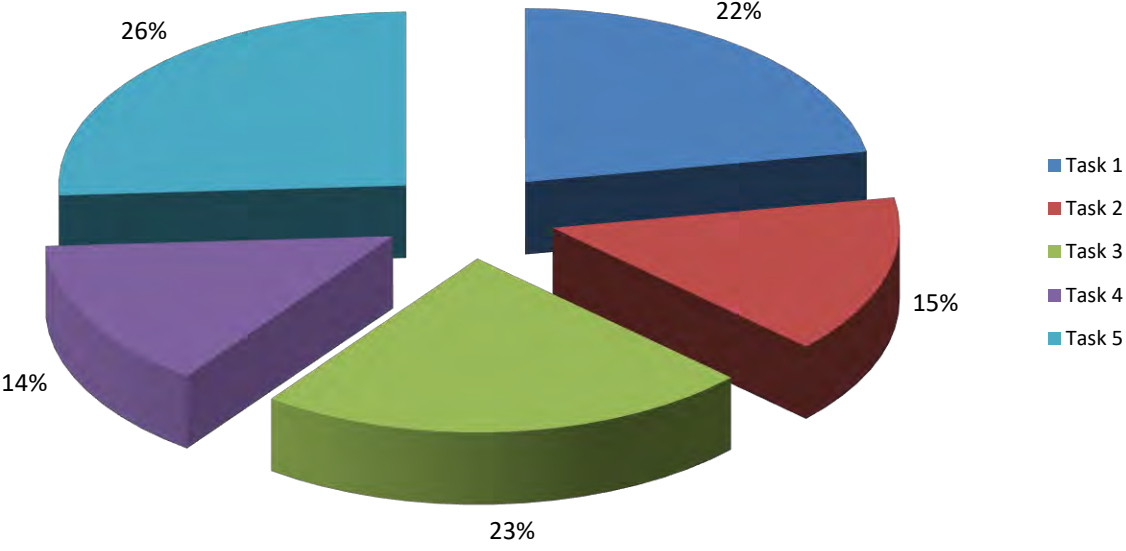


FHWA (PL-112)	7,455,075	4,248,236
Carryover	4,344,050	4,344,050
FTA (5303)	3,110,814	3,110,814

EXHIBIT VIII-2
FY2020 AND FY2021 ALLOCATION OF TRANSPORTATION PLANNING FUNDS

Subtask	Subtask Title	TPF		
		FY2020	FY2021	Total
1.01	Community Outreach	\$1,909,200	\$1,997,600	\$3,906,800
1.02	Program Administration	\$282,700	\$291,000	\$573,700
1.03	Fiscal Management and Information Systems	\$0	\$0	\$0
1.04	Computer System Applications and Data Management	\$480,500	\$287,600	\$768,100
	Task 1.0	\$2,672,400	\$2,576,200	\$5,248,600
2.01	Travel Forecasting Support	\$916,000	\$903,200	\$1,819,200
2.02	Transportation Data Development	\$319,800	\$239,200	\$559,000
2.03	Demographic Data and Forecasts	\$602,300	\$513,100	\$1,115,400
	Task 2.0	\$1,838,100	\$1,655,500	\$3,493,600
3.01	Transportation Project Programming	\$1,226,700	\$1,421,700	\$2,648,400
3.02	Regional Air Quality Planning	\$538,300	\$667,700	\$1,206,000
3.03	Air Quality Management and Operations	\$0	\$0	\$0
3.04	Public Transportation Planning and Management Studies	\$817,800	\$786,900	\$1,604,700
3.05	Transit Operations	\$0	\$0	\$0
	Task 3.0	\$2,582,800	\$2,876,300	\$5,459,100
4.01	Metropolitan Transportation Plan	\$1,152,800	\$1,132,300	\$2,285,100
4.02	Coordination of Transportation and Environmental Planning Processes	\$247,800	\$256,000	\$503,800
4.03	Ensuring Nondiscrimination and Environmental Justice in MPO Planning/Program Activities	\$220,600	\$194,100	\$414,700
4.04	Performance Based Planning & Coordination	\$49,400	\$59,300	\$108,700
	Task 4.0	\$1,670,600	\$1,641,700	\$3,312,300
5.01	Regional Transportation Corridor Studies	\$625,000	\$584,500	\$1,209,500
5.02	Subarea Studies and Local Government Assistance	\$606,100	\$553,100	\$1,159,200
5.03	Land-Use/Transportation Initiatives	\$445,900	\$391,100	\$837,000
5.04	Transportation Asset Management	\$154,400	\$157,000	\$311,400
5.05	Congestion Management Planning and Operations	\$503,100	\$465,200	\$968,300
5.06	Regional Freight Planning	\$7,700	\$44,000	\$51,700
5.07	Transportation System Security and Emergency Preparedness	\$29,200	\$31,500	\$60,700
5.08	Roadway and Railroad Safety	\$306,100	\$312,000	\$618,100
5.09	Regional Aviation Planning and Education	\$80,400	\$83,800	\$164,200
5.10	Regional Military and Community Coordination	\$0	\$0	\$0
5.11	Automated Vehicle Technologies	\$412,300	\$331,200	\$743,500
5.12	Red River Navigation System Feasibility Study	\$0	\$0	\$0
5.13	North Texas Center for Mobility Technology	\$0	\$0	\$0
	Task 5.0	\$3,170,200	\$2,953,400	\$6,123,600
	FUNDING TOTALS	\$11,934,100	\$11,703,100	\$23,637,200

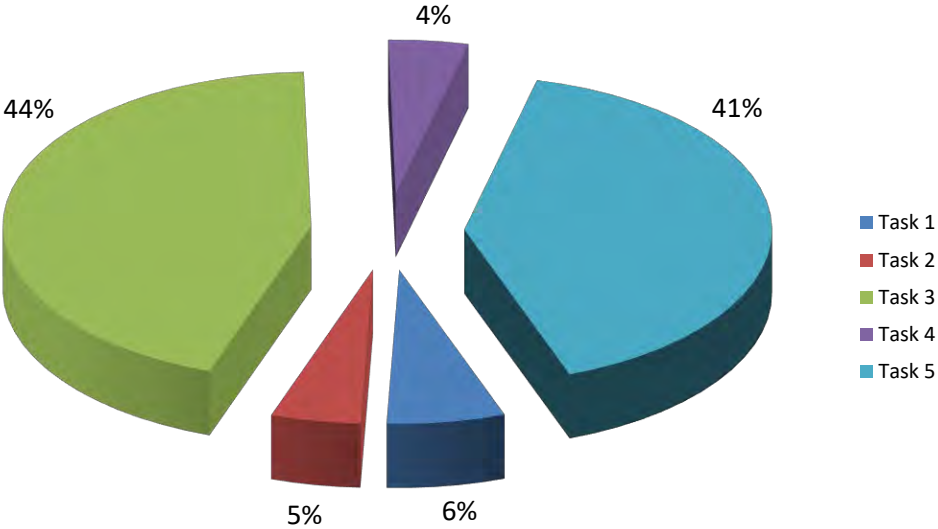
Transportation Planning Funds (TPF) Summary by Task



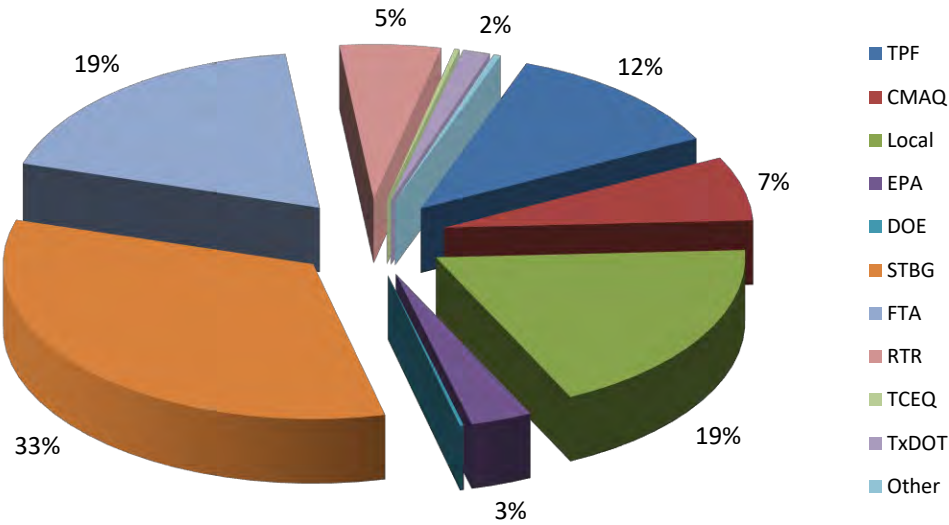
**EXHIBIT VIII-4
FY2020 AND FY2021 UPWP FUNDING SUMMARY**

Funding Source	Task 1.0 Administration	Task 2.0 Data Development	Task 3.0 Short Range Planning	Task 4.0 Metropolitan Transportation Planning	Task 5.0 Special Studies	Total
FTA Activities	44.21.00	44.22.00	44.24.00 44.25.00	44.23.01	44.23.02 44.24.00 44.22.00 44.27.00	
TPF	\$5,248,600	\$3,493,600	\$5,459,100	\$3,312,300	\$6,123,600	\$23,637,200
CMAQ	\$3,288,000	\$0	\$3,088,360	\$0	\$6,886,740	\$13,263,100
DOD	\$0	\$0	\$0	\$0	\$432,000	\$432,000
DOE	\$68,500	\$0	\$334,560	\$0	\$0	\$403,060
EPA	\$0	\$0	\$6,340,435	\$0	\$0	\$6,340,435
FAA	\$0	\$0	\$0	\$0	\$0	\$0
FHWA	\$0	\$0	\$80,000	\$0	\$0	\$80,000
FTA	\$0	\$188,600	\$36,026,382	\$0	\$529,800	\$36,744,782
HUD	\$0	\$0	\$0	\$0	\$0	\$0
Local	\$1,099,600	\$1,283,020	\$22,363,475	\$492,500	\$11,489,665	\$36,728,260
NCTCOG Local	\$143,800	\$0	\$0	\$0	\$0	\$143,800
NTTA	\$0	\$0	\$0	\$0	\$76,400	\$76,400
RTR	\$300,000	\$0	\$5,355,400	\$1,468,180	\$3,278,600	\$10,402,180
SECO	\$0	\$0	\$0	\$0	\$0	\$0
STBG	\$1,907,800	\$4,295,600	\$7,847,300	\$3,000,000	\$48,820,125	\$65,870,825
TBD	\$0	\$0	\$0	\$0	\$0	\$0
TCEQ	\$0	\$0	\$515,950	\$0	\$0	\$515,950
TxDOT	\$200,000	\$0	\$0	\$0	\$2,603,860	\$2,803,860
Subtotal	\$12,256,300	\$9,260,820	\$87,410,962	\$8,272,980	\$80,240,790	\$197,441,852

Summary of Funding by Task



Summary of Total Funding



Modifications to the FY2020 and FY2021 Unified Planning Work Program

**Surface Transportation Technical Committee
October 23, 2020**

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

Total Programming Increase from Transportation Planning Funds

UPWP Subtask	Funding Increase	
1.0 Administration and Management	\$ 95,300	Budget Adjustment
2.0 Transportation Data Development and Maintenance	\$109,000	Budget Adjustment
3.0 Short-range Planning and Programming, and Air Quality and Transit Operations	\$301,000 \$ 30,000	Budget Adjustment GHG Software Purchase
4.0 Metropolitan Transportation Plan	\$ 9,500	Budget Adjustment
5.0 Special Studies	(\$178,200)	Budget Adjustment
Total Increase	\$366,600	

Transportation Planning Funds Two-year Summary

Current Total FY2020 and FY2021 Transportation Planning Funds (FTA 5303 and FHWA PL)	\$26,620,017
Additional FY2021 FTA 5303	\$ <u>224,022</u>
New Total FY2020 and FY2021 Transportation Planning Funds (FTA 5303 and FHWA PL)	\$26,844,039
Prior Total Anticipated Expenditures for FY2020 and FY2021	\$23,270,600
Additional Funds Programmed for FY2020 and FY2021	\$ <u>366,600</u>
New Total Anticipated Expenditures for FY2020 and FY2021	\$23,637,200
New PL Balance to Carry Over to FY2022	\$ 3,206,839

*More detailed information on the budget is provided in Electronic Item 2.1.1.

Total Programming Increase from Other Sources

Funding Source	Additional Funding
Department of Defense	\$ 432,000
Department of Energy	\$ 120,000
Surface Transportation Block Grant Program	\$ 8,135,300
Regional Toll Revenue	\$ 107,000
Texas Department of Transportation	\$ 121,200
Texas Commission on Environmental Quality	\$ 185,000
Regional Transportation Council Local	\$ 3,553,400
Local	\$ 2,410,000
Total	\$15,063,900

Modification Schedule

October 12

Initiation of Online Public Outreach

October 23

**Action by Surface Transportation
Technical Committee**

November 12

**Action by Regional Transportation
Council**

November 19

Action by NCTCOG Executive Board

November 20

**Submittal of Modifications to Texas
Department of Transportation**

Requested STTC Action

Recommend RTC approval of:

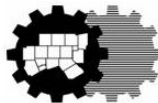
- **Proposed UPWP modifications outlined in Electronic Item 2.1.1**
- **Direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications**

Unified Planning Work Program

Contact Information

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Vercie Pruitt-Jenkins
Administrative Program Coordinator
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VPruitt-Jenkins@nctcog.org

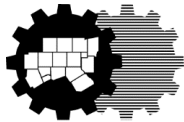


North Central Texas
Council of Governments
Transportation Department

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

Enhancing Freight and Passenger Rail Coordination: Clear Path™ Technology

Surface Transportation Technical Committee
October 23, 2020



**Collin Moffett, Transportation Planner
NCTCOG Transportation Department**



REGIONAL BENEFITS

Clear Path™ Technology would:

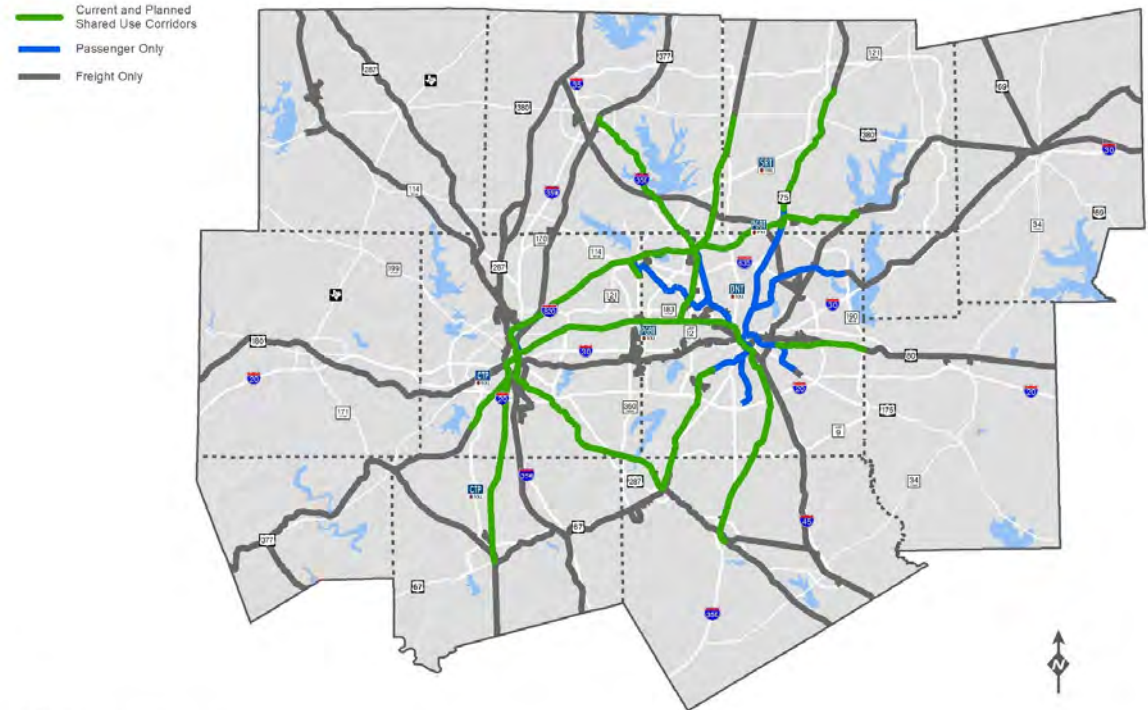
Assist with Freight and Passenger Train Interactions

Increase Planned Freight and Passenger Rail Growth

Identify Rail Bottlenecks

Enhance Long-Term Mobility Plan Projects – Road and Rail interactions

Importance of Clear Path™ In Shared Corridors



FUNDING TOTALS

Clear Path™ Technology	RTC Local	RTC (Federal)	BUILD Grant Federal	Regional Rail Agencies*	Total
Implementation, Operation & Maintenance	\$400,000	\$7,100,000	\$2,500,000	\$3,100,000	\$13,100,000
Total Requested for RTC Approval	\$7,500,000**				

*Cost Share to be determined by Potential Participating Regional Rail Agencies (BNSF Railway, Union Pacific Railroad, DART, Trinity Metro, Fort Worth and Western Railroad, Dallas Garland Northeastern Railroad, Denton County Transit Authority, Kansas City Southern)

**Amount subject to change based on continuing coordination with regional rail agencies

ACTION

Requested Action

Endorsement of RTC approval to fund the implementation of the Clear Path™ Technology system and approval for staff to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP, and other planning/administrative documents

CONTACT INFORMATION

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North Texas Center for Mobility Technologies:

Research Project Funding Standards

Thomas Bamonte, Senior Program Manager
Automated Vehicles Program

Surface Transportation Technical Committee
October 23, 2020



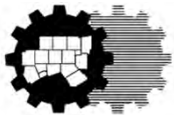
Background

February 2020: RTC approves \$2.5M in seed funding for university research projects in mobility technologies

- Goal: Provide R&D network for mobility-related companies (e.g., Hyperloop)
- North Texas universities have deep and wide-ranging research capabilities

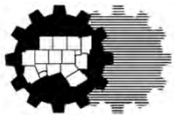
North Texas Center for Mobility Technologies (NTCMT) formed

- Comprised of DFW major research universities (UTA, UNT, UTD, SMU)
- Organized by Texas Research Alliance
- NCTCOG will sit on NTCMT advisory committees
- NTCMT will recommend research projects for NCTCOG funding
- Goal is for NTCMT to become self-sustaining initiative



Proposed Evaluation/Reporting Process

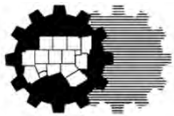
1. NTCMT submits research project proposal to NCTCOG for funding consideration, following NTCMT advisory board evaluation
2. NCTCOG staff subject matter expert(s) evaluate proposal
3. Funded research projects described in Director's Report (STTC and RTC)
4. Description includes NCTCOG contribution amount and how project meets selection criteria



Proposed Selection Criteria for Research Projects Advanced by NTCMT

Project must be:

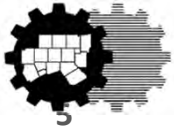
1. Sponsored by an outside party (e.g., industry);
2. Related to mobility technology;
3. Supported by contributions from industry sponsor and university; and
4. Advance a regional goal:
 - Improved access to jobs and other destinations
 - Environmental protection/resiliency
 - Economic development
 - Equity
 - Technology innovation leadership



STTC Action Requested

Recommendation for Regional Transportation Council (RTC)
approval of:

1. Research Project Funding Standards as outlined herein, and
2. Staff to administratively amend the TIP/STIP and other planning documents as required to effectuate the Standards.



Questions | Contact Information

Thomas Bamonte, NCTCOG

Senior Program Manager, Automated Vehicles

tbamonte@nctcog.org

[@TomBamonte](#)

COVID-19 #00X Infrastructure Program (Round 3)
Draft Funding Recommendations

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding							Comments	
								Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Regional Toll Revenue (RTR)	State	Local	Private	Transportation Development Credits		Total Proposed Funding
11	Fort Worth	Fort Worth	Butler Housing Project	Bounded by IH 35W, IH 30, and US 287	Improve accessibility to and from Butler Place property (Specific scope to be determined)	2024	C	\$0	\$10,000,000	\$0	\$0	\$0	\$0	2,000,000	\$10,000,000	City of Fort Worth MTP Policy Bundle Transportation Development Credits (TDC) to be utilized in lieu of a local cash match; Half of funding to be repaid by the City of Fort Worth over time (via future TIF district)
Subtotal								\$0	\$10,000,000	\$0	\$0	\$0	\$0	2,000,000	\$10,000,000	
12	Fort Worth	Fort Worth	East Rosedale	Bounded by Rosedale on the North, Liberty Street on the East, Pollard-Smith on the South, and Amanda Avenue on the West	Conduct sustainable development/context sensitive design/pavement review study near new Envision Center and Stop Six	2021	E	\$0	\$1,000,000	\$0	\$0	\$0	\$0	200,000	\$1,000,000	City of Fort Worth MTP Policy Bundle TDCs to be utilized in lieu of a local cash match
Subtotal								\$0	\$1,000,000	\$0	\$0	\$0	\$0	200,000	\$1,000,000	
13	NCTCOG	Various	Forest Hill Drive	Lon Stephenson Road to Shelby Road	Planning study of transportation, land use, and flooding; Engineering to reconstruct and widen from 2 lanes to 4 lanes with signal retiming and intersection improvements	2021	E	\$0	\$500,000	\$0	\$0	\$0	\$0	100,000	\$500,000	Regional TDCs to be utilized in lieu of a local cash match; Engineering funding in FY 2021 is for initial planning work that would identify necessary improvements; Engineering funding in FY 2023 to be used to develop engineering plans and environmentally clear the project; Project is within regional integrated stormwater management project
						2023	E	\$0	\$2,500,000	\$0	\$0	\$0	\$0	500,000	\$2,500,000	
Subtotal								\$0	\$3,000,000	\$0	\$0	\$0	\$0	600,000	\$3,000,000	
14	NCTCOG	Various	Regional LIDAR/Aerial Photography Data Collection	Regionwide	Expand scope of existing Regional Aerial Photography project to include Light Detection and Ranging (LIDAR) imagery to assist in regional planning efforts	2021	I	\$0	\$700,000	\$0	\$0	\$0	\$0	140,000	\$700,000	Regional TDCs to be utilized in lieu of a local cash match; Incorporate these funds into existing Regional Aerial Photography project (TIP 11615.3)
Subtotal								\$0	\$700,000	\$0	\$0	\$0	\$0	140,000	\$700,000	
15	NCTCOG	Various	Transit Partnership	Regionwide	COVID-19 Response, Insurance for Passenger Rail Integration onto Freight Lines, Engineering Funds for Passenger Rail/Roadway Interfaces, Next Generation High Intensity Bus Expansion, Review of Bus Stop Amenities, and Partnership with Class 1 Railroads on Passenger Rail Corridors (e.g., Burleson)	2021	I	\$0	\$25,000,000	\$0	\$0	\$0	\$0	5,000,000	\$25,000,000	Regional TDCs to be utilized in lieu of a local cash match; Distribution of funding among the scope elements to be brought back to the RTC for approval as details are finalized
Subtotal								\$0	\$25,000,000	\$0	\$0	\$0	\$0	5,000,000	\$25,000,000	
16	NCTCOG	Various	Regional Data Hub	DFW MPO Boundary	Deployment and adaptation of the CalTrans Transportation System Management and Operations Data Engine to improve operational efficiency on the region's roadways by integrating data sources, including Regional 511 and other traffic management and traveler information systems, and facilitating data sharing within the region; Includes NCTCOG staff time	2021	I	\$0	\$1,600,000	\$0	\$0	\$0	\$0	320,000	\$1,600,000	Regional TDCs to be utilized in lieu of a local cash match
Subtotal								\$0	\$1,600,000	\$0	\$0	\$0	\$0	320,000	\$1,600,000	
17	NCTCOG	Various	Pavement Condition on RTC-Focused (NHS) Off System Roadways	Regionwide	Review pavement scores and perform engineering to identify improvements to be made (response to federal performance measures)	2021	C	\$0	\$1,000,000	\$0	\$0	\$0	\$0	200,000	\$1,000,000	Regional TDCs to be utilized in lieu of local cash match
Subtotal								\$0	\$1,000,000	\$0	\$0	\$0	\$0	200,000	\$1,000,000	
18	TxDOT Fort Worth	Arlington	Tarrant County People/Goods Mover	Near State Highway	Engineering, testing, and construction of an automated cargo movement system to improve freight and goods movement	2021	E	\$0	\$2,000,000	\$0	\$0	\$0	\$0	400,000	\$2,000,000	Regional TDCs to be utilized in lieu of a local cash match
						2022	R	\$0	\$1,000,000	\$0	\$0	\$0	\$0	200,000	\$1,000,000	
						2023	C	\$0	\$8,000,000	\$0	\$0	\$0	\$0	1,600,000	\$8,000,000	
Subtotal								\$0	\$11,000,000	\$0	\$0	\$0	\$0	2,200,000	\$11,000,000	
19	TxDOT Fort Worth	Benbrook	US 377	At RM 2871	Construct intersection improvements	2023	C	\$0	\$4,000,000	\$0	\$1,000,000	\$0	\$0	-	\$5,000,000	
Subtotal								\$0	\$4,000,000	\$0	\$1,000,000	\$0	\$0	-	\$5,000,000	

**COVID-19 #00X Infrastructure Program (Round 3)
Draft Funding Recommendations**

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding								Comments
								Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Regional Toll Revenue (RTR)	State	Local	Private	Transportation Development Credits	Total Proposed Funding	
20	TxDOT Fort Worth	Forest Hill	Forest Hill Drive	At Forest Hill Circle and IH 20 Frontage Roads	Signal and intersection improvements, including signal retiming	2021	C	\$500,000	\$0	\$0	\$0	\$0	\$0	100,000	\$500,000	Regional TDCs to be utilized in lieu of a local cash match
Subtotal								\$500,000	\$0	\$0	\$0	\$0	\$0	100,000	\$500,000	
21	TxDOT Fort Worth	Fort Worth	Worth Creek Parkway	at Chisholm Trail Parkway	Construct interchange	2024	C	\$0	\$20,000,000	\$0	\$0	\$0	\$0	4,000,000	\$20,000,000	Regional TDCs to be utilized in lieu of a local cash match; Project may be expedited if it can be built earlier than 2024
Subtotal								\$0	\$20,000,000	\$0	\$0	\$0	\$0	4,000,000	\$20,000,000	
22	TxDOT Fort Worth	Various	IH 20	Lake Shore Drive to FM 1187	Installation of detectors, CCTV, fiber optic communication system	2023	C	\$2,720,000	\$0	\$0	\$680,000	\$0	\$0	-	\$3,400,000	
Subtotal								\$2,720,000	\$0	\$0	\$680,000	\$0	\$0	-	\$3,400,000	
23	TxDOT Fort Worth	Various	FM 156	At Industrial Blvd	Construct intersection improvements, including left and right turn lanes, and sidewalks	2021	E	\$0	\$0	\$0	\$0	\$0	\$299,108	-	\$299,108	Private sector developer to pay for cost of engineering; 20% match to be contributed by TxDOT, City of Fort Worth, and City of Saginaw; Construction cost includes 3 years of inflation at 4% per year
						2023	C	\$0	\$2,691,650	\$0	\$288,848	\$384,065	\$0	-	\$3,364,563	
Subtotal								\$0	\$2,691,650	\$0	\$288,848	\$384,065	\$299,108	-	\$3,663,671	
24	Weatherford	Weatherford	Waco Street/West Columbia Street	US 180 to FM 51/FM 171	Reconstruct and widen 2 lane roadway to 4 lane roadway, including intersection improvements at FM 51/West Columbia with new bicycle lanes and sidewalks	2022	E	\$0	\$1,061,160	\$0	\$48,840	\$0	\$0	212,232	\$1,110,000	State funds are match to funds for on-system intersection improvements; Regional TDCs to be utilized in lieu of a local cash match for the off-system project components; City of Weatherford to repay the region for local match
						2023	R	\$0	\$2,650,000	\$0	\$0	\$0	\$0	530,000	\$2,650,000	
						2024	C	\$0	\$6,672,880	\$0	\$307,120	\$0	\$0	1,150,304	\$6,980,000	
Subtotal								\$0	\$10,384,040	\$0	\$355,960	\$0	\$0	1,892,536	\$10,740,000	
25	Dallas	Dallas	Martin Luther King Blvd/TREC Project	From SH 352 to Lamar Avenue	Engineering to reroute truck traffic and to create a context sensitive design/road diet	2021	E	\$0	\$0	\$500,000	\$0	\$0	\$0	-	\$500,000	No match required; Environmental Justice project; RTR 121 - DA2 account funds
Subtotal								\$0	\$0	\$500,000	\$0	\$0	\$0	-	\$500,000	
26	Dallas	Dallas	Dallas Traffic Signal Project	Bounded by IH 35 on the West, IH 635 on the East and North, and Northwest Highway to the South; Hampton Road from Leath Street to Camp Wisdom; Lancaster Road from Elmore Avenue to Shellhorse Drive	Design and construct 22 signals in area damaged by 2019 tornado, 9 signals along Hampton Road, 13 signals along Lancaster; All signal work includes signal retiming	2021	E	\$0	\$2,350,000	\$0	\$0	\$587,500	\$0	-	\$2,937,500	CMAQ funds for signal retiming only; City of Dallas MTP Policy Bundle TDCs to be utilized in lieu of a local cash match for a portion of the project
						2022	C	\$220,000	\$11,730,000	\$0	\$0	\$1,535,000	\$0	1,162,000	\$13,485,000	
Subtotal								\$220,000	\$14,080,000	\$0	\$0	\$2,122,500	\$0	1,162,000	\$16,422,500	
27	Dallas	Dallas	High-Speed Rail/Cedars Planning Study	Bounded by Good Latimer on the East, Corinth on the South, the Trinity River on the West, and Young Street on the North	Planning study to look at potential improvements to the grid system over IH 30 and in the Cedars Neighborhood of Dallas, and to review the potential for placing buildings on top of IH 30; Includes preliminary engineering for improvements that come out of planning work	2021	E	\$0	\$4,000,000	\$0	\$0	\$1,000,000	\$0	-	\$5,000,000	
Subtotal								\$0	\$4,000,000	\$0	\$0	\$1,000,000	\$0	-	\$5,000,000	
28	Dallas	Dallas	Pedestrian Routes to Rail Stations	At Dallas Zoo DART Station	Construct sidewalks and other pedestrian improvements at and around the Dallas Zoo DART Station/Southern Gateway Public Green and make system connections to the Perot Museum/Klyde Warren Park	2023	C	\$0	\$4,000,000	\$0	\$0	\$0	\$0	800,000	\$4,000,000	City of Dallas MTP Policy Bundle TDCs to be utilized in lieu of a local cash match; \$3.3M of the funds are for the Dallas Zoo DART Station with the balance for other connections
Subtotal								\$0	\$4,000,000	\$0	\$0	\$0	\$0	800,000	\$4,000,000	
29	Dallas	Dallas	Bicycle Master Plan	Citywide	Update citywide bicycle master plan; Project will include consultant work	2022	I	\$0	\$150,000	\$0	\$0	\$37,500	\$0	-	\$187,500	
Subtotal								\$0	\$150,000	\$0	\$0	\$37,500	\$0	-	\$187,500	
30	Dallas	Dallas	Fair Oaks Ave	Ridgecrest to Walnut Hill Lane	Implement bike lanes along Fair Oaks Ave	2024	C	\$350,000	\$0	\$0	\$0	\$87,500	\$0	-	\$437,500	
Subtotal								\$350,000	\$0	\$0	\$0	\$87,500	\$0	-	\$437,500	
31	Dallas County	Lancaster	Belt Line Road	At Sunrise Road	Realign offset intersection	2024	C	\$0	\$8,000,000	\$0	\$0	\$2,000,000	\$0	-	\$10,000,000	
Subtotal								\$0	\$8,000,000	\$0	\$0	\$2,000,000	\$0	-	\$10,000,000	
32	Dallas County	Mesquite	Lawson Road	South of Scyene Road to Scyene Road	Reconstruct from 2 lane asphalt to 2 lane concrete roadway with shoulders in order to improve safety	2022	ENV	\$0	\$0	\$160,000	\$0	\$40,000	\$0	-	\$200,000	\$1.3M of the RTC commitment 'repays' Dallas County for their local match contribution on the Klyde Warren Park Deck Expansion project; RTR 121 - DA2 account funds
						2022	E	\$0	\$0	\$320,000	\$0	\$80,000	\$0	-	\$400,000	
						2022	R	\$0	\$0	\$200,000	\$0	\$50,000	\$0	-	\$250,000	
						2023	C	\$0	\$0	\$2,249,728	\$0	\$562,432	\$0	-	\$2,812,160	
Subtotal								\$0	\$0	\$2,929,728	\$0	\$732,432	\$0	-	\$3,662,160	

**COVID-19 #00X Infrastructure Program (Round 3)
Draft Funding Recommendations**

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding							Comments	
								Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Regional Toll Revenue (RTR)	State	Local	Private	Transportation Development Credits		Total Proposed Funding
33	Denton	Denton	Hickory Creek Road	FM 1830 (Country Club Road) to Riverpass Drive	Reconstruct and widen from 2 to 4 lanes with shared use path, and intersection improvements at Riverpass Drive	2023	C	\$0	\$10,000,000	\$0	\$0	\$2,500,000	\$0	-	\$12,500,000	
Subtotal								\$0	\$10,000,000	\$0	\$0	\$2,500,000	\$0	-	\$12,500,000	
34	Farmers Branch	Farmers Branch	Valley View Lane	From Denton Road to Nestle Drive	Reconstruct from 6 to 4 lane divided roadway with on-street parking and sidewalks	2022	E	\$0	\$0	\$0	\$0	\$705,000	\$0	-	\$705,000	City of Farmers Branch MTP Policy Bundle TDCs to be utilized in lieu of a local cash match; Local contribution for engineering and utilities to be paid by the City of Farmers Branch; Local construction funding is for amenities that are not eligible for federal funds; City of Farmers Branch has also requested funding for betterments to IH 35E at Valley View Lane and Valwood Parkway, and staff proposes to fund eligible items as part of the IH 35E Phase 2 reconstruction project
						2023	U	\$0	\$0	\$0	\$0	\$280,500	\$0	-	\$280,500	
						2024	C	\$0	\$3,243,197	\$0	\$0	\$1,855,068	\$0	596,657	\$5,098,265	
Subtotal								\$0	\$3,243,197	\$0	\$0	\$2,840,568	\$0	596,657	\$6,083,765	
35	Farmers Branch	Farmers Branch	Denton Drive	Farmers Branch/Dallas City Limits to Rossford Street	Construct shared-use path	2024	C	\$2,641,715	\$0	\$0	\$0	\$463,830	\$0	528,343	\$3,105,545	City of Farmers Branch MTP Policy Bundle TDCs to be utilized in lieu of a local cash match; Local funding is for amenities that are not eligible for federal funds
Subtotal								\$2,641,715	\$0	\$0	\$0	\$463,830	\$0	528,343	\$3,105,545	
36	Frisco	Frisco	Panther Creek Parkway	Preston Road to Dallas North Tollway	Construct 0 to 6 lane roadway, including grade separation over rail line	2022	C	\$0	\$30,000,000	\$0	\$0	\$0	\$0	6,000,000	\$30,000,000	Regional TDCs to be utilized in lieu of a local cash match; Part of Collin County Partnership for US 380 with \$30M being returned to the RTC; Review railroad crossing partnership (closing)
Subtotal								\$0	\$30,000,000	\$0	\$0	\$0	\$0	6,000,000	\$30,000,000	
37	Garland	Garland	Pedestrian Routes to Rail Stations	At Garland Forest/Jupiter DART Station	Construct sidewalks and other pedestrian safety improvements at and around the Garland Forest/Jupiter DART Station	2023	C	\$0	\$5,000,000	\$0	\$0	\$0	\$0	1,000,000	\$5,000,000	City of Garland MTP Policy Bundle TDCs to be utilized in lieu of a local cash match
Subtotal								\$0	\$5,000,000	\$0	\$0	\$0	\$0	1,000,000	\$5,000,000	
38	Grand Prairie	Grand Prairie	Main Street	At Jefferson Street	Construct roundabout	2022	E	\$268,349	\$0	\$0	\$67,087	\$335,436	\$0	-	\$670,872	Project to be funded through a 50/50 partnership between the RTC/TxDOT and Dallas County
						2023	C	\$2,763,651	\$0	\$0	\$690,913	\$3,454,564	\$0	-	\$6,909,128	
Subtotal								\$3,032,000	\$0	\$0	\$758,000	\$3,790,000	\$0	-	\$7,580,000	
39	Grand Prairie	Grand Prairie	Main Street	SH 161 to 6th Street NW	Reconstruct from 4 to 3/4 lanes with sidewalks	2021	E	\$0	\$0	\$0	\$0	\$454,400	\$0	-	\$454,400	100% of RTC funding would be loan; Grand Prairie to pay for engineering, utilities, and improvements to side streets adjacent to the corridor
						2023	U	\$0	\$0	\$0	\$0	\$100,000	\$0	-	\$100,000	
						2024	C	\$0	\$1,536,000	\$0	\$384,000	\$820,000	\$0	-	\$2,740,000	
Subtotal								\$0	\$1,536,000	\$0	\$384,000	\$1,374,400	\$0	-	\$3,294,400	
40	Grand Prairie	Grand Prairie	Main Street	6th Street NW to 5th Street NE	Reconstruct from 4 to 2/3 lanes with sidewalks, and on-street parking	2021	E	\$0	\$0	\$0	\$0	\$4,124,800	\$0	-	\$4,124,800	\$2,000,000 of RTC funding would be grant and rest would be a loan; Grand Prairie to pay for engineering, utilities, and improvements to side streets adjacent to the corridor; Local funding for construction to be contributed by Grand Prairie and Dallas County
						2023	U	\$0	\$0	\$0	\$0	\$1,454,134	\$0	-	\$1,454,134	
						2024	C	\$540,320	\$10,405,676	\$0	\$2,736,499	\$10,643,371	\$0	-	\$24,325,866	
Subtotal								\$540,320	\$10,405,676	\$0	\$2,736,499	\$16,222,305	\$0	-	\$29,904,800	
41	Grand Prairie	Grand Prairie	Main Street	5th Street NE to Belt Line Road	Reconstruct from 4 to 2/3 lanes with sidewalks	2021	E	\$0	\$0	\$0	\$0	\$979,200	\$0	-	\$979,200	100% of RTC funding would be loan; Grand Prairie to pay for engineering, utilities, and improvements to side streets adjacent to the corridor
						2023	U	\$0	\$0	\$0	\$0	\$617,207	\$0	-	\$617,207	
						2024	C	\$0	\$2,481,280	\$0	\$620,320	\$2,401,193	\$0	-	\$5,502,793	
Subtotal								\$0	\$2,481,280	\$0	\$620,320	\$3,997,600	\$0	-	\$7,099,200	
42	McKinney	McKinney	Spur 399	Spur 399 Alignment at McKinney National Airport	Create airport runway extension opportunity to the north to enable realignment of thoroughfares	2021	C	\$0	\$0	\$30,000,000	\$0	\$0	\$0	\$0	\$30,000,000	RTR 121 - CC1 Account; Part of Collin County Partnership for US 380 with \$30M being returned to the RTC
Subtotal								\$0	\$0	\$30,000,000	\$0	\$0	\$0	-	\$30,000,000	
43	NCTCOG	Dallas	Midtown People Mover	Bounded by IH 635 to the South, Dallas North Tollway to the West, Preston Road to the East, and Spring Valley Road to the North	Engineering, testing, and construction of an automated peplemover system in the Dallas Midtown District	2021	E	\$0	\$2,000,000	\$0	\$0	\$0	\$0	400,000	\$2,000,000	Regional TDCs to be utilized in lieu of a local cash match
						2023	C	\$0	\$8,000,000	\$0	\$0	\$0	\$0	1,600,000	\$8,000,000	
Subtotal								\$0	\$10,000,000	\$0	\$0	\$0	\$0	2,000,000	\$10,000,000	
44	Richardson	Richardson	City of Richardson Adaptive Traffic Signals	Various locations in City of Richardson	Implementation of Phases 2 and 3 of the DALI autonomous traffic signal system	2021	I	\$0	\$0	\$150,000	\$0	\$0	\$0	\$0	\$150,000	City of Richardson is participating in the project using their own labor forces; RTR 121 - DA2 account funds
Subtotal								\$0	\$0	\$150,000	\$0	\$0	\$0	-	\$150,000	

