

## AGENDA

### SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, June 26, 2020

North Central Texas Council of Governments

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

#### **Moment of Silence in Remembrance of George Floyd**

**1:30 – 1:35**

**1. Approval of May 22, 2020, Minutes**

Action       Possible Action       Information      Minutes: 5

Presenter: Bryan Beck, STTC Chair

Item Summary: Approval of the May 22, 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. FY2020 and FY2021 Unified Planning Work Program Modifications**

Presenter: Vickie Alexander, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of modifications to the FY2020 and FY2021 Unified Planning Work Program (UPWP) will be requested, including the addition of \$3,000,000 in Surface Transportation Block Grant Program funds with Transportation Development Credits as a match to the Transportation Improvement Program (TIP) for the Integrated Planning for Regional Transportation, Urban Development, and Stormwater Management project. Direction for staff to also administratively amend the TIP and other administrative/planning documents, as appropriate, to reflect the approved modifications will also be sought.

Background: The Unified Planning Work Program is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization staff. The FY2020 and FY2021 UPWP identifies the activities to be carried out between October 1, 2019, and September 30, 2021. Amendments to this document are being proposed to reflect new initiatives, project updates and funding adjustments. The proposed amendments have been posted on the North Central Texas Council of Governments website for public review and comment, and are also included as [Electronic Item 2.1.1](#). Additional information is provided

in [Electronic Item 2.1.2](#). Comments received as a result of the public outreach process, if any, will be provided.

Performance Measure(s) Addressed:

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

1:40 – 1:50

3. **Effect of COVID-19 Restrictions on Transportation and Endorsement of Economic Opportunities**

Action       Possible Action       Information      Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide an update regarding progress on the RTC4U information system. In addition, support of \$750,000 in funding for transportation elements as part of the region's bid to host the National Hockey League Hub City Tournament will be requested. Staff will also request endorsement of the Regional Transportation Council's (RTC's) action to approve a \$3 million financial backstop to advance the next phase of the North Tarrant Express (NTE)/SH 183 project in Tarrant and Dallas counties.

Background: North Central Texas Council of Governments (NCTCOG) staff is continuing efforts to develop an information system of COVID-19 impacts on transportation. As part of this effort, staff is aggregating smaller projects into the COVID-19 #00X Program to document the successes of project implementation in the region. Staff also continues to work with Cintra and the Texas Department of Transportation (TxDOT) to advance the next phase of the NTE/SH 183 project in Tarrant and Dallas counties. To continue advancing this project, staff proposes a \$3 million financial backstop on the design to expedite implementation. It is anticipated that the RTC will be released of this requirement within six months when TxDOT formally requests Cintra to begin the design of this already approved Section 2E.

In addition, the National Hockey League (NHL) is holding a competition for cities to host the National Hockey League Hub City Tournament. The Dallas Omi, American Airlines Center, and other facilities throughout the region would be used for lodging, practice, and other related activities. The NHL will be announcing its decision during the week of June 22. Since transportation elements are needed as part of the bid to host the event being submitted in the region, the RTC was presented a proposal for NCTCOG staff to submit a letter of support and financial commitment as part of the bid. A copy of the letter is provided in [Electronic Item 3.1](#). Staff proposed that an amount not to exceed \$750,000 be offered to offset the transportation costs for the upcoming National Hockey League Hub City Tournament. The purpose of the commitment is to aid the Dallas Stars and the region to be selected as one of

the two host locations. This would have the direct benefit of increasing air travel, hotel stays, and employment of service industry employees, as well as the indirect benefit of aiding the Dallas-Fort Worth region in returning life closer to normalcy.

[Electronic Item 3.2](#) provides an overview of current activities including information on the NTE/SH 183 project, a list of candidate projects for the region and projects aggregated to the COVID-19 #00X Program to date, as well as information on the NHL proposal.

Performance Measure(s) Addressed:

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

1:50 – 2:00

4. **2020 Traffic Incident Management Equipment Purchase Call for Projects – Updated Recommendations**

- Action
- Possible Action
- Information
- Minutes: 10

Presenter: Camille Fountain, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council approval of the updated 2020 Traffic Incident Management Equipment Purchase Call for Projects recommendations.

Background: The goal of the North Central Texas Council of Governments (NCTCOG) Traffic Incident Management (TIM) Training Program is to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce secondary traffic crashes, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. Non-recurring traffic incidents are responsible for about 50 percent of all congestion. Additionally, the secondary crashes caused by these incidents kill or injure hundreds annually in the Dallas-Fort Worth area. Equipment and technology that aid in quick incident clearance can both assist with keeping motorists and first responders safe on the roadway and assist in improved air quality for the region. In support of the NCTCOG TIM Training Program, funding is available for the purchase of equipment and technology to be used to mitigate traffic incidents in the North Central Texas Nonattainment Area. The 2020 Traffic Incident Management Equipment Purchase Call for Projects recommendation tables are included as [Electronic Item 4.1](#), as well as the presentation in [Electronic Item 4.2](#).

Performance Measure(s) Addressed:

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

2:00 – 2:10

5. **Endorsement of Action Approving \$300,000 in Temporary Interim Funding for Air Quality Initiatives**

Action       Possible Action       Information      Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Endorsement of staff action to approve \$300,000 in temporary, interim funding to support air quality initiatives will be requested. The Regional Transportation Council (RTC) will be asked to ratify this staff action at its July 9, 2020, meeting.

Background: North Central Texas Council of Governments selected Air Quality staff are funded out of the Management and Operations Program. The transition between multiyear agreements with the Texas Department of Transportation was not completed in time. It is anticipated multiyear agreements will be completed in approximately 90 days. RTC Local funds are being programmed as an interim measure in advance of the anticipated formal funding agreements. [Electronic Item 5](#) includes additional information.

Performance Measure(s) Addressed:

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

2:10 – 2:20

6. **Interstate Highway 45 Zero-Emission Vehicle Corridor Plan Update**

Action       Possible Action       Information      Minutes: 10

Presenter: Bethany Hyatt, NCTCOG

Item Summary: Staff will provide an update regarding the Interstate Highway (IH) 45 Zero-Emission Vehicle Deployment Plan and an invitation to participate as a stakeholder.

Background: North Central Texas Council of Governments staff, with the assistance of Houston-Galveston Area Council and other key stakeholders, are working to develop an Alternative Fuels Corridor Deployment Plan. This initiative is funded through an award from the Federal Highway Administration. The goal is to establish an actionable plan to enable zero-emission vehicle travel along IH 45, including both electric vehicle charging and hydrogen refueling infrastructure. [Electronic Item 6](#) provides a status update of this plan thus far.

Performance Measure(s) Addressed:

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

2:20 – 2:30

7. **Local Government Energy Reporting Update**

Action       Possible Action       Information      Minutes: 10

Presenter: Bailey Muller, NCTCOG

Item Summary: Staff will provide an overview of the impacts of the North Central Texas Council of Governments (NCTCOG) efforts to increase the rate of local government energy reporting submitted to the State Energy Conservation Office (SECO). A summary of various energy management resources developed will also be presented.

Background: Texas' demand for power continues to grow faster than any other state in the United States, creating an increase in emissions and impact to air quality. To mitigate the potential emissions impacts and demand on the grid, Texas passed legislation in 2001 mandating local governments in and near nonattainment areas to set a goal to reduce their electricity consumption by 5 percent every year. This requirement is detailed in the Texas Health and Safety Code §388.005(c). Legislation passed in the 2019 session updated this requirement, resetting the baseline at September 1, 2019, and extending the requirements to 2026. To increase compliance with and awareness of this reporting requirement, NCTCOG staff has developed resources, offered trainings, and provided technical assistance to increase local government response rates to required reporting, as well as their ability to implement actions that help conserve energy use. [Electronic Item 7](#) provides more detail.

Performance Measure(s) Addressed:

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

2:30 – 2:35

8. **Surface Transportation Technical Committee Officers and Announcement of New Regional Transportation Council Officers**

Action       Possible Action       Information      Minutes: 5

Presenter: Dan Kessler, NCTCOG

Item Summary: Staff will brief the Surface Transportation Technical Committee (STTC) on its officers and the Regional Transportation Council (RTC) officers for the 2020-2021 term.

Background: According to the RTC Bylaws and Operating Procedures, the Executive Board of the North Central Texas Council of Governments annually designates a Chair, Vice Chair, and Secretary for STTC. STTC officers being recommended for approval by the Board are Brian Moen, Chair, Assistant Director of Transportation, City of Frisco; Tanya Brooks, Vice Chair, Assistant Director, Transportation and Management Division, Transportation and Public Works, City of Fort Worth; and Ceason G. Clemens, Secretary, Deputy District Engineer, Texas Department of Transportation, Dallas District. In addition, the new Regional Transportation Council officers are Roger Harmon, Chair, County Judge, Johnson County; Theresa Daniel, Ph.D., Vice Chair, Commissioner, Dallas County; and Ann Zadeh, Secretary, Councilmember, City of Fort Worth.

Performance Measure(s) Addressed:

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

2:35 – 2:35

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. Auto Occupancy/High-Occupancy Vehicle Quarterly Subsidy Report ([Electronic Item 9.1](#))
  2. Metropolitan Transportation Plan Policy Bundle Round 4 ([Electronic Item 9.2](#))
  3. Regional Safety Advisory Committee New Member Appointments ([Electronic Item 9.3](#))
  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 9.4](#))
  7. North Central Texas Council of Governments as SmartWay Affiliate in Action (<https://www.epa.gov/smartway/smartway-affiliates-action>)
  8. Progress North Texas ([www.nctcog.org/ourregion](http://www.nctcog.org/ourregion))
  9. May Online Input Opportunity Minutes ([Electronic Item 9.5](#))
  10. Public Comments Report ([Electronic Item 9.6](#))
  11. 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 July 24, 2020.**

**MINUTES**

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
May 22, 2020**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, May 22, 2020, at 1:30 pm, by WebEx/audio conference. 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 April 24, 2020, Minutes:** The minutes of the April 24, 2020, meeting were approved as submitted in Electronic Item 1. Jim O'Connor (M); John Polster (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 2.1. **2020 Traffic Incident Management Equipment Purchase Call for Projects – Recommendations:** A recommendation for Regional Transportation Council approval of the 2020 Traffic Incident Management Equipment Purchase Call for Projects recommendations, provided in Electronic Item 2.1.1, was requested. Additional information was provided in Electronic Item 2.1.2.
  - 2.2. **Federal Functional Classification System Amendments:** A recommendation for Regional Transportation Council approval of four amendments to the currently approved Federal Functional Classification System, provided in Electronic Item 2.2 and updated in Electronic Item 2.2.1, was requested.

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

3. **2021-2024 Transportation Improvement Program Draft Listings:** Brian Dell presented efforts over the past year to develop the 2021-2024 Transportation Improvement Program (TIP) project listings. Transportation funding and project implementation is a cooperative effort among the North Central Texas Council of Governments (NCTCOG), Texas Department of Transportation (TxDOT) districts, local governments, and other transit and transportation agencies. Mr. Dell highlighted the TIP development process, which includes the review of existing projects and additional locally funded projects of regional significance with respective entities. Needed revisions to existing project schedules, funding, and/or scopes are completed to create revised project listings which are financially constrained based on estimated future revenues in the Unified Transportation Program. In addition, staff conducted a Metropolitan Transportation Plan and air quality conformity review to ensure project listings are consistent and meet conformity requirements. Public and Committee/Council comment has also been requested on the draft project listings and upon approval will be submitted to TxDOT and the Federal Highway Administration for approval. A summary of the scope of programming was presented. Moving forward in the 2021-2024 TIP are approximately \$15.2 billion in roadway and transit projects. This includes over 950 projects from 64 implementing agencies. Details of the various funding included in the 2021-2024 TIP, as well as the development process, were provided in Electronic Item 3 and the financially constrained draft project listings for the 2021-2024 TIP were provided at [https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Fund/TIP/21-24TIP/STTC\\_Action\\_21\\_24DraftProjectListings.pdf](https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Fund/TIP/21-24TIP/STTC_Action_21_24DraftProjectListings.pdf). Mr. Dell noted that only projects in fiscal

years 2021-2024 will be included in the new TIP. Projects in fiscal years 2025 and later will be included in Appendix D to allow project development activities such as environmental clearance to continue. The timeline for this effort was highlighted. If approved, staff will submit the final 2021-2024 TIP to TxDOT for including in the statewide TIP in July 2020, with Texas Transportation Commission approval in September 2020. Federal approval is expected in the October/November timeframe. A motion was made to recommend Regional Transportation Council approval of the projects and project changes identified in the project listings, as well as the ability for staff to amend the Unified Planning Work Program and other administrative documents as needed. Onyinye Akujuo (M); John Polster (S). The motion passed unanimously.

4. **Southeast Dallas County Funding Partnership:** Michael Morris provided an overview of proposed funding partnerships with three cities in southeast Dallas County. Details were provided in Electronic Item 4. For the first partnership, staff initially worked with the City of Balch Springs for several years on a project involving the private sector. The City learned that federal funds would be received too late in the process for the project, so assistance was requested for an alternate project for improvements to Hickory Tree Road from Elam Road to Lake June Road. North Central Texas Council of Governments (NCTCOG) staff proposed the Regional Transportation Council (RTC) fund the design of the project with \$500,000 of Surface Transportation Block Grant Program funds. Staff will work with the City to develop a project that will mitigate congestion, but that is also context-sensitive and facilitate future economic growth and present findings to the Committee. The second proposed funding partnership is with the Town of Sunnyvale and includes two projects: 1) Collins Road from Tripp Road to Town East Boulevard (\$450,000 in Regional Toll Revenue funding for engineering) and 2) Tripp Road from The Falls Drive to Belt Line Road (\$800,000 in Regional Toll Revenue funds for construction). This partnership aids in community revitalization and is a major partner in the George Bush Extension. In the final proposed partnership, the City of Hutchins has requested assistance for improvements at the intersection of IH 45 and Dowdy Ferry Road. The project addresses two interchanges north of the International Inland Port of Dallas and would improve mobility in the area. The Texas Department of Transportation (TxDOT) is proposing Texas U-turns to help with intersection capacity. Staff is working closely with the district and proposed to fund the project with \$3.7 million of Congestion Mitigation and Air Quality Improvement Program funds (including a State match from TxDOT) with TxDOT funding the design of the project. A map of the proposed projects was highlighted. A motion was made to recommend Regional Transportation Council approval of the partnerships outlined in Electronic Item 4, as well as the ability to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other administrative/planning documents as needed. Clarence Daugherty (M); Stanford Lynch (S). The motion passed unanimously.
5. **2021 Unified Transportation Program and Regional 10-Year Plan Update:** Brian Dell presented information on the 2021 Unified Transportation Program and the Regional 10-Year Plan update. Texas House Bill (HB) 20 requires that metropolitan planning organizations (MPOs) develop 10-year plans using performance-based planning and project selection methods. This includes projects funded with Category 2 (MPO selected), Category 4 (TxDOT district selected), and Category 12 (TTC selected) funds. The first Regional 10-Year Plan was approved in December 2016 and since has been updated three times, with the last update in September 2019 in conjunction with the development of the Unified Transportation Program (UTP). Since September 2019, the Texas Department of Transportation has begun development of the 2021 UTP. North Central Texas Council of Governments (NCTCOG) staff has coordinated with the TxDOT districts regarding project



updates and potential new projects. Projects were scored by NCTCOG staff and to satisfy a January 31, 2020, deadline set forth by TxDOT, NCTCOG drafted a project listing that includes project scores, project revisions and potential new projects. The list was refined in February and March 2020 as a result of funding targets being received after the January 31 deadline and refined projects listings were resubmitted. In addition to developing the 2021 UTP, an update to the 2020 UTP was approved by the Texas Transportation Commission on April 30, 2020, in order to fund the IH 35 project in Austin. In order to fully fund the IH 35 project, the TTC programmed Category 12 funds that otherwise could have been used for projects in other region of the state. This action, combined with lower than anticipated revenues, has led to a decline in the amount of funding coming to the region through the UTP. Existing projects are generally not impacted, but projects with cost overruns may not be addressed and new projects were largely not able to be added. Mr. Dell highlighted the project scoring process used for the Regional 10-Year Plan update, which was detailed in Electronic Item 5.3. Additional projects were submitted by TxDOT to include in the Corridor Preservation Program, which consists of projects that may be added to the Regional 10-Year Plan in the future and need a preliminary commitment in order to commence preconstruction activities such as right-of-way acquisition. In addition, some projects that were previously part of the listing are being proposed for construction funding through the latest update, but very few due to decreased available revenues. A map identifying the proposed projects for the Regional 10-Year Plan was highlighted. A proposed list of projects was provided in Electronic Item 5.1 and additional information about the process was provided in Electronic Item 5.2. During development of the Regional 10-Year Plan, staff created a set of principles by which to adhere: 1) projects should be included in Mobility 2045, 2) focus on system versus new, stand-alone projects, 3) fully fund existing projects before funding new projects, 4) ensure equity of county allocations, 5) reintroduce toll lanes/tolled managed lanes on selected corridors, 6) re-fund all RTC projects when possible (address in future 10-Year Plan update), 7) ensure all RTC projects are approved in 2021 UTP (including placeholders such as US 380 and north/south arterials in Collin County), and 8) projects must be scored and should have a score sufficient to qualify for funding. Staff will continue efforts to finalize project selections and updates in coordination with TxDOT staff and provide listings to the Regional Transportation Council (RTC) for approval at its June 11, 2020, meeting. Once the Texas Transportation Commission weighs in and approves the 2021 UTP, projects changes will be brought back to the Committee and RTC. A timeline for the effort was reviewed. John Polster discussed Category 12 Clear Lanes proposed funding. He asked for clarification that this funding may or may not be available given the fact the Commission has proposed Category 12 funding for IH 35 in Austin. In addition, regarding IH 35 in Denton County north of the split to the county line, he noted that it was his understanding that the section was funded originally in the 2020 UTP, but noted the first two projects on Page 6 of Reference Item 5.1 that shows Category 12 Clear Lanes and Category 12 Strategic Priority proposed. Mr. Dell confirmed that Mr. Polster was correct regarding the availability of funding related to IH 35 in Austin. In addition, Mr. Dell clarified that the amounts in red, bold, and underlined are newly proposed, otherwise funds are being carried forward that were previously approved. Clarence Daugherty discussed the placeholder projects in Collin County and asked how the proposed project amounts were determined. Michael Morris explained efforts to identify control-section-job (CSJ) numbers for the north/south roadways and US 380 in Collin County. Staff has worked with the TxDOT Dallas district to find CSJ numbers to which funds can temporarily be identified for Commission approval. Once the Commission approves the 2021 UTP, modifications can be made to place the funding on the appropriate projects. Currently, the north/south funding has been placed on CSJ 0135-04-036 and US 380 funding has been placed on CSJ 0135-03-053. Regarding the funding amounts, staff effectively backed into those numbers by placing as much funding as possible through the

Collin County allocation established in December 2016. A motion was made to recommend Regional Transportation Council approval of list of proposed projects provided in Electronic Item 5.1. Clarence Daugherty (M); John Polster (S). The motion passed unanimously.

6. **Congestion Management Process Update:** Natalie Bettger provided an update on efforts underway to update the region's Congestion Management Process (CMP). The CMP is a federally mandated planning document and process that helps outline how to continue to monitor and analyze the transportation system to determine how best to plan for congestion in the future. Regulations are not prescriptive towards the methods, approaches, and strategies in the CMP, with the focus on how the region implements demand reduction and operational improvements to maximize the existing system and only adding capacity as a final option. Potential improvements include demand management strategies, as well as operational, public transportation, and technology improvements. The eight-step process to develop the CMP was highlighted and details were provided in Electronic Item 6. During the evaluation process, there are four main criteria for identifying deficiencies within corridors: 1) recurring congestion, 2) safety, 3) non-recurring congestion, and 4) pavement and bridge condition. In addition, staff conducts a corridor asset inventory to determine alternative modes of travel available along the corridor and what operational improvements can be made within the corridor to identify best strategies for addressing deficiencies. Example strategies include implementing traffic incident management programs, employer trip reduction programs, addition of transit or bicycle pedestrian facilities, and others. Staff also reviews performance measures after a strategy is implemented, often in comparison to performance before implementation, to better assess and understand the benefits of the identified strategies that may be applicable in other corridors. Ms. Bettger highlighted the schedule for the CMP update which includes a proposed workshop in the fall and Committee action in December 2020.
7. **Effect of COVID-19 Restrictions on Transportation: Information System RTC4U:** Michael Morris presented information about performance metrics impacting transportation in the Dallas-Fort Worth region because of COVID-19 restrictions. The creation of an information system, RTC4U, will help the Regional Transportation Council (RTC) identify early actions to neutralize negative impacts in the region. The first metric is travel behavior response to COVID-19. Two things trigger travel behavior, government restrictions and the comfort individuals feel about COVID-19. Both are easily represented in the travel behavior response and staff proposes to track in real time for all modes of transportation. Focus on this data will help the region identify actions to reduce negative impacts. The second metric is financial implications to traditional revenue sources impacting transportation in the region. COVID-19 restrictions may impact the loan on SH 360, North Texas Tollway Authority bonds, transit agencies, Proposition 1 and Proposition 7 revenues, traditional Texas Department of Transportation (TxDOT) resources, gasoline tax, and others. The RTC may choose to adjust because of these impacts to revenue sources. A third metric is travel behavior responses that provide benefits to areas of RTC responsibility such as congestion management, national performance measures, and the ozone standard. The fourth metric is the prioritization of infrastructure improvements resulting in economic benefits offsetting unemployment increases, which is the source of the recent op-ed piece. Mr. Morris discussed various metrics including air quality and continued ozone exceedances, congestion management, as well as impacts to Dallas-Fort Worth passenger enplanements. In addition, he also discussed options to leverage projects such as funding potentially available from the private-sector provider for SH 183 for capacity improvements totaling approximately \$162 million. The improvements will create a lane imbalance near Dallas Fort Worth International Airport, and the private sector has proposed an additional \$860 million of improvements as an extension of the current facility to balance lanes between SH 121 and SH 161. In addition, \$270 million is proposed for payment to TxDOT

for lane balance improvements east of SH 161 for a total of \$1.3 billion to the region. This is an example of an innovative project that can proceed through partnership with the private sector. Mr. Morris also discussed elements of the recent op-ed piece outlining how the region no longer has the luxury to do what it wants but must do what it needs. In response to the existing funding constraints, the region should return to the efforts of the financial crisis response from 2009. During that time, the cost of construction index was 25 percent lower which allowed for approximately \$2 billion in projects to proceed during this time due to cost savings. Other examples include a potential federal infrastructure bill, public-private partnerships as part of the RTC Legislative Program, taking advantage of low interest rates, and the use of infrastructure bonds. As previously discussed, leveraging and innovative funding are important elements. Candidate projects were highlighted, including the approximate \$20 billion private-sector, high-speed rail investment between Dallas and Houston and the advancement of the environmental document for high-speed technology between Dallas and Fort Worth. Efforts continue on the Virgin Hyperloop One Certification Center, autonomous transit, freeway induction loops, SH 183 improvements by the private sector, and US 75 technology lanes. He noted that related projects will be included in the COVID-19 #00X Program to track how the region moved forward with projects through innovation.

8. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.
  1. Latest on High-Speed Rail from Dallas to Houston (Electronic Item 8.1)
  2. United States Department of Transportation Secretary Elaine Chao Thanks America's Public Transit Workers (<https://www.youtube.com/watch?v=5eUUVw-mirU>)
  3. Metropolitan Transportation Plan Policy Bundle Round 4 (Electronic Item 8.2)
  4. Air Quality Funding Opportunities or Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
  5. Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
  6. Recent Podcasts in Collaboration with the North Texas Commission (<https://podcasts.apple.com/us/podcast/topic-north-texas/id1485003695#episodeGuid=9db98ebf-23a0-4365-aa17-1e2b3750609b>)
  7. Status Report on Ozone (Electronic Item 8.3)
  8. April Online Input Opportunity Minutes (Electronic Item 8.4)
  9. June Online Input Opportunity Notice (Electronic Item 8.5)
  10. Public Comments Report (Electronic Item 8.6)
  11. Written Progress Report:
    - Local Motion (Electronic Item 8.7)
9. **Other Business (Old and New):** John Polster asked if the Surface Transportation Technical Committee will be making new officer appointments to the Committee in conjunction with the Regional Transportation Council's appointment of officers. Dan Kessler noted that efforts have begun to prepare Committee officer nominations for consideration by the North Central Texas Council of Governments Executive Board at its June 25, 2020, meeting.
10. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on June 26, 2020.

The meeting adjourned at 2:35 pm.



North Central Texas Council of Governments

TO: Surface Transportation Technical Committee

DATE: June 19, 2020

FROM: Vickie Alexander  
Program Manager

SUBJECT: Modifications to the FY2020 and FY2021 Unified Planning Work Program for Regional Transportation Planning

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

Listed below, and in the following attachment, is the third set of proposed modifications to the FY2020 and FY2021 UPWP. Included in these amendments are new initiatives, project updates and funding adjustments. The proposed modifications have been posted on the NCTCOG website for public review and comment. Comments received as a result of the public outreach process, if any, will be provided.

