

2.2. **Endorsement of Regional Transportation Council Local Contingency for Fiscal Year 2021 Regional Aerial Photography Program**

Presenter: Dan Kessler, NCTCOG

Item Summary: Endorsement of Regional Transportation Council (RTC) approval of a \$1.8 million cash flow contingency for the Fiscal Year (FY) 2021 Regional Aerial Photography Program will be requested.

Background: The North Central Texas Council of Governments (NCTCOG) has a cooperative Regional Aerial Photography Program whereby orthophotography and ancillary products are developed on a periodic basis at the request of local governments and other public entities. The primary flights for the region are conducted every two years. The FY2021 Program includes aeriels requested by the Dallas and Fort Worth Texas Department of Transportation (TxDOT) Districts for transportation-related purposes. The total cost of the FY2021 Program is approximately \$2.4 million, with TxDOT's share being \$1.8 million. The flights need to proceed in January to obtain aeriels without leaves on the trees, which is a critical element for TxDOT and local governments. The RTC previously approved federal funds to cover the TxDOT share of these costs. Federal funds are anticipated to be available in the March timeframe (but could be later) to cover TxDOT's share, which will be due in April. Staff requests endorsement of RTC approval of a cash flow contingency in RTC Local funds of \$1.8 million to cover costs in the event federal funds are not available by the end of March. It is unlikely that this contingency will be needed; however, if used, the RTC Local funds would be replenished upon the availability of the federal funds.

Performance Measure(s) Addressed: Administrative, Roadway

2.3. **Grand Prairie Incident Management Vehicles**

Presenter: Camille Fountain, NCTCOG

Item Summary: Endorsement of the Regional Transportation Council's (RTC) decision to approve the utilization of \$65,900 in RTC Local funding to fund the Grand Prairie Incident Management Blocking Equipment Pilot Project will be requested.

Background: In July 2020, the RTC approved the list of project recommendations submitted as part of the 2020 Incident Management Equipment Purchase Call for Projects (CFP). In support of the NCTCOG Traffic Incident Management Training Program, funding was made available for the purchase of equipment and technology to be used to mitigate traffic incidents in the

North Central Texas Nonattainment Area. A component of the CFP included the opportunity to participate in a special pilot project to purchase equipment used to provide blockage during incident response (e.g., crash barriers, attenuators, etc.). Due to Buy America compliancy restrictions associated with Federal Highway Administration funding, projects selected under the special pilot project were approved to be funded with Regional Toll Revenue (RTR) funding. Due to unforeseen timing constraints associated with the City of Grand Prairie accessing the RTR funding, staff submitted a request to fund the Grand Prairie Pilot Project with RTC Local funds during the December 10, 2020, RTC meeting. Additional information on this funding source request is provided in [Electronic Item 2.3](#).

Performance Measure(s) Addressed: Safety

1:40 – 1:50

3. **Update on the 2021-2024 Transportation Improvement Program and Statewide Transportation Improvement Program Timeline and Changes Resulting from Statewide Financial Constraints**

Action Possible Action Information Minutes: 10

Presenter: Rylea Roderick, NCTCOG

Item Summary: The Committee will be briefed on the altered 2021-2024 Transportation Improvement Program (TIP)/Statewide TIP(STIP) approval timeline and will be asked to recommend Regional Transportation Council (RTC) approval of revisions to the 2021-2024 TIP/STIP listings.

Background: The Dallas-Fort Worth region, along with the other metropolitan planning organizations (MPOs) in the State, submitted TIP listings to the Texas Department of Transportation (TxDOT) in June 2020. At the statewide level, TxDOT determined that the draft STIP listings, TxDOT's information system, and long-term State funding plans were not financially constrained, and the State has been working toward a resolution since that time. In late 2020, TxDOT submitted proposed changes to North Central Texas Council of Governments staff for review and asked staff to advance the submittal of its regular TIP/STIP modifications through an amended process (not the quarterly cycle). Staff will brief the Committee on the updated process and timeline for TIP/STIP listing approval and modifications this year. Resulting revisions to the 2021-2024 TIP are provided as [Electronic Item 3.1](#) for the Committee's consideration. These changes have been reviewed for consistency with the mobility plan, the air quality conformity determination, and financial constraint of the TIP. [Electronic Item 3.2](#) contains additional information.

Performance Measure(s) Addressed: Roadway, Transit

1:50 – 2:00

4. **Federal Transit Administration Funding Allocations in Response to COVID Relief 2.0 Funding Authorization**

Action Possible Action Information Minutes: 10

Presenter: Edgar Hernandez, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval of United States Department of Transportation (USDOT) Federal Transit Administration (FTA) funding allocations in response to the Coronavirus (COVID-19).

Background: The USDOT's Federal Transit Administration (FTA) announced January 11, 2021, a total of \$14 billion in additional federal funding allocations nationwide to help alleviate funding shortfalls for the nation's largest public transportation systems due to COVID-19. Funding is provided through the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), signed by President Trump on December 27, 2020. The North Central Texas Council of Governments (NCTCOG) is the designated recipient for the Dallas-Fort Worth-Arlington (DFWA) Urbanized Area (UZA) and the Denton-Lewisville (DL) UZA.

The DFWA UZA will receive \$129,172,478 and the DL UZA was allocated \$41,938. The FTA allocated the funds to address funding shortfalls currently being experienced by large public transportation agencies with high operating costs. Funding will be provided at a 100 percent federal share, with no local match required, and prioritizes the use of funds for operational and payroll needs but also supports expenses traditionally eligible under the Urbanized Area Formula Program and the Enhanced Mobility of Seniors and Individuals with Disabilities Program, and incurred beginning on January 20, 2020, to prevent, prepare for, and respond to COVID-19.

FTA funds are typically included in the Transportation Improvement Program (TIP) and follow that approval process, but the FTA is waiving those requirements for these funds in order to expedite the process. For transparency and accounting purposes, staff will still be submitting the FTA funds through the next available TIP modification cycle.

Staff will request a recommendation for RTC approval of funding allocations under the Urbanized Area Formula Program based on FTA's methodology under CRRSAA and for Enhanced Mobility of Seniors and Individuals with Disabilities Program funds to be distributed based on eligibility and need. Details can be found in [Electronic Item 4](#).

Performance Measure(s) Addressed: Transit

2:00 – 2:10

5. **2020 Metropolitan Planning Organization Milestone Policy Implementation (Round 2)**

Action Possible Action Information Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval of the proposed recommendations and deadlines for the projects that are part of the second round of the Metropolitan Planning Organization (MPO) Milestone Policy initiative.

Background: The MPO Milestone Policy was adopted by the RTC to ensure that funded projects are being implemented in a timely manner and funding is available for other projects in the region. The first MPO Milestone Policy implementation resulted in 51 of the 57 projects on the list advancing to construction. Since then, a second round of projects have been identified by staff as Milestone Policy projects. These projects were funded between 2006 and 2010 and have not begun construction. Letters were sent to all agencies with a project on the Milestone Policy list notifying them of the action needed to ensure that these projects remain funded. As with the first set of Milestone Policy projects, agencies were asked to review their projects and provide: 1) a realistic, achievable project schedule, 2) a new policy board action that reconfirms the agency's commitment to the project, and 3) a demonstration of the availability of local matching funds. Staff has reviewed the responses and the draft list of proposed recommendations for these projects can be found in [Electronic Item 5.1](#). Details on the MPO Milestone Policy can be found in [Electronic Item 5.2](#).

Performance Measure(s) Addressed: Roadway, Transit

2:10 – 2:15

6. **Section 214/USACE Update**

Action Possible Action Information Minutes: 5

Presenter: Jeff Neal, NCTCOG

Item Summary: Staff will brief the Committee on the status of the Memorandum of Agreement with the United States Army Corps of Engineers (USACE), under Section 214, to expedite Section 404/408 permits for regionally significant transportation projects.