**COVID-19 #00X Infrastructure Program (Round 3)
Draft Funding Recommendations**

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding							Comments	
								Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Regional Toll Revenue (RTR)	State	Local	Private	Transportation Development Credits		Total Proposed Funding
45	TxDOT Dallas	Various	SH 114	West of US 377 to East of IH 35W	Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 lane frontage roads	2022	C	\$0	\$24,000,000	\$0	\$6,000,000	\$0	\$0	-	\$30,000,000	Part of RTC/Denton County RTR/Federal Funding Exchange
Subtotal								\$0	\$24,000,000	\$0	\$6,000,000	\$0	\$0	-	\$30,000,000	
46	TxDOT Dallas	Various	US 175	IH 635 to SH 34	Installation of CCTV, DMS, and Vehicle Detection Units	2022	I	\$2,080,000	\$0	\$0	\$520,000	\$0	\$0	-	\$2,600,000	
Subtotal								\$2,080,000	\$0	\$0	\$520,000	\$0	\$0	-	\$2,600,000	
47	TxDOT Dallas	Various	IH 45	IH 20 to Dallas/Ellis County Line	Upgrade to fiber optic data transmission and deployment of additional CCTV	2023	I	\$2,500,000	\$0	\$0	\$625,000	\$0	\$0	-	\$3,125,000	
Subtotal								\$2,500,000	\$0	\$0	\$625,000	\$0	\$0	-	\$3,125,000	
48	TxDOT Dallas	Various	Various locations in Dallas County	IH 20 at Dallas/Tarrant County Line (EB), IH 30 at Dallas/Tarrant County Line (EB), IH 30 at Sylvan (WB), SH 183 at County Line Road (EB), US 75 at Haskell (NB and SB)	Installation of Dynamic Message Signs	2024	I	\$700,000	\$0	\$0	\$175,000	\$0	\$0	-	\$875,000	
Subtotal								\$700,000	\$0	\$0	\$175,000	\$0	\$0	-	\$875,000	
49	TxDOT Paris	Various	IH 30	West of FM 1903 to East of FM 1903	Reconstruct overpass and approaches	2022	C	\$0	\$5,474,219	\$0	\$1,368,555	\$0	\$0	-	\$6,842,774	Contingent cost overrun on existing RTC funded project in the 10 Year Plan
Subtotal								\$0	\$5,474,219	\$0	\$1,368,555	\$0	\$0	-	\$6,842,774	
50	TxDOT Paris	Various	IH 30	0.5 miles Southwest of Monty Stratton to 0.5 miles Northeast of Monty Stratton	Construct eastbound to westbound U-turn	2022	C	\$0	\$3,360,000	\$0	\$840,000	\$0	\$0	-	\$4,200,000	Fund project with Category 7 as the Texas Transportation Commission did not fund this project with Category 12 funds as part of the Regional 10 Year Plan/2021 Unified Transportation Program.
Subtotal								\$0	\$3,360,000	\$0	\$840,000	\$0	\$0	-	\$4,200,000	
Grand Total								\$15,284,035	\$226,106,062	\$33,579,728	\$16,352,182	\$37,552,700	\$299,108	28,739,536	\$329,173,815	

Funding Summary by Year			
	RTR	CMAQ	STBG
2021	\$30,650,000	\$500,000	\$40,150,000
2022	\$680,000	\$2,568,349	\$76,775,379
2023	\$2,249,728	\$7,983,651	\$46,841,650
2024	\$0	\$4,232,035	\$62,339,033
Total	\$33,579,728	\$15,284,035	\$226,106,062

West/East Split				
	West	East	West %	East %
CMAQ	\$3,220,000	\$12,064,035	21.07%	78.93%
STBG	\$90,375,690	\$135,730,372	39.97%	60.03%
RTR	\$0	\$33,579,728	0.00%	100.00%
Overall	\$93,595,690	\$181,374,135	34.04%	65.96%

COVID-19 INFRASTRUCTURE #OOX PROGRAM: ROUND 3

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

October 23, 2020

BACKGROUND

- Due to the recent COVID-19 outbreak, the economy has suffered large setbacks and there is an urgency to stimulate the economy.
- As was done in 2009, the idea is to inject much needed cash into the local and state economy using infrastructure investment.
- North Central Texas Council of Governments (NCTCOG) staff recommends funding a third round of projects that would benefit from expedited action.
- These projects meet one or more of the Regional Transportation Council (RTC) policies outlined in Mobility 2045 and/or assist in reaching the region's federal performance targets.
- Most of these projects have been the subject of discussions between NCTCOG staff and regional partners over the past several years and this action seeks to bring them to a conclusion.
- An additional round of project selection is proposed to start in the Spring 2021.

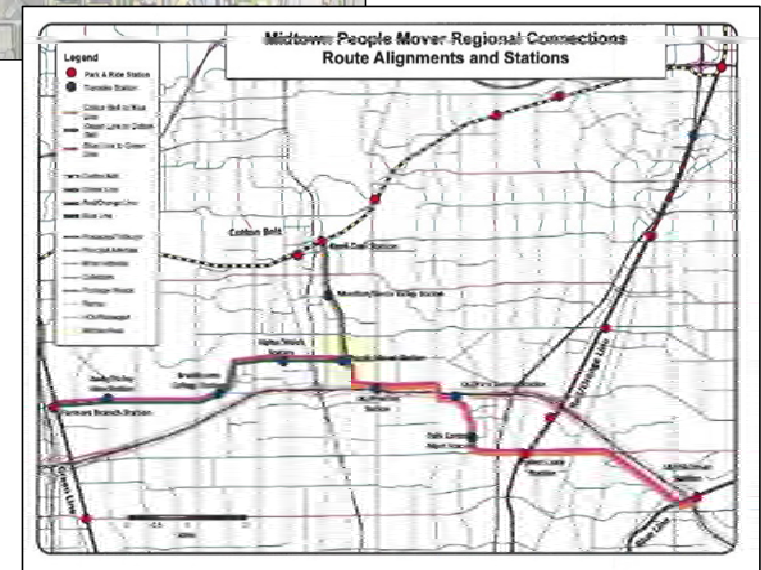
BUTLER PLACE

- City of Fort Worth, Fort Worth Housing Solutions, and NCTCOG staff have coordinated about redevelopment of and accessibility to/from Butler Place in Fort Worth.
- Funding was approved by the RTC in April 2019 for engineering and land acquisition for this project.
- Additional funding is proposed for transportation connections to the site
- Limits: Bounded by IH 35W, IH 30, and US 287
- Scope: Improve accessibility to and from Butler Place
- Funding:
 - \$10,000,000 Surface Transportation Block Grant (STBG) (matched with Transportation Development Credits (TDC))
 - Half of funding to be repaid to the RTC via Tax Increment Finance (TIF) revenues over time.
- RTC Policies/Federal Performance Measures Addressed: Accessibility, Infill Development



PEOPLE/GOODS MOVER SYSTEMS

- Staff has been working to advance the adoption of next-generation people/goods mover technologies in the region.
- Limits: Tarrant County near a State Highway and Dallas Midtown District (bounded by IH 635, Dallas North Tollway, Preston Road, and Spring Valley Road)
- Funding: \$10,000,000 STBG for each system (matched with Regional TDCs)
- Scope: Engineering, testing, and construction of automated cargo and people mover systems
- RTC Policies/Federal Performance Measures Addressed: Innovative Technology, Air Quality, Goods Movement, Public Transportation



INVESTMENTS IN TRANSIT

- COVID-19 has had substantial impacts on transit ridership and operations. Staff proposes to make investments in various transit initiatives to address these impacts and advance transit in the region.
- Funding: \$25,000,000 STBG (matched with Regional TDCs)
- Scope: Specific scopes to be determined, but will focus on these areas:
 - Response to COVID-19 impacts
 - Insurance for passenger rail integration onto freight lines
 - Engineering funds for passenger rail/roadway interfaces
 - Next generation high-intensity bus expansion
 - Review of bus stop amenities
 - Partnership(s) with Class 1 Railroads on passenger rail corridors
- RTC Policies/Federal Performance Measures Addressed: Transit, Air Quality, Freight



Image Provided By Getty

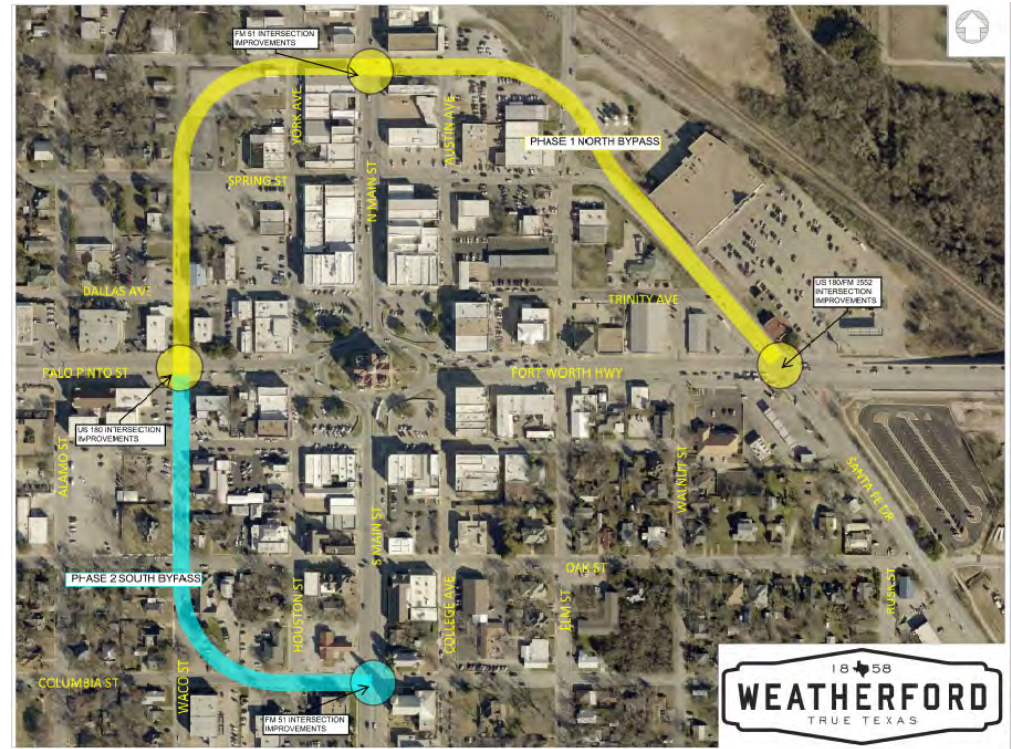
WORTH CREEK PARKWAY AT CHISHOLM TRAIL PARKWAY

- A new Tarleton State University campus has been constructed in South Fort Worth and NCTCOG has been working with local partners to implement an interchange to create better access to the school.
- Limits: Chisholm Trail Parkway at Worth Creek Parkway
- Scope: Construct interchange
- Funding: \$20,000,000 STBG (matched with Regional TDCs)
- RTC Policies/Federal Performance Measures Addressed: Mobility



WEATHERFORD DOWNTOWN BYPASS LOOP

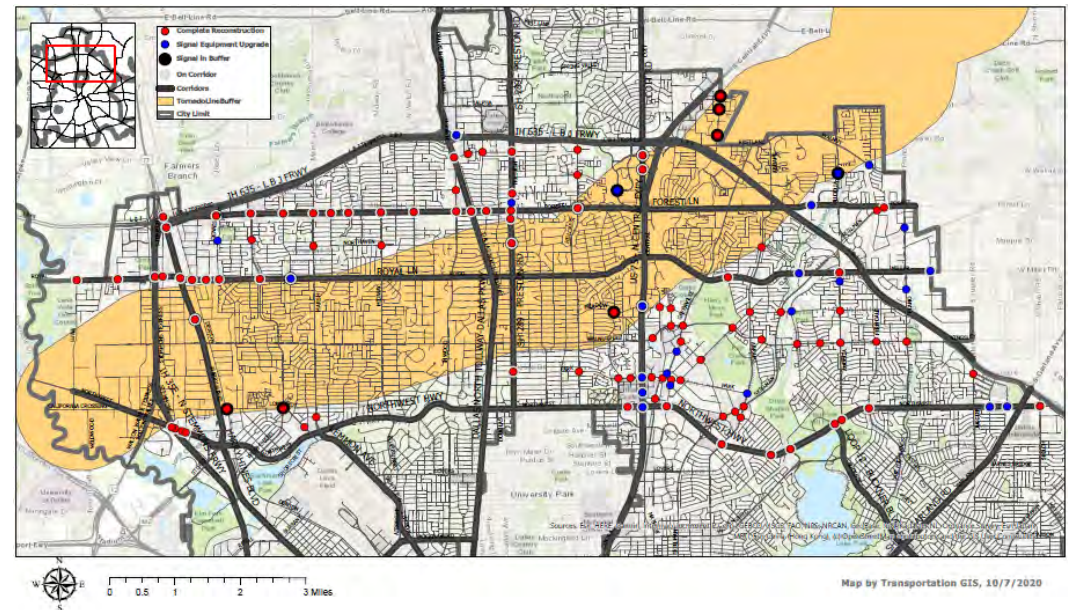
- NCTCOG, the City of Weatherford, and TxDOT Fort Worth have coordinated on a bypass loop around downtown Weatherford.
- The RTC previously funded the northern section of this bypass and funding is being proposed now for the southern section.
- Limits: Waco Street/West Columbia Street from US 180 to FM 51/FM 171
- Funding: \$10,384,040 STBG (matched with State funds and Regional TDCs)
- Scope: Reconstruct and widen 2 lane roadway to 4 lane roadway, including intersection improvements at FM 51/West Columbia with bicycle lanes and sidewalks
- RTC Policies/Federal Performance Measures Addressed: Mobility, Safety, Complete Streets



Source: City of Weatherford

CITY OF DALLAS TRAFFIC SIGNALS

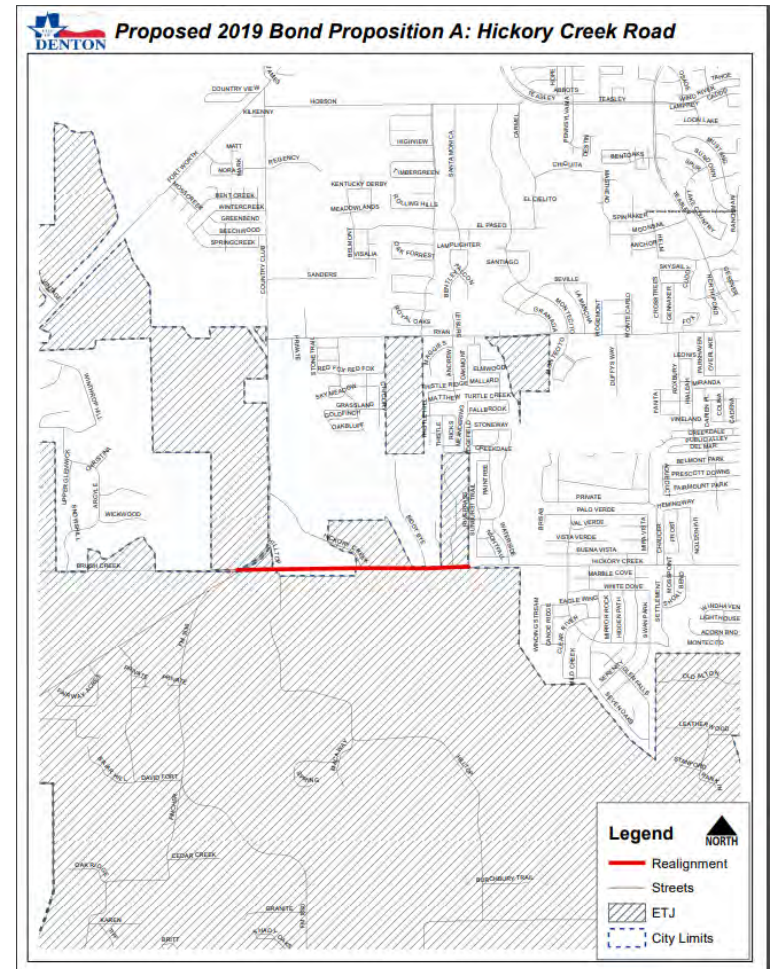
- In 2019, the City of Dallas sustained a significant amount of tornado damage to traffic signals. This project helps rebuild those signals and signals in two other corridors (Lancaster Rd and Hampton Rd).
- Scope: Design and construct 44 traffic signals, including signal re-timing
- Funding:
 - \$220,000 Congestion Mitigation and Air Quality Improvement Program (CMAQ)
 - \$14,080,000 STBG
 - \$2,122,500 Local match
 - Dallas Policy Bundle TDCs to match the remaining funds
- RTC Policies/Federal Performance Measures Addressed: Air Quality, Maintenance, Reliability, Mobility, Environmental Justice



Source: City of Dallas

HICKORY CREEK ROAD

- The City of Denton and Denton County wish to partner with the RTC on a project in the City's recently approved Bond program.
- Limits: Hickory Creek Road from FM 1830/Country Club Road to Riverpass Drive
- Scope: Reconstruct and widen from 2 to 4 lanes with sidewalks, and intersection improvements at Riverpass
- Funding: \$10,000,000 STBG (matched with \$2,500,000 of local cash)
- RTC Policies/Federal Performance Measures Addressed: Mobility, Safety



Source: City of Denton

SH 114 – DENTON COUNTY

- COVID-19 #00X Round 2 included a funding swap between Denton County and the RTC in which Denton County received federal funds in exchange for sending Regional Toll Revenue funds to the Western subregion.
- This project represents the second half of this exchange.
- Limits: SH 114 from US 377 to IH 35W (Segments 1 and 2 at right)
- Funding: \$24,000,000 STBG (matched with \$6,000,000 of State funds)
- Scope: Construct 0 to 6 main lanes;
Reconstruct and widen 4 to 4/6 lane frontage roads
- RTC Policies/Federal Performance Measures Addressed: Mobility, Reliability



Source: TxDOT Dallas District

COLLIN COUNTY FUNDING EXCHANGE

- NCTCOG continues to work with TxDOT and local government partners on the development of the US 380 project in Collin County.
- Both the US 380 and the North/South Roadway projects are critical to the RTC's implementation of the Regional 10 Year Plan in Collin County
- This proposal seeks to address two impacts that the future US 380 and associated connections to it will have.
- The partnership would only be needed if US 380 is constructed as a freeway.

PROPOSED PANTHER CREEK PARKWAY FUNDING PARTNERSHIP

- In order to prevent a water line relocation that runs through Frisco, TxDOT has proposed an alignment change for US 380 that reduces developable land in Frisco.
- In exchange for agreeing to this alignment change, Frisco has requested \$30M to fund an extension of Panther Creek Parkway from Preston Road to the Dallas North Tollway.
- Collin County would like to fund this improvement, but bond funds are not eligible for this project, and the County proposes the following:
 - Collin County has requested a funding exchange with the RTC
 - The RTC would fund the Panther Creek project with \$30M of STBG funding.
 - In exchange, \$30M of Category 2 funds would be taken off the US 380 project and would be replaced with \$30M of Collin County Bond funds.
- Costs above and beyond this \$30M on the Panther Creek Parkway project would be the responsibility of Frisco.

PROPOSED MCKINNEY AIRPORT FUNDING PARTNERSHIP

- McKinney has received a \$15M TxDOT grant for a runway extension at McKinney National Airport , which was originally planned to be extended to the south.
- Extending the runway to the north would reduce impacts to neighboring cities and give more flexible alignment options for the future extension of Spur 399 to US 380.
- An extension to the north will cost more than to the south.
- Collin County is willing to cover this cost, but cannot utilize bond funding on the project, so another funding exchange is being proposed.
 - The RTC would use \$30M of Regional Toll Revenue (RTR) funds to offset costs of the northern runway extension (as mitigation to the US 380 project)
 - In return, \$30M of Category 2 funding will be removed from the US 380 project and be replaced with \$30M of Collin County Bond funding.

ACTION REQUESTED

- Recommend RTC approval of:
 - The funded projects outlined in this presentation and the cost-revenue matrix in the mail out
 - The funding exchanges between the RTC, Collin County, and the cities of McKinney and Frisco
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other administrative/planning documents as needed.

QUESTIONS?

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CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING
INNOVATIVE PROJECTS DURING COVID
RECOVERY

Surface Transportation Technical Committee
October 2020

Michael Morris, PE
Director of Transportation



POLICY METRICS: CHANGING MOBILITY

METRIC 1: Travel behavior response to COVID-19

METRIC 2: Financial implications to traditional revenue sources

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

METRIC 4: Prioritization of infrastructure improvements that offset unemployment increases

Metric 1: TRAVEL BEHAVIOR RESPONSE TO COVID-19

TRAVEL BEHAVIOR BY MODE



Bicycle/Pedestrian (+36%, September)



Freeway Volumes (-8%, September)

Toll Road (-26%, July)

Airport Passengers (-53%, August)

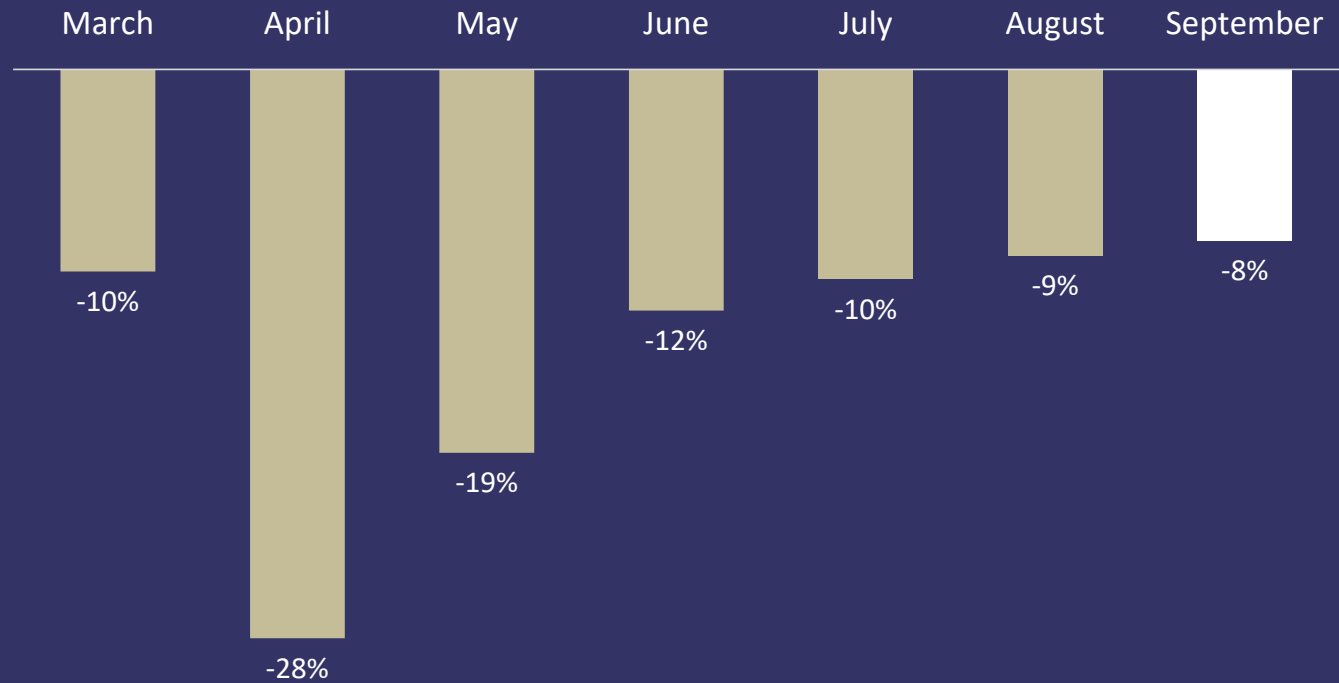
Transit Ridership (-57%, August)



ROADWAY TRENDS

Average Weekday
Freeway Volumes

Traffic Decrease vs 2019

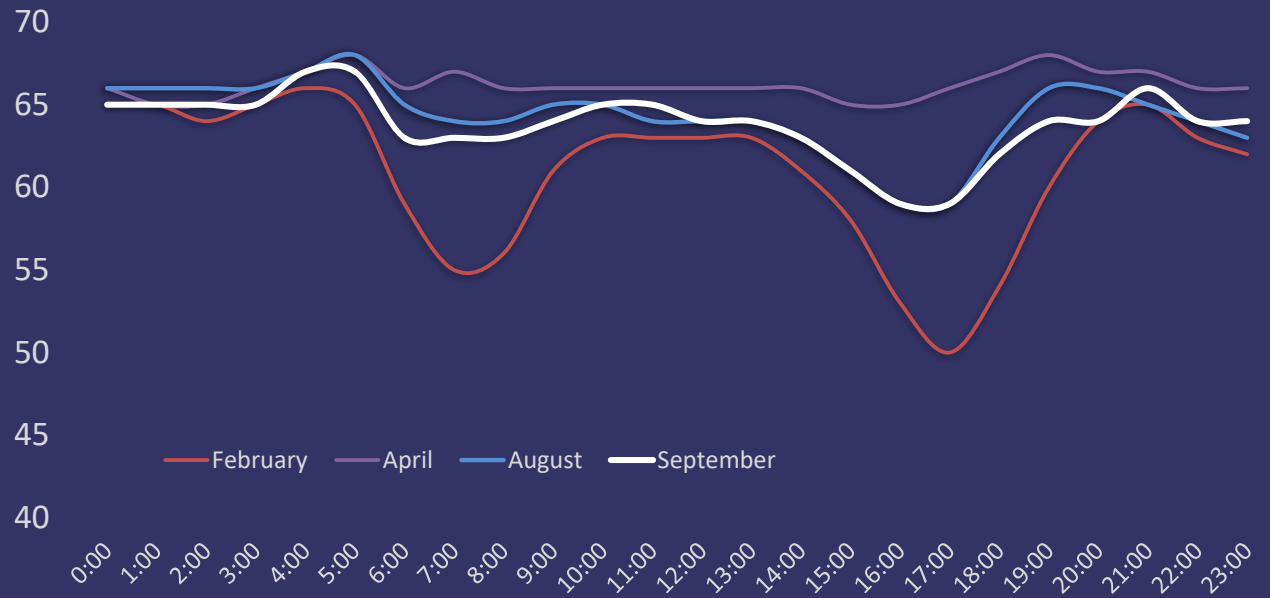


Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters

ROADWAY TRENDS

Regional Average Freeway Speeds

Average Weekday Speeds, Weighted by Traffic Volumes

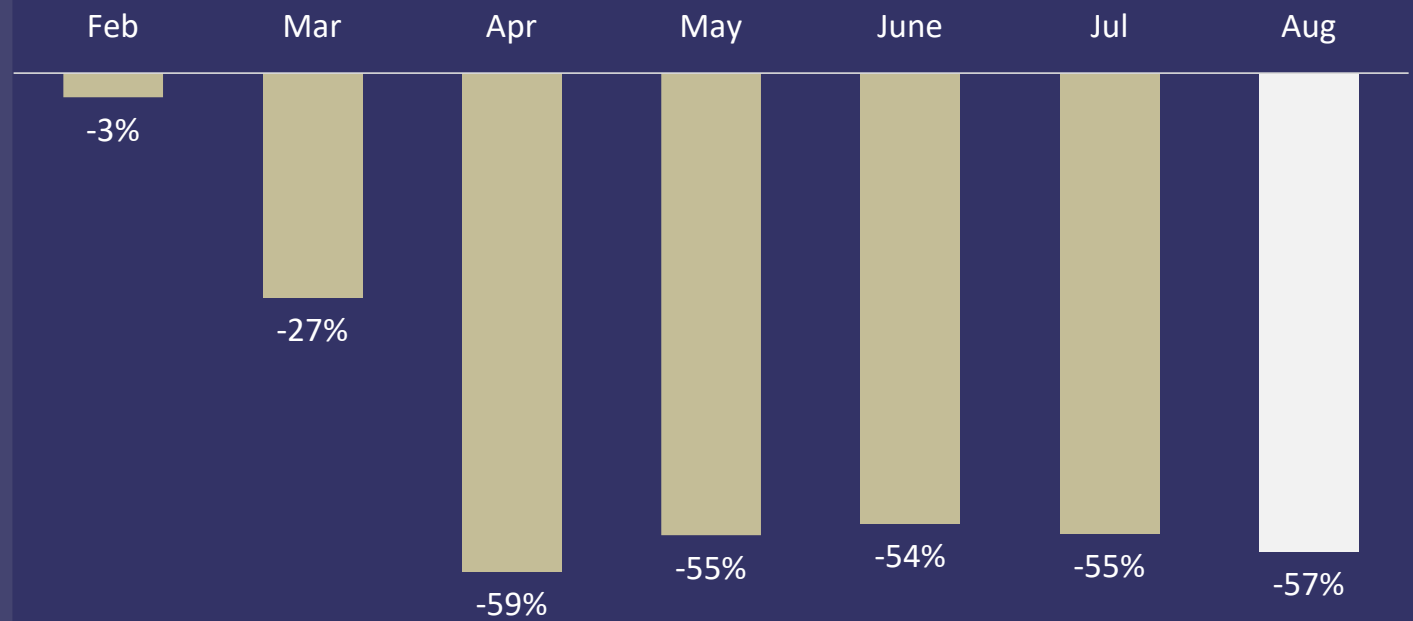


Source: TxDOT Sidefire Devices

TRANSIT IMPACTS

Weekday Ridership

Passenger Decrease : 2019 vs 2020

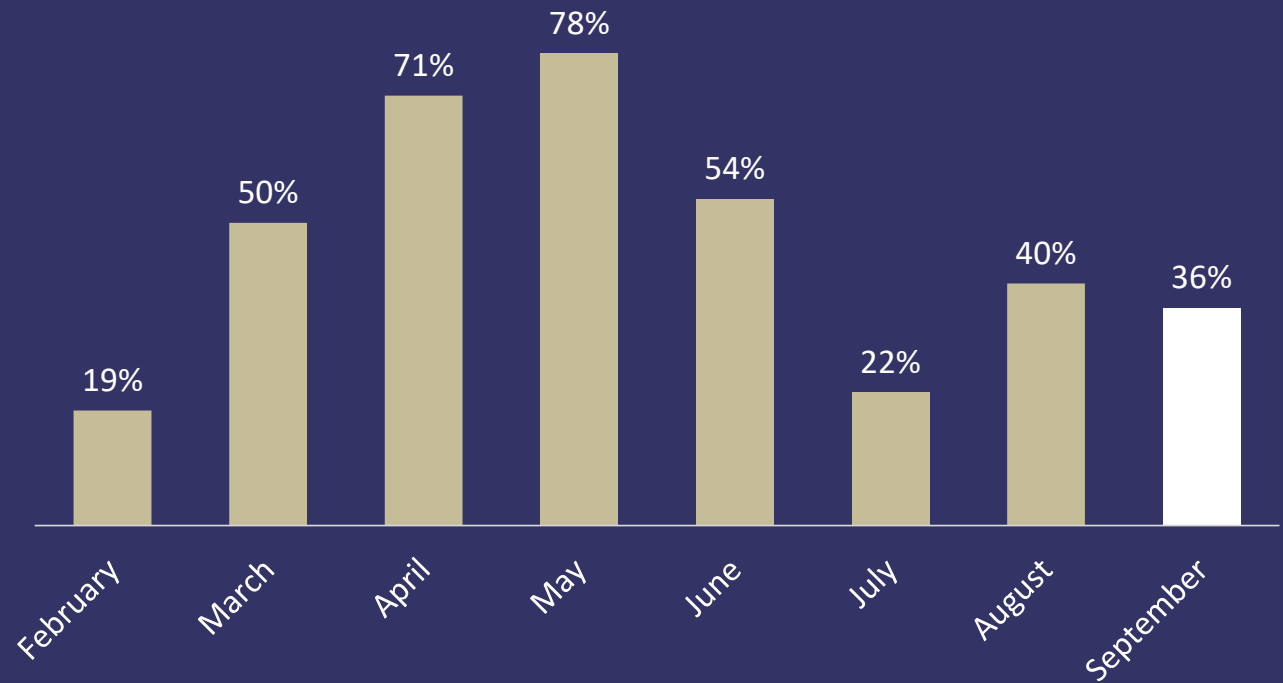


Source: DART, DCTA, and Trinity Metro

BICYCLE AND PEDESTRIAN IMPACTS

Trail Counts

Increase in Full Week Trail Usage : 2019 vs 2020

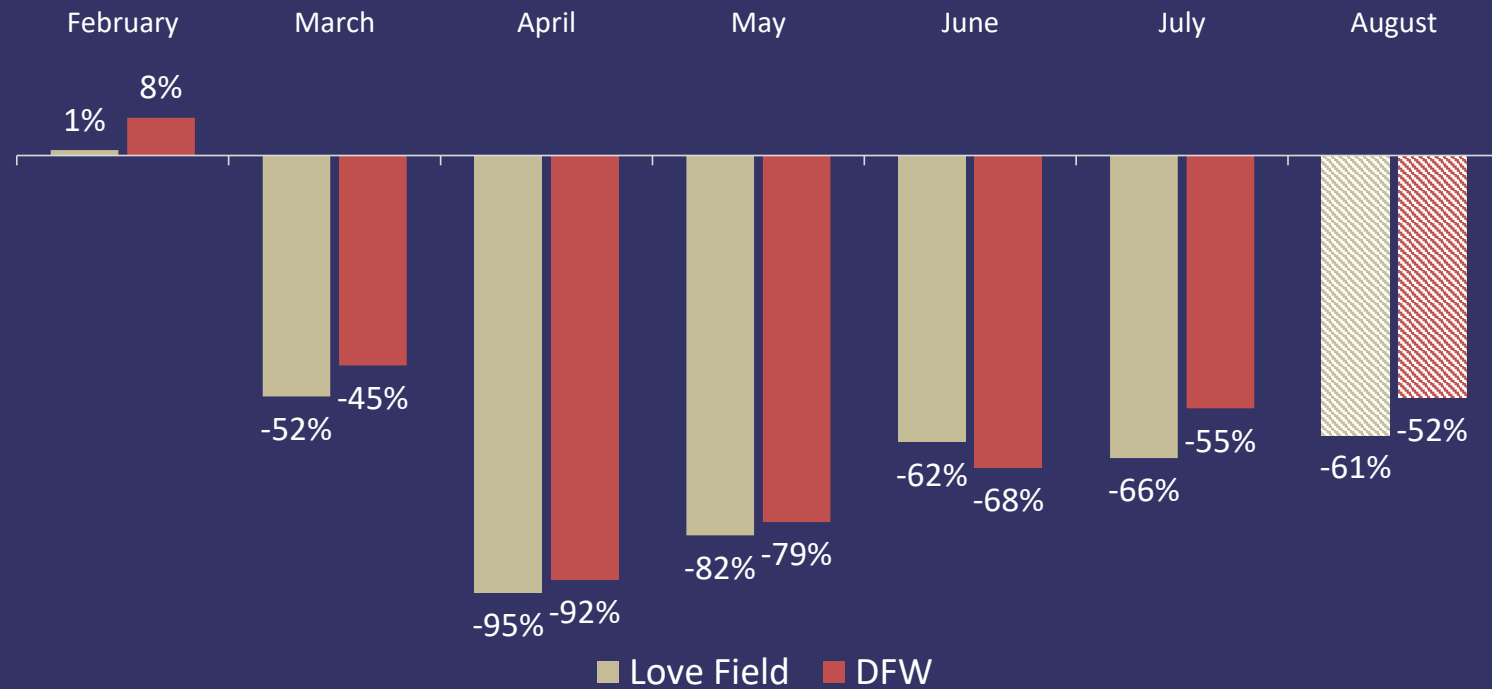


Source: NCTCOG - collected at 8 sites located in Plano, North Richland Hills, Denton, Dallas, Fort Worth, and Allen.
Note: No adjustments for weather were applied.