**Transportation Planning Fund (TPF) Modifications**

- 2.01 Travel Forecasting Support (program additional \$100,000 TPF to support continued activities related to Regional Travel Model development and application)
- 2.02 Transportation Data Development (program additional \$50,000 TPF to support continued activities related to the collection, integration, analysis and dissemination of transportation data)
- 2.03 Demographic Data and Forecasts (program additional \$70,000 TPF to support continued activities associated with the creation of data products and models related to land use and demographic data)
- 2.03 Demographic Data and Forecasts – Participant Statistical Area Program (program additional \$50,000 TPF to support continued efforts in the validation of 2020 Census geographies)
- 3.02 Regional Air Quality Planning -- Air Quality Planning (program \$40,000 TPF and update text to reflect University Partnership Program assistance in identifying barriers to telecommuting in low-income areas and determining if having Internet access or computer equipment would impact their vehicle trips)

- 4.03 Ensuring Nondiscrimination and Environmental Justice in MPO Planning/Program Activities (program additional \$50,000 TPF to support continued data collection and outreach efforts related to ensuring that protected populations are included and involved in the transportation planning process)
- 5.02 Subarea Studies and Local Government Assistance – Comprehensive Transportation Planning Studies and Technical Support (update text to add City of Celina Comprehensive Plan as a Roadway Category 2 project for technical assistance)
- 5.04 Transportation Asset Management – National Highway System Infrastructure Performance Measures and Transportation Asset Management Plan Coordination and Reporting (program \$50,000 TPF and update text to reflect University Partnership Program assistance in determining the vulnerability and durability of critical infrastructure to strategically inform projects and maintenance prioritization strategies relative to asset management and federal performance measures on infrastructure condition)
- 5.11 Automated Vehicle Technology – Automated Vehicles: Planning (program \$50,000 TPF and update text to reflect University Partnership Program assistance in modeling the impacts of telecommuting on the transportation system and evaluating whether and how automated vehicles can improve access to jobs and services for access-deprived populations/areas in Dallas-Fort Worth)
- VIII. Overview of Work Program Funding (update Exhibit VIII-1, FY2020 and FY2021 TPF Programming Summary, to reflect an increase in FY2020 TPF allocation by \$33,834 in Federal Transit Administration [FTA] 5303 funds and \$99,617 in FY2019 Federal Highway Administration [FHWA] PL-112 carryover funds to reflect actual dollars based on work orders from the Texas Department of Transportation [TxDOT] as opposed to estimates used during Work Program development; also reflect the programming of an additional \$460,000 TPF for FY2020 and FY2021 based on the modifications proposed above)

#### **Other Funding Source Modifications**

- 1.03 Fiscal Management and Information Systems – Fiscal Information Systems (move \$323,800 Surface Transportation Block Grant Program [STBG] funds to Subtask 3.01, Transportation Project Programming – Regional Project Tracking, Monitoring, Assessment, and Software Development Project; funds no longer needed in Subtask 1.03)
- 1.04 Computer System Applications and Data Management – Computer Resource Management and Equipment Purchases (program \$37,000 Regional Transportation Council [RTC] Local funds for the purchase of laptop computers for staff, and monitors/televisions and accessories for Transportation Department conference rooms; update text to reflect the use of RTC local funds for equipment purchases)

- 1.04 Computer System Applications and Data Management – Regional Digital Aerial Imagery (program an additional \$212,000 STBG funds, \$2,000 TxDOT funds, and \$51,000 local funds to fund the project)
- 3.01 Transportation Project Programming – Regional Project Tracking, Monitoring, Assessment, and Software Development Project (program \$323,800 STBG funds moved from Subtask 1.03, Fiscal Management and Information Systems – Fiscal Information Systems to support continued improvements to the Transportation Improvement Program database)
- 3.03 Air Quality Management and Operations (program \$300,000 RTC Local funds as emergency grant funding pending approval of federal funding agreement and update text in the Consumer Initiatives element to reflect use of RTC Local funds; reference to RTC Local funds already included in other two elements)
- 3.04 Public Transportation Planning and Management Studies – Regional Transit Planning Assistance (program \$485,000 STBG funds moved from Subtask 5.01, Regional Transportation Studies, to support a pilot transit study for colleges and universities)
- 3.04 Public Transportation Planning and Management Studies – Regional Transit Planning Assistance (program \$300,000 Regional Toll Revenue [RTR] funds moved from Subtask 5.01, Regional Transportation Studies – Regional Passenger Rail Innovative Finance Initiative, to support work activities on the Frisco passenger rail corridor; update text to reflect work on the rail corridor and use of RTR funds as a funding source)
- 3.05 Transit Operations – Sustainability and Innovative Solutions for Transit (program \$30,000 RTC Local funds and update text to reflect University Partnership Program assistance in innovative data collection activities related to environmental justice populations)
- 4.02 Coordination of Transportation and Environmental Planning Processes – Integrated Planning for Regional Transportation, Urban Development, and Stormwater Management (program \$300,000 RTC Local funds to initiate the project as overall work plan is finalized, and \$3,000,000 STBG funds with Transportation Development Credits as match. In addition, via this action, the larger dollar amount of \$3,000,000 STBG funds with Transportation Development Credits as match will also be added to the Transportation Improvement Program. STTC has previously been briefed on the funding plan for this project to include federal non-transportation funds integrated with federal transportation funds. Also update text to add community engagement and analysis, and reflect use of RTC Local funds, STBG funds, and Transportation Development Credits.)
- 5.01 Regional Transportation Studies – Corridor Studies/Environmental Studies Support (update text to add Denton County to the US 380 project)

- 5.01 Regional Transportation Studies (move \$485,000 STBG funds that were programmed in error to Subtask 5.01 to Subtask 3.04, Public Transportation Planning and Management Studies – Regional Transit Planning Assistance, to support a pilot transit study for colleges and universities)
- 5.01 Regional Transportation Studies – Regional Passenger Rail Innovative Finance Initiative (move \$300,000 RTR funds to Subtask 3.04, Public Transportation Planning and Management Studies – Regional Transit Planning Assistance, to support work activities on the Frisco passenger rail corridor; update text to reflect that work on the rail corridor will be carried out in Subtask 3.04)
- 5.06 Regional Freight Planning (program \$40,000 STBG funds and update text to reflect University Partnership Program assistance on a freight economic analysis of transportation infrastructure improvements in the DFW region)
- 5.11 Automated Vehicle Technology – Updated Regional Automated Vehicle Program (remove \$822,560 local funds from project and update text to delete reference to use of local funds as a funding source)
- VIII. Overview of Work Program Funding (update Exhibit VIII-3, Anticipated Equipment/Software Purchases/Leases, to add \$25,000 RTC Local funds for the purchase of laptop computers and \$12,000 RTC Local for the purchase of monitors/televisions and accessories funded in Subtask 1.04, Computer System Applications and Data Management – Computer Resource Management and Equipment Purchases)

**The following modifications have previously been approved by the Regional Transportation Council (e.g., via the Transportation Improvement Program) and/or NCTCOG Executive Board and are now being incorporated into the Unified Planning Work Program:**

- 3.03 Air Quality Management and Operations – Fleet and Commercial Strategies (program \$2,494,496 in Environmental Protection Agency funds and \$5,060,000 in local funds to reflect receipt of a grant award under the Clean Diesel Funding Assistance Program to provide funding for projects that improve air quality by reducing emissions from diesel vehicles or equipment)
- 3.04 Public Transportation Planning and Management Studies – Regional Transit Planning Assistance (program additional previously approved \$11,500 STBG funds to support county transit studies)
- 3.05 Transit Operations – FTA Urban Funding Grant Administration (program \$10,776,382 Federal Transit Administration 5307 funds provided through the Coronavirus Aid, Relief, and Economic Security [CARES] Act for local small public transit providers to prevent, prepare for, and respond to COVID-19; update text to reflect this emergency assistance funding for activities)

- 5.01 Regional Transportation Studies – Corridor Studies/Environmental Studies Support (program \$200,000 TxDOT funds to provide technical assistance to TxDOT as requested for various corridors throughout the region)
- 5.01 Regional Transportation Studies – High-Speed Passenger Technology Core Express Service (program an additional \$6,000,000 STBG funds to support consultant assistance for the Dallas to Fort Worth High-speed Transportation Connections Study)
- 5.01 Regional Transportation Studies – Strategic Corridor Initiatives (program \$50,000 RTC Local to expedite environmental clearance and design review for major surface transportation projects; update text to reflect the use of RTC Local funds as a funding source)
- 5.01 Regional Transportation Studies – High-speed Passenger Technology (program additional \$250,000 previously approved Regional Toll Revenue funds to support environmental clearance and design review for high-speed passenger technology)
- 5.05 Congestion Management Planning and Operations – Transportation System Management and Operations (program additional previously approved \$259,305 STBG funds and \$64,550 TxDOT funds to support consultant contract optional renewals to host and operate the 511DFW Traveler Information System and Information Exchange Network)

Please contact Vercie Pruitt-Jenkins at (817) 608-2325 or [VPruitt-Jenkins@nctcog.org](mailto:VPruitt-Jenkins@nctcog.org) or me at (817) 695-9242 or [valexander@nctcog.org](mailto:valexander@nctcog.org) if you have any questions or comments regarding these proposed modifications to the FY2020 and FY2021 UPWP prior to the Surface Transportation Technical Committee meeting. A recommendation will be requested at the meeting for Regional Transportation Council approval of the proposed modifications.

vpj  
Attachment



## AMENDMENT #3 TO THE FY2020 AND FY2021 UNIFIED PLANNING WORK PROGRAM

### 1.04 Computer System Applications and Data Management

#### Computer Resource Management and Equipment Purchases

##### *Other Funding Sources*

Regional Transportation Council Local funds will be utilized to purchase or lease equipment or software that may not be eligible for federal reimbursement. Such items may include, but are not limited to:

- Desktop, portable and tablet computers; and
- Monitors/televisions and accessories.

### 3.02 Regional Air Quality Planning

#### Teleworking and Telelearning: The Next Generation

##### *Transportation Planning Funds*

University Partnership Program assistance will be utilized in teleworking and telelearning activities that focus on identifying locations within the region where computer and internet resources are limited, understanding if such resources limit travel flexibility, and recommending solutions. The idea of teleworking is not new. In the early 1990s, this concept was a vital tool in the solutions toolbox to reduce vehicle emissions and improve air quality. Over the past few decades, companies moved away from this option. Today's widespread access to internet services and improvements in equipment made teleworking more viable. Talk of 5G and other communication upgrades offers increased hope that more people will work and learn from home. Unfortunately, many small communities and households in urban areas report that they do not have internet access or a computer. This element is ongoing throughout FY2021, and anticipated products include:

- Report that identifies locations in the Dallas-Fort Worth region with limited computer and internet resources;
- Surveys of area needs, issues, and roadblocks for addition and/or improvement of teleworking and/or telelearning capabilities;
- Data on potential resources to better equip areas for teleworking and/or telelearning; and
- Recommended solutions to ensure implementation of needed tools for an area to successfully participate in tele-activities.

### 3.03 Air Quality Management and Operations

#### Consumer Initiatives

##### *Other Funding Sources*

This work element will be supported through Congestion Mitigation and Air Quality Improvement Program funds, Surface Transportation Block Grant Program funds, Department of Energy funds, **Regional Transportation Council Local funds**, Transportation Development Credits, and private funding sources. This element is ongoing throughout FY2020 and FY2021. Anticipated products include:

- Opportunities for individuals to try vehicles on a short-term basis, through avenues such as loaner programs or ride-and-drives;
- Educational and awareness events, such as an annual National Drive Electric Week event and car care clinics;
- Pilot projects to evaluate potential for emissions reductions through public awareness campaigns, such as an Idle Free School Zones project that includes a before-and-after emissions assessment;
- Education about consumer practices that can reduce vehicle emissions, such as idle reduction and proper vehicle maintenance;
- Incentives for consumers to adopt cleaner technologies or behavior changes;
- Communications about incentives available to citizens for cleaner, lower-emitting technologies;
- Comments and recommendations to state and federal agencies regarding consumer incentive programs;
- Periodic meetings, training classes, education, and recommendations for law enforcement, federal and State agencies and other interested parties regarding emissions enforcement and similar programs; and
- Enhancement of existing programs such as the Regional Smoking Vehicle Program's reporting and correspondence and air quality data information systems.

### 3.04 Public Transportation Planning and Management Studies

#### Regional Transit Planning Assistance

##### *Other Funding Sources*

This planning activity is ongoing throughout both FY2020 and FY2021 supporting activities that encourage short- and long-term transit implementation planning for local governments and transit providers. Activities include providing assistance to subgrantees as they implement identified strategies and recommendations. Other initiatives include providing technical assistance and general planning support to local governments with transit implementation options **and investigating innovative funding and implementation opportunities for regional passenger rail systems including the Irving to Frisco passenger rail corridor**. Efforts will include, but are not limited to, comprehensive transit studies for: colleges and universities; and Collin, Dallas, Denton, Kaufman, Rockwall, and Tarrant Counties. Federal Transit Administration, ~~and~~ Surface Transportation Block Grant Program, **and Regional Toll Revenue** funds, as well as

Transportation Development Credits will support these activities. Consultant assistance will be used. Anticipated products include:

- Planning conducted on behalf of Urbanized Area Formula Program subrecipients based on identified needs;
- Planning and implementation assistance to local governments based on requested and identified needs;
- Procurement and executed agreements for consultant assistance; ~~and~~
- Reports on transit implementation options in identified subregions that may include potential public transit implementation options, funding sources (public and private), and increased regional connections-; **and**
- **Mapping of potential alignment alternatives.**

### 3.05 Transit Operations

#### FTA Urban Funding Grant Administration

##### *Other Funding Sources*

This implementation activity is ongoing throughout FY2020 and FY2021, supporting all responsibilities NCTCOG assumes as the designated recipient for Federal Transit Administration (FTA) grant funds received for urbanized areas in the region. General responsibilities include program administration, project implementation, grant management and program oversight for all subgrantees who receive funds through the Bus and Bus Facilities Program, Congestion Mitigation and Air Quality Improvement Program, Enhanced Mobility of Seniors and Individuals with Disabilities Program, Job Access/Reverse Commute Program, New Freedom Program and the Urbanized Area Formula Program. **In FY2020, activities will also include the administration of emergency assistance funding made available by FTA to subgrantees in response to COVID-19 through the Coronavirus Aid, Relief, and Economic Security (CARES) Act.** Federal Transit Administration funds, Regional Transportation Council (RTC) Local funds, subgrantee local funds, and Transportation Development Credits will support these activities. Consultant assistance may be used. Anticipated products include:

- FY2020 and FY2021 funding allocations;
- **CARES Act funding allocations;**
- Strategic Partnerships;
- Grant and agreement management;
- Application of oversight and compliance initiatives;
- Funding disbursement of reimbursable project expenses to subgrantees;
- Administration of a vehicle lease program;
- Submittal of coordinated reports on behalf of subgrantees; and
- Procurements for services and equipment, including buses, on behalf of subgrantees.

## Sustainability and Innovative Solutions for Transit

### *Other Funding Sources*

This implementation activity is ongoing throughout both FY2020 and FY2021, supporting coordination and implementation of sustainable transit initiatives and innovative solutions. The Program supports Chapter 461 of the Texas Transportation Code that focuses on maximizing the benefits of the State's investment in public transit through the coordination of services and other innovative transit-related projects. Activities include developing and implementing a regional equitable transit fares program **and gathering data to improve transportation planning efforts** for older adults, individuals with disabilities, ~~and~~ individuals with low incomes, **and additional environmental justice populations**. Regional Toll Revenue funds and Regional Transportation Council Local funds will support these activities. Anticipated products include:

- Implementation of an equitable transit fare program to be coordinated with transit authorities, NCTCOG, and private partners;
- **Assistance from the University Partnership Program to conduct innovative data collection activities related to environmental justice populations;**
- Short- and long-range solutions that move the region toward more comprehensive, coordinated, accessible, efficient, and effective public transit services; and
- Policies, programs and projects that support and encourage sustainable transportation options around the region while elevating customer service and air quality.

## **4.02 Coordination of Transportation and Environmental Planning Processes**

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

#### *Other Funding Sources*

Throughout FY2020 and FY2021, activities contained in this Work Program element concentrate on the integration of regional transportation planning, regional stormwater management, urban development planning, and environmental planning for the purposes of identifying impacts and alleviating risks from severe weather events such as flooding, as well as from other current and future disruptive environmental factors. This comprehensive planning initiative would include assessments of infrastructure and land-use vulnerabilities, analysis of potential lifecycle-based adaptability and durability measures, and determination of possible delivery and maintenance strategies aimed at improving operational capabilities and reducing risk from flooding. Established initially through a working group of partners and stakeholders located in Wise, and portions of Dallas, Denton, Ellis, Johnson, Parker, and Tarrant Counties (specifically, the combined watersheds of the Clear Fork, Elm Fork, and West Fork Trinity River basins), this effort would account for future transportation infrastructure plans, future land-use plans, and the resultant stormwater runoff and/or other environmental effects expected to occur based on these plans. Information and outcomes produced from this preliminary study could ultimately be used to conduct similar, all-inclusive, and contiguous studies facilitating opportunities throughout North Central Texas that may reduce lifecycle costs and other burdens to infrastructure and urban development as regional growth continues. The funding source for this initiative is ~~anticipated to be~~ **Surface Transportation Block Grant Program funds, Regional Transportation Council Local funds, Transportation Development Credits, and anticipated** federal non-

transportation funds (e.g., US Housing and Urban Development/General Land Office) ~~integrated with federal transportation funding~~. Anticipated products may include:

- Development, application, and technical analysis of dynamic numerical models for estimating the extent and severity of flooding and other environmental effects;
- Creation and maintenance of Geographic Information System (GIS) map layers, relational databases, web applications, and other technical tools supporting surveys/inventories, spatial analyses, permitting, and project implementation monitoring;
- Benefit-cost analyses and other economic outputs assessing potential multi-disciplinary alternative applications;
- **Community engagement and analysis using the Community Health and Resource Management (CHARM) scenario planning tool in coordination with the Federal Emergency Management Agency (FEMA);**
- Identification or incorporation of performance measures and evaluation criteria;
- Engineering products and tools aimed to calculate infrastructure/land-use design parameters, performance degradation, and lifecycle needs;
- Coordination with resource agencies, technical committees, stakeholders, and other partners highlighting outreach, education, training, and regulatory needs and actions; and
- Documentation of recommended policies, programs, and/or projects.

## 5.01 Regional Transportation Studies

### Corridor Studies/Environmental Studies Support

#### *Other Funding Sources*

Texas Department of Transportation funds will also be utilized to carry out the work activities noted above, as well as corridor-level mobile source air toxics analyses. The following projects will be performed using Texas Department of Transportation funds:

- US 75 – Dallas/Collin County
- US 80/IH 30 (Dallas/Rockwall/Kaufman/Hunt Counties)
- **US 380 – Collin County/Denton Counties**
- IH 635 East
- City Map (Downtown Dallas Freeway Coordination Study)
- SH 190 East Branch

### Strategic Corridor Initiatives

#### *Other Funding Sources*

Throughout FY2020 and FY2021, the program activities will provide assistance to advance all surface modes of transportation, including passenger rail, freight rail, and roadway improvements, particularly on those projects that deal with multiple transportation modes and asset management initiatives. Surface Transportation Block Grant Program funds, Regional Toll Revenue funds, **Regional Transportation Council Local funds**, and Transportation Development Credits will support this effort. Work products will vary depending on the work performed and could include:

- Meeting summaries;
- Comment review; and
- Technical memorandums.

## Regional Passenger Rail Innovative Finance Initiative

### *Other Funding Sources*

During FY2020 and FY2021, NCTCOG staff will further investigate innovative funding and implementation opportunities for regional passenger rail systems. NCTCOG staff will coordinate efforts with DART, DCTA, and Trinity Metro, as well as representatives from local government, state, and federal agencies; property owners and developers to investigate the possible funding options. NCTCOG, working with stakeholders, will explore options under state and local laws for project implementation, and financial and governance structures to advance all regional passenger rail projects. Efforts will include, but are not limited to, the Frisco passenger rail corridor. **Work on the Frisco passenger rail corridor will be carried out under Subtask 3.04.** Consultant assistance may be utilized for this initiative, and Regional Toll Revenue funds will be used. The following products will be delivered as the result of work done on this project:

- Technical memorandums documenting analysis related to project implementation, and financial and governance structure options; and
- Mapping of potential alignment alternatives.

## **5.02 Subarea Studies and Local Government Assistance**

### Comprehensive Transportation Planning Studies and Technical Support

#### *Transportation Planning Funds*

##### Roadway

##### Category 2

- City of Cleburne Thoroughfare Plan
- Dallas County Major Capital Improvement Program (MCIP)
- City of Dallas Comprehensive Thoroughfare Plan Update
- Tarrant County (Mansfield/Kennedale) Business 287/Kennedale Parkway Corridor Study
- Dallas County Thoroughfare Plan Update
- Fort Worth Subarea Transportation Plan
- Western Tarrant County Transportation Initiative
- Hunt County Thoroughfare Plan
- East-West Connector for Dallas Fort Worth International Airport
- City of Balch Springs Master Thoroughfare Plan Update
- City of Dallas Bishop Arts Transportation Plan
- City of Wylie Collin College Regional Transportation Study
- City of Lake Worth Thoroughfare Planning Assistance
- City of White Settlement Thoroughfare Planning Assistance
- **City of Celina Comprehensive Plan**

## 5.04 Transportation Asset Management

### National Highway System (NHS) Infrastructure Performance Measures and Transportation Asset Management Plan (TAMP) Coordination and Reporting

#### *Transportation Planning Funds*

Improved asset management requires acknowledgment and engagement of the various environmental and economic risks that can affect infrastructure vulnerability and longevity. A durable system not only reduces the probability of component failure but also reduces the potential extent and severity of overall destruction, service interruption, and recovery time as the result of major disruptive events such as severe weather (e.g. flooding, drought, extreme heat, etc.). To that end, this element also includes an initiative with the University Partnership Program (UPP) to appraise the endurance dimensions of transportation infrastructure in North Central Texas. This work will form the basis for conducting system-wide multi-level criticality and vulnerability assessments, establishing customized durability enhancement tactics, and developing decision-making and/or economic justification tools to aid in prioritization of multimodal durability measures and strategic projects, as appropriate.

Work will be ongoing throughout FY2020 and FY2021 and the following products will be delivered as the result of work done on this element:

- Collection and analysis of NHS pavement and bridge data in coordination with TxDOT and local jurisdictions with NHS roadways;
- Establishment and reporting of NHS pavement and bridge performance targets in coordination with TxDOT and in accordance with federal deadlines;
- Distribution of presentations and reports to guide incorporation of NHS infrastructure performance measures and TAMP findings into updates to the MTP and TIP; and
- Development and maintenance of a web page on NHS infrastructure conditions and TAMP compliance, including status updates, meeting materials, and resource information;
- **Creation of multi-level color-coded vulnerability analysis and condition ratings maps for existing and future regional transportation infrastructure modes; and**
- **Formulation of a multi-level asset endurance measurement model customized for North Central Texas infrastructure and environmental characteristics, yet consistent/compatible with USDOT parameters concerning TAMP and other performance management requirements.**

## 5.06 Regional Freight Planning

#### *Other Funding Sources*

This subtask is ongoing throughout FY2020 and FY2021, assessing the impact of truck traffic, rail freight, and other freight movement issues within and through the DFW region. This task includes the collection and analysis of data pertaining to freight mobility and safety. These tasks will include continued coordination with private-sector partners in the trucking, rail, and freight-forwarding businesses. Consultant ~~and/or University Partnership Program (UPP)~~ assistance may be utilized ~~for supporting planning studies and analysis~~. **University Partnership Program (UPP) assistance will be initiated in FY2021 for a freight economic analysis of transportation**

**infrastructure improvements in the Dallas-Fort Worth region. The objective of this study is to develop an agency-friendly data-supported freight economic analysis framework to identify and quantify the short-term and long-term economic benefits of infrastructure improvements in the region.** Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support this project. Anticipated products include:

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

## 5.11 Automated Vehicle Technology

### Automated Vehicles: Planning

#### *Transportation Planning Funds*

This program is ongoing throughout FY2020 and FY2021 providing planning for the arrival of automated vehicles and determining the impact of such vehicles on the transportation system. Strategies include analyzing the impact of automated vehicles and monitoring legal development relating to automated vehicles. **University Partnership Program assistance will be utilized in FY2021 in modeling the impacts of telecommuting on the transportation system and evaluating if and how automated vehicles can improve access to jobs and services for access-deprived populations and areas in Dallas-Fort Worth.** Anticipated products include:

- Support for existing NCTCOG programs, including transportation planning and modeling;
- Monitoring of automated vehicle laws and policies;
- Establishment of information clearinghouse for region on automated vehicle issues;
- Planning and coordination of pilot programs advancing the deployment of automated vehicles; ~~and~~
- Liaison on automated vehicle issues with public and private parties. ~~and~~
- **University Partnership Program final report on Access via New Technologies: Autonomous Vehicles, Telework, and Shared Fleets.**



## Updated Regional Automated Vehicle Program (AV 2.0)

### *Other Funding Sources*

The Planning grants will be accessible by public entities that indicate they are interested in future AV deployments. Assistance could include, but is not limited to, traffic modeling, identifying use cases, policy development, public outreach and education, scenario planning, and land-use planning. The Implementation Cost grants will be accessible by public entities with active AV deployments. Eligible costs for reimbursement could include, but are not limited to local government staff and consultant time, infrastructure upgrades, legal services, public education, safety, and software and technical expertise. The Regional Strategic Investments will be selected through a competitive process at a later date. Surface Transportation Block Grant Program funds, [local funds](#), and Transportation Development Credits will be utilized. Consultant assistance may be utilized. Anticipated products include:

- Automated transportation planning resources for local partners;
- Reimbursement opportunities for local partners that deploy automated transportation solutions;
- Comprehensive projects that address transportation “pinch-points” in the region that require public intervention; and
- Financial and operational support for local partners hosting an automated vehicle implementation.

## **VIII. Overview of Work Program Funding**

### **Proposed Budget**

The US Department of Transportation provides funds through programs of the Federal Highway Administration and the Federal Transit Administration. Both FHWA PL 112 and FTA 5303 funds are provided annually to Metropolitan Planning Organizations to support metropolitan regional transportation planning activities based on an 80 percent federal/20 percent local match requirement. TxDOT will provide the 20 percent match for the FHWA 112 and FTA 5303 funds for FY2020 and FY2021 to the MPO to carry out the UPWP in the form of transportation development credits. These transportation development credits are provided by metropolitan areas building toll roads and are used on a statewide basis to provide the match funds needed for all metropolitan planning organizations. The FY2020 and FY2021 FHWA and FTA funding levels reflected in this program are summarized in Exhibit VIII-1. The formula-based FHWA PL 112 allocation to the Unified Planning Work Program for the Dallas-Fort Worth Metropolitan Area is \$8,728,069 in FY2020 and \$7,455,075 in FY2021 for a two-year total of \$16,183,144. The

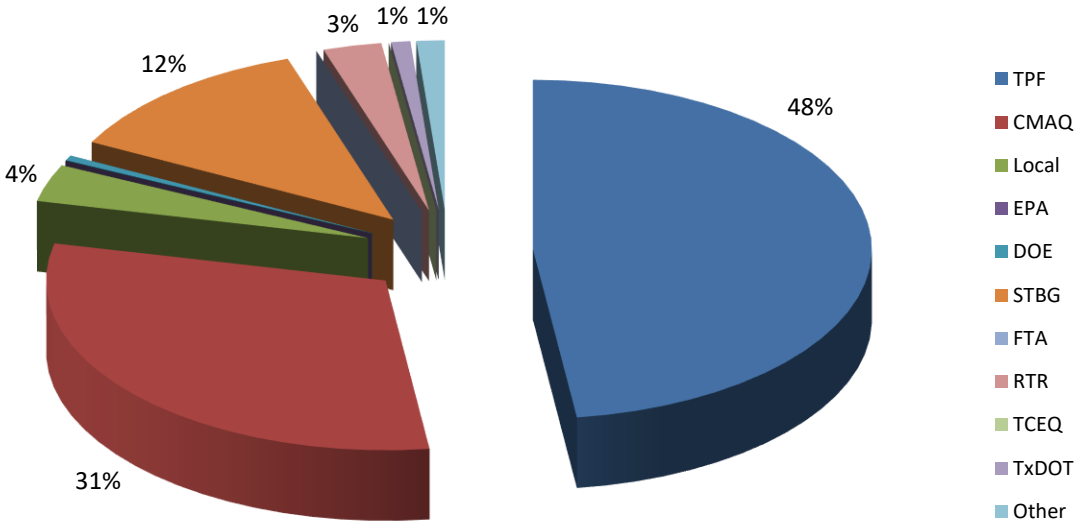
Federal Transit Administration 5303 funding is ~~\$2,886,792~~ **\$2,920,626** in FY2020 and \$2,886,792 in FY2021 for a two-year total of ~~\$5,773,584~~ **\$5,807,418**. An estimated balance of ~~\$4,529,838~~ **\$4,629,455** in unexpended/unobligated FHWA PL 112 funding will be available from the FY2019 authorization. Each of these funding amounts is incorporated by source agency into the Work Program by task and subtask. Total FHWA PL 112 and FTA 5303 funding for the FY2020 and FY2021 UPWP is estimated at ~~\$26,486,566~~ **\$26,620,017**. Transportation Planning Funds in the amount of ~~\$22,810,600~~ **\$23,270,600** have been programmed and allocated to each of the UPWP subtasks as shown in Exhibit VIII-2. These programmed funds include the FTA 5303 allocation of ~~\$5,773,584~~ **\$5,807,418**, the estimated FY2019 FHWA PL112 fund balance of ~~\$4,529,838~~ **\$4,629,455**, and ~~\$12,507,178~~ **\$12,833,727** of Fiscal Years 2020 and 2021 FHWA PL 112 funding. The remaining balance of Fiscal Years 2020 and 2021 FHWA PL 112 funds of ~~\$3,675,966~~ **\$3,349,417** is anticipated to be carried over to Fiscal Year 2022.