Background: In October 2008, the North Central Texas Council of Governments (NCTCOG) and the USACE initiated a \$500,000 pilot program, under Section 214, that enabled a dedicated USACE staff position to review Section 404 and 408 permits associated with regionally significant transportation projects. Due to the initial success of the pilot project, the Regional Transportation Council (RTC) has authorized numerous additional funds and extensions, through Regional Toll Revenue funds, with the latest extension approved for an additional \$800,000 to September 30, 2022. Since the program began in 2008, 166 permit decisions have been

issued through the agreement, preventing permitting delays for projects such as North Tarrant Express, DFW Connector, the Horseshoe Project, SH 360, and the Cotton Belt Regional Rail. Additionally, the program allowed the development of Regional General Permit 12 to further expedite permits with Section 408 components. Benefits of the program include proven savings of time and money, as well as the preservation of the regional aquatic environment. Program participants have included local governments and transportation agencies.

Performance Measure(s) Addressed: Roadway, Transit

2:15 – 2:25

7. **Dallas-Fort Worth High-Speed Transportation Connections Study Update**

Action Possible Action Information Minutes: 10

Presenter: Kevin Feldt, NCTCOG

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

Background: In April 2020, North Central Texas Council of Governments staff began work on the DFW HST Connections Study with consultant assistance. The project is divided into two phases, the first being an alternatives analysis effort. The second phase will be a National Environmental Policy Act (NEPA) effort resulting in a federal government action identifying the project's next steps. Since April, staff and the consultant have been analyzing alternatives while engaging the public and stakeholders. The Phase 1 efforts are designed to reduce the number of alternatives to a minimum for more detailed analysis in the Phase 2 effort. The following items will be presented:

- Draft Preliminary Project Purpose
- Potential route alternatives
- Potential mode alternatives
- Technology update
- Engagement opportunities
- Project schedule

Performance Measure(s) Addressed: Safety, Transit

2:25 – 2:30

8. **Automated Vehicle Planning Project 2.1: Kick-Off Briefing**

Action Possible Action Information Minutes: 5

Presenter: Thomas Bamonte, NCTCOG

Item Summary: Staff will provide a briefing on the Automated Vehicle Planning Project 2.1 (AV 2.1) and invite Committee members to participate in the planning process.

Background: In October 2018, the Regional Transportation Council (RTC) approved Automated Vehicle Program 2.0, which includes the AV 2.1 project. AV 2.1 is a planning exercise designed to help the region prepare for higher levels of automation in the

transportation sector (e.g., automated vehicles). Through a procurement, a team headed by Kittelson & Associates was selected to assist staff in the planning process. The contract has been finalized and the 18-month project is kicking off.

Performance Measure(s) Addressed: Safety, Transit

2:30 – 2:40

9. Director of Transportation Report Items

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide an overview of current transportation items, including a summary on performance metrics to help understand the impacts of COVID-19 to the transportation system.

Background: Staff will highlight the following areas:

- 2021 Top 10 Transportation Technology Initiatives: Recent Presentations ([Electronic Item 9.1](#))
- Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery ([Electronic Item 9.2](#)) (www.nctcog.org/pm/covid-19)
- Proposed Amendments to the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) ([Electronic Item 9.3](#))
- NCTCOG Staff Member Ernest Huffman Recipient of Association for Unmanned Vehicle Systems International Lone Star's Excellence Award for Work on Integrating Unmanned Aircraft Systems (UAS) into North Texas and Advocating for Advancement of UAS Technologies

Performance Measure(s) Addressed: Administrative, Roadway

2:40 – 2:50

10. Legislative Update

Action Possible Action Information Minutes: 10

Presenter: Nicholas Allen, NCTCOG

Item Summary: Legislative actions to be covered include the following:

- Federal Fiscal Year 2021 Appropriations
- Federal Supplemental COVID Stimulus
- Texas Comptroller Biennial Revenue Estimate
- Actions in the Texas Legislature

Background: Transportation issues continue to be a focus for both the United States (US) Congress and the Texas Legislature. The 1st session of the 117th US Congress convened on January 3, 2021. The 87th Texas Legislature convened on January 12, 2021.

Performance Measure(s) Addressed: Roadway, Transit

2:50 – 3:00

11. **Unmanned Aircraft Systems Draft Resolution**

Action Possible Action Information Minutes: 10

Presenter: Ernest Huffman, NCTCOG

Item Summary: Staff will provide an update on the proposed Regional Transportation Council resolution to support the safe and efficient integration of Unmanned Aircraft Systems (UAS) into the Dallas-Fort Worth transportation system.

Background: With the growing number of UAS operators and use cases, the North Central Texas Council of Governments (NCTCOG) would like to engage public-sector partners to support and advocate for UAS activities within the region, through the adoption of an Unmanned Aircraft Systems resolution. UAS activities could include delivery of medical supplies and packages, air taxi services, public safety uses, and accident reconstruction and surveying, among others. This effort supports the North Texas UAS Safety and Integration Task Force, comprised of public- and private-sector organizations. The Task Force works to identify best practices, emerging UAS technologies, and possible use cases. This resolution will support a coordinated approach to UAS planning activities and implementation opportunities. The draft resolution is provided in [Electronic Item 11](#) for information and discussion.

Performance Measure(s) Addressed: Safety, Transit

3:00 – 3:10

12. **Safety Performance Targets Update**

Action Possible Action Information Minutes: 10

Presenter: Kevin Kroll, NCTCOG

Item Summary: Staff will provide an update on the regional Roadway Safety Performance regional targets for the 2021-2022 target schedule for federally required performance measures. Roadway Safety targets are focused on reducing serious injuries and fatalities for motorized and non-motorized travelers.

Background: In December 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law. The FAST Act requires certain performance measures be included in the long-range metropolitan transportation planning process. These measures were established by a series of four rulemakings: Safety, Infrastructure Condition, System Performance/Freight/Congestion Mitigation and Air Quality, and Transit Asset Management. In December 2017, the Regional Transportation Council (RTC) adopted 2018 targets for Roadway Safety Performance targets. In November 2018, the RTC adopted the targets for Infrastructure Condition and System Performance/Freight/Congestion Mitigation and Air Quality required measures. As the Metropolitan Planning Organization for the North Central Texas region, the RTC is required to set targets for Roadway Safety. These targets will be used to track and report on the region's performance through existing documents such as the Metropolitan

Transportation Plan, the Transportation Improvement Program, and the State of the Region report. The proposed 2021 targets for Roadway Safety will be discussed. Additional information will be provided at the meeting.

Performance Measure(s) Addressed: Safety

3:10 – 3:15

13. **Dallas-Fort Worth Clean Fleet Recognition and Annual Survey Results**

Action Possible Action Information Minutes: 5

Presenter: Amy Hodges, NCTCOG

Item Summary: Staff will present an update on the status of the Dallas-Fort Worth Clean Cities (DFWCC) Coalition Annual Survey and the Fleet Recognition awardees.

Background: The North Central Texas Council of Governments has been the host organization for DFWCC, a United States Department of Energy (DOE) initiative to reduce total energy impacts in the transportation sector, since 1994. Clean Cities coalitions are required to complete annual reporting to DOE every March. The Coalition has a goal of increasing energy use impacts by 15 percent year-over-year. In order to complete this report and meet these goals, DFWCC seeks information from local fleets about alternative fuel use and other fuel-saving activities. DFWCC also uses this data to highlight fleets that demonstrate excellence in their fleet reporting through a Fleet Recognition program. [Electronic Item 13](#) provides more information.