AIRPORT TRENDS

Passengers

Change in Airport Passengers - 2019 vs 2020



Source: Dallas Love Field and DFWIA Websites

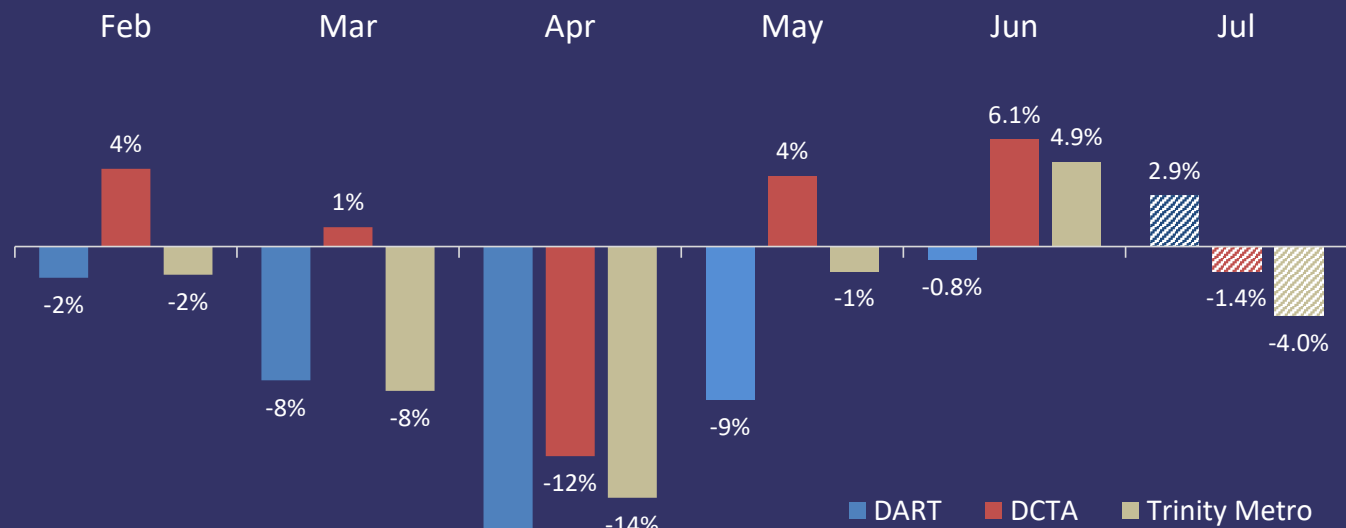
Metric 2:

FINANCIAL IMPLICATIONS TO TRADITIONAL TRANSPORTATION REVENUE

FUNDING IMPACT

Transit - Sales Tax Allocations

Sales Taxes Allocated For Transit: 2019 vs 2020

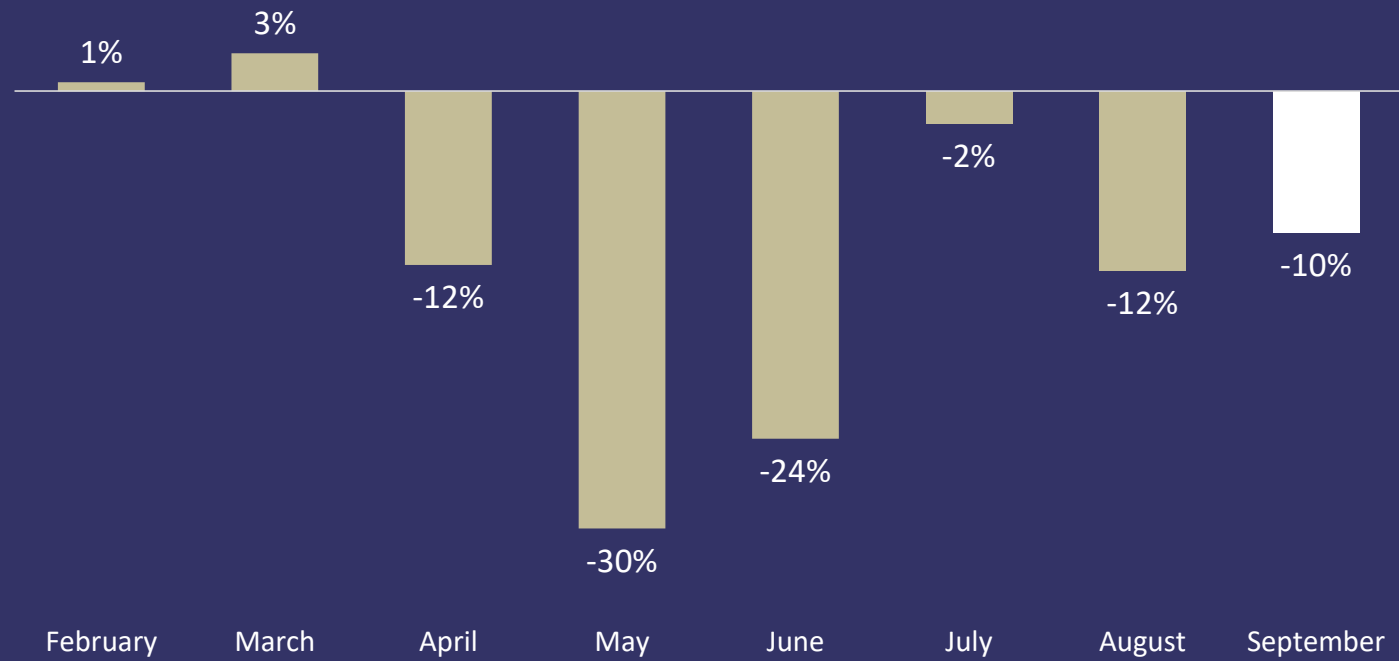


Source: DART, DCTA, and Trinity Metro

FUNDING IMPACT

Motor Fuel Tax
Decrease

Change in Motor Fuel Tax: 2019 vs 2020

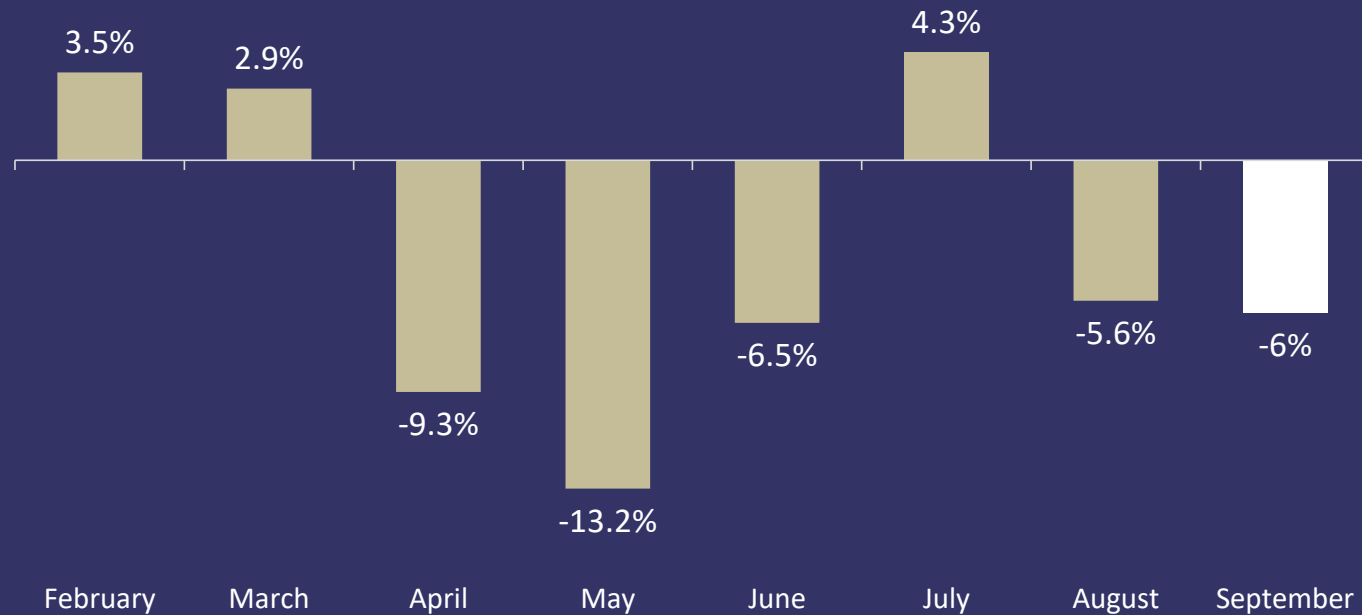


Source: Texas Comptroller of Public Accounts
Month reflects reporting data, not collection date

FUNDING IMPACT

Sales Tax
(Component of
Proposition 7¹)

Change in Sales Tax: 2019 vs 2020



Source: Texas Comptroller of Public Accounts

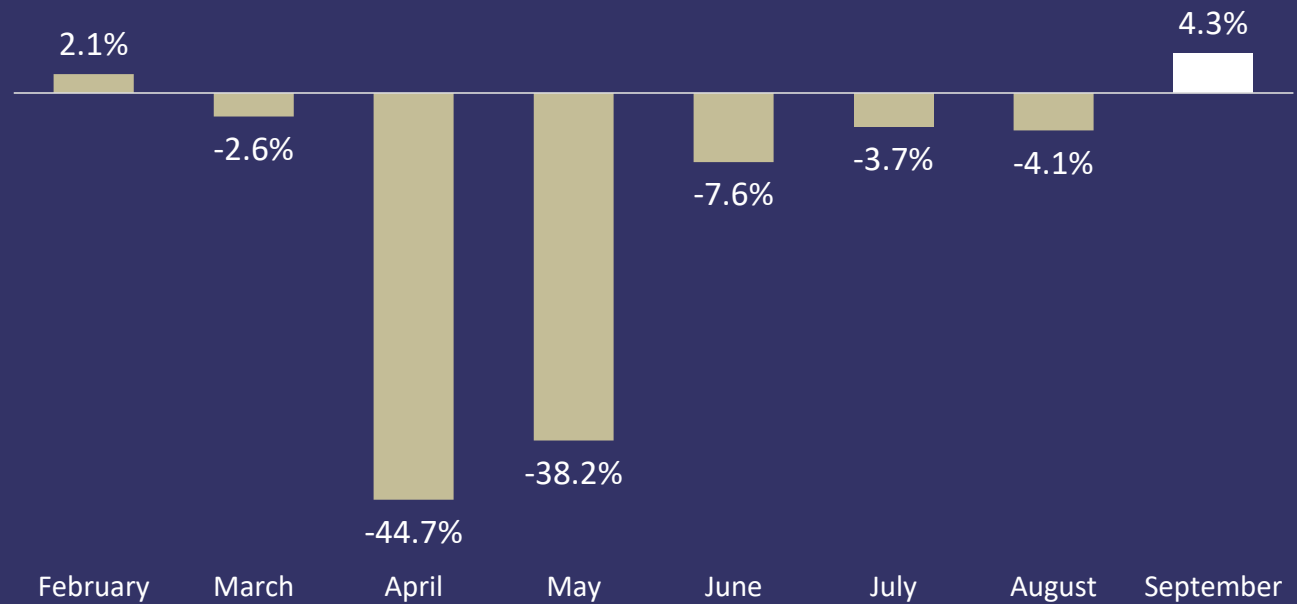
¹ Proposition 7 includes General State Sales Tax and Motor Vehicle Sales Tax

Month reflects reporting date, not collection date

FUNDING IMPACT

Motor Vehicle Sales
and Rental Tax
(Component of
Proposition 7¹)

Motor Vehicle Sales and Rental Tax
Change: 2019 vs 2020

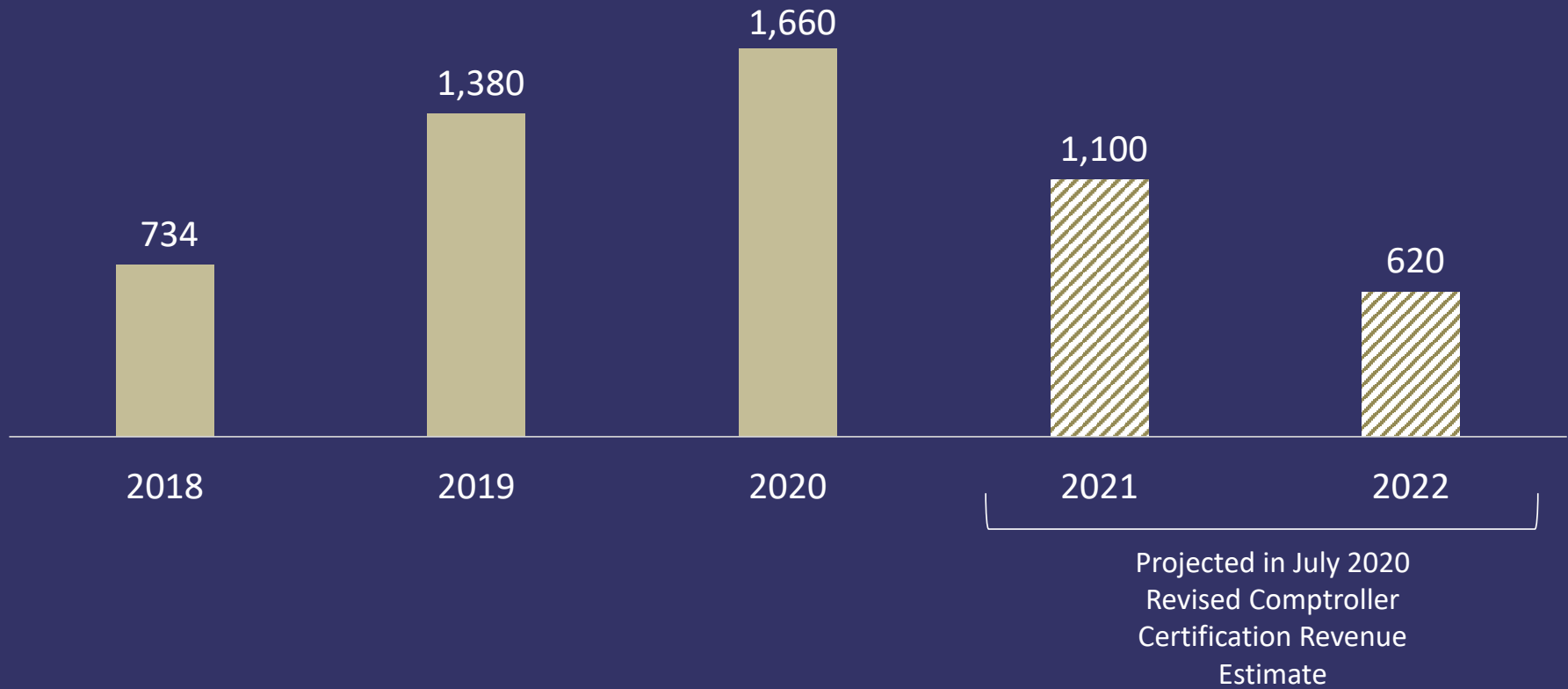


Source: Texas Comptroller of Public Accounts

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

Month reflects reporting date, not collection date

Proposition 1 (Oil & Gas Severance Tax) Transfers to the State Highway Fund, Millions

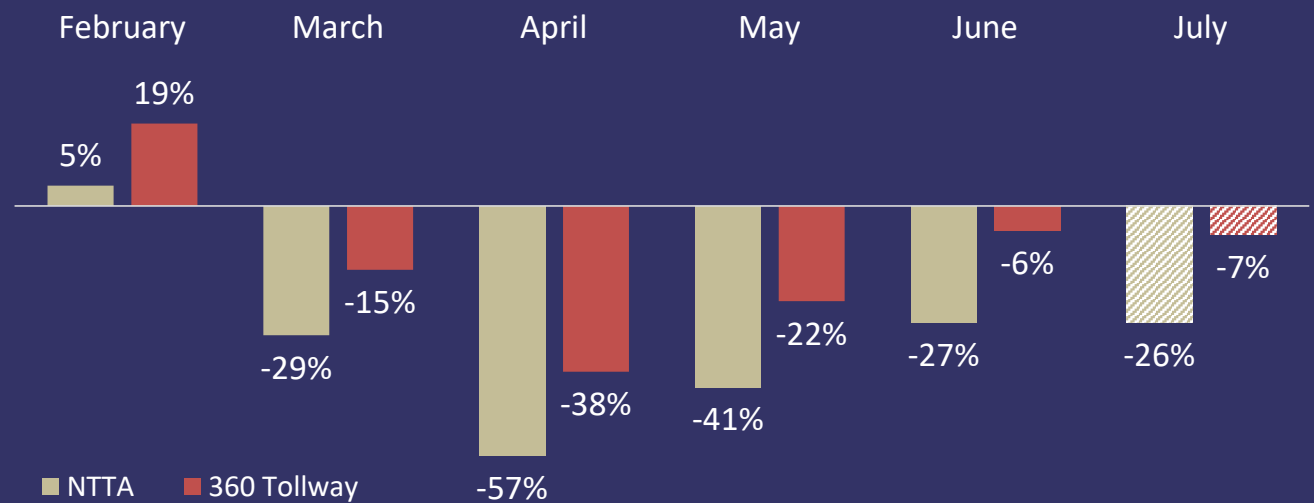


Source: Texas Comptroller of Public Accounts

FUNDING IMPACT

NTTA Transactions, Including SH 360

Change in Tollway Transactions: 2019 vs 2020



Source: NTTA

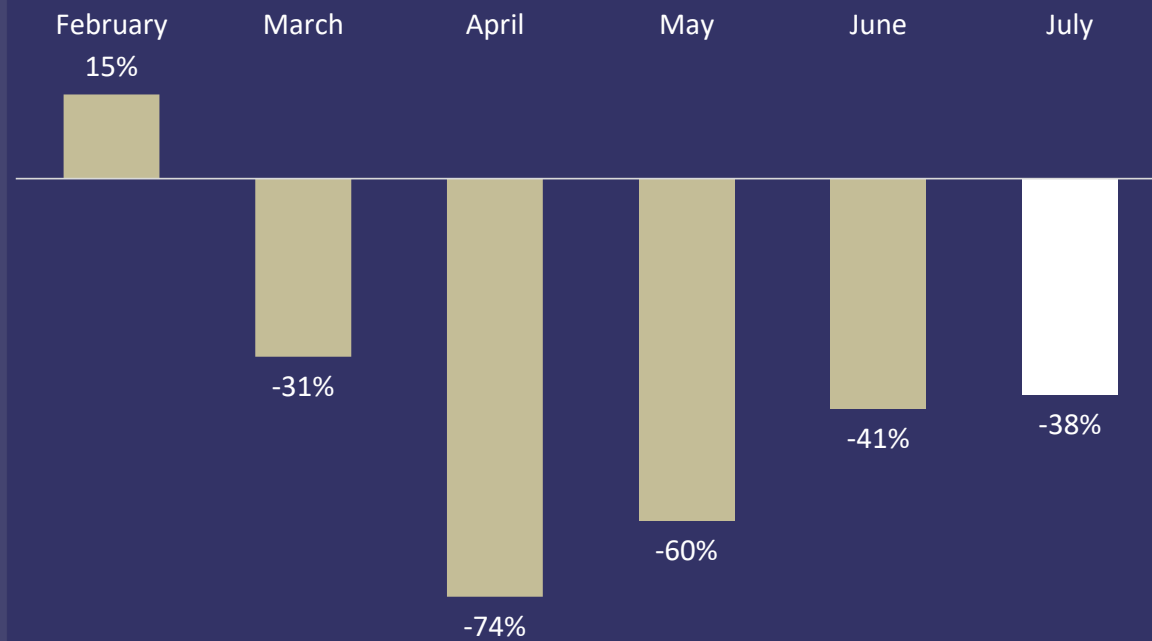
Note: Change for NTTA includes 360 Tollway

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

FUNDING IMPACT

I-35E TEXpress Lane Transactions

Change in Transactions: 2019 vs 2020



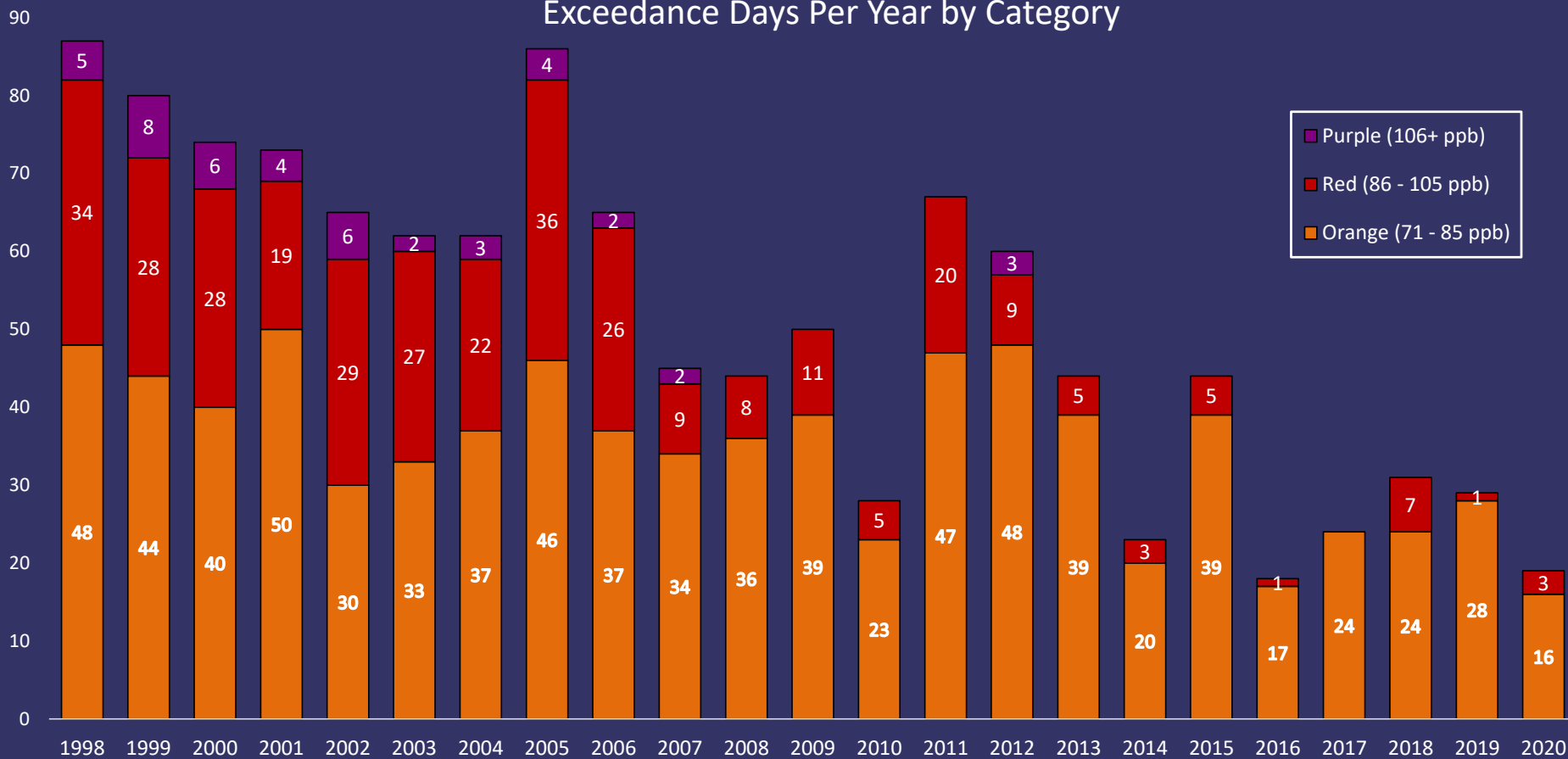
Source: TxDOT

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

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

8-HOUR OZONE NAAQS HISTORICAL TRENDS

Exceedance Days Per Year by Category



Source: Texas Commission on Environmental Quality

Exceedance Level indicates daily maximum eight-hour average ozone concentration as of August 18, 2020.

Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

Metric 4:

Prioritization of

infrastructure improvements

that offset unemployment

increases

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

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

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

Transportation impact on the economy

CANDIDATE PROJECTS

High Speed Rail: Dallas to Houston

High Speed Rail: Dallas to Fort Worth

Autonomous Transit (Tarrant, Midtown)

Technology (Freeway Induction Loops)

State Highway 183 (Section 2E+)

Y Connector (IH820/IH20)

COVID-19 #00X Program: Round 3





FINAL REPORT ON DFW CONNECTOR PILOT PROGRAM

Surface Transportation Technical Committee
October 23, 2020

Ken Kirkpatrick, Counsel for Transportation
Mindy Mize, Program Manager, Transportation Outreach & Education
Amanda Wilson, AICP, Program Manager, Public Involvement

BACKGROUND ON THE COLLECTION RISK

TxDOT Concession CDAs (NTE, LBJ)

Developer Entitled to Toll Transactions, Less Fees*

TxDOT/NTTA Tolling Services Agreement

NTTA Provides Toll Collection Services

NTTA Remits Tolls Collected, Less Fees* to TxDOT

Uncollected Tolls = Collection Risk

Developer is Entitled to Uncollected Tolls

Pay by Mail/ZipCash: Higher Collection Costs/Lower Collection Rates

TollTag: Lower Collection Costs/Higher Collection Rates

*** Transaction Fees**

WHO BEARS THE COLLECTION RISK?

FACILITY

COLLECTION RISK

NTE (IH 35W)

TxDOT

NTE (IH 820, SH 183)

NTTA

LBJ (IH 35E to US 75)

NTTA

Other Managed Lane Facilities

Public Sector



DFW CONNECTOR PILOT PROGRAM

TxDOT Requested RTC to Pay for Uncollected Tolls for IH 35W

RTC Approved Pilot Program in DFW Connector Corridor

Phase 1: Increase Surcharge to 90% to Increase TollTag Usage

Phase 2: Market Driven Approaches to Increase TollTag Usage



OBSERVATIONS FROM PHASE 1: INCREASE SURCHARGE

**Overall Traffic is Increasing
(TollTag and Pay By Mail Transactions)**

Pay By Mail Surcharge is at 90%

**Transaction Split Has Levelled out at ~70%/30%
(TollTag - 70%; Pay By Mail - 30%)**

NTE: ~65%/35%

LBJ: ~65%/35%

NTTA System: ~80%/20%

Need To Implement Market-Driven Approach To Increase TollTag Penetration Rate



PHASE 2 DETAILS

\$300,000 to Implement DFW Connector TollTag Marketing Efforts

Source of Funds: Regional Toll Revenues (Regional Pool)

Entered into an Agreement with North Texas Tollway Authority to Implement the Marketing Efforts



APPROVED MARKETING EFFORTS FOR DFW CONNECTOR PILOT PROGRAM

TollPerks for New TollTag Customers

Prize Giveaways

Preloaded TollTags to Targeted Areas

TollTag Sales at Inspection Stations in Targeted Areas

TollTag Sales at Car Dealerships in Targeted Areas



TOLLPERKS FOR NEW TOLLTAG CUSTOMERS

Concept

TollPerks Points can be Redeemed for Exclusive Rewards from Dallas-Fort Worth area Merchants

Additional TollPerks are Given to New TollTag Customers

TollTag Must be Tied to a Credit Card/Bank Account

Market in Concert with Prize Giveaway

Estimated Cost

See Prize Giveaway Information

PRIZE GIVEAWAYS

Concept

One or More Grand Prizes for a Vacation Destination or North Texas Area Sporting Team Given Away

New TollTag Customers are Entered into Drawing

TollTag Must be Tied to a Credit Card/Bank Account

Use Advertising Such as Billboards Along DFW Connector and Online/Digital Ads

Estimated Cost

Prize Pool: \$5,000

Marketing: \$40,000

TOLLPERKS & PRIZE GIVEAWAYS RESULTS

Implementation

Advertising of Promotion Along Corridor, Full Budget Utilized

New TollTag Customers Used Promo Code in TollPerks Program

8 New TollTag Accounts Tied to a Credit Card/Bank Account Redeemed Code (All From Prize Giveaway)

- Overall Increase of 9,485 TollTag Accounts During Promotion**
- 1 Redemption From High ZipCash Transaction Zip Code**

Recommendation

These Promotions Were Not Successful, Do Not Recommend in Future

Ongoing, Frequent Education Needed On Benefits Of TollTags to ZipCash Customers

PRELOADED TOLLTAGS TO TARGETED AREAS

Concept

Preloaded TollTags are Offered to High Use ZipCash Customers in Average to Low Income Zip Codes Using the DFW Connector

\$20 Credit is Offered, but TollTag Must be Tied to a Credit Card/Bank Account

Use Direct Mail Piece to Advertise to Target Group of ZipCash Users on DFW Connector

Target 10,000 Users

Estimated Costs

Incentives up to \$200,000

Staff/Marketing up to \$30,000

PRELOADED TOLLTAGS RESULTS

Implementation

NTTA Tested Direct Mail and ZipCash Bill Inserts To Targeted Zip Codes (Total of 18,000 Sent) in English and Spanish

27 New TollTag Accounts Using Promo Code (Received \$20 Incentive)

Additional 475 TollTag Accounts Created by Promo Recipients, Without Redeeming Code

Full Budget Not Utilized; Funds To Be Returned to RTR Regional Pool

ZipCash Insert Had More New Accounts Than Direct Mail, Regardless if Promo Code Was Redeemed

PRELOADED TOLLTAGS RESULTS, CONTINUED

Implementation, Continued

Retention Rate (Account Still Active At One Year Mark):

Redeemed Promo Code: 26%

Did Not Redeem: 98%

Recommendation

This Promotion Was Not Successful, Do Not Recommend In Future

Regular Messaging on Benefits of TollTags May Be More Successful

TOLLTAG SALES AT INSPECTION STATIONS IN TARGETED AREAS

Concept

TollTag Package are Offered to Customers Going Through Annual Inspection Process

TollTag Must be Tied to a Credit Card/Bank Account

Target Inspection Stations Where Highest Concentration of Users of the DFW Connector Live

Participating Inspection Stations Will Receive \$5 per TollTag Sold Through NTTA

Joint RTC/NTTA Staff Communication/Coordination Effort

Estimated Cost

\$10,000

TOLLTAG SALES AT CAR DEALERSHIPS IN TARGETED AREAS

Concept

TollTag Package is Offered to Purchasers of Vehicles as a Part of Dealer Benefits Package (e.g. Free Oil Changes)

TollTag Must be Tied to a Credit Card/Bank Account

Target Dealerships Around Highest Concentration of DFW Connector Users

Dealership Will Receive Incentive for Participating (\$5 per tag Through NTTA)

Joint RTC/NTTA Staff Communication/Coordination Effort

Estimated Cost

\$10,000



INSPECTION STATIONS/CAR DEALERSHIP RESULTS

Implementation

Since RTC Action, NTTA Started Regional Toll Partners Program

Several Large Car Dealers Now Sell TollTags

**Inspection Stations That Had Been AirCheckTexas Partners
Provided to NTTA**

**RTC Funding Was Not Used Due to New NTTA Program; Will Be
Returned to RTR Regional Pool**

Recommendation

Effort to Continue Through NTTA Regional Toll Partners Program



IMPLICATIONS FOR IH 35W

TollTag Penetration on DFW Connector Has Increased Over Time

- Project Initiation ~70%**
- Peak Rate ~90%**
- Current Rate ~85%**

Increased Rate Not Attributed to Pay-By-Mail Surcharge or Marketing Efforts; Not Recommended for Other Corridors

Increased and Regular Outreach and Education on Benefits of TollTags in High Pay-By-Mail Zip Codes is Recommended

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CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	COMMENTS
14080	0902-90-163	GRAND PRAIRIE	VA	E	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$220,508	\$0	\$55,127	\$275,635	\$220,508	06/2020	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020
14013.3	0902-00-235	FORT WORTH	CS	E	CENTREPORT TRAIL FROM CENTREPORT STATION	CITY LIMITS	CONSTRUCT 12' WIDE SHARED-USE PATH	\$127,973	\$0	\$0	\$127,973	\$190,000	08/2020	FUNDING HAS OBLIGATED AS OF MARCH 2020
14010	1601-01-032	PARKER CO	FM 730	C	AT EAST LOOP		INTERSECTION IMPROVEMENTS, INCLUDING ADDITIONAL LEFT TURN LANES AND DEDICATED RIGHT TURN LANES AND NEW SIGNAL IMPROVEMENTS	\$980,000	\$245,000	\$0	\$1,225,000	\$980,000	08/2020	FUNDING HAS OBLIGATED AS OF JULY 2020
14011	0008-03-119	PARKER CO	US 180	C	AT EAST LOOP		CONSTRUCTION OF INTERSECTION IMPROVEMENTS INCLUDING NEW TRAFFIC SIGNALS AND CONSTRUCTION OF DEDICATED TURN LANES	\$980,000	\$245,000	\$0	\$1,225,000	\$980,000	08/2020	FUNDING HAS OBLIGATED AS OF JULY 2020
40060	0902-90-081	RICHLAND HILLS	CS	C	RICHLAND HILLS TRE CONNECTION; GLENVIEW DRIVE ON THE NORTH	INTERSECTION OF SH 121 WESTBOUND FRONTAGE ROAD AND HANDLEY-EDERVILLE ROAD ON THE SOUTH	CONSTRUCT BICYCLE AND PEDESTRIAN IMPROVEMENTS INCLUDING SHARED-USE PATH, BIKEWAYS, SIDEWALKS, CROSSWALKS, AND SIGNAGE	\$1,117,774	\$0	\$279,444	\$1,397,218	\$1,094,569	08/2020	FUNDING HAS OBLIGATED AS OF JULY 2020
40060	0902-90-081	RICHLAND HILLS	CS	CE	RICHLAND HILLS TRE CONNECTION; GLENVIEW DRIVE ON THE NORTH	INTERSECTION OF SH 121 WESTBOUND FRONTAGE ROAD AND HANDLEY-EDERVILLE ROAD ON THE SOUTH	CONSTRUCT BICYCLE AND PEDESTRIAN IMPROVEMENTS INCLUDING SHARED-USE PATH, BIKEWAYS, SIDEWALKS, CROSSWALKS, AND SIGNAGE	\$76,233	\$0	\$19,058	\$95,291	\$79,551	08/2020	FUNDING HAS OBLIGATED AS OF JULY 2020
40054	0902-90-076	TXDOT-FORT WORTH	CS	C	WALNUT CREEK ELEMENTARY PEDESTRIAN WALKWAY; ALONG STRIBLING DR/STIBLING DR N FROM TIMBEROAKS DR TO STRIBLING CIR	ALONG HIGH CREST DR FROM STRIBLING DR TO WALNUT CREEK DR	SAFE ROUTES TO SCHOOL; PEDESTRIAN IMPROVEMENTS INCLUDING SIDEWALKS AND CROSSWALKS	\$250,421	\$0	\$62,605	\$313,026	\$250,421	08/2020	FUNDING HAS OBLIGATED AS OF JULY 2020
40054	0902-90-076	TXDOT-FORT WORTH	CS	CE	WALNUT CREEK ELEMENTARY PEDESTRIAN WALKWAY; ALONG STRIBLING DR/STIBLING DR N FROM TIMBEROAKS DR TO STRIBLING CIR	ALONG HIGH CREST DR FROM STRIBLING DR TO WALNUT CREEK DR	SAFE ROUTES TO SCHOOL; PEDESTRIAN IMPROVEMENTS INCLUDING SIDEWALKS AND CROSSWALKS	\$6,636	\$0	\$1,659	\$8,295	\$6,636	08/2020	FUNDING HAS OBLIGATED AS OF JULY 2020
14080	0902-90-163	GRAND PRAIRIE	VA	ENV	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$22,000	\$0	\$5,500	\$27,500	\$22,000	09/2020	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020
11913	0918-00-353	TXDOT-DALLAS	VA	I	DIGITAL VIDEO PROJECT		PURCHASE NEW DIGITAL VIDEO SOFTWARE AND HARDWARE FOR TRAFFIC MANAGEMENT CENTER TO ALLOW FOR DIGITAL VIDEO TO BE INTEGRATED INTO THE TMC SOFTWARE, DISPLAYS, AND SHARING WITH PARTNER AGENCIES; INTELLIGENT TRANSPORTATION SYSTEM	\$1,200,000	\$300,000	\$0	\$1,500,000	\$1,363,468	09/2020	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020
11913.2	0918-00-356	TXDOT-DALLAS	VARIOUS	I	DIGITAL VIDEO PROJECT; ON ALL STATE FACILITIES	IN THE DALLAS DISTRICT	UPGRADE ITS CCTV ANALOG CAMERAS LOCATED THROUGHOUT THE DALLAS DISTRICT (APPROXIMATELY 576) WITH DIGITAL CAMERAS TO BE COMPATIBLE WITH UPGRADED DALTRANS TRAFFIC MANAGEMENT CENTER VIDEO EQUIPMENT	\$2,300,000	\$575,000	\$0	\$2,875,000	\$2,300,000	09/2020	FUNDING HAS OBLIGATED AS OF JULY 2020
11898.3	0902-90-141	TXDOT-FORT WORTH	CS	C	ON AVONDALE-HASLET FROM INTERMODAL PARKWAY TO WEST OF HASLET COUNTY LINE ROAD;	HASLET PARKWAY/INTERMODAL PARKWAY CONNECTOR FROM IH 35W/SH 170 TO TRANSPORT DRIVE	ON AVONDALE-HASLET: CONST NEW 0 LN TO 4 LN AND RECONST AND WIDEN EXISTING 2 LN TO 4 LN DIVIDED URBAN ROADWAY AND NEW SIDEWALKS; ON HASLET PKWY/INTERMODAL PKWY: CONST 0 TO 4 LN DIVIDED URBAN WITH NEW SIDEWALKS	\$320,000	\$0	\$80,000	\$400,000	\$320,000	09/2020	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020
14059	2208-01-070	TXDOT-FORT WORTH	SS 303	C	COLLINS ST	SH 360	CONSTRUCT NEW SIDEWALK, RECONSTRUCT EXISTING SIDEWALK, ADD LIGHTING, AND SIGNAGE	\$3,144,000	\$786,000	\$0	\$3,930,000	\$3,144,000	09/2020	FUNDING HAS OBLIGATED AS OF AUGUST 2020
25060	0902-90-036	TXDOT-FORT WORTH	CS	C	ON CHEEK SPARGER RD FROM SH 26	TO BROWN TRAIL	OVERLAY AND PAVEMENT MARKINGS; INSTALL SIDEWALKS, INCREASE SUPER ELEVATION, CONSTRUCT PAVED SHOULDERS (FROM SAN BAR LN TO E OF OAKBRIAR LN)	\$351,869	\$0	\$87,967	\$439,836	\$351,869	11/2020	FUNDING HAS OBLIGATED AS OF AUGUST 2020