## E. Funding Summary

Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
1.01	\$3,825,200			
		\$3,288,000	CMAQ	
		\$53,500	DOE	
		\$4,000	NCTCOG Local	
<b>Subtotal</b>				<b>\$7,170,700</b>
1.02	\$506,300			
		\$196,200	Local	
		\$119,800	NCTCOG Local	
		\$350,800	STBG	
<b>Subtotal</b>				<b>\$1,173,100</b>
1.03				
		\$2,400	Local	
		\$20,000	NCTCOG Local	
		\$300,000	RTR	
		<b>\$1,000</b>	STBG	
<b>Subtotal</b>				<b>\$323,400</b>
1.04	\$821,800			
		<b>\$980,000</b>	STBG	
		<b>\$184,000</b>	Local	
		<b>\$98,000</b>	TXDOT	
<b>Subtotal</b>				<b>\$2,083,800</b>
<b>Total</b>	<b>\$5,153,300</b>	<b>\$5,597,700</b>		<b>\$10,751,000</b>

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

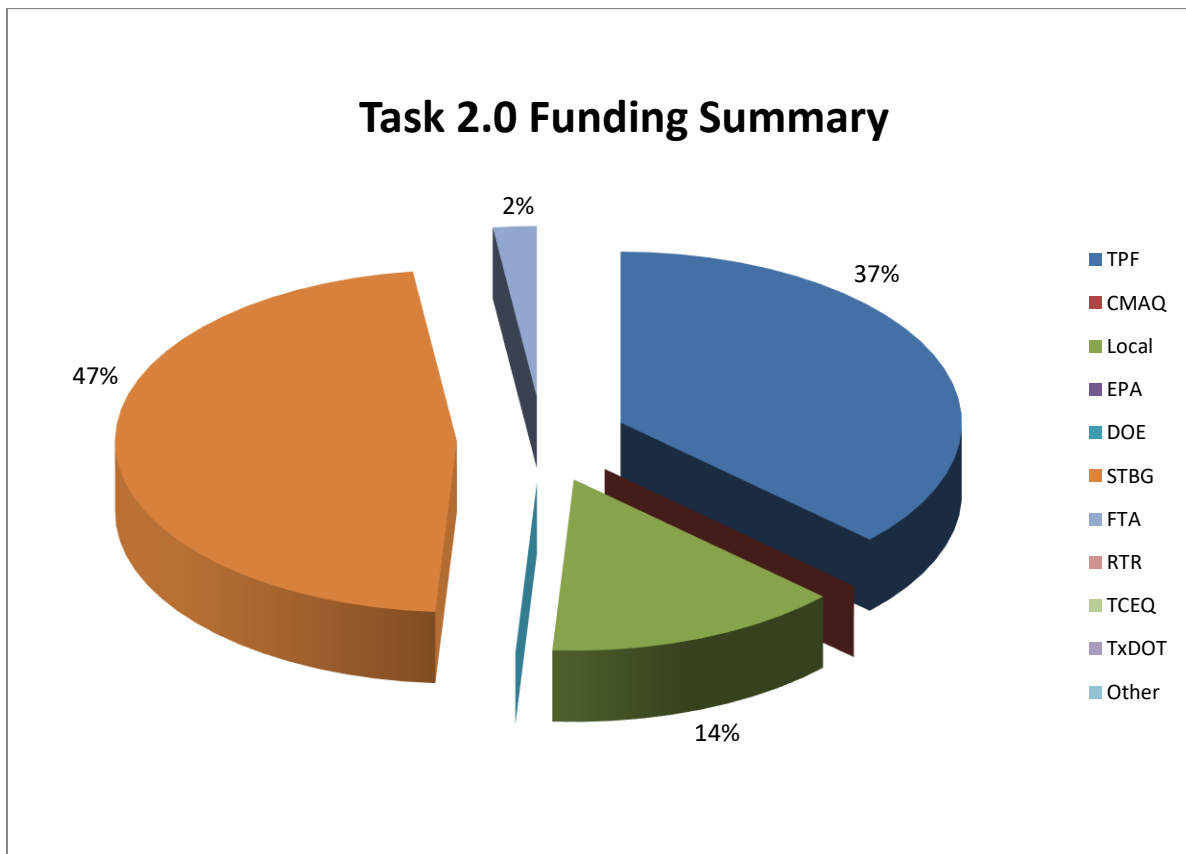
# Task 1.0 Funding Summary



## E. Funding Summary

Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
2.01	\$1,737,300			
		\$188,600	FTA	
		\$1,194,520	Local	
		\$4,295,600	STBG	
<b>Subtotal</b>				<b>\$7,416,020</b>
2.02	\$560,700			
		\$88,500	Local	
<b>Subtotal</b>				<b>\$649,200</b>
2.03	\$1,086,600			
<b>Subtotal</b>				<b>\$1,086,600</b>
<b>Total</b>	<b>\$3,384,600</b>	<b>\$5,767,220</b>		<b>\$9,151,820</b>

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

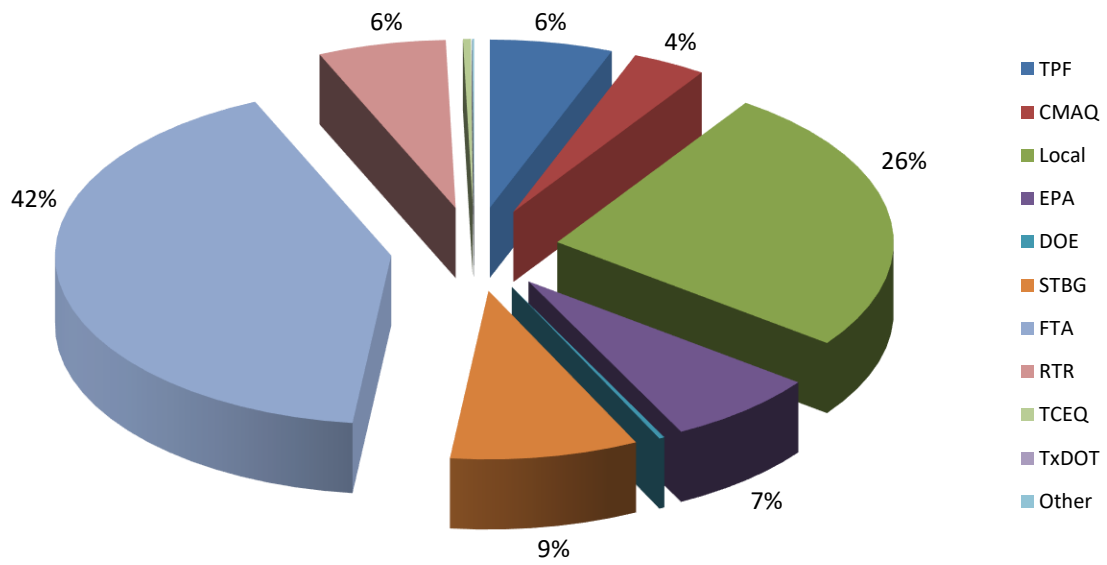


## E. Funding Summary

Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
3.01	\$2,304,600	\$1,888,000	RTR	
		<b>\$1,218,400</b>	STBG	
<b>Subtotal</b>				<b>\$5,411,000</b>
3.02	<b>\$1,117,400</b>	\$100,000	TCEQ	
<b>Subtotal</b>				<b>\$1,217,400</b>
3.03		\$3,088,360	CMAQ	
		\$229,560	DOE	
		<b>\$6,340,435</b>	EPA	
		\$80,000	FHWA	
		<b>\$16,205,075</b>	Local	
		\$4,774,400	STBG	
		\$230,950	TCEQ	
<b>Subtotal</b>				<b>\$30,948,780</b>
3.04	\$1,706,100	\$850,000	FTA	
		<b>\$300,000</b>	RTR	
		<b>\$1,854,500</b>	STBG	
<b>Subtotal</b>				<b>\$4,710,600</b>
3.05		<b>\$35,176,382</b>	FTA	
		<b>\$6,130,000</b>	Local	
		\$3,167,400	RTR	
<b>Subtotal</b>				<b>\$44,473,782</b>
<b>Total</b>	<b>\$5,128,100</b>	<b>\$81,633,462</b>		<b>\$86,761,562</b>

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

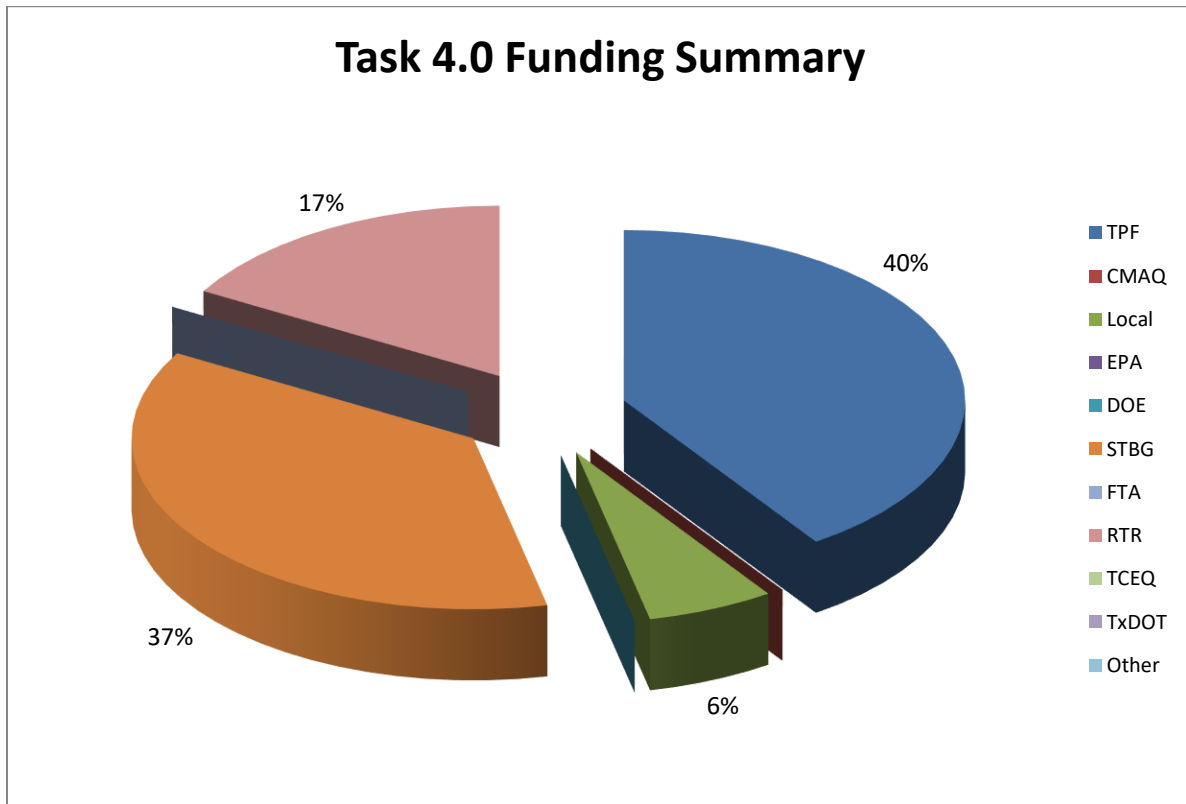
### Task 3.0 Funding Summary



## E. Funding Summary

Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
4.01	\$2,314,000			
<b>Subtotal</b>				<b>\$2,314,000</b>
4.02	\$498,400			
		<b>\$492,500</b>	Local	
		\$1,361,180	RTR	
		<b>\$3,000,000</b>	<b>STBG</b>	
<b>Subtotal</b>				<b>\$5,352,080</b>
4.03	<b>\$391,200</b>			
<b>Subtotal</b>				<b>\$391,200</b>
4.04	\$99,200			
<b>Subtotal</b>				<b>\$99,200</b>
<b>Total</b>	<b>\$3,302,800</b>	<b>\$4,853,680</b>		<b>\$8,156,480</b>

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



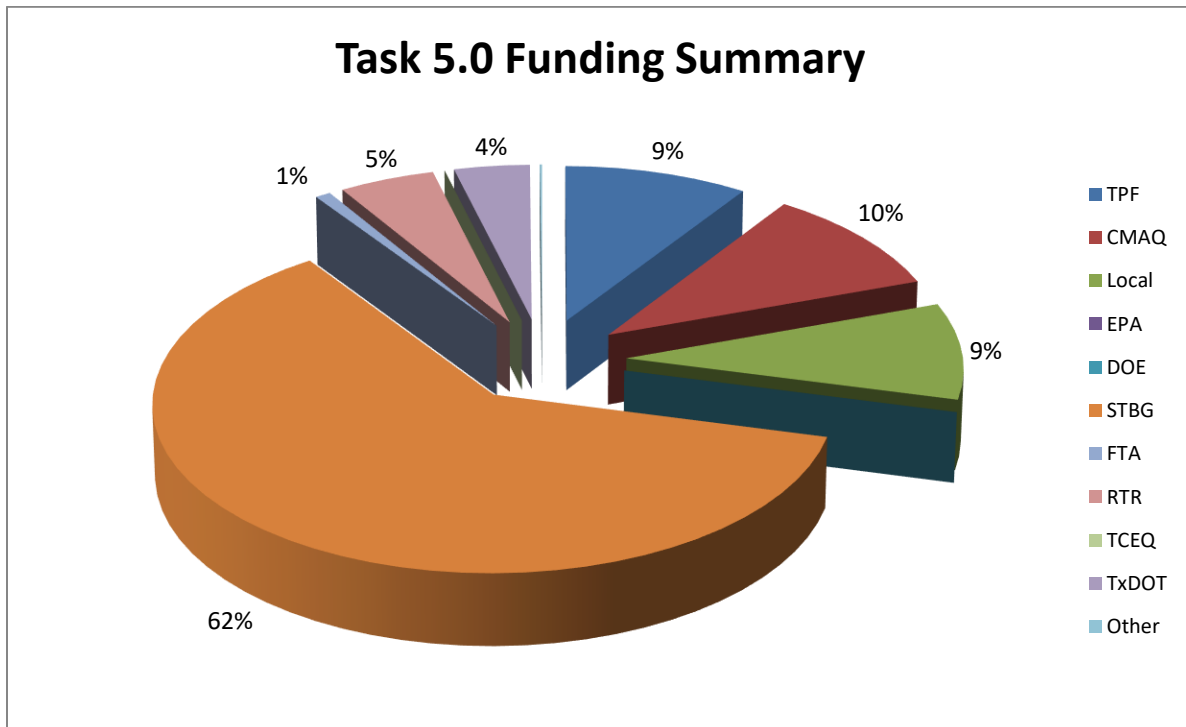


## E. Funding Summary

Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
5.01	\$1,244,800			
		\$736,700	Local	
		\$76,400	NTTA	
		\$2,575,600	RTR	
		\$17,025,400	STBG	
		\$200,000	TxDOT	
<b>Subtotal</b>				<b>\$21,858,900</b>
5.02	\$1,195,100			
		\$155,100	RTR	
<b>Subtotal</b>				<b>\$1,350,200</b>
5.03	\$787,400			
		\$557,500	CMAQ	
		\$529,800	FTA	
		\$1,810,665	Local	
		\$4,402,700	STBG	
<b>Subtotal</b>				<b>\$8,088,065</b>
5.04	\$360,000			
		\$350,000	STBG	
<b>Subtotal</b>				<b>\$710,000</b>
5.05	\$1,002,500			
		\$6,206,740	CMAQ	
		\$2,042,200	Local	
		\$547,900	RTR	
		\$10,989,805	STBG	
		\$2,319,685	TXDOT	
<b>Subtotal</b>				<b>\$23,108,830</b>
5.06	\$52,300			
		\$1,396,400	STBG	
<b>Subtotal</b>				<b>\$1,448,700</b>
5.07	\$58,700			
<b>Subtotal</b>				<b>\$58,700</b>
5.08	\$613,900			
		\$24,000	Local	
		\$725,280	STBG	
<b>Subtotal</b>				<b>\$1,363,180</b>
5.09	\$160,800			
		\$813,900	Local	
<b>Subtotal</b>				<b>\$974,700</b>

Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
5.10		\$281,100	Local	
<b>Subtotal</b>				<b>\$281,100</b>
5.11	<b>\$826,300</b>	<b>\$63,100</b>	Local	
		\$122,500	CMAQ	
		\$6,371,240	STBG	
		\$64,975	TXDOT	
<b>Subtotal</b>				<b>\$7,448,115</b>
5.12		\$500,000	Local	
<b>Subtotal</b>				<b>\$500,000</b>
<b>Total</b>	<b>\$6,301,800</b>	<b>\$60,888,690</b>		<b>\$67,190,490</b>

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

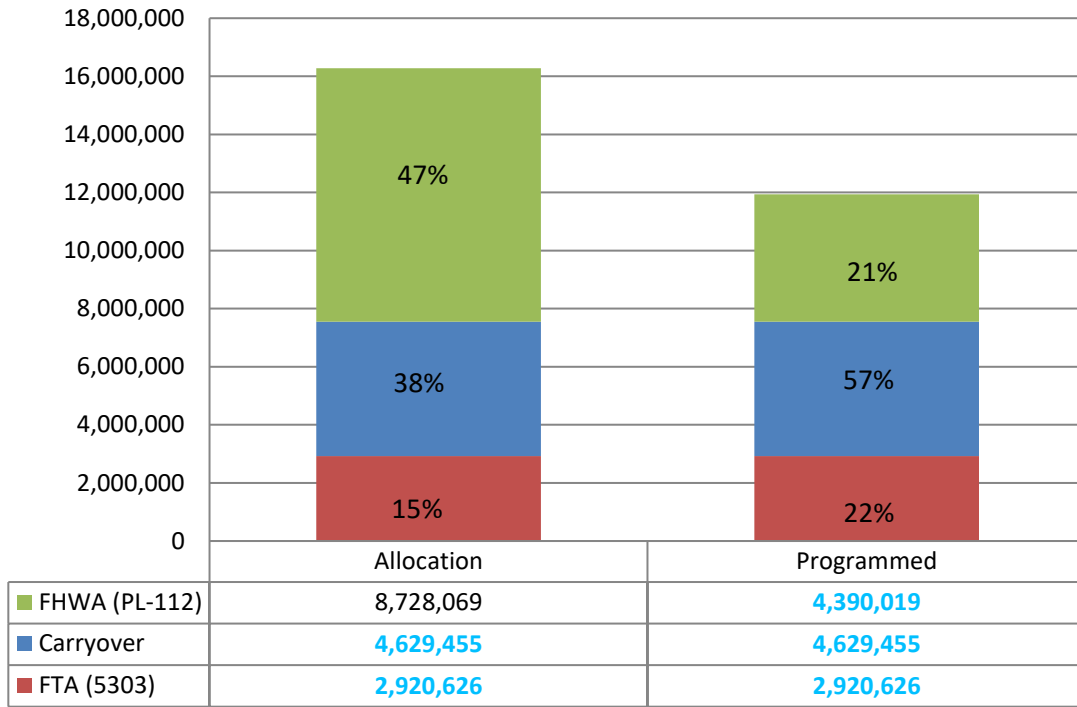


**EXHIBIT VIII-1**

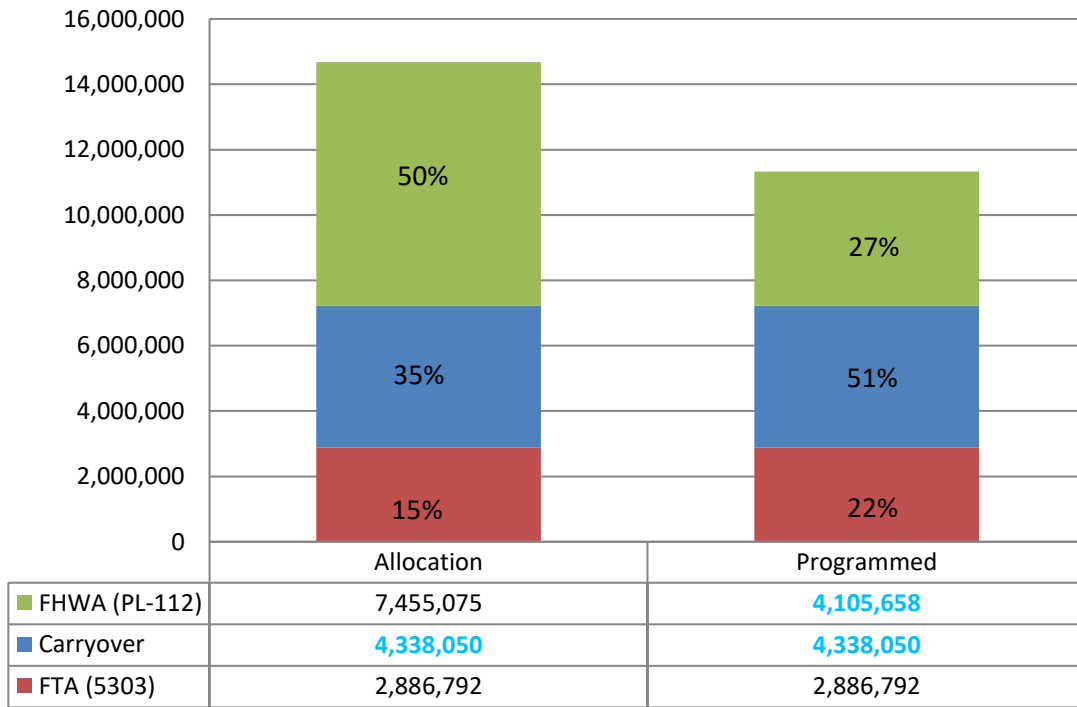
**FY2020 AND FY2021 TPF PROGRAMMING SUMMARY**

	FY2020		FY2021	
	Allocation	Programmed	Allocation	Programmed
FTA Section 5303	2,920,626	2,920,626	2,886,792	2,886,792
<b>FHWA (PL-112)</b>				
Carryover	4,629,455	4,629,455	4,338,050	4,338,050
New Allocation	8,728,069	4,390,019	7,455,075	4,105,658
<b>Total TPF</b>	<b>16,278,150</b>	<b>11,940,100</b>	<b>14,679,917</b>	<b>11,330,500</b>
Carryover		4,338,050		3,349,417
<b>Two-Year Totals</b>				
FTA Section 5303	5,807,418			
FHWA PL-112	20,812,599			
<b>Total</b>	<b>26,620,017</b>			
<b>Programmed</b>	<b>23,270,600</b>			
<b>Carryover</b>	<b>3,349,417</b>			

### Summary of TPF 2020 Funding Levels



### Summary of TPF 2021 Funding Levels

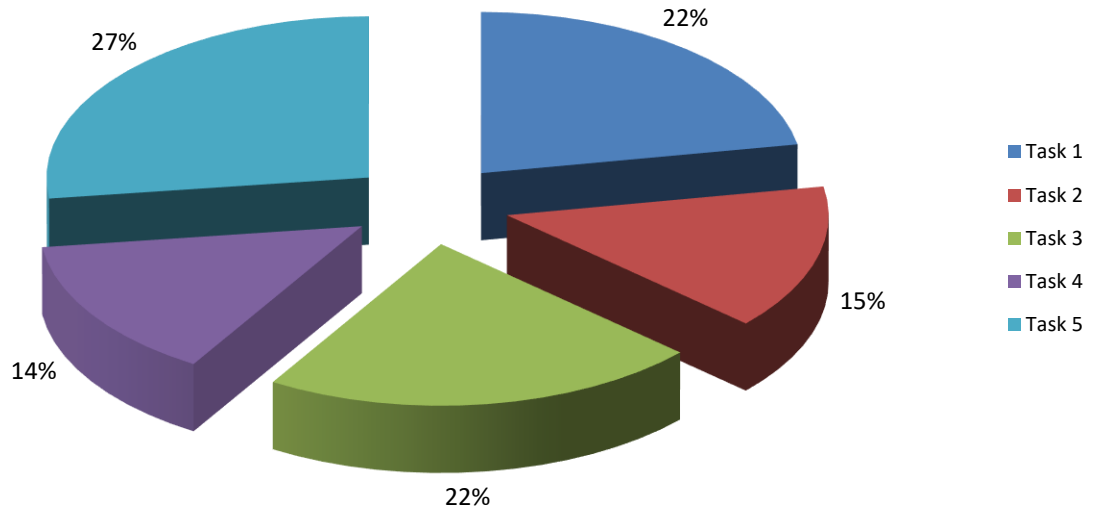


**EXHIBIT VIII-2**

**FY2020 AND FY2021 ALLOCATION OF TRANSPORTATION PLANNING FUNDS**

Subtask	Subtask Title	TPF		
		FY2020	FY2021	Total
1.01	Community Outreach	\$1,909,200	\$1,916,000	\$3,825,200
1.02	Program Administration	\$282,700	\$223,600	\$506,300
1.03	Fiscal Management and Information Systems	\$0	\$0	\$0
1.04	Computer System Administration and Data Management	\$480,500	\$341,300	\$821,800
	<b>Task 1.0</b>	<b>\$2,672,400</b>	<b>\$2,480,900</b>	<b>\$5,153,300</b>
2.01	Travel Forecasting Support	<b>\$922,000</b>	\$815,300	<b>\$1,737,300</b>
2.02	Transportation Data Development	<b>\$319,800</b>	\$240,900	<b>\$560,700</b>
2.03	Demographic Data and Forecasts	<b>\$602,300</b>	\$484,300	<b>\$1,086,600</b>
	<b>Task 2.0</b>	<b>\$1,844,100</b>	<b>\$1,540,500</b>	<b>\$3,384,600</b>
3.01	Transportation Project Programming	\$1,226,700	\$1,077,900	\$2,304,600
3.02	Regional Air Quality Planning	\$538,300	<b>\$579,100</b>	<b>\$1,117,400</b>
3.03	Air Quality Management and Operations	\$0	\$0	\$0
3.04	Public Transportation Planning and Management Studies	\$817,800	\$888,300	\$1,706,100
3.05	Transit Operations	\$0	\$0	\$0
	<b>Task 3.0</b>	<b>\$2,582,800</b>	<b>\$2,545,300</b>	<b>\$5,128,100</b>
4.01	Metropolitan Transportation Plan	\$1,152,800	\$1,161,200	\$2,314,000
4.02	Coordination of Transportation and Environmental Planning Processes	\$247,800	\$250,600	\$498,400
4.03	Ensuring Nondiscrimination and Environmental Justice in MPO Planning/Program Activities	<b>\$220,600</b>	\$170,600	<b>\$391,200</b>
4.04	Performance Based Planning & Coordination	\$49,400	\$49,800	\$99,200
	<b>Task 4.0</b>	<b>\$1,670,600</b>	<b>\$1,632,200</b>	<b>\$3,302,800</b>
5.01	Regional Transportation Corridor Studies	\$625,000	\$619,800	\$1,244,800
5.02	Subarea Studies and Local Government Assistance	\$606,100	\$589,000	\$1,195,100
5.03	Land-Use/Transportation Initiatives	\$445,900	\$341,500	\$787,400
5.04	Transportation Asset Management	\$154,400	<b>\$205,600</b>	<b>\$360,000</b>
5.05	Congestion Management Planning and Operations	\$503,100	\$499,400	\$1,002,500
5.06	Regional Freight Planning	\$7,700	\$44,600	\$52,300
5.07	Transportation System Security and Emergency Preparedness	\$29,200	\$29,500	\$58,700
5.08	Roadway and Railroad Safety	\$306,100	\$307,800	\$613,900
5.09	Regional Aviation Planning and Education	\$80,400	\$80,400	\$160,800
5.10	Regional Military and Community Coordination	\$0	\$0	\$0
5.11	Automated Vehicle Technology	\$412,300	<b>\$414,000</b>	<b>\$826,300</b>
	<b>Task 5.0</b>	<b>\$3,170,200</b>	<b>\$3,131,600</b>	<b>\$6,301,800</b>
	<b>FUNDING TOTALS</b>	<b>\$11,940,100</b>	<b>\$11,330,500</b>	<b>\$23,270,600</b>

## Transportation Planning Funds (TPF) Summary by Task



**EXHIBIT VIII-3**

**ANTICIPATED EQUIPMENT/SOFTWARE PURCHASES/LEASES**

<b>QUANTITY</b>	<b>DESCRIPTION</b>	<b>ESTIMATED PRICE</b>	<b>FUNDING SOURCE</b>	<b>SUBTASK</b>
65	Computer systems (desktops, portable, tablet)	\$166,500	TPF	1.04
<b>10</b>	<b>Computer systems (desktops, portable, tablet)</b>	<b>\$25,000</b>	<b>RTC Local</b>	<b>1.04</b>
11	Laser printers for network group usage	\$61,000	TPF	1.04
40	Voice-over-Internet-Protocol (VoIP) phone devices, including accessories such as microphones for conference phones or hands-free devices.	\$15,800	TPF	1.04
---	Other computer hardware items, replacements, accessories, and upgrades (for example, text and image scanners, hard drives, additional RAM, projectors, monitors/televisions, video cards, network cabling, warranty extensions)	\$38,000	TPF	1.04
---	<b>Other computer hardware items, replacements, accessories, and upgrades (for example, text and image scanners, hard drives, additional RAM, projectors, monitors/televisions, video cards, network cabling, warranty extensions)</b>	<b>\$12,000</b>	<b>RTC Local</b>	<b>1.04</b>
---	Licenses to traffic simulation and assignment software packages (two "TransModeler" and one "DTA" dynamic)	\$6,000	TPF	1.04
---	Two years of software support by Caliper and specific renewal for 50 TransCAD licenses	\$150,000	TPF	1.04
---	Software purchases/upgrades (for example, the current or higher versions of: SPSS and Adobe licenses), software/services, cable service, application subscriptions, advanced mapping/presentation software, and software support renewals	\$80,000	TPF	1.04
---	Web-based traffic count reporting software, including annual maintenance and support	\$48,000	TPF	2.02
---	Audio/video equipment, updates, maintenance, and video/web hosting services for the Transportation Council Room	\$150,000	RTC Local	1.02
--	Bicycle-Pedestrian Count Equipment	\$55,000 \$35,000	STBG Local	5.03
6	Computer tablets	\$9,000	DOE	1.01
--	Photography equipment	\$6,000	CMAQ	1.01

QUANTITY	DESCRIPTION	ESTIMATED PRICE	FUNDING SOURCE	SUBTASK
--	Video equipment	\$10,000	DOE	1.01
--	Public involvement subscriptions	\$5,000	TPF	1.01
--	Outreach and educational subscriptions	\$50,000	CMAQ	1.01