Performance Measure(s) Addressed: Air Quality

3:15 – 3:15

14. **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. \$4 Million Advanced Transportation and Congestion Management Technologies Deployment (ACTMTD) Grant from the United States Department of Transportation Received for City of Dallas SM Wright Smart Corridor Project in Partnership with the Regional Transportation Council (<https://highways.dot.gov/newsroom/us-department-transportation-awards-496-million-advanced-transportation-and-congestion>)
2. Upcoming Transit Studies Meetings (www.nctcog.org/transitstudies)
 - Tarrant County Stakeholder Advisory Group Meeting: January 28, 2021, 2:00 PM
 - South Dallas County Public Meeting: February 4, 2021, 6:00 PM
 - Denton County Initial Stakeholders Meeting: February 5, 2021, 1:30 PM
 - East Dallas, Kaufman, and Rockwall Counties Initial Stakeholders Meeting: February 12, 2021, 10:00 AM

3. Auto Occupancy/High-Occupancy Vehicle Quarterly Subsidy Report ([Electronic Item 14.1](#))
4. Air North Texas Partner Awards (<https://www.airnorthtexas.org/partnerawards20>)
5. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
6. Dallas-Fort Worth Clean Cities Upcoming Events (<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
7. Status of Texas Volkswagen Environmental Mitigation Program Funding Programs ([Electronic Item 14.2](#))
8. East/West Equity Report ([Electronic Item 14.3](#))
9. Air Quality Fact Sheet (Spanish Translation) ([Electronic Item 14.4](#))
10. December Online Input Opportunity Minutes ([Electronic Item 14.5](#))
11. January Online Input Opportunity Notice ([Electronic Item 14.6](#))
12. Public Comments Report ([Electronic Item 14.7](#))
13. Written Progress Reports:
 - Local Motion ([Electronic Item 14.8](#))
 - Partner Progress Reports ([Electronic Item 14.9](#))
15. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.
16. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on February 26, 2021.***

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE December 4, 2020

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, December 4, 2020, at 1:30 pm, by videoconference. The Regional Transportation Council Bylaws establish that the Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken, therefore individual attendance was not taken for committee members or other attendees.

1. **Approval of October 23, 2020, Minutes:** The minutes of the October 23, 2020, meeting were approved as submitted in Electronic Item 1. Jim O'Connor (M); Bryan Beck (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Transportation Improvement Program Modifications:** A recommendation for Regional Transportation Council (RTC) approval of revisions to the 2021-2024 Transportation Improvement Program (TIP) was requested. Action included a recommendation to also direct staff to amend the Unified Planning Work Program and other planning documents with TIP-related changes. February 2021 revisions to the 2021-2024 TIP were provided in Electronic Item 2.1 (revised). The revised listings were transmitted to members and posted on the North Central Texas Council of Governments website.
 - 2.2. **Endorsement of Regional Transportation Council Ratification of Emergency Funding Authorization for McKinney Avenue Transit Authority for Rail Liability Insurance:** Endorsement of Regional Transportation Council ratification of emergency funding authorization to the McKinney Avenue Transit Authority (MATA) utilizing existing Regional Toll Revenue funds previously authorized by the Regional Transportation Council for transit projects in an amount not to exceed \$400,000 was requested. Funding will ensure continuation of transit services and enhanced connectivity between Uptown and Downtown Dallas. A copy of correspondence to MATA was provided in Electronic Item 2.2.1 and additional details were provided in Electronic Item 2.2.2.

A motion was made to approve the items on the Consent Agenda. Bryan Beck (M); Clarence Daugherty (S). The motion passed unanimously.

3. **Federal Highway Administration – Pavement/Bridge Condition Target Reaffirmation or Revisions:** Jeff Neal presented a recommendation for Regional Transportation Council (RTC) approval to reaffirm support for adjusted statewide pavement and bridge condition (PM2) targets on National Highway System (NHS) facilities. The status of the various federally required performance measures was highlighted, and it was noted that 2020 marks the mid-point of the performance period for PM2 with reports from state Departments of Transportation (DOT) due October 1, 2020. When submitting its report, the Texas Department of Transportation (TxDOT) changed five out of six of its targets reopening the review period for the North Central Texas Council of Governments (NCTCOG). Mr. Neal highlighted NHS pavement good condition targets noting an increasing trend reflects improvement. TxDOT has updated the statewide targets for good pavement condition on both interstate and non-interstate NHS facilities from 66.4 percent to 66.5 percent, and 52.3 percent to 54.1 percent, respectively. Mr. Neal also highlighted NHS pavement poor

condition targets noting a decreasing trend reflects improvement. TxDOT has updated the statewide targets for poor pavement condition on both interstate and non-interstate NHS facilities from 0.3 percent to 0.2 percent, and 14.3 percent to 14.2 percent, respectively. While NCTCOG staff's evaluation of regional NHS pavement data and linear trend projections suggest conditions contradictory to statewide performance, Mr. Neal did note the continued high percentage of off-system NHS pavements in poor condition. Mr. Neal also highlighted NHS bridge good and poor condition targets. For good condition targets, an increase is considered improvement and in poor condition targets, a decrease is the desired trend. TxDOT did not revise its statewide good bridge condition target for 2020, which means reevaluation by the Metropolitan Planning Organization for this target was not opened. However, TxDOT did change its statewide poor bridge condition target from 0.8 percent to 1.5 percent. In the region, 34 bridges have been identified as in poor condition. After review of projects included in the Transportation Improvement Program (TIP), Statewide TIP, and Unified Transportation Program, approximately 25 bridges will be addressed through a maintenance or construction project within the next 10 years, leaving 9 bridges remaining in poor condition in the region. Considering received public/agency feedback, analysis of observed regional and statewide performance trends, trends, and potential effects on project development and implementation, staff recommended reaffirmation of support for TxDOT's adjusted statewide PM2 targets, as well as consensus for ongoing collaborative activities with partners that would further contribute toward accomplishment of NHS pavement and bridge performance goals. Electronic Item 3 included additional details on PM2 information, and the recommendation proposed by staff. The schedule for this effort was reviewed. A motion was made to recommend Regional Transportation Council approval reaffirming North Central Texas Council of Governments support for adjusted Texas Department of Transportation statewide 2022 good condition National Highway System pavement and bridge targets, as well as adjusted statewide 2022 poor condition NHS pavement and bridge targets. North Central Texas Council of Governments staff will work with local governments to expedite improvements for NHS off-system arterials in poor condition and with TxDOT/local governments to expedite improvements to NHS bridges in poor condition. Mark Nelson (M); Mike Galizio (S). The motion passed unanimously.

4. **2020 Metropolitan Planning Organization Milestone Policy Implementation (Round 2):** Brian Dell presented next steps for implementing the second round of the Metropolitan Planning Organization (MPO) Milestone Policy. The MPO Milestone Policy was adopted by the Regional Transportation Council (RTC) in 2015 to ensure that funded projects are being implemented in a timely manner and funding is available for other projects in the region. Round 1 of the policy reviewed projects selected from 1992 to 2005 that had not yet gone to construction and was successful in getting 51 out of 57 projects to construction. Mr. Dell provided an update on the one remaining project from the first round, which was granted a deadline extension by the RTC in November 2019. The project's funding was obligated in October and letting scheduled for December 2020. All projects from Round 1 have either advanced to construction or were canceled at the request of the project sponsor. A second round of the Milestone Policy was initiated in October 2019 to review projects currently over ten years old that have not been implemented. The initiative is intended to provide a realistic assessment of project status, balance project construction schedule capacity within the current financial constraints, increase the amount of available funds for ready-to-go projects, and get older projects to construction/implementation. Round 2 affects projects that were funded between 2006 and 2010 and had not let or obligated as of December 2019; funded prior to 2006 that have let but have had implementation issues (e.g., re-bid, utility delays); funded with RTC-selected sources; are locally funded and were added to the Transportation Improvement Program (TIP) to be tracked prior to 2010; and funded with Congressional Earmarks that are subject to rescission for a total of 41 projects that need to be reconfirmed

or cancelled. Agencies with projects on the Milestone Policy Project List were notified via letter. Project information was also presented to members at Surface Transportation Technical Committee (STTC) and RTC meetings in 2019. In order to prevent cancellation of projects, agencies are required to reconfirm projects as a priority by providing a realistic and achievable schedule, documentation of policy board support, and documentation of availability of local matching funds. If projects were advancing imminently or had policy board approval within the last six months, new action was not needed and documentation of that old action was acceptable. A summary of the number of projects and funding proposed for cancellation, as well as projects under construction/complete or letting in the future was provided. The draft list of proposed recommendations for these projects were provided in Electronic Item 4.1, and additional details of the Milestone Policy were included in Electronic Item 4.2. In the Round 1 effort, the action included a one-year grace period after the fiscal year in which each agency indicated their project would be ready. Now that the program is established and agencies understand the implications of setting their schedules, staff proposed the grace period is not continued. Also, when North Central Texas Council of Governments staff briefed STTC and RTC about the status of projects in Round 1, further extensions were offered to projects that had missed their deadlines. Now that the program is fully understood, staff proposed that failure to meet the schedules set forth will result in automatic removal of funding from a project. The schedule for this effort was highlighted, with action to cancel projects and establish deadlines for projects to go to construction proposed at the January 22, 2021, STTC meeting and February 11, 2021, RTC meeting.