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	COMMENTS
14058	0902-90-153	FORT WORTH	CS	E	TRINITY TRAIL FROM TRINITY BLVD.	TRINITY LAKES STATION	CONSTRUCT SHARED USE PATH	\$40,267	\$0	\$0	\$40,267	\$0	10/2019	
11614.5	0918-46-267	DENTON	VA	R	CITY OF DENTON SCHOOL CONNECTION SIDEWALKS		NEW SIDEWALK SEGMENTS NEAR SCHOOL SITES AT PECAN CREEK AND WOODROW WILSON ELEMENTARY SCHOOL IN THE CITY OF DENTON	\$60,800	\$0	\$15,200	\$76,000	\$0	07/2020	
40061	0902-90-082	FORT WORTH	VA	C	WJ TURNER ELEM, DIAMOND HILL ELEM AND BONNIE BRAE ELEM SCHOOL CAMPUSES BOUNDED BY W LORRAINE ST TO THE N	NORTH BEACH ST TO THE EAST; BRENNAN AVE TO THE S, TITUS ST TO THE W	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 3 SCHOOLS IN NORTH DISTRICT)	\$764,577	\$0	\$191,144	\$955,721	\$0	07/2020	
40062	0902-90-084	FORT WORTH	VA	C	CC MOSS ELEM, BOUNDED BY MARTIN LUTHER KING JR FWY TO THE SW, PATE DR TO THE E, E BERRY ST TO THE N	ML PHILLIPS ELEM BOUNDED BY CAMP BOWIE BLVD TO THE SE, WINTHROP AVE TO THE E, CALMONT AVE TO THE N, LACKLAND RD TO THE W	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 2 SCHOOLS IN SOUTH DISTRICT)	\$431,070	\$0	\$107,768	\$538,838	\$0	07/2020	
40063	0902-90-083	FORT WORTH	VA	C	D MCRAE ELEM BOUNDED BY AVE J TO THE N, S AYERS AVE TO THE E, LITTLEJOHN AVE TO THE S, THRALL ST TO THE W; DAGGETT ELEM	BOUNDED BY WILLING/FAIRMOUNT AVE TO THE W, W RICHMOND AVE TO THE N, HEMPHILL ST TO THE E, CANTEY ST TO THE S	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 2 SCHOOLS IN SOUTH DISTRICT)	\$406,255	\$0	\$101,564	\$507,819	\$0	07/2020	
14051	0902-90-146	GRAPEVINE	VA	E	NORTHWEST HIGHWAY AND SH 26 FROM WEST SH 114	SH 121	INSTALLATION OF ITS FIBER AND ITS EQUIPMENT	\$141,820	\$0	\$0	\$141,820	\$0	07/2020	
11898.4	0718-02-074	TXDOT-FORT WORTH	FM 156	C	AT AVONDALE/HASLET PKWY		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT AND RIGHT TURN LANES AND NEW SIDEWALKS	\$4,385,280	\$1,096,320	\$0	\$5,481,600	\$0	07/2020	
11630.6	0008-08-077	GRAND PRAIRIE	SH 180	E	EAST OF HENSLEY	GREAT SOUTHWEST PKWY	INSTALLATION OF 4 NEW CCTV CAMERAS AND 5 NEW DMS ALONG SH 180 TO FACILITATE TRAFFIC MANAGEMENT BY VIEWING TRAFFIC CONDITIONS VIA CCTV AND ADJUSTING SIGNAL TIMING AND PROVIDING FEEDBACK TO MOTORING PUBLIC VIA DMS	\$40,000	\$10,000	\$0	\$50,000	\$0	08/2020	
11925	0008-12-095	TXDOT-FORT WORTH	IH 20	C	AT TRANSVISION TRAFFIC MANAGEMENT CENTER	ON IH 20 AT MCCART	PURCHASE NEW DIGITAL VIDEO SOFTWARE AND HARDWARE FOR TRAFFIC MANAGEMENT CENTER (TMC) TO ALLOW FOR DIGITAL VIDEO TO BE INTEGRATED INTO THE TMC SOFTWARE, DISPLAYS, AND TO ENABLE SHARING WITH PARTNER AGENCIES	\$2,250,000	\$562,500	\$0	\$2,812,500	\$0	08/2020	
14027	0918-47-290	CEDAR HILL	CS	C	ON WINTERGREEN ROAD	AT NEW CLARK ROAD	NEW SIGNAL IMPROVEMENTS, INCLUDING RETIMING	\$280,000	\$0	\$70,000	\$350,000	\$0	09/2020	
25066.2	0581-01-157	DALLAS	SL 12	E	AT CARBONDALE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING REGRADING, REPAVING, AND SIDEWALKS	\$160,000	\$40,000	\$0	\$200,000	\$0	09/2020	
14036	0902-90-139	FORT WORTH	BUS 287	E	BUS 287/NORTH MAIN STREET AT NORTH HANGAR ENTRANCE		ADD RIGHT TURN LANES FOR SOUTHBOUND TRAFFIC	\$52,000	\$0	\$0	\$52,000	\$0	09/2020	
14037	0902-90-137	FORT WORTH	BUS 287	E	BUS 287/NORTH MAIN STREET AT NORTH AIRPORT ENTRANCE		ADD RIGHT TURN LANE FOR SOUTHBOUND TRAFFIC INTO AIRPORT'S NORTHERN ENTRANCE (MAIN ENTRANCE FOR JET FUEL TRUCKS)	\$52,000	\$0	\$0	\$52,000	\$0	09/2020	
11616	0902-00-256	NCTCOG	VA	I	REGIONAL TRAFFIC SIGNAL RETIMING; DEVELOP AND IMPLEMENT TRAFFIC SIGNAL COORDINATION IN THE DFW NON-ATTAINMENT AREA;		INCLUDES IMPROVING SIGNAL OPERATION AND PROGRESSION THROUGH TRAFFIC SIGNAL RETIMING, EQUIPMENT AND IMPLEMENTATION, AND EVALUATION OF THE RESULTANT IMPROVEMENTS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$1,040,000	\$130,000	\$130,000	\$1,300,000	\$0	09/2020	

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	COMMENTS
40055	0902-90-079	NORTH RICHLAND HILLS	CS	C	NRH ACTIVE TRANSPORTATION PROJECTS FOR TRAIL/ON-ROAD BOUNDED BY NORTH TARRANT PARKWAY TO THE NORTH	PRECINCT LINE ROAD TO THE EAST, GLENVIEW DRIVE TO THE SOUTH, SUNCREST DRIVE TO THE WEST	CONSTRUCT BIKE/PED SAFETY IMPROVEMENTS INCL INSTALLING FLASHING BEACONS, BIKE/PED SIGNALS, CROSSWALKS, SIGNAGE, SIDEWALKS, BIKEWAYS, REFUGE ISLANDS AT INTERSECTIONS, AND SHARED USE PATH FROM EXISTING COTTON BELT TRAIL TO EXISTING JOHN BARFIELD TRAIL	\$308,647	\$0	\$77,162	\$385,809	\$0	09/2020	
11652.1	0902-00-278	TXDOT-FORT WORTH	VA	C	VARIOUS LOCATIONS ALONG SH 199 AND US 377		INSTALLATION OF MINOR INTERSECTION IMPROVEMENTS, INCLUDING BROAD BAND RADIOS AND CCTV IP CAMERAS	\$133,200	\$33,300	\$0	\$166,500	\$0	09/2020	
14052	0902-90-147	COLLEYVILLE	CS	C	GLADE ROAD AT BLUEBONNET DRIVE		LOWER INTERSECTION TO ELIMINATE A 3-WAY STOP	\$1,200,000	\$0	\$300,000	\$1,500,000	\$0	10/2020	
14079	0918-47-295	DALLAS	CS	E	PARK LANE FROM GREENVILLE AVENUE	HEMLOCK AVENUE	RECONSTRUCT ROADWAY TO ACCOMMODATE BICYCLE LANE AND SIDEWALKS FROM GREENVILLE AVE TO HEMLOCK AVE; INTERSECTION IMPROVEMENTS AT SHADY BROOK AND 5-POINT INTERSECTIONS; RESTRIPE PAVEMENT TO ACCOMMODATE 4 THROUGH LANES WITH LEFT TURN LANES AND BICYCLE LANES	\$559,390	\$0	\$0	\$559,390	\$0	10/2020	
25022	0902-90-050	FORT WORTH	VA	R	CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR	TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION	CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE INTERSECTION OF TRINITY BLVD/SKYVIEW DR TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL	\$116,000	\$0	\$29,000	\$145,000	\$0	10/2020	
25022	0902-90-050	FORT WORTH	VA	U	CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR	TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION	CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE INTERSECTION OF TRINITY BLVD/SKYVIEW DR TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL	\$36,000	\$0	\$9,000	\$45,000	\$0	10/2020	
25036	1068-04-176	GRAND PRAIRIE	IH 30	C	MACARTHUR	SH 161	INSTALLATION OF NEW DYNAMIC MESSAGE SIGNS AND NEW CCTV CAMERAS	\$400,480	\$100,120	\$0	\$500,600	\$0	10/2020	
14065	0918-47-274	DALLAS	VA	E	SOPAC TRAIL FROM INTERSECTION OF GREENVILLE AVENUE AND MEADOW	NORTHAVEN TRAIL	CONSTRUCT SHARED USE PATH	\$400,000	\$0	\$0	\$400,000	\$0	11/2020	
25066.1	0918-47-310	DALLAS	CS	E	ON LINFIELD OVER UPRR RAIL YARD		CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD	\$900,000	\$0	\$0	\$900,000	\$0	11/2020	
14013.2	0918-48-003	DART	VA	T	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$8,200,000	\$0	\$0	\$8,200,000	\$0	11/2020	
14013.2	0918-48-003	DART	VA	T	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$150,000	\$0	\$0	\$150,000	\$0	11/2020	
14013.2	0918-48-004	DART	VA	T	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$8,401,592	\$0	\$2,100,398	\$10,501,990	\$0	11/2020	
13032	0009-02-067	TXDOT-DALLAS	SH 78	C	AT GASTON AVE		RECONFIGURE INTERSECTION WITH SIDEWALK IMPROVEMENTS	\$5,600,000	\$1,400,000	\$0	\$7,000,000	\$0	11/2020	
14064	0918-47-273	DALLAS	VA	E	ON KCS TRAIL CONNECTOR FROM LBJ/SKILLMAN DART STATION	RICHARDSON CITY LIMIT	CONSTRUCT SHARED USE PATH	\$400,000	\$0	\$0	\$400,000	\$0	01/2021	
14018	0918-47-281	DALLAS	CS	E	BOUNDED BY US 75 TO THE WEST, GREENVILLE AVE TO THE EAST,	LOVERS LN TO THE NORTH, AND MOCKINGBIRD LN TO THE SOUTH	PEDESTRIAN IMPROVEMENTS INCLUDING TRAFFIC SIGNALS, SIDEWALKS, CROSSWALKS, LIGHTING, AND INTERSECTION IMPROVEMENTS	\$281,897	\$0	\$70,474	\$352,371	\$0	02/2021	

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	COMMENTS
40049	0918-47-206	DALLAS	VA	C	LAKE HIGHLANDS TRAIL NORTHERN EXTENSION & LAKE HIGHLANDS TRAIL PHASE 2A, 2B; FROM EXISTING WHITE ROCK CREEK TRAIL TO	EXISTING LAKE HIGHLANDS TRAIL AT WHITE ROCK TRAIL ROADWAY TO THE LAKE HIGHLANDS DART STATION NEAR WALNUT HILL	CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS; BIKEWAY AND PEDESTRIAN IMPROVEMENTS INCLUDING SIDEWALKS, BICYCLE/PEDESTRIAN SIGNALS, CROSSWALKS, SIGNAGE, AND BICYCLE/PEDESTRIAN TRAFFIC COUNT EQUIPMENT	\$1,238,753	\$0	\$309,688	\$1,548,441	\$0	02/2021	
19010	0135-02-067	MCKINNEY	CS	E	ON US 380/WEST UNIVERSITY DRIVE AT COMMUNITY AVE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING DUAL LEFT TURN LANES AND RIGHT TURN LANES	\$120,000	\$0	\$0	\$120,000	\$0	03/2021	
54119.1	2964-10-008	TXDOT-DALLAS	SL 9	C	IH 35E	DALLAS/ELLIS COUNTY LINE	CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING TURN LANES	\$345,600	\$86,400	\$0	\$432,000	\$0	03/2021	
54119.2	2964-10-009	TXDOT-DALLAS	SL 9	C	ELLIS/DALLAS COUNTY LINE	IH 45	CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING TURN LANES	\$326,400	\$81,600	\$0	\$408,000	\$0	03/2021	
14085	0918-47-296	DALLAS	VA	C	CIRCUIT TRAIL CONNECTOR/KATY TRAIL EXTENSION FROM KATY TRAIL	TRINITY STRAND TRAIL	EXTEND TRINITY STRAND TRAIL TO THE KATY TRAIL VIA HI LINE DRIVE AND VICTORY AVENUE TO HOUSTON STREET	\$8,000,000	\$0	\$2,000,000	\$10,000,000	\$0	04/2021	
14013	0918-47-236	DALLAS CO	VA	C	TRAIL CONNECTIONS TO FUTURE CYPRESS WATERS COTTON BELT RAIL STATION; FROM SOUTH OF CYPRESS WATERS COTTON BELT STATION	TO EXISTING TRAIL NORTH OF OLYMPUS BLVD	CONSTRUCT SHARED USE PATH AND RELATED PEDESTRIAN AND BICYCLE IMPROVEMENTS (PEDESTRIAN CROSSWALKS, SIGNAGE, LIGHTING, AND SIGNALS) IN PROXIMITY OF THE FUTURE CYPRESS WATERS COTTON BELT RAIL STATION	\$1,834,068	\$0	\$458,517	\$2,292,585	\$0	04/2021	
11630.6	0008-08-077	GRAND PRAIRIE	SH 180	C	EAST OF HENSLEY	GREAT SOUTHWEST PKWY	INSTALLATION OF 4 NEW CCTV CAMERAS AND 5 NEW DMS ALONG SH 180 TO FACILITATE TRAFFIC MANAGEMENT BY VIEWING TRAFFIC CONDITIONS VIA CCTV AND ADJUSTING SIGNAL TIMING AND PROVIDING FEEDBACK TO MOTORING PUBLIC VIA DMS	\$400,000	\$100,000	\$0	\$500,000	\$0	04/2021	
20096	0135-10-050	TXDOT-DALLAS	US 380	C	US 377	WEST OF CR 26 (COLLIN COUNTY LINE)	WIDEN 4 TO 6 LANES DIVIDED URBAN WITH NEW GRADE SEPARATIONS AT FM 423, FM 720, NAVO RD, TEEL PKWY, AND LEGACY DR, WITH SIDEWALK IMPROVEMENTS	\$44,960,000	\$11,240,000	\$0	\$56,200,000	\$0	05/2021	
11614.5	0918-46-267	DENTON	VA	C	CITY OF DENTON SCHOOL CONNECTION SIDEWALKS		NEW SIDEWALK SEGMENTS NEAR SCHOOL SITES AT PECAN CREEK AND WOODROW WILSON ELEMENTARY SCHOOL IN THE CITY OF DENTON	\$264,480	\$0	\$66,120	\$330,600	\$0	06/2021	
14013.3	0902-00-235	FORT WORTH	CS	R	CENTREPORT TRAIL FROM CENTREPORT STATION	CITY LIMITS	CONSTRUCT 12' WIDE SHARED-USE PATH	\$165,200	\$0	\$0	\$165,200	\$0	06/2021	
25022	0902-90-050	FORT WORTH	VA	C	CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR	TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION	CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE INTERSECTION OF TRINITY BLVD/SKYVIEW DRIVE TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL	\$1,688,000	\$0	\$422,000	\$2,110,000	\$0	06/2021	
11657.1	0918-00-297	NCTCOG	VA	I	M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM	IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED	ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS	\$1,560,000	\$0	\$0	\$1,560,000	\$0	06/2021	
19005	0918-24-251	PLANO	VA	C	PLANO CITYWIDE TRAFFIC CAMERA, TRAFFIC SIGNAL, AND SIGNAL COMMUNICATION UPGRADES		PLANO CITYWIDE TRAFFIC CAMERA, TRAFFIC SIGNAL, AND SIGNAL COMMUNICATION UPGRADES	\$1,867,000	\$0	\$0	\$1,867,000	\$0	06/2021	

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	COMMENTS
55108.1	0047-07-228	TXDOT-DALLAS	US 75	C	AT NORTHAVEN ROAD		CONSTRUCT BIKE/PEDESTRIAN BRIDGE OVER US 75 (ON SYSTEM SECTION)	\$5,680,000	\$1,420,000	\$0	\$7,100,000	\$0	06/2021	
55108.2	0918-47-242	TXDOT-DALLAS	VA	C	ON NORTHAVEN TRAIL FROM WEST OF US 75 AT NORTHAVEN ROAD TO US 75 BRIDGE	AND FROM EAST OF US 75 TO WHITE ROCK CREEK TRAIL/COTTONWOOD TRAIL JUNCTION	CONSTRUCT APPROACHES TO A BICYCLE/PEDESTRIAN FACILITY OVER US 75 AND CONSTRUCT A BICYCLE/PEDESTRIAN BRIDGE OVER WHITE ROCK CREEK (OFF SYSTEM SECTION)	\$1,207,448	\$0	\$301,862	\$1,509,310	\$0	06/2021	
40017	0918-46-282	CARROLLTON	VA	C	DUDLEY BRANCH TRAIL FROM NORTH CARROLLTON/FRANKFORD DART STATION	OLD DENTON RD	CONSTRUCT APPROX 2.1 MILES BIKE/PEDESTRIAN TRAIL	\$2,804,347	\$0	\$934,785	\$3,739,132	\$0	07/2021	
40017	0918-46-282	CARROLLTON	VA	CE	DUDLEY BRANCH TRAIL FROM NORTH CARROLLTON/FRANKFORD DART STATION	OLD DENTON RD	CONSTRUCT APPROX 2.1 MILES BIKE/PEDESTRIAN TRAIL	\$195,653	\$0	\$65,218	\$260,871	\$0	07/2021	
25066.1	0918-47-310	DALLAS	CS	R	ON LINFIELD OVER UPRR RAIL YARD		CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD	\$350,000	\$0	\$0	\$350,000	\$0	11/2021	
							TOTAL	\$121,295,638	\$18,451,240	\$8,351,260	\$148,098,138	\$11,303,022		

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	COMMENT
11898.3	0902-90-141	TXDOT-FORT WORTH	CS	U	ON AVONDALE-HASLET FROM INTERMODAL PARKWAY TO WEST OF HASLET COUNTY LINE ROAD;	HASLET PARKWAY/INTERMODAL PARKWAY CONNECTOR FROM IH 35W/SH 170 TO TRANSPORT DRIVE	ON AVONDALE-HASLET: CONST NEW 0 LN TO 4 LN AND RECONST AND WIDEN EXISTING 2 LN TO 4 LN DIVIDED URBAN ROADWAY AND NEW SIDEWALKS; ON HASLET PKWY/INTERMODAL PKWY: CONST 0 TO 4 LN DIVIDED URBAN WITH NEW SIDEWALKS	\$800,000	\$0	\$200,000	\$1,000,000	\$800,000	06/2020	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020
11650	0902-00-262	NCTCOG	VA	I	CORRIDOR STUDIES AND CAPITAL ASSET MANAGEMENT	IDENTIFY STRATEGIES TO EXTEND OPERATIONAL LIFE OF TRANSPORTATION FACILITIES BY PROMOTING USE OF STRATEGIC MAINTENANCE,	REPAIR, AND EXPANSION; INCLUDES CONTINUED DEVELOPMENT, MONITORING, AND TECHNICAL ASSISTANCE TO REGIONAL PARTNERS TO BALANCE PRESERVATION VS. UPGRADE OF ASSETS	\$280,000	\$0	\$0	\$280,000	\$280,000	09/2020	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020
11684	0902-00-283	NCTCOG	VA	I	REGION WIDE PROJECT TO ASSIST LOCAL PARTNERS AS THEY IMPLEMENT AV DEPLOYMENTS BY PROVIDING FUNDING FOR COSTS RELATED	TO DEPLOYMENTS AND SUPPORTING COSTS OF ACTIVE AUTOMATED VEHICLE DEPLOYMENTS IN PARTNERSHIP WITH THE PRIVATE SECTOR;	INCLUDES LOCAL GOVERNMENT STAFF & CONSULTANT TIME, INFRASTRUCTURE UPGRADES (EX: SIGNAL, STRIPING, DSRC & 5G CONNECTIVITY), LEGAL SERVICES, PUBLIC ED, SAFETY (EX: COORD W/ FIRST RESPONDERS); SOFTWARE & TECH EXPERTISE; NCTCOG ADMINISTRATION	\$2,120,000	\$0	\$0	\$2,120,000	\$2,120,000	09/2020	FUNDING HAS OBLIGATED AS OF JULY 2020
11619.1	0902-90-124	TXDOT-FORT WORTH	VA	C	REGIONAL MOBILITY ASSISTANCE PATROL (FORT WORTH DISTRICT)		MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS	\$2,125,000	\$531,250	\$0	\$2,656,250	\$2,125,000	09/2020	FUNDING HAS OBLIGATED AS OF AUGUST 2020
11898.3	0902-90-141	TXDOT-FORT WORTH	CS	C	ON AVONDALE-HASLET FROM INTERMODAL PARKWAY TO WEST OF HASLET COUNTY LINE ROAD;	HASLET PARKWAY/INTERMODAL PARKWAY CONNECTOR FROM IH 35W/SH 170 TO TRANSPORT DRIVE	ON AVONDALE-HASLET: CONST NEW 0 LN TO 4 LN AND RECONST AND WIDEN EXISTING 2 LN TO 4 LN DIVIDED URBAN ROADWAY AND NEW SIDEWALKS; ON HASLET PKWY/INTERMODAL PKWY: CONST 0 TO 4 LN DIVIDED URBAN WITH NEW SIDEWALKS	\$14,160,000	\$0	\$3,540,000	\$17,700,000	\$14,160,000	09/2020	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020
25060	0902-90-036	TXDOT-FORT WORTH	CS	C	ON CHEEK SPARGER RD FROM SH 26	TO BROWN TRAIL	OVERLAY AND PAVEMENT MARKINGS; INSTALL SIDEWALKS, INCREASE SUPER ELEVATION, CONSTRUCT PAVED SHOULDERS (FROM SAN BAR LN TO E OF OAKBRIAR LN)	\$1,189,882	\$0	\$297,470	\$1,487,352	\$1,189,882	11/2020	FUNDING HAS OBLIGATED AS OF AUGUST 2020
11612.2	0902-00-233	NCTCOG	VARIOUS	I	REGION-WIDE EMPLOYER TRIP REDUCTION PROGRAM (ETR)	TRACK AND IMPLEMENT ETR STRATEGIES THROUGH COMMUTER/EMPLOYER OUTREACH; MANAGEMENT/OVERSIGHT OF TRYPARKINGIT.COM	PERFORMANCE MONITORING/REPORTING; MAINTAIN/UPDATE THE TDM TOOLKIT, TRIP REDUCTION MANUAL FOR EMPLOYERS, OUTREACH MATERIALS; MANAGED LANE REIMBURSEMENT; ADMINISTRATION OF VANPOOL PROGRAM; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$861,000	\$0	\$0	\$861,000	\$861,000	06/2021	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020
11621.1	0902-00-266	NCTCOG	VA	I	PLANNING STUDIES AND STREAMLINED PROJECT DELIVERY (REGIONAL)		PROVIDE MPO PLANNING SUPPORT AND TECHNICAL ASSISTANCE FOR SURFACE TRANSPORTATION PROJECTS WITHIN THE METROPOLITAN PLANNING AREA INCLUDING PLANNING STUDIES AND EXPEDITE ENVIRONMENTAL REVIEW PROCESS	\$1,248,000	\$0	\$0	\$1,248,000	\$1,248,000	06/2021	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020
11613.2	0902-00-272	NCTCOG	VARIOUS	I	REGIONAL GOODS MOVEMENT/CORRIDOR STUDIES; CONDUCT GENERAL CORRIDOR STUDIES & PLANNING ACTIVITIES IN SUPPORT OF THE	REGION'S GOOD MOVMT INCL; NCTCOG STAFF TIME & CONSULTANT ASSISTANCE TO ASSESS IMPACT OF TRUCK, RAIL, & OTHER FREIGHT	MOVMT, DATA COLLECTION & ANALYSIS, SAFETY, COORD WITH PRIVATE SECTOR PARTNERS IN FREIGHT BUSINESS; MONITORING TRUCK LANE CORRIDORS, HAZMAT, ECON ANALYSIS, LAND USE COMPATIBILITY, PASSENGER & FREIGHT RAIL INTEGRATION, PUBLIC OUTREACH/EDUCATION	\$657,000	\$0	\$0	\$657,000	\$657,000	08/2021	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020
52553	0171-05-081	TXDOT-FORT WORTH	SH 199	C	AT BYPASS CHANNEL (ON HENDERSON)	NEAR FW CBD & TRINITY RIVER	CONSTRUCT 4 LANE BRIDGE AT NEW LOCATION OF PROPOSED BYPASS CHANNEL	\$22,858,937	\$5,714,734	\$0	\$28,573,671	\$0	05/2014	FUNDING REFLECTS CHANGE ORDER TO CONSTRUCTION PHASE
25013	0902-90-172	FORT WORTH	CS	E	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASJRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LT JG BARNETT	\$900,000	\$0	\$0	\$900,000	\$0	09/2016	COST OVERRUN FUNDS ON A PREVIOUSLY OBLIGATED PHASE
14032	0918-47-246	TXDOT-DALLAS	CS	E	ON EAST BEAR CREEK ROAD FROM HAMPTON ROAD	IH 35E	RECONSTRUCT AND WIDEN FROM 2 LANES RURAL UNDIVIDED TO 4 LANES URBAN DIVIDED WITH BICYCLE/PEDESTRIAN ACCOMMODATIONS AND INTERSECTION IMPROVEMENTS	\$800,000	\$0	\$200,000	\$1,000,000	\$0	06/2017	COST OVERRUN FUNDS ON A PREVIOUSLY OBLIGATED PHASE

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	COMMENT
14077	0918-24-249	ANNA	CS	E	FERGUSON PKWY FROM ELM STREET	THE COLLIN COUNTY OUTER LOOP	CONSTRUCT 0/2 TO 4 LANE URBAN DIVIDED (6 LANES ULTIMATE), INCLUDING NEW SIDEWALKS AND 0 TO 6 LANE BRIDGE OVER SLAYTER CREEK	\$1,072,481	\$0	\$268,120	\$1,340,601	\$0	09/2018	
11559	0902-48-799	FWTA	CS	T	TRE CROSSING	AT CALLOWAY CEMETERY	UPGRADE TO QUAD GATES AND RESURFACE CROSSING	\$504,186	\$0	\$126,047	\$630,233	\$0	02/2020	
25061	0918-47-294	NCTCOG	VA	E	IRVING BICYCLE MASTER PLAN; CITYWIDE		DEVELOP A CITYWIDE BICYCLE MASTER PLAN TO IDENTIFY CORRIDORS AND METHODOLOGIES FOR PROVIDING BICYCLE CONNECTIVITY FROM EXISTING FACILITIES AND TRAILS TO ADDITIONAL AREAS OF THE CITY; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$400,000	\$0	\$0	\$400,000	\$0	04/2020	
11682	0918-24-257	FRISCO	VA	I	CITY OF FRISCO - AUTOMATED VEHICLE DEPLOYMENT; BOUNDED BY LEBANON RD TO THE NORTH,	DALLAS PARKWAY TO THE EAST, SH 121 TO THE SOUTH, AND LEGACY DR TO THE WEST	IMPLEMENT A LOW/MEDIUM SPEED AV SHUTTLE DEPLOYMENT FOR EMPLOYEES/RESIDENTS/VISITORS OF \$5 BILLION DOLLAR MILE, AND HALL PARK; CITY WILL CONTRACT FOR SERVICES/OPERATION OF SHUTTLE	\$300,000	\$0	\$75,000	\$375,000	\$0	08/2020	
11572	0902-48-579	TXDOT-FORT WORTH	CS	R	US 81/US 287 AT FM 3479/HARMON ROAD/NORTH TARRANT PARKWAY		CONSTRUCT NORTH TARRANT PARKWAY OVER US 287 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 287; RECONSTRUCT EXISTING SB ENTRANCE RAMP TO US 287 W/AUXILIARY LANE	\$260,000	\$65,000	\$0	\$325,000	\$0	08/2020	
14085.3	0918-47-306	DALLAS	VA	E	OAK FARMS LOCAL CORRIDORS CONCEPTUAL ENG STUDY; BOUNDED BY IH 30 TO THE NORTH; TRINITY RIVER TO THE NORTHEAST;	BECKLEY AVE, ELSEBETH ST, & ZANG BLVD TO THE WEST; CUMBERLAND ST & MARSALIS AVE TO THE SW; & THE DART RED LINE TO THE SE	RECONSTRUCT ROADWAYS TO IMPLEMENT COMPLETE STREETS, INCLUDING CONSTRUCTING SIDEWALK, TRANSIT STOP, BIKE LANE, ON STREET PARKING AND STREETScape IMPROVEMENTS; CONSTRUCT CORRIDOR CONNECTIONS; AND TRAFFIC CALMING	\$1,195,000	\$0	\$0	\$1,195,000	\$0	09/2020	
25013	0902-90-172	FORT WORTH	CS	R	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASIRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LT JG BARNETT	\$800,000	\$0	\$0	\$800,000	\$0	09/2020	
11647.1	0918-00-347	NCTCOG	VA	I	LAND USE/TRANSPORTATION AND BIKE/PEDESTRIAN INITIATIVES INCLUDES BICYCLE/PEDESTRIAN PLANNING,	TRANSIT ORIENTED DEVELOPMENT, REGIONAL PEDESTRIAN SAFETY PROGRAM, IMPLEMENTATION OF SUSTAINABLE DEVELOPMENT INITIATIVES;	INCLUDES NCTCOG STAFF TIME AND POSSIBLE CONSULTANT ASSISTANCE TO DEVELOP AND IMPLEMENT FUNDING PROGRAMS, COLLECT AND ANALYZE DATA; SCHOOL SITING/LAND USE CONNECTIONS, SAFE ROUTES TO SCHOOL, SAFETY AND EDUCATION	\$1,503,000	\$0	\$0	\$1,503,000	\$0	09/2020	
11649	0918-00-343	NCTCOG	VA	I	DART VANPOOL PROGRAM		OPERATE A VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE; SUBSIDIZE A PORTION OF THE COST FOR STAFFING, VEHICLE LEASE COSTS, VANPOOL VEHICLE WRAPPINGS, AND EMERGENCY RIDE HOME SERVICES	\$1,155,000	\$0	\$288,750	\$1,443,750	\$0	09/2020	
14085.2	0918-47-307	NCTCOG	VA	E	OAK FARMS REG CORR CONCEPTUAL ENG STUDY; ALONG JEFFERSON BLVD VIADUCT FROM YOUNG TO EWING; ALONG HOUSTON ST VIADUCT FRM	YOUNG TO GREENBRIAR LN; ON GREENBRIAR LN FRM JEFFERSON BLVD TO BECKLEY AVE; ON EADS AVE FRM COLORADO TO HUTCHINS	CONCEPTUAL ENGINEERING STUDY TO RECONST ROADWAYS TO IMPLEMENT COMPLETE STREETS, INCLUDING: ON-STREET PARKING, SIDEWALKS, BIKE LANES/PATHS, CONVERT TO 2-WAY OPERATIONS, REMOVE RAMPS, IMPROVE ACCESSIBILITY BY STREETCAR, ADD TRAFFIC CALMING	\$3,405,000	\$0	\$0	\$3,405,000	\$0	09/2020	
14048	0902-90-144	GRAPEVINE	CS	E	ON FAIRWAY DRIVE FROM SH 26	MARINA DRIVE	WIDEN FROM 2 TO 3 LANES WITH NEW MINIMUM 10' SHARED-USE PATH	\$338,940	\$0	\$0	\$338,940	\$0	10/2020	
14050	0902-90-145	GRAPEVINE	CS	E	EULESS-GRAPEVINE ROAD FROM SH 360	HUGHES ROAD	WIDEN FROM 2 TO 4 LANES WITH NEW SIDEWALK AND INSTALL NEW TRAFFIC SIGNAL AT THE INTERSECTION OF SH 360 FRONTAGE ROAD AND EULESS-GRAPEVINE ROAD	\$224,560	\$0	\$0	\$224,560	\$0	10/2020	