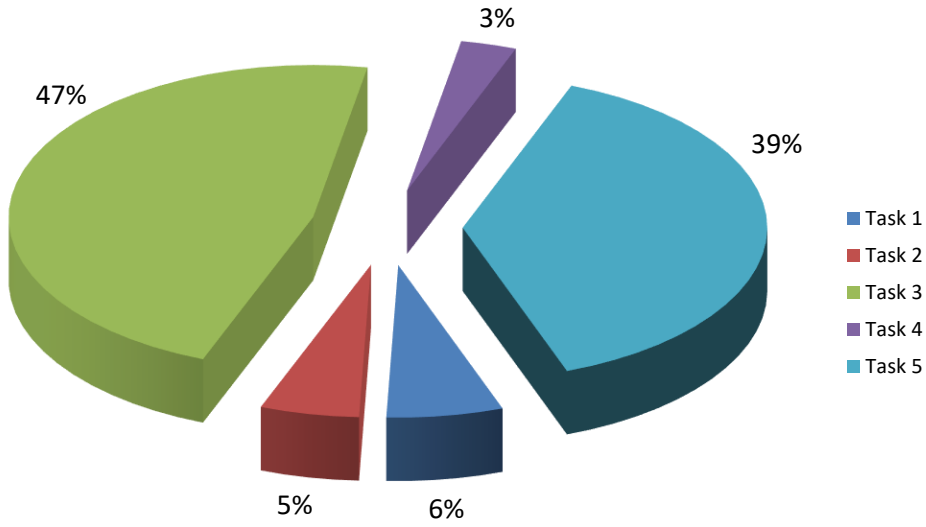


**EXHIBIT VIII-4**

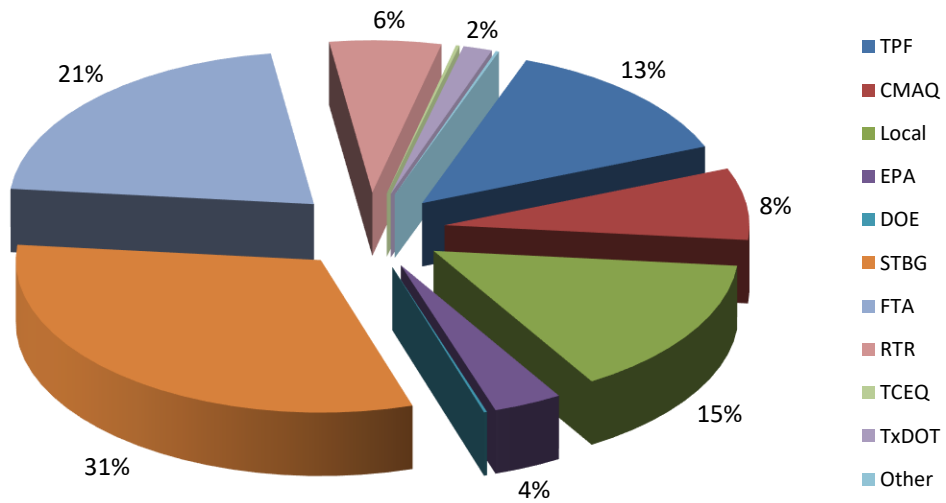
**FY2020 AND FY2021 UPWP FUNDING SUMMARY**

<b>Funding Source</b>	<b>Task 1.0 Administration</b>	<b>Task 2.0 Data Development</b>	<b>Task 3.0 Short Range Planning</b>	<b>Task 4.0 Metropolitan Transportation Planning</b>	<b>Task 5.0 Special Studies</b>	<b>Total</b>
<b>FTA Activities</b>	<b>44.21.00</b>	<b>44.22.00</b>	<b>44.24.00 44.25.00</b>	<b>44.23.01</b>	<b>44.23.02 44.24.00 44.22.00 44.27.00</b>	
TPF	\$5,153,300	<b>\$3,384,600</b>	<b>\$5,128,100</b>	<b>\$3,302,800</b>	<b>\$6,301,800</b>	<b>\$23,270,600</b>
CMAQ	\$3,288,000	\$0	\$3,088,360	\$0	\$6,886,740	\$13,263,100
DOD	\$0	\$0	\$0	\$0	\$0	\$0
DOE	\$53,500	\$0	\$229,560	\$0	\$0	\$283,060
EPA	\$0	\$0	<b>\$6,340,435</b>	\$0	\$0	<b>\$6,340,435</b>
FAA	\$0	\$0	\$0	\$0	\$0	\$0
FHWA	\$0	\$0	\$80,000	\$0	\$0	\$80,000
FTA	\$0	\$188,600	<b>\$36,026,382</b>	\$0	\$529,800	<b>\$36,744,782</b>
HUD	\$0	\$0	\$0	\$0	\$0	\$0
Local	<b>\$382,600</b>	\$1,283,020	<b>\$22,335,075</b>	<b>\$492,500</b>	<b>\$6,271,665</b>	<b>\$30,764,860</b>
NCTCOG Local	\$143,800	\$0	\$0	\$0	\$0	\$143,800
NTTA	\$0	\$0	\$0	\$0	\$76,400	\$76,400
RTR	\$300,000	\$0	<b>\$5,355,400</b>	\$1,361,180	<b>\$3,278,600</b>	<b>\$10,295,180</b>
SECO	\$0	\$0	\$0	\$0	\$0	\$0
STBG	<b>\$1,331,800</b>	\$4,295,600	<b>\$7,847,300</b>	<b>\$3,000,000</b>	<b>\$41,260,825</b>	<b>\$57,735,525</b>
TBD	\$0	\$0	\$0	\$0	\$0	\$0
TCEQ	\$0	\$0	\$330,950	\$0	\$0	\$330,950
TxDOT	<b>\$98,000</b>	\$0	\$0	\$0	<b>\$2,584,660</b>	<b>\$2,682,660</b>
<b>Subtotal</b>	<b>\$10,751,000</b>	<b>\$9,151,820</b>	<b>\$86,761,562</b>	<b>\$8,156,480</b>	<b>\$67,190,490</b>	<b>\$182,011,352</b>

### Summary of Funding by Task



### Summary of Total Funding



# ***Modifications to the FY2020 and FY2021 Unified Planning Work Program***

**Surface Transportation Technical Committee  
June 26, 2020**

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

## ***Transportation Planning Fund Budget Adjustments for FY2020***

<b>Project</b>	<b>Financial Action</b>	<b>Description</b>
Travel Forecasting Support (Subtask 2.01)	\$100,000 TPF	Additional dollars proposed to support increased staff activities on TPF-funded initiatives due to postponement of non-TPF funded projects, such as travel surveys and other data collection initiatives, as a result of COVID-19
Transportation Data Development (Subtask 2.02)	\$50,000 TPF	
Demographic Data and Forecasts (Subtask 2.03)	\$70,000 TPF	
Participant Statistical Area Program (Subtask 2.03)	\$50,000 TPF	Additional dollars proposed to support continued efforts in the validation of 2020 Census geographies
Ensuring Nondiscrimination and Environmental Justice in MPO Planning/Program Activities (Subtask 4.03)	\$50,000 TPF	Additional dollars proposed to support increased staff activities on TPF-funded initiatives pending execution of funding agreement and resolution of issues on non-TPF funded initiatives

## ***University Partnership Program Assistance for FY2021***

<b>Project</b>	<b>Financial Action</b>	<b>Description</b>
Regional Air Quality Planning (Subtask 3.02)	\$40,000 TPF	Assistance in identifying barriers to telecommuting in low-income areas and if access to Internet and equipment would impact vehicle trips
Transit Operations (Subtask 3.05)	\$30,000 RTC Local	Assistance in innovative data collection activities related to environmental justice populations
Transportation Asset Management (Subtask 5.04)	\$50,000 TPF	Assistance in determining the vulnerability and durability of critical infrastructure to inform projects and maintenance prioritization strategies
Regional Freight Planning (Subtask 5.06)	\$40,000 STBG	Assistance on a freight economic analysis of transportation infrastructure improvements
Automated Vehicle Technology (Subtask 5.11)	\$50,000 TPF	Assistance in modeling impacts of telecommuting on the transportation system and evaluating whether and how automated vehicles can improve access to jobs/services for access-deprived populations/areas

## *Other Transportation Planning Fund Modifications*

<b>Project</b>	<b>Financial Action</b>	<b>Description</b>
Comprehensive Transportation Planning Studies and Technical Support (Subtask 5.02)	N/A	Update text to add City of Celina Comprehensive Plan for NCTCOG technical assistance
Overview of Work Program Funding (Chapter VIII)	\$33,834 FTA 5303 \$99,617 FHWA PL-112	Update Exhibit VIII-1, FY2020 and FY2021 TPF Programming Summary, to reflect an increase in NCTCOG's FY2020 allocation of Federal Transit Administration 5303 funds and FY2019 Federal Highway Administration PL-112 carryover funds, as well as the programming of the additional \$460,000 Transportation Planning Funds for FY2020 and FY2021 in this set of modifications

## Other Funding Source Modifications

Project	Financial Action	Description
Computer Resource Management and Equipment Purchases (Subtask 1.04)	\$37,000 RTC Local	Add funds to purchase laptop computers for staff, and monitors/televisions and accessories for Transportation Department conference rooms, and update text to reflect use of RTC Local funds
Overview of Work Program Funding (Chapter VIII)	N/A	Update Exhibit VIII-3, Anticipated Equipment/Software Purchases/Leases, to reflect addition of \$25,000 RTC Local funds for laptops, and \$12,000 RTC Local funds for monitors/televisions and accessories funded in Subtask 1.04 above
Regional Digital Aerial Imagery (Subtask 1.04)	\$212,000 STBG \$2,000 TxDOT \$51,000 Local	Add funds to support the project
Air Quality Management and Operations (Subtask 3.03)	\$300,000 RTC Local	Add funds as emergency grant funding pending approval of federal funding agreement, and update text to reflect use of RTC Local funding

## Other Funding Source Modifications (cont'd)

Project	Financial Action	Description
Integrated Planning for Regional Transportation, Urban Development, and Stormwater Management (Subtask 4.02)	\$300,000 RTC Local  \$3,000,000 STBG	Add funds to initiate the project as overall work plan is finalized  Via this action, this larger dollar amount of \$3,000,000 STBG funds with TDCs as a match will also be added to the Transportation Improvement Program. STTC has previously been briefed on the funding plan for this initiative.  Update text to add community engagement and analysis, and reflect use of RTC Local funds, STBG funds, and TDCs
Corridor Studies/ Environmental Studies Support (Subtask 5.01)	N/A	Update text to add Denton County to the US 380 project
Updated Regional Automated Vehicle Program (Subtask 5.11)	(\$822,560 Local)	Remove local funds from project and update text to delete reference to use of local funds as a funding source



## *Transportation Planning Funds Two-year Summary*

Original FY2020 and FY2021 US FTA 5303	\$ 5,773,584
Additional FY2020 US FTA 5303	<u>\$ 33,834</u>
New FY2020 and FY2021 US FTA 5303	\$ 5,807,418
FY2020 and FY2021 US FHWA Estimated PL	\$16,183,144
Original FY2019 US FHWA Estimated PL Carryover	\$ 4,529,838
Additional FY2019 US FHWA Estimated PL Carryover	<u>\$ 99,617</u>
New FY2019 US FHWA Estimated PL Carryover	\$ 4,629,455
<b>Total Transportation Planning Funds</b>	<b>\$26,620,017</b>
Prior Anticipated Expenditures	\$22,810,600
Additional Funds Programmed for FY2020	<u>\$ 460,000</u>
<b>Anticipated Expenditures</b>	<b>\$23,270,600</b>
<b>PL Balance to Carry Over to FY2022</b>	<b>\$ 3,349,417</b>

## ***Total Funding Increase from Other Sources***

<b>Funding Source</b>	<b>Additional Funding</b>	<b>UPWP Subtask</b>
EPA	\$2,494,496	3.03
FTA	\$10,776,382	3.05
STBG	\$10,331,605 (\$808,800)	1.04, 3.01, 3.04, 4.02, 5.01, 5.05, 5.06 1.03, 5.01
TxDOT	\$266,550	1.04, 5.01, 5.05
RTR	\$550,000 (\$300,000)	3.04, 5.01 5.01
RTC Local	\$417,000	1.04, 3.05, 4.02, 5.01
Local	\$5,111,000 (\$822,560)	1.04, 3.03 5.11
<b>Total</b>	<b>\$28,015,673</b>	

# ***Modification Schedule***

<b>June 8</b>	<b>Initiation of Online Public Outreach</b>
<b>June 26</b>	<b>Action by Surface Transportation Technical Committee</b>
<b>July 9</b>	<b>Action by Regional Transportation Council</b>
<b>July 23</b>	<b>Action by NCTCOG Executive Board</b>
<b>July 24</b>	<b>Submittal of Modifications to Texas Department of Transportation</b>

## ***Requested STTC Action***

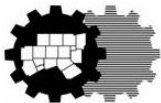
Recommend RTC approval of:

- **Proposed UPWP modifications outlined in Electronic Item 2.1.1**
- **Addition of \$3,000,000 in Surface Transportation Block Grant Program funds with Transportation Development Credits as a match to the Transportation Improvement Program (TIP) for the Integrated Planning for Regional Transportation, Urban Development, and Stormwater Management project in Subtask 4.02**
- **Direction for staff to administratively amend the TIP and other administrative/planning documents, as appropriate, to reflect the approved modifications**

# ***Unified Planning Work Program*** ***Contact Information***

**Vickie Alexander**  
**Program Manager**  
**817-695-9242**  
[valexander@nctcog.org](mailto:valexander@nctcog.org)

**Vercie Pruitt-Jenkins**  
**Administrative Program Coordinator**  
**817-608-2325**  
[VPruitt-Jenkins@nctcog.org](mailto:VPruitt-Jenkins@nctcog.org)



North Central Texas  
Council of Governments  
Transportation Department

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



The Transportation Policy Body for the North Central Texas Council of Governments  
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

June 15, 2020

Mr. Brad Alberts  
President  
Dallas Stars  
2601 Avenue of the Stars  
Frisco, TX 75034

Dear Mr. Alberts:

The North Central Texas Council of Governments and the Regional Transportation Council wish to pledge a maximum of \$750,000 to offset the transportation costs for the upcoming National Hockey League Hub City Tournament. The purpose of this commitment is to aid the Dallas Stars and our region be a possible host for one of the two selections. By doing so, it would have the direct benefit of increasing air travel, hotel stays, and employment of service industry employees, as well as have the indirect benefit of aiding our region in returning life closer to normalcy. With the near-term successful National Hockey League Winter Classic, this commitment would be sending a clear message to the National Hockey League that our region would be the best selection.

I am sending this letter to you today to give your ample time to communicate this financial commitment to the National Hockey League. It is our understanding they may make a decision next week.

The financial commitment is a "not to exceed" amount. It is anticipated that the National Hockey League would transmit to you, and then to us, documentation on the transportation costs for the teams traveling in our region. We would submit up to \$750,000 to the National Hockey League as reimbursement for these expenses. There are lots of reasons for this event to be hosted in our community and by minimizing the anticipated costs of transportation, it is our hope that the National Hockey League will select Dallas as one of the two finalist communities.

My contact information is as follows:

Michael Morris, PE  
North Central Texas Council of Governments  
616 Six Flags Drive  
Arlington, TX 76011  
(817) 695-9241  
[mmorris@nctcog.org](mailto:mmorris@nctcog.org)

If you need any further information, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is written in a cursive style with a large, sweeping flourish at the end.

Michael Morris, PE  
Director of Transportation

MM:aa

cc: Monica Paul, Executive Director, Dallas Sports Commission

# **EFFECT OF COVID-19 RESTRICTIONS ON TRANSPORTATION AND ENDORSEMENT OF ECONOMIC OPPORTUNITIES**

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

June 26, 2020

Michael Morris, P.E.

Director of Transportation

# **DO WHAT WE NEED, NOT WHAT WE WANT**

Existing Funding Constraints

Financial Crisis Response from 2009

Lower Cost of Construction (25%)

Federal Infrastructure

State P3

0% Interest

Large Technology Jumps

Formula Allocation



## **POLICY METRICS: RTC4U**

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 (e.g., Congestion Management System, national performance measures, ozone standard)
4. Prioritization of infrastructure improvements that offset unemployment increases

# CANDIDATE PROJECTS

High Speed Rail: Dallas to Houston (FEIS Released May/June)

High Speed Rail: Dallas to Fort Worth

Hyperloop Certification Center (Governor's Letter Anticipated)

Autonomous Transit (GM, Midtown)

Freeway Induction Loops

State Highway 183 (Section 2E+)

Y Connector (FEIS June 4 – 22, 2020)

COVID-19 #00X Program

# INCOMING PRIVATE SECTOR REVENUE FOR NORTH TARRANT EXPRESS (NTE)/SH 183

Per prior RTC direction, staff continues to work with TxDOT and private sector partners to complete additional phases of the NTE and other public/private partnership projects.

Recent projections indicate that general purpose and managed lane capacity improvements are anticipated to be triggered in mid-2022 with an open to traffic date of June 2024.

The private sector is currently coordinating with TxDOT to advance the first item.

The private sector partner will be paying for these improvements in these amounts:

Capacity Improvements	\$ in Millions	Notes
SH 183/NTE Segment 1 (from IH 35W/IH 820 Interchange to West of IH 820/SH 121 interchange) & 2W (from E. of Bedford/Eules Rd to E. of Westpark Way) Widening	\$162	Add 1 general purpose lane in NTE Segment 1 and 1 managed lane in NTE Segment 2W
Build 2+2 managed lanes from Reliance Parkway to SH 161 (former Segment 2E)	\$860	This 5.3 mile section would be built and operated by private sector as an extension of the current facility
Build 2+2 managed lane from SH 161 to Story Rd	\$270	Funding Cintra would pay to TxDOT to lane balance east of SH 161 (2 miles)

\$1,292

# **ENGINEERING FOR THE NORTH TARRANT EXPRESS (NTE)/SH 183 PROJECT**

Cintra is coordinating with TxDOT to implement this project, engineering is anticipated to begin in approximately six months.

In order to continue advancing this project, staff proposes to provided a \$3,000,000 financial backstop in order to expedite engineering now. It is anticipated the financial backstop will use RTC Local funds.

Cintra will perform the design work under current TxDOT agreement. Once the project is initiated by TxDOT, RTC will be released of its financial commitment.

# INVENTORY OF COVID-19 PROJECTS TO DATE<sup>1</sup>

COVID-19 #001: Loop 9 Cost Overrun: \$17.3M, STBG  
(June 2020 RTC Agenda Item 5)

COVID-19 #002: IH 35E at Frankford Rd: \$5M, STBG  
(June 2020 RTC Agenda Item 5)

COVID-19 #003: IH 45 at Dowdy Ferry Rd: \$3.7M, CMAQ  
(June 2020 RTC Agenda Item 6)

COVID-19 #004: Tripp Rd: \$800K, RTR  
(June 2020 RTC Agenda Item 6)

Notes:

1 Anticipate adding projects to inventory in 2020 and 2021

# **NHL STANLEY CUP (COMPETING AGAINST 10 CITIES)**

## **TWO SELECTIONS**

12 Teams at Dallas Omni (Lamar Street)

Games at American Airlines Center

Practice Throughout Region

Transportation Need (RTC Local Funds)

Events August and September

Announcement: Week of June 22, 2020

History: Stanley Cup and Winter Classic in Same Season

Proposed Staff Action: By June 15, 2020

STTC Endorsement: June 26, 2020

RTC Ratification: July 9, 2020

Executive Board Endorsement

2020 TRAFFIC INCIDENT MANAGEMENT CALL FOR PROJECTS - SCORING CRITERIA TABLE - EAST

2020 TRAFFIC INCIDENT MANAGEMENT CALL FOR PROJECTS - SCORING CRITERIA TABLE - EAST												
Yellow fields: Input		Greyed fields: Pre-Populated			White fields: Information only							
EASTERN SUBREGION DALLAS DISTRICT SHARE (66%) - \$990,000		12 unique agencies submitted eligible projects under this CFP	AVERAGE PROJECT SCORE	EQUIPMENT DESCRIPTION (TIM USE)	TIM COURSE PARTICIPATION (# ATTENDEES)	TIM SURVEY COMPLETED (Y = 1 N = 0)	CRASH RATE FACTOR		ADOPTED INCIDENT MANAGENET RESOLUTION (Y = 1 N = 0)	ADOPTED REGIONAL PERFORMANCE MEASURE STANDARD DEFINITIONS (Y = 1 N = 0)	INCIDENT MANAGEMENT GOALS/TARGETS	NOTES
				50%	15%	5%		10%	10%	5%	5%	
SCORING INSTRUCTIONS	Project Cost	Project Name		Project Description provided (how equipment will be used to aid in incident clearance/crash mitigation), each agency can be awarded up to 50 points [15 points for detailed/clear description 20 points for TIM best practice 15 points for innovativeness]	Pre-Populated [0 points for No TIM Training 7.5 points for police OR fire 15 points for police AND fire]	Pre-Populated [If Agency has completed IM survey - 5 points are received; if agency has not completed IM survey - 0 points are received]	Automatically Calculate 2018 Crash Rate	Pre-Populated [5 points for crash rate below the region-wide average 10 points for crash rate above the region-wide average] 2018 Regional Crash Rate: 77.40	Pre-Populated [If agency has an adopted resolution (NCTCOG will verify) - 10 points are received; if agency has not adopted a resolution - 0 points are received]	Pre-Populated [If agency has adopted regional definitions (NCTCOG will verify) - 5 points received; if agency has not adopted - 0 points are received]	Pre-Populated Based on Goals/Targets in Place 0 Points for No Goals/Targets 2.5 points - Statement of Goals/Targets 5 points - Statement of Goals/Targets AND details specific Goals/Targets	
City/Agency Name												
<b>PROJECTS RECOMMENDED FOR FUNDING</b>												
1	City of Balch Springs	\$31,190	Portable Solar Message Boards	93	43	15	5	262.29	10	10	5	5
2	City of Balch Springs	\$7,760	Traffic Control & Scene Management Equipment	92	42	15	5	262.29	10	10	5	5
3	City of Frisco	\$245,000	Closest To Dispatching Enhancement	90	40	15	5	152.52	10	10	5	5
4	* Dallas County Sheriff's Office	\$66,540	Highway Incident Reporting Software & Equipment	90	45	15	0	166.11	10	10	5	5
5	City of Balch Springs	\$8,160	Radio & Communication Equipment	90	40	15	5	262.29	10	10	5	5
6	Town of Prosper	\$68,505	Thermal Imaging Cameras	89	46	7.5	5	279.75	10	10	5	5
7	Town of Prosper	\$3,200	Traffic Safety Vests	84	41	7.5	5	279.75	10	10	5	5
8	City of Dallas	\$38,500	LED Active Lighting Reflective Safety Vests	79	36	15	5	199.89	10	10	0	2.5
9	City of Dallas	\$70,000	Portable Hand-held Radios	77	34	15	5	199.89	10	10	0	2.5
10	City of Terrell	\$70,522	FARO Laser Scanner System	72	40	7.5	5	288.26	10	10	0	0
11	Kaufman Police & Fire Department	\$16,595	Portable Message Board	68	36	0	5	199.34	10	10	5	2.5
12	Kaufman Police & Fire Department	\$9,300	Arrowboard Trailers	68	35	0	5	199.34	10	10	5	2.5
13	Kaufman Police & Fire Department	\$2,400	Reflective Class 2 Vests	66	33	0	5	199.34	10	10	5	2.5
14	Kaufman Police & Fire Department	\$950	Traffic Cones	65	33	0	5	199.34	10	10	5	2.5
15	City of Terrell	\$9,307	Traffic Control & Scene Management Equipment	65	33	7.5	5	288.26	10	10	0	0
16	Town of Flower Mound	\$54,250	Response Trailer & Equipment	65	40	7.5	5	132.95	10	0	0	2.5
17	Irving Police Department	\$5,585	Crash Data Recovery Kit	64	39	15	0	95.27	10	0	0	0
18	Farmersville Police Department	\$9,042	Speed Trailer & Equipment	62	32	15	5	344.96	10	0	0	0
19	City of Richardson	\$57,590	FARO 3D Scanner	60	35	7.5	5	118.41	10	0	0	2.5
20	City of Richardson	\$39,790	Video Management System	57	32	7.5	5	118.41	10	0	0	2.5
21	Cedar Hill Police Department	\$26,570	Dynamic Message Signs	57	34	7.5	5	150.86	10	0	0	0
22	Irving Police Department	\$98,384	Traffic Control, Safety & Personal Protective Equipment	54	29	15	0	95.27	10	0	0	0
	Total	\$939,140										
<b>PROJECTS "DO NOT" EXCEED \$990,000 FUNDING</b>												
<b>INELIGIBLE PROJECTS</b>												
23	Town of Prosper	\$20,631	Drones (Accident Mapping UAS)	90	47	7.5	5	279.75	10	10	5	5
24	City of Frisco	\$5,000	Drones (Crash Scene Investigations)	86	41	15	5	152.52	10	10	0	5
25	Town of Flower Mound	\$185,210	GPS Opticom System Upgrade (Year 1)	68	43	7.5	5	132.95	10	0	0	2.5
26	Town of Flower Mound	\$153,715	GPS Opticom System Upgrade (Year 2)	68	43	7.5	5	132.95	10	0	0	2.5
27	City of Richardson	\$79,253	Opticom System Upgrade	63	38	7.5	5	118.41	10	0	0	2.5
28	City of Lucas	\$70,000	Emergency Traffic Incident Management Vehicle	20		0	10	183.47	10	0	0	0
	Total	\$513,809										
<b>CRASH ATTENUATOR PROJECTS SUBMITTED (RTR: PILOT PROJECT OPPORTUNITY)</b>												
29	* Mesquite Fire Department	\$39,200	Scorpion Attenuator/Blocker	45		15	10	560.28	10	10	0	0
30	* City of Grand Prairie	\$34,500	204 Scorpion Blocker	50		7.5	10		10	10	10	2.5
		\$31,400	A1R1 Scorpion Blocker	50				133.07				
31	* Town of Flower Mound	\$26,900	Scorpion Trailer Attenuator/Blocker & Arrowboard	30		7.5	10	132.95	10	0	0	2.5
	Total	\$132,000										

\* Agencies will be funded directly. All other projects will be awarded through NCTCOG.







# 2020 NCTCOG Incident Management Equipment Purchase Call for Projects Updated Recommendations

Surface Transportation Technical Committee

Camille Fountain  
June 26, 2020



North Central Texas  
Council of Governments



## Updates to 2020 NCTCOG Incident Management Equipment Purchase Call for Projects Recommendations Since May 2020 Meeting

Shifted Town of Flower Mound from Western Subregion Recommendations to Eastern Subregion Recommendations

Removed Opticom and Drone Project Recommendations from Final Recommendations List Due to Eligibility Requirements

Reranked Project Recommendations Based on Changes Above

All Other Previously Recommended Projects Will Be Funded

Requesting Allocation of Regional Toll Revenue (RTR) Funds to Implement the Incident Management Blocking Equipment Pilot Project



## 2020 NCTCOG Incident Management Equipment Purchase Call for Projects

Purpose: To Assist Partner Agencies in Purchasing Equipment and Technology that Aid in Quick Incident Clearance and Mitigation

Supports: Current Incident Management Training Recommendation to Use Best Practice Equipment and Technology

Emphasizes: Importance of Implementing Incident Management Strategies and Training



## Eligible Recipients and Activities

### Eligible Recipients

- Public Sector Partner Agencies within the NCTCOG 10-County Nonattainment Area Actively Involved in Incident Management
  - Police, Fire/EMS, Courtesy Patrol, etc.

### Eligible Activities

- Purchase of Equipment and Technology Used in Mitigating Crashes
  - Examples include: traffic barriers, cones, flares, protective clothing, signs, barrels, lighting, radio equipment, crash reconstruction technology, etc.