5. **Executive Summary of Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery:** Michael Morris presented a summary of performance metrics to help understand the impacts of COVID-19 to the transportation system. Four performance metrics being tracked through the COVID-19 pandemic and recovery process include: 1) travel behavior response to COVID-19; 2) financial implications to traditional revenue sources; 3) benefits of travel behavior responses to areas of RTC responsibility; and 4) prioritization of infrastructure improvements that offset unemployment increases. Roadway trends, transit ridership impacts, and financial implications were highlighted. In addition, Mr. Morris discussed lower construction costs and efforts to advance projects during this time. Additional details were included in Electronic Item 5 and more comprehensive material is available at the newly launched online dashboard at www.nctcog.org/pm/covid-19.
6. **Regional Transportation Council Legislative Program, Legislative Update, and New Partnership Program with the Texas Transportation Commission:** Michael Morris presented an overview of a new Regional Transportation Council (RTC)/Texas Transportation Commission (TTC) partnership program. Candidate elements of the partnership include additional conversations about the benefits of formula allocation and how it produces more revenue that can offset the losses of Proposition 1. The second element is increased partnerships with Texas Department of Transportation (TxDOT) districts in the region to program Surface Transportation Block Grant Program (STBG) funds for mobility, safety, and job creation benefits. The third element is to create a new integrated project delivery team in anticipation of a new federal infrastructure program with the new Administration. A fourth candidate element is to create an improved, more integrated communication with the Governor's Office or the TTC on a new economic development program for corporate relocations to the State. The next candidate element is to review the "no toll environment" policy which has opened as a result of the proposed addition to the 2021 Unified Transportation Program. The last proposed element is to advance a conversation with the State regarding the development of a new passenger rail/freight logistics program. The effort would build on recent successes between public-sector passenger rail and the private sector Class I freight providers. In addition, he also presented

information on the RTC 2021 Legislative Program for the 87th Texas Legislature. RTC Legislative Program elements are to adequately fund transportation and utilize tools, expand transportation options in mega-metropolitan regions, pursue innovation, technology, and safety, and improve air quality. The RTC approved the Legislative Program during the November RTC meeting, including the proposed partnership with the TTC. A copy of the RTC Legislative Program was provided in Electronic Item 6. Prefiling for bills began on November 9, 2020, with the 87th Legislature set to convene on January 12, 2021. Approximately 1,000 bills have been filed and bills of interest include transportation funding, safety, high-speed rail, and air quality. Staff will continue to monitor and analyze legislation related to the RTC Legislative Program. Mr. Morris also provided an update on federal legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. Current Fiscal Year 2021 appropriations expire on December 11, 2020. To avert government shutdown, Congress must pass a FY2021 appropriations bill or continuing resolution to extend current funding. In addition, Congressional leaders are interested in passing a second COVID-19 relief bill in December. Staff will continue to provide updates to members regarding State and federal legislative actions.

7. **Overview of General Workshop on the Transportation Improvement Program**

Training: Ken Bunkley provided an overview of the Transportation Improvement Program (TIP) training held prior to the Committee meeting. During the workshop, held in conjunction with the Texas Department of Transportation, a general overview was given of the TIP and project implementation, including the TIP development and modification processes, project selection, and steps necessary after projects are selected. A refresher on the Regional And Project Tracking System (RAPTS) for Regional Toll Revenue projects was also provided, as well as information on agreements, funding obligation, and project delivery.

8. **Success of SH 161 Pilot Project and Introduction of Wrecker Service on SH 121:**

Natalie Bettger briefed the Committee on the State Highway (SH) SH 121 technology lane. An overview of the successful bottleneck improvement implemented on SH 161 was highlighted. Lanes opened to traffic September 2015. Irving Police Department assisted in expediting vehicle removal and tow trucks were staged in the corridor. Directional hourly volume by lane was highlighted, as well as before and after speed data. The peak-hour lane increased traffic volume through the bottleneck portion of SH 161 and faster speeds were observed after the opening of the lane but as volume increased, speeds normalized. Violations, such as driving in the lane while closed, occurred frequently right before or after the lane was open. In addition, no increase in crashes occurred. Similar to the SH 161 improvement, a bottleneck improvement for SH 121 between Glade Road and SH 183 in Euless and Bedford is planned to open for traffic December 7, 2020. The improvement consists of shoulder restriping to enable three lanes of traffic during peak travel times for a total of four general purpose lanes and two technology lanes. The additional capacity will provide congestion relief for travelers within and adjacent to this three-mile section. The improvement will be accompanied by staged tow trucks to respond quickly to incidents along the project location. Additional information summarizing the success of SH 161 and project improvement details on SH 121 was provided in Electronic Item 8.

9. **End of Ozone Season, Compliance with Federal Requirements, and Future Outlook:**

Jenny Narvaez presented a summary of the 2020 ozone season activity and other air quality updates for the Dallas-Fort Worth (DFW) region. The region remains in nonattainment for both the 2008 and 2015 National Ambient Air Quality Standards (NAAQS) for ozone. The attainment dates for both standards are in 2021 and will be based on ozone data from 2018, 2019, and 2020. Exceedance days at each monitor were tracked for the 2020 ozone season and design value data was summarized at the meeting. Reclassification due to failure of attaining the ozone standards was also highlighted. North Central Texas Council of

Governments staff are continuing to assess the regional implications of stricter standards, including whether vehicle miles of travel (VMT) growth offset is an additional analysis required due to reclassification, if existing transportation control strategies are sufficient to offset anticipated emission increases, and if additional transportation control strategies will be required. Ms. Narvaez highlighted impacts of COVID-19 restrictions in the region, which have included increased bicycle/pedestrian trips and reduced congestion. However, despite the reduction in vehicle traffic and congestion, improvements to air quality were not as significant as expected. In fact, in a comparison of 2019 and 2020 ozone exceedance data, more exceedances were experienced in May 2020 versus May 2019. Staff is looking into reasons behind inaccurate ozone alerts for predicted exceedances, impacts of background emissions, the accuracy of nonattainment boundaries, comprehensive multipollutant interactions, unexplained emission increases in May, June, and August 2020, and potential changing of NOx/VOC ratios. Staff is also researching COVID-19 literature from the Transportation Research Board, Texas Commission on Environmental Quality, and Texas Department of Transportation and is dedicated to continuing the pursuit of additional and innovative transportation and emission control strategies. Ms. Narvaez noted that March 1, 2021, marks the beginning of the 2021 ozone season. Official reclassification of both the 2008 and 2015 standards is yet to be determined and compliance with VMT offsets must be determined before submittal of the State Implementation Plan. It is anticipated that the deadline for the 2008 standard will be no later than July 20, 2027 (severe classification) and August 3, 2024 (moderate classification) for the 2015 standard. Details were provided in Electronic Item 9. Additional updates will be provided to members in the future. Members discussed ozone attainment in the region.

10. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.
 1. 2021 Surface Transportation Technical Committee (STTC) and Regional Transportation Council Meeting Schedules (Electronic Item 10.1)
 2. STTC Survey on Virtual Work and Public Meetings (Electronic Item 10.2)
 3. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
 4. Dallas-Fort Worth Clean Cities Upcoming Events (<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
 5. Reminder: Local Government Energy Reporting Coming Soon (Electronic Item 10.3)
 6. Status of Volkswagen Environmental Mitigation Funding Program (Electronic Item 10.4)
 7. October Online Input Opportunity Minutes (Electronic Item 10.5)
 8. December Online Input Opportunity Notice (Electronic Item 10.6)
 9. Public Comments Report (Electronic Item 10.7)
 10. Written Progress Reports:
 - Local Motion (Electronic Item 10.8)
 - Partner Progress Reports (Electronic Item 10.9)
11. **Other Business (Old and New):** There was no discussion on this item.
12. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on January 22, 2021.

The meeting adjourned at 2:45 pm.