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	COMMENT
14060	0918-24-258	MCKINNEY	CS	E	E LOUISIANA STREET FROM SH 5	THROCKMORTON ST	RECONSTRUCT FROM 2 TO 2 LANES INCLUDING ON-STREET PARKING, ROUNDABOUT AT THE INTERSECTION OF EAST LOUISIANA AND GREENVILLE ST, AND SIDEWALK IMPROVEMENTS	\$180,000	\$0	\$0	\$180,000	\$0	10/2020	
25069	0918-24-262	PLANO	VA	C	COLLIN CREEK MALL AT PARK BLVD AND US 75		CONSTRUCT 2,000 VEHICLE CAPACITY PARKING GARAGE TO PROVIDE PARKING FOR DOWNTOWN PLANO LIGHT RAIL STATION AND ADJACENT MIXED-USE DEVELOPMENT; INCLUDES ELECTRIC VEHICLE CHARGING INFRASTRUCTURE	\$30,000,000	\$0	\$7,500,000	\$37,500,000	\$0	10/2020	
14032	0918-47-246	TXDOT-DALLAS	CS	R	ON EAST BEAR CREEK ROAD FROM HAMPTON ROAD	IH 35E	RECONSTRUCT AND WIDEN FROM 2 LANES RURAL UNDIVIDED TO 4 LANES URBAN DIVIDED WITH BICYCLE/PEDESTRIAN ACCOMMODATIONS AND INTERSECTION IMPROVEMENTS	\$2,000,000	\$0	\$500,000	\$2,500,000	\$0	10/2020	
14082	0902-90-164	HALTOM CITY	CS	E	BROADWAY AVE FROM US 377	SH 26	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH INTERSECTION, SIDEWALK AND SIGNAL IMPROVEMENTS	\$659,190	\$0	\$0	\$659,190	\$0	11/2020	
11258.9	0918-47-072	DALLAS	CS	C	8 INTERSECTIONS AT KCS RR IN DALLAS AT E DALLAS/KCS RR CROSSINGS - PEAVY RD, GUS THOMASSON RD,	BARNES BRIDGE RD, CENTERVILLE RD, LAKELAND DR, HIGHLAND DR, SANTA ANNA AVE, & ST FRANCIS AVE AT KCS RR	UPGRADE GATES AND INSTALL MEDIANS AT ALL LOCATIONS; INSTALL SIGNAGE AT PEAVY, GUS THOMASSON, LAKELAND, HIGHLAND, & ST FRANCIS; RESURFACE AT LAKELAND & ST FRANCIS	\$1,828,070	\$0	\$457,017	\$2,285,087	\$0	12/2020	
11572	0902-48-579	TXDOT-FORT WORTH	CS	E	US 81/US 287 AT FM 3479/HARMON ROAD/NORTH TARRANT PARKWAY		CONSTRUCT NORTH TARRANT PARKWAY OVER US 287 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 287; RECONSTRUCT EXISTING SB ENTRANCE RAMP TO US 287 W/AUXILIARY LANE	\$501,000	\$125,250	\$0	\$626,250	\$0	12/2020	
14002	0918-47-208	DALLAS CO	CS	R	ON WINTERGREEN RD FROM JEFFERSON STREET	WEST OF CARPENTER ROAD	RECONSTRUCT AND WIDEN 2 LANE UNDIVIDED RURAL TO 4 LANE DIVIDED URBAN	\$560,000	\$0	\$140,000	\$700,000	\$0	01/2021	
14074	0918-46-319	DENTON	CS	R	BONNIE BRAE STREET FROM WINDSOR DRIVE	US 77	WIDEN FROM 2/4 LANES TO 4 LANES DIVIDED WITH SIDEWALKS AND SHARED-USE PATH (SEGMENT 6B)	\$1,589,200	\$0	\$397,300	\$1,986,500	\$0	01/2021	
25078	0918-47-313	NCTCOG	CS	E	ON HICKORY TREE ROAD; FROM ELAM ROAD	LAKE JUNE ROAD	PLANNING STUDY TO RECONSTRUCT AND WIDEN 2 TO 3 LANE ROADWAY WITH PEDESTRIAN IMPROVEMENTS	\$500,000	\$0	\$0	\$500,000	\$0	01/2021	
11615.3	0902-00-279	NCTCOG	VA	I	REGIONAL AERIAL PHOTOGRAPHY: DATA COLLECTION/PLANNING		COOPERATIVE DIGITAL AERIAL PHOTOGRAPHY DATA COLLECTION TO IMPROVE TRAVEL DEMAND MODEL, OUTER LOOP PLANNING, AND CORRIDOR ALIGNMENT PLANNING, AND TRACK POPULATION/EMPLOYMENT CHANGES	\$800,000	\$200,000	\$0	\$1,000,000	\$0	02/2021	
11674	0902-00-287	NCTCOG	VA	T	DFW CORE EXPRESS HIGH SPEED RAIL	FROM DALLAS TO FORT WORTH	COMPLETION OF THE DFW CORE EXPRESS SERVICE HIGH-SPEED RAIL PROJECT ENVIRONMENTAL PROCESS; INCLUDES COG STAFF TIME AND CONSULTANT ASSISTANCE	\$6,000,000	\$0	\$0	\$6,000,000	\$0	02/2021	
14024	0918-47-240	SACHSE	CS	R	ON MERRITT RD/WOODBRIDGE PKWY FROM PLEASANT VALLEY ROAD	NORTH OF SACHSE ROAD	RECONSTRUCT AND WIDEN 2 TO 4 LANE DIVIDED URBAN; INTERSECTION, SIGNAL, AND SHARED-USE PATH IMPROVEMENTS ALONG MERRITT ROAD, INCLUDING ILLUMINATION AND MEDIAN LANDSCAPE	\$800,000	\$0	\$200,000	\$1,000,000	\$0	02/2021	
54119.1	2964-10-008	TXDOT-DALLAS	SL 9	C	IH 35E	DALLAS/ELLIS COUNTY LINE	CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING TURN LANES	\$2,871,590	\$717,898	\$0	\$3,589,488	\$0	03/2021	
54119.2	2964-10-009	TXDOT-DALLAS	SL 9	C	ELLIS/DALLAS COUNTY LINE	IH 45	CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING TURN LANES	\$10,978,376	\$2,744,594	\$0	\$13,722,970	\$0	03/2021	
14026	0008-03-121	WEATHERFORD	US 180	E	FM 2552	WACO ST.	RECONSTRUCT 2/4 LANE ROADWAY TO 4 LANE ROADWAY INCLUDING INTERSECTION IMPROVEMENTS AT US 180/WACO ST, FM 51/MAIN ST AND US 180/FM 2552 AND NEW BICYCLE LANES AND SIDEWALKS	\$1,886,000	\$94,000	\$0	\$1,980,000	\$0	03/2021	

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	COMMENT
14082	0902-90-164	HALTOM CITY	CS	R	BROADWAY AVE FROM US 377	SH 26	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH INTERSECTION, SIDEWALK AND SIGNAL IMPROVEMENTS	\$42,500	\$0	\$0	\$42,500	\$0	04/2021	
20066	2374-03-074	TXDOT-DALLAS	IH 20	C	AT BONNIE VIEW RD		IMPROVE APPROACH, WIDEN BRIDGE TO ADD TURN LANES, AND REPLACE TRAFFIC SIGNAL SYSTEM	\$2,174,916	\$543,729	\$0	\$2,718,645	\$0	05/2021	
20096	0135-10-050	TXDOT-DALLAS	US 380	C	US 377	WEST OF CR 26 (COLLIN COUNTY LINE)	WIDEN 4 TO 6 LANES DIVIDED URBAN WITH NEW GRADE SEPARATIONS AT FM 423, FM 720, NAVO RD, TEEL PKWY, AND LEGACY DR, WITH SIDEWALK IMPROVEMENTS	\$17,821,696	\$4,455,424	\$0	\$22,277,120	\$0	05/2021	
11655.1	0902-00-240	NCTCOG	VA	I	REVENUE AND PROJECT TRACKING SYSTEM (RAPTS)		TRACK, MONITOR, AND ASSESS REGIONAL TRANSPORTATION AND AIR QUALITY PROJECTS THROUGH THE RAPTS WEBSITE; INCLUDES SOFTWARE DEVELOPMENT AND NCTCOG STAFF TIME	\$447,200	\$0	\$0	\$447,200	\$0	06/2021	
11694	0918-00-317	NCTCOG	VA	I	REGIONAL AIR QUALITY INITIATIVES	IDENTIFY AND IMPLEMENT POLICIES/BEST PRACTICES TO IMPROVE AIR QUALITY AND ENSURE COMPLIANCE WITH FEDERAL STANDARDS;	INCLUDING STRATEGIES TO REDUCE EMISSIONS FROM COMMERCIAL AND CONSUMER VEHICLES, IMPLEMENTATION OF NEW VEHICLE TECHNOLOGIES, AND ASSIST LOCAL GOVERNMENTS AND BUSINESS WITH THE DEPLOYMENT OF LOW-EMISSION TECHNOLOGIES	\$2,543,000	\$0	\$0	\$2,543,000	\$0	06/2021	
11572	0902-48-579	TXDOT-FORT WORTH	CS	U	US 81/US 287 AT FM 3479/HARMON ROAD/NORTH TARRANT PARKWAY		CONSTRUCT NORTH TARRANT PARKWAY OVER US 287 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 287; RECONSTRUCT EXISTING SB ENTRANCE RAMP TO US 287 W/AUXILIARY LANE	\$220,000	\$55,000	\$0	\$275,000	\$0	06/2021	
14039	0902-90-117	DFW AIRPORT	CS	C	ON GLADE ROAD; FROM NORTHBOUND SH 360 FRONTAGE ROAD	WEST AIRFIELD DRIVE	RECONSTRUCT FROM 2 TO 2 LANES (ADD SHOULDERS)	\$4,563,980	\$0	\$0	\$4,563,980	\$0	07/2021	
11554.1	0902-00-269	NCTCOG	VA	I	PEOPLE MOVER TEST TRACK		INCLUDING ANALYSIS OF VARIOUS TECHNOLOGIES AND ALIGNMENT OPTIONS FOR WARRANTED PEOPLE MOVER LOCATIONS IN THE DFW REGION AND CONNECT THOSE LOCATIONS TO EXISTING REGIONAL TRANSPORTATION NETWORKS	\$520,000	\$0	\$0	\$520,000	\$0	08/2021	
11685	0902-00-281	NCTCOG	VA	I	REGION WIDE PROJECT TO PROVIDE AV RELATED PLANNING ASSISTANCE TO LOCAL PARTNERS;	INCLUDES STAFF AND CONSULTANT TIME, AND NCTCOG ADMIN; AUTOMATED TRANSPORTATION PLANNING RESOURCES FOR CITIES	PLANNING ACTIVITIES MAY INCLUDE: TRAFFIC MODELING; IDENTIFYING USE CASES; POLICY DEVELOPMENT; PUBLIC OUTREACH & ED; SCENARIO PLANNING; LAND USE PLANNING	\$850,000	\$0	\$0	\$850,000	\$0	08/2021	
11693	0918-00-312	NCTCOG	VA	I	SMART TRANSIT CORRIDORS AND WALKABLE PLACES		DEVELOP AND IMPLEMENT MULTIMODAL STRATEGIES TO INCREASE NON-SINGLE OCCUPANT VEHICLE TRANSPORTATION OPTIONS THROUGH COORDINATED LAND USE AND TRANSPORTATION PLANNING IN PRIORITY TRANSIT CORRIDORS AND WALKABLE NEIGHBORHOODS	\$364,000	\$0	\$0	\$364,000	\$0	08/2021	
11893.5	0902-00-259	NCTCOG	VA	I	511 TRAVELER INFORMATION SYSTEM (ITS)		DEVELOP AND IMPLEMENT TRAVELER INFORMATION SYSTEM IN REGION	\$780,000	\$195,000	\$0	\$975,000	\$0	09/2021	
11663.2	0902-00-220	TXDOT-FORT WORTH	VA	I	REGIONAL MANAGED LANE SYSTEM		DEVELOP, TEST, & IMPLEMENT TECHNOLOGY TO DETECT & VERIFY AUTO OCCUPANCY ON REGIONAL MANAGED LANE SYSTEM INCLUDING PUBLIC OUTREACH, EDUCATION, & INTEGRATION INTO EXISTING TOLLING SOFTWARE/HARDWARE; PROJECT INVOLVES CONSULTANT ASSISTANCE	\$279,610	\$69,902	\$0	\$349,512	\$0	09/2021	
11618.1	0918-00-345	TXDOT-DALLAS	VA	I	REGIONAL MOBILITY ASSISTANCE PATROL (DALLAS DISTRICT)		MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS	\$3,400,000	\$850,000	\$0	\$4,250,000	\$0	11/2021	
							TOTAL	\$154,318,314	\$16,361,781	\$14,189,704	\$184,869,799	\$23,440,882		

TRANSPORTATION ALTERNATIVES SET ASIDE FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	COMMENTS
40046	0918-11-099	TERRELL	VA	C	DR. BRUCE WOOD ELEMENTARY SCHOOL CONNECTION EXTENSIONS; SAFE ROUTES TO SCHOOL	ALONG ROCKWALL AVE, BAKER ST, PACIFIC AVE, AND GRIFFITH AVE	SAFE ROUTES TO SCHOOL PEDESTRIAN IMPROVEMENTS IN PROXIMITY TO ELEMENTARY SCHOOL INCLUDING CONSTRUCT AND RECONSTRUCT SIDEWALKS, BICYCLE/PEDESTRIAN SIGNALS, SIGNAGE, AND CROSSWALKS	\$507,662	\$126,915	\$634,577	\$507,662	05/2020	FUNDING HAS OBLIGATED AS OF JULY 2020
40046	0918-11-099	TERRELL	VA	CE	DR. BRUCE WOOD ELEMENTARY SCHOOL CONNECTION EXTENSIONS; SAFE ROUTES TO SCHOOL	ALONG ROCKWALL AVE, BAKER ST, PACIFIC AVE, AND GRIFFITH AVE	SAFE ROUTES TO SCHOOL PEDESTRIAN IMPROVEMENTS IN PROXIMITY TO ELEMENTARY SCHOOL INCLUDING CONSTRUCT AND RECONSTRUCT SIDEWALKS, BICYCLE/PEDESTRIAN SIGNALS, SIGNAGE, AND CROSSWALKS	\$26,718	\$6,680	\$33,398	\$26,718	05/2020	FUNDING HAS OBLIGATED AS OF JULY 2020
40048	0918-47-205	DALLAS	VA	C	TRINITY STRAND TRAIL PHASE 2; EXISTING TRINITY STRAND TRAIL AT THE INTERSECTION OF MARKET CNTR BLVD & TURTLE CREEK BLVD	INWOOD/LOVE FIELD DART STATION	CONSTRUCT BICYCLE AND PEDESTRIAN IMPROVEMENTS INCLUDING SHARED-USE PATH, ON STREET BIKEWAY, BICYCLE/PEDESTRIAN SIGNALS, CROSSWALKS, SIGNAGE, AND BICYCLE/PEDESTRIAN TRAFFIC COUNT EQUIPMENT	\$4,742,746	\$1,185,686	\$5,928,432	\$4,742,746	08/2020	FUNDING HAS OBLIGATED AS OF JULY 2020
40048	0918-47-205	DALLAS	VA	CE	TRINITY STRAND TRAIL PHASE 2; EXISTING TRINITY STRAND TRAIL AT THE INTERSECTION OF MARKET CNTR BLVD & TURTLE CREEK BLVD	INWOOD/LOVE FIELD DART STATION	CONSTRUCT BICYCLE AND PEDESTRIAN IMPROVEMENTS INCLUDING SHARED-USE PATH, ON STREET BIKEWAY, BICYCLE/PEDESTRIAN SIGNALS, CROSSWALKS, SIGNAGE, AND BICYCLE/PEDESTRIAN TRAFFIC COUNT EQUIPMENT	\$257,254	\$64,314	\$321,568	\$257,254	08/2020	FUNDING HAS OBLIGATED AS OF JULY 2020
40060	0902-90-081	RICHLAND HILLS	CS	C	RICHLAND HILLS TRE CONNECTION; GLENVIEW DRIVE ON THE NORTH	INTERSECTION OF SH 121 WESTBOUND FRONTAGE ROAD AND HANDLEY-EDERVILLE ROAD ON THE SOUTH	CONSTRUCT BICYCLE AND PEDESTRIAN IMPROVEMENTS INCLUDING SHARED-USE PATH, BIKEWAYS, SIDEWALKS, CROSSWALKS, AND SIGNAGE	\$161,281	\$40,320	\$201,601	\$50,608	08/2020	FUNDING HAS OBLIGATED AS OF JULY 2020
40037	0918-25-025	HEATH	CS	C	SRTS TRAIL PROJECT - SMIRL & HUBBARD; EXISTING PATH AT FM 740 TRAIL	EXISTING PATH WEST OF DUNFORD DRIVE	CONSTRUCT A SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS ALONG HUBBARD DR	\$296,711	\$74,178	\$370,889	\$296,711	12/2020	FUNDING HAS OBLIGATED AS OF JUNE 2020
40037	0918-25-025	HEATH	CS	CE	SRTS TRAIL PROJECT - SMIRL & HUBBARD; EXISTING PATH AT FM 740 TRAIL	EXISTING PATH WEST OF DUNFORD DRIVE	CONSTRUCT A SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS ALONG HUBBARD DR	\$18,435	\$4,609	\$23,044	\$18,435	12/2020	FUNDING HAS OBLIGATED AS OF JUNE 2020
40061	0902-90-082	FORT WORTH	VA	C	WJ TURNER ELEM, DIAMOND HILL ELEM AND BONNIE BRAE ELEM SCHOOL CAMPUSES BOUNDED BY W LORRAINE ST TO THE N	NORTH BEACH ST TO THE EAST; BRENNAN AVE TO THE S, TITUS ST TO THE W	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 3 SCHOOLS IN NORTH DISTRICT)	\$695,354	\$173,838	\$869,192	\$0	07/2020	
40061	0902-90-082	FORT WORTH	VA	CE	WJ TURNER ELEM, DIAMOND HILL ELEM AND BONNIE BRAE ELEM SCHOOL CAMPUSES BOUNDED BY W LORRAINE ST TO THE N	NORTH BEACH ST TO THE EAST; BRENNAN AVE TO THE S, TITUS ST TO THE W	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 3 SCHOOLS IN NORTH DISTRICT)	\$69,224	\$17,305	\$86,529	\$0	07/2020	
40062	0902-90-084	FORT WORTH	VA	C	CC MOSS ELEM, BOUNDED BY MARTIN LUTHER KING JR FWY TO THE SW, PATE DR TO THE E, E BERRY ST TO THE N	ML PHILLIPS ELEM BOUNDED BY CAMP BOWIE BLVD TO THE SE, WINTHROP AVE TO THE E, CALMONT AVE TO THE N, LACKLAND RD TO THE W	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 2 SCHOOLS IN SOUTH DISTRICT)	\$391,882	\$97,970	\$489,852	\$0	07/2020	
40062	0902-90-084	FORT WORTH	VA	CE	CC MOSS ELEM, BOUNDED BY MARTIN LUTHER KING JR FWY TO THE SW, PATE DR TO THE E, E BERRY ST TO THE N	ML PHILLIPS ELEM BOUNDED BY CAMP BOWIE BLVD TO THE SE, WINTHROP AVE TO THE E, CALMONT AVE TO THE N, LACKLAND RD TO THE W	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 2 SCHOOLS IN SOUTH DISTRICT)	\$39,189	\$9,797	\$48,986	\$0	07/2020	
40063	0902-90-083	FORT WORTH	VA	C	D MCRAE ELEM BOUNDED BY AVE J TO THE N, S AYERS AVE TO THE E, LITTLEJOHN AVE TO THE S, THRALL ST TO THE W; DAGGETT ELEM	BOUNDED BY WILLING/FAIRMOUNT AVE TO THE W, W RICHMOND AVE TO THE N, HEMPHILL ST TO THE E, CANTEY ST TO THE S	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 2 SCHOOLS IN SOUTH DISTRICT)	\$369,540	\$92,385	\$461,925	\$0	07/2020	
40063	0902-90-083	FORT WORTH	VA	CE	D MCRAE ELEM BOUNDED BY AVE J TO THE N, S AYERS AVE TO THE E, LITTLEJOHN AVE TO THE S, THRALL ST TO THE W; DAGGETT ELEM	BOUNDED BY WILLING/FAIRMOUNT AVE TO THE W, W RICHMOND AVE TO THE N, HEMPHILL ST TO THE E, CANTEY ST TO THE S	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 2 SCHOOLS IN SOUTH DISTRICT)	\$36,714	\$9,179	\$45,893	\$0	07/2020	

TRANSPORTATION ALTERNATIVES SET ASIDE FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	COMMENTS
40038	0918-47-209	CEDAR HILL	VA	C	SIDEWALK AND CROSSWALK IMPROVEMENTS (COMBINED) - SAFE ROUTES TO SCHOOL	NEAR HIGH POINT ELEM, LIFE SCHOOL CEDAR HILL, JOE WILSON INT, VILLAGE TECH, WATERFORD OAKS ELEM, & HIGHLAND ELEM SCHOOLS	SAFE ROUTES TO SCHOOL PEDESTRIAN IMPROVEMENTS IN PROXIMITY TO SCHOOLS, INCLUDING NEW CROSSWALKS, BICYCLE/PEDESTRIAN SIGNALS, SIGNAGE, AND SIDEWALK IMPROVEMENTS TO COMPLETE EXISTING SIDEWALK GAPS	\$1,418,054	\$354,513	\$1,772,567	\$0	08/2020	
40038	0918-47-209	CEDAR HILL	VA	CE	SIDEWALK AND CROSSWALK IMPROVEMENTS (COMBINED) - SAFE ROUTES TO SCHOOL	NEAR HIGH POINT ELEM, LIFE SCHOOL CEDAR HILL, JOE WILSON INT, VILLAGE TECH, WATERFORD OAKS ELEM, & HIGHLAND ELEM SCHOOLS	SAFE ROUTES TO SCHOOL PEDESTRIAN IMPROVEMENTS IN PROXIMITY TO SCHOOLS, INCLUDING NEW CROSSWALKS, BICYCLE/PEDESTRIAN SIGNALS, SIGNAGE, AND SIDEWALK IMPROVEMENTS TO COMPLETE EXISTING SIDEWALK GAPS	\$141,806	\$35,451	\$177,257	\$0	08/2020	
40041	0918-47-202	CEDAR HILL	VA	C	SOUTH CLARK RD TRAIL VELOWEB; FROM EXISTING RED OAK CREEK TRAIL	E BELT LINE RD	CONSTRUCT SHARED-USE PATH, BICYCLE/PEDESTRIAN SIGNALS, CROSSWALKS, SIGNAGE, AND SAFETY IMPROVEMENTS	\$943,733	\$235,934	\$1,179,667	\$0	08/2020	
40041	0918-47-202	CEDAR HILL	VA	CE	SOUTH CLARK RD TRAIL VELOWEB; FROM EXISTING RED OAK CREEK TRAIL	E BELT LINE RD	CONSTRUCT SHARED-USE PATH, BICYCLE/PEDESTRIAN SIGNALS, CROSSWALKS, SIGNAGE, AND SAFETY IMPROVEMENTS	\$109,418	\$27,354	\$136,772	\$0	08/2020	
40055	0902-90-079	NORTH RICHLAND HILLS	CS	C	NRH ACTIVE TRANSPORTATION PROJECTS FOR TRAIL/ON-ROAD BOUNDED BY NORTH TARRANT PARKWAY TO THE NORTH	PRECINCT LINE ROAD TO THE EAST, GLENVIEW DRIVE TO THE SOUTH, SUNCREST DRIVE TO THE WEST	CONSTRUCT BIKE/PED SAFETY IMPROVEMENTS INCL INSTALLING FLASHING BEACONS, BIKE/PED SIGNALS, CROSSWALKS, SIGNAGE, SIDEWALKS, BIKEWAYS, REFUGE ISLANDS AT INTERSECTIONS, AND SHARED USE PATH FROM EXISTING COTTON BELT TRAIL TO EXISTING JOHN BARFIELD TRAIL	\$161,729	\$40,432	\$202,161	\$0	09/2020	
40055	0902-90-079	NORTH RICHLAND HILLS	CS	CE	NRH ACTIVE TRANSPORTATION PROJECTS FOR TRAIL/ON-ROAD BOUNDED BY NORTH TARRANT PARKWAY TO THE NORTH	PRECINCT LINE ROAD TO THE EAST, GLENVIEW DRIVE TO THE SOUTH, SUNCREST DRIVE TO THE WEST	CONSTRUCT BIKE/PED SAFETY IMPROVEMENTS INCL INSTALLING FLASHING BEACONS, BIKE/PED SIGNALS, CROSSWALKS, SIGNAGE, SIDEWALKS, BIKEWAYS, REFUGE ISLANDS AT INTERSECTIONS, AND SHARED USE PATH FROM EXISTING COTTON BELT TRAIL TO EXISTING JOHN BARFIELD TRAIL	\$28,059	\$7,015	\$35,074	\$0	09/2020	
14013.2	0918-48-003	DART	VA	T	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$4,648,925	\$0	\$4,648,925	\$0	11/2020	
40068	0918-47-311	BALCH SPRINGS	CS	E	ON SHEILAH, MANON, HICKORY, AND QUAIL DR	BETWEEN LAKE JUNE RD AND GLENSHIRE	FLOYD ELEMENTARY SAFE ROUTES TO SCHOOL; CONSTRUCT NEW SIDEWALK, REMOVE/REPLACE EXISTING SIDEWALK AND ADA RAMPS, RELOCATION OF SCHOOL FLASHER AND SIGNAGE	\$234,537	\$0	\$234,537	\$0	02/2021	
40049	0918-47-206	DALLAS	VA	C	LAKE HIGHLANDS TRAIL NORTHERN EXTENSION & LAKE HIGHLANDS TRAIL PHASE 2A, 2B; FROM EXISTING WHITE ROCK CREEK TRAIL TO	EXISTING LAKE HIGHLANDS TRAIL AT WHITE ROCK TRAIL ROADWAY TO THE LAKE HIGHLANDS DART STATION NEAR WALNUT HILL	CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS; BIKEWAY AND PEDESTRIAN IMPROVEMENTS INCLUDING SIDEWALKS, BICYCLE/PEDESTRIAN SIGNALS, CROSSWALKS, SIGNAGE, AND BICYCLE/PEDESTRIAN TRAFFIC COUNT EQUIPMENT	\$3,896,967	\$974,242	\$4,871,209	\$0	02/2021	
40049	0918-47-206	DALLAS	VA	CE	LAKE HIGHLANDS TRAIL NORTHERN EXTENSION & LAKE HIGHLANDS TRAIL PHASE 2A, 2B; FROM EXISTING WHITE ROCK CREEK TRAIL TO	EXISTING LAKE HIGHLANDS TRAIL AT WHITE ROCK TRAIL ROADWAY TO THE LAKE HIGHLANDS DART STATION NEAR WALNUT HILL	CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS; BIKEWAY AND PEDESTRIAN IMPROVEMENTS INCLUDING SIDEWALKS, BICYCLE/PEDESTRIAN SIGNALS, CROSSWALKS, SIGNAGE, AND BICYCLE/PEDESTRIAN TRAFFIC COUNT EQUIPMENT	\$540,774	\$135,194	\$675,968	\$0	02/2021	
40043	0918-47-210	DALLAS	VA	C	UNION BIKEWAY CONNECTOR; HOUSTON ST	N HARWOOD ST AT WOODALL RODGERS FWY	CONSTRUCT ON-STREET BIKEWAY FACILITIES	\$554,682	\$138,670	\$693,352	\$0	04/2021	
40043	0918-47-210	DALLAS	VA	CE	UNION BIKEWAY CONNECTOR; HOUSTON ST	N HARWOOD ST AT WOODALL RODGERS FWY	CONSTRUCT ON-STREET BIKEWAY FACILITIES	\$55,468	\$13,867	\$69,335	\$0	04/2021	

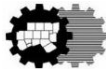
TRANSPORTATION ALTERNATIVES SET ASIDE FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	COMMENTS
40040	0918-46-306	DENTON	CS	C	SYCAMORE - WELCH ACTIVE TRANSPORTATION CONNECTION; ALONG S WELCH ST FROM EAGLE DRIVE	TO W HICKORY ST; AND ALONG W SYCAMORE ST TO DOWNTOWN DENTON DCTA STATION	CONSTRUCT NEW SHARED-USE PATH, BIKE LANES AND CROSSWALKS	\$471,698	\$117,925	\$589,623	\$0	06/2021	
40040	0918-46-306	DENTON	CS	CE	SYCAMORE - WELCH ACTIVE TRANSPORTATION CONNECTION; ALONG S WELCH ST FROM EAGLE DRIVE	TO W HICKORY ST; AND ALONG W SYCAMORE ST TO DOWNTOWN DENTON DCTA STATION	CONSTRUCT NEW SHARED-USE PATH, BIKE LANES AND CROSSWALKS	\$34,659	\$8,665	\$43,324	\$0	06/2021	
40065	0902-90-085	ARLINGTON	VA	C	JULIA BURGEN LINEAR PARK TRAIL SYSTEM; FROM THE EXISTING PATH EAST OF MARY STREET	S. PECAN STREET	CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS OVER TRADING HORSE TRIBUTARY	\$379,092	\$94,773	\$473,865	\$0	09/2021	
40065	0902-90-085	ARLINGTON	VA	CE	JULIA BURGEN LINEAR PARK TRAIL SYSTEM; FROM THE EXISTING PATH EAST OF MARY STREET	S. PECAN STREET	CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS OVER TRADING HORSE TRIBUTARY	\$36,980	\$9,245	\$46,225	\$0	09/2021	
							TOTAL	\$21,269,291	\$4,096,456	\$25,365,747	\$5,900,134		

FISCAL YEAR 2021 PROJECT TRACKING

Surface Transportation Technical Committee

October 23, 2020



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- Over the years, many projects in the region have experienced significant implementation delays.
- These delays have led to implementation of the MPO Milestone Policy to identify projects that have not advanced to construction after 10 or more years.
- In addition, the region is carrying a large “carryover balance” of Congestion Mitigation and Air Quality Improvement Program (CMAQ), Surface Transportation Block Grant (STBG), and Transportation Alternatives (TA) Set Aside funds.
- These funds are receiving scrutiny from the State and federal governments and must obligate soon.
- Staff currently follows up with implementing agencies on project schedules periodically and at least every other year when developing a new Transportation Improvement Program (TIP).

NEW PROJECT TRACKING EFFORT

- Going forward, staff proposes to conduct a more robust project tracking effort in order to highlight and prevent these delays.
- At the beginning of each fiscal year, staff will provide the Committee and the Regional Transportation Council (RTC) with a list of projects by phase scheduled to advance during the coming year.
- Agencies will be asked to report project status on a more frequent basis.
- The status of projects scheduled for the year will be presented at STTC and RTC on a quarterly or bi-annual basis.
- This will provide opportunities for sponsors to raise issues that may be hindering a project's progress and help ensure that funds are being obligated in a more timely manner.

SUMMARY OF TIP FY 2021 PROJECT FUNDING - CMAQ

	OCTOBER 2020
Federal Funding Allocated in FY 2021	\$73,963,059
Estimated Federal Carryover Funds (FY 2020 to FY 2021)	<u>+\$58,400,000</u>
Total Available Federal Funding in FY 2021	\$132,363,059
Total Federal Funding Programmed	\$121,295,638
Federal Funding Obligated	\$11,303,022
FY 2021 Project Phases	61
Project Phases Obligated to Date	14
Project Phases Past Their Original Estimated Start Date	16

Notes:

- Obligations based on the federal fiscal year, which runs from October to September
- FY 2021 of the TIP includes projects that obligated in FY 2020, but were listed in FY 2021 in case of delay.

SUMMARY OF TIP FY 2021 PROJECT FUNDING - STBG

	OCTOBER 2020
Federal Funding Allocated in FY 2021	\$116,230,858
Estimated Federal Carryover Funds (FY 2020 to FY 2021)	<u>+\$168,000,000</u>
Total Available Federal Funding in FY 2021	\$284,230,858
Total Federal Funding Programmed	\$154,318,314
Federal Funding Obligated	\$23,440,882
FY 2021 Project Phases	52
Project Phases Obligated	9
Project Phases Past Their Original Estimated Start Date	10

Notes:

- Obligations based on the federal fiscal year, which runs from October to September
- FY 2021 of the TIP includes projects that obligated in FY 2020, but were listed in FY 2021 in case of delay.

SUMMARY OF TIP FY 2021 PROJECT FUNDING – TA SET ASIDE

	OCTOBER 2020
Federal Funding Allocated in FY 2021	\$7,948,734
Estimated Federal Carryover Funds (FY 2020 to FY 2021)	<u>+\$14,913,943</u>
Total Available Federal Funding in FY 2021	\$22,862,677
Total Federal Funding Programmed	\$21,269,291
Federal Funding Obligated	\$5,900,134
FY 2021 Project Phases	29
Project Phases Obligated	7
Project Phases Past Their Original Estimated Start Date	12

Notes:

- Obligations based on the federal fiscal year, which runs from October to September
- FY 2021 of the TIP includes projects that obligated in FY 2020, but were listed in FY 2021 in case of delay.

ADDITIONAL STEPS TO ADDRESS THE ISSUE

- Continue implementing the MPO Milestone Policy Rounds 1 and 2 to address projects that have experienced 10+ year delays.
- Work with project sponsors and TxDOT to resolve issues that may be causing delays in project implementation.
- Conduct a workshop to provide training on project implementation and drafting realistic project schedules.
- Look at other ways to address project implementation delays, such as in future project selection initiatives
 - Do STTC members have ideas?

QUESTIONS?

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Automated Vehicles 2.0

Briefing on AV2.2, AV2.3 Funding Availability

Thomas Bamonte, Senior Program Manager
Automated Vehicles Program

Surface Transportation Technical Committee
October 23, 2020



Automated Vehicles Program 2.0 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)

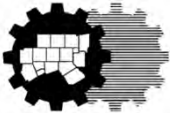
Summer 2020: AV2.1 procurement

Fall 2020: Kick-off AV2.2 – AV2.3 project proposal process



AV 2.0 Policies

1. North Texas will build on its history of transportation innovation to be a leader in the deployment of automated vehicles (AVs) to help achieve the region's mobility goals.
2. All North Texas communities should have the resources necessary to plan for AV deployments and to build effective partnerships with AV developers when they deploy AVs in a community.
3. The region will make strategic investments in AV services to explore use cases and AV deployments in communities overlooked by AV developers.
4. The AV 2.0 Program will be administered to advance these policies.



AV 2.0 Timeline

Plan (AV 2.1)

- Consultant selection
- Planning process
- Deployment guide
- Final report

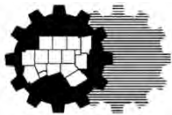
Implement (AV2.2/2.3):

- Project proposals and evaluation
- Mix of AV2.2/2.3 funding
- Implementation
- Evaluation



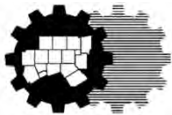
AV 2.2/2.3 Project Proposals

1. Minimum request: \$500K
2. Specify AV2.2 or AV2.3 funding or both
3. Proposing agency = grant recipient
4. Use cases and benefits/costs detailed
5. Private sector and agency contributions listed
6. Project evaluation process included
7. Commitment to share lessons learned with the region



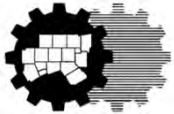
Evaluation Criteria

1. Substantial AV deployment
2. Advance regional goals
 - Improved access to jobs and other destinations
 - Environmental protection/resiliency
 - Economic development
 - Equity
 - Technology innovation leadership
3. Contributions from private/public sectors
4. Community involvement/support for deployment



Process

1. Staff evaluates proposals
2. Projects meeting criteria included in TIP updates
3. STTC monitoring
 - Information item – award $> \$1M$
 - Director's report – award $< \$1M$
4. Awardees report project lessons learned to STTC





WAYMO



RTA AV 2.0 PROGRAM – NATIONAL FIRST

PLANNING, LOCAL
SUPPORT & AV USE
CASES

Vehicle Technologies

AUTOMATION
, ELECTRIFICATION
&
DIVERSIFICATION

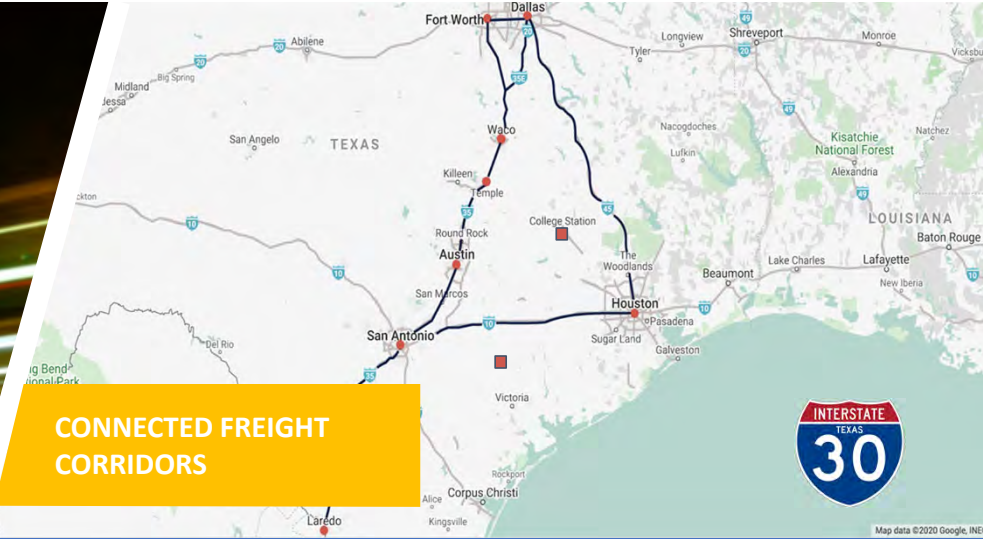


Source: Bell

TT6



OPTIMIZED INTERSECTIONS



CONNECTED FREIGHT CORRIDORS

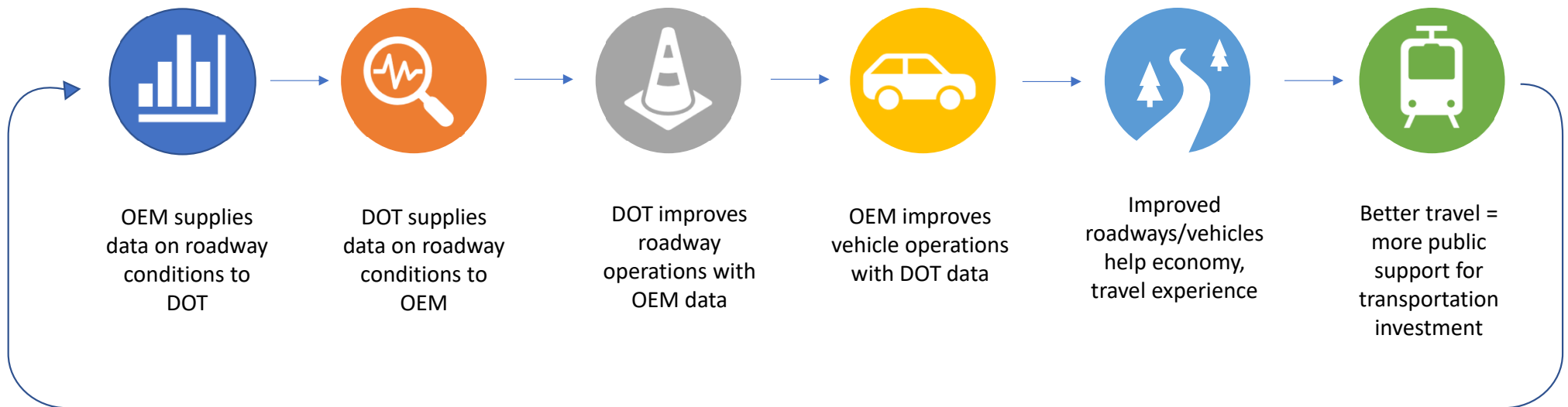
Connected Vehicle Tech

“Implementing connected vehicle technology to enable safe and efficient goods movement through key freight corridors in the Texas Triangle.”

