

## AGENDA

### SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, August 28, 2020

North Central Texas Council of Governments

**1:30 pm Full STTC Business Agenda (Meeting Will be Held as a Videoconference)**

**1:30 – 1:35**      1. **Approval of July 24, 2020, Minutes**  
 Action             Possible Action     Information            Minutes:      5  
Presenter:        Brian Moen, STTC Chair  
Item Summary:    Approval of the July 24, 2020, meeting minutes contained in [Electronic Item 1](#) will be requested.  
Background:      N/A

**1:35 – 1:40**      2. **Consent Agenda**  
 Action             Possible Action     Information            Minutes:      5

2.1. **Endorsement of Regional Transportation Council Approval of State of Good Repair Grant Application Submitted on behalf of Dallas Area Rapid Transit, Trinity Railway Express, and Trinity Metro**  
Presenter:        Jeff Hathcock, NCTCOG  
Item Summary:    Endorsement for Regional Transportation Council (RTC) approval for the Grant Application to the Federal Railroad Administration for the Federal-State Partnership for the State of Good Repair (SOGR) Program submitted on behalf of Trinity Railway Express, Dallas Area Rapid Transit (DART) and Trinity Metro will be requested.  
Background:      In June 2020, the Federal Railroad Administration (FRA) announced the Federal-State Partnership for the State of Good Repair Program. The Notice of Funding Opportunity indicated availability of funding for capital projects across the United States to repair, replace, or rehabilitate qualified railroad assets to reduce the state of good repair backlog and improve intercity passenger rail performance. The grant submittal deadline was July 27, 2020. Staff requests endorsement for the submittal of a grant application in partnership with Trinity Railway Express, Dallas Area Rapid Transit (DART) and Trinity Metro that will help the region improve the state of good repair of transit assets, enhance passenger/freight rail service performance, and improve overall freight/passenger integration. The total grant budget requests approximately \$58 million (\$28 million in federal SOGR funds, \$2 million in federal funds from the RTC, and \$28 million in local

match) with BNSF Railway, DART, and Trinity Metro providing the required local match. More information is available in [Electronic Item 2.1](#).

Performance Measure(s) Addressed:

- Safety                       Pavement and Bridge Condition
- Transit Asset             System Performance/Freight/CMAQ

**2.2. Endorsement of Regional Transportation Council Approval of Application for Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program**

Presenter: Natalie Bettger, NCTCOG

Item Summary: Endorsement of Regional Transportation Council (RTC) approval to support and provide funding for the City of Dallas application for the 2020 Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program will be requested.

Background: In July 2020, the United States Department of Transportation (USDOT) issued the announcement for the Advanced Transportation and Congestion Management Technologies Deployment Initiative to develop model deployment sites for large-scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment. [Electronic Item 2.2](#) provides additional information regarding the \$60 million grant program for Fiscal Year 2020, as well as the City of Dallas' application. Applications are due to the USDOT by August 31, 2020.

Performance Measure(s) Addressed:

- Safety                       Pavement and Bridge Condition
- Transit Asset             System Performance/Freight/CMAQ

**1:40 – 1:50**

**3. Federal Highway Administration Measure Target Reaffirmation or Revisions**

Action                       Possible Action     Information                      Minutes: 10

Presenter: James McLane, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) adoption of proposed adjustment to 2022 regional targets for federally required performance measures.

Background: In 2018, the RTC adopted 2020 and 2022 federal performance measure targets related to infrastructure condition, congestion, and air quality. The RTC has an opportunity to adjust 2022 targets for these measures, if appropriate, based on new data and methodologies. Staff has considered feedback from last month into final target adjustments, which will be presented to the RTC for action on

September 10, 2020. This effort will generate financial and policy discussions on resources needed in current and future transportation planning. [Electronic Item 3](#) includes additional details.

Performance Measure(s) Addressed:

- Safety
- Pavement and Bridge Condition
- Transit Asset
- System Performance/Freight/CMAQ

**1:50 – 2:00**

**4. Metropolitan Transportation Plan Policy Bundle Round Four**

Action       Possible Action       Information      Minutes: 10

Presenter: Amy Johnson, NCTCOG

Item Summary: Staff will brief the Committee on results from the fourth round of the Metropolitan Transportation Plan (MTP) Policy Bundle survey, including the plan to distribute available Transportation Development Credits (TDCs). The Committee will be asked to recommend Regional Transportation Council approval of a TDC distribution for successful policy bundle participants.

Background: The MTP Policy Bundle Program was created to encourage entities like local governments, school districts, and transportation agencies to voluntarily adopt a minimum of 50 percent of the list of policies identified in Mobility 2045. By voluntarily adopting these policies, participating entities will receive Transportation Development Credits to offset local funds for federal transportation projects.

Recommendations in Mobility 2045 consist of policies, programs, and projects reflecting the region's priorities and supporting Mobility 2045 goals. As construction of infrastructure projects alone cannot achieve the goals of Mobility 2045, a voluntary list of policies available for adoption by local agencies was designed to encourage the development of alternative, strategic solutions. By voluntarily adopting 50 percent of these policies, participating agencies are slated to receive TDCs to offset local funds for federal transportation projects. MTP Policy Bundle applications have been completed and reviewed, and staff will present a recommendation for distributing TDCs to successful entities. [Electronic Item 4](#) includes a recommendation for TDC distribution for successful policy bundle participants.

Performance Measure(s) Addressed:

- Safety
- Pavement and Bridge Condition
- Transit Asset
- System Performance/Freight/CMAQ

**2:00 – 2:10**

**5. Optimized Freight Movement Project**

Action       Possible Action       Information      Minutes: 10

Presenter: Thomas Bamonte, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council approval of a project to improve goods

movement from freight hubs in the region to nearby expressways using connected vehicle and related technologies to optimize truck traffic through intersections.

Background: 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. The 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. The project budget is \$5 million. [Electronic Item 5](#) contains additional details about the project and action requested.

Performance Measure(s) Addressed:

- Safety                       Pavement and Bridge Condition  
 Transit Asset                 System Performance/Freight/CMAQ

2:10 – 2:20

6. **Transportation Alternatives Program Call for Projects Project Selection**

- Action                       Possible Action                       Information                      Minutes: 10

Presenter: Daniel Snyder, NCTCOG

Item Summary: Staff will provide information regarding the Transportation Alternatives Program applications received and evaluation process. A recommendation of projects to select for funding will also be provided and action requested.

Background: The North Central Texas Council of Governments opened the Call for Projects on March 2, 2020, and applications were due on May 15, 2020. Projects eligible for funding included active transportation and Safe Routes to School projects that will substantially improve safety and provide opportunities to walk and bicycle. Project scoring was based on project eligibility and a methodology for project evaluation as previously approved by the Regional Transportation Council. [Electronic Item 6.1](#) provides additional information on project scoring. [Electronic Item 6.2](#) reflects North Central Texas Council of Governments staff project recommendations.

Performance Measure(s) Addressed:

- Safety                       Pavement and Bridge Condition  
 Transit Asset                 System Performance/Freight/CMAQ

2:20 – 2:30

7. **Regional Cotton Belt Veloweb Trail: Action Plan**

Action       Possible Action       Information      Minutes: 10

Presenter: Karla Weaver, NCTCOG

Item Summary: Staff will request approval regarding funding for the Cotton Belt Regional Veloweb Trail in partnership with the Dallas Area Rapid Transit (DART) Silver Line rail project from Dallas Fort Worth International Airport in Grapevine to Shiloh Station in Plano.

Background: The DART Silver Line rail project is coordinating a parallel regionally significant Cotton Belt Regional Veloweb Trail corridor that will connect seven cities across three counties. Accommodations for the approximate 26-mile regional trail have been included as part of DART's planning for the commuter rail corridor.

Additional funding is needed for the engineering of the trail. A two-contractor approach will be recommended for construction, partnering with DART for only one of the trail bridges in the corridor to be constructed with the current rail contractor. A second expedited phase will be implemented within six to nine months with a second contractor to be procured that can construct various crossings and locations before the trains are operative. Funds will also be requested to provide safety walls near two schools along the corridor.

Staff will provide an overview of funding recommendations to implement various sections of this priority regional trail corridor. Additional information is provided in [Electronic Item 7](#).

Performance Measure(s) Addressed:

Safety       Pavement and Bridge Condition  
 Transit Asset       System Performance/Freight/CMAQ

2:30 – 2:40

8. **Director of Transportation Report Items and Overview of Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery**

Action       Possible Action       Information      Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide an overview of current time-sensitive transportation items. Staff will also provide an update on performance metrics to help understand the impacts of COVID-19 to the transportation system.

Background: Staff will highlight:

- Latest Request from Denton County Transportation Authority on Survey Data
- Status of Hyperloop Certification Center
- Potential Partnership with the North Texas Tollway Authority on Engineering Studies
- World Cup 2026 Electric Transit Vehicles

- International Bridge, Tunnel and Turnpike Association Certificate of Merit Awarded to NCTCOG Automated Occupancy Detection and Verification Project

Staff also continues efforts related to four performance metrics being 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](#).

Performance Measure(s) Addressed:

- Safety                       Pavement and Bridge Condition  
 Transit Asset                 System Performance/Freight/CMAQ

2:40 – 2:40

9. **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. Environmental Matchmaking Tools: Identify Your Best Stewardship Options and Mitigation Locations ([Electronic Item 9.1](#))
2. 2020 TxDOT Highway Safety Improvement Program Call for Projects – Submittal Deadline for Applications Due to District Offices October 1, 2020 (<https://www.nctcog.org/trans/quality/safety/transportation-safety/statewide-safety-initiatives>)
3. Electric Vehicle Infrastructure Funding from Volkswagen Settlement ([Electronic Item 9.2](#))
4. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
5. Dallas-Fort Worth Clean Cities Upcoming Events (<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
6. Status Report on Ozone ([Electronic Item 9.3](#))
7. September Online Input Opportunity Notice ([Electronic Item 9.4](#))
8. Air North Texas Clean Air Action Day Results ([Electronic Item 9.5](#))
9. Public Comments Report ([Electronic Item 9.6](#))
10. Written Progress Reports:
  - Local Motion ([Electronic Item 9.7](#))
  - Partner Progress Reports ([Electronic Item 9.8](#))

10. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.

11. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on September 25, 2020.**

**MINUTES**

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE**

**July 24, 2020**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, July 24, 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 attendees.

1. **Approval of June 26, 2020, Minutes:** The minutes of the June 26, 2020, meeting were approved as submitted in Electronic Item 1. Daniel Vedral (M); John Polster (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was included on the Consent Agenda.
  - 2.1. **Endorsement of Regional Transportation Council Policy Position Establishing Guidelines for Ratification Actions:** Endorsement of Regional Transportation Council (RTC) approval of P20-02, Policy Position Establishing Guidelines for Ratification Actions, to support interim staff-generated actions in the future was requested. A copy of the letter to the Dallas Stars and their response, which generated the development of the proposed policy, was provided in Electronic Item 2.1.1. A copy of the Policy Position Establishing Guidelines for Ratification Actions was provided in Electronic Item 2.1.2.

A motion was made to approve the item on the Consent Agenda. Daniel Vedral (M); Stanford Lynch (S). The motion passed unanimously.

3. **National Highway System Review:** Brian Flood presented final recommendations resulting from the National Highway System (NHS) Review. The NHS is a network of nationally significant roadways that support the movement of people and goods between population centers, international border crossings, major military installations, and intermodal facilities. It was originally designated in 1996, and in 2012 as part of Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) was expanded to include all Federal Functional Classification System (FFCS) principal arterials that were not currently on the system. The NHS brings focus on parts of the transportation system with the largest impact on the movement of people and goods. Performance measures for the system are calculated for pavement and bridge condition, safety, congestion, and travel time reliability. Components of the NHS mandated by federal law include the Interstate Highway System, the Non-interstate Strategic Highway Network, and congressionally designated high-priority corridors. Also included are other FFCS urban and rural principal arterials and connectors that link intermodal facilities such as ports, airports, and AMTRAK stations with the rest of the NHS, which are designated through coordination with local transportation officials. In February 2019, the Texas Department of Transportation (TxDOT) Transportation Planning and Programming Division (TPP) presented a list of preliminary suggested NHS modifications to North Central Texas Council of Governments (NCTCOG) staff. Information regarding the NHS update process was then presented to the Surface Transportation Technical Committee (STTC) and to the Regional Transportation Council (RTC), as well as through a series of NCTCOG-hosted NHS update workshops. Recommendations were developed and NCTCOG staff provided statements of support, revision, or rejection of preliminary suggested NHS modifications to TxDOT TPP, as well as additional suggested modifications derived from staff/STTC input. A map of the final recommendations was highlighted at the

meeting, which included additions, deletions, and deferred additions to be added once warranted for inclusion. The proposed roadway modifications were presented and included additions and deletions. Intermodal facility modifications were also presented, and included name changes and modification of connectors, as well as some additions and deletions of facilities. Details were also provided to the members by email, prior to the meeting, in Electronic Item 3. Brian Shewski asked if it would be possible to get the specific criteria/rational leading to a facility being deferred. Mr. Flood noted that staff was not given that type of feedback, but for the majority of those deferred, TxDOT did not see sufficient traffic volumes or truck traffic but did make it clear there would be mechanisms in place to add these facilities once they are deemed warranted. Chad Edwards flagged two corrections: 1) Fort Worth Intermodal Center is now Fort Worth Central Station and 2) Santa Fe Railway Intermodal Facility should be BNSF Intermodal Facility. Greg Royster noted that International Parkway runs through the Dallas Fort Worth International Airport and is shown on the map as a toll road. He noted the facility is not owned by a toll authority. Staff indicated that the NHS is based on functionality and International Parkway is listed as a toll road since a toll is collected on the roadway. A motion was made to recommend Regional Transportation Council approval of all modifications proposed through the National Highway System update, including deferred additions to the system to be added as warranted in the future. Details were provided in Electronic Item 3, distributed to members as an electronic handout by email. Chad Edwards (M); Greg Royster (S). The motion passed unanimously.

4. **COVID-19 Infrastructure Program Funding:** Christie Gotti presented project recommendations for the COVID-19 Infrastructure Program. Due to the COVID-19 outbreak, the economy has suffered large setbacks and there is an urgency to implement projects that help stimulate the economy similar to infrastructure investments made in 2009. North Central Texas Council of Governments staff recommends funding projects that would benefit from expedited action in partnership with local agencies. Future rounds of this partnership program are anticipated, and staff will be conducting a thorough review of the Mobility Plan to determine programs that need additional funding. Proposed projects should meet one or several of the Regional Transportation Council (RTC) policies outlined in Mobility 2045, with this particular round of investments targeting better school integration, improved freight connections, implementation of new regional bicycle and pedestrian facilities, improved air quality, and improved safety. The first two proposed projects are part of a larger partnership with Aledo Independent School District (ISD) to avoid locating schools on major roadways due to the reduction of speeds in school zones. The first project includes a stub-out road from FM 5 to the new elementary school scheduled to open in August 2021. Staff proposed the right-of-way be donated by Aledo ISD, \$1 million in Regional Toll Revenue (RTR) funds for construction, and \$1.5 million from Aledo ISD (including \$500,000 match to the RTR funds) for construction. In a related effort, the Texas Department of Transportation has already funded improvements along FM 5 for the project. As part of this effort staff proposed to use RTR funds, of which there are minimal amounts available in the western subregion, through an RTR/federal funding swap with Denton County that will be discussed later in the presentation. The RTC policy addressed through this project is better school integration. The second Aledo ISD project is improvements at the site of a new middle school needed by 2022. The developer of a project to the north has committed to build a small part of the roadway, but not necessarily in the timeframe needed. Part of the partnership includes upfront payment by the RTC with repayment by the developer within the timeframe originally committed. The developer has already committed \$2 million for design and staff proposed to use \$500,000 in RTR funds for right-of-way acquisition and an additional \$10 million in RTR funds for construction. The developer will pay an additional \$2.4 million in approximately four years, after construction is completed,



which partially repays the RTC's commitment. The scope of the projects is realignment of Old Weatherford Road from FM 3325 to east of Coder Drive, including turn lanes at intersections and a pedestrian side path. RTR funds are proposed from the Regional West Set-Aside account and the RTC policy addressed is better school integration. The third proposed project is a series of intersection and bicycle/pedestrian improvements proposed by Downtown Fort Worth Inc. and the City of Fort Worth. The overall program was highlighted, and staff proposed to currently move forward with the roadway improvements along Main Street (Business 287) from Trinity River to Weatherford Street. These improvements include traffic calming and curb extensions to reduce traffic lanes and adjusting the turning radius of Main Street, as well as the elimination of the bail-out lane. Downtown Fort Worth Inc. has secured a commitment of \$775,000 to pay for the design. Tarrant County has committed \$1 million for construction. Staff proposed a \$660,000 State match for the on-system portions of the project, \$4 million in Congestion Mitigation and Air Quality Improvement Program funds, and \$2.64 million in Surface Transportation Block Grant Program (STBG) funds. RTC policies addressed include air quality, bicycle/pedestrian implementation, safety, and ADA compliance. Ms. Gotti noted the private sector is working on the portion of the project in the park and is looking for private-sector funding. The bicycle/pedestrian facility will be considered for funding in the future contingent on private-sector funding commitments being realized. The next proposed project is a pedestrian crossing at IH 35E from the Dallas Design District to the Dallas Area Rapid Transit (DART) Victory Station. The State has agreed to pay for the design, which is currently estimated at \$350,000. Staff proposed \$2.8 million in Dallas County RTR funds for construction. The \$400,000 local match, plus additional funds for amenities will be paid by the private sector and TIF district funds for items such as lighting, crosswalks, a traffic signal, and landscaping. RTC policy positions addressed included bicycle/pedestrian, air quality, and safety. Also in the Dallas area is a proposed planning study near Bachman Lake. The planning study will identify safe pedestrian access/facilities along major roadways to create connections to nearby trails, the DART Bachman Station, and Love Field Access. The area of review is bounded by Mockingbird to the south, IH 35E to the west, Inwood Road to the east and Royal Lane to the north. Staff proposed \$800,000 STBG funds and \$200,000 RTC Local funds for the project. Depending on how quickly the federal funding is under an agreement, that RTC Local could be used as a match. If the RTC Local is mostly expended before access is gained to the federal funds, Transportation Development Credits are proposed for the match instead. This policy addresses RTC policies for bicycle/pedestrian, safety, and air quality. The next proposed project is a freight project along FM 429 in Terrell. Union Pacific is proposing to construct siding track in the area, which creates the need for better roadway integration. Currently, there is an offset intersection of US 80 and FM 429. Staff proposed realignment of the offset intersection and an appropriate, safe at-grade crossing. The project is estimated at approximately \$10 million and staff proposed \$8 million STBG funds and a \$2 million State match. RTC policies addressed include freight and safety. As mentioned earlier in the presentation, the western subregion has limited RTR funds. In order to fund some of the improvements in the western side of the region, Denton County has agreed to trade a portion of its RTR funding balance coming back from IH 35E to help accelerate the proposed projects by using non-federal funds. The total RTR funds being returned to Denton County has not been finalized, but it will be enough for this proposed partnership. Staff proposed to fund a currently unfunded project in Denton County with \$30 million in STBG funds and move the same amount of RTR funds from the Denton County account to the western subregion to cover the projects in this partnership program, plus leave a balance for future non-federal needs in the west. If the Denton County project were to need additional funding, the balance would be paid with Category 2 funds in order to fully fund the selected project. Staff also proposed that the Denton County project is not identified until after the Texas Transportation Commission selects projects through its Unified Transportation

Program action this summer. A motion was made to recommend Regional Transportation Council approval of the funded projects outlined in Electronic Item 4.1 and Electronic Item 4.2, including the exchange of \$30 million Surface Transportation Block Grant Program funding for \$30 million Regional Toll Revenue funding with Denton County. Action also included a recommendation that staff administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other administrative/planning documents as needed. John Polster (M); Stanford Lynch (S). The motion passed unanimously.

5. **Metropolitan Transportation Plan Policy Bundle and Transportation Development**

**Credits:** Amy Johnson provided results from the fourth round of the Metropolitan Transportation Plan (MTP) Policy Bundle survey, including the plan to distribute available Transportation Development Credits (TDCs). The MTP Policy Bundle is a list of 20 policies from Mobility 2045. Entities that adopt a minimum of 50 percent of the policies may receive TDCs to offset local funds for federal transportation projects. Policies are focused on quality of life goals in the Mobility Plan and include employee trip reduction, parking management, safe access to schools, land use strategies, idling restrictions, and others. In Round 4, applicants include 19 local governments and 2 transit authorities. Details of the successful applicants, including the proposed TDCs recommended for each, were provided in Electronic Item 5. Ms. Johnson reminded members that TDCs are awarded based on population and were updated based on the latest population estimates. In addition, staff is finalizing a question with the Denton County Transportation Authority, which will impact only the number of qualifying policies, not the recommended TDC amount for award. Through the fourth round of the MTP Policy Bundle, approximately 31.8 million TDCs are recommended for award to the qualifying agencies. The schedule for this effort was reviewed, with Committee action anticipated in August and Regional Transportation Council action in September. Successful applicants are expected to receive formal notification in the September/October timeframe. Additional information is also available at [www.nctcog.org/policybundle](http://www.nctcog.org/policybundle).

6. **Federal Highway Administration Measures Target Reaffirmation or Revisions:** James McLane presented an overview of current Federal Highway Administration (FHWA) performance measures. Observed performance is used in the region to help establish regional goals and priorities, planning, policy development, and project selection. Although the region has a history of using performance measurement, recent federal transportation legislation requires certain performance measures be included in the long-range metropolitan transportation planning process. As the Metropolitan Planning Organization (MPO) for the region, performance measures are documented through efforts such as recent collection/presentation of COVID-19 data trends and the annual state of the region report, Progress North Texas. Additional examples are available at [www.nctcog.org/pm](http://www.nctcog.org/pm). Federal performance measures documented by the MPO include Safety (PM1), Transit Asset Management (TAM), Transit Safety (PTASP), Pavement and Bridge (PM2), and System Performance (PM3). PM2 and PM3 rulemakings establish a series of four-year performance periods, the first of which began in 2018. At that time, the MPO adopted two-year (2020) and four-year (2022) targets for the performance period. 2020 marks the mid-performance period and rulemaking allows 2022 targets to be revisited. The MPO can choose to reaffirm the existing targets or adopt new ones. Since in 2018 the MPO chose to support the State's targets for PM2, new targets are needed from the Texas Department of Transportation (TxDOT). Once received, the MPO will decide whether to adopt its own quantitative targets or continue to support statewide targets and action on this performance measure will be brought back to the Committee and RTC. This will prominently include an assessment of off-system arterials in poor condition. Updated PM2 targets are due 180 days

after TxDOT makes its adjustments. He noted the primary focus of the presentation is PM3, System Performance, Freight, and Congestion Management Air Quality which contains a series of seven measures related to various aspects of the transportation system: reliability, congestion, mode choice, and emissions. Updated PM3 targets are due to FHWA via TxDOT on October 1, 2020. On November 8, 2018, the RTC adopted 2020 and 2022 regional targets. The updated forecast/trend for each measures and draft recommendations for 2022 targets were highlighted. It was noted the impacts from COVID-19 are yet to be determined for these measures. Interstate and non-interstate reliability addresses the percentage of travel on roadway network that meets a given threshold for reliability, and an increase is the desired trend. Based on original targets and updated trends, staff proposed that the 2022 target be reaffirmed for each. Truck travel time reliability is an index representing the reliability of travel for freight movement in the transportation system. Decreasing trends indicate better reliability and more predictable travel times. According to updated forecasts and trends for 2020 and 2022, this measure is worsening, and staff proposed that the 2022 target be revised from 1.66 to 1.90. Staff will work to implement policies, programs, and projects that help with freight movement in the region. Peak hour excessive delay measures what is defined as excessive delay above a specific threshold that is experienced by the region's population. Improvement is indicated by a declining trend. Based on original targets and updated trends, staff proposed that the 2022 target be reaffirmed. The next measure is non-single occupancy vehicle travel which is the percentage of commute trips as reported by the American Community Survey that use any more other than a driver driving alone. The desired trend is represented by an increase. Although data for this measure indicates an improvement, this measure will most likely be impacted by COVID-19 and will continue to be monitored. Staff proposed that the 2022 target also be reaffirmed for this measure. The final two measures are the emission reductions for nitrogen oxides and volatile organic compounds. The increase of reductions is the desired trend. 2020 and 2022 trends are significantly increased over original targets, and staff proposed that 2022 targets for nitrogen oxides be revised to 7,402.95 and for volatile organic compounds to 1,814.02. Mr. McLane noted that staff will be actively addressing worsening freight reliability with programs, policies, and projects to support freight movement and are continuing to support alternative transportation options. In addition, staff will continue to assess COVID-19 impacts on the performance measures and address the measures as part of the planning process through the Congestion Management Process update, upcoming mobility plans, the Unified Transportation Program/Regional 10-Year Plan, and the 2021-2024 Transportation Improvement Program. Committee action will be requested on PM3 targets on August 28, 2020, and by the RTC on September 10, 2020. Michael Morris discussed interstate reliability, which is improving, and truck travel time reliability which is not improving. He noted that truck traffic, especially on the interstate highway system, is not uniform. In addition, the reliability could potentially worsen as major construction projects begin in the region. Staff is working with TxDOT on innovative options to handle truck travel in constructions zones such as a dedicated truck lane within a construction zone. Clarence Daugherty discussed the forecast/trends for the performance measures. Specifically for truck travel reliability, he noted it seems as though the target is being set according to the forecast and encouraged staff to set more challenging targets, especially since there are currently no consequences of missing the targets from a federal standpoint. Mr. Morris noted that staff will work between now and the next Committee meeting to meet with TxDOT on various aspects of targets and to determine appropriate targets for the final recommendations.