Benefits of Transportation Education Campaign Initiatives

By working with media vendors over a number of years, developing relationships, and executing strategic education campaigns, the North Central Texas Council of Governments (NCTCOG) Transportation Department programs calculated the following cost savings in added value in Fiscal Year (FY) 2019 and/or FY 2020:

In FY 2019, the Regional Smoking Vehicle Program continued education campaigns on regional transit lines and bus stations where NCTCOG staff saw 27 percent in savings by keeping existing artwork, extending media contracts, and planning for long-term campaigns. Similarly, 511DFW, Air North Texas and National Drive Electric Week advertising procured radio spots to receive a combined 19 percent in added value.

In FY 2019, the Air North Texas campaign gained 15 percent added value in Weather App spots. Air North Texas and Public Meetings saved a combined 31 percent advertising in local print publications. Other Public Meetings advertising brought in 9 percent added value from Vietnamese advertising print publications in both FY 2019 and FY 2020.

In addition to lower advertising rates, other benefits have been obtained in this effort, such as:

- Allow NCTCOG to utilize more outlets and increase the frequency of the ads which, in turn, has reached a broader audience;
- Increased website traffic;
- Greater public participation in transportation department programs and projects;
- Cross communication for campaigns, such as when advertising has been purchased;
- Improved efficiencies with media outlets, such as improved staff coordination and increased timeliness.

Fiscal Year 2021 Education Campaigns for Transportation Initiatives: Phase 2

Surface Transportation Technical Committee

Hilary Nguyen

Transportation Education and Outreach

January 22, 2021



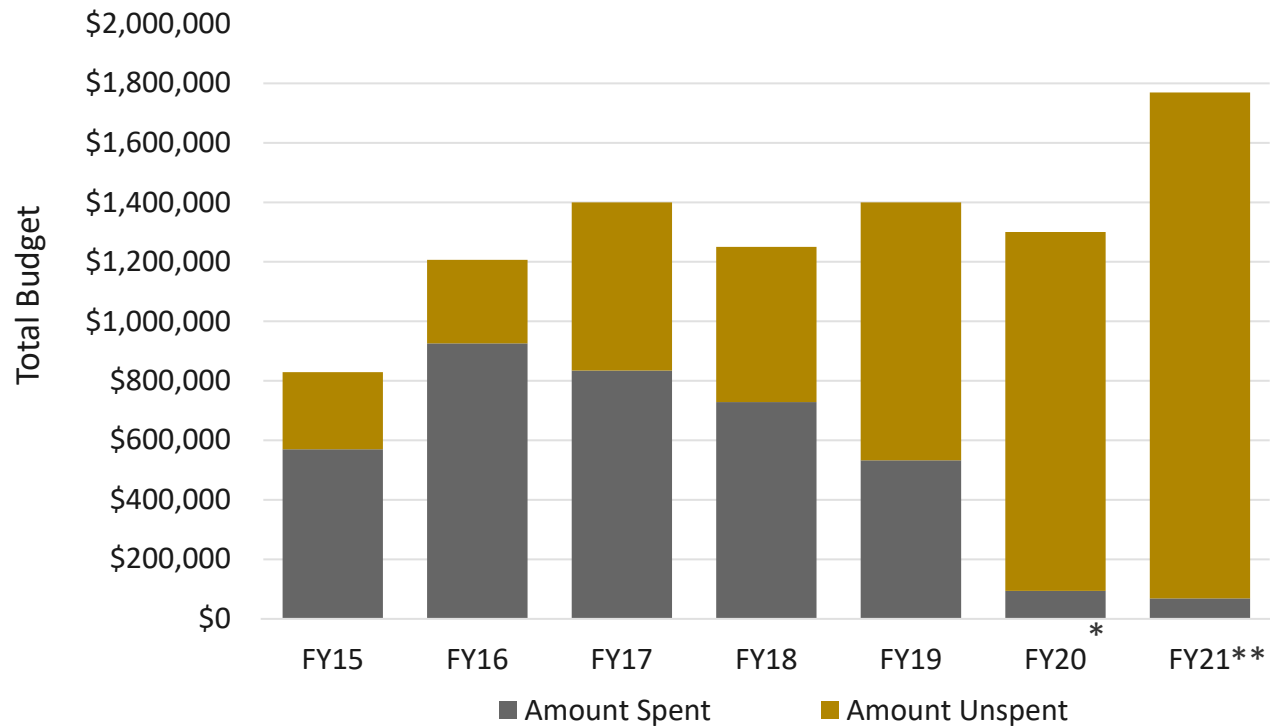
The Three E's for Education Campaigns

Engineer - Develop initiative

Educate - Inform the audience on initiative

Enforce - Make sure initiative is being implemented

Education Campaign Budget Overview



*Significant amount unspent was due to impact of COVID-19 pandemic and funding availability for campaigns.

**Includes Phase 1 and 2. Funding will go in phases based on campaigns needed.

Education Campaigns Overview

Education campaigns for Transportation Initiatives allows for:

- **Lower Media Buy Rates**
- **Increased and Targeted Audience Reach**
- **Increased Website Traffic and Engagement**
- **Greater Public Participation**
- **Cross Communication for Campaigns**
- **Improved Efficiencies with Media Outlets**

Education Campaigns Performance Measures

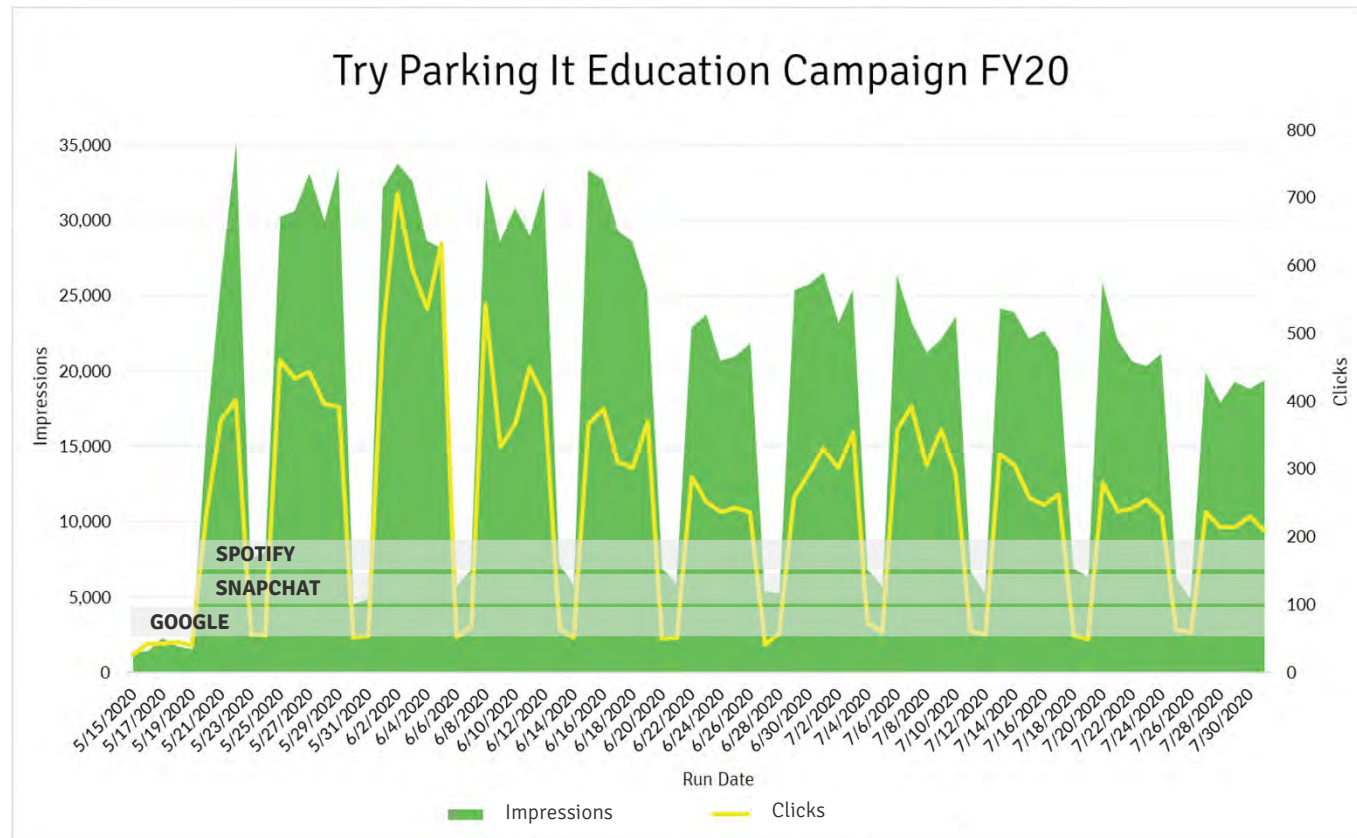
Targeted Audience Examples:

- **Truck Drivers**
- **General Public**
- **Commuters**
- **Motorists and Transit Users**
- **Bicyclists and Pedestrians**

Key Performance Indicator Examples:

- **Clicks, Impressions, and Reach**
- **Website Visits and Actions Taken**
- **Number of Event Registrants and Participants**
- **Number of App Downloads**

Example of Education Campaign Performance Metrics



Transportation Education Campaign Overview

FY2021 Educational Campaign for Transportation Initiatives: Phase 1 was approved by STTC, RTC, and Executive Board in September/October 2020.

FY2021 Purchase and Placement of Education Campaigns for Transportation Initiatives: Phase 1					
Program Name	Funding Source	New Funding Amount	Match Source*	New Match Amount	Total
High-Speed Transportation	RTR	\$50,000	N/A	N/A	\$ 50,000
Notifications of Opportunities for Public Input/Public Meetings	TPF	\$49,284	N/A	N/A	\$ 65,000
Flexible Category**	CMAQ/STBG	\$100,000	TDCs	20,000	\$ 100,000
Total		\$199,284			\$ 215,000

*TDCs in the amount of 20,000 may be used as match but are not included in the total dollar amount.

**Specific funding source, including match source, will be determined by the project(s) using the Flexible Category, and could also include RTR or RTC Local.

Total up to \$215,000 to cover education campaign expenses approved.

Transportation Education Campaign Overview

FY2021 Educational Campaign for Transportation Initiatives: Phase 2 are a part of the FY2020 and FY2021 UPWP that was approved by the RTC and Executive Board in August 2019, with periodic modifications and approvals, with the latest in July 2020.

FY2021 Purchase and Placement of Education Campaigns for Transportation Initiatives: Phase 2					
Program Name	Funding Source	New Funding Amount	Match Source*	New Match Amount	Total
Drive Aware North Texas	STBG	\$150,000	TDCs	30,000	\$ 150,000
Look Out Texans	STBG	\$200,000	TDCs	40,000	\$ 200,000
Regional Goods Movement: Safety Campaign	STBG	\$150,000	TDCs	30,000	\$ 150,000
Congestion Management Program	STBG	\$175,000	TDCs	35,000	\$ 175,000
HOV 2+ Incentive	CMAQ/STBG	\$640,000	TxDOT	\$160,000	\$ 800,000
Engine Off North Texas	STBG	\$10,500	TDCs	2,100	\$ 10,500
Total		\$1,325,500			\$ 1,485,500

*TDCs in the amount of 137,100 may be used as match but are not included in the total dollar amount.

Total up to \$1,485,500 to cover education campaign expenses for approval.

Education Campaign Strategy and Example

Media procurements and placements are monitored based on the current marketing environment. Since March 2020, we shifted our education outreach strategy to:

- Direct-to-consumer media placements
- Digital advertising that can be revised based on evolving market recommendations
- For example, revised creative to promote “households riding together” messaging

TRANSPORTATION UPDATES
COMPILED BY VALERIE WOOD COWORTH

ONGOING PROJECT

San Rayburn Tollway widening
Construction continues on an additional lane in each direction of the San Rayburn Tollway between Denton Tap Road in Coppell and US 75 in McKinney to keep up with traffic demand. The additional lanes along the 26-mile route are being added to the inside median to reduce disruption to existing traffic. This spring, work on intersection bridges was done at Carita Hill Drive and Southridge Drive and at Huffines Boulevard and Marchant Boulevard. Bridge work is ongoing at the intersections of Denton Tap Road, MacArthur Boulevard, Lake Vista Drive and Nelson Parkway, according to the latest report from the North Texas Tollway Authority.
Timeline: January 2019-December 2021
Cost: \$200 million
Funding source: North Texas Tollway Authority

UPCOMING PROJECT

Merriam-Henry neighborhood street improvement project
The city of Lewisville is finishing design on a project to rebuild portions of Merriam, Henry, Red Bud and Mesquite streets. The streets will be reconstructed with concrete pavement, curbs and gutters, according to a city memo. New utility and drainage lines will also be installed. The memo stated, Willow Street will be milled and covered in asphalt once the sewer line is replaced, according to the memo. Lewisville City Council voted June 1 to authorize city staff to seek rights of way and easements from 12 property owners in the area so the project can advance.
Timeline: Construction expected to begin in fall 2020
Cost: \$4.2 million
Funding source: city of Lewisville

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Example of revised messaging in Community Impact Newspaper mailed directly to consumers

Proposed Schedule

Event	Anticipated Time
STTC, RTC, and Executive Board Action on Recommended FY2020 and FY2021 UPWP	Summer 2019
STTC, RTC, and Executive Board Latest Action on Recommended Modifications for FY2020 and FY2021 UPWP	Summer 2020
STTC Action on Education Campaigns for Transportation Initiatives FY2021 Phase 1	September 25, 2020
RTC Action on Education Campaigns for Transportation Initiatives FY2021 Phase 1	October 8, 2020
Executive Board Authorization of Education Campaigns for Transportation Initiatives FY2021 Phase 1	October 22, 2020
STTC Action on Education Campaigns for Transportation Initiatives FY2021 Phase 2	January 22, 2021
RTC Action on Education Campaigns for Transportation Initiatives FY2021 Phase 2	February 11, 2021
Executive Board Authorization of Education Campaigns for Transportation Initiatives FY2021 Phase 2	February 25, 2021

Proposed Action

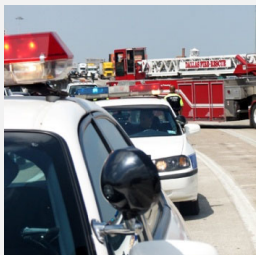
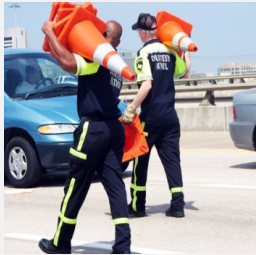
Support an RTC Recommendation to NCTCOG Executive Board to Approve Funding up to \$1,485,500 for Education Campaigns for Transportation Initiatives that will initiate in FY21, such as:

- **Drive Aware North Texas**
- **Look Out Texans**
- **Regional Goods Movement: Safety Campaign**
- **Congestion Management Program**
- **HOV 2+ Incentive**
- **Engine Off North Texas**

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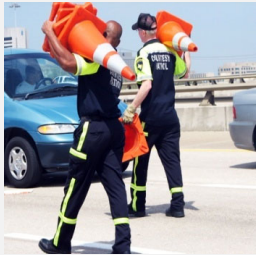
CITY OF GRAND PRAIRIE INCIDENT MANAGEMENT BLOCKING EQUIPMENT PILOT PROJECT

Surface Transportation Technical Committee
January 22, 2021

Camille Fountain
Transportation Planner



North Central Texas
Council of Governments

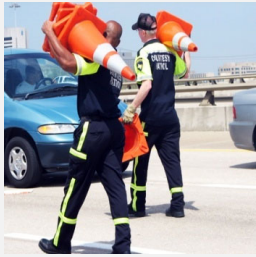


Background

2020 Incident Management Equipment Purchase Call for Projects Recommendations Approved by Regional Transportation Council (RTC) on July 9, 2020

Regional Toll Revenue (RTR) Funding in the Amount of \$132,000 Allocated to Implement the Incident Management Blocking Equipment Pilot Project

City of Grand Prairie, City of Mesquite, and Town of Flower Mound Awarded RTR Funds for Blocking Equipment Pilot Project Initiative

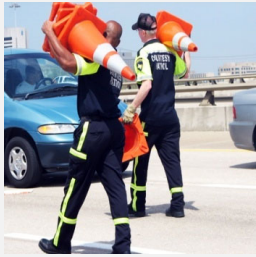


Approved Incident Management Blocking Equipment Pilot Projects

Due to Federal Highway Administration (FHWA) Buy America compliancy requirements related to iron or steel, staff recommended that the Incident Management Blocking Equipment Pilot Project be funded using non-federal funding sources.