Crowdsourced
waze data for
accident detection



Building Transportation Data Infrastructure



Questions | Contact Information

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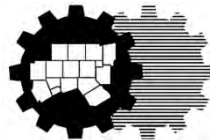
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STATUS OF TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM FUNDING PROGRAMS

**Surface Transportation Technical Committee
October 23, 2020**



North Central Texas
Council of Governments

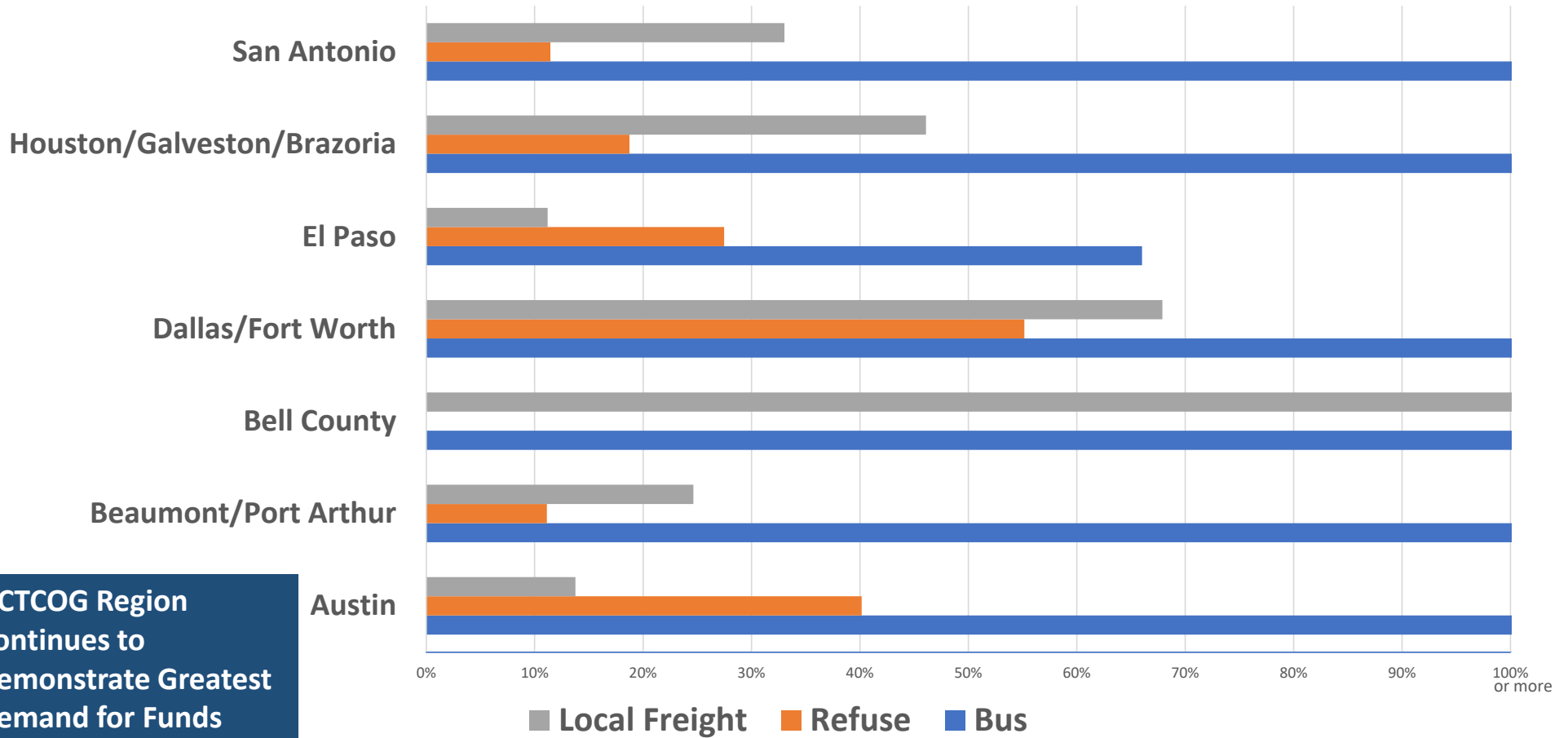
TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM

Statewide Allocation	Program	DFW Area Allocation	Schedule	Status (as of October 8, 2020)
~\$169.5 Million	School, Shuttle, and Transit Buses	\$11,684,806	Closed	All Funds Awarded; Over \$17.3 Million Requested
	Refuse Vehicles	\$8,346,290	Open; First-Come First Served Until 1/27/2021	\$4,604,277 Requested* \$3,742,013 Available
	Freight & Port Drayage Vehicles	\$6,677,032	Open; First-Come First-Served Until 1/27/2021	\$4,533,400 Requested* \$2,143,632 Available
	Electric Forklifts and Port Cargo-Handling Equipment	\$6,677,032	To Be Determined	
	Electric Airport Ground Support Equipment			
	Ocean-Going Vessel Shore Power			
~\$31.4 Million	ZEV Infrastructure - Level 2 Rebate	~\$2.5 Million (Statewide)	Open; First-Come First Served Until 8/11/2021	\$240,000 Requested* \$10,225,958 Available
	ZEV Infrastructure – DC Fast Charge Funding	~\$25 Million (Statewide)	May Open Late 2020/Early 2021	

*Requested grant amounts are subject to change once an application has been reviewed.

PROGRESS OF FUNDING BY REGION

Percent Available Funds Requested by Funding Round

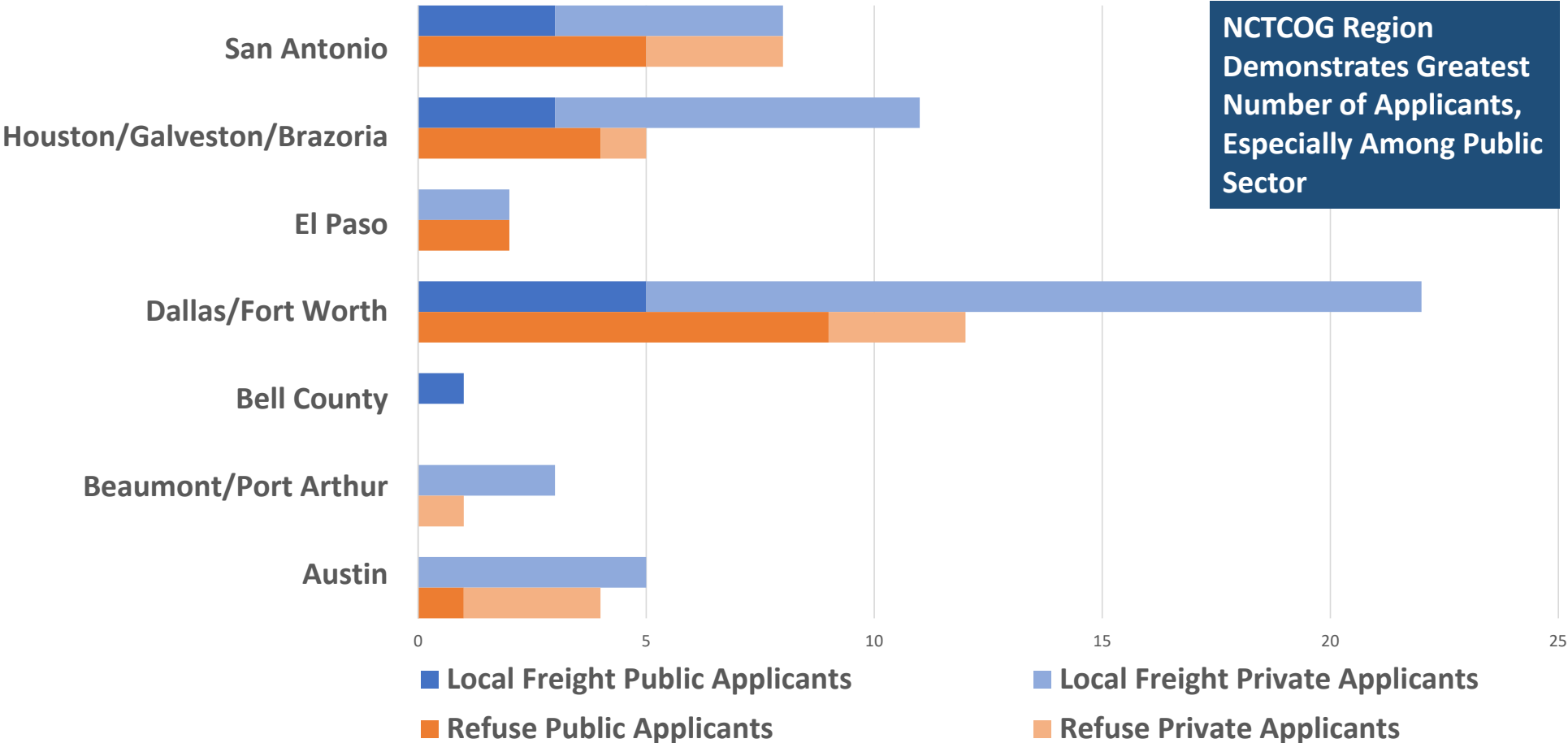


**NCTCOG Region
Continues to
Demonstrate Greatest
Demand for Funds**

Data sourced from www.texasvfund.org on October 8, 2020

PUBLIC AND PRIVATE APPLICANTS BY REGION

Local Freight and Refuse Vehicle Applicants



Data sourced from www.texasvfund.org on October 8, 2020

FOR MORE INFORMATION

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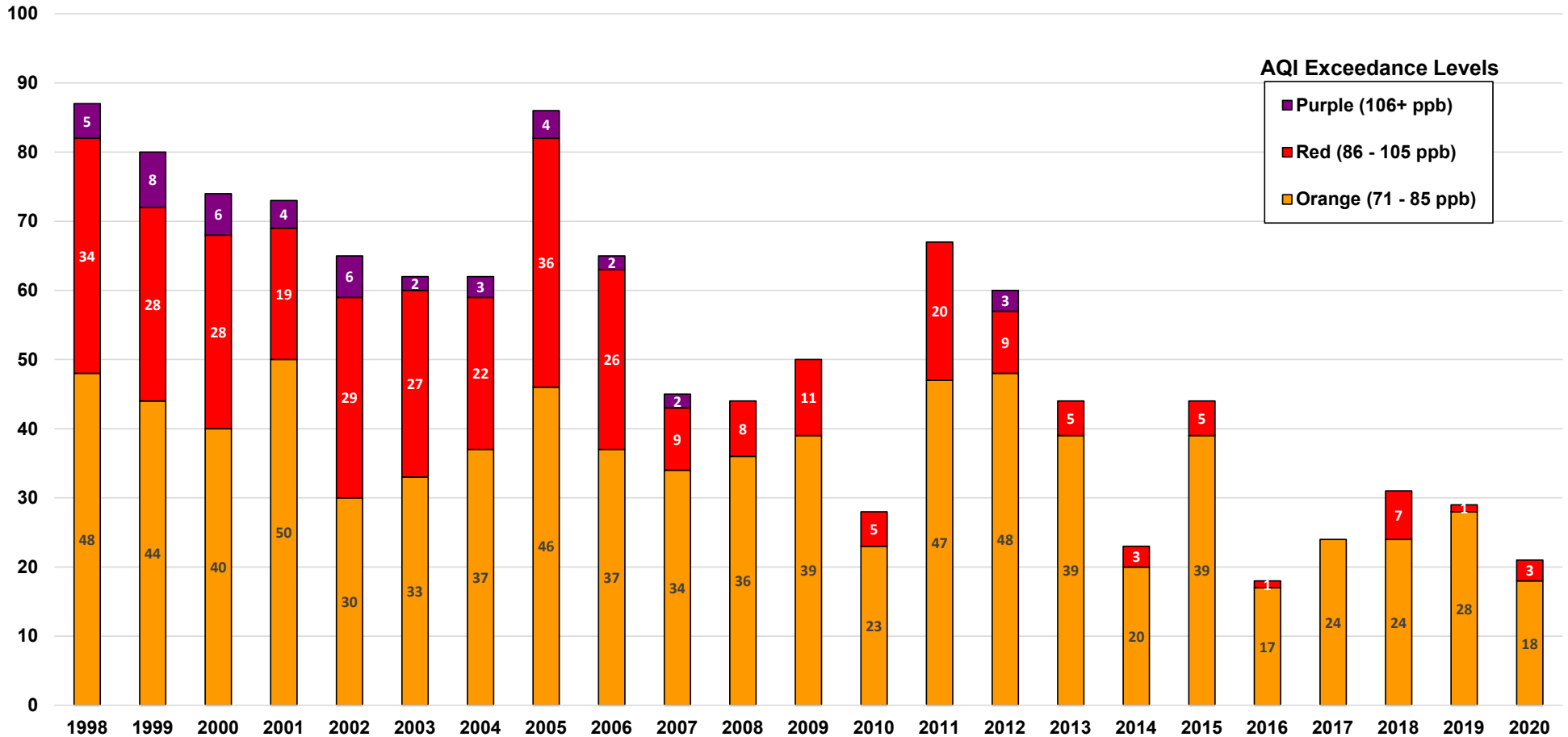
www.nctcog.org/aqfunding, “Hot Topics”



**North Central Texas
Council of Governments**

8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤ 70 ppb (As of October 12, 2020)



AQI Exceedance Levels

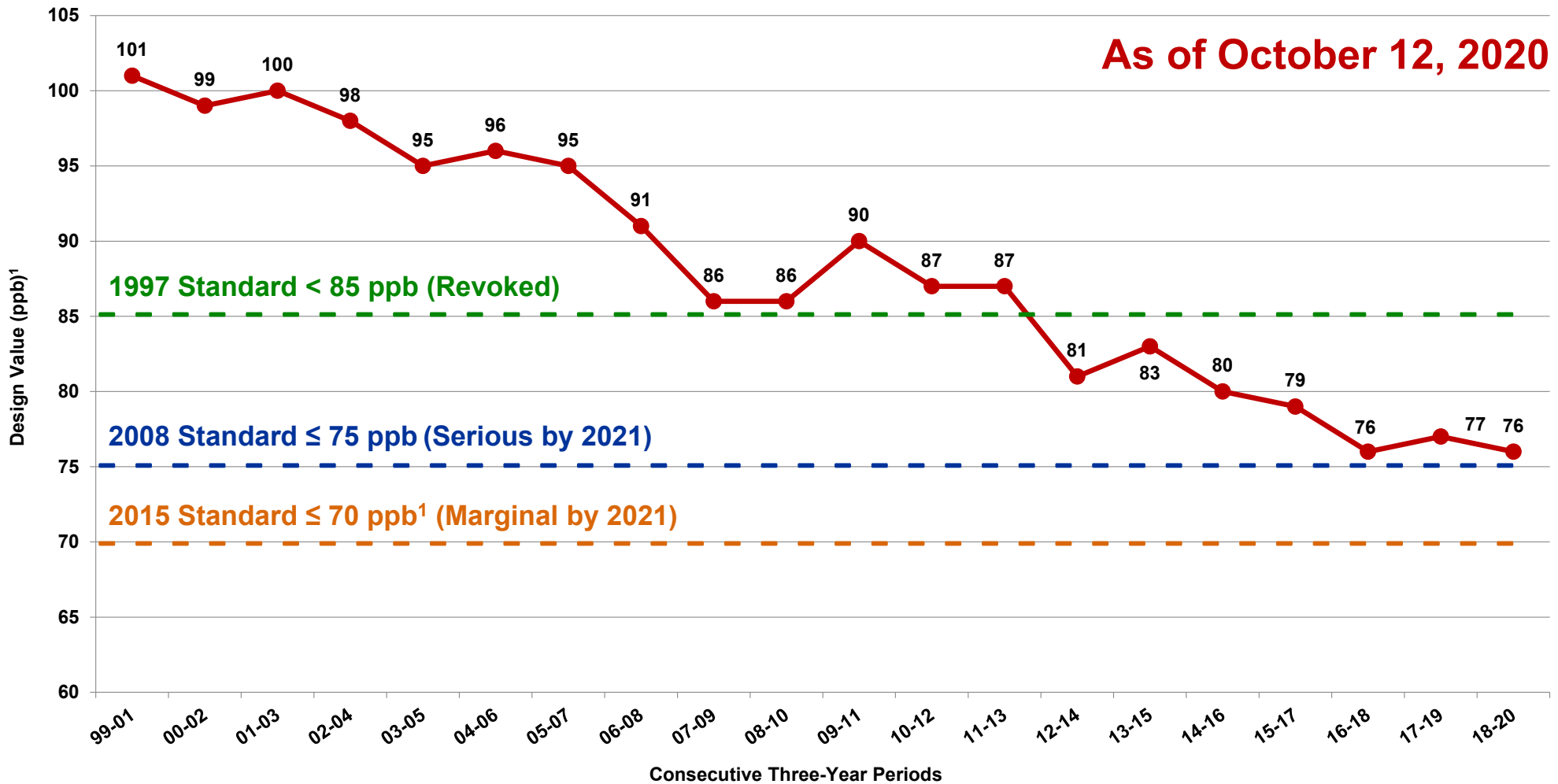
- Purple (106+ ppb)
- Red (86 - 105 ppb)
- Orange (71 - 85 ppb)

Exceedance Level indicates daily maximum eight-hour average ozone concentration.
Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

Source: TCEQ, http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl
ppb = parts per billion

8-HOUR OZONE NAAQS HISTORICAL TRENDS

As of October 12, 2020



¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

FOR MORE INFORMATION

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North Central Texas Council Of Governments

TO: Regional Transportation Council
 (Primary and Alternate Members)
 Mayors, City Managers
 Surface Transportation Technical Committee
 County Sheriffs, Police Chiefs, Fire Chiefs
 Medical Examiners and Transportation Providers

DATE: September 28, 2020

FROM: Michael Morris, P.E.
 Director of Transportation

SUBJECT: Announcement for the November 2020 "Virtual" Traffic Incident Management
 Executive Level Course

As the Metropolitan Planning Organization for the Dallas-Fort Worth area, the North Central Texas Council of Governments (NCTCOG) developed Traffic Incident Management (TIM) Training courses to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic accidents, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. In 2019, the 16-county Dallas-Fort Worth region experienced 130,342 total reportable crashes, of which 44,554 were injury crashes, and 679 were fatal crashes. These statistics prove that training for agencies responsible for managing and clearing traffic incidents is extremely important and have demonstrated the ability to improve responder and motorist safety and to significantly reduce the length and size of roadway closures.

Since February 2003, 116 classes have been offered at the first responder level to 3,240 students in the areas of police, fire, department of public safety, towing, EMS, Mobility Assistance Patrol, transportation agencies, and media representatives. Additionally, since February 2005, 29 classes have been offered at the executive level to 1,027 decision and policy makers. It is important to note that the NCTCOG TIM Training Course is equivalent to the course offered by Federal Highway Administration (FHWA); however, the NCTCOG course content is specific to the North Central Texas region. NCTCOG TIM Training Course participants can also earn continuing education credit for Texas Commission on Law Enforcement (TCOLE), Track Type II Fire, and Texas Department of State Health Services for EMS. For your reference, summaries of the regional attendance levels for the NCTCOG's First Responder and Manager Course and the Executive Level Course can be found on NCTCOG's Traffic Incident Management Training web page www.nctcog.org/TIM.

Although the NCTCOG TIM training has been very successful, it can be even more successful with the assistance and continual involvement of decision makers such as you. In order to have compliance at the first responder level, it is of vital importance that agency decision makers have an understanding of what is required of all responders during an incident; this includes police officers, fire fighters, tow truck operators, roadway construction crews, and mobility assistance crews, etc. Understanding the importance of incident management training, the Texas Commission on Fire Protection passed Rule 435.29 in July 2015, which requires completion of a minimum four-hour FHWA Traffic Incident Management program for all certified

firefighters before December 1, 2020. Additionally, TCOLE incorporated a four-hour TIM training component into the Basic Peace Officer Course curriculum for new cadets/recruits as of April 1, 2020.

The Executive Level Course provides you with an overview of the two-day First Responder and Manager Course. Additionally, the Executive Level Course also includes a preview of the updated ANSI vest standards. Those agencies that have participated in the training prior to 2013 are strongly encouraged to attend again, as major course updates have occurred since then, as well as updates to legislation and best practices.

Due to concerns and restrictions related to COVID-19, we are hosting the TIM ELC "virtually". You are invited to attend the free virtual Traffic Incident Management Executive Level Course scheduled for Thursday, November 5, from 10 am to 12 pm. A link to the meeting information is included at www.nctcog.org/TIMTraining.

To RSVP for this virtual course, please contact Barbara Walsh of NCTCOG at 817/695-9245 or bwalsh@nctcog.org. We look forward to your participation on November 5, 2020.


Michael Morris, P.E.

CF:bw

cc: Natalie Bettger, Senior Program Manager, NCTCOG
Assistant Fire Chief John Glover, Town of Flower Mound Fire Department
Lieutenant Daniel Plumer, Dallas County Sheriff's Department

**Traffic Incident Management - First Responders and Manager Course
Agency Attendance: February 2003 - September 2020**

SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL
Able Springs VFD	Fire Department				3	City of Commerce	Fire Department				2
	Police Department				0		Police Department				2
Town of Addison	Fire Department				5	City of Coppell	Fire Department				2
	Police Department				1		Police Department				5
City of Aledo	Fire Department				2	City of Corinth	Fire Department				0
	Police Department				0		Police Department				5
City of Allen	Fire Department				2	City of Corsicana	Fire Department				1
	Police Department				28		Police Department				0
City of Alvarado	Fire Department				1	City of Crandall	Fire Department				0
	Police Department				8		Police Department				5
City of Anna	Fire Department				0	City of Cresson	Fire Department				1
	Police Department				1		Police Department				0
City of Argyle	Fire Department				1	City of Crowley	Fire Department				0
	Police Department				3		Police Department				1
City of Arlington	Fire Department				7	City of Dallas	Fire Department				8
	Police Department				62		Police Department				20
City of Aubrey	Fire Department				7	City of Decatur	Fire Department				0
	Police Department				0		Police Department				3
City of Azle	Fire Department				5	City of Denton	Fire Department				6
	Police Department				7		Police Department				37
City of Balch Springs	Fire Department				1	City of DeSoto	Fire Department				0
	Police Department				1		Police Department				8
City of Bedford	Fire Department				1	City of Duncanville	Fire Department				9
	Police Department				10		Police Department				6
City of Benbrook	Fire Department				3	City of Edgecliff Village	Fire Department				1
	Police Department				45		Police Department				0
Town of Brock Dennis VFD	Fire Department				1	City of Euless	Fire Department				4
	Police Department				0		Police Department				19
City of Burleson	Fire Department				4	Town of Fairview	Fire Department				1
	Police Department				22		Police Department				6
City of Caddo Mills	Fire Department				0	City of Farmer's Branch	Fire Department				15
	Police Department				1		Police Department				59
City of Carrollton	Fire Department				0	City of Ferris	Fire Department				1
	Police Department				5		Police Department				0
City of Cedar Hill	Fire Department				4	Town of Flower Mound	Fire Department				1
	Police Department				13		Police Department				7
City of Cleburne	Fire Department				1	City of Forest Hill	Fire Department				2
	Police Department				6		Police Department				14
City of Colleyville	Fire Department				3	City of Forney	Fire Department				3
	Police Department				10		Police Department				6

Traffic Incident Management - First Responders and Manager Course
Agency Attendance: February 2003 - September 2020

SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL
City of Fort Worth	Fire Department		3			City of Keene	Fire Department		10		
	Police Department		75				Police Department		4		
City of Frisco	Fire Department		33			City of Keller	Fire Department		12		
	Police Department		6				Police Department		22		
City of Garland	Fire Department		2			City of Kennedale	Fire Department		1		
	Police Department		6				Police Department		4		
City of Glenn Heights	Fire Department		2			City of Kilgore	Fire Department		1		
	Police Department		11				Police Department		1		
City of Granbury	Fire Department		0			City of Krugerville	Fire Department		0		
	Police Department		4				Police Department		1		
City of Grand Prairie	Fire Department		2			Town of Krum	Fire Department		5		
	Police Department		4				Police Department		1		
City of Grapevine	Fire Department		8			Lake Cities	Fire Department		2		
	Police Department		23				Police Department		1		
City of Greenville	Fire Department		0			City of Lake Worth	Fire Department		3		
	Police Department		3				Police Department		5		
City of Greenwood	Fire Department		2			City of Lakeside	Fire Department		0		
	Police Department		0				Police Department		1		
City of Haltom City	Fire Department		1			City of Lancaster	Fire Department		15		
	Police Department		22				Police Department		21		
City of Hickory Creek	Fire Department		1			City of Lewisville	Fire Department		8		
	Police Department		1				Police Department		40		
City of Highland Park	Fire Department		0			Town of Little Elm	Fire Department		5		
	Police Department		0				Police Department		10		
City of Highland Village	Fire Department		0			City of Longview	Fire Department		1		
	Police Department		2				Police Department		1		
City of Hudson Oaks	Fire Department		1			City of Mansfield	Fire Department		9		
	Police Department		3				Police Department		13		
City of Hurst	Fire Department		2			City of Maypearl	Fire Department		0		
	Police Department		24				Police Department		1		
City of Hutchins	Fire Department		2			City of McKinney	Fire Department		63		
	Police Department		2				Police Department		7		
City of Irving	Fire Department		7			City of Melissa	Fire Department		0		
	Police Department		20				Police Department		3		
City of Italy	Fire Department		1			City of Mesquite	Fire Department		8		
	Police Department		1				Police Department		9		
City of Joshua	Fire Department		0			City of Midlothian	Fire Department		5		
	Police Department		2				Police Department		2		
City of Kaufman	Fire Department		1			Town of Milford	Fire Department		0		
	Police Department		2				Police Department		2		

**Traffic Incident Management - First Responders and Manager Course
Agency Attendance: February 2003 - September 2020**

SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL
City of Murphy	Fire Department				1	City of Saginaw	Fire Department				0
	Police Department				0		Police Department				1
City of North Richland Hills	Fire Department				12	City of Seagoville	Fire Department				3
	Police Department				69		Police Department				11
Town of Northlake	Fire Department				0	City of Southlake	Fire Department				2
	Police Department				12		Police Department				10
City of Oak Point	Transportation				3	City of Springtown	Fire Department				0
City of Ovilla	Fire Department				2	Town of Sunnyvale	Fire Department				5
	Police Department				0		Police Department				0
City of Pantego	Fire Department				0	City of Terrell	Fire Department				0
	Police Department				2		Police Department				6
City of Plano	Fire Department				72	City of The Colony	Fire Department				6
	Police Department				93		Police Department				1
City of Ponder	Fire Department				1	Town of Trophy Club	Fire Department				1
	Police Department				1		Police Department				0
City of Prosper	Fire Department				1	City of University Park	Fire Department				2
	Police Department				4		Police Department				9
City of Red Oak	Fire Department				2	City of Venus	Fire Department				0
	Police Department				2		Police Department				12
City of Reno	Fire Department				0	City of Watauga	Fire Department				3
	Police Department				1		Police Department				3
City of Richardson	Fire Department				2	City of Waxahachie	Fire Department				1
	Police Department				8		Police Department				16
City of Richland Hills	Fire Department				2	City of Weatherford	Fire Department				35
	Police Department				6		Police Department				9
City of Roanoke / Marshall Creek	Fire Department				5	Town of Westlake	Fire Department				0
	Police Department				3		Police Department				1
City of Rockwall	Fire Department				4	City of White Settlement	Fire Department				0
	Police Department				9		Police Department				12
City of Rowlett	Fire Department				2	City of Willow Park	Fire Department				13
	Police Department				5		Police Department				5
City of Royse City	Fire Department				0	City of Wilmer	Fire Department				2
	Police Department				1		Police Department				10
City of Sachse	Fire Department				3	City of Wylie	Fire Department				2
	Police Department				35		Police Department				1

**Traffic Incident Management - First Responders and Manager Course
Agency Attendance: February 2003 - September 2020**

SPONSORING AGENCY City, County, DOT, Transit Agency		AGENCY TYPE Police and Fire	TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency		AGENCY TYPE Police and Fire	TOTAL	
COUNTIES				OTHER AGENCIES				
Collin County	Fire Department		0	TxDOT - Dallas District	Mobility Assistance		13	
	Sheriff's Department		7					
Dallas County	Mobility Assistance		44	TxDOT - Fort Worth District	Mobility Assistance		17	
	Sheriff's Department		255					
	Constable Precincts		17					
Denton County	Fire Department		1	TxDOT - State of Texas	Mobility Assistance		49	
	Sheriff's Department		5					
	Constable Precincts		2					
Erath County	Fire Department		0	Brownsville	Other		1	
	Sheriff's Department		1					
Hunt County	Fire Department		0	Careflite EMS	EMS		1	
	Sheriff's Department		2					
Johnson County	Fire Department		0	Central Texas Regional Mobility	Other		1	
	Sheriff's Department		4					
	Constable Precincts		1					
Kaufman County	Fire Department		1	Dallas Area Rapid Transit	HOV Operators		151	
	Sheriff's Department		0		Police Department		68	
Parker County	Fire Department		3	Dallas/Fort Worth Int'l Airport	Fire Department		1	
	Sheriff's Department		0		Police Department		11	
					DPS		20	
Rockwall County	Fire Department		1	LBJ Infrastructure Group	Other		43	
	Sheriff's Department		1					
Tarrant County	Fire Marshal		2	Lindsey Transportation Solutions	HOV		7	
	Sheriff's Department		58					
	Mobility Assistance		79					
Wise County	Fire Department		0	Lockheed Martin Fire Department	Fire		1	
	Sheriff's Department		1					
				Medstar	EMS		21	
				Metroplex Public Safety	Police		1	
				NTE Mobility Partners	Other		66	
				North Texas Tollway Authority	Transportation		148	
				Overland Park (Kansas)	Police Department		2	
				Protect Environmental	Other		4	
				Southwest Research Inst.	Transportation		1	

**Traffic Incident Management - First Responders and Manager Course
Agency Attendance: February 2003 - September 2020**

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
State of Texas	DPS	156
Texarkana	Police Department	2
Towing	Wrecker Services	121
Various	Other	76

Traffic Incident Management - Executive Level Course
Agency Attendance: February 2005 - November 2019

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE									Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other	FIM Instructors (not included in total)	
CITIES/TOWNS										
Town of Addison	1	1								2
City of Allen	5									5
City of Alvarado	5	5								10
City of Anna	3									3
Town of Argyle	1		1							2
City of Arlington	12	3	3		1					19
City of Azle	1	1								2
City of Balch Springs	6	1	1					1		9
City of Bedford	5	4			1					10
City of Benbrook	5	7	1							13
City of Burleson	3	1								4
City of Carrollton	2	3			1					6
City of Cedar Hill	3	1			2					6
City of Cleburne	3	1						1		5
City of Cockrell Hill		1								1
City of Colleyville	2									2
City of Commerce		1								1
City of Coppell	1	3								4
City of Corinth	4	3								7
City of Crowley	3									3
City of Dallas	9	9	5	1	10					34
City of Decatur		1								1
City of Denton	2	1						1		4
City of DeSoto	7	7		1						15
City of Duncanville	5	2	1		2					10
City of Ennis		2								2
City of Euless	8	18								26
City of Everman		1								1
Town of Fairview	1									1
City of Farmersville	1	1								2
City of Farmers Branch	3	3			1					7
City of Ferris	3	5								8
Town of Flower Mound	5							1	4	6
City of Forest Hill	3	2	4		1			2		12
City of Forney	2	2								4
City of Fort Worth	14		1		1				2	16
City of Frisco	7	5			3					15
City of Garland	7	4		2				1		14

Traffic Incident Management - Executive Level Course
Agency Attendance: February 2005 - November 2019

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE								Total	
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other		FIM Instructors (not included in total)
City of Glenn Heights	2				1					3
City of Granbury	3									3
City of Grand Prairie	4				2			1		7
City of Grandview	2									2
City of Grapevine	7	3						1		11
City of Greenville	3	1								4
City of Haltom City	1	2	1							4
Town of Hickory Creek	2									2
City of Highland Park	2									2
City of Highland Village	1	5							2	6
City of Hurst	6									6
City of Hutchins	9	3								12
City of Irving	7	7			1				1	15
City of Kaufman	1									1
City of Keene		1								1
City of Keller		1		1	1					3
City of Lake Dallas	2		1							3
City of Lake Worth			1							1
City of Lancaster	7	2			2					11
City of Lavon	1	1								2
City of Lewisville	3								7	3
City of Mansfield (ISD)	2									2
City of McKinney	2	1	2						3	5
City of Melissa	1	1								2
City of Mesquite	7	4	5	2				2		20
City of Midlothian	1	1								2
City of Mineral Wells	2	1								3
City of Murphy	3									3
City of North Richland Hills	18	4	2		1					25
City of Parker	2									2
City of Pilot Point	1									1
City of Plano	8	4	1	1				1		15
City of Ponder		1								1
City of Prosper		1							1	1
City of Red Oak	3	2								5
City of Rhome	1			1						2
City of Richardson	7				1					8
City of Richland Hills	2	2		1						5

Traffic Incident Management - Executive Level Course
Agency Attendance: February 2005 - November 2019

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE									Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other	FIM Instructors (not included in total)	
City of Roanoke	1	1								2
City of Rockwall	5	1								6
City of Rowlett	2				2					4
City of Royse City	1									1
City of Sachse		1								1
City of Sansom Park	2									2
City of Seagoville	5	4	1							10
City of Southlake	4									4
City of Springtown	1									1
City of Terrell	6	1								7
City of The Colony	7							1	10	8
City of University Park	2									2
City of Venus	2	2								4
City of Waxahachie	2	3	1							6
City of Weatherford	3	1						2		6
City of White Settlement	3									3
City of Willow Park	1	2								3
City of Wilmer	2	2								4
City of Wylie	1	2								3
COUNTIES										
Collin County	9					1				10
Dallas County	46			2	1	10		4	28	91
Denton County	3			1		2				6
Ellis County	1							2		3
Kaufman County							2			2
Parker County	1									1
Rockwall County	1									1
Tarrant County	4			1						5
OTHER AGENCIES										
AAA								2		2
Dallas Area Rapid Transit	9									9
DFW Airport	3									3
Emergency Response Bureau								1		1
FHWA								7		7
Fort Worth Transportation Authority								2		2
Kelly Services								1		1
Mathis and Associates								1		1

Traffic Incident Management - Executive Level Course
Agency Attendance: February 2005 - November 2019

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE									Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other	FIM Instructors (not included in total)	
Methodist Dallas Medical Center								1		1
NCTCOG								86	42	86
NTTA								8		8
Protect Environmental								51		51
TAS Environmental								8		8
Tarrant Reg. Trans. Coalition								1		1
Texas Health Harris Methodist Hospital Fort Worth								1		1
Texas Transportation Institute								1		1
Texas Rangers								1		1
Trinity Metro Services								1		1
TxDOT - Austin								1		1
TxDOT - Dallas								14		14
TxDOT - Fort Worth								28	13	28
TxDOT - Johnson								1		1
Wrecker Services								6	15	6
Total	392	167	32	14	35	13	2	244	128	899

As of September 2020

**Overview of Actions Affecting Eastern/Western Funding Shares
(\$ in Millions)**

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Mar-13	Final SAFETEA-LU East-West Equity Total	\$649.76	\$1,558.48	\$649.76	\$1,558.48
Jan-16	Final MAP-21 East-West Equity Total	\$320.98	\$847.62	\$970.74	\$2,406.10
Dec-16	FY 2017-2026 Regional 10-Year Planning Effort - Category 2 Funds (Transfer from the East to the West)	\$100.00	(\$100.00)	\$1,070.74	\$2,306.10
Oct-17	Transportation Alternatives Set-Aside funding for a project in Hunt County (City of Quinlan) awarded through the Statewide TA Set-Aside Call for Projects as approved by the Texas Transportation Commission in October 2017 (Minute Order #115076)	\$0.00	\$0.30	\$1,070.74	\$2,306.40
Dec-17	Category 12 funding for various overpass reconstruction projects along the IH 30 corridor in Hunt County as approved in the December 2017 update to Unified Transportation Program (UTP)	\$0.00	\$102.00	\$1,070.74	\$2,408.40
Sep-18	Category 12 funding for the construction of an interchange at IH 45 and FM 664 in Ellis County as approved in the 2019 Unified Transportation Program (UTP)	\$0.00	\$34.00	\$1,070.74	\$2,442.40
Dec-18	Transfer of Regional Toll Revenue (RTR) funds from the East to the West as approved by the RTC in December 2018 through the CMAQ/STBG: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDC Program	\$5.80	(\$5.80)	\$1,076.54	\$2,436.60
Aug-19	Category 12 Clear Lanes funding for various projects in the region was awarded 69% East/31% West instead of being split 68% East/32% West, which gave the East a small amount of additional revenue compared to the West	\$0.00	\$33.59	\$1,076.54	\$2,470.19
Aug-19	Category 12 Strategic Priority funding for various projects in the East (IH 30 in Dallas County, IH 35 in Denton County, and IH 30 in Hunt County) and in the West (Southeast Connector in Tarrant County and SH 170 in Denton/Tarrant Counties) as approved in the 2020 Unified Transportation Program (UTP)	\$208.33	\$1,018.85	\$1,284.87	\$3,489.04
Jan-20	Transportation Alternatives (TA) Set-Aside funding for projects in Dallas County (City of Balch Springs) and Parker County (City of Hudson Oaks) awarded through the Statewide Safe Routes to School (SRTS) and TA Set-Aside Calls for Projects as approved by the Texas Transportation Commission in January 2020 (Minute Order #115662)	\$2.13	\$0.96	\$1,287.00	\$3,490.00
Aug-20	Transfer of Regional Toll Revenue funds from Denton County to the Western Subregion in exchange for an equal amount of Surface Transportation Block Grant funds as approved by the Regional Transportation Council through the COVID-19 Infrastructure Program (Round 2)	\$30.00	\$30.00	\$1,317.00	\$3,520.00

ELECTRONIC ITEM 13.4

As of September 2020

**Overview of Actions Affecting Eastern/Western Funding Shares
(\$ in Millions)**

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Aug-20	Category 12 Strategic Priority funding for the IH 30 Canyon project in Dallas County as approved by the Texas Transportation Commission in the 2021 Unified Transportation Program (UTP)	\$0.00	\$112.00	\$1,317.00	\$3,632.00
Sep-20	Additional Transportation Alternatives (TA) Set Aside funding awarded to the Eastern subregion through the 2020 TA Set Aside Call for Projects as approved by the RTC; Western subregion will receive an equal amount of CMAQ and/or STBG funding as part of a future project selection initiative to offset this extra funding.	(\$1.86)	\$1.86	\$1,315.14	\$3,633.86
Updated FAST Act Equity Percentage Share as of September 2020				26.57%	73.43%

Cumulative East-West Equity Share	Cumulative Total	
	West	East
Cumulative Total	\$1,315.14	\$3,633.86
Cumulative Percentage Shares	26.57%	73.43%
RTC Approved Target Shares	32%	68%

MINUTES

REGIONAL TRANSPORTATION COUNCIL ONLINE INPUT OPPORTUNITY

Fiscal Year 2020 Public Transportation Funding: Program of Projects

Heavy-Duty Vehicle Emissions Impact Study

Electric Vehicle Infrastructure Funding & Other Clean Vehicle Incentives

Optimizing Freight Movement Project

Proposed Modifications to the List of Funded Projects

Online Public Input Opportunity Dates

Tuesday, September 8, 2020 - Wednesday, October 7, 2020 – The North Central Texas Council of Governments (NCTCOG) posted information at www.nctcog.org/input for public review and comment.