7. **Federal and State Legislative Update:** Kyle Roy provided a federal legislative update. He reminded members the Fixing America's Surface Transportation (FAST) Act expires on September 30, 2020. The House has approved the Investing in a New Vision for the

Environment and Surface Transportation (INVEST) in America Act and the Senate approved a partial version of a surface transportation bill in 2019 but action is needed on a full bill. HR 2, the Moving America Forward Act, is a \$1.5 trillion infrastructure bill that includes transportation, water, broadband, housing, energy, and healthcare, as well as INVEST text. The INVEST in America Act includes nearly \$500 billion in federal funding for FY2021 through FY2025 and was approved by the House Transportation Committee mostly along party lines. The bill is divided into four divisions. Division A maintains existing program structure for FY2021 and extends authorized funding levels. In addition, it provides some additional funding for departments of transportation and transit agencies COVID-19 relief. Division B reauthorizes highway, transit, and safety programs and authorizes approximately \$257.4 billion in contract authority for FY2021 through FY2025. Division C is for hazardous material safety reauthorization and Division D is for rail reauthorization. Major themes of the INVEST in America Act include focus on improvements to existing facilities versus new capacity, creates at least 20 new programs/grant programs, includes climate, resiliency, and greenhouse gas reductions, as well as bicycle/pedestrian access and safety, increased transit funding, and bridge improvements. Mr. Roy noted that Congress must also act on appropriations by September 30. On the Transportation, Housing, and Urban Development section, the bill provides \$75.9 billion, which is a 2.25 percent increase over 2020 funding levels. The House has also included an additional title in the bill that provides an additional \$75 billion in appropriations for COVID-19 relief. The bill will go before the full House Appropriations Committee in mid-July and Senate markups have been delayed. The current focus is on crafting another COVID-19 response bill since supplemental unemployment benefits expired on July 31, 2020. The House and Senate will recess on August 7 and return in September. Mr. Roy also provided a State legislative update. The House and Senate legislative committees have canceled all interim hearings due to COVID-19. The Comptroller released mid-cycle revenue estimates last week and as many expected revenue projects were lowered by nearly 10 percent from the last estimate in October. The Comptroller now projects a \$4.5 billion deficit for FY2021. In addition, severance tax collections are expected to drop significantly over the next year which results in smaller transfers from the general revenue fund to the rainy-day fund and State highway fund. The Comptroller did note that his projections assume the economy will be slow to return to pre-COVID 19 levels of activity and also do not account for any future federal assistance. Additionally, the Texas Transportation Commission public comment period for the draft FY2021 Unified Transportation Program is open until August 10. As a reminder, Mr. Roy. noted that the first day of the 87<sup>th</sup> Texas Legislature is January 12, 2021. Bill filing begin November 9, 2020.

8. **Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery:** Michael Morris provide an update on performance metrics to help understand the impacts of COVID-19 to the transportation system, as well as develop efforts to maintain benefits. Four policy metrics were highlighted: 1) travel behavior response to COVID-19, 2) financial implications to traditional revenue sources, 3) benefits of travel responses to areas of Regional Transportation Council (RTC) responsibility and how we preserve those, and 4) prioritization of infrastructure improvements that offset unemployment increases and utilize lower costs. The first policy metric, travel behavior response to COVID-19, was discussed and specific data for freeway volumes, average speeds, crashes and fatalities, transit ridership, enplanements, and bicycle/pedestrian counts were highlighted. Freeway volumes are rebounding and although a good sign for the economy, he noted the importance of working to preserve some of the benefits to congestion and air quality seen when freeway volumes were lower. With the increase in freeway volumes, crashes and fatalities have decreased. Data for transit ridership impacts has not been received, and bicycle and pedestrian trail counts have lowered from May to June. Similar to transit, airport passenger trends have not significantly increased. Data related to financial implications, the

second metric, was highlighted. Reductions in vehicles sales tax, motor vehicles sales and use, and motor fuel tax were discussed. He noted this is one reason the RTC believes the Texas Transportation Commission will not have the revenues anticipated for the Unified Transportation Program. New data for funding impacts to the IH 35E TEXpress lanes and North Texas Tollway Authority have not been received but are expected to show similar improvement to freeway volumes. Policy metric three is the benefits of travel behavior responses. Staff continues to determine appropriate efforts to take advantage of behaviors that have had positive impacts in the region, especially as it relates to air quality. Also discussed were efforts by American Airlines to adjust their system, making Dallas Fort Worth International Airport now the busiest airport in the world despite decreased travel. The final metric is how the RTC can use innovation to advance projects at a time when the highway construction index is lower. Project examples were highlighted. In addition, staff continues to document advancement of smaller projects the region is moving forward through the COVID-19 #00X Program. Brian Moen noted that although freeway volumes have increased, the same increases are not necessarily being seen on local arterials. Chad Edwards asked if data indicates peak periods are still pronounced or has peak period travel flattened. Mr. Morris noted staff would provide an additional slide on the website regarding the data. While peak periods in the morning and evening did flatten, the latest data shows that both peak periods are increasing once again.

9. **Update on Volkswagen Settlement:** Lori Clark provided an update on Volkswagen Settlement activities. One portion of the Volkswagen Settlement is the Texas Volkswagen Environmental Mitigation Program, which includes several funding programs. Funding opportunities for refuse vehicles and freight/port drayage vehicles remain open and program eligibility and current funding availability for each were highlighted. Details were provided in Electronic Item 9, and the available funding was updated at the meeting. Members were encouraged to see if their respective entities qualified. Ms. Clark also highlighted the percent of funding made available to regions for the individual programs and the percentage of available funding that has been requested. The Dallas-Fort Worth region continues to lead the State in demonstrating demand for the funding and staff continues to monitor funding requests in case unallocated funding because available in the future. Ms. Clark also discussed Electrify America, a subsidiary of Volkswagen and another portion of the Volkswagen Settlement. Electrify America is responsible for investing \$2 billion nationwide in zero-emission vehicle (ZEV) infrastructure and education/outreach to raise awareness of zero-emission vehicles. Funding has been available through cycles and Electrify America is now requesting information to help guide its next funding opportunity. The North Central Texas Council of Governments will be submitting information at the regional level, but individual communities were encouraged to provide community-specific information that may help with future funding investments in the Dallas-Fort Worth region. Submissions can be made at [www.electrifyamerica.com/submissions](http://www.electrifyamerica.com/submissions) and are due August 14, 2020. Kevin Overton asked if there will be restrictions on where Level 2 chargers can be located. Ms. Clark noted there is not much information about what the Texas Commission on Environmental Quality plans to do with infrastructure funding, but it is believed that public access will be required.
10. **Transit Survey and Survey of Employers:** Michael Morris discussed the need for data and information that will aid transit agencies to plan and stage future transit improvements and to help maintain improvements in congestion and air quality in a post COVID-19 environment. At the July 9, 2020, Regional Transportation Council (RTC) meeting, Denton County Transportation Authority (DCTA) Chair Dianne Costa requested feedback on an idea to conduct a survey that could help transit agencies and others as they prepare their response for potential ridership increases based on scheduling decisions made by larger

employers, schools, and universities. Mr. Morris highlighted the challenges of a survey due to the ever-changing elements of the COVID-19 environment and that a continuous survey would likely provide more benefit due to the fluidity of current circumstances. He noted that staff will be working to determine if other transit agencies are interested and asked members to provide additional ideas or methods for such a survey. In addition, Mr. Morris the need to engage both the public and private sectors, especially large employers, regarding how many of its workers it anticipates will commute during peak periods once roadway travel increases as people return to work. A survey may be an option to collect data but may not be the best instrument. Individuals or entities with ideas were asked to contact staff with suggestions or comments. John Polster noted that it is possible transit ridership will never fully rebound from the impacts of COVID-19 and that a survey may not helpful. Clarence Daugherty discussed the current, quickly changing environment and noted that as a result a survey may not provide much benefit. Erin Linn, Dallas Area Rapid Transit, and Tim Palermo, DCTA, noted that any data collected would be helpful. Phil Dupler, Trinity Metro, noted that it was discussing the idea of a survey internally and would contact the North Central Texas Council of Governments.

11. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.

1. 2019 Regional Safety Performance Report (Electronic Item 11.1)
2. 2019 Regional Travel Demand Management Performance Report (Electronic Item 11.2)
3. Deadline to Submit Requests for Transportation Improvement Program Modifications through the November 2020 Cycle – July 24, 2020 (<https://rtrinternal.nctcog.org/login/>)
4. Environmental Protection Agency Proposes to Retain Existing NAAQS for Ozone (<https://www.epa.gov/newsreleases/ozone-pollution-continues-decline-under-president-trump-epa-proposes-retain-existing>)
5. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
6. Dallas-Fort Worth Clean Cities Upcoming Events (<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
7. Status Report on Ozone (Electronic Item 11.3)
8. Clean Air Action Day, August 5, 2020 (<https://www.airnorthtexas.org/socialdistancing>)
9. East/West Equity Update (Electronic Item 11.4)
10. June Online Input Opportunity Minutes (Electronic Item 11.5)
11. August Online Input Opportunity Notice (Electronic Item 11.6)
12. Public Comments Report (Electronic Item 11.7)
13. Written Progress Reports:
  - Local Motion (Electronic Item 11.8)
  - Partner Progress Reports (Electronic Item 11.9)

12. **Other Business (Old and New):** There was no discussion on this item.

13. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on August 28, 2020.

The meeting adjourned at 3:40 pm.

# Federal-State Partnership for State of Good Repair Program

## 2020 NCTCOG Submitted Project

Requesting endorsement for the following projects submitted on behalf of Trinity Railway Express, Dallas Area Rapid Transit and Trinity Metro:

Project	Non-Federal Funds <sup>1</sup>			Federal Funds <sup>1</sup>		Total Project Cost <sup>1</sup>
	Local	State	Private	Other Federal	Proposed SOGR Request	
Trinity Railway Express Corridor State of Good Repair Improvements	\$26.0 <sup>2</sup>	\$0.0	\$2.0 <sup>3</sup>	\$2.0 <sup>4</sup>	\$28.0	\$58.0
	48%			52%		

1. All funding and cost values indicated in millions (rounded)
2. Trinity Metro, TRE and DART funding commitments
3. BNSF Railway funding commitment
4. NCTCOG funding commitment



# **U.S. Department of Transportation Funding for Advanced Transportation and Congestion Management Technologies Deployment Initiative**



**Surface Transportation Technical Committee  
August 2020**



# Overview of Funding Opportunity

**\$60 Million Total**; 5 – 10 awards, up to \$12 million each

**FY 2016 to 2020**; applications will be solicited annually for competitively selecting grant recipients for that funding year

**Transportation Technologies** to improve safety, efficiency, system performance, and infrastructure return on investment

Applications due **August 31, 2020**

Minimum **50% non-federal cost share**

# ATCMTD Program Focus Areas

**For this grant cycle, USDOT is particularly interested in deployment programs and projects in the following areas:**

- Multimodal Integrated Corridor Management
- Installation of Connected Vehicle Technologies at Intersections and Pedestrian Crossing Locations
- Unified Fare Collection and Payment Systems Across Transportation Modes and Jurisdictions
- Freight Community System
- Technologies to Support Connected Communities
- Infrastructure Maintenance, Monitoring, and Condition Assessment
- Rural Technology Deployments
- Complete Trips

# City of Dallas – S. M. Wright Corridor

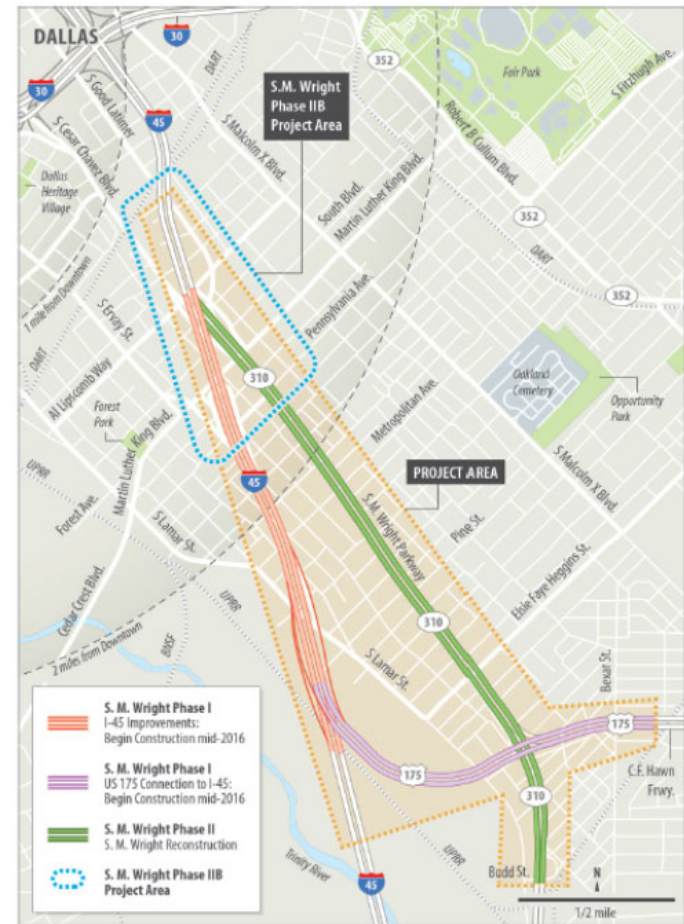
## Focus:

Neighborhood Revitalization

Economic Opportunities for  
Disadvantaged Populations

Connected Vehicles/Freight Delivery

Pedestrian/Intersection Crossing and  
Safety



NOTE: Highlighted areas are not drawn to exact scale.

ToDOT graphic

# City of Dallas – S. M. Wright Corridor

## **Technology Arterial Corridor**

Traffic Signal Improvements and Connectivity

Transit Improvements – Smart Shelters

Bicycle and Pedestrian Improvement and Progression

Air Quality Sensors

Broadband Communications to Community

Work Zone Management

Sidewalk Delivery Freight

# City of Dallas – S. M. Wright Corridor

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## **New Data Sources**

- Construction Zone Monitoring
- Bike and Pedestrian Detection
- Traffic Signal Data
- Vehicle-Based Video/Sensors

## **City of Dallas**

- Data for Corridor

## **NCTCOG**

- Data for Region

# Project Budget

---

City of Dallas will supply 50% local match.

NCTCOG will provide up to \$2M in RTC local funds as supplemental support for the application in order to extend data sharing benefits to the region.

# Action Requesting

Surface Transportation Technical Committee (STTC) Approval to Endorse  
Regional Transportation Council Approval to:

Support and provide up to \$2 Million in RTC local funds to extend data sharing benefits to the region as supplemental funding in support of City of Dallas' application for the 2020 Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program.

# Contacts

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Tom Bamonte  
Senior Program Manager  
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nbettger@nctcog.org



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

**Surface Transportation Technical Committee  
August 28, 2020**

**James McLane**

# Performance Measurement Activities

**COVID-19: Changing Mobility**

**Local: Progress North Texas**

**Federal:**

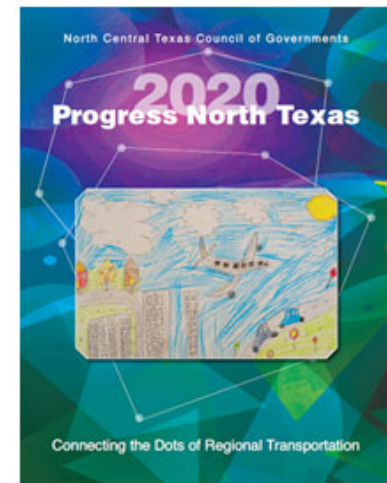
Later: Safety (PM1) = 5

Later: Transit Asset Management (TAM) = 4

Later: Transit Safety (PTASP) = 4

Later: Pavement and Bridge (PM2) = 6

Now: System Performance (PM3) = 7

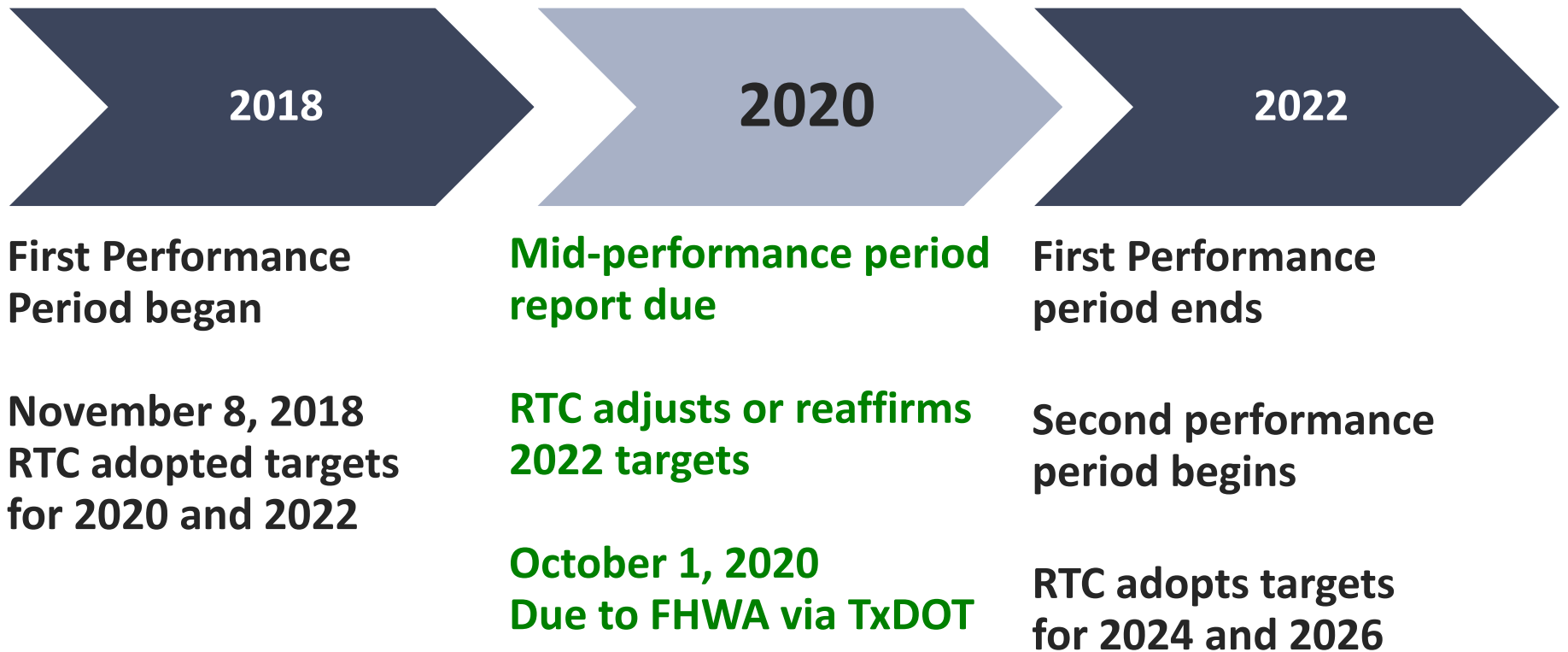


Progress North Texas 2020

Additional Examples:

[www.nctcog.org/pm](http://www.nctcog.org/pm)

# Performance Period Schedule



# Proposed RTC Recommendations

Measure	Desired Trend Indicating Improvement	Original Targets (as of 2018)		Updated Forecast/Trend		2022 Target Recommendation
		2020	2022	2020	2022	
Interstate Reliability	↗	78.6%	79.5%	78.4%	79.5%	Re-affirm 79.5%
Non-Interstate Reliability	↗	N/A	71.1%	74.4%	76.1%	Re-affirm 71.1%
Truck Travel Time Reliability	↘	1.71	1.66	1.83	1.90	Revise 1.90* Aspirational 1.83
Peak Hour Excessive Delay	↘	N/A	15.00 hrs.	13.25 hrs.	12.51 hrs.	Re-affirm 15.00 hrs.
Non-SOV Travel	↗	19.9%	20.2%	19.8%	20.0%	Re-affirm 20.2%
Total Emissions Reductions – NOx	↗	2,892.96	5,062.68	5,884.42	7,403.95	Revise 7,403.95
Total Emissions Reductions - VOC	↗	599.67	1,079.40	1,418.56	1,814.02	Revise 1,814.02

\*Accept revised target resulting in development of work plan with focus to improve freight movement

# PM3: Related Policies, Programs, Projects

Actively address worsening freight reliability with programs, policies, and projects to support freight movement

Existing Examples:

**Incident Detection and Response (tow truck staging)**

**Techniques Encouraging Trucks from Peak Periods**

Supporting Alternative Transportation Options

Assessing COVID-19 impacts on measures

Addressing measures in planning processes

**Ongoing Congestion Management Process update**

**Upcoming Mobility plans**

**UTP/10-Year Plan**

**2021-2024 TIP**

# Schedule



<b>July 24</b>	<b>STTC Information</b>
<b>August 10</b>	<b>Online Public Input Opportunity</b>
<b>August 13</b>	<b>RTC Information (PM3)</b>
<b>August 28</b>	<b>STTC Action (PM3)</b>
<b>September 10</b>	<b>RTC Action (PM3)</b>
<b>October 1</b>	<b>Revised PM3 Targets Due to FHWA via TxDOT</b>
<b>November 2020- Early 2021</b>	<b>Possible RTC Action on PM2 Targets (Depending on TxDOT)</b>
<b>Early 2021</b>	<b>Anticipated RTC Action on PM1/TAM/PTASP Targets</b>

# Proposed Regional Transportation Council Action

Re-affirm existing 2022 Regional Targets for:

**Interstate Reliability**

**Non-Interstate Reliability**

**Peak Hour Excessive Delay**

**Non-SOV Travel**

Adopt new 2022 Regional Targets for:

**Truck Travel Time Reliability: 1.90 (Aspirational 1.83)**

**Emissions Reductions – NOx: 7,403.95**

**Emissions Reductions – VOC: 1,814.02**

# Questions, Comments, Contacts

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**<https://www.nctcog.org/pm/fed>**



North Central Texas  
Council of Governments



<b>Policy Bundle Funding Recommendations</b>						
Entity	Policies Adopted				Recommended 2020 TDCs	
	2017	2018	2019	2020		
<b>Cities: Eligibility Requires Adoption of 10 Policies</b>						
City of Arlington	12	13	--	16	1,875,000	
City of Coppell	--	11	11	--	-	
City of Corinth*	--	--	--	13	1,125,000	
City of Dallas	15	17	17	19	3,000,000	
City of Denton	--	--	15	16	1,125,000	
City of Duncanville	8 <sup>x</sup>	12	--	15	1,125,000	
City of Farmers Branch	--	12	--	11	1,125,000	
City of Fort Worth	14	16	17	17	3,000,000	
City of Frisco*	--	--	--	14	1,125,000	
City of Garland	--	14	16	15	1,875,000	
City of Grand Prairie*	--	--	--	10	1,125,000	
City of Grapevine	12	16	16	17	1,125,000	
City of Irving	--	--	12	15	1,875,000	
City of Lewisville	10	13	15	15	1,125,000	
City of McKinney	15	16	16	14	1,125,000	
City of Mesquite	11	13	15	13	1,125,000	
City of North Richland Hills	8 <sup>x</sup>	--	12	15	1,125,000	
City of Plano	13	16	--	17	1,875,000	
City of Richardson	12	13	14	13	1,125,000	
City of Terrell*	--	--	--	13	1,125,000	
<b>Transit: Eligibility Requires Adoption of 5 Policies</b>						
DCTA	8	10	11	10	1,875,000	
Trinity Metro	5	9	9	9	3,000,000	
<b>Total</b>					<b>33,000,000</b>	

## Legend

- Did not apply
- x Applied, but did not meet requirements
- \* New applicant for 2020