As per FHWA Buy America compliancy requirements for equipment or manufactured products which incorporate iron or steel, 100 percent of any iron or steel must be domestically produced and manufactured.

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

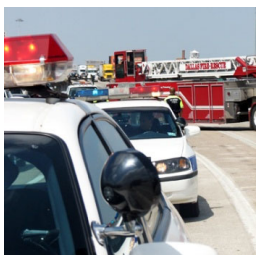
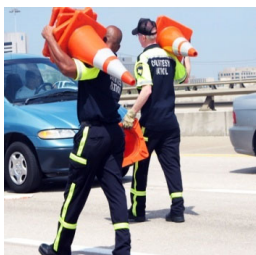


Funding Reallocation Request

Due to unforeseen timing constraints related to the City of Grand Prairie's equipment procurement, staff is requesting to reallocate \$65,900 in Pilot Project funding from RTR funding to RTC Local funding for the City of Grand Prairie.

City of Mesquite and Town of Flower Mound Pilot Project funding would remain as RTR-funded.

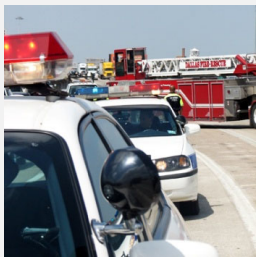
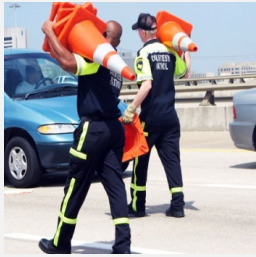
Request was approved during the December 10, 2020 RTC meeting.



Requested Action

Endorse the Regional Transportation Council's approval to withdraw \$65,900 in Regional Toll Revenue Funds for the Grand Prairie Incident Management Blocking Equipment Pilot Project and allocate \$65,900 in Regional Transportation Council Local Funding.

Endorse the Regional Transportation Council's decision to direct staff to administratively amend the TIP, the Statewide TIP and other administrative/planning documents as needed.



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Changes to the 2021-2024 Transportation Improvement Program

DISTRICT	TIP CODE	CSJ	PROJECT SPONSER	FACILITY	LIMITS FROM	LIMITS TO	SCOPE	TIP FY	PHASE	CATEGORY	FEDERAL	REGIONAL	STATE	LOCAL	TOTAL	COMMENTS
Changes to 2021-2024 TIP Development Requested By TxDOT Transportation, Planning & Programming (TPP) To Maintain Statewide Financial Constraints																
DALLAS	13017	2588-02-008	TXDOT-DALLAS	FM 548	S OF SH 205 (KAUFMAN COUNTY LINE)	SH 205	WIDEN AND RECONSTRUCT 2 LANE RURAL TO 4 LANE DIVIDED URBAN ROADWAY (ULTIMATE 6)	2017	ENG	SBPE	\$ -	\$ -	\$ 1,500,000	\$ -	\$ 1,500,000	Delay construction phase from FY2024 to FY2025 thereby removing phase from the 2021-2024 TIP STIP
								2021	ROW	SW ROW	\$ 4,000,000	\$ -	\$ 500,000	\$ 500,000	\$ 5,000,000	
								2021	UTIL	SW ROW	\$ -	\$ -	\$ -	\$ -	\$ -	
								2023 2024	CON	2M - METRO CORR	\$ 4,960,000	\$ -	\$ 1,240,000	\$ -	\$ 6,200,000	
DALLAS	13036	0009-12-219	TXDOT-DALLAS	IH 30	SH 205	WEST OF FM 2642 (HUNT COUNTY LINE)	RECONSTRUCT & WIDEN 4 TO 6 MAIN LANES; RECONSTRUCT & WIDEN 4 TO 4/6 LANE FRONTAGE ROADS; CONSTRUCT NEW & RECONSTRUCT EXISTING INTERCHANGES; RAMP MODIFICATIONS; PEDESTRIAN IMPROVEMENTS	2021	ENG	SW PE	\$ -	\$ -	\$ 15,000,000	\$ -	\$ 15,000,000	Advance Category 2M constuction funding from FY2024 to FY2023
								2021	ROW	SW ROW	\$ 45,000,000	\$ -	\$ 5,000,000	\$ -	\$ 50,000,000	
								2023	CON	12 - STRAT PRIORITY	\$113,775,662	\$ -	\$ 28,443,916	\$ -	\$ 142,219,578	
								2023	CON	2M - METRO CORR	\$ 23,200,000	\$ -	\$ 5,800,000	\$ -	\$ 29,000,000	
								2023	CON	5 - CMAQ	\$ 40,000,000	\$ -	\$ 10,000,000	\$ -	\$ 50,000,000	
								2023 2024	CON	2M - METRO CORR	\$ 28,800,000	\$ -	\$ 7,200,000	\$ -	\$ 36,000,000	
DALLAS	13044	0047-06-161	TXDOT-DALLAS	US 75	AT RIDGEVIEW DRIVE	RECONSTRUCT INTERCHANGE	2021	ENG	SW PE	\$ -	\$ -	\$ 1,500,000	\$ -	\$ 1,500,000	Delay construction phase from FY2022 to FY2023	
							2021	ROW	SW ROW	\$ 4,000,000	\$ -	\$ 500,000	\$ 500,000	\$ 5,000,000		
							2024 2022	CON	1 - PREV MAINT	\$ 2,000,000	\$ -	\$ 500,000	\$ -	\$ 2,500,000		
							2024 2022	CON	2M - METRO CORR	\$ 20,924,082	\$ -	\$ 5,231,020	\$ -	\$ 26,155,102		
DALLAS	54119.4	2964-12-002	TXDOT-DALLAS	SL 9	DALLAS/ELLIS COUNTY LINE	ELLIS/DALLAS COUNTY LINE	CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING TURN LANES	2013	ENG	SBPE	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000	Advance construction phase from FY2024 to FY2023
								2018	ROW	S102	\$ 12,400,000	\$ -	\$ 1,550,000	\$ 1,550,000	\$ 15,500,000	
								2023	CON	12 - STRAT PRIORITY	\$ -	\$ -	\$ -	\$ -	\$ -	
								2023 2024	CON	1 - PREV MAINT	\$ 1,200,000	\$ -	\$ 300,000	\$ -	\$ 1,500,000	
								2023 2024	CON	2M - METRO CORR	\$ 8,238,183	\$ -	\$ 2,059,546	\$ -	\$ 10,297,729	
								2023 2024	CON	5 - CMAQ	\$ 76,800	\$ -	\$ 19,200	\$ -	\$ 96,000	
FORT WORTH	13008	2266-02-148	TXDOT-FORT WORTH	SH 360	NORTH OF E RANDOL MILL RD	SOUTH OF E RANDOL MILL RD	RECONSTRUCT 6 TO 8 MAIN LANES AND RAILROAD UNDERPASS AND 4/8 LANE TO 4/8 LANE CONTINUOUS FRONTAGE ROADS	2021	ENG	SW PE	\$ -	\$ -	\$ 2,465,000	\$ -	\$ 2,465,000	Advance construction phase from FY2023 to FY2022
								2021	ROW	SW ROW	\$ 2,400,000	\$ -	\$ 600,000	\$ -	\$ 3,000,000	
								2021	UTIL	SW ROW	\$ 80,000	\$ -	\$ 20,000	\$ -	\$ 100,000	
								2022 2023	CON	2M - METRO CORR	\$ -	\$ -	\$ 55,000,000	\$ -	\$ 55,000,000	