Purpose and Topics

The online public input opportunity was provided in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO), and amended on November 8, 2018. Staff posted information regarding:

1. Fiscal Year 2020 Public Transportation Funding: Program of Projects
2. Heavy-Duty Vehicle Emissions Impact Study
3. Electric Vehicle Infrastructure Funding & Other Clean Vehicle Incentives
4. Optimizing Freight Movement Project
5. Proposed Modifications to the List of Funded Projects

The NCTCOG online public input opportunity was provided to inform and seek comments from the public. Comments and questions were submitted by email at transinfo@nctcog.org, online at www.nctcog.org/input, by mail at PO Box 5888, Arlington, TX 76005 and by fax at 817-640-3028. Printed copies of the online materials were also made available by calling 817-608-2365 or emailing cbaylor@nctcog.org.

Summary of Presentations

Fiscal Year 2020 Public Transportation Funding: Program of Projects presentation:
<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2020/09/POPs-Pres.pdf>

Handout:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2020/09/POPs-Handout.pdf>

Public transportation is part of a comprehensive transportation system and includes various types of services, such as fixed route, commuter, demand response and rail. Investing in these modes has a positive economic impact within communities, provides access for people with mobility impairments, reduces roadway congestion and improves air quality.

Three urbanized areas, Dallas-Fort Worth-Arlington, Denton-Lewisville and McKinney, are eligible to receive formula funds through the Programs of Projects. There are four federal funding programs for the aforementioned areas:

- Urbanized Area Formula
- Enhanced Mobility of Seniors and Individuals with Disabilities
- State of Good Repair
- Bus and Bus Facilities

The Dallas-Fort Worth region received approximately \$133.2 million in Federal Transit Administration (FTA) formula funds through the Fiscal Year 2020 award cycle. NCTCOG utilizes two different processes to award these funds. Two percent of the funding is set aside for a competitive Call for Projects as well as strategic partnerships. Ninety-eight percent of the funding is available annually through the Programs of Projects process.

Approximately \$118.78 million of the Programs of Projects funding for Fiscal Year 2020 was utilized by transit authorities. Of this \$118.78 million, 64 percent was utilized by Dallas Area Rapid Transit (DART), 21 percent by Trinity Metro and 7 percent by the Denton County Transit Authority (DCTA). The remaining 8 percent of funding was utilized by all other transit providers.

Heavy-Duty Vehicle Emissions Impact Study presentation:

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2020/09/HDV-Emissions-Impact-Study.pdf>

In coordination with NCTCOG, an oversize/overweight (OS/OW) heavy-duty vehicles study was conducted by Texas A&M Transportation Institute. The main goal of the study was to characterize and estimate emissions impacts of OS/OW vehicles on air quality in the Dallas-Fort Worth nonattainment area.

This presentation highlights the overweight heavy-duty vehicles tested during the study. More information on the oversize heavy-duty vehicles can be found in the final study document that's available online for review.

The study tested heavy-duty diesel truck models from 2005, 2009 and 2014. The trucks were driven at high and low speeds and with different weight loads in order to capture emissions coming out of each vehicle's tailpipe.

Key results from the study include the following:

- The 2005 and 2009 model vehicles, which were not equipped with Selective Catalytic Reduction (SCR) technology for emissions control, had higher nitrogen oxide (NOx) emissions as their size and weight increased
- Due to deterioration, older vehicles have higher emission rates
- The 2014 model vehicle had the following findings:

- When driven at a lower speed and acceleration, NOx emissions increase as weight increases.
- When driven at a higher speed and acceleration, NOx emissions decrease as weight increases.

For more information on the study, visit <https://www.nctcog.org/trans/quality/air/for-everyone/hevp/osow-heavy-duty-vehicle-emission-impact-study>

Electric Vehicle Infrastructure Funding & Other Clean Vehicle Incentives presentation:
<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2020/09/EV-Infrastructure.pdf>

This presentation provides information related to funding for electric vehicle (EV) infrastructure as well as other clean vehicle incentives.

The State of Texas will receive approximately \$209 million from the Texas Volkswagen Environmental Mitigation Program (TxVEMP). The Volkswagen Settlement Texas Mitigation Plan: Zero Emissions Vehicle Infrastructure grant will be opening soon, and \$10.4 million in funding will be awarded on a first-come, first-serve basis. The awards may not exceed the following percentages of eligible costs:

- 70 percent for publicly available EV chargers
- 60 percent for EV chargers at a workplace or multi-unit dwelling

Additionally, members of the public can take the following steps to help obtain EV infrastructure in their jurisdiction:

- Utilize the Department of Energy Alternative Fuel Station Locator tool to locate existing stations to determine gaps
- Examine EV registration trends and tools to determine the number of EVs in their area
- Identify new EV station locations and partners to fill in charging gaps and apply for installation funding
- Coordinate with their workplace to request on-site infrastructure as well as share funding opportunities

Other clean vehicle incentives available include the Texas light duty motor vehicle purchase or lease incentive program, the GreenSense EV incentive program offered through Denton Municipal Electric and the Texas natural gas vehicle grant program.

To sign up for email alerts and for a full list of funding opportunities, visit [nctcog.org/aqfunding](https://www.nctcog.org/aqfunding).

Optimizing Freight Movement Project presentation:
<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2020/09/Freight-Movement.pdf>

On Thursday, September 10, 2020, the Regional Transportation Council (RTC) approved \$5 million for the Optimized Freight Movement project. This initiative will focus on utilizing technology to improve freight movement on local streets and expressways in the Dallas-Fort Worth region. Project elements will include a benefit-cost analysis to identify where technology will do the most good, coordination with local agencies and the freight industry, and evaluation of the technology's effectiveness.

Proposed Modifications to the List of Funded Projects (no audio presentation; handouts posted online for review and comment):

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2020/09/TIP-Mod.pdf>

Handout:

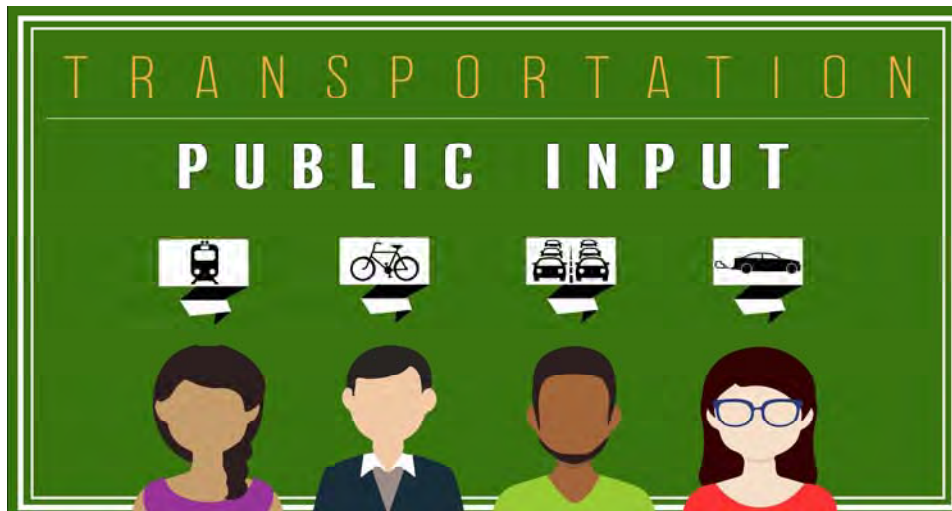
<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2020/09/2021-2024-TIP-August-Cycle-Changes.pdf>

A comprehensive list of funded transportation projects through 2024 is maintained in the Transportation Improvement Program (TIP). Projects with committed funds from federal, State and local sources are included in the TIP. To maintain an accurate project listing, this document is updated on a regular basis.

The current modification cycle includes project updates and adjustments for transportation initiatives in Dallas, Lewisville, North Richland Hills, Terrell and Weatherford. Additionally, financial adjustments related to services managed by public transportation agencies, including STAR Transit, SPAN, Inc., Denton County Transportation Authority (DCTA), Trinity Metro and Dallas Area Rapid Transit (DART), are also included.

COMMENTS SUBMITTED BY WEBSITE, MAIL, EMAIL and SOCIAL MEDIA

No comments were received via website, mail, email or social media.



REGIONAL TRANSPORTATION ONLINE INPUT OPPORTUNITY

Learn about transportation in the region and help set future priorities. The Regional Transportation Council and North Central Texas Council of Governments, together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth area, are seeking public input.

Submit comments and questions to NCTCOG:

Email: transinfo@nctcog.org

Website: www.nctcog.org/input

Fax: 817-640-3028

Phone: 817-695-9240

Mail: P.O. Box 5888

Arlington, TX 76005-5888

For special accommodations due to a disability or for language translation, call 817-608-2365 or email cbaylor@nctcog.org.

Reasonable accommodations will be made.

Para ajustes especiales por discapacidad o para interpretación de idiomas, llame al 817-608-2365 o por email: cbaylor@nctcog.org.

Se harán las adaptaciones razonables.

WHAT DO YOU THINK? TELL US.

Information will be posted online at www.nctcog.org/input for public review and comment **November 9 - December 8, 2020**. To request printed copies of the information, call 817-608-2365 or email cbaylor@nctcog.org.

Collin County Partnership & COVID-19 Infrastructure Program #00X: Round 3

The COVID-19 Infrastructure Program is intended to award federal and regional funding to projects across the region that would benefit from expedited action in order to help stimulate the economy. Staff will present details on this third round of projects for public review and comment.

Transportation Performance Measures: Pavement & Bridge Target Setting

The Fixing America's Surface Transportation (FAST) Act requires NCTCOG staff to plan projects and programs that assist in achieving statewide performance targets for National Highway System (NHS) pavement and bridge conditions. Target adjustments are currently being considered. Staff will describe NCTCOG's role in the target setting process, present recent regional and statewide performance changes and explain how NCTCOG will continue to aid in improving NHS infrastructure conditions.

National Drive Electric Week: Virtual Events & Local Successes

National Drive Electric Week is an opportunity to educate Texans about the benefits of EVs, including the important role they play in improving our region's air quality. Staff will provide updates on this year's event, local EV trends and highlight successful EV projects in North Texas.

RESOURCES AND INFORMATION

- Regional Smoking Vehicle Program: www.smokingvehicle.net
- Vehicle Incentives & Funding Opportunities: www.nctcog.org/aqfunding
- Mobility 2045 Administrative Revisions: www.nctcog.org/input

WWW.NCTCOG.ORG/INPUT



NCTCOGtrans



North Central Texas
Council of Governments

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

The public comments report is in accordance with the NCTCOG Transportation Department Public Participation Process, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on November 8, 2018.

This report is a compilation of general public comments submitted by members of the public from Thursday, August 20, through Saturday, September 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

This month, public comments were received on a number of topics across social media platforms and via email. Transit comments were in the majority.

In addition, comments were accepted through a new, online map tool. Users can drop a pin on a location in the region and leave a detailed comment. The tool was in test mode and was open to the public through August 2020. This month, there was 1 Bicycle and Pedestrian comment and 2 Transit comments. To read them, visit:

<http://nctcoggis.maps.arcgis.com/apps/CrowdsourceReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

Aviation

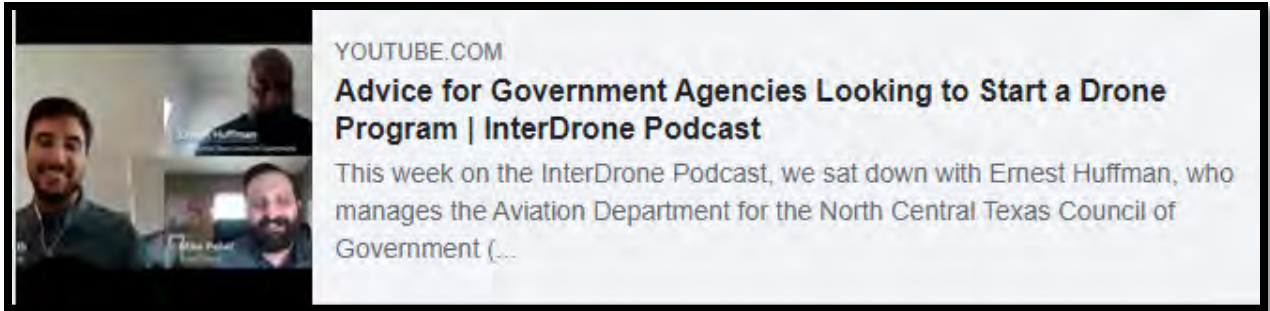
Facebook –

1. Ernest Huffman of the NCTCOG Transportation Department Aviation Program shares advice for government agencies looking to start a drone program

Ernest also leads up the North Texas UAS Safety and Integration Task Force, which is comprised of 260+ stakeholders and 130+ companies in the Dallas Fort-Worth area, encompassing 16 counties. The Task Force focuses on integrating drone technology into the DFW Metroplex.

#Drones #UAV #UAS #NCTCOG #DronePodcast #UAVs

<https://www.youtube.com/watch?v=kyePqyNm3Zw> – InterDrone

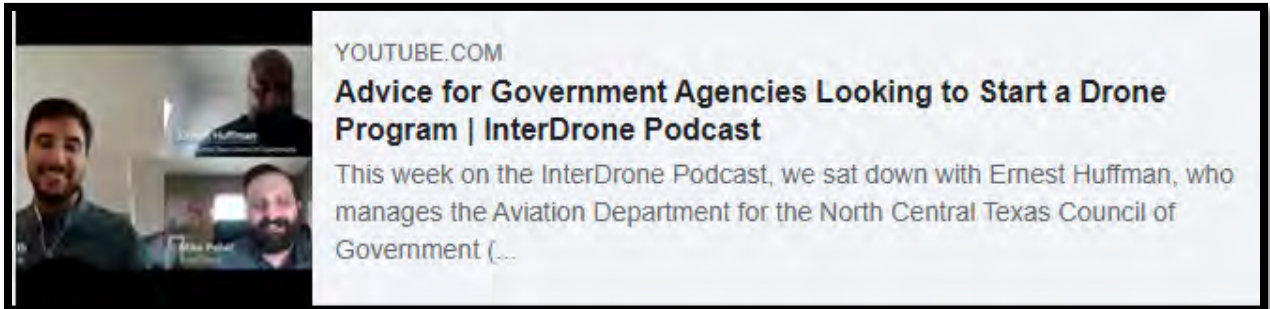


2. Droneresponders announces the 5 C's; Principles of Responsible Drone and UAS use in public safety.

Podcast Guest: Ernest Huffman, NCTCOG Transportation Department

#Drones #UAV #UAS #UAVs #Drone #dronesforgood #publicsafety

<https://www.youtube.com/watch?v=VAu7KUGqtRA> – InterDrone



3. Check out the full Drone TechTalk and Launch of our Drone Interest Group
#droneinterestgroup #drones #uavs #womenanddrones #dronephotography Thanks to Tom S Lee, Valqari, Women and Drones, Lewis University, NCTCOG Transportation Department, Alpita Shah – Hub88



Bicycle & Pedestrian

Email –

1. Kristin Turner

Hello! I have been trying to get my town to submit for a grant to put a sidewalk by our elementary for the safety of the community. Unfortunately, the town is unwilling to use CCPD funds or put forth funds to later be reimbursed. My concern is simply safety because it is an accident waiting to happen, numerous kids have nearly been hit just in the year that I have lived here. Can anyone please tell me, are there grants that provide funding upfront? Or, I am versed in legislative language and have read the statute on how CCPD funds may be used, is there anyone that could help me explain to my mayor and city council that the funds are there for this purpose? Thank you!

Response by NCTCOG Staff

Thank you for contacting the NCTCOG Transportation Department.

NCTCOG recently completed a call for projects under the Transportation Alternatives Program, which included opportunities for local communities to request funding to implement construction of Safe Routes to School (SRTS) projects that improve walking and bicycle safety to/from K-8 schools. The 2020 Call for Projects is now closed and funding has been awarded for fiscal years 2021, 2022, and 2023. We anticipate it will be a couple years before the next call for projects will occur in our region since the available funding has been programmed through 2023.

More information about the call for projects can be found here:

<https://www.nctcog.org/trans/plan/bikeped/active-transportation-funding-opportunities/2020tacfp>

Additional information about SRTS planning can be found here:
<https://www.nctcog.org/trans/plan/bikeped/saferoutestoschool>

Should you have any additional questions, please contact our principal planner, Shawn Conrad, at sconrad@nctcog.org.

2. **Jacob**

We need protected bicycle lanes that allow for cycling to transition from the popular leisure activity it already is, into a safe, healthy, inexpensive, environmentally friendly transportation option in North Texas.

3. **Mark Solow**

Has there been any progress to get the section of trail built that will connect Lewisville to Carrollton? i.e. South of FM 3040 (DCTA) Station.

I know that there are two additional hurdles: Flood Plane, City of Carrollton

Response by NCTCOG Staff

Thank you for contacting the NCTCOG Transportation Department.

We partnered with the Cities of Lewisville, Carrollton, Coppell and Dallas, as well as Denton County, Dallas County, Denton County Transportation Authority (DCTA) and Dallas Area Rapid Transit (DART), to prepare preliminary design and opinion of probable construction costs for the Regional Veloweb alignment.

A map of the study area/preliminary engineering is posted on this page:
<https://www.nctcog.org/trans/plan/bikeped/veloweb/denton-to-dallas-regional-trail> (also see this Veloweb Trail Map).

The consultant team is currently completing final documents, and the next step is for the cities to identify funding to complete final design and construction.

If you would like to discuss anticipated timeframes to identify funding and initiate construction, we would be happy to provide contact information for city representatives.

Should you have any additional questions, please contact our program manager, Kevin Kokes, at kkokes@nctcog.org.

4. **Erica Moss**

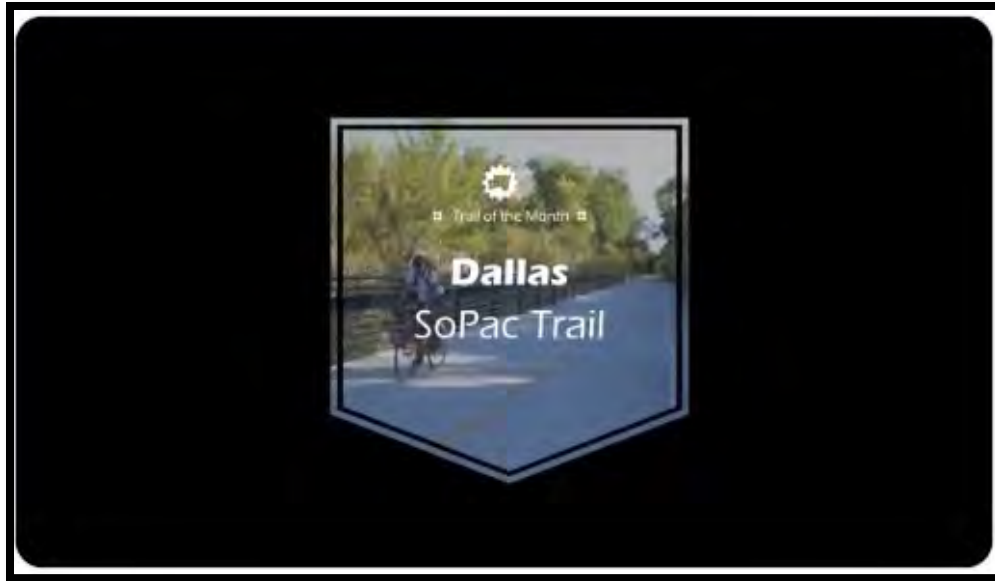
Hello,

First and foremost I would like to say I am not an appointed representative of any nature of "Bird" company listed within this email. I am reaching out solely based on the recent actions taken by the city, which currently interrupt the ongoing contracted services of my very own company Diverse Mobility.

My name is Erica, I am currently a divorced single mother whom was given the opportunity by Bird to actually get ahead and create a viable life for me and my four children. I'd like to see when a community meeting will be held regarding the future of bird scooters in the Dallas metroplex. I know most people think this is just another big corporation, but this is my business. I have put a lot of time energy and money into this wonderful opportunity. Bird is doing it differently than other scooter companies. They are giving otherwise low income families a real chance at pursuing their dreams! I've always had a passion for serving those with mental health problems. I'm now in a position thanks to bird to move forward with my non profit organization that will provide information and resources to people and certain communities in Dallas area whom never really taken mental health seriously. I'll keep it short and sweet Councilman Medrano. This was an opportunity of a life time for me and my family and essentially my passion. Please I'm begging you to take into consideration there are at least 29 others in a similar position now that this has happened. Please consider us when making your final decisions. Thank you for your time. I look forward to possibly meeting with you and hearing from you the recent series of unfortunate events revolving around the future of dock less mobility in Dallas.

Twitter –

1. The recently constructed Southern Pacific "SoPac" trail is a shared-use path in east Dallas, which spans a total distance of 4.7 miles, but is a key connector for so much more. Thanks for riding along with us on this trail journey! Happy trails to you! @CityOfDallas @BikeDFW – NCTCOGTransportation (@NCTCOGtrans)



Connected is the key word here. Connected trails are what we need more of. – Jeff Mizener (@mizesoundguy)

2. In discussion of Amendment 49 from CM @AdamBazaldua Department of Transportation was asked by @caraathome to talk about additional sources of funding for bike lanes. – BikeDFW (@BikeDFW)

Per the department, they have secured \$500k from the @NCTCOGtrans. They are also applying for other grants, and programmed street rehab will include bike lanes, and estimate this will add an additional \$2.5-3M. Director Rogers confirmed that the \$1M budgeted last year was used. – BikeDFW (@BikeDFW)

Is that \$2.5-3M budget a 1-year timeframe?

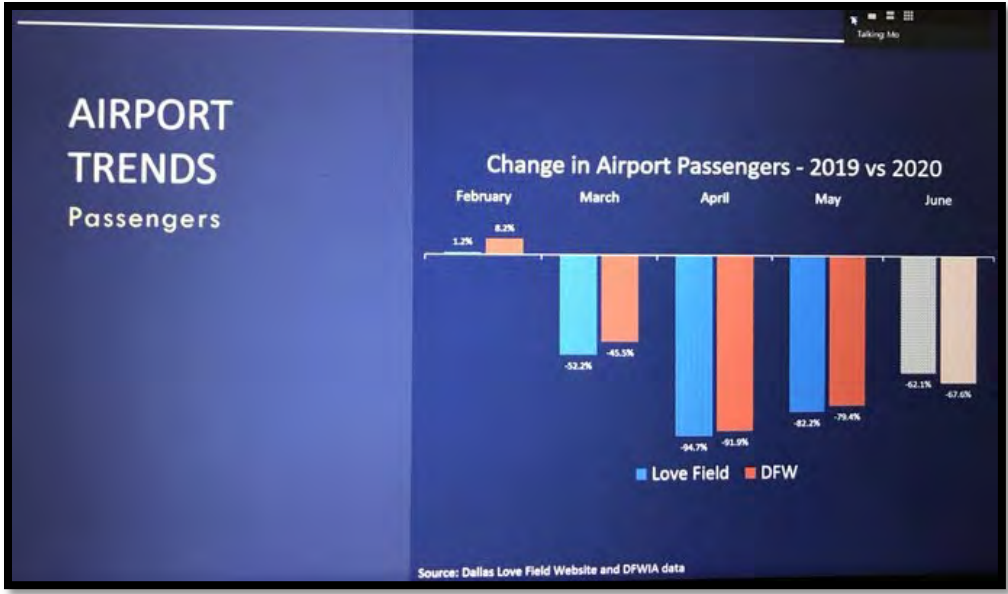
For comparison, OKC has a sales tax revenue that dedicates \$14M to bike lanes and \$20M to trails over a 4 or 5 year period. Some of that may go to matching federal and state funds for an extra boost. Plus a bit more from MuniBonds. – Car-lite Carfangs (@carlitecarfangs)

3. Just wrapped up with the final amendment of the night, #86 was from @AdamMcGoughD10 ensuring that the \$500k grant from @NCTCOGtrans is allocated to bike lanes. It is a wrap folks. Someone owes me a beer. – BikeDFW (@BikeDFW)

Committees

Twitter –

1. @NCTCOGtrans' Michael Morris presented to our Surface Transportation Committee this morning. – North Dallas Chamber (@NDCC)



High-Speed Transportation

Email –

1. **Billy Hanson**

No high speed rail.

Twitter –

1. Leave a comment and tell them to get rid of I-30 and replace it with this. Ignore the Hyperloop stuff though... #Dallas #FortWorth – Andrew Wallace (@agwallace92)



Innovative Vehicles & Technology

Twitter –

1. Don't miss our #Webinar Wednesday series: #Transportation Electrification for Utilities, featuring EV & utility experts offering tips & advice on implementing a successful #electrification program! #EVs #electricvehicles #utilities #cleanfuels #CleanCities

https://louisianacleanfuels.org/blog/EV_UTILITY_Webinars – LA Clean Fuels (@LAcleanfuels)

CLEAN CITIES WEBINARS: Transportation Electrification for Utilities



Join this Clean Cities webinar series to hear from EV expert utilities on how to implement a successful electrification program! This three-part webinar series will provide the latest information on recent developments and obstacles on defining required resources for informed planners of heavy-duty electric vehicle charging infrastructure



September 9th
September 16th
September 23rd



REGISTER NOW

LCF Webinar Wednesdays



Dallas-Fort Worth
CLEAN CITIES

CLEAN CITIES PARTNERS:



Thanks to our #CleanCities partners, Dallas-Fort Worth Clean Cities (@NCTCOGtrans), Land of Enchantment Clean Cities, and Arkansas Clean Cities (@ArkansasDEQ)! – LA Clean Fuels (@LAcleanfuels)

2. Could Dallas become a future hub for autonomous transportation? Experts from @ericsson, Kodiak, and @NCTCOGtrans think so. @DalStartupWeek – Dallas Innovates (@DallasInnovates)



Dallas Startup Week Panelists: How Dallas Is Becoming A Hub for Autonomous Tr...
The virtual panel of leaders from Ericsson and Kodiak discussed Dallas' growth and how startups can seek funding and partnerships from large corporations.
dallasinnovates.com

Why not? – Ryan Key (@iamryankey)

Facebook –

1. UPDATE: Due to Hurricane Laura response, Part 1 of this webinar series has been rescheduled for September 30th.

Don't miss our next Webinar Wednesday series: Transportation Electrification for Utilities! This series will feature EV and utility experts offering tips and advice on how to implement a successful electrification program! Join for our first webinar in this series on September 9th!

#electrification #EVs #electricvehicles #utilities #cleanfuels #cleanair #CleanCities #altnfuels #alternativefuels #webinarseries #webinars

Learn more: https://louisianacleanfuels.org/blog/EV_UTILITY_Webinars – Louisiana Clean Fuels

CLEAN CITIES WEBINARS: Transportation Electrification for Utilities

Join this Clean Cities webinar series to hear from EV expert utilities on how to implement a successful electrification program! This three-part webinar series will provide the latest information on recent developments and obstacles on defining required resources for informed planners of heavy-duty electric vehicle charging infrastructure

September 9th
September 16th
September 23rd

REGISTER NOW

LCF Webinar Wednesdays

CLEAN CITIES PARTNERS:

Dallas-Fort Worth CLEAN CITIES

LAND OF ENCHANTMENT Clean Cities

ARKANSAS CLEAN CITIES COALITION

Louisiana cleanfuels

2. UPDATE: Due to Hurricane Laura response, this webinar has been rescheduled for September 30th from 10-11:30 AM CDT.

Register for Part 1 of our Transportation Electrification for Utilities series on September 9th to hear from the Louisiana Department of Natural Resources along with EV experts from Entergy and American Electric Power - AEP as they share their best practices, lessons learned, and

forecast in order to help utilities that are just getting started with developing their own proactive programs for EVs and infrastructure.

Thanks to our #CleanCities partners, Dallas-Fort Worth Clean Cities (NCTCOG Transportation Department), Land of Enchantment Clean Cities, and Arkansas Clean Cities (Arkansas Department of Energy and Environment)!

Register: <https://us02web.zoom.us/j/81252838381>

#utilities #electricvehicles #EVs #evinfrastructure #charging #renewables #cleanfuels #cleanair #altfuels #alternativefuels #webinar #webinarseries – Louisiana Clean Fuels

CLEAN CITIES WEBINAR: Transportation Electrification for Utilities
Part 1: Preparing Utilities for EVs

Hear from EV expert utilities on how to implement a successful electrification program!
Join this free webinar to hear best practices and lessons learned for utilities that are getting started with developing their own programs for EVs and infrastructure.

Wednesday, September 9th
10 AM CDT / 11 AM EST

REGISTER NOW

LCF Webinar Wednesdays

Meet our Speakers:

 Edward O'Brien Senior Economist, Louisiana Department of Natural Resources	 Scott Barrios Senior Account Manager, Entergy eTech	 Jeffrey Lehman Electric Transportation Manager, AEP
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CLEAN CITIES PARTNERS:

 Dallas-Fort Worth CLEAN CITIES	 LAND OF ENCHANTMENT Clean Cities	 ARKANSAS CLEAN CITIES COALITION
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3. Join us for our Transportation Electrification for Utilities Webinar Wednesday series starting on September 16th! Hear from EV and utility experts on how to implement a successful electrification program!

Thanks to our #CleanCities partners for their support: Dallas-Fort Worth Clean Cities (NCTCOG Transportation Department), Land of Enchantment Clean Cities, and Arkansas Clean Cities!

#electrification #EVs #utilities #electricvehicles #cleanfuels #cleanair #altfuels #alternativefuels #CleanCities #webinars – Louisiana Clean Fuels

CLEAN CITIES WEBINARS: Transportation Electrification for Utilities

Join this Clean Cities webinar series to hear from EV expert utilities on how to implement a successful electrification program! This three-part webinar series will provide the latest information on recent developments and obstacles on defining required resources for informed planners of heavy-duty electric vehicle charging infrastructure

**September 16th
September 23rd
September 30th**

REGISTER NOW

LCF Webinar Wednesdays

CLEAN CITIES PARTNERS:

Dallas-Fort Worth CLEAN CITIES

LAND OF ENCHANTMENT Clean Cities

ARKANSAS CLEAN CITIES COALITION

4. Could Dallas become a future hub for autonomous transportation? Experts from Ericsson Kodiak, and NCTCOG Transportation Department think so. #DSW20 – Dallas Innovates

**TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY**

DALLASINNOVATES.COM

Dallas Startup Week Panelists: How Dallas Is Becoming A Hub for Autonomous Transportation » Dallas Innovates

The virtual panel of leaders from Ericsson and Kodiak discussed Dallas' growth and how startups can seek funding and partnerships from large corporations.

Project Planning

Email –

1. Debra McGuire

Most of the highways are so jam-packed that it is impossible to travel anywhere in a safe or timely manner. This hurts businesses, reduces interest in going Downtown, and adds to poor air quality with so many vehicles idling because of the stop-and-go manner of trying to get somewhere on highways that are more like parking lots. The Greater Dallas area needs more travel options AND more highways to move people more efficiently. Growth will be stunted without better infrastructure.

2. Steven Monserrate

When considering transportation projects for North Texas, I would like the regional transportation authority to consider the rural to urban transect models promoted by the Congress for New Urbanism. For example, giving pedestrian and bicycle modes priority over private automobiles in dense urban areas, investing in mass public transit between the urban areas and less dense suburban developments, and encouraging redevelopment in suburban areas to allow for walkable commercial community services in areas zoned strictly residential.

3. Vinny Minchillo

I have two concerns as we move forward with transportation. 1) Keeping a lid on toll costs and toll roads. Tolls have become a real issue for commuters and travelers. Number 2 is safety on public transportation. People need to feel safe on public transportation. Thanks!

Twitter –

1. A Panther Island bridge in downtown Fort Worth may be done sooner than expected: <https://star-telegram.com/article244079607.html>. – NCTCOGTransportation (@NCTCOGtrans)



🎵 Multiple musical notes Like a bridge over troubled water 🎵
Except... Where's the water? – Loren S. (@txbornviking)

That's the "troubled" part. 😊 – Jeffrey A. Stvan (@DioramaSky)

2. I expected it to be done three years ago though – Kyler Tesch (@Kyler_Tesch)



Safety

Twitter –

1. Similarly, @NCTCOGtrans expresses support for ending traffic deaths, but the elected officials of the region have only voted to continue the perverse targets of increasing traffic deaths (just not increasing quite as much as they imagine could happen).

https://nctcog.org/nctcg/media/Transportation/DocsMaps/Quality/Safety/PerfMeasures_2019.pdf
– Vision Zero Texas (@VisionZeroTexas)

Transit

Email –

1. Angele Ortiz

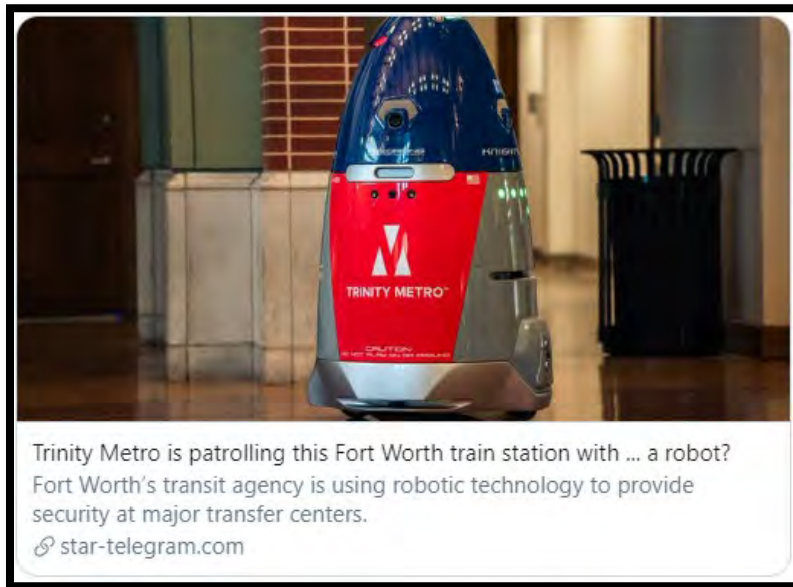
I live in the Oak Hollow subdivision off of Great Southwest, and commute to Uptown Dallas five days a week. It would save me so much money and time if I could take the train into work instead of driving. I have driven into Dallas before to the Westmoreland train station, but that is almost all the way to downtown, and doesn't save me much money in the long run. We need stations here in Grand Prairie.