# Optimized Freight Movement Project

Surface Transportation Technical Committee

August 28, 2020

Thomas J. Bamonte

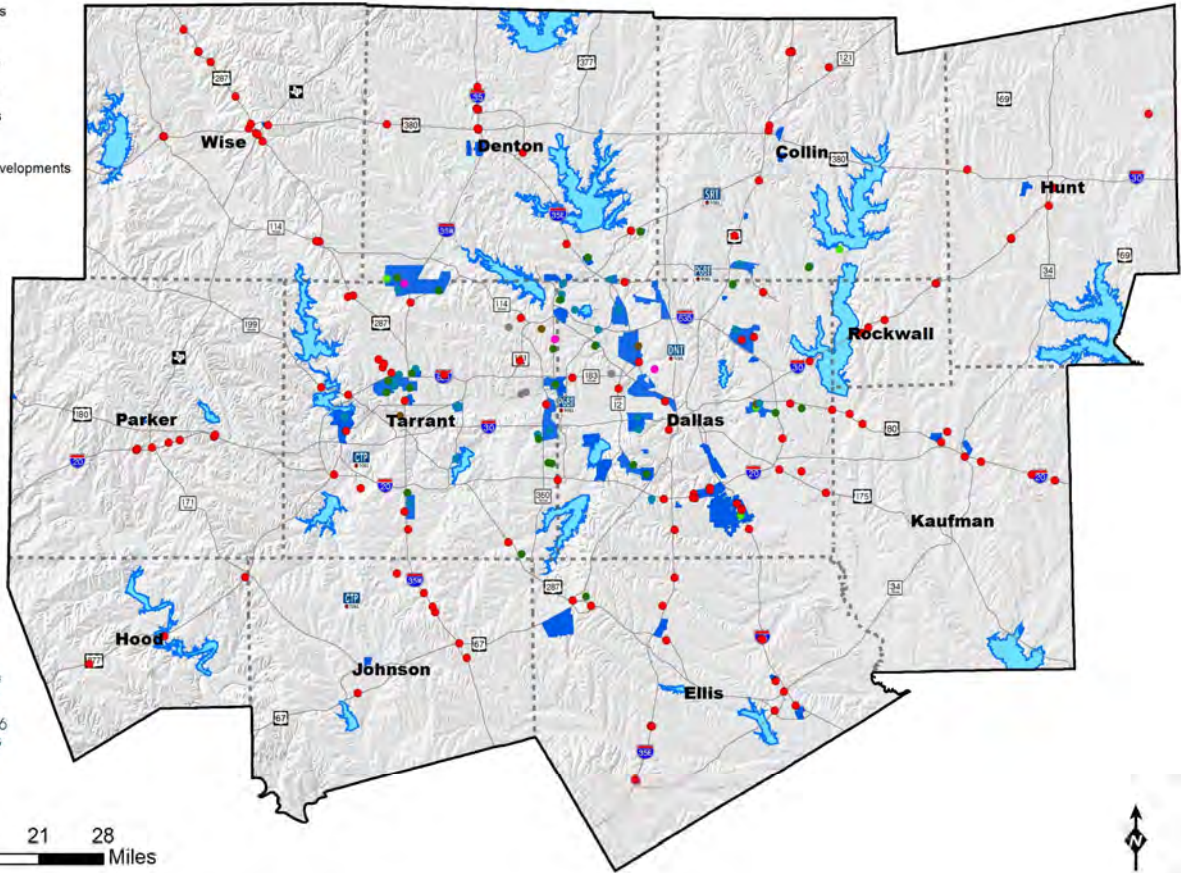
Senior Program Manager, Automated Vehicles



# North Central Texas Major Freight Facilities

## Legend

- Truck Stops
- Foreign Trade Zones
- Industrial Parks
- Parcel Delivery Hub
- Pipelines Terminals
- Intermodal Facilities
- Major Airports
- Freight Oriented Developments



0 3.5 7 14 21 28 Miles

DFW, an inland port

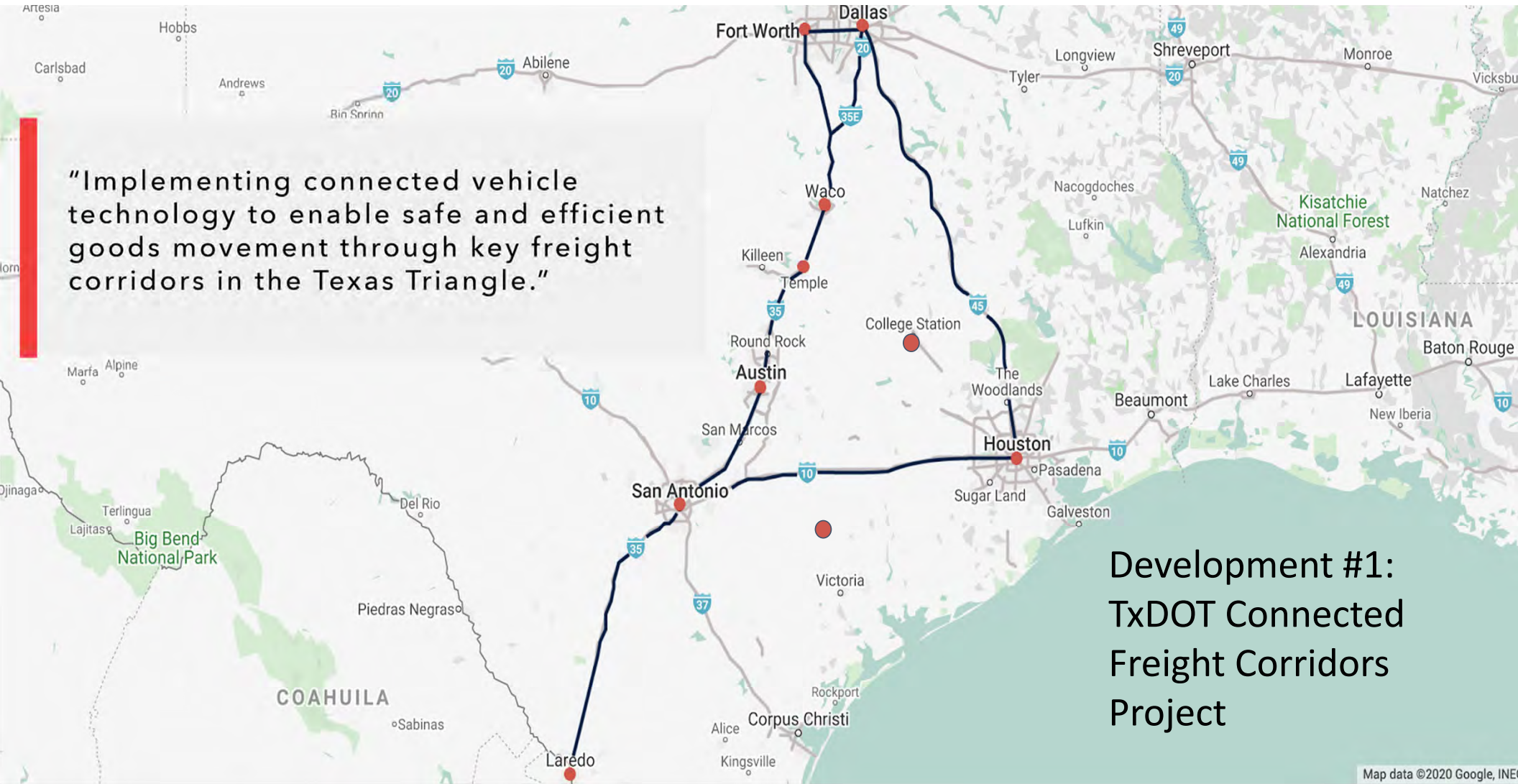
Freight hubs linked to expressways

Connections signaled

Optimizing truck flow = opportunity

Truck Travel Time  
Reliability (PM3) Support

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



Development #1:  
TxDOT Connected  
Freight Corridors  
Project

Map data ©2020 Google, INE

# Optimization = Freight Industry Priority

## TIERS

01

Work  
Zone  
Warning



Queue  
Warning



Wrong-  
Way  
Drivers



Truck  
Signal  
Priority



02

Advance  
Traveler  
Information  
System (ATIS)



Road  
Weather  
Warning



Truck  
Parking  
Availability



Bridge  
Height  
Warning



03

Emergency  
Electronic  
Brake Light



Pedestrian  
& Animal  
Warning




Eco-  
Dynamic  
Routing



Border  
Wait  
Times



 = Highlighted applications are prioritized for development

# Truck Delay Cost: ~\$1.20/Minute

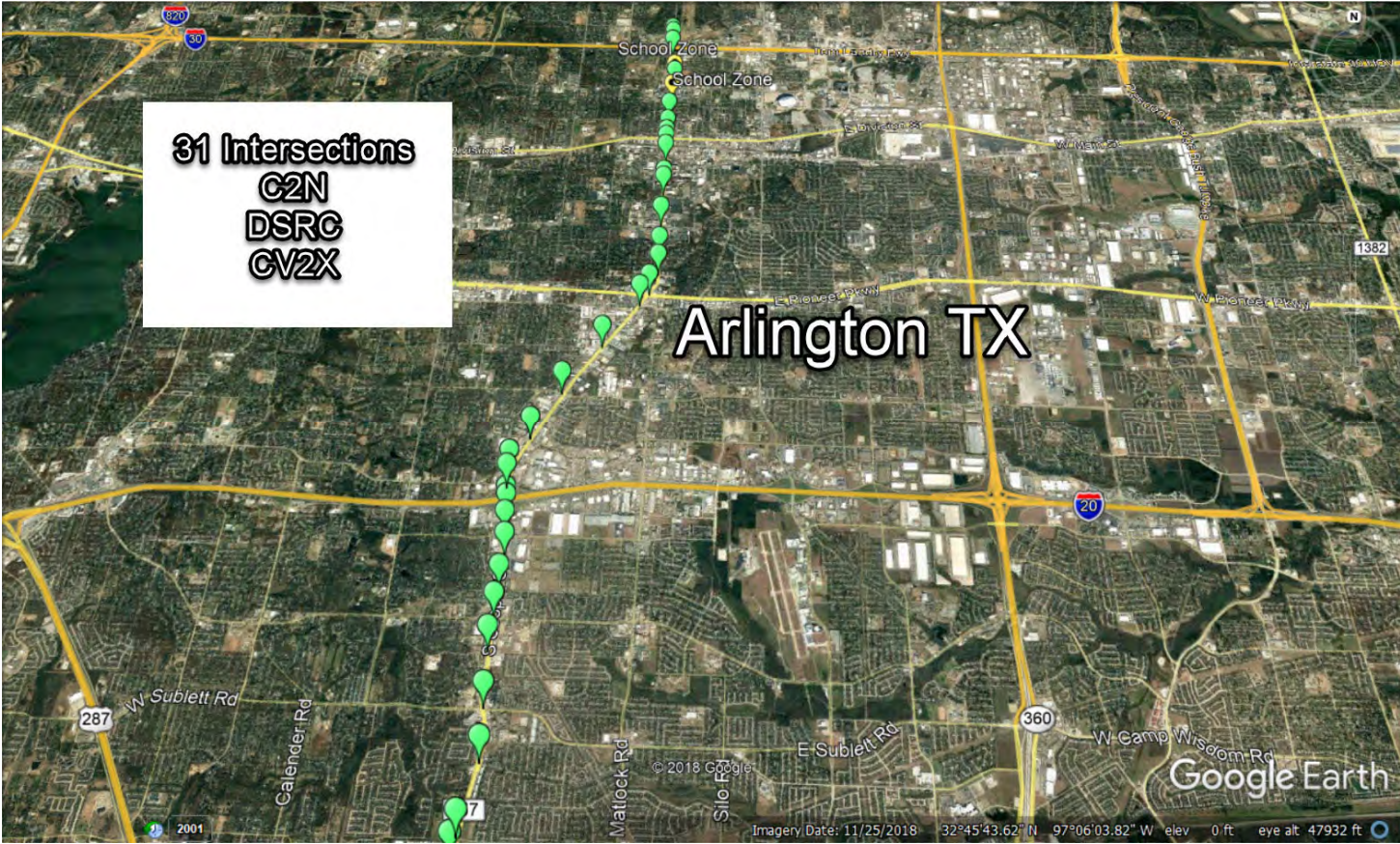
**Table 10: Average Marginal Costs per Hour, 2010-2018**

<b>Motor Carrier Costs</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
<i>Vehicle-based</i>									
Fuel Costs	\$19.41	\$23.58	\$25.63	\$25.78	\$23.29	\$16.13	\$13.45	\$14.50	\$17.07
Truck/Trailer Lease or Purchase Payments	\$7.37	\$7.55	\$6.94	\$6.52	\$8.59	\$9.20	\$10.20	\$10.39	\$10.45
Repair & Maintenance	\$4.97	\$6.07	\$5.52	\$5.92	\$6.31	\$6.23	\$6.65	\$6.58	\$6.72
Truck Insurance Premiums	\$2.35	\$2.67	\$2.51	\$2.57	\$2.89	\$2.98	\$3.00	\$2.95	\$3.32
Permits and Licenses	\$1.60	\$1.53	\$0.88	\$1.04	\$0.76	\$0.78	\$0.88	\$0.92	\$0.95
Tires	\$1.42	\$1.67	\$1.76	\$1.65	\$1.76	\$1.72	\$1.41	\$1.50	\$1.50
Tolls	\$0.49	\$0.69	\$0.74	\$0.77	\$0.90	\$0.79	\$0.97	\$1.05	\$1.17
<i>Driver-based</i>									
Driver Wages	\$17.83	\$18.39	\$16.67	\$17.60	\$18.46	\$19.95	\$20.91	\$21.97	\$23.50
Driver Benefits	\$6.47	\$6.05	\$4.64	\$5.16	\$5.15	\$5.22	\$6.18	\$6.78	\$7.19
<b>TOTAL</b>	<b>\$61.90</b>	<b>\$68.21</b>	<b>\$65.29</b>	<b>\$67.00</b>	<b>\$68.09</b>	<b>\$62.98</b>	<b>\$63.66</b>	<b>\$66.65</b>	<b>\$71.78</b>

An Analysis of the Operational Costs of Trucking:  
2019 Update

Source: American Transportation Research Institute (ATRI), "An Analysis of the Operational Costs of Trucking: 2019 Update"

# Development #2: Arlington Connected Vehicle Corridor



# Development #3: Georgia Regional Connected Vehicle Program (and other such programs)



- Collaboration between GDOT & Atlanta MPO
- 1000+ intersections
- Dual mode
- Freight priority application
- Recent Request for Proposal





# Optimized Freight Movement Project Elements

1. Technology to optimize the flow of trucks from hubs to expressways
2. Benefit-cost analysis to identify where tech will do the most good:
  - Truck travel time savings
  - Improved traffic flow
  - Public health
  - Any adverse impacts—e.g., cross-traffic delay
  - Compare with alternative solutions—e.g., signal retiming
3. Coordination with local agencies/freight industry
4. Monitor performance and adapt

# STTC Action Requested

Recommendation for Regional Transportation Council (RTC) approval of:

1. \$5 million for Optimized Freight Movement project (\$200K RTC Local, remainder federal; RTC Transportation Development Credits); and
2. Staff to administratively amend the TIP/STIP and other planning documents as required to effectuate the project.

## Contact

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Automated Vehicles  
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Twitter: @TomBamonte

# Transportation Alternatives

## 2020 Call for Projects Recommendations for the North Central Texas Region

Surface Transportation Technical Committee

August 28, 2020

Daniel Snyder



**North Central Texas  
Council of Governments**

# Eligible Project Activities for Construction

May include:

- Shared-Use Paths (Trails)
- On-Street Bikeways
- Bicycle/Pedestrian Signalization
- Protected Intersections
- Sidewalks, Crosswalks, Curb Ramps
- Traffic Controls and Calming Measures
- Signage
- Road Diets
- Bicycle/Pedestrian Counters

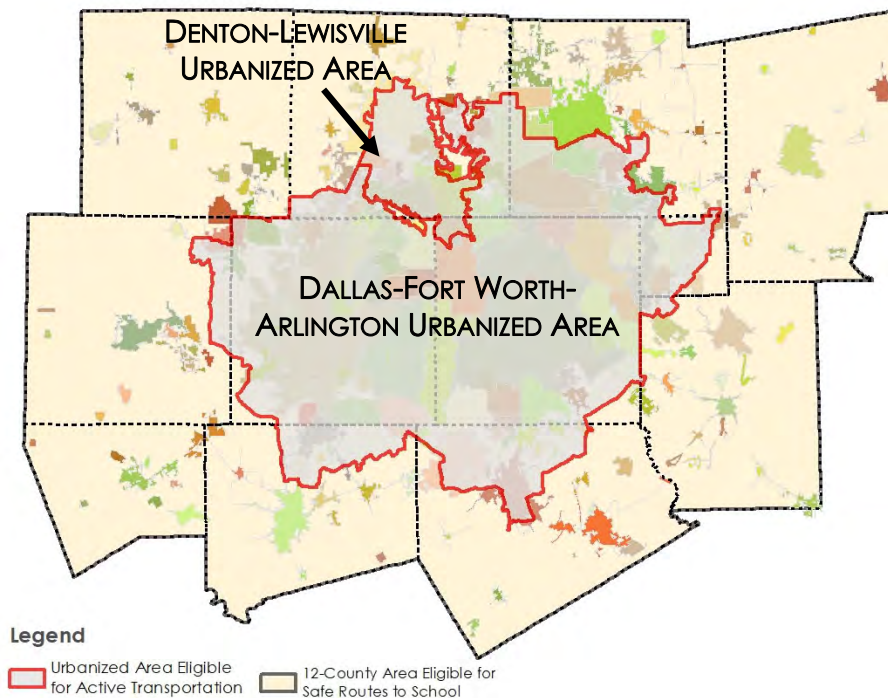


# Overview of the Transportation Alternatives Program

- Construction-implementation focus
- Engineering and environmental must be 100 percent locally funded
- Minimum 20 percent local match is required for construction
- Agencies were eligible to request TDCs in lieu of a local match if qualified through the MTP Policy Bundle process

## Eligible Areas by Project Category

- **Active Transportation:** Large urbanized areas (over 200,000)
- **Safe Routes to School:** 12-county region, within 2 miles of K-8 school



# Funding Overview

Funding Allocation for FY21\*, FY22, and FY23  
*(conditional upon receipt of federal funding)*

Funding	Western Subregion Fort Worth District (34%)	Eastern Subregion Dallas and Paris Districts (66%)	Total Funding Available
Anticipated Funds (FY 21-22-23)	\$8,102,880	\$15,729,120	\$23,832,000
Previously Awarded Funds (FY 21)*	-	- \$3,967,201*	-
Available Funds (FY 21-22-23)	\$8,102,880	\$11,761,919	<b>\$19,864,799</b>

\* FY21 Eastern Subregion funds awarded by RTC on 6/13/19 as part of the 2019 Call for Projects.

# Evaluation and Scoring



**North Central Texas  
Council of Governments**



# Active Transportation Category Evaluation and Scoring Criteria

Category	Scoring	Description
Regional Network Connectivity	20	Improves connectivity of Mobility 2045 regional paths and bikeways between cities and counties.
Transit Accessibility	15	Improves connections and access to transit.
Safety	15	Improves safety and provides facilities for pedestrians and bicyclists with a high level of comfort and suitability for users of all ages and abilities.
Congestion Reduction	15	Provides alternative travel options as an option to motor vehicle trips in areas with greater opportunity for walking and bicycling, thus improving air quality.
Equity	10	Improves access to disadvantaged populations and underserved communities.
Reducing Barriers	5	Provides safe crossing of existing travel obstacles such as major roadways, interchanges, railroads, and bodies of water.
Project Readiness and Other Factors	20	Project readiness / ability to obligate funds and initiate construction quickly. Other factors related to innovation, project impact, and local match percent.



# Safe Routes to School Category Evaluation and Scoring Criteria

Category	Scoring	Description
Problem Identification	20	Addresses an identified problem, and the problem is significant.
Planning Support	20	Supported by a SRTS Plan or local planning effort, and supportive municipal policies and plans (ADA Transition Plan and Complete Streets Policy).
Potential to Increase Walking and Bicycling	15	Likely to increase the number of students that walk or bicycle to school.
Equity	15	Improves school access and safety for disadvantaged populations and underserved communities.
Community Support	10	Community support is demonstrated through letters of support, a public meeting, and past participation in encouragement or education events.
Project Readiness and Other Factors	20	Project readiness/ability to obligate funds and initiate construction quickly. Other factors related to innovation, project impact, and local match percent.

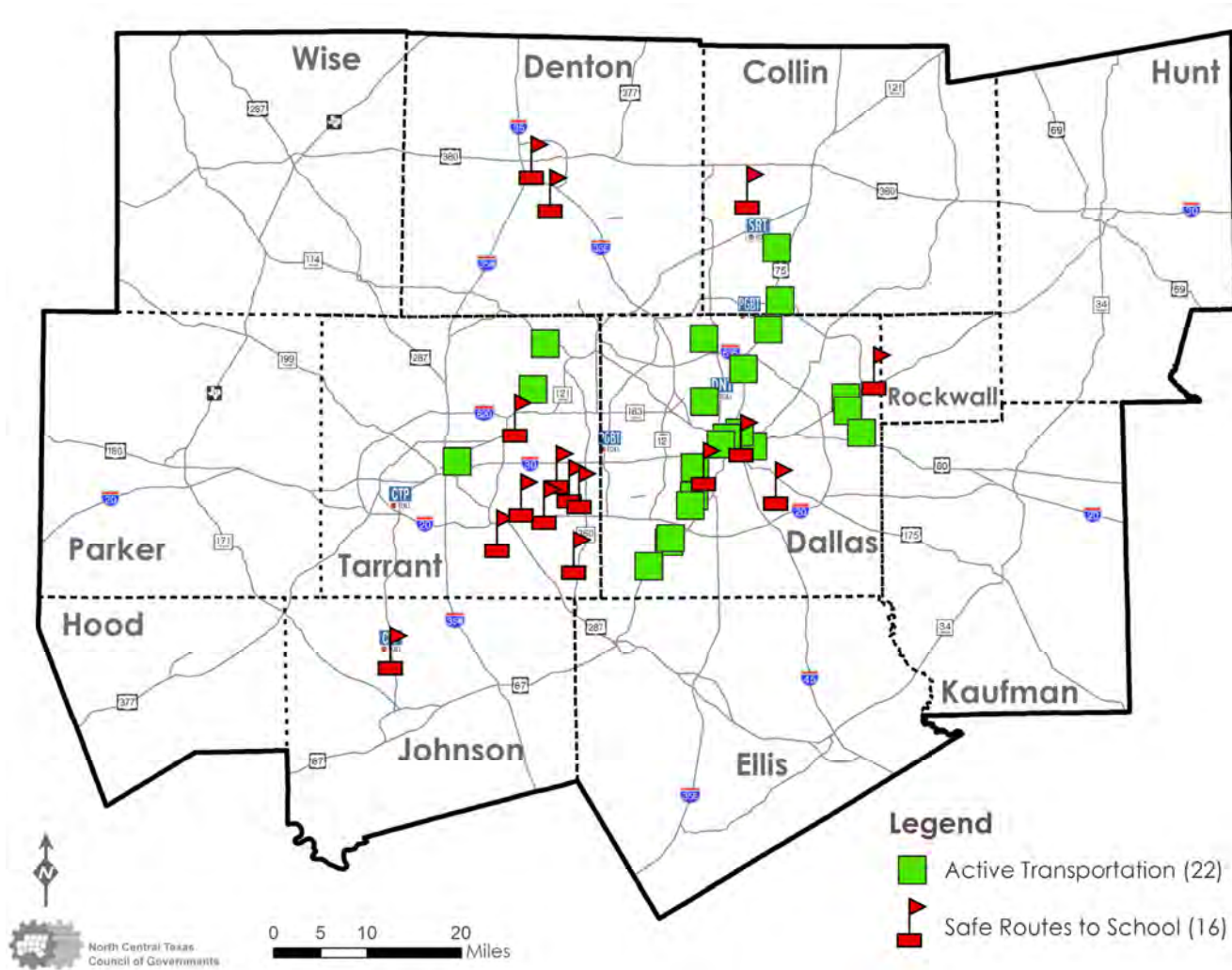


# 2020 TA Applications Received and Requested Federal Funding

	Western Subregion (Fort Worth District)	Eastern Subregion (Dallas District)	Total
Total Number of Applications Received	12	26	38
Active Transportation: 22 Applications (Federal Funding Requested)	\$ 5,422,587	\$ 41,263,270	\$ 46,685,857
Safe Routes to School: 16 Applications (Federal Funding Requested)	\$ 13,530,928	\$ 7,684,215	\$ 21,215,143
<b>Total Federal Funding Requested</b>	<b>\$ 18,953,515</b>	<b>\$ 48,947,485</b>	<b>\$ 67,901,000</b>
Federal Funding Available	\$ 8,102,880	\$ 11,761,919	\$ 19,864,799
Requested Funding Exceeding Available Funding	<b>\$ 10,850,635</b>	<b>\$ 37,185,566</b>	<b>\$ 48,036,201</b>



# Project Applications Received (38)



# Recommended Projects



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Council of Governments**

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# 2020 TA Funding Recommendations Western Subregion (Fort Worth District)