### Ineligible Activities

- Personnel and Staffing Charges
- Vehicle Purchases (*Due to Lack of FHWA Buy America Exemptions for Vehicles*)



# Funding Availability and Submitted Projects

**\$1.5 Million Available**

Funding Split:

66% Eastern Sub-Region = \$ 990,000

34% Western Sub-Region = \$ 510,000

– *Local Match – Regional Transportation Council TDCs*

-----  
**Total Applications & Funding Requests Received: 21 applicants (44 projects) – \$2,670,614**

Applications & Funding Received (East): 15 – (31 projects) – **\$1,584,312**

Applications & Funding Received (West): 6 – (13 projects) – **\$1,086,302**

## **Ineligible Projects**

Ineligible Projects Received (East): 5 applications (6 projects) – \$513,809

Ineligible Projects Received (West): 1 application (3 projects) – \$782,500

**Blocking equipment requests will be funded using a local funding source as part of an Incident Management Equipment Blocking Pilot Project.**

Blocking Projects Received (East): 3 applications (4 projects) – \$132,000



## Eastern Sub-Region Applications

1. City of Balch Springs – 3 Projects
2. Cedar Hill Police Department – 1 Project
3. City of Dallas – 2 Projects
4. Dallas County Sheriff's Office – 1 Project
5. Farmersville Police Department – 1 Project
6. City of Frisco – 2 Projects (*Including 1 Ineligible Project*)
7. City of Grand Prairie – 2 Projects (*Crash Attenuator/Blocking Projects*)
8. Irving Police Department – 2 Projects
9. Kaufman Police and Fire Departments (Joint Application) – 4 Projects
10. City of Lucas – 1 Project (*Ineligible Vehicle Project*)
11. City of Mesquite Fire Department – 1 Project (*Crash Attenuator/ Blocking Project*)
12. City of Richardson – 3 Projects (*Including 1 Ineligible Project*)
13. City of Terrell – 2 Projects
14. Town of Flower Mound – 3 Projects (*Including 1 Ineligible Project and 1 Crash Attenuator/Blocking Project*)
15. Town of Prosper – 3 Projects (*Including 1 Ineligible Project*)



## Western Sub-Region Applications

1. City of Colleyville – 1 Project
2. City of Fort Worth – 4 Projects (*Including 3 Ineligible Projects*)
3. Fort Worth Police Department – 4 Projects
4. City of Keller – 2 Projects
5. North Richland Hills Fire Department – 1 Project
6. North Richland Hills Police Department – 1 Project

## Scoring Criteria



Scoring Component	Available Points
TIM Training Attendance - NCTCOG or In-house (Since August 2013)	15
Crash Data in Jurisdiction (2014 - 2018)	10
Adoption of Incident Management Resolution	10
Incident Management Goals/Targets in Place	5
Completion of Incident Management Commitment Level Survey	5
Adoption/Implementation of Regional Performance Measure Standard Definitions	5
Explanation of How Equipment will be Used to Mitigate Crashes	50
<b>Total Score</b>	<b>100</b>



# Scoring Methodology

## **Recent TIM Training Attendance (NCTCOG or In-House) – as of August 2013**

0 Points – No TIM Training

7.5 Points – Police or Fire Participation

15 Points – Police AND Fire Participations

## **Incident Management Survey Completion**

0 Points – Not Completed

5 Points – Completed

## **Crash Data in Jurisdiction**

5 Points – Crash Rate Below County Rate

10 Points – Crash Rate Above County Rate

## **Adoption of Incident Management Resolution**

0 Points – Not Adopted

10 Points – Adopted





## Scoring Methodology (Cont.)

### **Adoption/Implementation of Regional Performance Measure Standard Definitions**

0 Points – Have Not Adopted/Implemented Regional Performance Measure Standard Definitions

5 Points – Have Adopted/Implemented Regional Performance Measure Standard Definitions

### **Incident Management Goals/Target in Place**

0 Points – No Goals/Targets

2.5 Points – Goals/Targets without Measurements

5 Points – Goals/Targets with Measurements

### **Equipment Description and Explanation**

15 Points – Detailed/Clear Project Description with Pictures and Specifications

20 Points – FIM Best Practice

15 Points – Innovativeness

## Project Rankings – Eastern Sub-Region (*Projects Recommended for Funding*)



	City/Agency Name	Cost	Project Name
1	City of Balch Springs	\$31,190	Portable Solar Message Boards
2	City of Balch Springs	\$7,760	Traffic Control & Scene Management Equipment
3	City of Frisco	\$245,000	Closest To Dispatching Enhancement
4	Dallas County Sheriff's Office	\$66,540	Highway Incident Reporting Software & Equipment
5	City of Balch Springs	\$8,160	Radio & Communication Equipment
6	Town of Prosper	\$68,505	Thermal Imaging Cameras
7	Town of Prosper	\$3,200	Traffic Safety Vests
8	City of Dallas	\$38,500	LED Active Lighting Reflective Safety Vests
9	City of Dallas	\$70,000	Portable Hand-held Radios
10	City of Terrell	\$70,522	FARO Laser Scanner System
11	Kaufman Police & Fire Department	\$16,595	Portable Message Board
12	Kaufman Police & Fire Department	\$9,300	Arrowboard Trailers
13	Kaufman Police & Fire Department	\$2,400	Reflective Class 2 Vests
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16	Town of Flower Mound	\$54,250	Response Trailer & Equipment
17	Irving Police Department	\$5,585	Crash Data Recovery Kit
18	Farmersville Police Department	\$9,042	Speed Trailer & Equipment
19	City of Richardson	\$57,590	FARO 3D Scanner
20	City of Richardson	\$39,790	Video Management System
21	Cedar Hill Police Department	\$26,570	Dynamic Message Signs
22	Irving Police Department	\$98,384	Traffic Control, Safety & Personal Protective Equipment
	<b>Total</b>	<b>\$939,140</b>	



# Project Rankings – Western Sub-Region *(Projects Recommended for Funding)*

	City/Agency Name	Cost	Project Name
1	North Richland Hills Police Department	\$27,338	Crash Data Retrieval Premium Kit
2	North Richland Hills Fire Department	\$27,285	HAAS Alert Safety Cloud Service
3	City of Keller	\$32,000	Crash Data Retrieval Kit (CDR)
4	City of Colleyville	\$40,000	Portable Radios and Batteries
5	City of Keller	\$24,700	Traffic Control & Scene Management Equipment
6	Fort Worth Police Department	\$6,150	Traffic Cones
7	Fort Worth Police Department	\$3,480	Roadside Assistance Equipment
8	Fort Worth Police Department	\$2,669	Tow/Recovery Equipment
9	Fort Worth Police Department	\$32,680	PPE Equipment
10	City of Fort Worth	\$107,500	Pan-Till-Zoom Camera
	<b>Total</b>	<b><u>\$303,802</u></b>	



# Updated 2020 IM CFP Recommendations

<b>Total Recommended Funding:</b>	<b>\$1,242,942</b>
Funding Recommended (East):	\$ 939,140
Funding Recommended (West):	\$ 303,802

Where appropriate, small equipment and materials purchases may be carried out by NCTCOG through a consolidated purchase or through cooperative purchase organizations that comply with federal requirements.

### Ineligible Projects Submitted in Eastern Sub-Region

- City of Frisco – Drones - \$5,000
- City of Lucas - Emergency Traffic Incident Management Vehicle – \$70,000
- City of Richardson – Opticom System Upgrade - \$79,253
- Town of Flower Mound - GPS Opticom System Upgrade (*Year 1*) - \$185,210
- Town of Flower Mound - GPS Opticom System Upgrade (*Year 2*) - \$153,715
- Town of Prosper - Drones (Accident Mapping UAS) - \$20,631

### Ineligible Projects Submitted in Western Sub-Region

- City of Fort Worth Portable Traffic Signal – \$90,000
- City of Fort Worth Advanced Traffic Signal Detector – \$400,000
- City of Fort Worth Battery Back-up Unit – \$275,000
- City of Fort Worth Pan-Tilt-Zoom Cameras - \$17,500 (Funding reduced due to system redundancy.)



## Schedule \*

Date	Action
<del>December 18, 2019</del>	<del>Opened Call for Projects (60 days)</del>
<del>February 21, 2020</del>	<del>Closed Call for Projects</del>
<del>Feb. 2020 – March 2020</del>	<del>Evaluate Submitted Proposals (30 days)</del>
<del>April 7 – April 17, 2020</del>	<del>Regional Safety Advisory Committee (RSAC) Evaluation &amp; Comment Period</del>
<del>April 13 – May 12, 2020</del>	<del>Public Input Comment Submittal Period</del>
<del>May 22, 2020</del>	<del>STTC (Action) – Approval of Selected Projects</del>
June 26, 2020	STTC (Action) – Approval of Selected Projects - Updated
July 9, 2020	RTC (Action) – Approval of Selected Projects
July 23, 2020	Executive Board Meeting
July 27, 2020	Interlocal Cooperation Agreement Coordination Activities Begin

\* Schedule may be impacted by current COVID-19 restrictions.



# Proposed Incident Management Blocking Equipment Pilot Project

I. Blocking equipment requests received through this CFP will be funded using RTR Funds if Approved by the Regional Transportation Council

Agency	Project Cost	Project Name
Mesquite Fire Department	\$39,200	Scorpion Attenuator
City of Grand Prairie	\$34,500	Scorpion Blocker
	\$31,400	Scorpion Blocker
Town of Flower Mound	\$26,900	Scorpion Trailer Attenuator and Arrowboard
Grand Total	\$132,000	

## Requested Action



**Recommend RTC Approval to:**



**Approve the Updated Project Recommendations for the 2020 Incident Management Equipment Purchase Call for Projects.**



**Approve Staff to Administratively Switch Out CMAQ Funds with STBGP Funds for Projects that are not Eligible for CMAQ Funding.**



**Approve Allocation of \$132,000 in RTR Funding to Implement the Incident Management Blocking Equipment Pilot Project.**



## Contact Information

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# **TEMPORARY INTERIM FUNDING (CASH FLOW) FOR AIR QUALITY INITIATIVES**

\$4M Funds Anticipated September 2, 2020 (STBG)

Interim Funds \$300,000

Staff Action

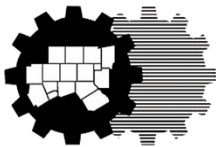
STTC Endorsement: June 26, 2020

RTC Ratification: July 9, 2020

# Interstate Highway 45 Zero-Emission Vehicle Corridor Plan Update

**Surface Transportation Technical Committee  
June 24, 2020**

**Bethany Hyatt  
Air Quality Planner**



North Central Texas  
Council of Governments



Dallas-Fort Worth  
CLEAN CITIES

# Air Quality Emphasis Areas

**High-Emitting Vehicles/Equipment**  
**Low Speeds**  
**Idling**

Vehicle Miles of Travel

**Energy and Fuel Use**  
**Cold Starts**  
**Hard Accelerations**

# Response To FHWA Alternative Fuel Corridors Deployment Plan Goals

## **FHWA Goals:**

- Develop an Infrastructure Deployment Plan
- Transition Designated Corridors from “Pending” to “Ready”
- Identify Public-Private Partnerships

## **NCTCOG Proposal:**

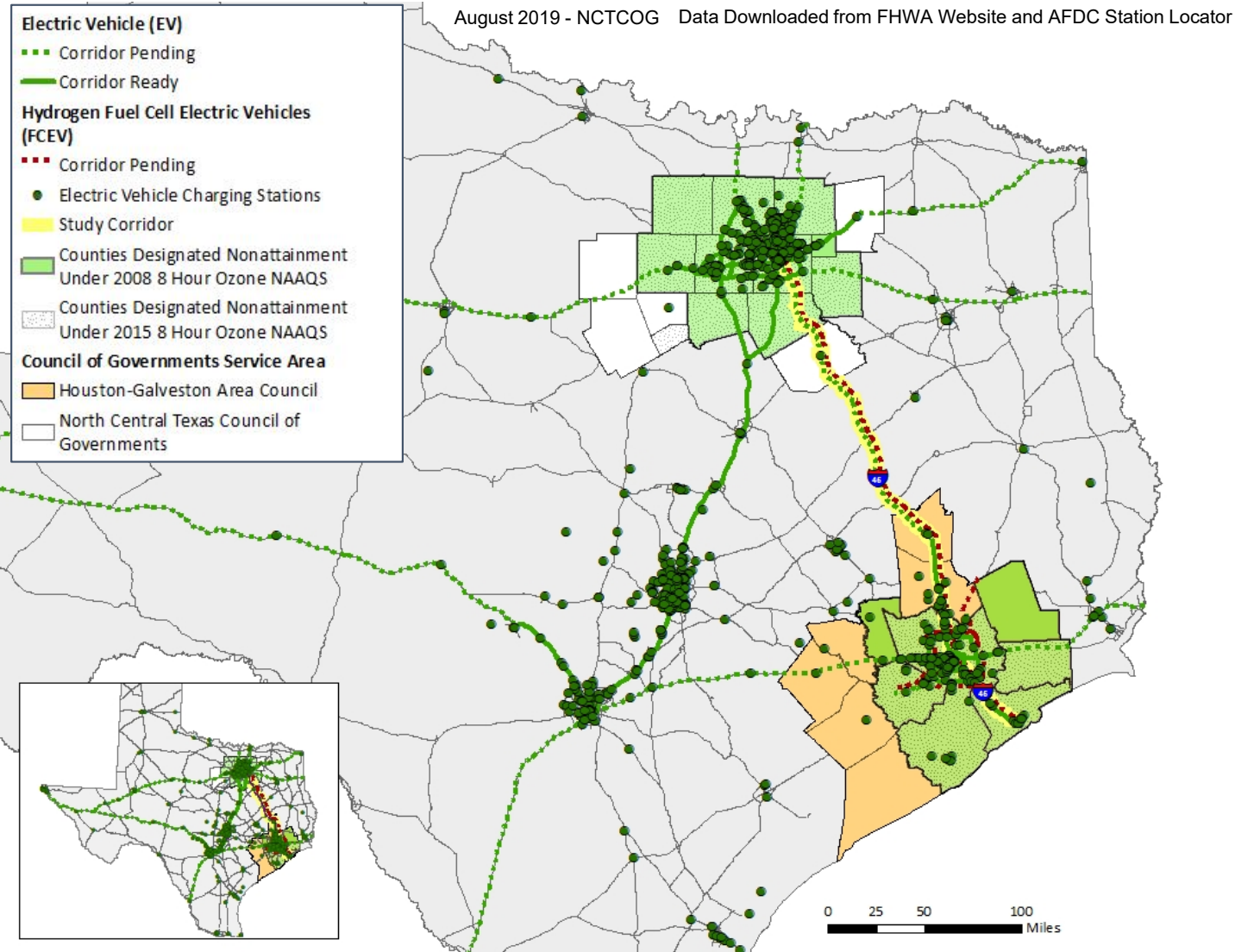
- Develop Electric and Hydrogen corridor along IH-45
- Expand Infrastructure Needs Suitable for Medium and Heavy-duty Electric Trucks and Buses
- Support Future Strategic Initiatives in the Corridor, such as AV Technology Deployment and Truck Platooning

# Corridor Profile

290-Mile Corridor

Nearly half of truck freight in Texas is moved through this corridor.

Over 10,000 ton-miles of cargo traveled between Dallas and Houston in 2017, totally over \$62.6 billion.



# Current State of Electric Vehicle Supply Equipment (EVSE)

One Gap Remaining to Meet “Corridor-Ready” Status per FHWA Criteria: 111 Mile Gap from Ennis to Madisonville

For the corridor to be classified as ready, a station must be placed every 50 miles within 5 miles of IH-45.

<https://afdc.energy.gov/stations/#/find/nearest>

Public Stations | Advanced Filters | Corridor Measurement

Use this tool to measure the driving distance along Interstate Highways between stations that meet the criteria under the Federal Highway Administration's Alternative Fuel Corridors Program. Explore more resources for nominating corridors.

Texas | Electric | 50 miles between stations allowed

Starting Station: Walmart 286 - Ennis, TX  
700 E Ennis Avenue  
Ennis, TX 75119  
0.5 miles to Interstate Highway

Ending Station: Walmart 446 - Madisonville TX  
1620 East Main St null  
Madisonville, TX 77864  
1.2 miles from Interstate Highway

**111 miles**  
driving distance between the stations

See Route Directions

DC Fast Chargers With Connector Types: ChAdeMO, CCS

Possible Focus Areas for Additional Sites:

1. Corsicana, Texas
2. Fairfield, Texas
3. Buffalo, Texas
4. Centerville, Texas

iPhone App for U.S. stations | Android App for U.S. stations | Developer APIs | Submit New Station | About the Data

# Current State of Hydrogen Fueling Stations

There are currently no publicly available hydrogen stations currently in Texas.

For the corridor to be classified as ready, a station must be placed every 100 miles within 5 miles of IH-45.

<https://afdc.energy.gov/stations/#/find/nearest>

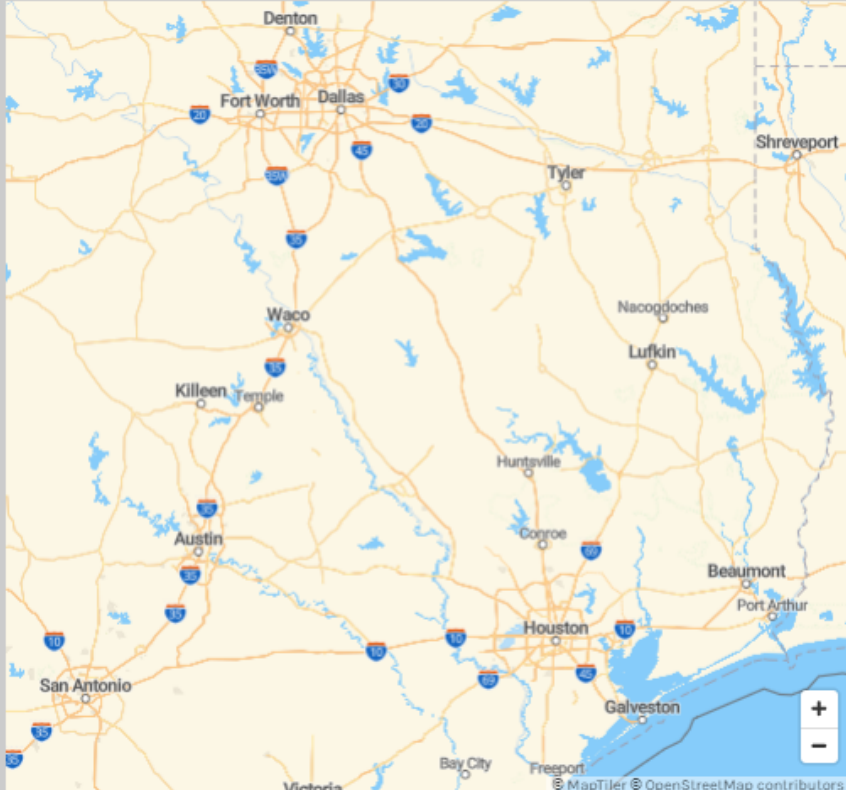
Public Stations | Advanced Filters | Corridor Measurement

Use this tool to measure the driving distance along Interstate Highways between stations that meet the criteria under the Federal Highway Administration's [Alternative Fuel Corridors Program](#). Explore more [resources for nominating corridors](#).

Texas | Hydrogen | 100 miles between stations allowed

Starting Station  
Select a station on the map to choose your starting point.

Ending Station  
Select a station on the map to choose your ending point.



Victoria Bay City Freeport Galveston Houston San Antonio Austin Killeen Temple Waco Tyler Lufkin Nacogdoches Beaumont Port Arthur

MapTiler © OpenStreetMap contributors

iPhone App for U.S. stations | Android App for U.S. stations | Developer APIs | Submit New Station | About the Data



# Through the Plan, NCTCOG Will...



**Identify best technologies suitable for vocational needs**



**Identify best market development opportunities**



**Develop and convene stakeholder groups including stakeholder perspectives from:**

*TxDOT*

*Utilities*

*Fleets*

*Fueling Providers*

*Consumer Interest Groups*



**Solicit infrastructure needs from industry**

# Deliverables



**Stakeholder  
Lists**



**Stakeholder  
Meetings**



**Corridor  
Workshops**



**Case Studies**

**May 2021**



**Infrastructure  
Deployment Plan**

**May 2021**

# Stakeholder's Role



## Infrastructure Development



## Vehicle Availability



## Customer Identification



## Policy/Incentives



## Stakeholder Survey

- Solicit Infrastructure Needs and Criteria
- Identify and Contact Property Owners
- Identify Best Technologies Suitable for Vocational Needs
- Evaluate Commercialization Status of Suitable Vehicles
- Identify and Engage End-User Fleets
- Match User Needs to Vehicle Availability
- Identify and Prioritize Non-Monetary Policies/Incentives
- Assess Existing and Needed Monetary Incentives

# For More Information:

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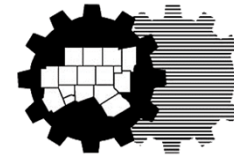
Lori Clark  
Program Manager and  
DFW Clean Cities Coordinator  
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Dallas-Fort Worth  
CLEAN CITIES

[www.dfwcleancities.org](http://www.dfwcleancities.org)

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North Central Texas  
Council of Governments



# Local Government Energy Reporting Update

Bailey Muller

Surface Transportation Technical Committee

June 26, 2020



North Central Texas  
Council of Governments

## Air Quality Emphasis Areas

High-Emitting Vehicles/Equipment

Idling

Hard Accelerations

Low Speeds

Cold Starts

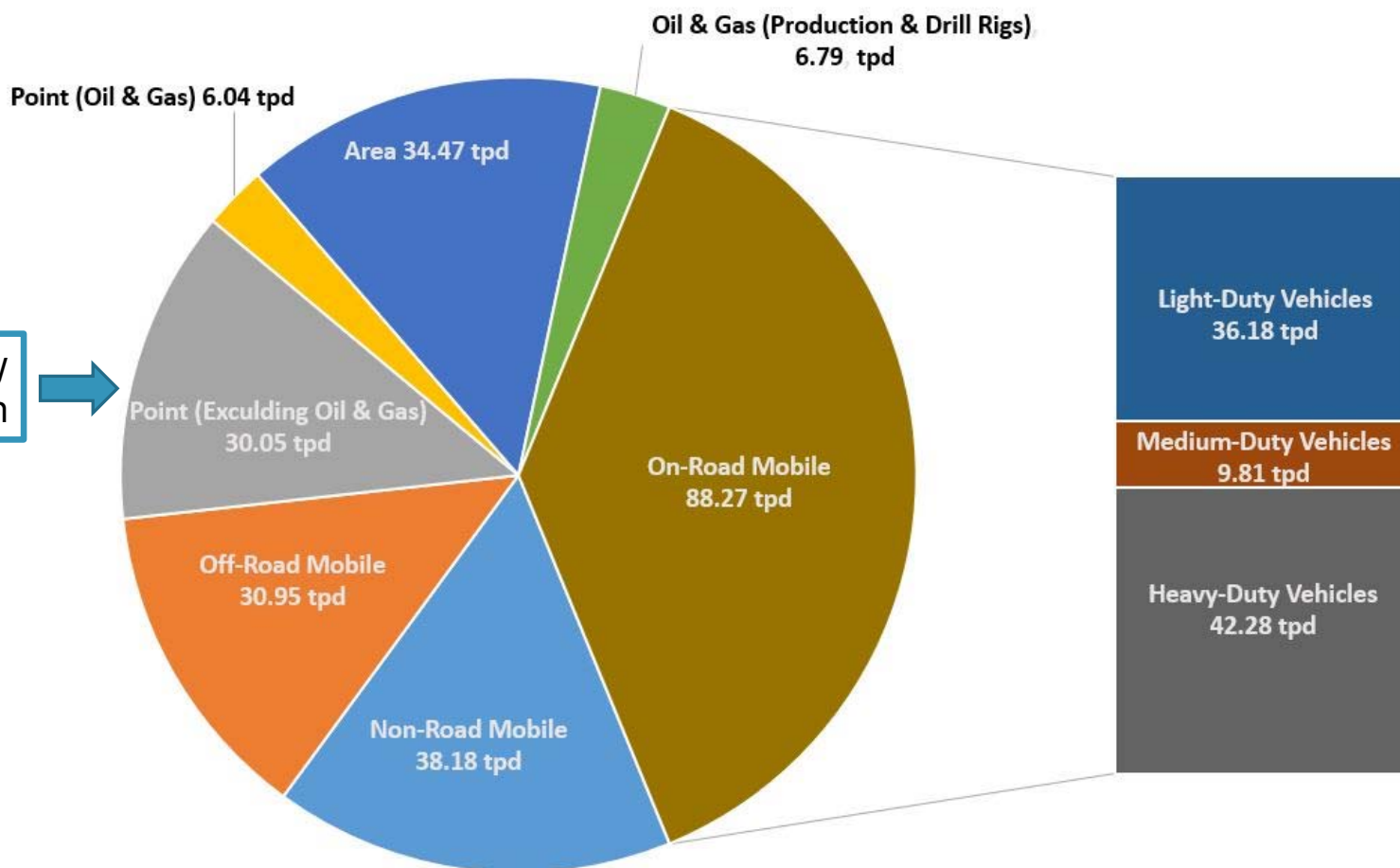
Vehicle Miles of Travel



Energy and Fuel Use

# Nitrogen Oxide (NOx) Emission Sources

Total Nitrogen Oxides (NO<sub>x</sub>) = 234.75 tons per day (tpd)



Includes Electricity Generation

# Regional Energy Management Project

Partnership Within NCTCOG, Between Transportation and Environment & Development Staff

## Purpose



- Expand Local Government Staff Capabilities In Energy Management Topics
- Increase Compliance With The State Mandated Energy Reporting Requirements
- Improve Accuracy Of Emissions Reduction Data Associated With Reduced Energy Use

## Outcome



- Demonstrate The Value And Benefits Of Increasing Regional Energy Management/Efficiency Education
- Assess The Impact Of Focused Regional Outreach To Serve As An Example For Replication By Regional Organizations Statewide



# Local Government Energy Reporting Statistics

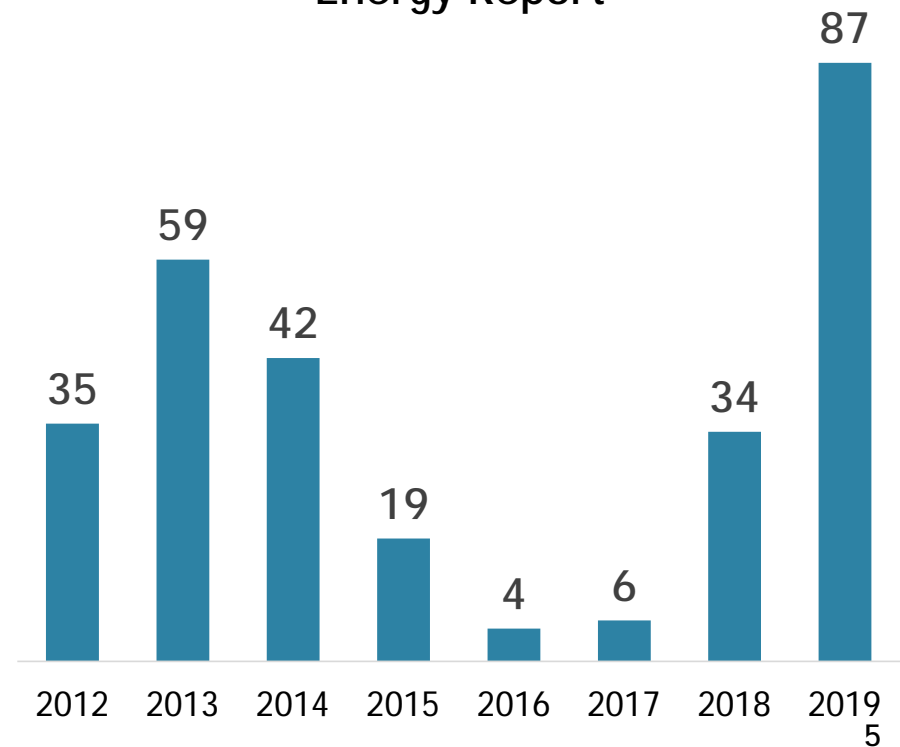
## Section 388.005 (c) Texas Health and Safety Code

**Purpose:** Aid efforts to attain federal air quality standards by reducing demand for electricity generation

**Requirements:** All political subdivisions, institutes of higher education, and state agencies in 42 Ozone Nonattainment and Near Nonattainment Counties must establish a **goal of reducing electric consumption by at least 5% each state fiscal year for 7 years** beginning September 1, 2019\* **and to submit an annual report** to the State Energy Conservation Office (SECO)

**Issues:** Lack of Awareness, Inconsistency in Reporting Year-to-Year

## Number North of Texas Entities Who Submitted a Local Government Energy Report



Source: State Energy Conservation Office (SECO), March 2020

\*In 2001, SB 5(77R) required political subdivisions to reduce their electrical consumption by 5 percent over five years beginning Jan. 1, 2002. Subsequent statutes have continued to revise this initial requirement. SB241 (86R) passed most recently to extend the requirement to 2026.

# Local Government Energy Reporting Requirement



## What's Due? Annual Report to SECO

Reports used by Texas A&M Energy Systems Laboratory (ESL) to estimate nitrogen oxide reductions (NOx) associated with energy conservation/energy efficiency measures



ESL submits annual report to the Texas Commission on Environmental Quality (TCEQ)

The image shows two pages of the 'Local Government Energy Reporting Form'. The top page is 'SECTION 1: Reporting Entity Information' and 'SECTION 2: Reduction Goal'. It includes fields for 'Entity name', 'Entity type' (Municipality, County, State agency, Higher education, Other), and 'Contact information' (City, ZIP Code, County, Contact name, Contact title, Contact's email address, Contact's phone number). The bottom page is 'SECTION 3: Reporting Period', 'SECTION 4: Electricity Consumption Period', and 'SECTION 5: Natural Gas Consumption Data (optional)'. It includes a reporting period start/end, a table for electricity consumption (Buildings, Traffic lighting, Street lighting, Water pumps, Wastewater facilities), and a required field for 'Total electricity consumption (kWh)'. A note at the top of the second page states: '\* As mandated by Health and Safety Code §388.005(c) has your entity established a goal to reduce electrical consumption by at least 5 percent each year for 10 years beginning Sept. 1, 2011?'