Twitter –

1. Time for a presentation on transit funding as part of the Fort Worth City Council Budget Workshop. @TrinityMetro @CityofFortWorth @TarrantCountyTX @TarrantTransit @NCTCOGtrans – Salvador Espino Michel (@SAL_FW)



2. Trinity Metro is patrolling this Fort Worth train station with ... a robot? <https://star-telegram.com/news/local/fort-worth/article245100105.html> @TrinityMetro @CityofFortWorth @DTFortWorth @TarrantCountyTX @TarrantTransit @NCTCOGtrans – Salvador Espino Michel (@SAL_FW)



3. @TrinityMetro Today, Wednesday, August 26th at 12 noon is our last online public meeting about "A Better Connection", don't miss out! Join us to learn more about this initiative and provide your feedback. Right pointing backhand index <http://facebook.com/events/3165340...> @CityofFortWorth @TarrantCountyTX @NCTCOGtrans – Salvador Espino Michel (@SAL_FW)

4. From @TrinityMetro The latest edition of our bi-weekly newsletter is live on our blog. Click here to read it 📄 <https://tinyurl.com/yyow25f>. @CityofFortWorth @TarrantCountyTX @NCTCOGtrans @TarrantTransit – Salvador Espino Michel (@SAL_FW)



5. All aboard #TEXRail at Fort Worth Central Station to head home after good, productive day at work! @TrinityMetro @CityofFortWorth @TarrantCountyTX @TarrantTransit @DTFortWorth @NCTCOGtrans – Salvador Espino Michel (@SAL_FW)



6. From @TrinityMetro: See something? Say something! You can now use the new See Say Now app to report any safety concerns. For more information, please visit <http://RideTrinityMetro.org/SAFETY> @CityofFortWorth @TarrantCountyTX @NCTCOGtrans - Salvador Espino Michel (@SAL_FW)



7. The Trinity Railway Express corridor has received \$25 million in BUILD Grants for various improvements, including double tracking and new infrastructure that will reduce travel times and increase reliability. @NCTCOGtrans @TarrantTransit – Fort Worth Urban (@UrbanFortWorth)

BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Urban

PROJECT NAME: North Texas Multimodal Operations, Velocity, Efficiency, and Safety (NT MOVES) Program

APPLICANT/SPONSOR: North Central Texas Council of Governments

BUILD GRANT AWARD: \$25,000,000

TOTAL PROJECT COST: \$55,000,000

PROJECT LOCATION: Fort Worth and Dallas, Texas

PROJECT DESCRIPTION:

This project makes commuter and freight rail capacity improvements between Fort Worth and Dallas including: (1) approximately 1.2 miles of double track from Medical Market Center to Stemmons Freeway; (2) approximately 2.4 miles of second track from Handley Ederville Road to Precinct Line Road; and (3) implementing Clear Path technology to exchange information on train movement in the terminal complex.



PROJECT HIGHLIGHTS AND BENEFITS:

By replacing or upgrading bridges and double-tracking portions of Dallas Area Rapid Transit's (DART) Trinity Railway Express corridor that also accommodates Amtrak and freight movement, the project will increase reliability and decrease travel time of commuter and freight train movements. The project rehabilitates or replaces aging bridges whose current condition results in speed restrictions. The project installs Clear Path technology for agencies and users to exchange timely and accurate information on train movements to improve rail throughput, safety, and on-time performance in congested, urban rail corridors.



U.S. Department
of Transportation

www.transportation.gov/buildgrants

8. @TrinityMetro recently presented @CityofFortWorth Councilmember @GynaB w/new Trinity Metro Bus Stop Sign. We deeply appreciate her dedicated public service & advocacy for transit! @TarrantCountyTX @TarrantTransit @NCTCOGtrans @FTWChamber @FWMBCC @fwhcc @Bob10481548 – Salvador Espino Michel (@SAL_FW)



Other

Twitter –

1. Don't be baffled by CRF. Join this free webinar to learn how cities and counties can make the most of the relief fund. @TexasCounties @TML_Texas @NTxCommission @NCTCOGtrans – Cathy Altman (@CathyAltman)

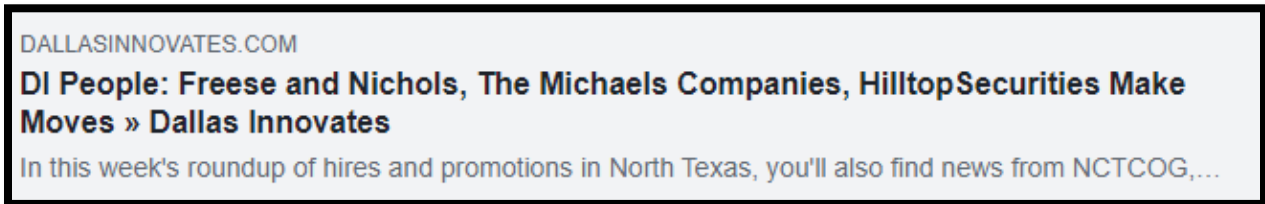


2. In this week's roundup of hires and promotions in North Texas: @FreeseNichols, The Michaels Companies, HilltopSecurities, @NCTCOGtrans, @Transwestern, @SMU, & more – Dallas Innovates (@DallasInnovates)



Facebook –

1. In this week's roundup of hires and promotions in North Texas: Freese and Nichols, Inc., The Michaels Companies, HilltopSecurities, NCTCOG Transportation Department, Transwestern, SMU, & more – Dallas Innovates





A monthly update on activities of the Regional Transportation Council and the North Central Texas Council of Governments Transportation Department

October 2020

INSIDE

NCTCOG awarded BUILD grant

NCTCOG has been awarded a \$25 million grant from the federal government to improve commuter rail efficiency in the region. The North Texas Multimodal Operations, Velocity, Efficiency and Safety Program, also known as North Texas MOVES, calls for double tracking of approximately 3.6 miles of the Trinity Railway Express corridor and technology improvements that will help the efficiency of passenger and freight rail. See more on page 2.

RTC approves \$23.5 million for bike-ped projects

The Regional Transportation Council approved \$23.5 million in federal funding in September for construction of active transportation projects in three North Texas counties.

In all, 12 projects spanning six communities in Collin, Dallas and Tarrant counties received a total of \$27 million through the Transportation Alternatives Call for Projects, with the addition of \$3.5 million in local funding.

Approximately \$16.5 million in federal funding was awarded for the construction of regionally significant projects consisting of trails and separated on-street bikeways in Dallas, Fort Worth, Garland, Plano, and Richardson.

The projects will implement significant sections of the Regional Veloweb network, providing commuting access to transit and major destinations. The funded projects will also improve safety at major highway or roadway crossings and increase comfort for people making bicycle trips.

An additional \$7 million in federal Transportation Alternatives program funding was approved for six Safe Routes to School projects that will improve the safety of children walking and bicycling to and from school in Arlington and Dallas.

In encouraging more students to walk and ride their bicycles to school through a mixture of improvements to infrastructure near campuses, the Safe Routes to School projects are expected to lead to the lessening of local traffic congestion and improved air quality by reducing the number of vehicle trips necessary to transport children to and from school.

A full list of projects and the funding awarded is available [here](#).



North Central Texas
Council of Governments

For more information about Local Motion topics, contact Brian Wilson at 817-704-2511 or bwilson@nctcog.org. Visit www.nctcog.org/trans for more information on the department.

North Texas MOVES awarded BUILD grant for track, technology improvements

The North Central Texas Council of Governments has been awarded a \$25 million grant from the federal government for a project intended to improve commuter rail efficiency in the region. The North Texas Multimodal Operations, Velocity, Efficiency and Safety Program, also known as North Texas MOVES, calls for double tracking of approximately 3.6 miles of the Trinity Railway Express corridor and technology improvements that will help the efficiency of passenger and freight rail in the region.

The following improvements will be made to the TRE commuter rail corridor as part of the project:

- Constructing approximately 1.2 miles of double track from Medical Market Center to Stemmons Freeway, including rehabilitating the existing bridge over Inwood Road and adding adjacent bridges at Inwood Road, Knights Branch and Noble Branch for second track.
- Constructing approximately 2.4 miles of second track from Handley Ederville Road to Precinct Line Road and replacing bridges at Walkers and Mesquite Creeks.
- Implementing Clear Path technology to exchange information on train movement in the region. This system will increase capacity of the region's rail network by facilitating inter-carrier operations and enhancing the flow of passenger and freight trains.

The \$55 million North Texas MOVES projects were awarded the maximum amount for a single application through the Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program in September. The remainder of the cost of each improvement will be paid for through a combination of public and private funding.

NCTCOG undertakes transit studies to identify region's needs

NCTCOG staff is partnering with HDR Engineering to conduct two 12-month transit studies in the Dallas-Fort Worth region. The Collin County Transit study is focused on assessing transit needs throughout the county and will address local and regional connections, funding availability, near-term implementation and private-sector involvement.

The project team, composed of city, county and transit agency staff, is reviewing existing transit providers and services offered in the county. Next steps include mapping transit areas where public transportation services are viable and scenario and strategy development.

Additionally, staff is conducting a passenger rail study from Irving to Frisco, with a possible extension into downtown Celina. This study is being undertaken in conjunction with the Collin County Transit Study and will focus on analysis of land adjacent to potential stations and ridership estimates for regional rail technology in the corridor.

The project team, which includes BNSF Railway, city, county and transit agency staff, is reviewing potential station locations and developing criteria to determine preferred station layout along the corridor. Next steps include performing a more detailed land-use analysis at the potential station locations.

More information on both studies can be viewed at the following project website:

www.nctcog.org/trans/plan/transit/transit-planning/collin-county-study-area.

ELECTRIC VEHICLES

Grants available for Level 2 EV charging equipment

Electric vehicles continue to grow in popularity across North Texas. There were more than 13,000 on the region's roads in January, up from around 200 in 2011. There could soon be more places around Dallas-Fort Worth to charge these vehicles.

The Texas Volkswagen Environmental Mitigation Program is now accepting applications for the purchase and installation of Level 2 charging equipment for light-duty zero emission vehicles in Texas.

Public- and private-sector employers and individuals are eligible for reimbursement of up to \$2,500 toward the cost of these EV chargers and related equipment.

Up to \$10.4 million is available across Texas toward the installation of chargers in a public place, workplace or multi-unit dwelling that does not have existing EV chargers or wishes to expand the number of vehicles that can be charged.

The grants will pay up to 70% of the cost of chargers available to the public and as much as 60% of those installed at a workplace or multi-unit dwelling.

For more on the Texas Volkswagen Environmental Mitigation Program, visit the following website:

www.tceq.texas.gov/agency/trust.

REGIONAL News

Virtual meetings offer glimpse at high-speed plans



HIGH-SPEED TRANSPORTATION

DALLAS - FORT WORTH

NCTCOG held its first virtual public meetings for the Dallas-Fort Worth High-Speed Connections Study in September. The study is evaluating high-speed transportation

alternatives between Dallas, Arlington, and Fort Worth to link the center of the region.

The meetings, which were held September 23 and September 24, gave North Texans a chance to hear first-hand about the study overview and provide input to planners examining potential technologies and routes. Residents were able to comment or ask questions about anticipated stops between Dallas and Fort Worth, travel time between Dallas and Fort Worth and the development of restaurant, retail and housing options near the high-speed transportation corridor.

Public input will continue to be sought throughout the study. Phase I of the study, which will take 12 months, aims to gather public opinion and develop and evaluate both a potential technology and alignments/corridor alignments. Phase II will last 24 months and include preliminary engineering and environmental work. Another round of public meetings are slated for December 2020.

The initial public meetings were held after the Federal Railroad Administration issued a Record of Decision for Texas Central Railway's Dallas-to-Houston high-speed rail line, allowing the project to move forward.

The technology selected for the Dallas-Fort Worth high-speed transportation corridor would ultimately connect to the high-speed rail line, allowing North Texans to travel to Houston in about 90 minutes.

Comments and questions about the study can be submitted by email at HST_DFW@nctcog.org. Comments received by October 16 will be included as part of the public meeting record. Comments received after this deadline will be considered but will not be part of the official record.

Meeting materials are available in English and Spanish at www.nctcog.org/dfw-hstcs.

Transportation Resources

Facebook

Facebook.com/nctcogtrans

Twitter

Twitter.com/nctcogtrans

YouTube

YouTube.com/nctcogtrans

Instagram

Instagram.com/nctcogtrans

Publications

NCTCOG.org/trans/outreach/publications.asp

Partners

Dallas Area Rapid Transit
DART.org

**Denton County
Transportation Authority**
DCTA.net

North Texas Tollway Authority
NTTA.org

**Texas Department
of Transportation**
TxDOT.gov

Trinity Metro
RideTrinityMetro.org

By the Numbers

\$23.5 million

Federal funding awarded by the RTC to bike-pedestrian improvements as part of the Transportation Alternatives Call for Projects.

PUBLIC *Involvement*

Cotton Belt Trail funding to be presented online



Dallas-Fort Worth residents will have an opportunity to review and comment on transportation initiatives and planning efforts across the region beginning Monday,

October 12.

NCTCOG staff will post a presentation on Cotton Belt Trail design, funding and planning efforts for review at www.nctcog.org/input.

The 26-mile Cotton Belt bicycle-pedestrian trail will be constructed in phases and run parallel to the Silver Line, Dallas Area Rapid Transit's planned commuter line through suburbs north of Dallas.

Additional funding was requested for the engineering and construction of critical portions of the bicycle-pedestrian trail, as well as sound walls near schools. The Regional Transportation Council in September approved the necessary funds.

The Silver Line will start at Dallas Fort Worth International Airport and continue northeast to Plano, providing direct rail access to one of the world's busiest airports for residents of Grapevine, Coppell, Dallas, Carrollton, Addison, Richardson and Plano. The line will connect to Trinity Metro's TEXRail at the airport.

In addition to reviewing Cotton Belt trail funding, residents can also provide feedback on Fiscal Year 2020 and FY 2021 Unified Planning Work Program (UPWP) modifications.

The UPWP is a two-year statement of work identifying transportation and air quality planning tasks to be carried out within the 12-county metropolitan planning area.

Finally, information on the Regional Smoking Vehicle Program and vehicle incentive opportunities will also be available.

For information and to review the presentations, visit www.nctcog.org/input. Comments will be accepted through November 10.

To request printed copies of the information, call 817-608-2365 or email cbaylor@nctcog.org.

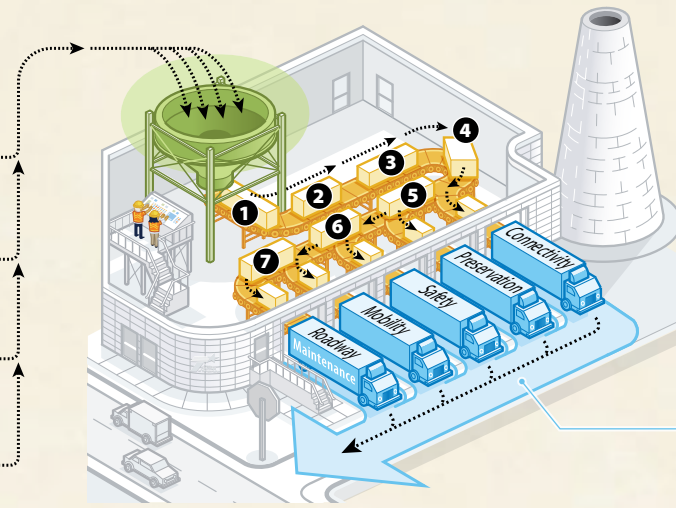
Prepared in cooperation with the US Department of Transportation (Federal Highway Administration and Federal Transit Administration) and the Texas Department of Transportation. The contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration or the Texas Department of Transportation.

DALLAS DISTRICT PROGRESS

Monthly Report on Dallas District Projects and Topics *** COLLIN CO. | DALLAS CO. | DENTON CO. | ELLIS CO. | KAUFMAN CO. | NAVARRO CO. | ROCKWALL CO.

1. FUNDING SOURCES

- Motor Fuel Taxes
- Vehicle Registration Fees
- Prop 1/Prop 7
- Federal Reimbursements



2. ADVANCED PLANNING

1. Public Involvement
2. Feasibility Analysis
3. Environmental
4. Engineering
5. Right of Way
6. Utility Adjustment
7. Contractor Procurement

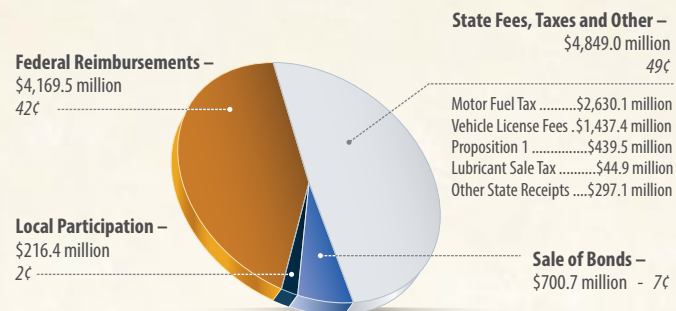
3. MOBILITY AND MAINTENANCE PROJECTS

TxDOT graphic by DEAN HOLLINGSWORTH/Information Specialist

TxDOT graphics

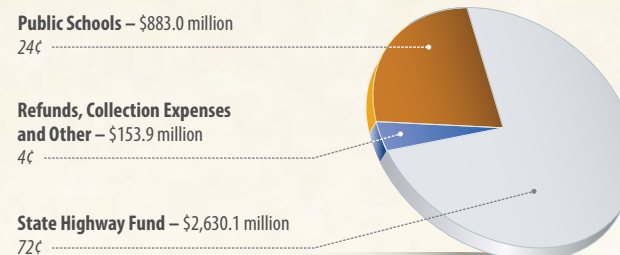
DISTRIBUTION OF TOTAL STATE HIGHWAY FUND* RECEIPTS

TOTAL RECEIPTS: \$9.936 billion

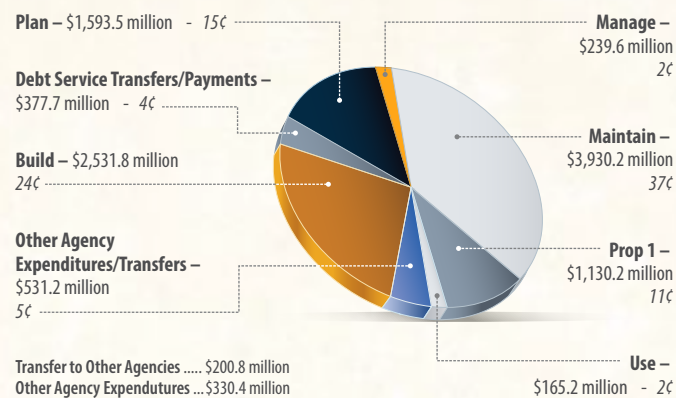


DISTRIBUTION OF TEXAS MOTOR FUEL TAXES

GROSS TAX COLLECTED BY STATE COMPTROLLER: \$3.667 billion

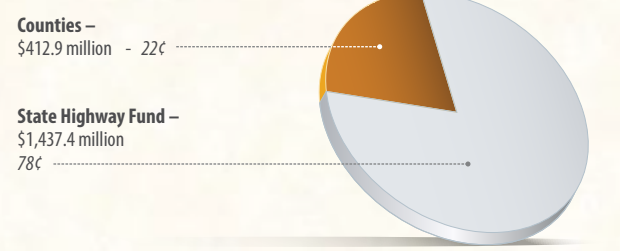


TOTAL DISBURSEMENTS*: \$10.499 billion



DISTRIBUTION OF TEXAS MOTOR VEHICLE REGISTRATION FEES

GROSS COLLECTIONS: \$1.850 billion



*Includes all expenditures to appropriated State Highway Fund.

TxDOT graphics

DalTrans Traffic Management Center Gets an Upgrade



DALLAS – The DalTrans Traffic Management Center will soon get its first big technology upgrade since opening in 2007. DalTrans, located on the TxDOT Dallas District campus, helps alleviate congestion as an intelligent transportation systems and traffic communications hub. Operators monitor traffic conditions 24 hours a day, 365 days a year. The technology update will replace about 600 outdated analog closed-circuit television (CCTV) cameras with the latest digital cameras. These cameras keep a close eye on TxDOT roadways within the Dallas District, except for a few corridors in less travelled areas. The video images from these cameras are transmitted back to the DalTrans Traffic Management Center via radios and fiber optic cables, which are then processed and can be displayed by operators on the DalTrans video wall.

The installation of the new digital cameras is anticipated to coordinate with a state-of-the-art video wall upgrade project. The project will replace aging analog rear projection screens with 40 seamlessly assembled 55-inch LCD video monitors to allow multiple configurations of high definition video images for sharper displays. In fact, the new video wall will be 1.5 times larger than the existing display area.

This technology update is incredibly important to drivers' safety. Operators monitor roadway conditions, dispatch assistance to stranded motorists via Courtesy Patrol, and share the information with motorists via dynamic message signs. This information can help drivers make an informed decision about what routes to take and what routes to avoid. Once the updates are complete, local news media will continue to have access



At left: Exterior view of the DalTrans building which houses the Traffic Management Center.



Below: Interior view of the DalTrans Traffic Management Center in its current/outdated configuration. The upcoming technology upgrade will replace obsolete cameras and video equipment with state-of-the-art modern technology, which will allow the center to better monitor traffic congestion and improve management of traffic flow in the Metroplex.

Digital Cameras



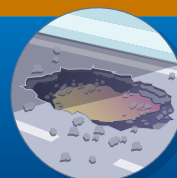
Will replace 600 outdated analog closed-circuit television (CCTV)

Wall Monitors

40 new seamlessly assembled 55-inch LCD video monitors

SOURCE: Texas Department of Transportation

TxDOT graphic



REPORT A POTHOLE:

Visit www.txdot.gov/contact-us/formhtml?form=Report_a_Pothole or call 800.452.9292. Progress report can be downloaded at <http://www.txdot.gov/inside-txdot/district/dallas/progress.html>

SEPTEMBER 2020 LET PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST EST. (M)	BID (M)	(%)	EST. TOTAL COST (M)**	CONTRACTOR	
1	0009-11-250	IH 30	Haskell Ave. to west of Buckner Blvd.	Planing, concrete full depth repair, ACP overly, & pvmt. markings	\$15.89	\$13.28	-16.42	\$17.81	Austin Bridge & Rd Services, LP
2	0817-01-024	FM 428	US 377 to FM 1385	Rehabilitate existing pvmt./add shldr.	\$10.96	\$8.83	-19.43	\$12.37	Jagoe-Public Co.
3	2351-01-017	FM 2478	US 380 to north of FM 1461	Widen 2-lane rural hwy. to 4-lane div. (6-ln Ult.); Realign intersection at FM 1461	\$36.66	\$28.05	-23.48	\$43.00	Austin Bridge & Rd Services, LP
*	0918-00-328	VA	Various locations in the Dallas District	Non-site specific installation of traffic signals	\$2.48	\$2.32	-6.79	\$2.84	Durable Specialties, Inc.
*	0918-00-360	VA	Various locations in the Dallas District	For the construction of rumble strips & pvmt. markings and markers	\$2.88	\$1.65	-42.83	\$3.18	Stripe-A-Zone, Inc.
EST. SEPTEMBER 2020 TOTALS					\$68.87	\$54.12	-21.41	\$79.19	
DISTRICT FY ACCUMULATIVE LETTINGS					\$624.00	\$625.42			
DALLAS DISTRICT FY LETTING VOLUME CAP					\$235.08 M				

*Unmapped.

**Est. Total Project Costs includes est. PE, ROW, E&C, Indirect Costs and Potential Change Order Costs at the time of bid.

OCTOBER 2020 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	
1	0121-05-051	SH 22	NW CR 2060/1190 to east of N. 38th St. in Corsicana	Overlay, shoulder texture, safety end treatments	\$4.67
2	0195-03-095	IH 35; BS 121H; FM 2181	On IH 35 from US 380 to IH 35W; On BS 121H from SH 121S to SH 121; On FM 2181 from IH 35E to Lillian Miller Pkwy.	Full depth concrete repair and pavement markings on the frontage roads	\$1.57
3	0197-02-124	US 175	East of E. Malloy Bridge Rd. to W of FM 1389	Ramp mods, mill and inlay existing frontage roads	\$3.76
4	0197-03-054	US 175	FM 148 to CR 4106 in Crandall	Construct new 2-lane frontage roads (FRs); convert existing FR from 2-lane 2-way to 2-lane 1-way FR & ramp mods	\$8.80
5	0549-03-024	SH 121	Collin County Outer Loop to CR 635 (Fannin County Line)	Reconstr./Widen from 2-ln to 4-ln rural divided; construct 0 to 4-ln discontinuous frontage road/FM 455 interchange	\$118.68
6	1048-03-011	FM 780	FM 660 to end of maintenance	Reconstr. existing pavement and add shoulders	\$10.69
*	0048-04-101	Various	Various Locations in the Dallas District	Seal coat, pavement markings and markers	\$13.25
*	0918-00-353	Various	Digital video project	Purchase new digital video software/hardware for DalTrans Traffic Management Center	\$1.34
ESTIMATED TOTAL				\$162.76 M	

*Unmapped.

COMPLETED CONSTRUCTION PROJECTS (FROM SEPTEMBER 1-30, 2020)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	0092-02-129	IH 45	Ellis C/L to SH 310	Install guide signs	9/10/2020
2	0196-03-278	IH 35E	N of Oak Lawn Ave. to N of Harry Hines Blvd. ramps	Mill, full depth concrete pavement repair, overlay on nb frontage road	9/15/2020
3	0918-47-128	CS	Royal Lane at Abrams Road	Improve traffic signals	9/22/2020
4	2208-02-022	SS 303	Mountain Creek Parkway to Spur 408	Full depth repair concrete pavement, overlay and pavement markings	9/15/2020
*	0918-47-115	VA	Various Locations on State Highways in Dallas County	Construct curb ramps and sidewalks	9/15/2020
ESTIMATED TOTAL				\$11.62 M	

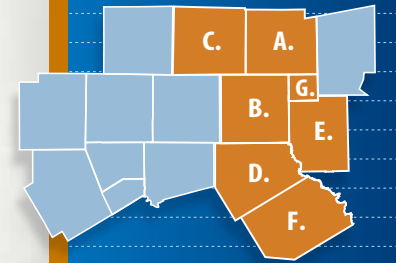
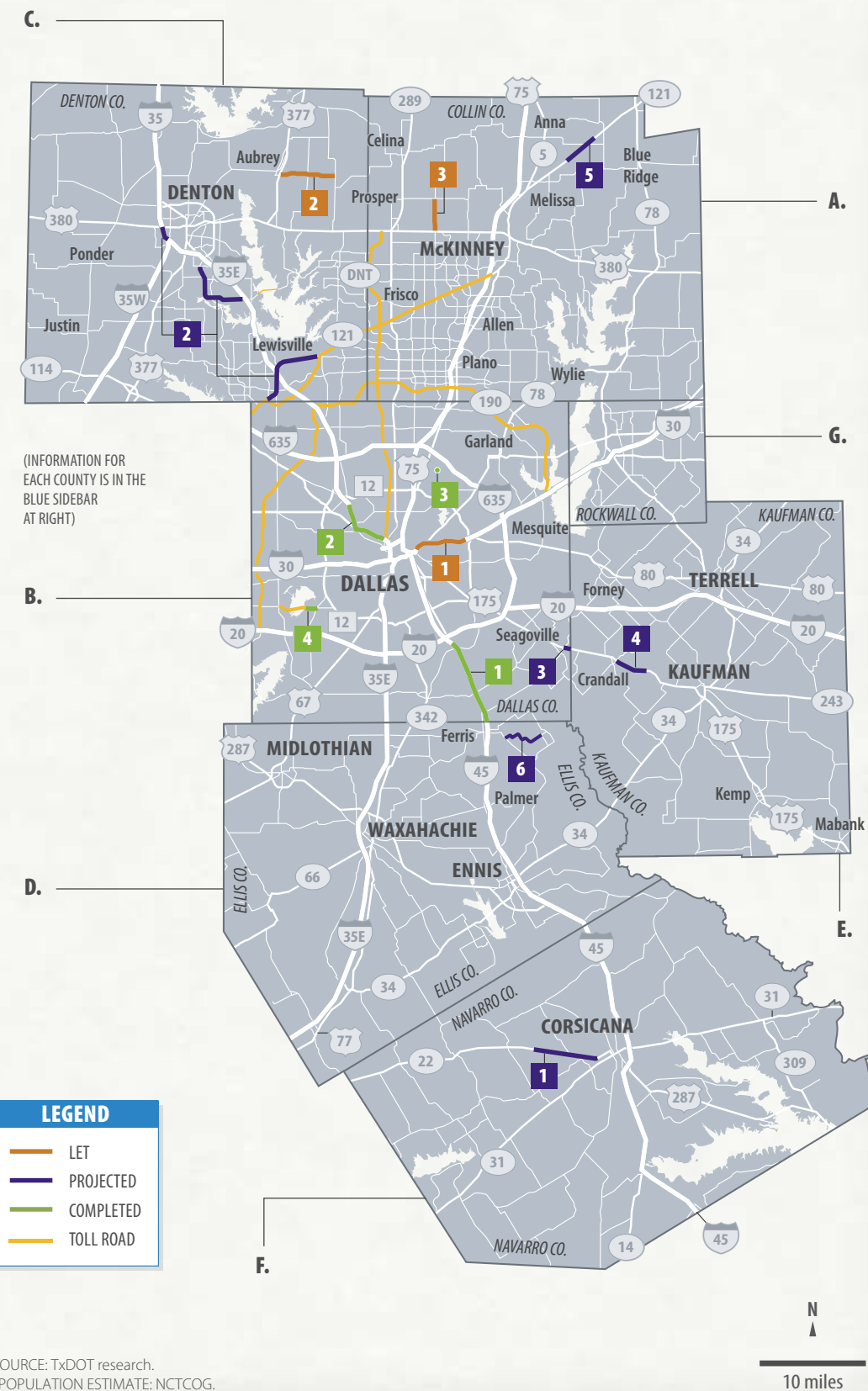
*Unmapped.

SOURCE: Texas Department of Transportation.

TxDOT graphics

DALLAS DISTRICT PROJECTS MAP

Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in **September**, are projected to let in **October**, or have recently been **completed**.



2020 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,085,742
 *POPULATION ESTIMATE | 5,019,590
 LANE MILES | 10,793.058

A. | COLLIN COUNTY

VEHICLE REGISTRATION: 799,926
 *POPULATION ESTIMATE: 1,043,140
 LANE MILES: 1,462.514

B. | DALLAS COUNTY

VEHICLE REGISTRATION: 2,155,995
 *POPULATION ESTIMATE: 2,591,820
 LANE MILES: 3,377.212

C. | DENTON COUNTY

VEHICLE REGISTRATION: 680,143
 *POPULATION ESTIMATE: 901,120
 LANE MILES: 1,633.926

D. | ELLIS COUNTY

VEHICLE REGISTRATION: 181,071
 *POPULATION ESTIMATE: 197,780
 LANE MILES: 1,526.862

E. | KAUFMAN COUNTY

VEHICLE REGISTRATION: 124,760
 *POPULATION ESTIMATE: 128,520
 LANE MILES: 1,215.130

F. | NAVARRO COUNTY

VEHICLE REGISTRATION: 52,355
 *POPULATION ESTIMATE: 50,870
 LANE MILES: 1,191.856

G. | ROCKWALL COUNTY

VEHICLE REGISTRATION: 91,492
 *POPULATION ESTIMATE: 106,340
 LANE MILES: 346.193

SOURCE: TxDOT research.
 *POPULATION ESTIMATE: NCTCOG.



OVERVIEW: The Southern Gateway project will add capacity, replace aging pavement and improve safety along I-35E and US Highway 67 in southern Dallas. As one of the major highways into and out of downtown Dallas, the roadway carries about 218,000 vehicles per day on pavement that was first built in the 1950s. The reconstruction project has been supported since before 2003, when the project was first environmentally cleared but left unfunded. With improvements complete just to the north with the Horseshoe Project, the next step to further improve congestion in downtown is to rebuild this major urban highway.

Goals: Improve safety by rebuilding the highway, which will improve entrance and exit ramps, improve cross street bridges and add full shoulders within the right of way along the I-35E section.

Full reconstruction and widening of I-35E to include five general purpose lanes in each direction and two reversible non-tolled express lanes from Colorado Boulevard to US 67. I-35E will have seven lanes into downtown each morning and seven lanes out of downtown each evening. The US 67 scope will save the existing paving and widen to provide a third general purpose lane in each direction from I-35E to I-20.

The existing concurrent US 67 HOV lane will be reconstructed to be one reversible non-tolled managed express lane in the center median.



TxDOT photo

At left is an aerial photo of construction of the new Beckley Avenue Bridge over I-35E which was demolished in June 2018.

PROJECT HISTORY

- **Public Meetings** – June 23 & 25, 2015; July 7 & 9, 2015, January 26 & 28, 2016
- **FHWA Schematic Approval** – Spring 2016
- **Public Hearing** – July 2016
- **FHWA Environmental Clearance** – Dec. 2016
- **Design-Build Contract** Executed with Pegasus Link Constructors (PLC) - June 2017

PROJECT PROGRESS

- **Traffic switches completed** to open portions of the new pavement for new ramps along southbound and northbound I-35E
- **Work continues** for the Marsalis, Illinois, Louisiana, Ewing and 12th St bridges over I-35E
- **Continued progress** on earthwork, drainage, concrete pavement, retaining walls and bridge construction in multiple areas of the project

PROJECT DETAILS

- **Limits:** I-35E from Colorado Blvd. to south of Kiest Blvd.; on US 67 from I-35E/US 67 split to I-20.

- **Length:** 11 miles
- **Estimated Completion:** Summer 2022

PROJECT DESCRIPTION

- **I-35E:** Full reconstruction and widening to include five general purpose lanes in each direction and two reversible, non-tolled managed express lanes from Colorado Blvd. to US 67 and infrastructure for a deck plaza.
- **US 67:** Add a third general purpose lane in each direction from I-35E to I-20. The existing concurrent US 67 HOV lane will be rebuilt to become one reversible, non-tolled managed express lane in the center median.

ESTIMATED COSTS

Construction	\$530.3 M
Utilities	\$16.3 M
Design/QA/CM	\$79 M
Total Design/Build Contract*	\$625.6 M
ROW (state costs)	\$40 M

*Subject to change.

TxDOT graphic

ESTIMATED FUNDING

CAT 2	\$50 M
CAT 5 (CMAQ)	\$54.3 M
CAT 7	\$54.1 M
CAT 11	\$260 M*
CAT 12	\$168 M
RTR Funds	\$39.6 M
Strat 102 (ROW Cost)	\$40 M
Total Funding	\$666 M

* Congestion Relief Funding

TxDOT graphic



Official 2018 logo design for TSG project.



A Texas Clear Lanes project: www.TexasClearLanes.com



NOTE: Highlighted areas are not drawn to scale.

TxDOT graphic

PROJECT CONTACTS



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www.TexasClearLanes.com



www.TheSouthernGateway.org

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OVERVIEW:

The 11-mile 635 East Project will reconstruct and widen I-635 from US 75 to I-30, including the I-635/I-30 interchange. The general-purpose lanes will be expanded and the existing tolled managed lanes will be rebuilt. When complete, there will be a total of 10 general purpose lanes and two tolled managed lanes. The project will also include the construction of continuous frontage roads and provide numerous intersection improvements.

I-635 East originally opened in 1969 and was designed to accommodate 180,000 cars per day. Recently, the average daily traffic on I-635 reached 230,000. This increase has contributed to the roadway's top 30 ranking on Texas' most congested roadways list. The Texas Transportation Commission has designated the 635 East Project as part of the statewide Texas Clear Lanes initiative, organized to



TxDOT photo

address the most congested roadways in the state's metropolitan areas. The project

is designed to relieve congestion, provide local connectivity and improve safety.

PROJECT HISTORY

- **Public Meeting** – April 19, 2016
- **FHWA Schematic Approval** – May 1, 2014 (Skillman/Audelia interchange), July 21, 2017 (I-635 East Schematic)
- **Public Hearing** – Jan. 31, 2017
- **FHWA Environmental Clearance** – Jan. 20, 2003 (original FONSI), June 23, 2015 (Skillman/Audelia interchange) and April 24, 2017 (revised schematic)
- **Design-Build Contract**
 - May 30, 2019 - Conditional Award
 - Aug. 22, 2019 - Contract Execution
 - Sept. 9, 2019 - Notice to Proceed 1 (NTP1)
 - Jan. 24, 2020 - Notice to Proceed 2 (NTP2)

PROJECT PROGRESS

- **June 2020** – A portion of the I-30 HOV lanes closed for construction
- **July 2020** – Bridge demolition at Galloway Avenue over I-30
- **Summer 2020** – Utility work begins along the project

- **Aug. 2020** – EB I-30 exit and WB I-30 entrance ramps at Northwest Drive closed
- **Summer/Fall 2020** – Installation of drilled shafts and bridge foundations at some cross streets and the I-30 interchange
- **Sept. 2020** – Construction of the temporary Skillman St. bridge begins
- **Oct. 2020** – Virtual Groundbreaking
- **Fall/Winter 2020** – Construction on Galloway Avenue bridge over I-635 begins

PROJECT DETAILS

- **Limits**
 - I-635 from east of US 75 to I-30
 - I-30/I-635 interchange
- **Length:** 11 miles
- **Cost:** \$1.7 billion (Design and Construction)
- **Funding**
 - Funding sources include CAT 2, 3, 5, 7, 11 and 12
- **Right Of Way:** Acquisition is 100% complete

- **Project**
 - Reconstruct the general purpose lanes and construct one additional lane in each direction
 - Construct continuous frontage roads consisting of two or three lanes in each direction
 - Reconstruct the I-635/I-30 interchange
 - Reconstruct the existing single tolled managed lane in each direction between US 75 and I-30
 - Reconstruct the Skillman St. bridge

TEXAS CLEAR LANES

The Texas Transportation Commission has designated the 635 East Project as part of the statewide Texas Clear Lanes initiative, which addresses the most congested areas in the state.

PROJECT SCHEDULE

- **Spring 2020** – Construction start
- **Late 2024** – Substantial Completion



NOTE: Highlighted areas are not drawn to scale.

TxDOT graphic

PROJECT CONTACTS



Texas Department of Transportation
 4777 East Highway 80 • Mesquite, TX 75150
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