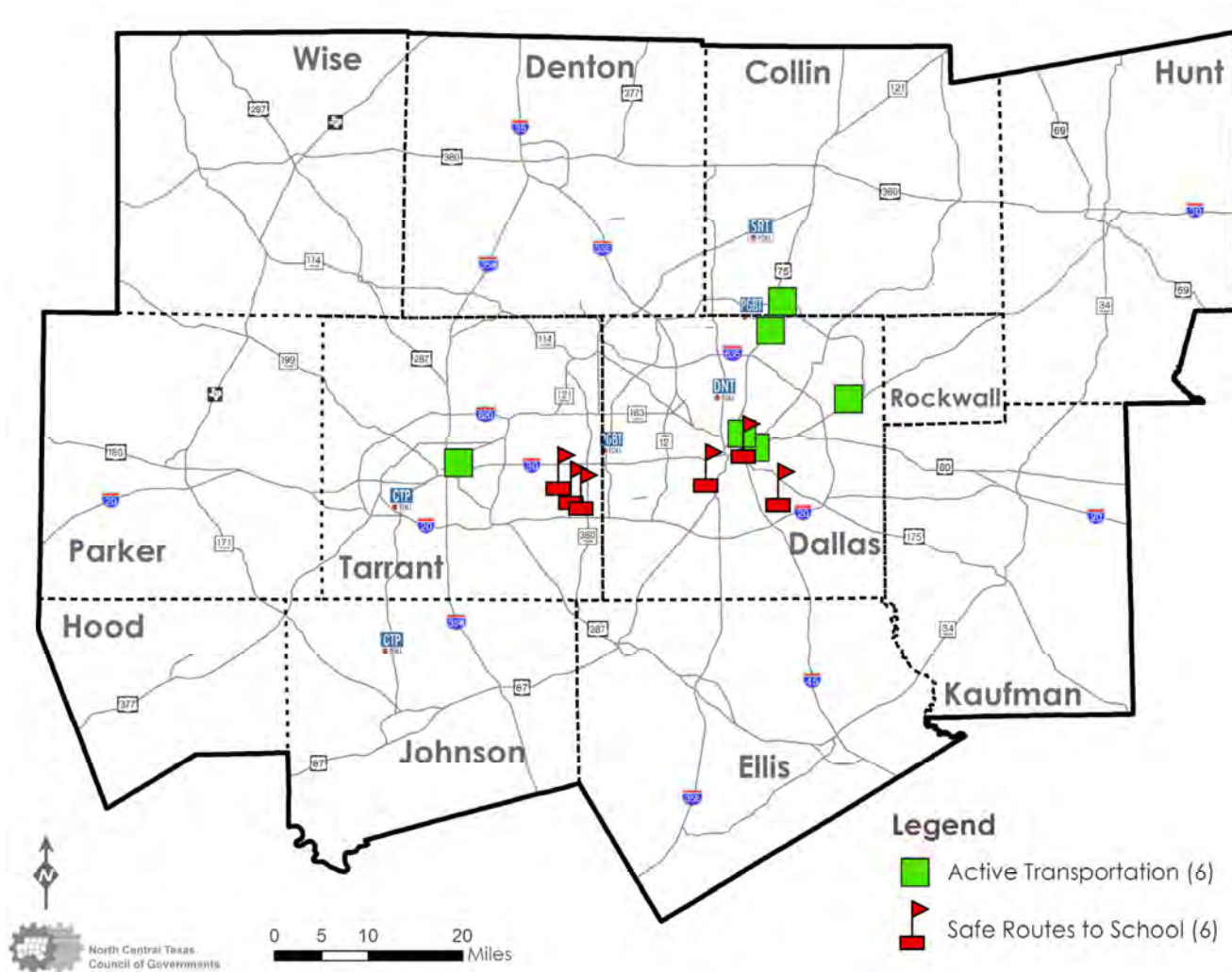
	Project Sponsor	Project Name	Recommended TA Funds	Recommended TDCs
1	City of Arlington	Webb Elementary School SRTS	\$ 788,987	157,797
2	City of Arlington	Crow Leadership Academy SRTS	\$ 1,668,585	333,717
3	City of Arlington	Thornton Elementary School SRTS	\$ 1,452,534	290,506
4	City of Fort Worth	East First/East Fourth St	\$ 2,332,000	466,400
<b>Total</b>			<b>\$ 6,242,106</b>	<b>1,248,420</b>

**DRAFT**

# 2020 TA Funding Recommendations Eastern Subregion (Dallas District)

	Project Sponsor	Project Name	Recommended TA Funds	Recommended TDCs
1	City of Dallas	Elam SRTS Improvements	\$ 1,962,980	392,596
2	City of Dallas	Rosemont SRTS Improvements	\$ 758,351	151,670
3	City of Dallas	Ross Avenue Shared-Use Path	\$ 3,836,092	767,218
4	City of Dallas	Zaragoza SRTS Improvements	\$ 325,661	65,132
5	Dallas Area Rapid Transit	Bridge for Cotton Belt Veloweb Trail at Plano Pkwy	\$ 2,911,792	0
6	Dallas County	Fair Park/East Dallas Trail Phase 1	\$ 1,603,876	0
7	Dallas County	Rowlett Rd Multimodal Connection (in Garland)	\$ 4,179,705	0
8	City of Richardson	Greenville Ave Multimodal Improvements	\$ 1,702,948	340,589
<b>Total</b>			<b>\$ 17,281,405</b>	<b>1,717,205</b>

# Project Applications Recommended (12)





**DRAFT**

# Recommended Funding (All Sources)

Subregion	Federal	Local Match	Transportation Development Credits	Total
Active Transportation	\$ 14,234,413	\$ 3,588,498	1,107,807	\$ 17,822,911
Safe Routes to School	\$ 3,046,992	\$ 0	609,398	\$ 3,046,992
<b>Eastern Total</b>	<b>\$ 17,281,405</b>	<b>\$ 3,588,498</b>	<b>1,717,205</b>	<b>\$ 20,869,903</b>
Active Transportation	\$ 2,332,000	\$ 0	466,400	\$ 2,332,000
Safe Routes to School	\$ 3,910,106	\$ 0	782,020	\$ 3,910,106
<b>Western Total</b>	<b>\$ 6,242,106</b>	<b>\$ 0</b>	<b>1,248,420</b>	<b>\$ 6,242,106</b>
<b>Grand Total</b>	<b>\$ 23,523,511</b>	<b>\$ 3,588,498</b>	<b>2,965,625</b>	<b>\$ 27,112,009</b>





# East/West Equity Balance

- Fewer projects/funding totals recommended in the western subregion results in a funding balance of \$1,860,774.
- The western subregion balance under this call for projects is recommended to be awarded to projects in the eastern subregion, since TA funds are subject to congressional rescissions and must be programmed and obligated in a timely manner.
- An equal amount of CMAQ and/or STBG funding will be made available to other transportation projects in the western subregion to offset the balance transfer to the eastern subregion.
- This adjustment will be reflected in the quarterly East/West Equity Tracking Report.

**DRAFT**

# Recommended Funding (Federal)

Funding Categories	Western Subregion	Eastern Subregion	Total
TA Funds Available (FY 21-22-23)	\$ 8,102,880	\$ 11,761,919	\$ 19,864,799
TA Funds Available to Transfer from West to East (FY 23)	(\$ 1,860,774)	\$ 1,860,774	-
TA Funds (FY 24) Recommended	-	\$ 3,658,712	\$ 3,658,712
Total Recommended <sup>1</sup> TA Funds	\$ 6,242,106	\$ 17,281,405	\$ 23,523,511

<sup>1</sup> TA funds will be utilized assuming authorization as part of the next federal transportation bill. If TA funds are not available, project funding will be backfilled with CMAQ and/or STBG.

# Schedule

Milestone	Date
Bicycle and Pedestrian Advisory Committee (BPAC) — Info on CFP	November 20, 2019
Call for Projects Public Workshop	January 21, 2020
Surface Transportation Technical Committee (STTC) — Info on CFP	January 24, 2020
Regional Transportation Council (RTC) — Action on CFP	February 27, 2020
<b>Call for Projects Opens</b>	<b>March 2, 2020</b>
Deadline for Meetings to Review Applications for Completeness	April 10, 2020
<b>Call for Projects Closes</b>	<b>May 15, 2020, 5 PM</b>
Review of Projects / Scoring by NCTCOG	May — July 2020
Public Meetings	August 2020
<b>STTC – Action on Selected Projects</b>	<b>August 28, 2020</b>
RTC – Action on Selected Projects	September 10, 2020
Individual Meetings with TxDOT District Staff	September – October 2020
Submittal Deadline for TIP Modifications	October 23, 2020
Approval of Statewide Transportation Improvement Program (STIP)	March / April 2021



# Requested Action

Recommend Regional Transportation Council Approval of:

- The list of projects to fund through the 2020 Transportation Alternatives Call for Projects, as provided in Electronic Item 6.2.
- Administratively amending the TIP/STIP and amending other planning/administrative documents to incorporate these changes.
- Per program rules, Project Sponsor must execute an Advanced Funding Agreement (AFA) with TxDOT within one year of project selection.
- Per program rules, projects must advance to construction within three years from selection or the funding may be reprogrammed.
- Per program rules, cost overruns are the sole responsibility of the Project Sponsor.
- Transferring Western allocation of TA funding to the East, with the same amount of CMAQ or STBG funds to be transferred back to the Western Subregion.
- East/West Equity tracking reports will reflect adjustments for funding in the western subregion to offset the balance transfer to the eastern subregion with this call for projects.

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**DRAFT**

**2020 Transportation Alternatives Program Call for Projects (FY 21-22-23)**  
**Fort Worth TxDOT District**  
**Active Transportation**

#	Project Sponsor	Project Name	1. Regional Network Connectivity (20 Points)												Project Score	Requested Funding				Recommended Funding																
			2. Transit Accessibility (15 Points)		3. Safety (15 Points)		4. Congestion Reduction (15 Points)		5. Equity (10 Points)		6. Reducing Barriers (5 Points)		7. Project Readiness and Other Factors (20 Points)			Transportation Alternatives Federal Funding	Local Match	Transportation Development Credits	Total	Transportation Alternatives Federal Funding	Local Match	Transportation Development Credits	Total													
1	City of Fort Worth	East First/East Fourth St	13	High	8	Medium	11	High	13	High	8	High	5	High	15	High	73	\$	2,332,000	\$	-	466,400	\$	2,332,000	\$	2,332,000	\$	-	466,400	\$	2,332,000					
<b>TOTAL RECOMMENDED</b>														\$	2,332,000	\$	-	466,400	\$	2,332,000	\$	2,332,000	\$	-	466,400	\$	2,332,000									
Projects Not Recommended for Funding																																				
2	City of Colleyville	Nature Center Trail	4	Low	0	Low	8	Medium	3	Low	0	Low	4	High	17	High	36	\$	2,672,032	\$	668,008	-	\$	3,340,040												
Ineligible Projects																																				
3	City of Southlake	Downtown District Pedestrian Access Improvements	Project application lacked an adopted resolution identifying a local match.													\$	418,555	\$	104,638	-	\$	523,193														
<b>TOTAL REQUESTS RECEIVED</b>														\$	5,422,587	\$	772,646	466,400	\$	6,195,233																

**DRAFT**

**2020 Transportation Alternatives Program Call for Projects (FY 21-22-23)  
Fort Worth TxDOT District  
Safe Routes to School**

#	Project Sponsor	Project Name	1. Problem Identification (20 Points)		2. Planning Support (20 Points)		3. Potential to Increase Walking and Bicycling (15 Points)		4. Equity (15 Points)		5. Community Support (10 Points)		6. Project Readiness and Other Factors (20 Points)		Project Score	Requested Funding				Recommended Funding												
																Transportation Alternatives Federal Funding	Local Match	Transportation Development Credits	Total	Transportation Alternatives Federal Funding	CMAQ Federal Funding	Local Match	Transportation Development Credits	Total								
1	City of Arlington	Webb Elementary School SRTS	16	High	14	High	13	High	15	High	5	Medium	12	Medium	<b>77</b>	\$ 788,987	\$ -	157,797	\$ 788,987	\$ 788,987	\$ -	\$ -	157,797	\$ 788,987								
2	City of Arlington	Crow Leadership Academy SRTS	20	High	10	Medium	13	High	15	High	5	Medium	12	Medium	<b>75</b>	\$ 1,668,585	\$ -	333,717	\$ 1,668,585	\$ 1,668,585	\$ -	\$ -	333,717	\$ 1,668,585								
3	City of Arlington	Thornton Elementary School SRTS	20	High	10	Medium	15	High	15	High	2	Low	12	Medium	<b>74</b>	\$ 1,452,534	\$ -	290,506	\$ 1,452,534	\$ 1,452,534	\$ -	\$ -	290,506	\$ 1,452,534								
<b>TOTAL RECOMMENDED</b>																<b>\$ 3,910,106</b>	<b>\$ -</b>	<b>782,020</b>	<b>\$ 3,910,106</b>	<b>\$ 3,910,106</b>	<b>\$ -</b>	<b>\$ -</b>	<b>782,020</b>	<b>\$ 3,910,106</b>								
<b>Projects Not Recommended for Funding</b>																																
4	City of Arlington	Della Icenhower SRTS/Trail Connection	16	High	10	Medium	15	High	5	Low	7	High	15	High	<b>68</b>	\$ 2,327,165	\$ -	465,433	\$ 2,327,165													
5	City of Kennedale	Kennedale Safe Routes to School	18	High	12	Medium	13	High	0	Low	7	High	15	High	<b>65</b>	\$ 853,512	\$ 213,378	-	\$ 1,066,890													
6	City of Arlington	Gunn JHS SRTS	20	High	10	Medium	9	Medium	10	Medium	2	Low	12	Medium	<b>63</b>	\$ 2,869,368	\$ -	573,873	\$ 2,869,368													
7	City of Arlington	Key Elementary SRTS	16	High	10	Medium	10	Medium	5	Low	2	Low	12	Medium	<b>55</b>	\$ 1,803,407	\$ -	360,681	\$ 1,803,407													
8	City of Hurst	SRTS for Shady Oaks, Donna Park & Hurst Hills Elem	10	Medium	0	Low	15	High	5	Low	5	Medium	12	Medium	<b>47</b>	\$ 852,122	\$ 213,030	-	\$ 1,065,152													
9	City of Burleson	FM 1902 & CR 910 SRTS	10	Medium	0	Low	11	Medium	5	Low	4	Medium	3	Low	<b>33</b>	\$ 915,248	\$ 228,812	-	\$ 1,144,060													
<b>TOTAL REQUESTS RECEIVED</b>																<b>\$ 13,530,928</b>	<b>\$ 655,220</b>	<b>2,182,007</b>	<b>\$ 14,186,148</b>													



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**2020 Transportation Alternatives Program Call for Projects (FY 21-22-23)**

**Dallas TxDOT District  
Active Transportation**

#	Project Sponsor	Project Name	1. Regional Network Connectivity (20 Points)											Requested Funding				Recommended Funding													
			2. Transit Accessibility (15 Points)		3. Safety (15 Points)		4. Congestion Reduction (15 Points)		5. Equity (10 Points)		6. Reducing Barriers (5 Points)		7. Project Readiness and Other Factors (20 Points)		Project Score	Transportation Alternatives Federal Funding	Local Match	Transportation Development Credits	Total	Transportation Alternatives Federal Funding	Local Match	Transportation Development Credits	Total								
1	City of Richardson	Greenville Ave Multimodal Improvements	13	High	15	High	14	High	11	High	5	Medium	5	High	14	High	77	\$	1,702,948	\$	-	340,589	\$	1,702,948	\$	1,702,948	\$	-	340,589	\$	1,702,948
2	Dallas County	Fair Park/East Dallas Trail Phase 1	10	Medium	15	High	10	High	14	High	10	High	3	Medium	15	High	77	\$	1,603,876	\$	1,069,250	-	\$	2,673,126	\$	1,603,876	\$	1,069,250	-	\$	2,673,126
3	Dallas Area Rapid Transit	Bridge for Cotton Belt Veloweb Trail at Plano Pkwy	20	High	13	High	8	Medium	8	Medium	5	Medium	5	High	15	High	74	\$	2,911,792	\$	727,947	-	\$	3,639,739	\$	2,911,792	\$	727,947	-	\$	3,639,739
4	City of Dallas	Ross Avenue Shared-Use Path	8	Medium	9	Medium	15	High	15	High	10	High	0	Low	14	High	71	\$	3,836,092	\$	-	767,218	\$	3,836,092	\$	3,836,092	\$	-	767,218	\$	3,836,092
5	Dallas County	Rowlett Rd Multimodal Improvements	16	High	14	High	9	Medium	10	High	8	High	0	Low	12	Medium	69	\$	4,179,705	\$	1,791,301	-	\$	5,971,006	\$	4,179,705	\$	1,791,301	-	\$	5,971,006
<b>TOTAL RECOMMENDED</b>														\$	14,234,413	\$	3,588,498	1,107,807	\$	17,822,911	\$	14,234,413	\$	3,588,498	1,107,807	\$	17,822,911				
<b>Projects Not Recommended for Funding</b>																															
6	City of Dallas	Uptown Pedestrian Link	7	Medium	9	Medium	13	High	12	High	2	Low	3	Medium	14	High	60	\$	1,034,794	\$	258,698	-	\$	1,293,492							
7	City of Dallas	Lemmon Ave Streetscape Enhancements	6	Low	9	Medium	9	Medium	11	High	7	High	3	Medium	15	High	60	\$	4,999,958	\$	1,249,989	-	\$	6,249,947							
8	City of Dallas	Five Mile Creek Trail	14	High	7	Medium	7	Medium	5	Low	9	High	3	Medium	13	High	58	\$	1,875,337	\$	625,112	-	\$	2,500,449							
9	City of Dallas	Coombs Creek Trail	6	Low	9	Medium	8	Medium	7	Medium	8	High	3	Medium	17	High	58	\$	1,499,157	\$	499,719	-	\$	1,998,876							
10	City of Dallas	Southern Design District Mobility Connections	9	Medium	6	Medium	10	High	13	High	5	Medium	0	Low	15	High	58	\$	2,000,000	\$	500,000	-	\$	2,500,000							
11	City of Duncanville	Danieldale Dedicated Bike Lanes	9	Medium	4	Low	8	Medium	8	Medium	7	High	4	High	14	High	54	\$	2,639,156	\$	659,788	-	\$	3,298,944							
12	City of Dallas	Executive Airport Streetscape Enhancements	5	Low	9	Medium	8	Medium	6	Medium	10	High	0	Low	15	High	53	\$	1,517,867	\$	379,466	-	\$	1,897,333							
13	City of Garland	Duck Creek South Extension Trail	16	High	0	Low	8	Medium	3	Low	3	Low	5	High	15	High	50	\$	3,824,648	\$	1,016,678	-	\$	4,841,326							
14	City of Cedar Hill	Bentley Branch Signature Trail	10	Medium	0	Low	8	Medium	8	Medium	3	Low	5	High	15	High	49	\$	1,142,590	\$	761,726	-	\$	1,904,316							
15	Town of Addison	West Addison Trail Gap Closure	6	Low	7	Medium	7	Medium	8	Medium	5	Medium	0	Low	15	High	48	\$	385,199	\$	165,084	-	\$	550,283							
16	City of Allen	Rowlett Creek Trail Extension	16	High	0	Low	6	Medium	5	Low	2	Low	5	High	13	High	47	\$	3,467,628	\$	1,155,876	-	\$	4,623,504							
17	Town of Sunnyvale	Sunnyvale Rails to Trails	11	Medium	0	Low	5	Low	5	Low	4	Medium	1	Low	15	High	41	\$	1,341,872	\$	335,468	-	\$	1,677,340							
<b>Ineligible Projects</b>																															
18	City of Dallas	Northaven Trail Phase 1B	Project will be funded based on prior commitments by the Regional Transportation Council.											\$	1,001,493	\$	1,780,432	-	\$	2,781,925											
19	City of Duncanville	School Zone Crosswalk Enhancements	Project application lacked necessary submittal requirements.											\$	299,158	\$	74,789	-	\$	373,947											
<b>TOTAL REQUESTS RECEIVED</b>														\$	41,263,270	\$	13,051,323	1,107,807	\$	54,314,593											

**DRAFT**  
**2020 Transportation Alternatives Program Call for Projects (FY 21-22-23)**  
**Dallas TxDOT District**  
**Safe Routes to School**

#	Project Sponsor	Project Name	1. Problem Identification (20 Points)										Project Score	Requested Funding				Recommended Funding											
			2. Planning Support (20 Points)		3. Potential to Increase Walking and Bicycling (15 Points)			4. Equity (15 Points)			5. Community Support (10 Points)			6. Project Readiness and Other Factors (20 Points)		Transportation Alternatives Federal Funding	Local Match	Transportation Development Credits	Total	Transportation Alternatives Federal Funding	CHAQ Federal Funding	Local Match	Transportation Development Credits	Total					
1	City of Dallas	Zaragoza SRTS Improvements	17	High	14	High	15	High	15	High	7	High	9	Medium	79	\$ 325,661	\$ -	65,132	\$ 325,661	\$ 325,661	\$ -	\$ -	65,132	\$ 325,661					
2	City of Dallas	Elam SRTS Improvements	13	Medium	10	Medium	15	High	15	High	7	High	9	Medium	69	\$ 1,962,980	\$ -	392,596	\$ 1,962,980	\$ 1,962,980	\$ -	\$ -	392,596	\$ 1,962,980					
3	City of Dallas	Rosemont SRTS Improvements	13	Medium	6	Low	15	High	10	Medium	7	High	15	High	66	\$ 758,351	\$ -	151,670	\$ 758,351	\$ 758,351	\$ -	\$ -	151,670	\$ 758,351					
<b>TOTAL RECOMMENDED</b>																\$ 3,046,992	\$ -	609,398	\$ 3,046,992	\$ 3,046,992	\$ -	\$ -	609,398	\$ 3,046,992					
<b>Projects Not Recommended for Funding</b>																													
4	City of Denton	Newton Rayzor Elem School SRTS	18	High	4	Low	15	High	5	Low	2	Low	12	Medium	56	\$ 1,399,477	\$ 349,869	-	\$ 1,749,346										
5	City of Rowlett	Rowlett Lake Highland Trail	10	Medium	10	Medium	13	High	0	Low	10	High	12	Medium	55	\$ 1,344,579	\$ 336,144	-	\$ 1,680,723										
6	City of Frisco	McKinney & Frisco Connector Hike & Bike Trail 2A	16	High	4	Low	11	Medium	0	Low	4	Medium	17	High	52	\$ 506,628	\$ 337,752	-	\$ 844,380										
7	City of Denton	Sam Houston Elem School SRTS	20	High	0	Low	15	High	0	Low	2	Low	12	Medium	49	\$ 1,386,539	\$ 346,634	-	\$ 1,733,173										
<b>TOTAL REQUESTS RECEIVED</b>																\$ 7,684,215	\$ 1,370,399	609,398	\$ 9,054,614										

# Regional Cotton Belt Veloweb Trail: Action Plan

Surface Transportation Technical Committee

August 28, 2020

Karla Weaver



**North Central Texas  
Council of Governments**

# Background

- In 2018, the RTC approved funding for design and construction of the Cotton Belt trail “critical” sections.
- Proposed trail design and construction costs as part of the Silver Line rail design/build process provided by the rail contractor are higher than anticipated.

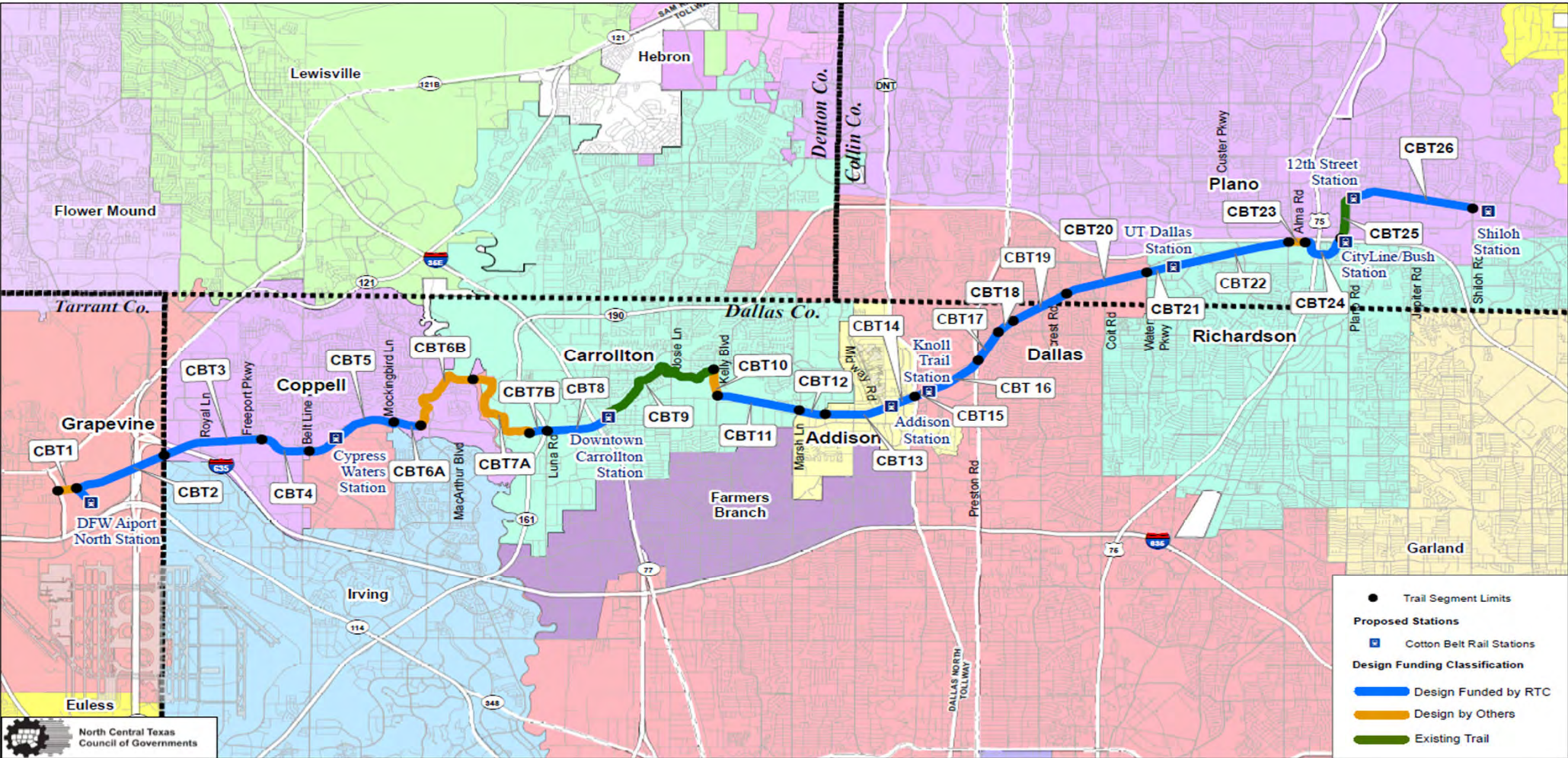


# Solution

- New approach proposed to minimize current high costs and expedite construction with two contractors.
- Increase RTC funding to complete 100% design to minimize risk. One designer for all parts of the rail and trail.
- Proceed with construction of strategic critical sections with current DART contractor – the crossing of the Dallas North Tollway (Contractor 1, Archer Western Herzog).
- Proceed with construction of strategic critical sections with a second contractor – critical sections (Contractor 2). Contractor 2 will have lower prices because they will have more experience as a “trail” contractor.
- DART will procure the second contractor within 6-9 months. They will build in various constrained locations before the trains are operable. Costs more in line with industry standards will allow DART to build the project cheaper and will allow public funds to go further.