2020 Annual Report Due February 2021

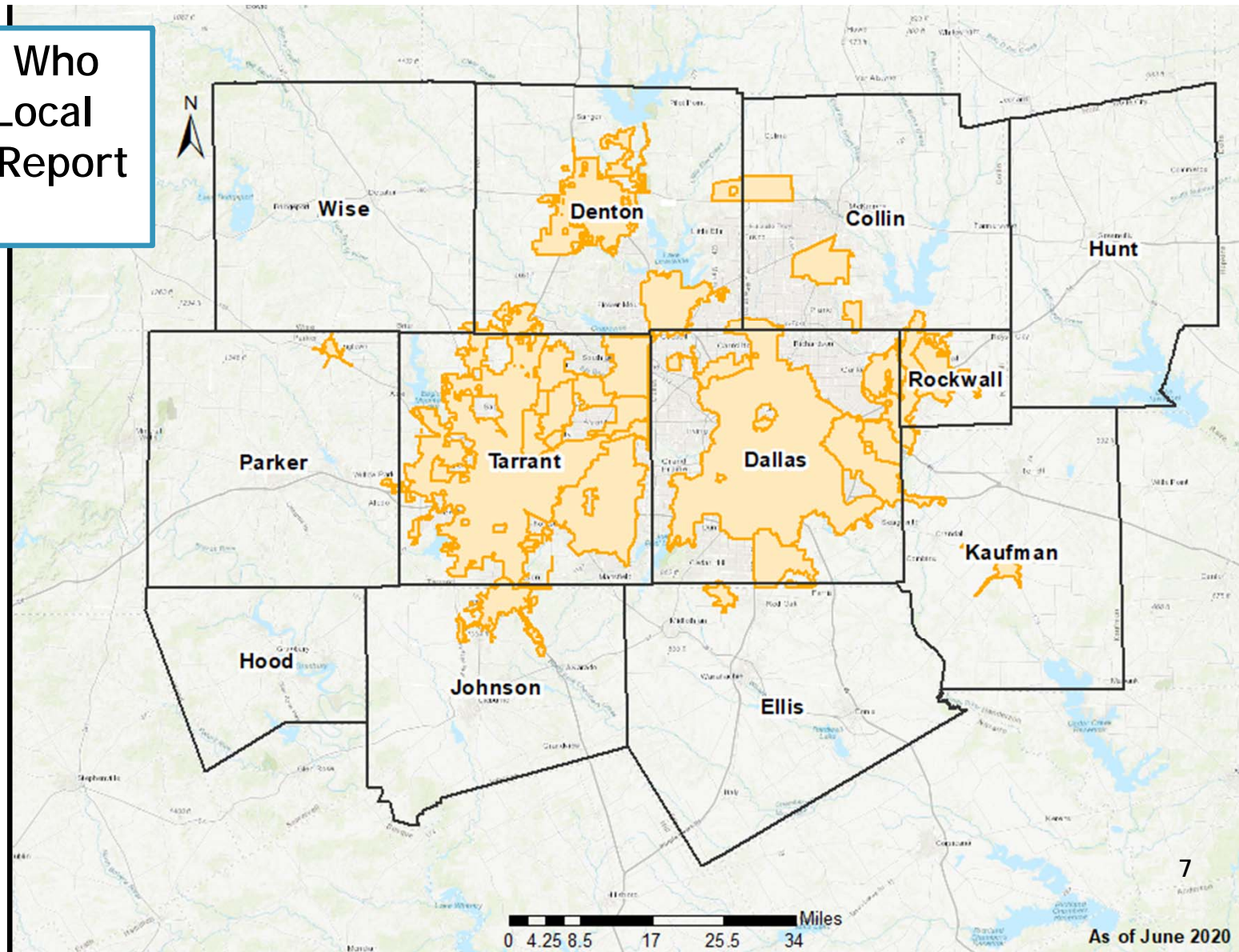
# Cities and Counties Who Submitted a **FY18** Local Government Energy Report to SECO

## Legend

-  Counties Subject to Report
- Cities**
-  Submitted FY18 Report



★ Number of Cities Who Reported: **29**

Number of Counties Who Reported: **0**



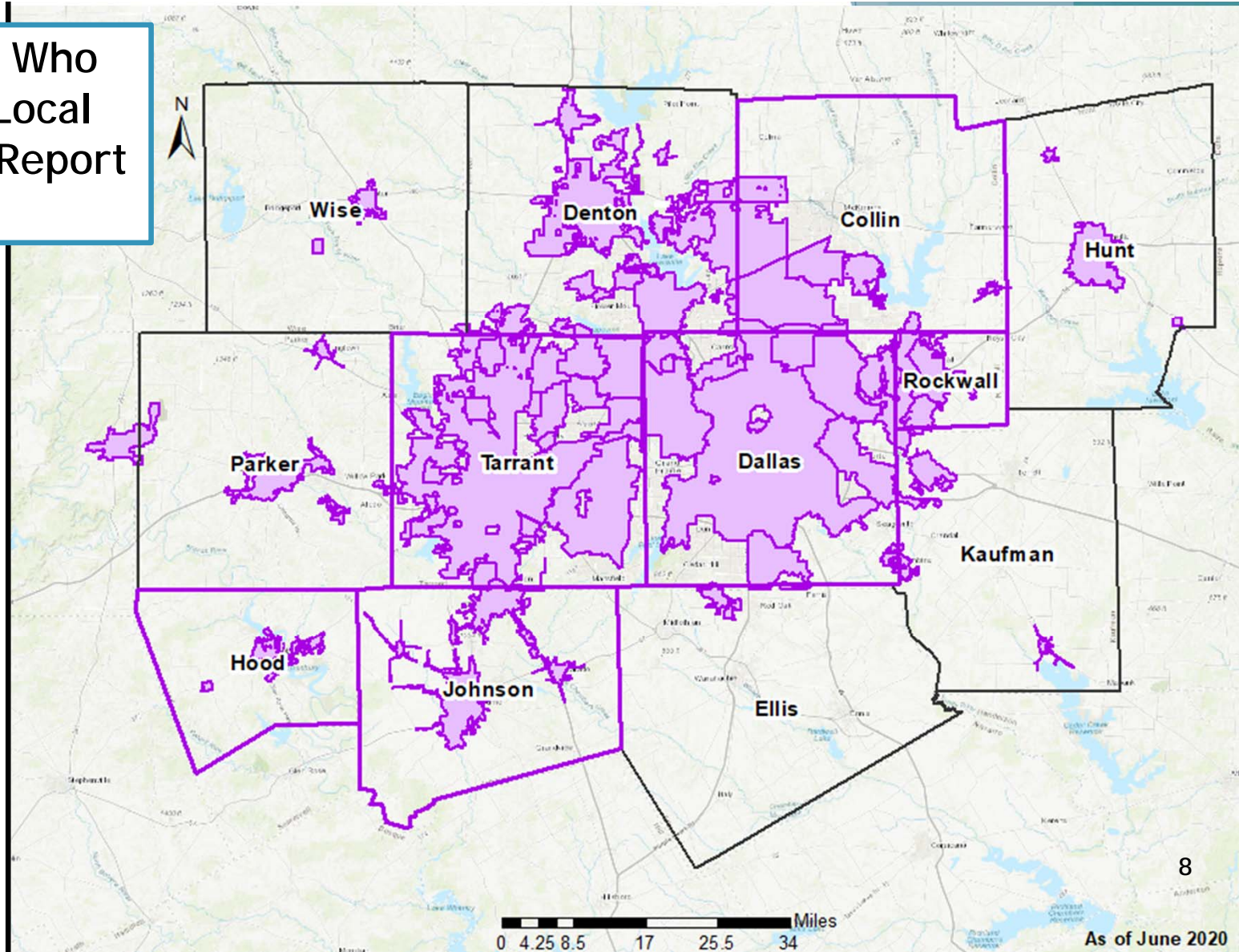
# Cities and Counties Who Submitted a FY19 Local Government Energy Report to SECO

## Legend

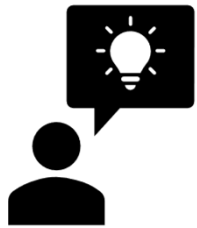
-  Counties Subject to Report
- Cities**
-  Submitted FY19 Report
- Counties**
-  Submitted FY19 Report

★ Number of Cities Who Reported: 70

Number of Counties Who Reported: 6



# Local Government Energy Toolkit



- ✓ ENERGYSTAR Building Portfolio Manager “How-To” Document
- ✓ SECO’s Preliminary Energy Assessment (PEA) Program Handout
- ✓ Blank FY19 Energy Report Form Template
- ✓ Whitepaper: Effectiveness and Transparency of Energy Reporting Requirements for Local Governments in Texas
- ✓ Energy Efficiency Reporting Matrix
- ✓ Example correspondences for peer regional agency outreach

## OTHER RESOURCES



**Free individualized assistance** to entities interested in learning more about the local government energy reporting requirements, how to fill out the annual reporting form, and answer any questions.



**Working group** of local governments to identify barriers preventing compliance to the state mandated local government energy reporting requirements and potential opportunities to improve the effectiveness of the requirement.

# 2020 Workshops + Trainings

Recorded and Available Online!

## January

Webinar 1

Leveraging COG Programs and Funding to Support Energy Management for Your Members

## February

Webinar 2

Understanding Municipal Utility Bills & Tracking Energy Consumption

## May

Webinar 3

Financing Energy Efficiency Projects for Facilities and Services

## July

Webinar 4

Procurement Strategies for Energy Efficiency and Renewable Energy- **JULY 16**



Other Events Include:

- SoISmart Working Group
- LGER Working Group



Sign-up to stay in the loop on Energy Efficiency and Management Trainings/Webinars/Workshops

# FOR MORE INFORMATION

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Program Manager  
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**Dorothy Gilliam**

Air Quality Planner  
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dgilliam@nctcog.org

Program Webpage

[www.ConserveNorthTexas.org](http://www.ConserveNorthTexas.org)



North Central Texas  
Council of Governments



# Auto Occupancy/High-Occupancy Vehicle Quarterly Report

Surface Transportation Technical  
Committee Meeting

June 26, 2020

Berrien Barks



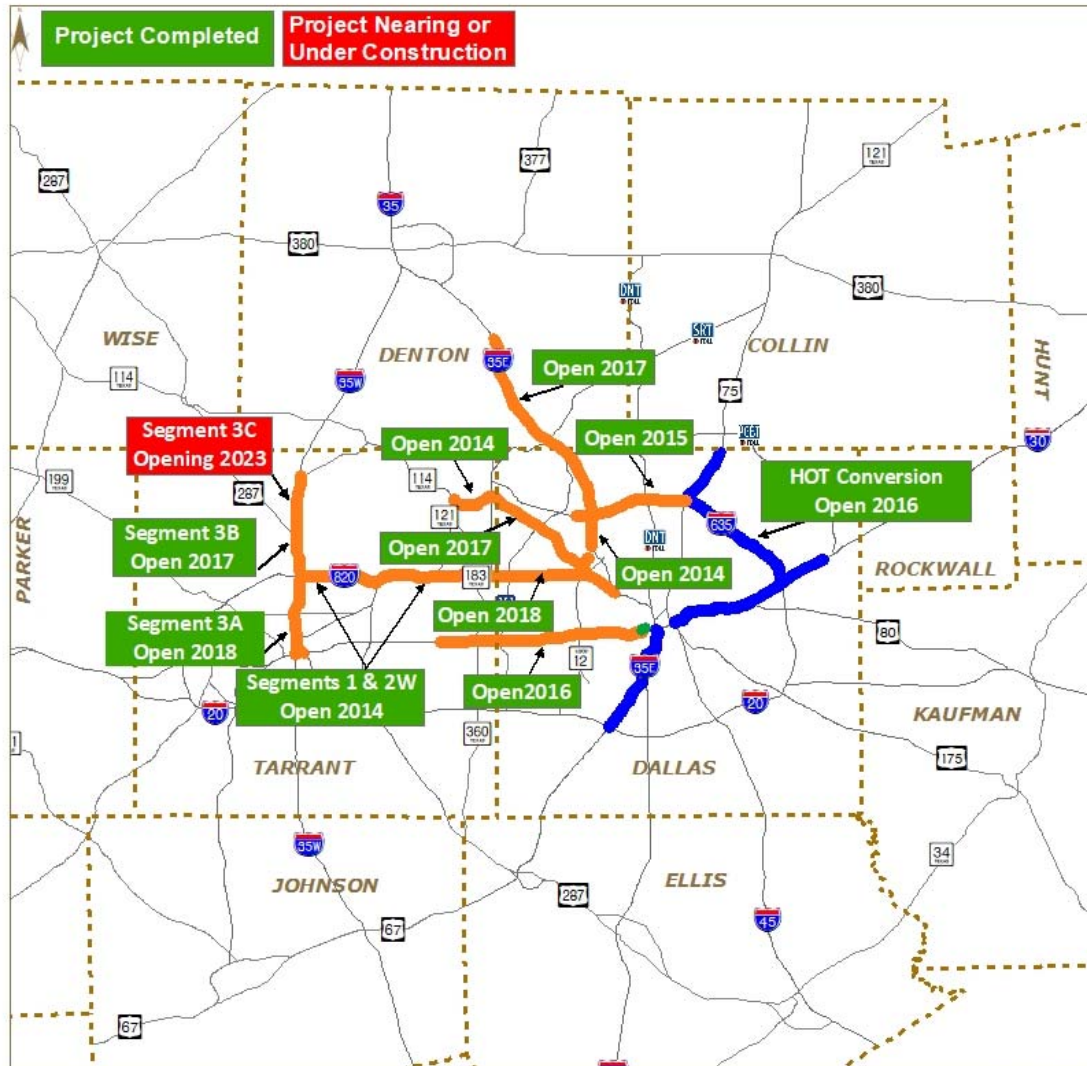
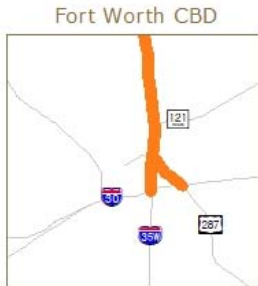
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# Near Term Managed Lane System Openings

**Current Express/HOV + New Managed Lanes**

- Current Express/HOV Lanes
- New TEXpress Managed Lanes
- Transitional High - Occupancy Vehicle Lane
- Major Roadways



February 7, 2019

# Toll Managed Lane Data Monitoring

*Cumulative December 2013 – April 2020*

How much HOV 2+ Subsidy has the RTC been responsible for?

*\$ 5,793,333 as of April 2020*

How much of the Vanpool Toll reimbursement has the RTC been responsible for?

*\$ 12,407 from October 2014 – March 2020*

How long can the RTC keep the HOV policy at 2+?

*For now, it remains 2+ and it will continue to be monitored quarterly*

Have there been any additional NTTA customer service needs?

*No, minimal impact*

Have the speeds on the Toll Managed Lane facilities dropped below 35 mph?

*No*

# Toll Managed Lane Data Monitoring

*Cumulative December 2013 – April 2020*

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
<b>North Tarrant Express</b> <ul style="list-style-type: none"> <li>SH 183/121 from IH 35W to SH 121</li> <li>IH 35W from IH 30 to US 287</li> </ul>	\$2,644,430	Negligible	0
<b>LBJ Express</b> <ul style="list-style-type: none"> <li>IH 635 from Preston Road to Greenville Avenue</li> <li>IH 35E from Loop 12 to IH 635</li> </ul>	\$3,148,903	Negligible	0
<b>DFW Connector</b> SH 114 from Kimball Avenue to Freeport Parkway	N/A	Negligible	0
<b>IH 30 Managed Lanes</b> IH 30 from SH 161 to Westmoreland Road	N/A	Negligible	0
<b>IH 35E Managed Lanes</b> IH 35E from FM 2181 (Teasley) to LBJ	N/A	Negligible	0



Update

Automated Vehicle Occupancy Verification

Through Sunday, May 31, 2020



# HOV Users

January 24 – May 31, 2020



Users: 31,282

Vehicles: 25,512

Occupant Passes: 5,672



# HOV Discount Data Monitoring

January 24 – May 31, 2020

Total Transactions – 484,566

LBJ / NTE Partners – 253,834

TxDOT – 230,729

Total HOV Transactions – 259,677 (~53%)

LBJ / NTE Partners – 131,910

TxDOT – 127,767

Unique Transactions – 16,074

Please note 635 East was closed on April 27, 2020 which has had impacts on the number of transactions.

## Future Data Items

- Total and HOV Transactions by Corridor
- Average Speed on Managed Lane by Corridor
- Average Speed on General Purpose Lanes by Corridor
- Others?

# Questions/Contacts

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Senior Program Manager

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817-695-9263

**Amanda Wilson**

Program Manager

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817-695-9284

**Berrien Barks**

Program Manager

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

817-695-9282



# Revised MTP Policy Bundle Fact Sheet – Round 4

## Must my entity complete a new Application?

Yes, all entities must complete a new application every round and submit all required documentation.

## How many TDCs will be available?

Each round, the Transportation Improvement Program (TIP) team will review federal funding availability for the upcoming round and determine the number of Transportation Development Credits (TDCs) to be allocated to all new qualifying entities.

## When can I request an Application?

Applications can be requested at any time, but applications will not be available to be sent to the requestors until the round opens in the fall.

## How do I request an Application?

Applications can be requested by going to: [www.nctcog.org/policybundle](http://www.nctcog.org/policybundle) and clicking on the *Request an Application* link.

## How long do we have to use any TDCs awarded?

TDCs will be available to programs through the TIP team throughout the fiscal year as opportunities arise. Entities participating this round will have two years from the date of the award to add new projects to the TIP. Entities must work with NCTCOG staff to allocate TDCs to an eligible project. Once projects are selected for inclusion in the TIP, entities have two years to meet the following requirements or the TDCs expire:

- Sign a TDC agreement with the Metropolitan Planning Organization
- Begin project implementation

## What type of projects are eligible?

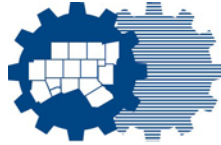
- Must be used for new projects, not previously selected projects
- Must be eligible for federal roadway or air quality funds
- Projects that improve air quality and relieve congestion, including transit improvements, bicycle and pedestrian facilities and programs, and traffic flow improvements
- Projects will be vetted against typical Regional Transportation Council selection criteria

## Timeline for MTP Policy Bundle – Round 4:

Due to current events and the shift in focus for many agencies, the MTP Policy Bundle final deadline has been moved to **June 30, 2020**.

The change in final deadline will allow agencies additional time to prepare applications, and NCTCOG staff additional time to review them. Thank you for your patience during this period of uncertainty.

<b>March 20, 2020</b>	<del>April 27, 2020</del> <b>June 30, 2020</b>	<del>June 2020</del> <b>September 2020</b>
<b>Applications due for those requesting NCTCOG assistance</b>	<b>Policy Bundle – Round 4 Application Deadline</b>	<b>Regional Transportation Council Approval of Policy Bundle Awards</b>



North Central Texas Council of Governments

TO: Surface Transportation Technical Committee  
Regional Safety Advisory Committee

DATE: June 19, 2020

FROM: Sonya J. Landrum  
Program Manager

SUBJECT: Regional Safety Advisory Committee 2020 – 2021 Membership Appointments

The North Central Texas Council of Governments (NCTCOG) would like to thank you for your continued support of and/or participation on the Regional Safety Advisory Committee (RSAC) to date. Your agency's participation is vital to RSAC's success. The 2020 – 2021 term is upon us, and we request that you designate your agency's membership on the RSAC. As part of the Committee initiatives:

“One Surface Transportation Technical Committee (STTC) member from each organization, as designated in the Regional Transportation Council (RTC) Bylaws, may choose to represent their entity on the RSAC, or they may choose to designate an alternate representative.” Private sector participation is allowed with one representative from each private sector agency. Members shall provide NCTCOG staff notice of their decision in writing annually.

In order to designate your agency's membership on the RSAC, please provide the following by responding to Kevin Kroll at [kkroll@nctcog.org](mailto:kkroll@nctcog.org) by **Friday, July 17, 2020**.

1. Confirm your participation in the activities of the RSAC; or
2. Designate an individual to represent your entity by providing their full contact information including: Name, Job Title, Agency, Mailing Address, City, State, Zip, Phone, and E-mail address. Only their name and agency will be made available in roster format on NCTCOG's website.

If your organization has more than one representative on STTC, please coordinate to determine one official individual to represent your organization on the RSAC, though all staff and interested parties are welcome to attend. For individuals not responding with confirmation of participation and membership by the July 17<sup>th</sup> deadline, your agency's seat on the RSAC will be noted as vacant for the 2020 – 2021 term. The first meeting of the 2020 – 2021 term will be held on July 24, 2020. A copy of the current RSAC roster is attached.

If you have any questions or concerns, please feel free to contact me at [slandrum@nctcog.org](mailto:slandrum@nctcog.org). Thank you in advance for your participation on the NCTCOG Regional Safety Advisory Committee.

Sincerely,

*Sonya J. Landrum*

SJL:bw  
Attachment

cc: Natalie Bettger, Senior Program Manager, NCTCOG

**NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS  
REGIONAL SAFETY ADVISORY COMMITTEE (RSAC)  
2019 – 2020 MEMBERS**

**JUNE 2020**

Joe Atwood, P.E.  
(Representing) Hood County

Daniel Herrig  
City of Richardson

George Barnes  
Dallas Area Rapid Transit

Matthew Hotelling, P.E, PTOE  
Town of Flower Mound

Kimberly Brawner  
City of Celina

Brian Jahn, P.E.  
City of Denton

Robert Cohen  
City of Southlake

G. "Gus" Khankarli, P.E., PMP, CLTD  
City of Dallas

Rick Cortez, P.E.  
City of Mesquite

Rich Larkins, P.E.  
City of Grapevine

Jacqueline Culton  
City of Duncanville

Wes Lawson  
City of Wylie

Chad Davis, P.E.  
Wise County

Minh Le, P.E.  
Texas Transportation Institute

John Denholm, P.E.  
Lee Engineering

Alonzo Liñán, PE, PTOE, MPA\*  
City of Keller

Caryl DeVries  
City of Grand Prairie

Brian Moen, P.E.  
City of Frisco

Phil Dupler  
Trinity Metro

Yang Ouyang, P.E., PTOE  
North Texas Tollway Authority

Claud "Buz" Elsom  
(Representing) Rockwall County

Cody Owen  
City of Irving

James Gaertner  
City of Waxahachie

Huma Patel  
City of Garland

Mike Galizio  
Tarrant County

Mohammed Quadeer, P.E.  
TxDOT Fort Worth District

Roger Harmon  
Johnson County

John Romberger  
City of Carrollton

Ron Hartline, P.E.  
City of The Colony

Greg Royster, P.E.  
Dallas-Fort Worth International Airport

Amelia Hayes, P.E.  
FHWA – Texas Division

David Salmon, P.E.  
City of Lewisville

\*\*Denotes Chair

\*Denotes Vice Chair

***Regional Safety Advisory Committee (RSAC, continued)***

Robert Severance III  
City of Cleburne

Anthony Smith  
Dallas County

Kevin St. Jacques  
Hunt County

Jerod Stanley  
TxDOT Dallas District

Matthew Tilke, P.E.  
City of Plano

Asma Tuly\*\*  
City of Allen

Caroline Waggoner  
City of North Richland Hills

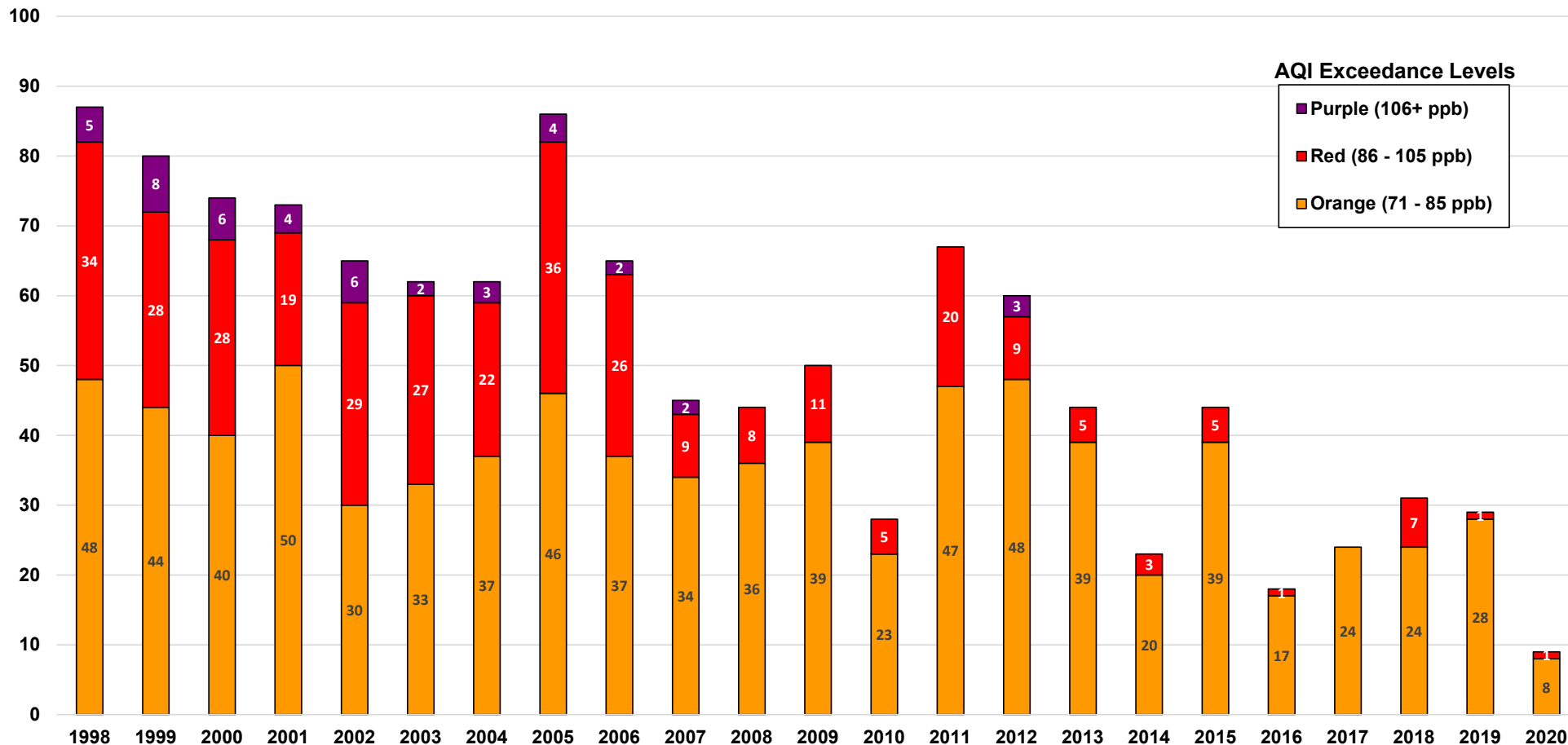
William Wiegand  
City of Haltom City

\*\*Denotes Chair

\*Denotes Vice Chair

# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on  $\leq 70$  ppb (As of June 14, 2020)

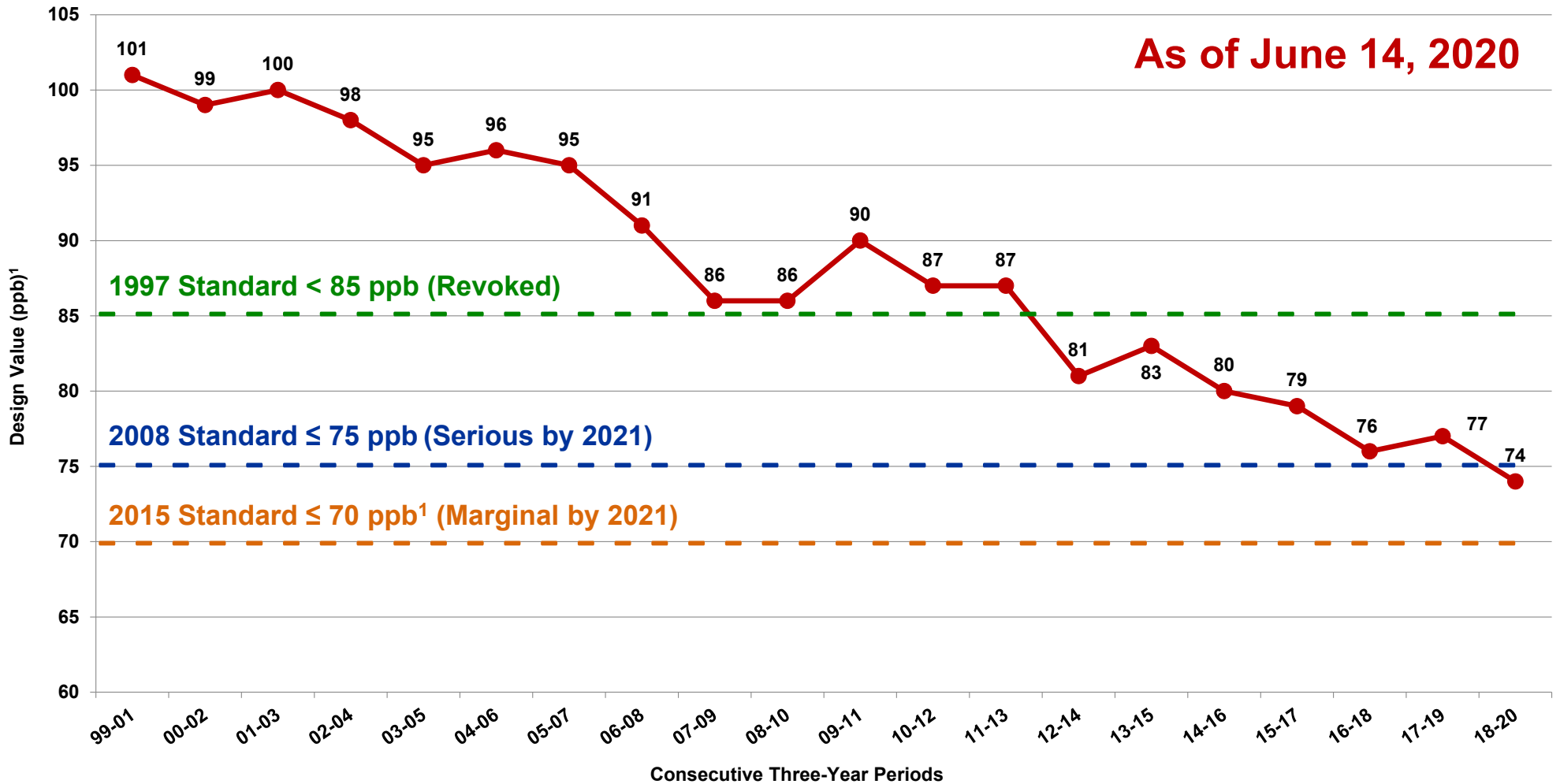


Exceedance Level indicates daily maximum eight-hour average ozone concentration.  
Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

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 June 14, 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

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

**MINUTES****REGIONAL TRANSPORTATION COUNCIL ONLINE INPUT OPPORTUNITY****10-Year Plan Update****Mobility 2045 Update: The Metropolitan Transportation Plan for  
North Central Texas****2020 Ozone Season and Transportation Trends****EV and NG Data Collection Project****Online Public Input Opportunity Dates**

Monday, May 11, 2020 - Tuesday, June 9, 2020 – The North Central Texas Council of Governments (NCTCOG) posted information at [www.nctcog.org/input](http://www.nctcog.org/input) for public review and comment.