# Exhibit 1 Cotton Belt Regional Veloweb Trail: DFW Airport to Plano Trail Design Funding



# Additional Trail Connection / Safety Issues

- Construction funding is needed to ensure adequate safety walls in the rail corridor near Fairhill School and Ivy Montessori School. (design/build contractor to construct with the rail project.)

# STTC Approval for Requested RTC Action

- Design of 100% of the entire trail:
  - Increase RTC award of \$8.2M to \$14.9M
  - Increase use of Regional Transportation Development Credits (TDC) to 3.0 million in lieu of local match
- Construction of strategic critical trail bridge sections will be done with two DART contractors.
- Fund additional safety walls near school locations for \$245K STBG funds. RTC Transportation Development Credits will be used for match.
- Assemble inventory for locations for second DART contractor.
- Administratively amending the TIP/STIP and amending other planning/administrative documents to incorporate these changes.





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# CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING  
INNOVATIVE PROJECTS DURING COVID  
RECOVERY

Surface Transportation Technical Committee  
August 2020

Michael Morris, PE  
Director of Transportation

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## POLICY METRICS: CHANGING MOBILITY

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METRIC 1: Travel behavior response to COVID-19

METRIC 2: Financial implications to traditional revenue sources

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

METRIC 4: Prioritization of infrastructure improvements that offset unemployment increases

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# Metric 1: TRAVEL BEHAVIOR RESPONSE TO COVID-19

# TRAVEL BEHAVIOR BY MODE

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Bicycle/Pedestrian (+22%, June)



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Freeway Volumes (-10%, July)

Toll Road (-27%, June)

Transit Ridership (-54%, June)

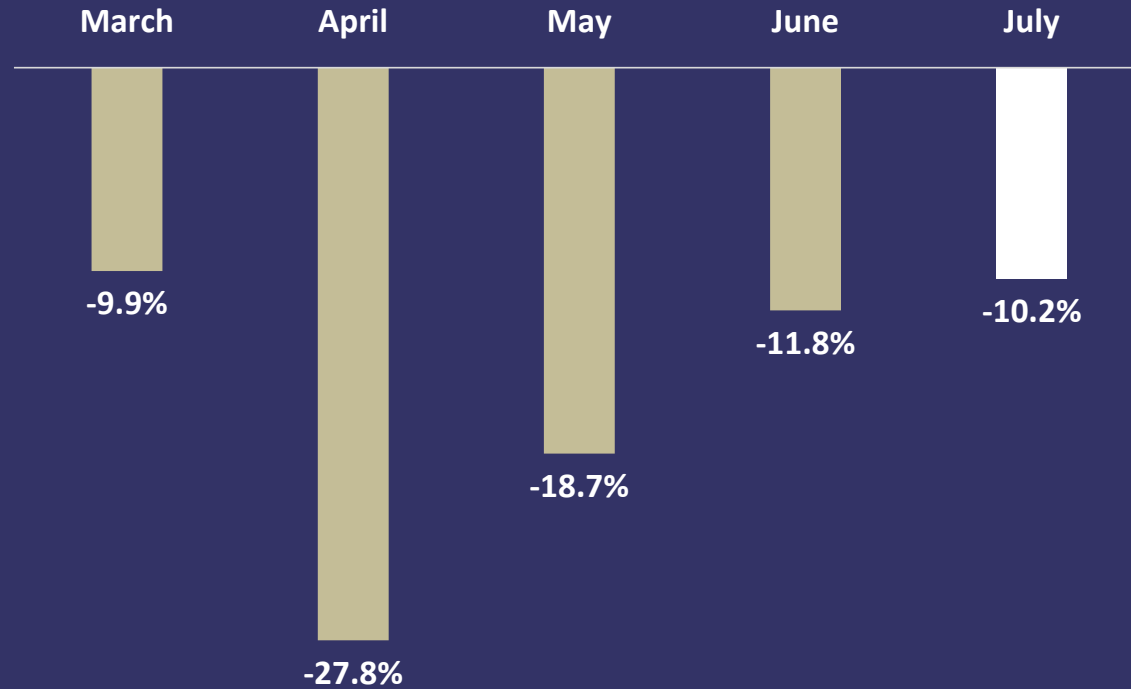
Airport Passengers (-65%, June)



# ROADWAY TRENDS

Weekly Freeway  
Volumes

## Traffic Decrease vs 2019

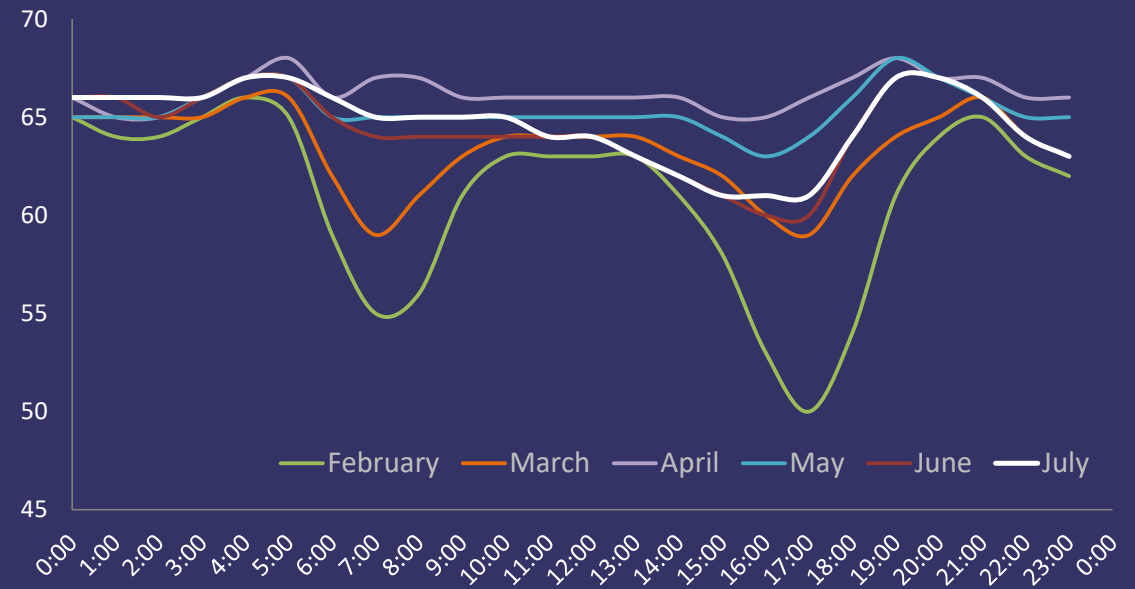


Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters

# ROADWAY TRENDS

Regional Average  
Freeway Speeds

## Average Weekday Speeds, Weighted by Traffic Volume

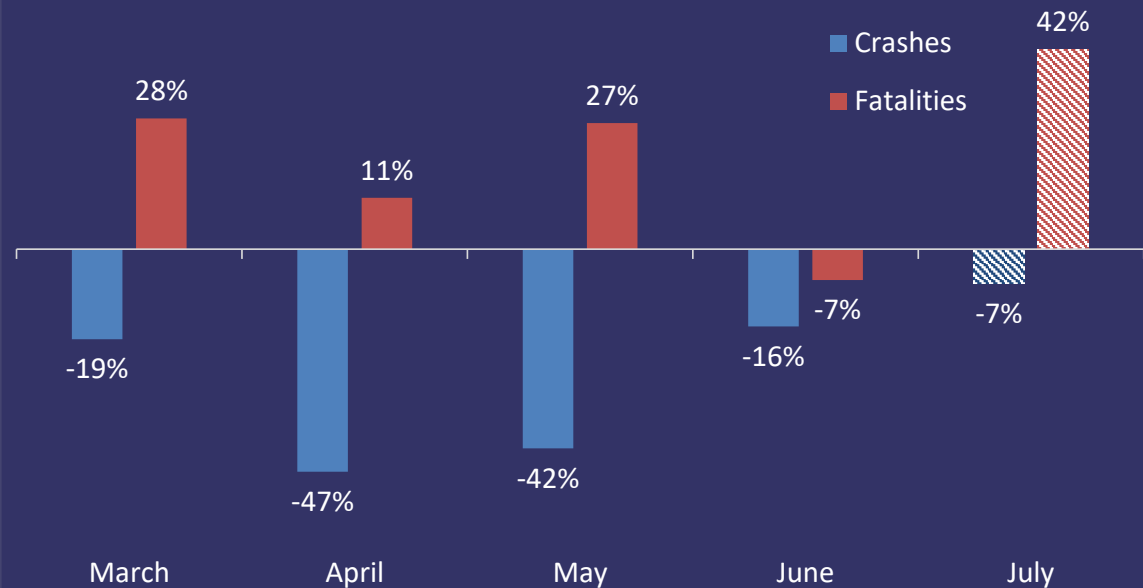


Source: TxDOT Sidewire Devices

# CRASH TRENDS

## Changes in Crashes and Fatalities

Crashes and Fatalities: 2019 vs 2020



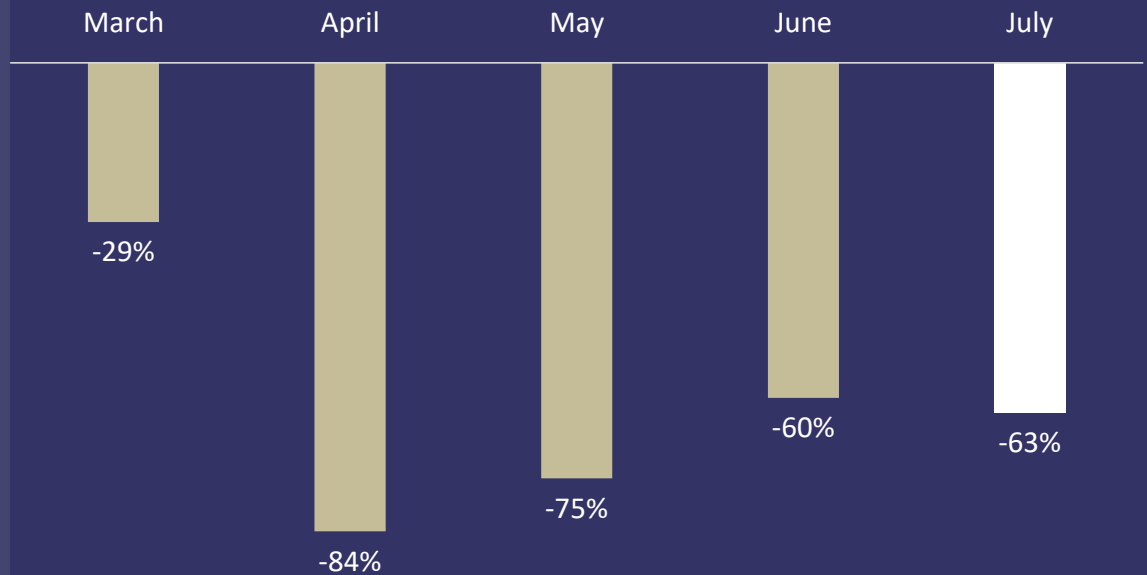
Source: TxDOT Crash Records Information System  
Crash data is accurate as of August 12, 2020. Traffic enforcement was significantly reduced during the COVID-19 shelter-in-place orders.



# MANAGED LANES – HOV DISCOUNT

GoCarma  
Transactions

### Transaction Decrease vs February 2020

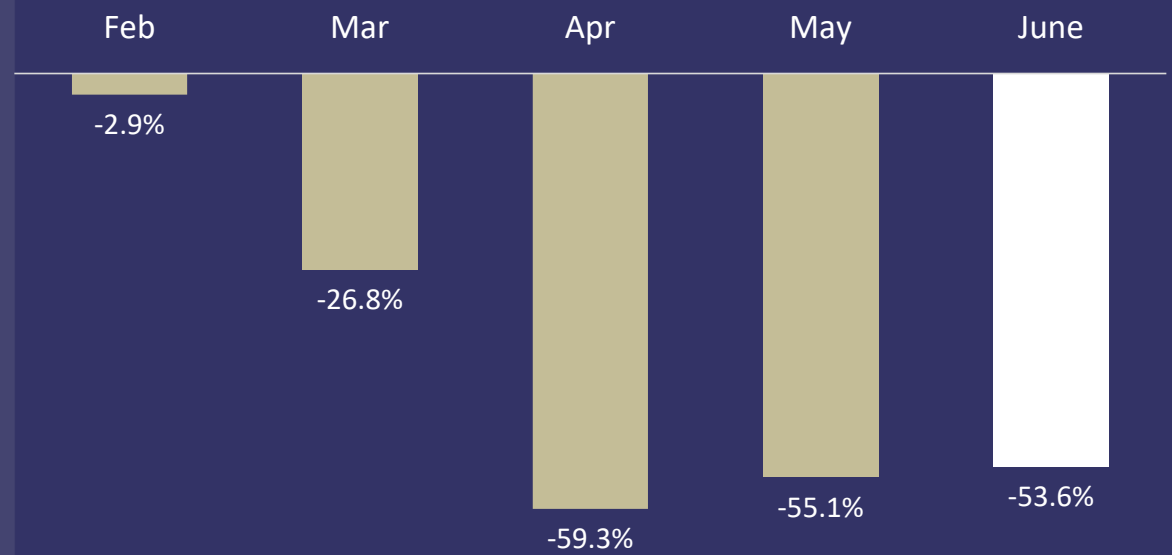


Source: GoCarma Dashboard  
Note: For comparison purposes, transactions for LBJ-E (closed in April 2020) were removed

# TRANSIT IMPACTS

## Ridership

Passenger Decrease : 2019 vs 2020

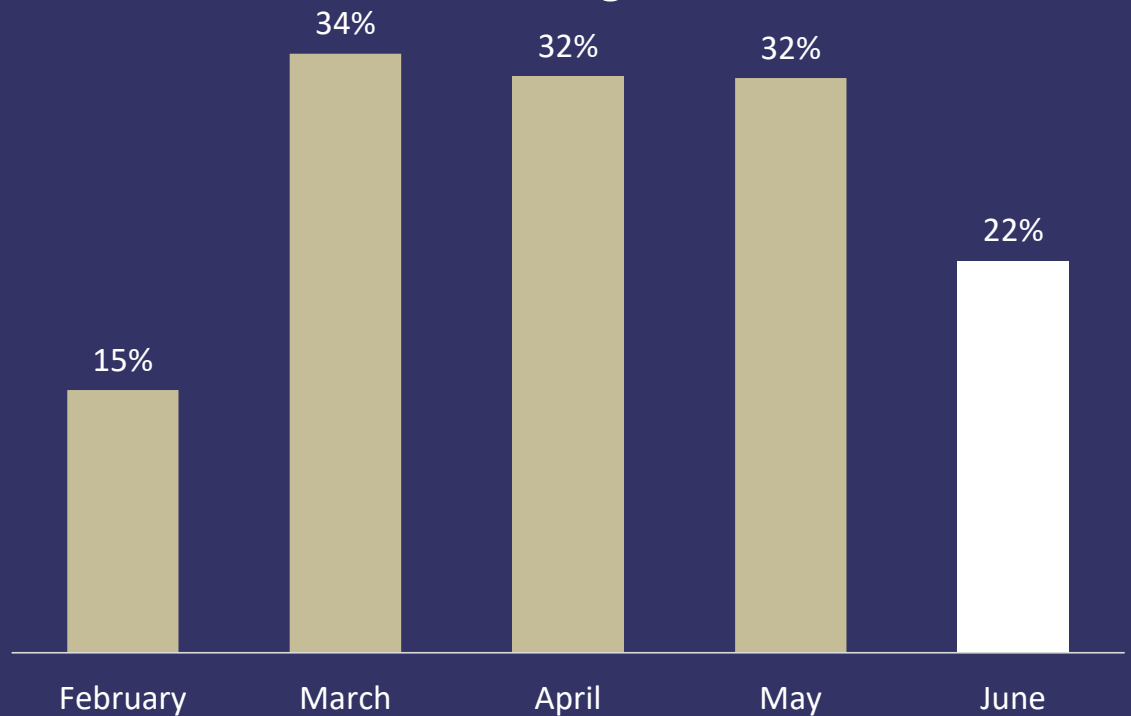


Source: DART, DCTA, and Trinity Metro

# BICYCLE AND PEDESTRIAN IMPACTS

## Trail Counts

Increase in Trail Usage: 2019 vs 2020

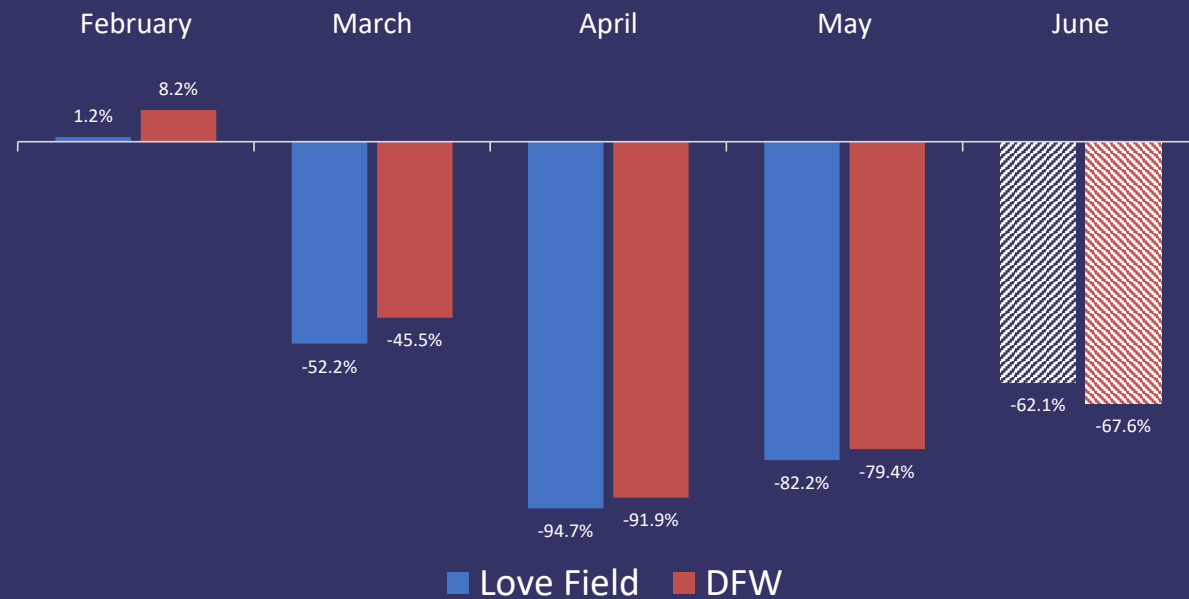


Source: NCTCOG, collected at Chisholm Trail in Plano, Denton Branch Rail Trail in Denton, Katy Trail in Dallas and Trinity Trails in Fort Worth.  
Note: No adjustments for weather were applied.

# AIRPORT TRENDS

## Passengers

### Change in Airport Passengers - 2019 vs 2020



Source: Dallas Love Field Website and DFWIA data

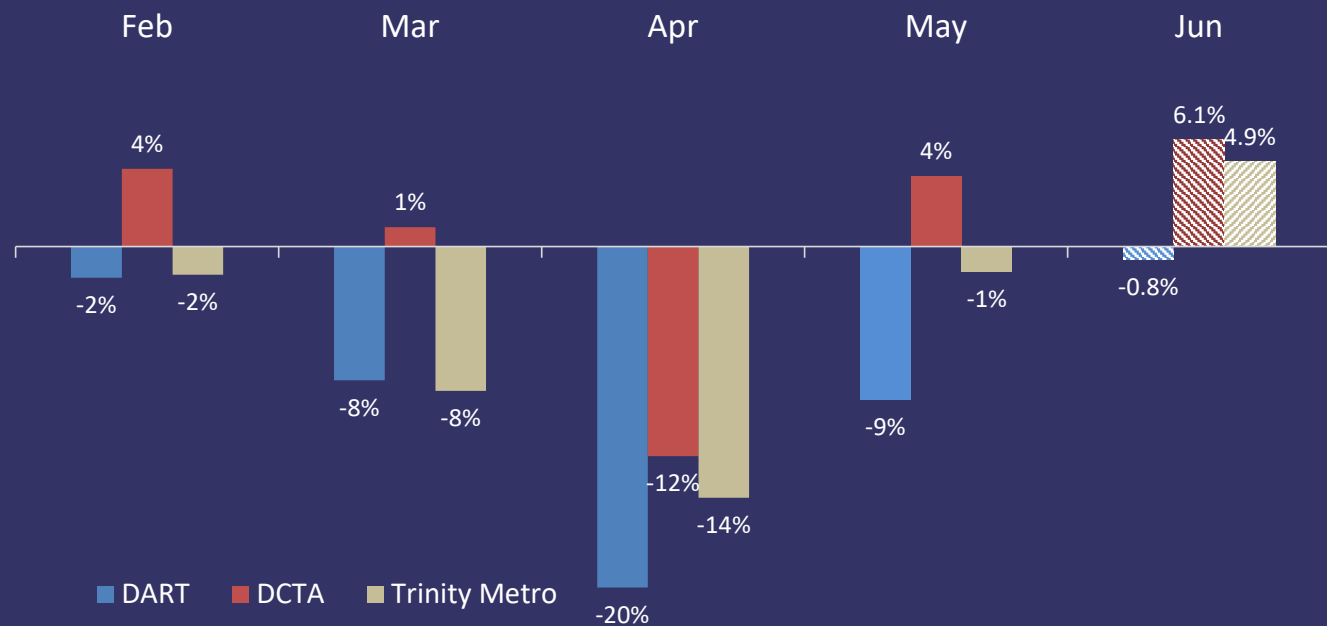
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# Metric 2: FINANCIAL IMPLICATIONS TO TRADITIONAL TRANSPORTATION REVENUE