**Purpose and Topics**

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

1. 10-Year Plan Update
2. Mobility 2045 Update: The Metropolitan Transportation Plan for North Central Texas
3. 2020 Ozone Season and Transportation Trends
4. EV and NG Data Collection Project

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

**Summary of Presentations*****10-Year Plan Update presentation:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2020/05/2020-10-Year-Plan.pdf>

Metropolitan Planning Organizations (MPO) are required by law to develop 10-year plans using performance-based planning and project selection methods. A regional 10-Year Plan was approved by the Regional Transportation Council (RTC) in December 2016 and includes projects selected by NCTCOG, the Texas Department of Transportation (TxDOT) and the Texas Transportation Commission (TTC). A series of updates were made to the Plan in August 2017, August 2018 and September 2019 in conjunction with the development of TxDOT's Unified Transportation Program (UTP).



The same project scoring process used for the 2019 10-Year Plan update was used for the 2020 update. Additional projects were submitted by TxDOT for inclusion in the Corridor Preservation Program. This program consists of projects that may be added to the 10-Year Plan in the future and need a preliminary commitment in order to commence pre-construction activities like right-of-way acquisition. Some projects that were previously part of this program are being proposed for construction funding through this latest update.

TxDOT has also been developing the 2021 UTP and has coordinated with NCTCOG staff to draft a project listing that includes project scores, project revisions and potential new projects. The list was refined in February and March 2020 as a result of funding targets being received after the January 31 deadline.

An update to the 2020 UTP, which included funding for the IH 35 project in Austin, was approved by the TTC on April 30, 2020. In order to fully fund the project, the TTC opted to utilize Category 12 funds that would have otherwise been used for projects in other parts of the State, including Dallas-Fort Worth. This action, combined with lower than anticipated revenues, has led to a sharp decline in the amount of UTP funding coming to the region.

The RTC will take action on the 10-Year Plan update on June 11, 2020. The TTC is expected to take action on the 2021 UTP on August 27, 2020.

***Mobility 2045 Update: The Metropolitan Transportation Plan for North Central Texas presentation:***

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2020/05/Mobility-Plan-A.pdf>

Mobility 2045 is the Metropolitan Transportation Plan (MTP) that defines a long-term vision for the region's transportation system and guides spending of federal and State transportation funds. This includes funding for highways, transit, bicycle and pedestrian facilities and other programs that reduce congestion and improve air quality.

The Plan was adopted by the Regional Transportation Council (RTC) on June 14, 2018, and Transportation Conformity was achieved on November 21, 2018. Mobility 2045 has nine goals and its vision is to improve the region's mobility today and tomorrow by embracing technology and innovation. NCTCOG staff is currently working on an update to Mobility 2045 and focused on refining objectives, developing performance measures, setting targets and initiating coordination efforts.

The official comment period for the Mobility 2045 update will take place in April and May of 2022. The RTC will take action on the update in June 2022.

***2020 Ozone Season and Transportation Trends presentation:***

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2020/05/Effects-of-COVID.pdf>

In coordination with regional partners, the NCTCOG Transportation Department has collected data related to the effects of COVID-19 on the transportation system. The data has been divided into six categories: Roadway, Transit, Air Quality, Non-motorized Trips, Airport and Crash Data.

The data shows a decrease in traffic, toll road usage and transit ridership from the beginning to the end of March 2020. Air quality maps also show a decrease in nitrogen dioxides from February to March 2020.

Additionally, there was a large increase in use of regional bicycle and pedestrian trails from the beginning to the end of March 2020. There was a 52 percent decrease in passenger enplanements and deplanements at Dallas Love Field when comparing activity in March 2019 and March 2020. Data also shows a decrease in crash occurrences in every Dallas-Fort Worth county from the beginning to the end of March 2020.

***EV and NG Data Collection Projects presentation:***

[https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2020/05/EV NG Data.pdf](https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2020/05/EV%20NG%20Data.pdf)

Led by Energetics, the Electric Vehicle Widescale Analysis for Tomorrow's Transportation Solutions (EV WATTS) project will collect data from 1,600 plug-in electric vehicles (PEVs) and 10,000 charging stations nationwide. The goal is to gather and secure regional data partner commitments from organizations, fleets and projects representing a variety of applications.

The Department of Energy (DOE) has allocated \$4 million for the initiative and the Dallas-Fort Worth Clean Cities Coalition is one of 10 participating Clean Cities partners nationwide. Aggregated data and public summaries will be shared throughout the project with DOE and national laboratories. The data is being collected from all-electric vehicles, plug-in hybrid electric vehicles and various charging infrastructure sites.

If interested in becoming a data partner, you must have a PEV that tracks trip levels and longitudinal data or be willing to install free data loggers on your vehicle. Participating charging stations must be able to track session level or interval level data. For more information, interested parties should email [cleancities@nctcog.org](mailto:cleancities@nctcog.org).

Led by Clean Fuels Ohio, the Natural Gas Vehicle Updated Performance Tracking Integrating Maintenance Expenses (U.P.-T.I.M.E.) Analysis will quantify differences in maintenance costs between diesel and natural gas vehicles (NGVs), determine maintenance cost changes and improvements of newer generation NGVs compared to older generation NGVs and capture impacts of different technology solutions and best practices that impact and reduce maintenance costs. The goals of the project are to recruit fleet data partners, facilitate execution of data sharing agreements and disseminate study results and individual fleet analysis reports.

The DOE has allocated \$500,000 for the initiative, and the DFWCC is one of five participating Clean Cities partners nationwide. For more information, interested parties should email [cleancities@nctcog.org](mailto:cleancities@nctcog.org).

**WRITTEN COMMENTS SUBMITTED BY WEBSITE, MAIL, EMAIL and SOCIAL MEDIA**

**10-Year Plan Update**

**Mail**

Please see attachment for comment submitted via mail.

**Other**

**Email**

**Karen Speitel**

Regarding transportation issues in Tarrant County, I am unable to attend public meetings. However, I wanted to ask that you please consider my opinion.

I am not in favor whatsoever in having public buses within Tarrant County. Bus services bring crime, pollution and impede traffic flow. Please do not add any bus services whatsoever.

Thank you very much for your time.

**Response by Carli Baylor, NCTCOG**

Hi, Karen

Thank you for contacting the NCTCOG Transportation Department. We appreciate you taking the time to provide us with your thoughts and feedback.

If you are not able to physically attend, we live stream all of our in-person meetings so people can still participate in real time. The stream can be found at [www.nctcog.org/video](http://www.nctcog.org/video) (just click on the live tab).

Additionally, we post presentation materials and information for all of our public input opportunities at [www.nctcog.org/input](http://www.nctcog.org/input). We're also happy to mail hard copies of presentations to you upon request.

Due to the current pandemic, all of our public input opportunities are currently being conducted online, but we will return to hosting in-person meetings when it is safe to do so. Again, thank you for providing your input and please don't hesitate to reach out to us with any further questions.

15720 Artist Way, #4912

Addison, TX 75001

May 25, 2020

North Central Texas Council of Governments  
Transportation Department

P O Box 5888

Arlington, TX 76005-5888

Dear Carli:

Thank you for the information that you sent me at my request. Your letter indicates that comments are to be submitted by June 9, 2020.

2021 Unified Transportation Program (UTP)  
and Regional 10-Year Plan Update  
Public Meeting May 2020

Page 7 -

I am particularly in favor of the following principles for the development of the Regional 10-Year Plan:

• Fully fund existing projects before funding new projects

• Ensure equity of County allocations

Page 6 - Draft map - Dallas-Fortworth Regional

Over:

10 Year Plan Projects FY 2017 FY 2030

Regarding the use of dark blue for previously approved projects and dark green for newly proposed projects -

I recommend two colors with greater contrast, as it is difficult to differentiate these two colors (dark green and dark blue) on the map.

Thank you.

Sincerely,

Phyllis Silver

RECEIVED

MAY 28 2020

TRANSPORTATION

## 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 Monday, April 20, through Tuesday, May 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

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 38 Bicycle and Pedestrian comments, 19 Roadway comments and 15 transit comments. To read them, visit:

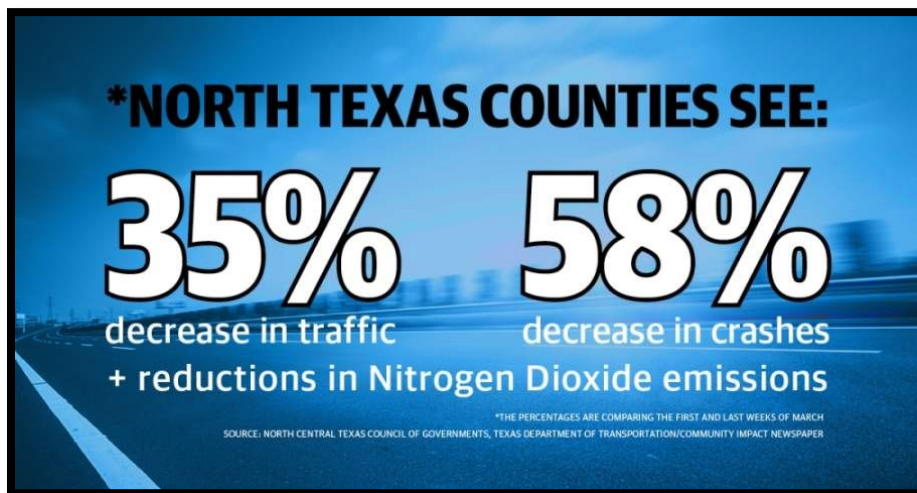
<http://nctcoggis.maps.arcgis.com/apps/CrowdsourceReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

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

#### Air Quality

##### Facebook –

1. North Texas traffic trends downward as data shows regional air conditions, crash rates improve: <https://bit.ly/2T6wESQ>. – NCTCOG Transportation Department



This is one of the many reasons that I like working from home. The traffic across the living room may be a bear but it is nothing like GWB during rush hour. My stress levels

are much lower too. Round trip it saves me nearly two hours of my day by not driving into the office. I drink less. – Glen Geen

We're happy to hear you're stressing (and drinking) less. 😊 – NCTCOG Transportation Department

2. Awareness week is ending but that doesn't mean our efforts do. City of Fort Worth's Air Quality Division works hard every day to improve air quality and protect the city's health and well-being.

The City also partners with many outstanding organizations like Texas Commission on Environmental Quality NCTCOG Transportation Department and AirNorth Texas, just to name a few.

Find out about the 4 Air Quality specialized teams online at <http://fortworthtexas.gov/env/airquality/>.

Airnow has also provided several resources to stay informed on Air Quality at all different levels – local, regional, state, national and global. – Keep Fort Worth Beautiful

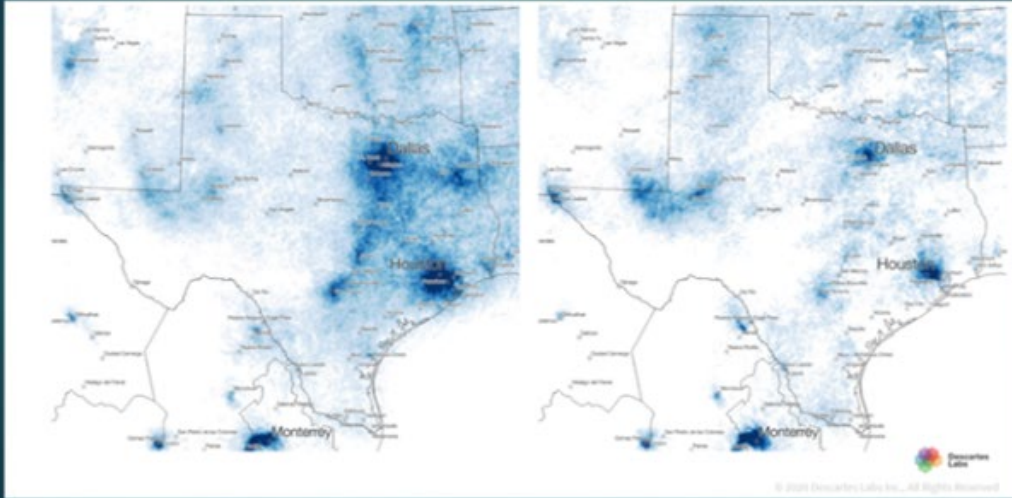


3. We can make a difference in reducing greenhouse gases. If the NO<sub>2</sub> is lower, I bet the CO<sub>2</sub> is also lower. – Julie Singleton

## REGIONAL NITROGEN DIOXIDE (NO<sub>2</sub>) TRACKING

February 2020

Week of March 29, 2020



NCTCOG Transportation Department

April 22 at 5:54 PM · 🌐

NO<sub>2</sub> levels are currently down due to adhering with stay-at-home orders and reductions in travel.

When the State and region re-opens, we encourage continued use of alternative forms of transportation to sustain lower emission levels, if possible, such as telecommuting, combining trips, etc. For more, visit: <https://www.airnorthtexas.org/>.

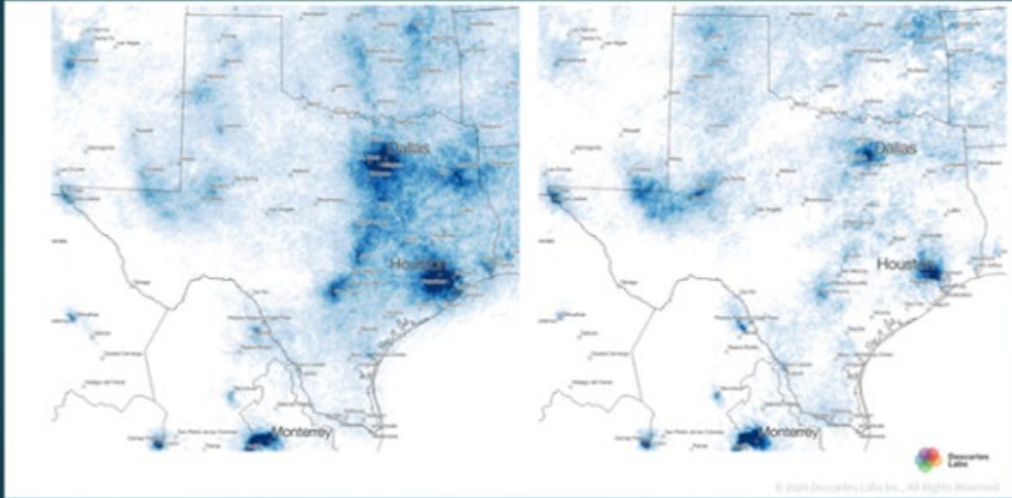
4. Reducing tailpipe emissions through higher gas mileage cars and adopting alternative fuel vehicles will allow us to keep this clean air we've been enjoying. – Tesla Owners Club of North Texas



## REGIONAL NITROGEN DIOXIDE (NO2) TRACKING

February 2020

Week of March 29, 2020



NCTCOG Transportation Department

April 22 at 5:54 PM · 🌐

NO2 levels are currently down due to adhering with stay-at-home orders and reductions in travel.

When the State and region re-opens, we encourage continued use of alternative forms of transportation to sustain lower emission levels, if possible, such as telecommuting, combining trips, etc. For more, visit: <https://www.airnorthtexas.org/>.

### 5. It's #AirQualityAwarenessWeek! – Keep Grapevine Beautiful

A graphic for Air Quality Awareness Week. It features a blue sky background with several white clouds. In the center, a large white cloud contains the text 'Air Quality Awareness Week is coming' in a blue, sans-serif font. Below the clouds, the top of a person's head with brown hair is visible, looking upwards. The overall design is clean and informative.

NCTCOG Transportation Department

May 1 at 10:14 AM · 🌐

Air Quality Awareness Week starts Monday! Be on the lookout for information about air quality and your health!

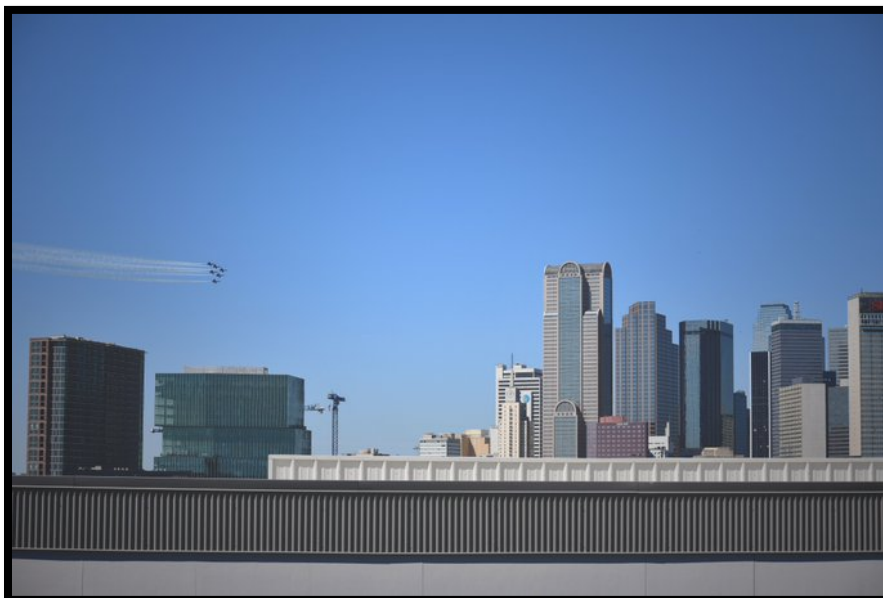
6. You can check the air quality at any time by knowing the Air Quality Index or AQI. Follow the links to Air North Texas to learn more! #AirNTX – City of Denton Sustainability



### Aviation

#### Twitter –

1. Show us your shot of the #BlueAngels flyover! Here's ours from Downtown Dallas. – NCTCOGTransportation (@NCTCOGtrans)



<https://youtu.be/vcG7cSJeGv4> – Juan David López (@jotadelopez)

Nice! – NCTCOGTransportation (@NCTCOGtrans)

Northwest Plano – Kevin Butler (@yuorfaec)



Amazing. America loves its doctors and nurses! They deserve this honor – Anonymous Academic (@Academem2020)

💙 – NCTCOGTransportation (@NCTCOGtrans)



– Investment Architecture

Cool vid! – NCTCOGTransportation (@NCTCOGtrans)

### **Facebook –**

1. Show us your shots of the #BlueAngels flyover! Here's ours from Downtown Dallas. – NCTCOG Transportation Department



Alas, your page permissions don't allow posting images in a reply. 😞 But here's my public link:  
[https://www.facebook.com/bollar/posts/10157533762339039?\\_\\_cft\\_\\_\[0\]=AZXY77-xRcmlnOxUYMwfZQm0SGhbhvEyYNNsXhW3Hw8sWjJ8tQzbw6CE-Nd5B9pMcOhTWBzaN2jPy11uJpV1J7sPe-1Utkgz\\_awRAMHRCS\\_hjsHwD8iZ9T7A2nhhsvCai4&\\_\\_tn\\_\\_=%2CO%2CP-R](https://www.facebook.com/bollar/posts/10157533762339039?__cft__[0]=AZXY77-xRcmlnOxUYMwfZQm0SGhbhvEyYNNsXhW3Hw8sWjJ8tQzbw6CE-Nd5B9pMcOhTWBzaN2jPy11uJpV1J7sPe-1Utkgz_awRAMHRCS_hjsHwD8iZ9T7A2nhhsvCai4&__tn__=%2CO%2CP-R) . – Rick Bollar

### **Bicycle & Pedestrian**

#### **Email –**

##### **1. Ryan Oppenorth**

Can you provide an update on Bomber Spur trail initiative, cost, and overall schedule?

Mr. Oppenorth,

Thank you for expressing interest in the Bomber Spur Regional Veloweb Trail corridor in Fort Worth.

Earlier this year, NCTCOG executed a contract from Kimley Horn Associates to conduct preliminary engineering for conceptual design, a preliminary environmental analysis, and discussions regarding probable construction cost of the trail corridor beginning at the intersection of SH 183 and Calmont Ave and continuing south approximately three miles to its terminus at the intersection of SH 183 and W. Vickery Blvd. This effort is in partnership with the City of Fort Worth and Streams and Valleys Inc. and also involves coordination with the Texas Department of Transportation. All work under the contract is expected to be completed by April 30, 2021.

The City of Fort Worth staff will be facilitating an upcoming public meeting to provide more information about the proposed trail alignment. The meeting is tentatively scheduled for September 2020.

For more information about the meeting, please contact Jing Yang [Jing.Yang@fortworthtexas.gov](mailto:Jing.Yang@fortworthtexas.gov) or Joel McElhany [Joel.McElhany@fortworthtexas.gov](mailto:Joel.McElhany@fortworthtexas.gov) at the City of Fort Worth.

**Twitter –**

1. Enjoy the outdoors and take a trip on our A-train Rail Trail. Sun with rays Check out this video from @NCTCOGtrans when they named our trail their Trail of the Month! – DCTA (@RideDCTA)



**Facebook –**

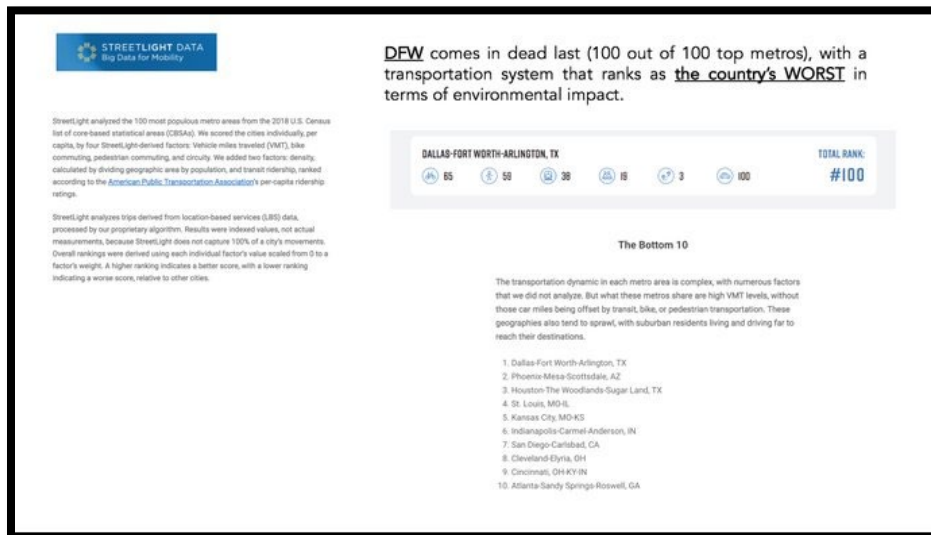
1. There has been a 200% increase in bicycling in the DFW region since early March. – Bike Denton



## Environment

### Twitter –

1. Big shout out to @NCTCOGtrans and @TxDOTDallas as the DFW region comes in as the #1 WORST in U.S. in terms of adverse environmental impacts from its horrible transportation infrastructure. <https://streetlightdata.com/2020-u-s-transportation-climate-impact-index/> – Wylie H Dallas (@Wylie\_H\_Dallas)



Does Michael Morris get some kind of plaque for winning this? – GerrardGerrard

🏆🏆🏆🏆🏆🏆 (GerardGerard7)

This criteria is based on Net VMT. In other words, sprawl. The finger can also be pointed at individual homeowners who live far from work. Lets give them a reason to move back, as DFW has been doing for the last 15 years. – Brian Fitzgerald (@fitz91ag)

In its defense, COG does encourage car pooling. – Downwinders at Risk (@cleanerair)

So no shout out to @dartmedia? 🗨️ – caraathome (@🏠)

## Fleets

### Facebook –

1. Help our friends out at NCTCOG Transportation Department:

Fleet Maintenance Data Needed for Study:

If your fleet operates medium- or heavy-duty natural gas vehicles (NGV) and diesel vehicles for freight and goods movement, please consider partnering with Dallas-Fort Worth Clean Cities (DFWCC) and Clean Fuels Ohio to provide maintenance data for a study, NGV Updated Performance Tracking Integrating Maintenance Expenses (U.P.-T.I.M.E.).

This study will:

provide fleets and natural gas vehicle (NGV) industry stakeholders relevant, real-world information detailing NGV maintenance costs

improve total cost of ownership calculations

determine the maintenance cost differences between NGV technology generations and current advanced clean diesel engines

Fleets that provide data for this study will receive a report containing a graphical assessment of major parameters by vehicle power train, year, and model as well as answers to important operational questions. To find out more about participating in this study, please contact Amy Hodges at [ahodges@nctcog.org](mailto:ahodges@nctcog.org). – Texas NGV Alliance

### **High-speed Transportation**

#### **Email –**

##### **1. Norman S. Hoyt**

I want to be assured that the high speed mass transit between Dallas and Fort Worth is getting proper attention. I understand the Dallas to Houston “bullet train” continues to have unfortunate delays. Reality seems to be shouting for Plan B. The reality is also in my opinion that the Plan B is the center of urban needs for Texas and rates a “do it now”. You know the traffic, environmental concerns, and available real estate along the I-30 corridor. I presented a game plan about 10-15 years ago at your public meeting. That proposal was met with enthusiasm and the engineers were asked to study it. I see it is a link to the Texas Loop. If it is ready it should start first. Hope you have a futuristic solution for us. The efficacy of DFW depends on high speed transit.

Concurrent plans to connect other Metroplex stations to Dallas & Fort Worth’s Stations will ensure optimum ridership both locally and statewide. We must have all documents ready to go out for bids or see Federal Funds go elsewhere. Hope you are ready. We need the boost and President Trump needs a pacesetter.

Mr. Hoyt,

Thank you for your interest in high-speed transportation initiatives in the Dallas-Fort Worth region.

The Dallas to Houston high-speed rail (HSR) system is being developed by a private entity. The environment and planning study is expected to receive approval to move forward this year, and construction is expected to begin in early 2021. The North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC) continue to support and monitor this project's progress.

The proposed system from Fort Worth to South Texas was initially studied by TxDOT in an effort referred to as the Texas-Oklahoma Passenger Rail Study (TOPRS). Subsequently, NCTCOG conducted the Fort Worth to Laredo High-Speed Transportation Study, reviewed the TOPRS findings and studied several additional options. The NCTCOG study concluded that hyperloop technology is viable in the corridor and consistent with the Mobility 2045 Plan.

The proposed system from Dallas to Fort Worth has also been studied by TxDOT and NCTCOG. The TxDOT project [known as the Dallas-Fort Worth Core Express Service (DFWCES)] concluded with the completion of an alternatives analysis. The NCTCOG effort will commence this week with the execution of a contract with a consultant to conduct a full National Environmental Policy Act (NEPA) analysis over the next three years. This study will analyze connections not only to the other proposed high-speed transportation projects, but also how people connect to the high-speed transportation system.

NCTCOG staff is working hard to create a system to not only better connect areas within the Dallas-Fort Worth region but also connect Dallas-Fort Worth to other major metropolitan areas in Texas.

For more information, please contact Kevin Feldt at 817.704.2529 or [kfeldt@nctcog.org](mailto:kfeldt@nctcog.org).

### **Project Planning**

#### **Email –**

##### **1. T.E. Sumner**

1. Building up population density in a city center is not good planning. Jobs should be encouraged in less densely-populated areas, and traffic management policies that siphon workers out of less-densely populated area to send them to dense urban centers is counter to economic efficiency, since it leaves smaller towns without businesses in their tax bases, additional commuter needs for high-volume, high-speed traffic with resulting congestion. A policy that does not funnel all traffic into dense downtown urban areas is needed.

2. In line with the above, rings around dense urban centers connect smaller less dense towns to each other. Workers do not need to go into urban center connection points only to take another arterial back out to a suburb. The original Beltline loop, LBJ, Bush and now additional limited access roadways are being envisioned, but cross-connecting of suburban areas should be included in these plans. In addition, light train and bus traffic patterns should be used to improve traffic in less dense areas. A DART loop around Dallas just makes sense. Local buses that hook up smaller cities will help.

3. Now that urban expansion has gone beyond lake areas, e.g. Ray Hubbard, we need to provide alternative roadways to cross those natural barriers. Having only I-30 and SH-66 to



cross does not provide enough redundancy in paths and incidents push high-speed traffic into congested local arterials. Addition bridges over natural barriers (lakes) are needed.

4. Congestion control also has to do with working hours. If everyone is trying to get into dense urban centers for 9:00 opening or leaving after 5:00 closing, more congestion will result. Banning semi-trailer traffic inbound in the morning or outbound in the afternoon would relieve some congestion. Lowering toll rates during off-peak hours will also encourage drivers to shift their commutation times. Low-cost pooled-commuter parking would also encourage pooling. Public transit passes for jury duty and low fares for large events on public transit would help, too. And, all recreational destinations should be covered by transit.

5. Public transit in particular is, after decades, still in the 1970s. No covered bus stops in many areas. Little information for potential riders on how to take a bus to their destinations or return hamper use of public transit, which acts to reduce overall congestion. And safety of passengers from infected vagrants on trains and buses reduces ridership. We don't even know if they sanitize the public transit vehicles.

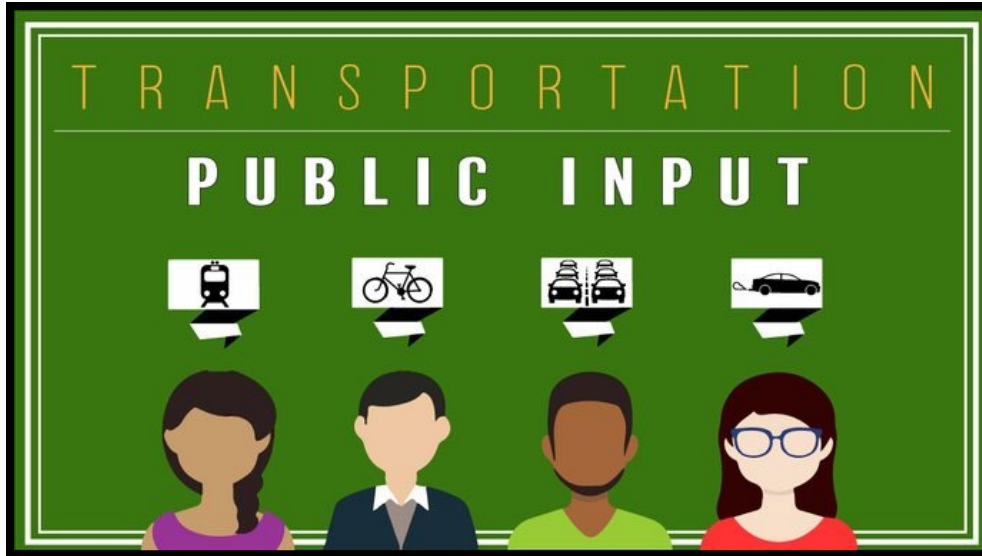
## **2. Oscar Pearson**

428 thoroughfare through Aubrey connecting to Collin County needs to be moved up as additional lanes for 380 will not be enough to ease east and west traffic! Also, would like to see an overpass on current 428 to bypass downtown Aubrey and help with delays of fire department having to wait on trains!

### **Public Meetings & Input**

#### **Twitter –**

1. Super excited to present with my counterparts from @AtlantaRegional, @NCTCOGtrans, & @DoverKentMPO on this nationwide webinar 😊 – Anthea Thomas (@MPOAnthea)
2. The @NCTCOGtrans is requesting input from residents, local governments & private sector on transportation & air quality policies, programs & plans for North Texas. Decisions determine how North Texans live & travel in the 12-county Dallas-Fort Worth region <http://ow.ly/GITX50zDW4E> – City of Lewisville (@LewisvilleTexas)



Thank you for sharing! – NCTCOGTransportation (@NCTCOGtrans)

3. Why this map doesn't look like a redhead's tan (all the freckles join to make one big freckle) is beyond me. Do your part put a dot where #Dallas could do better. @NCTCOGtrans  
<https://nctcog.org/trans/plan/mtp/map-your-experience> – Andrew Wallace (@agwallace92)

**Facebook –**

1. NCTCOG Transportation Department is now accepting public input through a new, online map tool. Map Your Experience is easy to use and designed to help NCTCOG staff use public input to collaborate with partners and develop innovative solutions for transportation issues in the Dallas-Fort Worth area.

<https://www.nctcog.org/trans/plan/mtp/map-your-experience> – Lewisville Staff



## Transit

### Email –

#### 1. Terra Bierschwale

I do not wish to have any type of busing public transit. However, would be open to considering train as public transit to help cut down on traffic and emissions.

#### 2. Bryan Trachier

Need to continue making rail transit a high priority. Need commuter rail lines connecting Fort Worth to Denton, Fort Worth to Cleburne, Fort Worth to Weatherford, and second Fort Worth to Dallas commuter rail line via Arlington (w/stop at AT&T Stadium). Fort Worth should invest in streetcar lines connecting downtown/FTW Central Station to TCU and W 7th St/Museum districts. HSR between DFW and Houston, DFW and San Antonio via Austin, and DFW and OKC also should be a regional priority.

#### 3. Dana Baldrige

I am curious if we will get any mass transit



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

**June 2020**

## **INSIDE**

### **DART expands GoLink service to W. Carrollton**

The Dallas Area Rapid Transit board recently approved a two-year agreement with the North Central Texas Council of Governments for the full funding of GoLink service to the west Carrollton area.

Last year, the City of Carrollton and Western Extrusions, a private-sector employer in west Carrollton, approached DART about a lack of last-mile transit connections from the light rail station in downtown Carrollton to the manufacturing business development. See more on page 2.

### **Clean Air Action Day celebration moved to Aug. 5**

Clean Air Action Day (CAAD) has been rescheduled for August 5 this year. Traditionally held at the beginning of summer, CAAD is a day when Air North Texas asks residents to pledge to do simple things in their everyday lives to positively impact air quality. This year, to encourage social distancing, North Texans can still participate in CAAD by choosing to work from home when able to, as well as by packing lunch in a reusable bag, buying locally grown foods and/or purchasing an eco-friendly vehicle.

CAAD was created more than 10 years ago to educate the public on air quality measures. Since its inception, CAAD has helped people determine what they can do to improve air quality both inside and outside the home. The hope is to reduce the number of high-ozone level days in the Dallas-Fort Worth area and protect people's health.

Clean air actions are not limited to August 5. Make it a habit to think about and act on how you can improve air quality every day in multiple ways. A good first step in the fight for better air quality is signing up for air pollution alerts at [www.airnorthtexas.org/signup](http://www.airnorthtexas.org/signup). You will be notified when ozone levels are predicted to be unhealthy so you can take extra precautions and limit actions that affect air quality on those days.

You can continue to take action after that first step by visiting [www.airnorthtexas.org/howto](http://www.airnorthtexas.org/howto) for resources and information on programs that can help you continue improving air quality in your daily life. These resources include how to find ways to work from home efficiently, reduce idling, enforce smoking vehicle law, conserve water and electricity and much more. Check out [www.airnorthtexas.org/socialdistancing](http://www.airnorthtexas.org/socialdistancing) for ways to make a difference in air quality and select the actions you plan to take. Then show us and others what you have done by posting on social media, using #CAAD2020 and tagging @NCTCOGtrans.

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 Central Texas  
Council of Governments

## DART expands GoLink service to western Carrollton

The Dallas Area Rapid Transit board recently approved a two-year agreement with the North Central Texas Council of Governments for the full funding of GoLink service to the west Carrollton area. Last year, the City of Carrollton and Western Extrusions, a private-sector employer in west Carrollton, approached



DART about a lack of last-mile transit connections from the light rail station in downtown Carrollton to the manufacturing business development. The solution was an on-demand, personalized, curb-to-curb GoLink service with NCTCOG funding \$325,000 for two years and DART monitoring performance, holding a public hearing and evaluating a long-term service approach for the entire Valwood Industrial Business Park area, where the company is located.

Service will run Monday through Friday from 5:30 am to 7 pm with a dedicated on-demand vehicle and a connection directly to DART's Green Line via the Downtown Carrollton light rail station. GoLink is also available in Farmers Branch, Glenn Heights, Inland Port, Kleberg and Rylie, Lake Highlands, Lakewood, north Dallas, Park Cities, Legacy West, far north Plano, north central Plano/Chase Oaks and Rowlett. — Submitted by DART

## Take a (virtual) trip to learn about transportation history

School is out, and despite the gradual easing of COVID-19 restrictions, many parents are still working from home. Those looking for creative ways to keep their kids occupied should consider a virtual trip to the museum.

NCTCOG has developed a resource with transportation activities for students learning remotely — and now home for the summer. Visit [www.nctcog.org/trans/about/educate/transportation-activities](http://www.nctcog.org/trans/about/educate/transportation-activities) to see local facilities such as the Cavanaugh Fight Museum, the C.R. Smith Museum or Love Field's Frontiers of Flight.

A little farther from home is the Texas Transportation Museum in San Antonio or the Children's Museum of Houston. The site also provides links to several Smithsonian exhibits, where students can learn about the Wright brothers, the history of transportation, solar power and more. Keep an eye out for more adventures from the NCTCOG Transportation Department to help your kids navigate the COVID-19 pandemic.

## Clean vehicle funding available from TCEQ

The Texas Clean Fleet Program has approximately \$7.7 million available to fund the replacement of light-duty or heavy-duty diesel vehicles with new alternative fuel or hybrid vehicles. Up to 80% of the project cost may be funded. Grants will be awarded based on a combination of emissions reductions and cost-effectiveness. Any person or entity who owns, leases or commercially finances a fleet of 75 or more on-road vehicles may be eligible to apply. Projects must replace at least 10 diesel vehicles.

The application deadline is June 30. Program details are available at [www.tceq.texas.gov/airquality/terp/tcf.html](http://www.tceq.texas.gov/airquality/terp/tcf.html).

Additionally, the Light-Duty Motor Vehicle Purchase or Lease Incentive Program offers rebates for eligible light-duty vehicles purchased or leased in Texas since September 1, 2019.

- Rebates of up to \$5,000 are available for up to 1,000 eligible compressed natural gas and liquefied petroleum gas (LPG or propane) vehicles.
- Rebates of up to \$2,500 are available for up to 2,000 eligible electric drive or hydrogen fuel cell vehicles. Details are available at [www.tceq.texas.gov/airquality/terp/ld.html](http://www.tceq.texas.gov/airquality/terp/ld.html).

# REGIONAL News

## Clean Cities seeks partners for data project

The Dallas Fort Worth Clean Cities Coalition is seeking data partners to share Plug-in Electric Vehicles (PEVs) and EV charging station data for the next three years to understand end user charging and driving patterns as well as vehicle and infrastructure performance. The results will inform important EV industry research and planning. The effort is part of a national data collection project called EV-WATTS.

Data partners must have PEVs with existing telematics or have networked EV charging stations. All data will be anonymous and free of any personally identifiable information. Data partners will receive free individualized reports of their data and usage trend analysis.

To learn more about becoming a data partner for this project, please contact DFWCC at [cleancities@nctcog.org](mailto:cleancities@nctcog.org).

## Study to compare natural gas, diesel vehicles

Dallas-Fort Worth Clean Cities is partnering with Clean Fuels Ohio on a Department of Energy funded project called NGV Updated Performance Tracking Integrating Maintenance Expenses (UP-TIME).

The project will compare the maintenance cost data of medium- or heavy-duty natural gas and diesel vehicles operating in freight and goods movement and will provide fleets and natural gas vehicle industry stakeholders relevant, real-world information detailing NGV maintenance costs. DFWCC is seeking fleet data partners to share their maintenance and repair data for this project.

The data will help improve total cost of ownership calculations and determine the maintenance cost differences between NGV technology generations and current advanced clean diesel engines. Fleet data partners will receive a report containing a graphical assessment of major parameters by vehicle powertrain, year, and model as well as answers to important operational questions.

To learn more about participating in this study, please contact Amy Hodges at [ahodges@nctcog.org](mailto:ahodges@nctcog.org) or 817-704-2508 or DFWCC at [cleancities@nctcog.org](mailto:cleancities@nctcog.org).

## Transportation Resources

### **Facebook**

Facebook.com/nctcogtrans

### **Twitter**

Twitter.com/nctcogtrans

### **YouTube**

YouTube.com/nctcogtrans

### **Instagram**

Instagram.com/nctcogtrans

### **Publications**

NCTCOG.org/trans/outreach/publications.asp

\*\*\*

## Partners

**Dallas Area Rapid Transit**  
DART.org

**Denton County  
Transportation Authority**  
DCTA.net

**North Texas Tollway Authority**  
NTTA.org

**Texas Department  
of Transportation**  
TxDOT.gov

**Trinity Metro**  
RideTrinityMetro.org

## By the Numbers

### **\$7.7 million**

Funding available through the Texas Clean Fleet Program for the replacement of light-duty or heavy-duty diesel vehicles with new alternative fuel or hybrid vehicles.

# **PUBLIC** *Involvement*

## **NCTCOG to give COVID-19 Transportation update**

North Texans can provide online input for regional transportation planning and air quality initiatives beginning June 8.

NCTCOG staff will provide information related to performance measures outlining the impacts of COVID-19 on the transportation system at [www.nctcog.org/input](http://www.nctcog.org/input). COVID-19 has had an unprecedented effect on travel behavior in North Texas, decreasing freeway congestion and toll road transactions, while improving air quality and increasing bike-pedestrian activity.

The pandemic has also affected transit operations throughout the Dallas-Fort Worth area. Staff will post information related to long-term effects as well as provide a list of transit providers allocated funding by the Federal Transit Administration's Urbanized Area Formula Program through the Fiscal Year 2020 Coronavirus Aid, Relief and Economic Security (CARES) Act.

In addition to tracking COVID-19 effects, NCTCOG staff has been working on many planning initiatives, including funding partnerships with cities in Southeast Dallas County for roadway improvements as well as modifications to the Unified Planning Work Program (UPWP). The UPWP identifies transportation and air quality-related planning tasks to be carried out by NCTCOG as the metropolitan planning organization. Information on both initiatives will be posted for public review and comment.

Finally, staff will provide an overview of an energy reporting requirement submitted to the State Energy Conservation Office each year. Details will include energy management resources and training sessions, as well as data from the Fiscal Year 2019 report.

Information on Clean Air Action Day, Map Your Experience tool, Regional Smoking Vehicle Program and vehicle incentive opportunities will also be highlighted. Comments on the aforementioned topics will be accepted through July 7.

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. Additional imagery provided by DART.

Continued from COVER STORY:

The **SOUTHERN GATEWAY PROJECT** is a design-build construction project aimed to rebuild and widen I-35E south of downtown, as well as widen U.S. 67 between I-35E and I-20 and the I-35E/U.S. 67 split. The project is also reconstructing reversible non-tolled express lanes, which are lanes that are open to all users including SOVs (single occupancy vehicles) and HOVs (high occupancy vehicles), and/or general purpose lanes to improve capacity in the corridor. This stretch of I-35E ranked as the 26th most congested highway in Texas. The \$666 million project began in 2017 and is a little over halfway complete and is expected to fully open in 2021.



Photo 1: Northbound I-35E/8th Street.

Photo Credit: Pegasus Link Constructors



Photo 2: Northbound I-35E/Overton Road.

Photo Credit: Pegasus Link Constructors

#### CONSTRUCTION UPDATE:

- **In Progress:** Earthwork, drainage, concrete pavement, retaining walls and bridge construction continues for multiple areas of the project.
- **Work continues** on new bridges across I-35E at Marsalis Ave., Illinois Ave., Louisiana Ave., Ewing Ave. and 8th St.
- **Completed** new bridges across I-35E for 8th St., Beckley Ave. and Overton Rd. are complete.



**Hillary S. from Dallas, TX:** "I wasn't sure where to send this thank you note because I'm not sure who is responsible for the beautiful yucca plants blooming along US 75 between Mockingbird Lane and 635. I'm guessing it's something to do with TxDOT and your management, so thank you. Driving by the flowering plants on my way to work at the airport this month has given me great joy. The pink, yellow, & red flowering plants are such a delight to the eyes. Thank you so much -- to you & your team!"

# 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.

## Work continues on two major Texas Clear Lanes projects

**DALLAS** – Summer is usually one of the busiest seasons for road construction and this year is no exception. Two major I-35E projects in Dallas are closer to bringing much-needed congestion relief to drivers. The Lowest Stemmons and Southern Gateway projects are funded in part by the **Texas Clear Lanes** Congestion Relief Initiative. Texas Clear Lanes is a statewide strategic plan to provide congestion relief through non-tolled roads and is focused on the five largest metro areas in Texas.

The **LOWEST STEMMONS** project runs from I-30 to just north of Oak Lawn Avenue and is adding two collector-distributor roads (northbound and southbound), direct connectors and reconstructed ramps and bridges as necessary to accommodate interim improvements to this heavily congested, two-mile stretch of the I-35E corridor. The stretch of I-35E ranked as the eighth most congested highway in Texas. The \$79 million project is over 75% complete and is expected to fully open mid-2021.

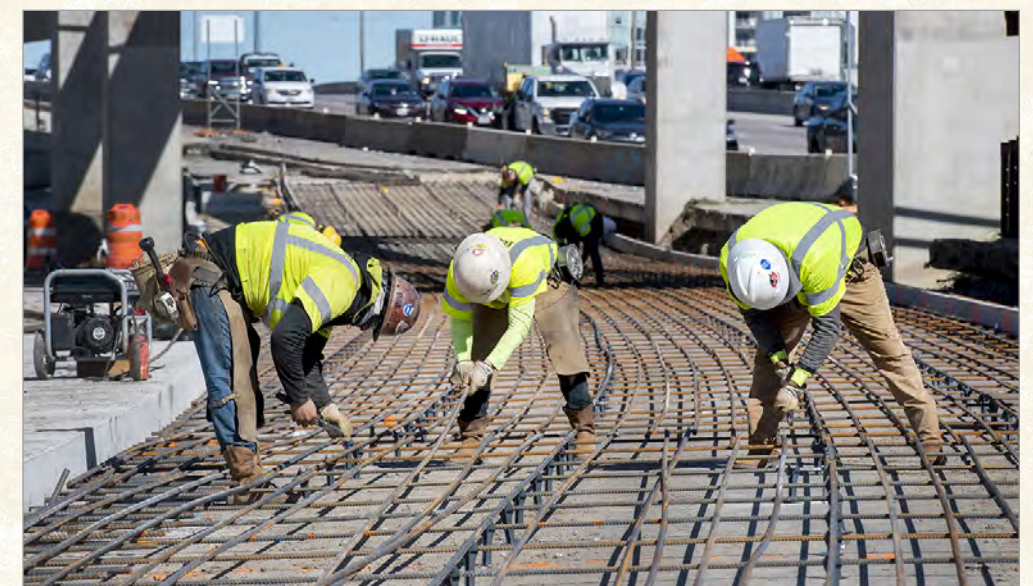


#### CONSTRUCTION UPDATE:

- **Crews are working** on structures including the northbound bridge over Continental Avenue and Hi Line Drive, the northbound entrance to I-35E south of Hi Line Drive and the southbound bridge to Woodall Rodgers Freeway.
- **Paving will continue** on the southbound I-35E frontage road between the Dallas North Tollway (DNT) ramp and Continental Avenue and the new southbound exit ramp to Continental Avenue. Paving on the I-35E mainlanes will be the last item addressed on the project.
- **Intelligent transportation systems (ITS)** work will continue until the project is complete.

Continued on BACK PAGE:

Photo credit: TxDOT



Lowest Stemmons progress: Paving work underway.

Photo credit: TxDOT

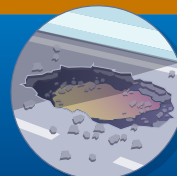
DALLAS DISTRICT | PROGRESS



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>



## MAY 2020 LET PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST			EST. TOTAL COST (M)**	CONTRACTOR	
				EST. (M)	BID (M)	(%)			
1	0581-02-124***	SS 482; SL 12	At SH 114 & SH 183	Reconstruct interchange (Phase 2)	\$293.50	\$301.10	2.59	\$440.35	Webber, LLC
2	0697-03-029	FM 429	I-20 to US 80; South of FM 2727	Milled edgeline rumble strips; provide add'l paved surface width; milled centerline rumble strips; reconstruct existing pvmt. & add shoulders; install advance warning signals & high-friction surface treatment	\$6.56	\$6.21	-5.41	\$7.42	Knife River Corp. - South
3	0047-06-168*	VA	Various locations in Collin County	Full-depth concrete repair	\$2.60	\$2.15	-17.16	\$3.19	O. Trevino Constr., LLC
4	0048-01-063*	VA	Various locations in Dallas County	Planing, Full-depth concrete repair; overlay & pavement markings	\$4.35	\$4.27	-1.97	\$5.22	Gibson & Associates, Inc.
5	0048-08-052*	VA	Various locations in Ellis County	Full-depth concrete repair & pavement markings	\$1.08	\$1.02	-5.05	\$1.41	O. Trevino Constr., LLC
6	0195-03-092*	VA	Various locations in the Dallas District	Improve traffic signals	\$1.20	\$1.11	-7.99	\$1.91	Siemens Mobility, Inc.
<b>EST. MAY 2020 TOTALS</b>					\$309.29	\$315.85	2.12	\$459.50	
<b>DISTRICT FY ACCUMULATIVE LETTINGS</b>					\$508.59	\$522.61			
<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.

\*\*\*Project is an A+B Bidding Project.

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

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	
1	0091-06-059	SH 289	At Campbell Rd.	Improve traffic signals	\$0.39
2	0581-01-146	SL 12	At Lake June Rd.	Improve traffic signals	\$0.40
3	0581-01-148	SL 12	At Forney Rd.	Improve traffic signals	\$0.40
4	0581-01-150	SL 12	At Jim Miller Rd.	Improve traffic signals	\$0.39
5	0581-01-151	SL 12	At Singing Hills	Improve traffic signals	\$0.28
6	0135-10-057	US 377	SL 288 to US 377 / US 380 Intersection	Add raised median w/ left turn lns, add rt. turn lanes & restripe for shared use	\$16.75
7	0451-01-055	SH 205	0.1 mi S of Sids Rd. to Kaufman CL	Repair, mill, inlay, pavement markings, and rumble strips	\$4.62
8	0451-02-031	SH 205	US 80 to Rockwall CL	Repair, mill, inlay, pavement markings, and rumble strips	\$2.83
9	1013-01-034	FM 546	0.304 MI S of Prince Ln to 0.014 mi. W of The Crossing Dr.	Provide additional paved surface width, safety	\$1.84
10	1013-01-035	FM 546	W of Almeta Ln. to The Crossing Dr.	Reconstruct existing pavement and add shoulders	\$2.26
<b>ESTIMATED TOTAL</b>				<b>\$30.16 M</b>	

\*Unmapped.

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

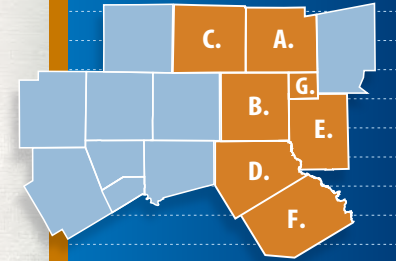
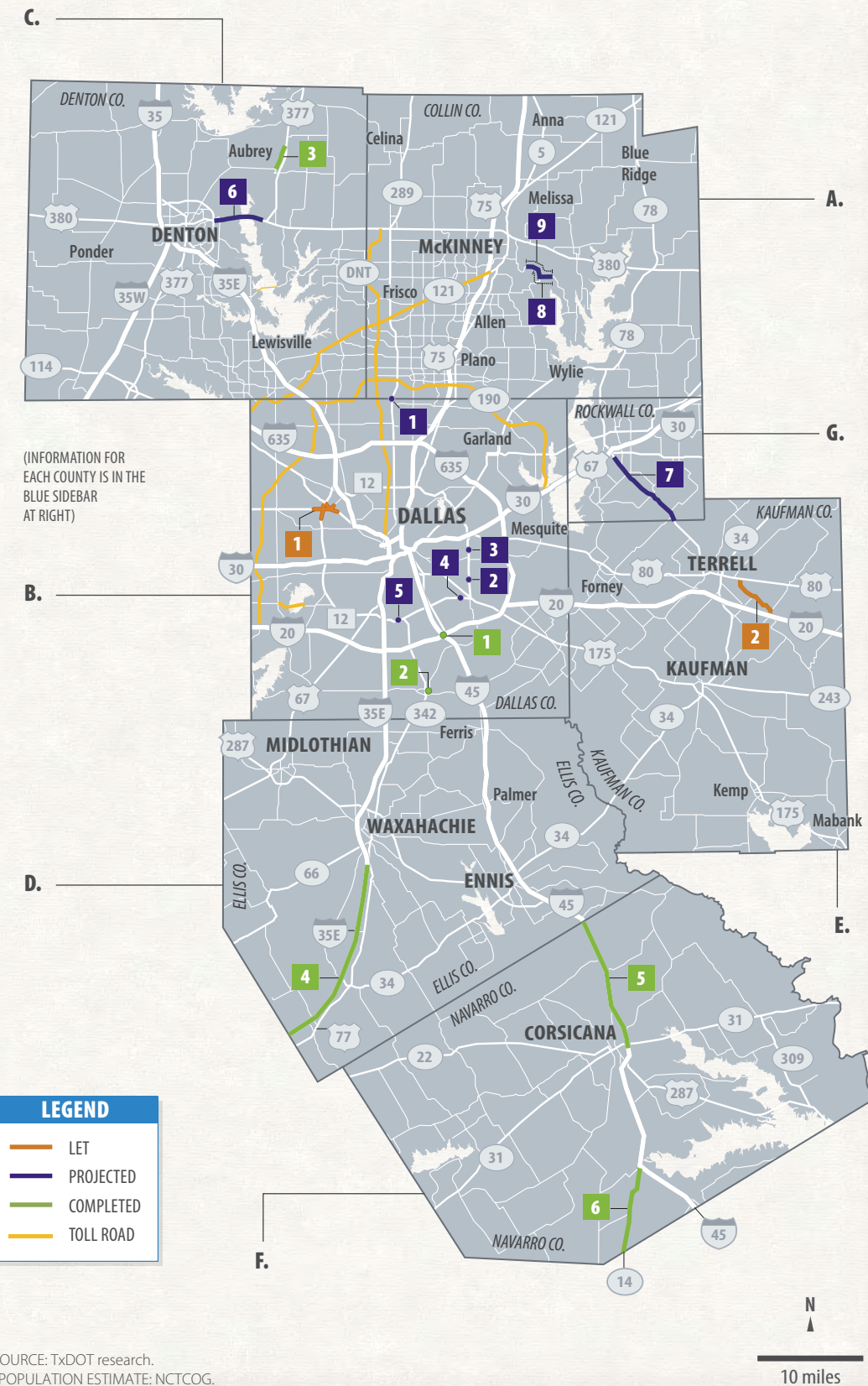
CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	0092-14-096	I-45	At I-20	Bridge deck repair	05/08/2020
2	0918-47-062	CS	On Third St. at Keller Branch in City of Lancaster	Replace bridge and approaches	05/21/2020
3	0081-05-044	FM 3524	FM 428 to US 377	Provide add'l paved surface width, milled edge line & center line rumble strips	05/04/2020
4	0048-08-051	I-35E	Hill County Line to US 77 South	Full depth concrete repair	05/12/2020
5	0092-06-104	I-45	North of BUS 287 to Ellis County Line	Full depth concrete repair	05/08/2020
6	0093-02-021	SH 14	Freestone County Line to I-45	Pavement repair and overlay	05/21/2020
<b>ESTIMATED TOTAL</b>				<b>\$17.37 M</b>	

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 **May**, are projected to let in **June**, or have recently been **completed**.



### 2019 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,085,742  
 \*POPULATION ESTIMATE | 4,905,280  
 LANE MILES | 10,753.693

#### A. | COLLIN COUNTY

VEHICLE REGISTRATION: 799,926  
 \*POPULATION ESTIMATE: 1,010,330  
 LANE MILES: 1,462.514

#### B. | DALLAS COUNTY

VEHICLE REGISTRATION: 2,155,995  
 \*POPULATION ESTIMATE: 2,554,770  
 LANE MILES: 3,377.212

#### C. | DENTON COUNTY

VEHICLE REGISTRATION: 680,143  
 \*POPULATION ESTIMATE: 874,240  
 LANE MILES: 1,633.926

#### D. | ELLIS COUNTY

VEHICLE REGISTRATION: 181,071  
 \*POPULATION ESTIMATE: 189,820  
 LANE MILES: 1,526.862

#### E. | KAUFMAN COUNTY

VEHICLE REGISTRATION: 124,760  
 \*POPULATION ESTIMATE: 124,850  
 LANE MILES: 1,215.130

#### F. | NAVARRO COUNTY

VEHICLE REGISTRATION: 52,355  
 \*POPULATION ESTIMATE: 50,250  
 LANE MILES: 1,191.856

#### G. | ROCKWALL COUNTY

VEHICLE REGISTRATION: 91,492  
 \*POPULATION ESTIMATE: 101,020  
 LANE MILES: 346.193

SOURCE: TxDOT research.  
 \*POPULATION ESTIMATE: NCTCOG.