# FUNDING IMPACT

## Transit - Sales Tax Allocations

### Sales Taxes Allocated For Transit: 2019 vs 2020

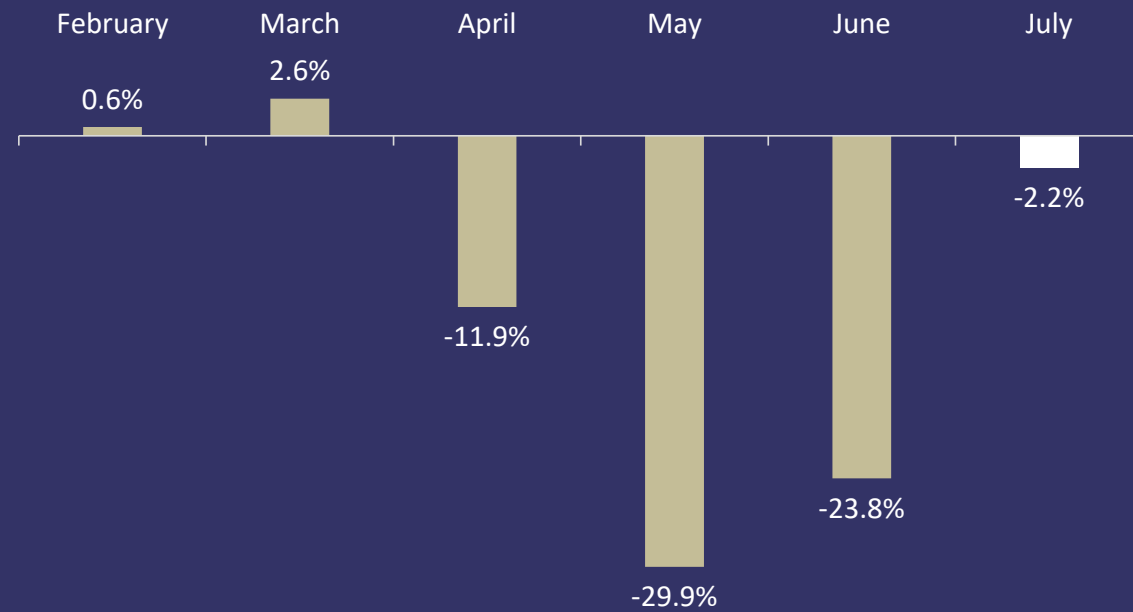


Source: DART, DCTA, and Trinity Metro

# FUNDING IMPACT

Motor Fuel Tax  
Decrease

### Change in Fuel Tax: 2020 vs 2019

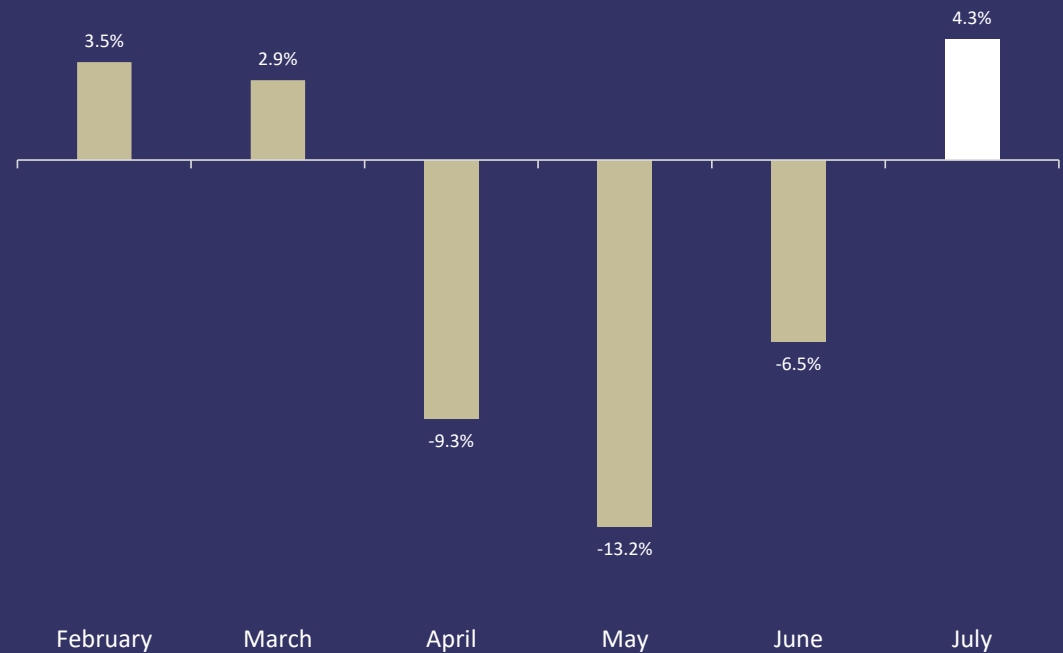


Source: Texas Comptroller of Public Accounts  
Month reflects reporting data, not collection date

# FUNDING IMPACT

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

## Sales Tax Change: 2020 vs 2019



Source: Texas Comptroller of Public Accounts

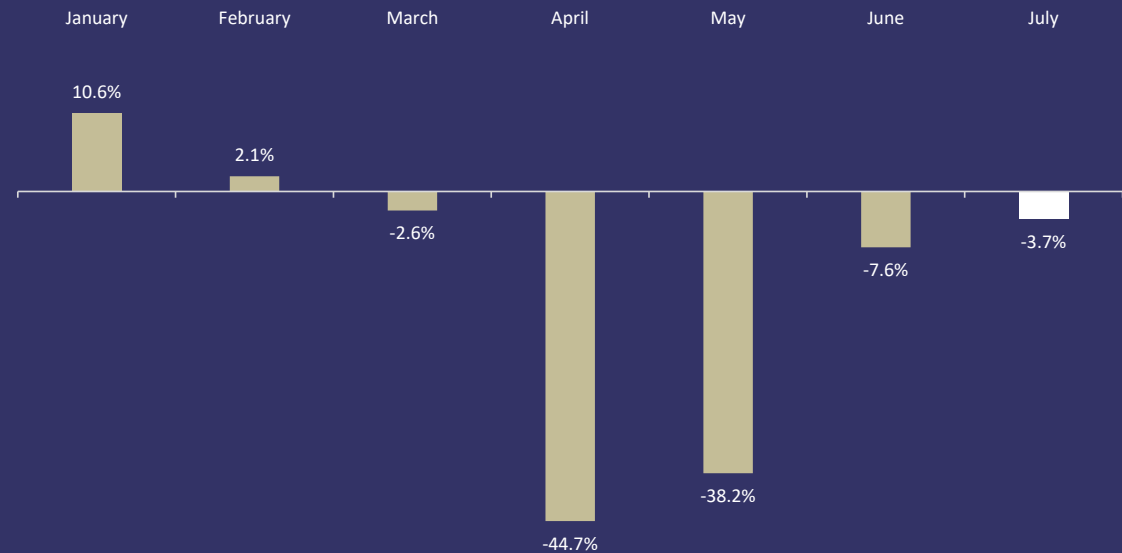
<sup>1</sup> Proposition 7 includes General State Sales Tax and Motor Vehicle Sales Tax  
Month reflects reporting date, not collection date



# FUNDING IMPACT

Motor Vehicle Sales  
and Rental Tax  
(Component of  
Proposition 7<sup>1</sup>)

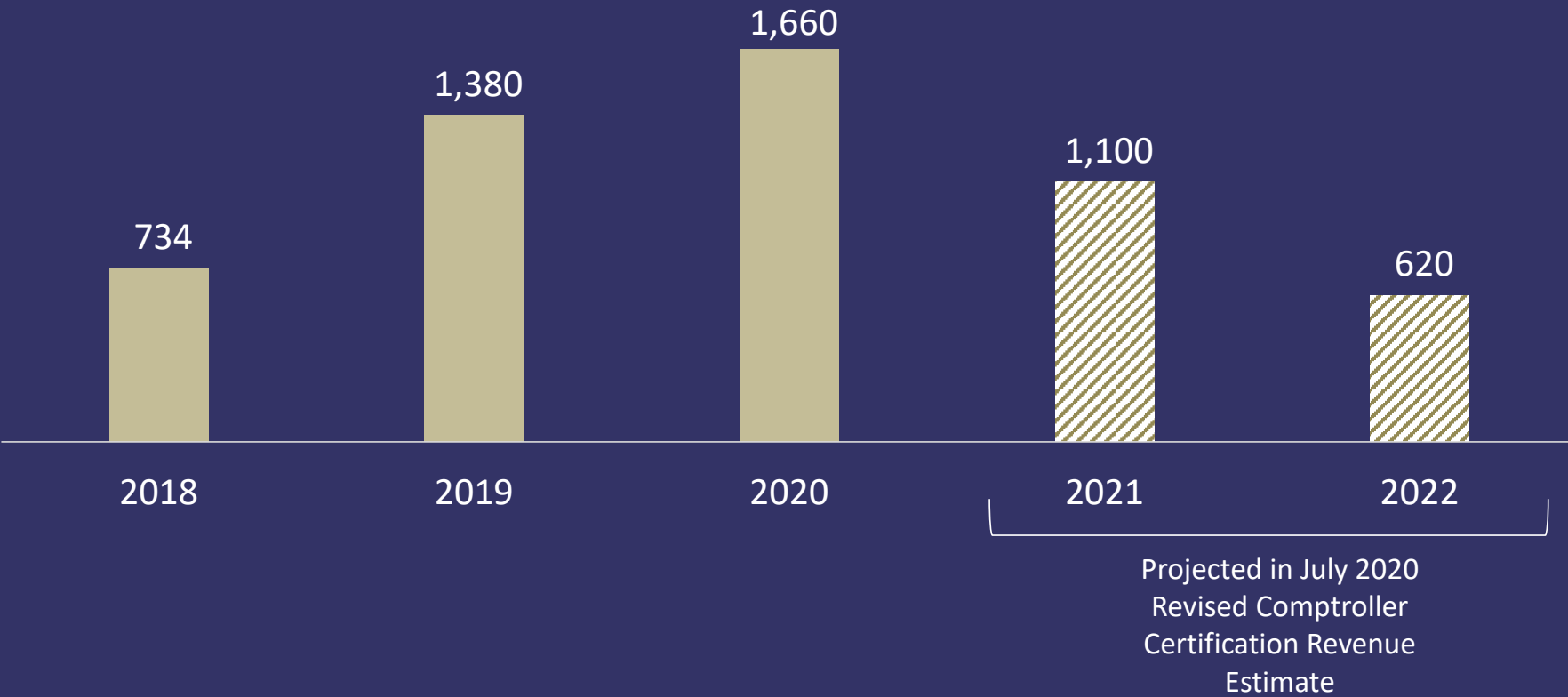
## Motor Vehicle Sales and Rental Tax Change: 2020 vs 2019



Source: Texas Comptroller of Public Accounts

<sup>1</sup> 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

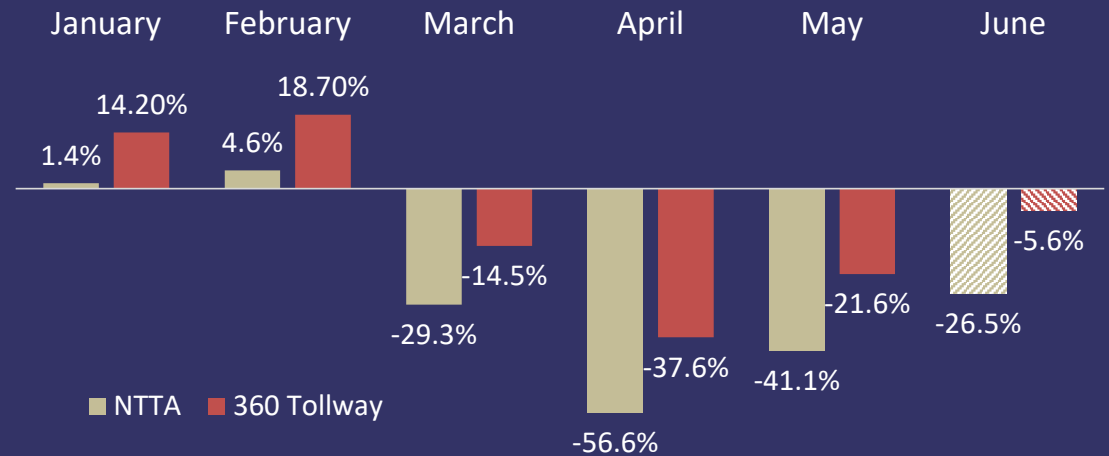


Source: Texas Comptroller of Public Accounts

# FUNDING IMPACT

NTTA Transactions,  
Including SH 360

## Change in Tollway Transactions: 2019 vs 2020



Source: NTTA

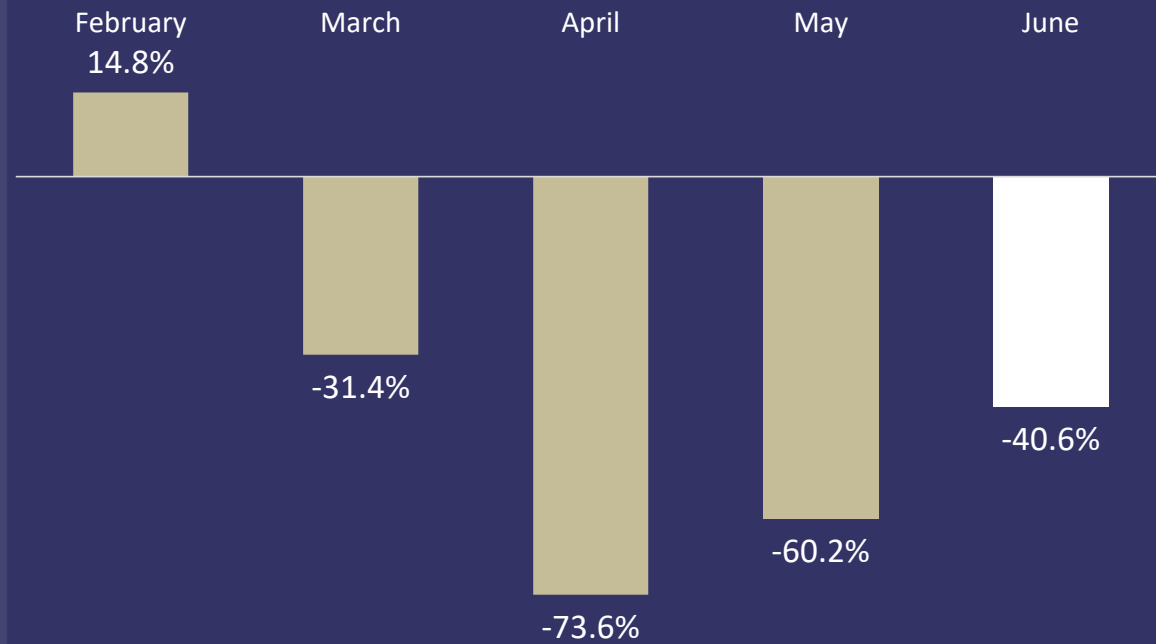
Note: Change for NTTA includes 360 Tollway

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

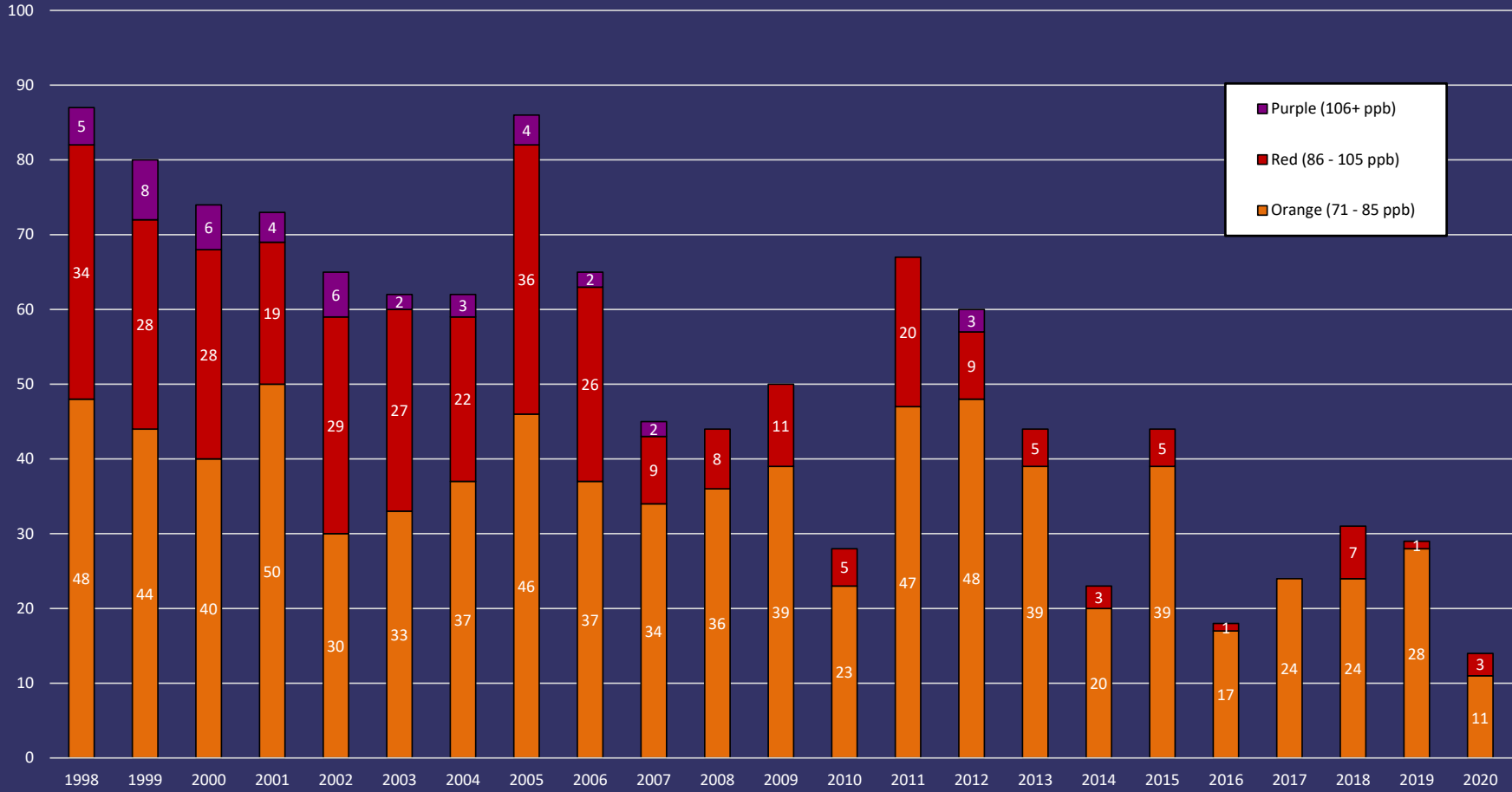
Note: TIFIA loan not impacted at this time as interest only payment period does not begin until May 2022

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

# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on  $\leq 70$  ppb (As of August 18, 2020)



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.



## Transit: Helping Communities in Time of Need

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

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



Source: DART



Source: CCFW



Source: DCTA



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# 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



# **Environmental Matchmaking Tools**

**Webinar**

**September 30  
1:30 p.m.**

**Learn about free tools  
to help identify your  
best stewardship options and  
mitigation locations  
for your transportation  
or development projects.**

*Regional  
Ecosystem  
Framework*

*Environmental &  
Economic  
Benefits of  
Stewardship*

*Permittee  
Responsible  
Mitigation  
Database*

**[www.nctcog.org/envir/events](http://www.nctcog.org/envir/events)**

### **Electric Vehicle Infrastructure Funding From the Texas Volkswagen Environmental Mitigation Program (TxVEMP)**

In follow up to the July presentation about the Volkswagen Settlement, NCTCOG staff is providing new information about **funding for purchase and installation of Level 2 electric vehicle charging stations** from the Texas Volkswagen Environmental Mitigation Program (TxVEMP).

The Texas Commission on Environmental Quality (TCEQ) hosted informational webinars covering program requirements and the application process on August 11 and 12, and funding will be released soon.

NCTCOG expects that the webinar presentations will be posted on the grant program website soon after the events, and should be available by going to [www.texasvwfund.org](http://www.texasvwfund.org), then clicking on the “Grants” tab, then choosing the “Learn More” button in the box for this particular funding effort.

#### **Key program details:**

**Eligible applicants:** individuals, corporations, organizations, governments or governmental subdivisions or agencies, business trusts, partnerships, associations, or other legal entities, in the State of Texas.

**Eligible Activities:** purchase and installation of new light-duty electric vehicle Level 2 charging equipment installed:

- in a public place, workplace, or multi-unit dwelling (i.e. not located at a private residential dwelling that is not a multi-unit dwelling in Texas); and
- at a site without existing light-duty electric charging services or to expand the number of vehicles that may be serviced at an existing site.

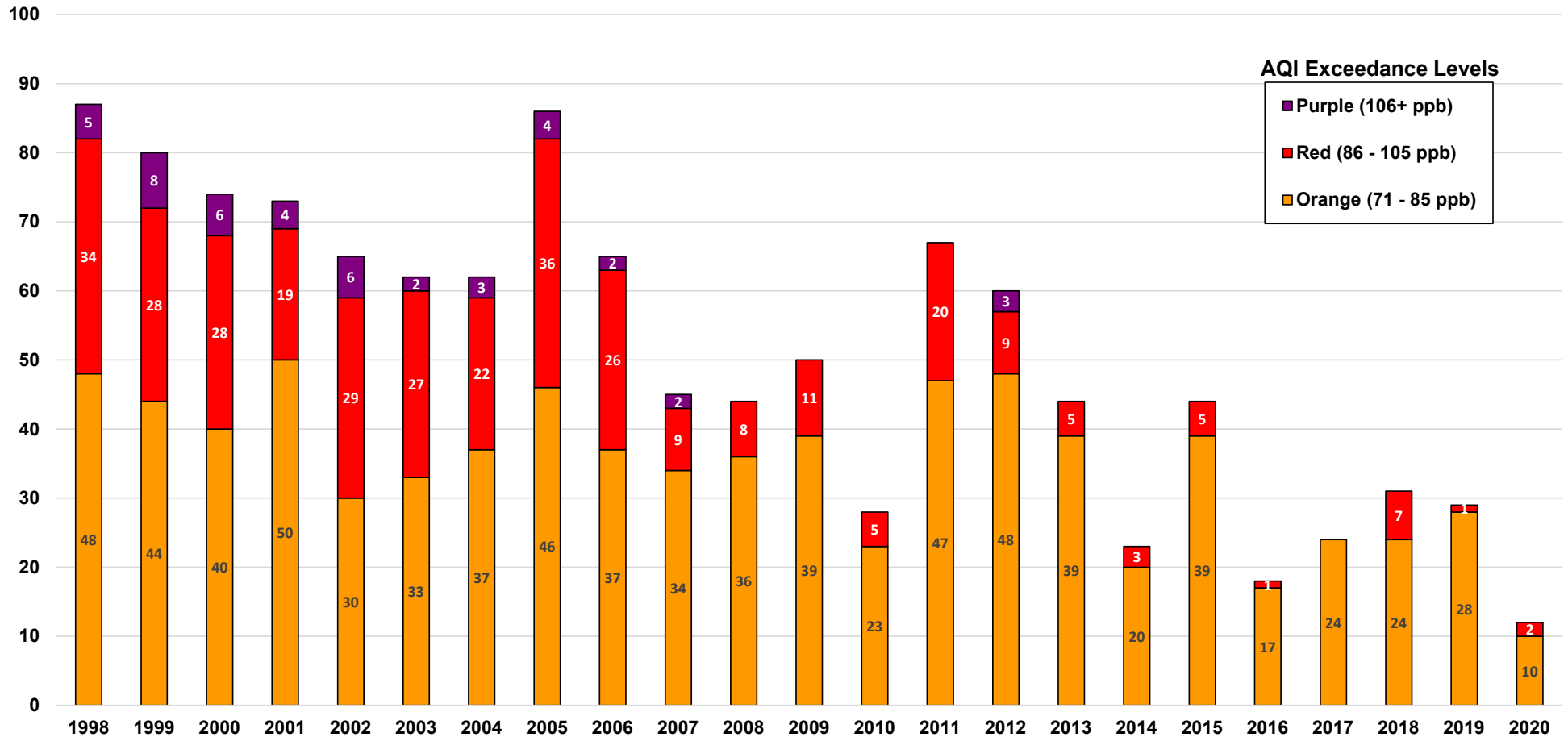
**Funding Availability:** \$10.4 million will be available for reimbursements of up to \$2,500 per installation. Grants will be awarded on a first-come, first-served basis and may not exceed the following percentages of eligible costs:

- electric chargers available to the public: 70%
- electric chargers available at a workplace or multi-unit dwelling: 60%

**For more information:** Contact TxVEMP staff at (833) 215-TXVW (8989); at [VWsettle@tceq.texas.gov](mailto:VWsettle@tceq.texas.gov); or visit [www.TexasVWFund.org](http://www.TexasVWFund.org).

# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on  $\leq 70$  ppb (As of August 13, 2020)



## AQI Exceedance Levels

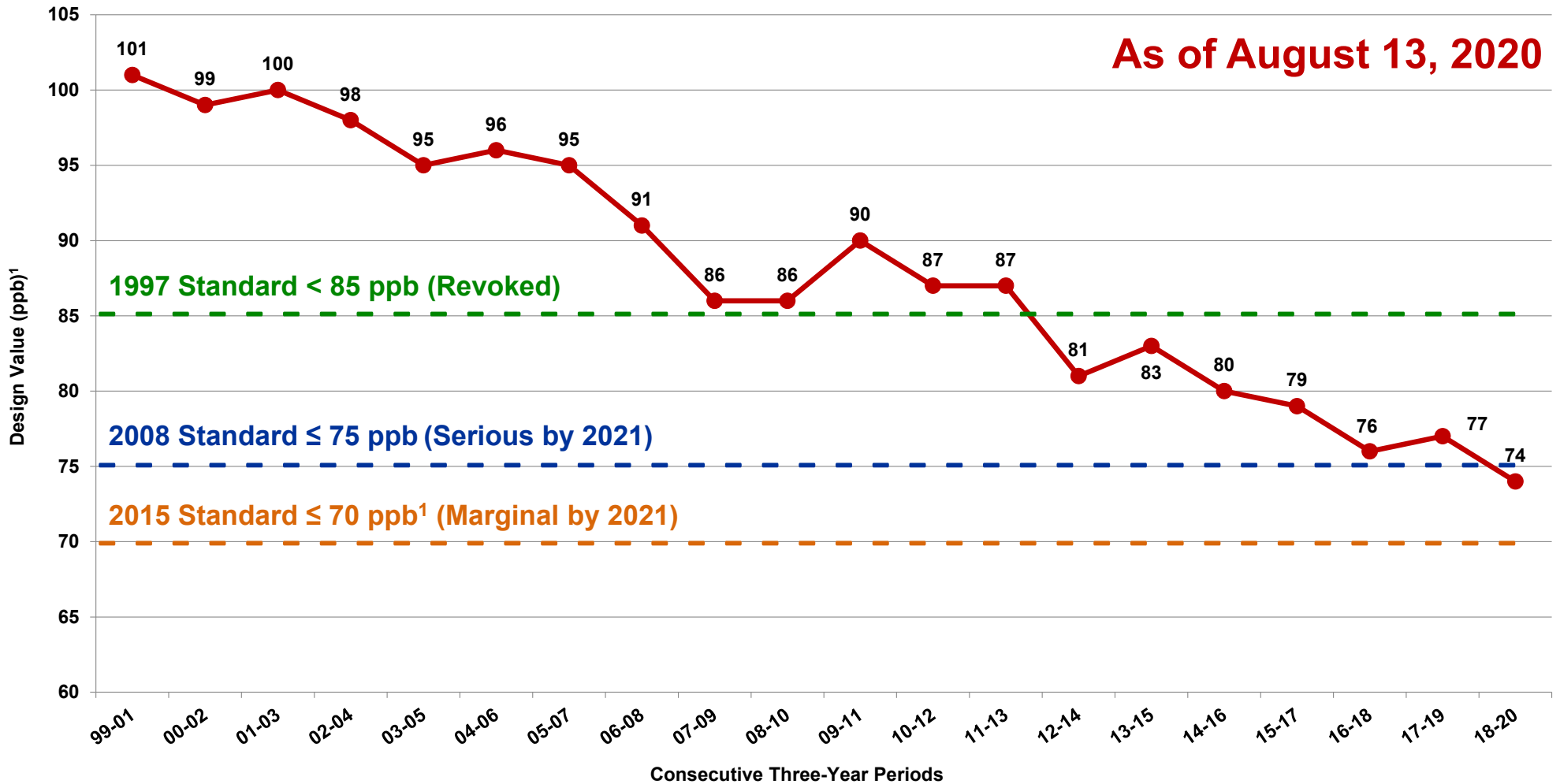
- Purple (106+ ppb)
- Red (86 - 105 ppb)
- Orange (71 - 85 ppb)

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](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 August 13, 2020



<sup>1</sup>Attainment 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

**CHRIS KLAUS**  
Senior Program Manager  
[cklaus@nctcog.org](mailto:cklaus@nctcog.org)  
817-695-9286

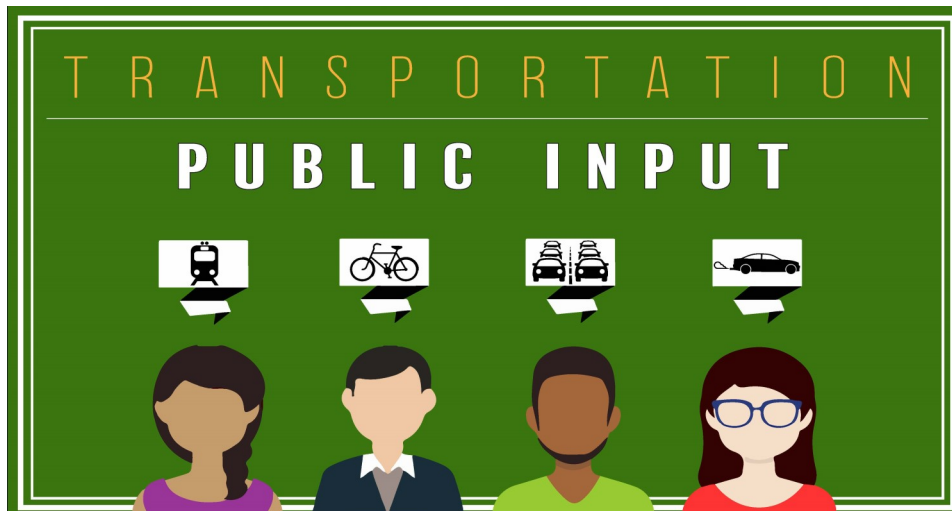
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[vthimmavajjhala@nctcog.org](mailto:vthimmavajjhala@nctcog.org)  
817-704-2504

**JENNY NARVAEZ**  
Program Manager  
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817-608-2342

**NICHOLAS VAN HAASEN**  
Air Quality Planner II  
[nvanhaasen@nctcog.org](mailto:nvanhaasen@nctcog.org)  
817-608-2335

<https://www.nctcog.org/trans/quality/air/ozone>





## 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](mailto:transinfo@nctcog.org)

Website: [www.nctcog.org/input](http://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](mailto: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](mailto:cbaylor@nctcog.org). Se harán las adaptaciones razonables.

## WHAT DO YOU THINK? TELL US.

Information will be posted online at [www.nctcog.org/input](http://www.nctcog.org/input) for public review and comment **September 8 - October 7, 2020**. To request printed copies of the information, call 817-608-2365 or email [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org).

### Fiscal Year 2020 Public Transportation Funding: Program of Projects

NCTCOG staff will present proposed transit projects funded by the Federal Transit Administration through the final award of Fiscal Year 2020 funds for the following four programs: Urbanized Area Formula, Enhanced Mobility of Seniors and Individuals with Disabilities, State of Good Repair, and Bus and Bus Facilities. This input opportunity meets the federal requirement for public participation in programs of projects. Please note DART hosts their own public meeting and can be contacted directly for more information.

### The following agencies' programs of projects will be presented:

City of Arlington, City of Grand Prairie, City of McKinney, City of Mesquite, Dallas Area Rapid Transit (DART), Denton County Transportation Authority (DCTA), North Central Texas Council of Governments (NCTCOG), Trinity Metro, Northeast Transportation Service (NETS), Public Transit Services (PTS), Span, Inc., and STAR Transit.

### Heavy-Duty Vehicle Emissions Impact Study

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. Staff will present findings and recommendations.

### Electric Vehicle Infrastructure Funding & Other Clean Vehicle Incentives

Rebate funding will soon be available for the installation of electric vehicle charging stations across Texas through the Texas Volkswagen Environmental Mitigation Program. Staff will present key details on how to take advantage of this funding as well as provide other opportunities available for citizens or fleets to acquire cleaner vehicles.

### Optimizing Freight Movement Project

Staff will present details of a \$5 million project proposal designed to improve the flow of truck traffic between freight hubs and expressways. The project will identify where improving the flow of trucks can do the most good as well as select one or more technologies to improve truck travel.

### ONLINE REVIEW & COMMENT (NO PRESENTATION)

**Proposed Modifications to the List of Funded Projects:** [www.nctcog.org/input](http://www.nctcog.org/input)

### RESOURCES AND INFORMATION

- Regional Smoking Vehicle Program (RSVP): [www.smokingvehicle.net](http://www.smokingvehicle.net)
- Vehicle Incentives & Funding Opportunities: [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding)

# WWW.NCTCOG.ORG/INPUT



NCTCOGtrans



North Central Texas  
Council of Governments

2020

# CLEAN AIR ACTION DAY COMMITMENTS

2,536 TOTAL COMMITMENTS



**PLAN THE MOST FUEL-EFFICIENT ROUTE & COMBINE TRIPS WHEN YOU MUST DRIVE**  
229 Commitments



**WORK FROM HOME**  
220 Commitments



**MAINTAIN CONSISTENT SPEED WHEN DRIVING**  
216 Commitments



**STAY UP TO DATE ON VEHICLE MAINTENANCE, STATE EMISSIONS & SAFETY INSPECTION**  
206 Commitments



**CONSERVE ELECTRICITY**  
186 Commitments



**REDUCE IDLING WHEN DRIVING**  
183 Commitments



**CONSERVE WATER**  
167 Commitments



**ENSURE TIRES ARE PROPERLY INFLATED & MINIMIZE VEHICLE WEIGHT**  
151 Commitments



**SIGN UP FOR AIR POLLUTION ALERTS**  
131 Commitments



**CONSIDER ENERGY-EFFICIENT APPLIANCE REPLACEMENTS**  
118 Commitments



**AVOID BURNING, INCLUDING GRILLING & BURNING TRASH**  
110 Commitments



**DRIVE A FUEL-EFFICIENT VEHICLE**  
91 Commitments



**POSTPONE MOWING ON OZONE ACTION DAY**  
76 Commitments



**BICYCLE OR WALK INSTEAD OF DRIVING**  
66 Commitments



**REPORT SMOKING, POLLUTING VEHICLES**  
65 Commitments



**CONSIDER ELECTRIC OR ALTERNATIVE FUEL LAWN MOWER**  
49 Commitments



**LOG YOUR COMMUTES AT TRYPARKINGIT.COM**  
24 Commitments



**OTHER**  
248 Commitments

446 TOTAL PARTICIPANTS



**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 Saturday, June 20, through Sunday, July 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 related to resumption and expansion of services were in the majority.

In addition, comments are currently being 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 is in test mode and open to the public through August 2020. This month, there were 17 Bicycle and Pedestrian comments, 13 Roadway comments and 3 transit comments. To read them, visit:

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

**Air Quality**

**Facebook –**

1. CORRECTION: The previously posted PM Action Day alert is for SATURDAY, due to the cloud of Saharan dust moving into our region this week. Children, older adults and people with lung disease, such as asthma, emphysema, or chronic bronchitis, should limit outdoor activity. For more information, visit AirNorthTexas.org. – NCTCOG Transportation Department



**wralweather** @wralweather-1d  
The latest Saharan Dust Model shows the dust making its way into North Carolina this coming weekend. If current trends persist the dust appears substantial enough to dim our incoming sunlight. We will follow this all week. @WRALWeather

30 106 202  
Madame Hardy Retweeted

**Juh-G** @Cred\_Just\_ible  
Replying to @wralweather and @katcampbellwx  
Awesome! I always wondered what it was like to live during the times of the Civil War, Spanish Flu, Great Depression, Civil Rights Movement, Watergate, and the Dust Bowl. Not all at once, mind you, but ya know, "beggars/choosers" and all.

- Christopher Morris

2. Please keep in mind the following Air Quality information for this weekend! – City of Denton Sustainability



3. Read this!

What is an Ozone Action Day and why are they issued? <https://bit.ly/2N1uVuC> – NCTCOG Transportation Department



To whom it may concern,

Why are we seeing an aqi of only 28-32-25 today on your site? Earlier today my wife showed me values ranging from 191 to 170 and now, at 8 in the evening she still has a 150 value? Her source was Google. Thank you, Jason – Jason Lynch

Hi, Jason! There could be a few factors related to what you're seeing. Could you send us a good way to contact you so that we can follow up? Feel free to send us a private message. – NCTCOG Transportation Department

## Bicycle & Pedestrian

### Twitter –

1. This includes Denton. Add comments to the map on how your biking experience could be made better! – Bike Denton (@bikedenton)



### Facebook –

1. Did you know you can access everything you need to know about the Dallas-Fort Worth area's extensive trail system thanks to the NCTCOG Transportation Department? From Trail of the Month videos to interactive maps, local cycling groups, and more, learn about our regional bicycle and pedestrian trails organized by county. Visit Plano 🚲 🚶 – Plano Parks & Recreation

## Innovative Vehicles & Technology

### Facebook –

1. Currently testing version 4.0 of the eCarra app. Built for the electric mobility community. Introducing subscriptions, food delivery, on demand shuttle services and much more!  
#electricmobility #tesla @cityofdallas NCTCOG Transportation Department – Rock Robinson IV



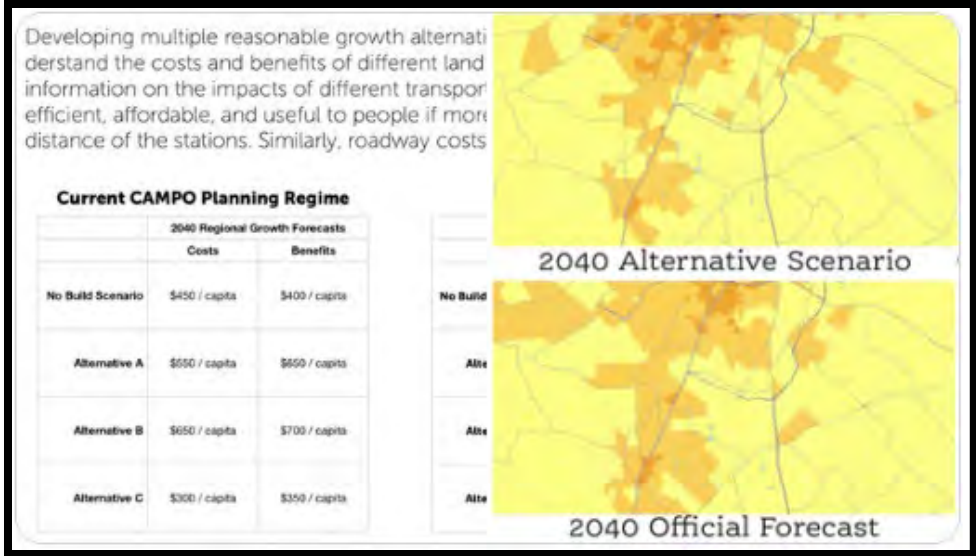
### Project Planning

#### Twitter –

1. One of the most important ways @TxDOTHouston could have a more meaningful EIS process for I-45 would be to use multiple reasonable regional growth scenarios to analyze costs, benefits, & travel demand models of various I-45 proposals against different reasonable future scenarios. – Jay Blazek Crossley (@JayCrossley)

We have proposed such a shift in the Austin region, asking @CAMPOTexas to adopt a scenario planning concept to yield better information in these crucial long term decision making exercises. @HGACmpo (&@NCTCOGtrans & @AlamoAreaMPO) should also do this.

<https://drive.google.com/a/farmandcity.org/file/d/17Y9kyOwMKZ8WmFHI4Lp5FCDbU5Q7kPHj/view?usp=sharing> – Jay Blazek Crossley (@JayCrossley)



Thanks for tagging us. In the next few months, we'll be getting started updating our long-range plan and can look into this work. – Alamo Area MPO (@AlamoAreaMPO)

Great

- 1- @FarmAndCity is happy to help if we can or just meet about it
- 2-We're working on a broader report on this concept for all TX MPOs so I'll send it to y'all in draft form by August
- 3-Maybe I'm wrong about the answers, but just ask MPOs seriously question current methods

Have you seen the 2045 demographics? – Charlie Henry (@ShiftModal)

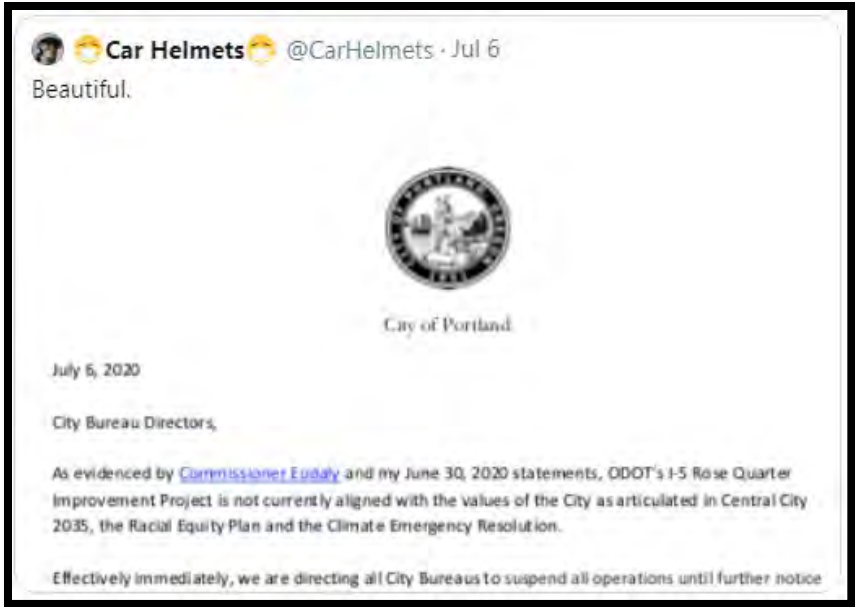
CAMPO 2045 Demographics

[campotexas.maps.arcgis.com](http://campotexas.maps.arcgis.com)

yes – Jay Blazek Crossley (@JayCrossley)

2. Hint hint on I-345 @TxDOT @NCTCOGtrans @CityOfDallas #TearItDown – Andrew Wallace (@agwallace92)





3. A deck park is rising in southern Dallas. Can it heal a highway's deep gash through Oak Cliff? @NCTCOGtrans provided \$40m for the structure. One of my proudest accomplishments during my tenure at RTC . @CityOfDallas – Lee M. Kleinman (@LeeforDallas)



Great, great work Lee!!! And everyone else who has played a part in this. – Darren Boruff (@Darren\_Boruff)

No! But Corporate relocation jobs would help. – Tony (Silverback King) Morris (@TA\_Morris)

The deck park in itself can't, but the community, private sector, and city hall working together can. – Erik with a K Morrison (@erw150)

**Public Meetings, Input & Forums**

**Twitter –**

1. TONIGHT (July 9) The City of Dallas and @NCTCOGtrans will host a virtual information session for minority and women-owned business enterprises in the hauling and transportation industries. Here's how to join - <http://dallascitynews.net/office-business-diversity-hosting-information-session-women-hauling-transportation> – City of Dallas (@CityOfDallas)



**INFORMATION SESSION**  
FOR MINORITY AND WOMEN OWNED BUSINESS ENTERPRISES  
IN THE HAULING AND TRANSPORTATION INDUSTRIES.

**THURSDAY JULY 9, 2020 AT 6:30 P.M.**

**HOW TO JOIN:**  
WEBEX: [bit.ly/2NXZthB](https://bit.ly/2NXZthB)  
DIAL IN: 408-418-9388  
ACCESS CODE: 126 935 8148

**PRESENTED BY:**  
Office of Business Diversity  
Office of Environmental Quality

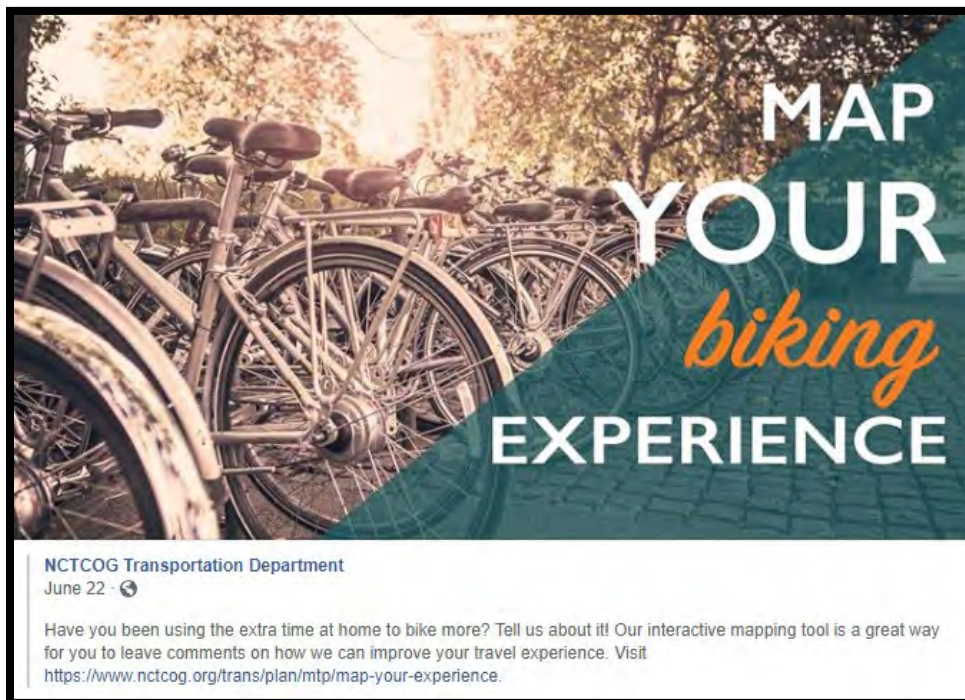
**IN PARTNERSHIP WITH:**  
North Central Texas Council of Governments (NCTCOG)

City of Dallas | North Central Texas Council of Governments

The flyer features a white semi-truck in the top left corner and a large yellow semi-truck on the right side. The background is dark blue with green and white text.

**Facebook –**

1. Did you know that NCTCOG Transportation Department has a free mapping tool? You can chart your walk or bike ride! Keep track of those miles!! – Keep Grapevine Beautiful



**MAP YOUR *biking* EXPERIENCE**

NCTCOG Transportation Department  
June 22 · 🌐

Have you been using the extra time at home to bike more? Tell us about it! Our interactive mapping tool is a great way for you to leave comments on how we can improve your travel experience. Visit <https://www.nctcog.org/trans/plan/mtp/map-your-experience>.

The Facebook post features a background image of several bicycles parked in a row on a cobblestone path. The text is overlaid on a dark green, semi-transparent shape that resembles a map or a path.

## Safety

### Twitter –

1. Have a safe weekend #lewisvilleTX! #WorldEmojiDay – (@LewisvillePD)



## Transit

### Email –

#### 1. Tammy Flores Chan

Grand Prairie needs public transportation and connectivity to other public transportation services in surrounding cities so those without cars and needing jobs can get to jobs. There used to be a grant called something like the reverse access job commute grant. That, or something like that needs to be offered. An idea would be to run a van or bus to specific intersections on HWY 180 to connect with stop at Loop 12 and 180 and to connect with newly created bus stops in Arlington on Division and in Fort Worth in Lancaster. This would help people gain access to jobs. Maybe you could offer grants to nonprofits to create this system where we could purchase a van or bus and hire drivers and pay a driver to transport people to the nearest stops in other cities. Please contact me if you have questions.

#### **Response by NCTCOG Staff**

Thank you for reaching out to us about public transportation needs in Grand Prairie. Although the Federal Transit Administration (FTA) repealed the Job Access Reverse Commute (Section 5316) grant, job related activities are still eligible for funding under FTA's Urbanized Area Formula Grants (Section 5307). Grand Prairie is a direct recipient of federal funds and are eligible to utilize their Section 5307 funds for public transportation. Currently Grand Prairie is not a member of a transit agency but uses federal funds to implement transit service through the city's Grand Connection, which provides public paratransit services in the area. The Grand Connection provides a door-

to-door, demand response service for any resident of Grand Prairie who is at least 60 years of age or has a physical or mental disability. For more information please visit Grand Connection's website.

We recognize there is still additional demand for public transportation services in the area. In coordination with a wide range of stakeholders, we document in Access North Texas the transportation needs of older adults, individuals with disabilities, individuals with lower incomes and others with transportation challenges within our 16-county region and outline strategies to address those needs for the next four years. For projects that seek to address challenges in the region and implement strategies from Access North Texas, NCTCOG will be introducing our Strategic Partnership Program (formally known as Call for Projects) late-Summer 2020.

If you have any other questions or concerns, please feel free to contact Gypsy Gavia at ggavia@nctcog.org or 817-695-9134.

**\*Please note a majority of our staff is currently working at home. If you call, kindly leave a message, and we will get back to you shortly.**

## 2. Crystal Taylor

Grand Prairie does not offer public transportation. IF this were to change, what kind of change could GP residents expect? How were previous cities impacted?

### **Response by NCTCOG Staff**

Thank you for reaching out to us about public transportation in Grand Prairie. Cities usually have two options when it comes to implementing public transportation, either they will join or partner with an existing transit agency, or they will provide service through a city department or contractor. In order for a city to be a member of a transit agency, a ballot initiative would have to be passed by the citizens of the city. The city would then dedicate a portion of the city's sales tax revenues to support the transit agency. For members of Trinity Metro (formerly the Fort Worth Transit Authority), the required commitment is one-half cent of the city's local sales tax. For members of Dallas Area Rapid Transit (DART), the required commitment is one cent of the city's local sales tax.

Grand Prairie is not a current member of a transit agency but has implemented service through the city's Grand Connection, which provides public paratransit services in the area. The Grand Connection provides a door-to-door, demand response service for any resident of Grand Prairie who is at least 60 years of age or has a physical or mental disability. For more information, please visit Grand Connection's website.

We also recognize there is still additional demand for public transportation services in the area. The North Central Texas Council of Governments is implementing a Tarrant County Transit Study that focuses on non-member transit cities, such as Grand Prairie, to develop a comprehensive public transportation plan, including funding and institutional structure options, that can be strategically implemented in the region. This study has recently begun and will be completed in Spring 2021. For more information about the

current Tarrant County Transit Study, please contact David Garcia at [dgarcia@nctcog.org](mailto:dgarcia@nctcog.org) or 682-433-0444.

If you have any other questions or concerns, please feel free to contact Gypsy Gavia at [ggavia@nctcog.org](mailto:ggavia@nctcog.org) or 817-695-9134.

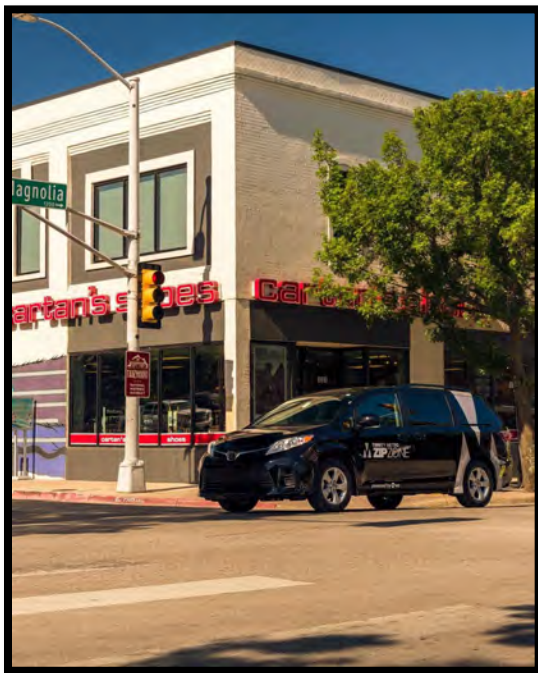
**\*Please note a majority of our staff is currently working at home. If you call, kindly leave a message, and we will get back to you shortly.**

### **Twitter –**

1. From @TrinityMetro: Good morning! Yesterday we resumed regular service on most bus routes and Trinity Metro TEXRail. To view a list of all service updates, please visit: <https://tinyurl.com/ydguanoc> @CityofFortWorth @TarrantCountyTX @TarrantTransit @NCTCOGtrans – Salvador Espino Michel (@SAL\_FW)



2. From @TrinityMetro ZIPZONE is coming to the @nearsouthside on July 19. To get the latest updates about this service delivered to your inbox, please visit <https://tinyurl.com/ybasoz4y> @CityofFortWorth @TarrantCountyTX @TarrantTransit @NCTCOGtrans – Salvador Espino Michel (@SAL\_FW)



3. From @TrinityMetro: From Trinity Metro: The latest edition of our bi-weekly newsletter is live on our blog. Click here to read it [Right pointing backhand index https://tinyurl.com/yc4dnqt5](https://tinyurl.com/yc4dnqt5)  
@CityofFortWorth @TarrantCountyTX @NCTCOGtrans @TarrantTransit – Salvador Espino Michel (@SAL\_FW)



### Other

#### Twitter –

1. RIP to a great American hero & icon John Lewis @TrinityMetro @CityofFortWorth @TarrantCountyTX @NCTCOGtrans @TarrantTransit @FTWChamber @fwhcc @FWMBCC @VisitFortWorth – Salvador Espino Michel (@SAL\_FW)





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

**August 2020**

## **SolSmart recognizes NCTCOG's solar achievements**

### **INSIDE**

#### **Make clean air choices every day**

Air North Texas' annual clean air celebration is set for August 5. But the opportunity for people to have an impact on air quality continues.

Residents who made commitments to help improve air quality as part of Clean Air Action Day are encouraged to tell their friends by posting about the changes they chose on social media. With the continuing COVID-19 pandemic, many changes were made to this year's annual event. Instead of participating in large gatherings, North Texans were encouraged to observe social distancing protocols while aiming to improve air quality. Read more on page 2.

The North Central Texas Council of Governments has received a Bronze designation from the national SolSmart program for helping local governments across the Dallas-Fort Worth area make it faster, easier and more affordable to go solar.

The SolSmart designation recognizes NCTCOG for helping communities remove obstacles to solar energy development. NCTCOG has guided local governments through solar energy training sessions and made educational resources available on the Go Solar Texas website, [www.gosolartexas.org](http://www.gosolartexas.org). NCTCOG launched the website as a comprehensive guide to increasing solar deployment across Texas. It includes steps for homeowners to go solar, best management practices for local governments, an extensive resource library, and training for a variety of audiences, including real estate professionals and fire and code officials.

NCTCOG has also hosted training sessions for fire and emergency medical professionals on safely responding to house fires where solar panels are installed.

The SolSmart designation recognizes both recent accomplishments and years of leadership from NCTCOG in advancing solar energy growth in Texas. Beginning in 2017, NCTCOG served as a SolSmart advisor, providing technical assistance on solar energy to communities.

To date, six Dallas-Fort Worth communities have achieved the SolSmart designation. Cedar Hill and Corinth were designated SolSmart Gold; Kennedale was designated SolSmart Silver; and Denton, Lewisville, and Plano were designated SolSmart Bronze. NCTCOG plans to expand its outreach to help more North Texas communities achieve SolSmart designation.

Municipalities and counties interested in technical assistance on solar energy can contact [energy@nctcog.org](mailto:energy@nctcog.org).



North Central Texas  
Council of Governments

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

## North Texans one step closer to high-speed transportation



North Texans are one step closer to a new form of transportation, as the Dallas-Fort Worth High-Speed Transportation Connections Study begins its first phase of public meetings. The study is evaluating high-speed transportation alternatives (both alignments and technology) to modernize and enhance mobility between Dallas and Fort Worth. This would accommodate growth and provide residents with the safe, reliable and efficient travel they expect.

NCTCOG's Metropolitan Transportation Plan, Mobility 2045, includes high-speed transportation between Dallas and Fort Worth as a future transportation choice, to accommodate an expected population exceeding 11 million by 2045. NCTCOG, in coordination with the Federal Railroad Administration and Federal Transit Administration, is studying this high-speed connection that would link the planned Dallas-to-Houston high-speed rail service to a potential future high-speed service between Fort Worth and South Texas.

Currently, the study is reviewing high-speed transportation options in the Dallas-Arlington-Fort Worth corridor by analyzing potential routes, transportation modes, operations/service planning, and preparing preliminary engineering and environmental documentation for high-speed passenger service. The study area includes Dallas and Tarrant counties and the cities of Dallas, Irving, Cockrell Hill, Grand Prairie, Arlington, Pantego, Dalworthington Gardens, Hurst, Euless, Bedford, Richland Hills, North Richland Hills, Haltom City and Fort Worth. The study team is in the first phase of engaging and informing agencies, the public and stakeholders. The project will identify a viable alternative that enhances the regional transportation system.

## Look beyond Aug. 5 to make clean air choices every day

Residents who made commitments to help improve air quality as part of Clean Air Action Day are encouraged to tell their friends by posting about the changes they chose on social media. With the continuing COVID-19 pandemic, many changes were made to this annual celebration, held this year on August 5. Instead of participating in large gatherings, North Texans were encouraged to observe social distancing protocols while aiming to improve air quality.

Many social distancing strategies, such as working from home, can double as clean air strategies in the fight against COVID-19. They can also be continued long after CAAD and be incorporated into people's normal routines. It is important to work toward better air quality every day, especially in Dallas-Fort Worth, which remains in nonattainment for ozone pollution.

There are several ways residents can contribute to clean air throughout the year. They can plan the most fuel-efficient route and combine trips when they have to drive. Other examples include bicycling or walking to the store, packing lunch in a reusable bag, and buying locally grown foods. A good first step to better air quality is signing up for air pollution alerts at [www.airnorthtexas.org/signup](http://www.airnorthtexas.org/signup). Individuals will be notified when ozone levels are predicted to be unhealthy so they can take extra precautions and limit actions that affect air quality on those days. Visit [www.airnorthtexas.org/howto](http://www.airnorthtexas.org/howto) for resources and information on programs that can help improve air quality each day.



## **FACT SHEET**

### **Document explains funding shortfall in transportation**

Dallas-Fort Worth's population of more than 7.5 million makes it the fourth-largest metropolitan area in the nation. The 12-county area grew by 1.2 million people between 2010 and 2020. It is expected to continue its rapid expansion through 2045, when its population could exceed 11.2 million.

Traditional transportation revenue sources are not keeping up with the expanding region's needs. But planners and policymakers continue to search for solutions that will help residents move throughout the region reliably. NCTCOG has published a fact sheet to explain how transportation needs can be met well into the future.

Even with billions of dollars of improvements planned through 2045, there is still a shortfall anticipated. Identifying additional transportation revenue is key to reducing congestion across North Texas. The Regional Transportation Council has embraced innovation in an effort to complete major projects.

The RTC works collaboratively with local, State and federal partners to direct funding to projects that improve efficiency. The region's continued growth has made it a crucial part of the statewide economy.

To learn more about how NCTCOG is working to address the region's funding needs, visit [www.nctcog.org/factsheets](http://www.nctcog.org/factsheets)

# **REGIONAL**News

### **TTI seeks input on region's express lanes**

The Texas A&M Transportation Institute is conducting research on express lane users in Dallas-Fort Worth and other metropolitan areas across the country through a driver survey.

The focus of the survey, also being conducted in Miami, Los Angeles and Washington, DC, is to determine how satisfied users are with the express lanes and if the lanes meet their objectives.

TEXpress Lanes have been operating as an additional mobility choice in select corridors throughout the Dallas-Fort Worth area since 2014.

In corridors such as LBJ Express and North Tarrant Express, motorists have the option of using tax-supported lanes for no toll or paying for a smoother ride in the TEXpress Lanes. The lanes are dynamically priced to provide more-reliable travel times, even during peak periods.

To participate in the survey, which takes just a few minutes, visit [https://tamu.qualtrics.com/jfe/form/SV\\_0Bs6Md5YF46etA9](https://tamu.qualtrics.com/jfe/form/SV_0Bs6Md5YF46etA9). It focuses on questions about travel before the COVID-19 pandemic, but also seeks information on how driving has changed.

### **Task force to study continued AQ improvement**

NCTCOG is working on a project to better understand health-related air quality impacts attributed to the transportation sector.

As part of this project, NCTCOG has convened a task force of government representatives, health officials, academic representatives and air quality experts to evaluate regional data that may indicate where additional air quality improvement is needed.

The task force will also seek to address concerns over localized air pollution, with a focus on transportation sources.

Through this task force, NCTCOG hopes to facilitate peer exchange and evaluate where more work associated with the health implications of traffic-related air pollution is needed.

For more information regarding this project and to join the next task force meeting, please contact Dorothy Gilliam at [dgilliam@nctcog.org](mailto:dgilliam@nctcog.org).

The next meeting is scheduled for 9:30-11:30 a.m. August 21.

## 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

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## 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

### **11.2 million**

The population size Dallas-Fort Worth area is expected to exceed by 2045.

# **PUBLIC** *Involvement*

## **N. Texans invited to provide transportation input**

Beginning August 10, North Texans are invited to comment online on several current transportation planning initiatives, including the effects of COVID-19 on regional transportation, emissions-reduction plans, potential funding awards and federal performance measures. Comments will be accepted through September 9.

To help the public better understand the impacts of COVID-19 on the transportation system, NCTCOG staff will provide an update on several performance metrics. These policy metrics address financial implications of the pandemic, travel behavior responses and benefits, and offsetting unemployment increases.

Staff will also provide the public with updates on several project initiatives. In 2019, the Federal Highway Administration awarded funding to NCTCOG to develop the Interstate Highway 45 Zero Emission Corridor Plan to support both battery electric and hydrogen fuel cell electric vehicles along IH 45 from Dallas to Houston. Staff is seeking stakeholder involvement from fuel providers, fleets, infrastructure developers, fuel associations, government agencies, utilities and interest groups. An update on planning progress will be provided as part of this online input opportunity.

Additionally, staff will present recommended projects to receive funding as part of the 2020 Transportation Alternatives Call for Projects.

Finally, staff will discuss recent federal transportation rules that require metropolitan planning organizations to monitor and set targets for a specific set of performance measures. Observed trends, project implementation and the effects of COVID-19 will help determine whether target adjustments will be recommended.

The department's new interactive map tool, the Regional Smoking Vehicle Program, vehicle incentive opportunities and administrative revisions to Mobility 2045, the region's long-term transportation plan, will also be highlighted.

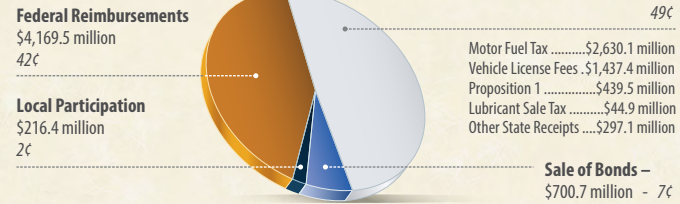
An audio recording of the presentations will be posted at [www.nctcog.org/input](http://www.nctcog.org/input).

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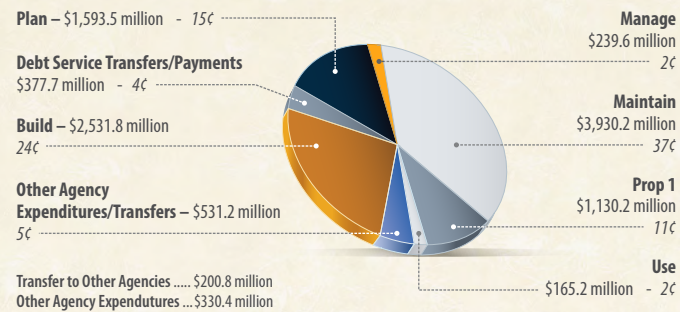
Prepared in cooperation with the US Department of Transportation (Federal Highway Administration and Federal Transit Administration) and the Texas Department of Transportation. The contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions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

**DISTRIBUTION OF TOTAL STATE HIGHWAY FUND\* RECEIPTS**

**TOTAL RECEIPTS:** \$9.936 billion



**TOTAL DISBURSEMENTS\*:** \$10.499 billion



\*Includes all expenditures to appropriated State Highway Fund; FY ending 8/31/2019.

TxDOT graphic

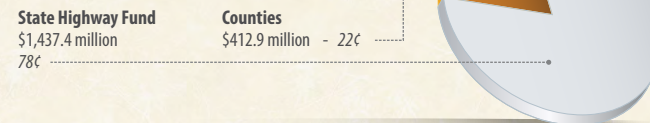
**DISTRIBUTION OF TEXAS MOTOR FUEL TAXES**

**GROSS TAX COLLECTED BY STATE COMPTROLLER:** \$3.667 billion



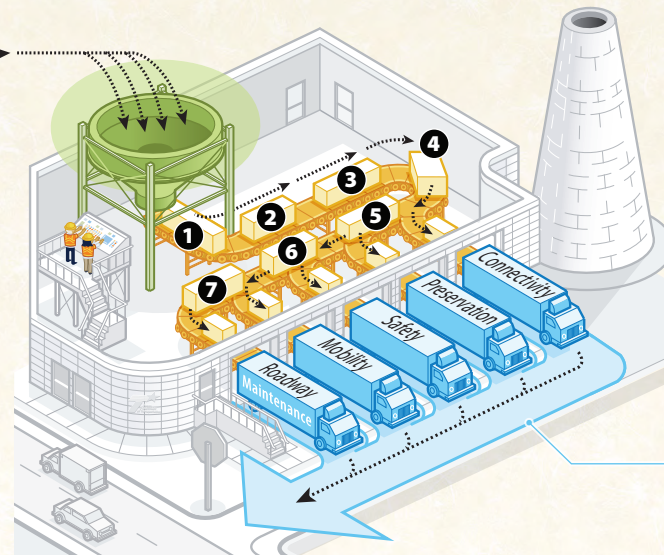
**DISTRIBUTION OF TEXAS MOTOR VEHICLE REGISTRATION FEES**

**GROSS COLLECTIONS:** \$1.850 billion



**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



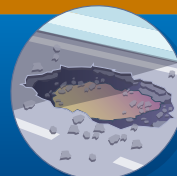
**KUDOS! : Project-Related Comments for the Texas Department of Transportation**

**Debbie S. from Rockwall County:** "Good morning Lane, just wanted to let you know that William Fisher, Charlie and a TxDOT crew came out Wednesday and did a great job on the ditch in front of our home. Thank you to all involved to get this job to completion. Charlie is sending a watering truck for a while and we will be sure the grass is watered as well. He is going to stay in touch on when "hot mix" is available for the main drive. Thanks again, Debbie S."



TEXAS DEPARTMENT OF TRANSPORTATION  
4777 E. Highway 80  
Mesquite, TX  
75150-6643

**FOR MORE INFORMATION:**  
214-320-4480  
dalinfo@txdot.gov  
[www.txdot.gov](http://www.txdot.gov)



**REPORT A POTHOLE:**  
Visit [www.txdot.gov/contact-us/form.html?form=Report\\_a\\_Pothole](http://www.txdot.gov/contact-us/form.html?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>

**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.

**LOOK TWICE FOR MOTORCYCLES ON THE ROAD THIS SUMMER**

**There's a life riding on it.**



A new 2020 campaign poster ad for TxDOT's SHARE THE ROAD: Look Twice For Motorcycles.

**DALLAS** – On average, one motorcyclist dies every day on Texas roads, and transportation officials are urging Texans to exercise caution and limit distractions while on the road, as traffic increases this summer.

TxDOT's annual "Share the Road: Look Twice for Motorcycles" campaign aims to alert drivers to the risks that motorcyclists face and reminds drivers that motorcycles are small and can be hard to see. In 2019, 412 motorcyclists were killed in Texas, and more than 1,800 were seriously injured.

"The six-month period from May through October is the deadliest for motorcycle riders and accounted for 61 percent of motorcycle fatalities in Texas last year," said TxDOT Executive Director James Bass. "That's why we are urging drivers to Look Twice for Motorcycles—there's a life riding on it."

Safety experts say that crashes often occur when drivers make left turns in front of an oncoming motorcyclist,

misjudging the distance and speed of the motorcycle. Last year, 30 percent of Texas motorcycle fatalities occurred in an intersection or were intersection-related.

**TxDOT WANTS DRIVERS TO FOLLOW THESE SAFETY TIPS TO PREVENT VEHICLE/MOTORCYCLE CRASHES:**

- Take extra care when making a left turn. It's easy to misjudge the speed and proximity of an oncoming motorcycle. It's safest to let the motorcycle pass to avoid turning in front of the rider.
- Pay special attention at intersections. Close to one-third of motorcycle fatalities happen at roadway intersections.
- Give driving your full attention. Even a momentary distraction, such as answering a phone call or changing the radio station, can have deadly consequences.
- Look twice when changing lanes. Check mirrors, check blind spots and always use turn signals.

■ Give motorcyclists room when passing them. Move over to the passing lane and don't crowd the motorcyclist's full lane.

■ Stay back. If you are behind a motorcycle, always maintain a safe following distance. When a motorcyclist downshifts instead of applying the brake to slow down, it can catch drivers off guard since there are no brake lights to signal that they are reducing their speed.

■ Slow down. As always, please obey the posted speed limit.

The "Share the Road: Look Twice for Motorcycles" campaign is a key component of #EndTheStreakTX, a broader social media and word-of-mouth effort that encourages drivers to make safer choices while behind the wheel. Nov. 7, 2000 was the last deathless day on Texas roadways. #EndTheStreakTX asks all Texans to commit to driving safely to help end the streak of daily deaths on Texas roadways. ■

## JULY 2020 LET PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST EST. (M)	BID (M)	(%)	EST. TOTAL COST (M)**	CONTRACTOR	
1	1735-01-017	FM 1778	BS 78 F to FM 547	Reconstruct existing pavement and add shoulders	\$7.06	\$5.88	-16.79	\$7.93	A.K. Gillis & Sons, LLC
*	0918-00-305	VA	Various locations on SL 12 and US 287	Install cable barrier	\$3.85	\$4.22	9.65	\$4.52	Altus Constr. LLC
*	0918-47-299	VA	At various locations on I-20, I-30, SL 12 and I-35E	Install glare screens on I-20 and I-30 at various locations in Dallas County	\$2.79	\$2.75	-1.18	\$3.21	Select Maintenance, LLC
<b>EST. JULY 2020 TOTALS</b>					\$13.70	\$12.85	-6.18	\$15.65	
<b>DISTRICT FY ACCUMULATIVE LETTINGS</b>					\$550.13	\$567.94			
<b>DALLAS DISTRICT FY LETTING VOLUME CAP</b>					<b>\$235.08 M</b>				

\*Unmapped.

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

## AUGUST 2020 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)
* 0918-00-356	VA	Replace approximately 576 existing ITS CCTV analog cameras located throughout the Dallas District with digital versions to be compatible with upgraded DaTrans traffic management center video equipment	On state facilities in the Dallas District	\$5.56
<b>ESTIMATED TOTAL</b>				<b>\$5.56 M</b>

\*Unmapped.

## COMPLETED CONSTRUCTION PROJECTS (FROM JULY 1-31, 2020)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE	
1	0091-04-062	SH 289	Rockhill Parkway to north of Eldorado Parkway	Improve traffic signals	\$1.75	07/21/2020
2	0816-05-022	FM 2862	Westover Lane to SH 121	Restore existing pavement & add shoulders	\$3.29	07/02/2020
3	0092-14-092	I-345	North Good Latimer Expressway to SS 366	Full depth concrete repair on frontage roads	\$3.98	07/23/2020
4	1567-01-037	FM 720	South of Martop to US 380	Widen two lane rural to six lane urban divided	\$15.01	07/31/2020
5	0092-05-051	I-45	At FM 1181	Construct intersection improvements	\$1.47	07/16/2020
6	2249-01-008	FM 460	US 80 to FM 740	Rehabilitation of existing pavement & add shoulders	\$1.47	07/16/2020
7	0009-12-072	I-30	At FM 3549	Reconstruct interchange including frontage roads and ramp construction	\$32.88	07/23/2020
<b>ESTIMATED TOTAL</b>				<b>\$59.85 M</b>		

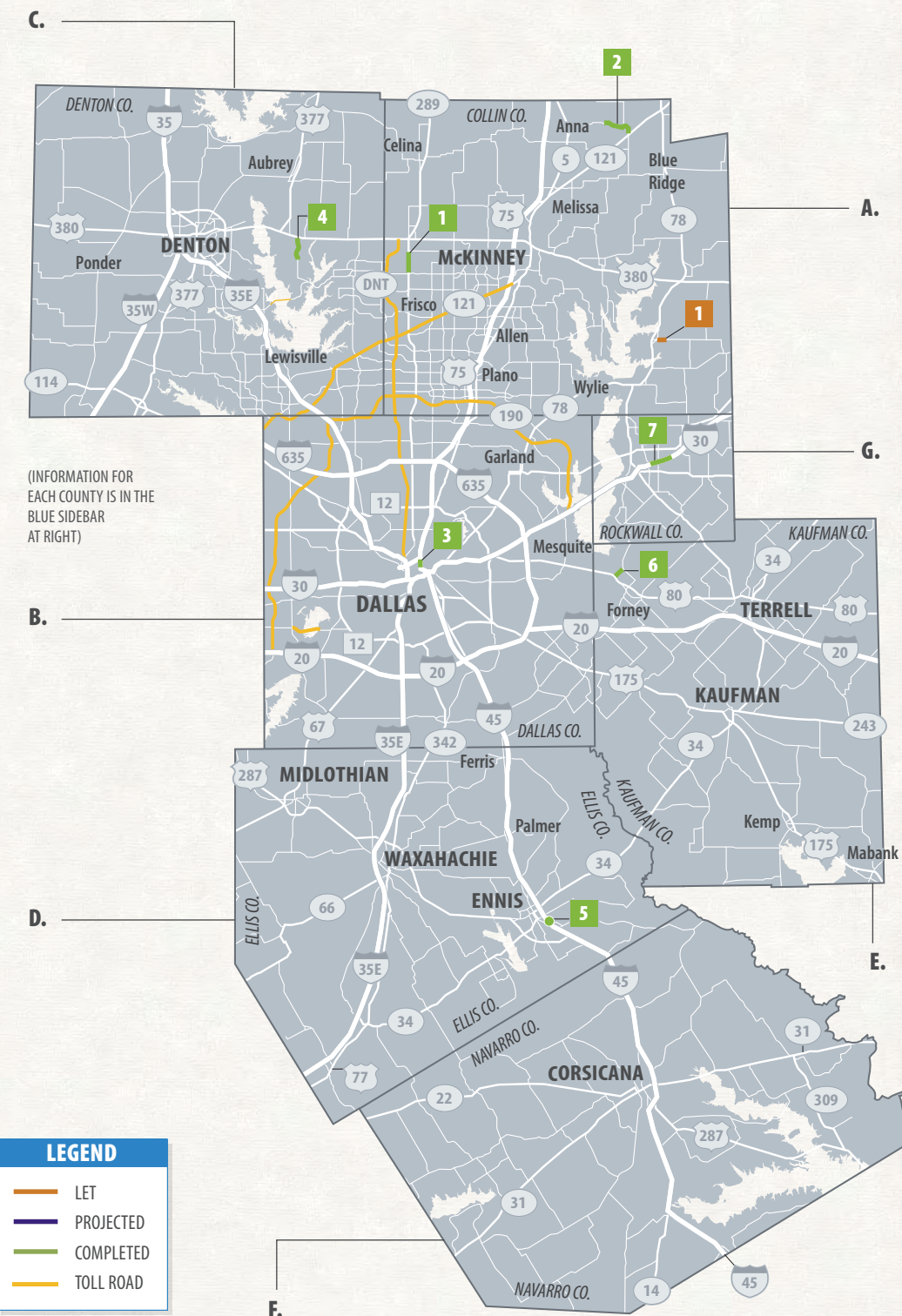
\*Unmapped.

SOURCE: Texas Department of Transportation.

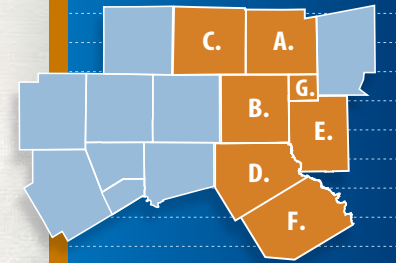
TxDOT graphics

## DALLAS DISTRICT PROJECTS MAP

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



(INFORMATION FOR EACH COUNTY IS IN THE BLUE SIDEBAR AT RIGHT)



### 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.