Changes to the 2021-2024 Transportation Improvement Program

DISTRICT	TIP CODE	CSJ	PROJECT SPONSER	FACILITY	LIMITS FROM	LIMITS TO	SCOPE	TIP FY	PHASE	CATEGORY	FEDERAL	REGIONAL	STATE	LOCAL	TOTAL	COMMENTS
FORT WORTH	55042	0172-09-028	TXDOT-FORT WORTH	US 287	IH 20 INTERCHANGE	SUBLETT ROAD	RECONSTRUCT AND WIDEN 4 TO 6 GENERAL PURPOSE LANES AND 4/6 DISCONTINUOUS FRONTAGE ROAD LANES TO 4/6 DISCONTINUOUS FRONTAGE ROAD LANES, AND ADD SHARED-USE PATH AND SIDEWALK	2021	ENG	SW PE	\$ 2,652,899	\$ -	\$ 663,225	\$ -	\$ 3,316,124	Delay construction phase from FY2021 to FY2022
								2021	ROW	SW ROW	\$ 130,400	\$ -	\$ 32,600	\$ -	\$ 163,000	
								2022 2021	CON	4 - STATEWIDE CONNECTIVITY	\$ 24,000,000	\$ -	\$ 6,000,000	\$ -	\$ 30,000,000	
FORT WORTH	55043	2374-05-066	TXDOT-FORT WORTH	IH 20	IH 820	PARK SPRINGS	RECONSTRUCT AND WIDEN FROM 8/10 TO 10 GENERAL PURPOSE LANES, 4/6 DISCONTINUOUS LANES TO 4/8 DISCONTINUOUS FRONTAGE ROAD LANES, 0 TO 8 COLLECTOR DISTRIBUTOR LANES (FROM IH 820 TO US 287), AND ADD SHARED-USE PATH AND SIDEWALKS	2021	ENG	SW PE	\$ -	\$ -	\$ 57,798,362	\$ -	\$ 57,798,362	Delay construction phase from FY2021 to FY2022
								2021	ROW	SW ROW	\$ 20,909,600	\$ -	\$ 5,227,400	\$ -	\$ 26,137,000	
								2022 2021	CON	12 - STRAT PRIORITY	\$ 42,664,000	\$ -	\$ 10,666,000	\$ -	\$ 53,330,000	
								2022 2021	CON	2M - METRO CORR	\$264,172,516	\$ -	\$ 66,043,129	\$ -	\$ 330,215,645	
FORT WORTH	55044	0172-06-080	TXDOT-FORT WORTH	US 287	IH 820	BERRY STREET	RECONSTRUCT 6 TO 6 MAINLANES PLUS AUXILIARY LANES WITH 4 DISCONTINUOUS FRONTAGE ROAD LANES TO 4/6 DISCONTINUOUS FRONTAGE ROAD LANES; ADD SHARED-USE PATH AND SIDEWALKS	2021	ENG	SW PE	\$ 8,132,454	\$ -	\$ 2,033,114	\$ -	\$ 10,165,568	Delay construction phase from FY2021 to FY2022
								2021	ROW	SW ROW	\$ 61,702,400	\$ -	\$ 15,425,600	\$ -	\$ 77,128,000	
								2022 2021	CON	2M - METRO CORR	\$ 39,899,312	\$ -	\$ 9,974,828	\$ -	\$ 49,874,140	
								2022 2021	CON	4 - STATEWIDE CONNECTIVITY	\$ 32,000,000	\$ -	\$ 8,000,000	\$ -	\$ 40,000,000	
FORT WORTH	55045	0008-13-206	TXDOT-FORT WORTH	IH 20	IH 820/IH 20 INTERCHANGE	FOREST HILL DR	RECONSTRUCT AND WIDEN 8 TO 12 MAINLANES AND 4/6 DISCONTINUOUS FRONTAGE ROAD LANES TO 4/8 CONTINUOUS FRONTAGE ROAD LANES, AND ADD SHARED-USE PATH AND SIDEWALKS	2021	ENG	SW PE	\$ 10,094,373	\$ -	\$ 2,523,593	\$ -	\$ 12,617,966	Delay construction phase from FY2021 to FY2022
								2021	ROW	SW ROW	\$ 55,648,800	\$ -	\$ 13,912,200	\$ -	\$ 69,561,000	
								2022 2021	CON	2M - METRO CORR	\$ 92,322,172	\$ -	\$ 23,080,543	\$ -	\$ 115,402,715	
PARIS	13050	0009-13-167	TXDOT-PARIS	IH 30	AT FM 1570		CONSTRUCT INTERCHANGE	2019	ENV	SBPE	\$ -	\$ -	\$ 195,000	\$ -	\$ 195,000	Delay construction phase from FY2022 to FY2023
								2020	ENG	SBPE	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000	
								2021	ENG	SW PE	\$ -	\$ -	\$ 884,249	\$ -	\$ 884,249	
								2021	ROW	SW ROW	\$ 280,000	\$ -	\$ 70,000	\$ -	\$ 350,000	
								2023 2022	CON	12 - STRAT PRIORITY	\$ 17,600,000	\$ -	\$ 4,400,000	\$ -	\$ 22,000,000	
								2023 2022	CON	7 - STBG	\$ 6,400,000	\$ -	\$ 1,600,000	\$ -	\$ 8,000,000	
FORT WORTH	13063	0014-15-078	TXDOT-FORT WORTH	US 81	IH 35W	AVONDALE HASLET ROAD	CONSTRUCT 2 LANE CONTINUOUS FRONTAGE ROADS IN EACH DIRECTION AND INTERSECTION IMPROVEMENTS	2025 2023	CON	2M - METRO CORR	\$ 4,000,000	\$ -	\$ 1,000,000	\$ -	\$ 5,000,000	Delay construction phase from FY2023 to FY2025 thereby removing phase from the 2021-2024 TIP/STIP

Changes to the 2021-2024 Transportation Improvement Program

DISTRICT	TIP CODE	CSJ	PROJECT SPONSER	FACILITY	LIMITS FROM	LIMITS TO	SCOPE	TIP FY	PHASE	CATEGORY	FEDERAL	REGIONAL	STATE	LOCAL	TOTAL	COMMENTS
DALLAS	13060	0172-10-013	TXDOT-FORT WORTH	US 287	TARRANT COUNTY LINE	LONE STAR ROAD/FM 157	CONSTRUCT FREEWAY AUX LANES, NEW FR, RAMPS, U-TURN BRIDGE, LONE STAR RD WIDENING, SHARED PATH, LONE STAR RD BRIDGES, INTERSECTION IMPROVEMENTS AT US 287 AND LONE STAR RD/FM 157, RETAINING WALL, DRAINAGE STRUCTURES, SIDEWALKS AND SIGNALIZATIONS	2019	ENG	SW PE	\$ -	\$ -	\$ 1,200,000	\$ -	\$ 1,200,000	Delay construction phase from FY2021 to FY2022
								2021	ROW	SW ROW	\$ 40,000	\$ -	\$ 10,000	\$ -	\$ 50,000	
								2021	UTIL	SW ROW	\$ 40,000	\$ -	\$ 10,000	\$ -	\$ 50,000	
								2022 2021	CON	2M - METRO CORR	\$ 18,240,000	\$ -	\$ 4,560,000	\$ -	\$ 22,800,000	
FORT WORTH	53029	0014-15-033	TXDOT-FORT WORTH	US 287	NORTH OF HARMON ROAD	NORTH OF IH 35W	RECONSTRUCT NORTHBOUND FRONTAGE ROAD	2021	ENG	SW PE	\$ 400,000	\$ -	\$ 100,000	\$ -	\$ 500,000	Advance construction phase to FY 2022
								2021	ROW	SW ROW	\$ 136,000	\$ -	\$ 34,000	\$ -	\$ 170,000	
								2022 2025	CON	2M - METRO CORR	\$ 1,233,335	\$ -	\$ 308,334	\$ -	\$ 1,541,669	
								2022 2025	CON	7 - STBG	\$ 4,813,065	\$ -	\$ 1,203,266	\$ -	\$ 6,016,331	
Changes to November 2020 Modifications since RTC Approval on June 11, 2020 and October 8, 2020																
DALLAS	13032	0009-02-067	TXDOT-DALLAS	SH 78	AT GASTON AVE		RECONFIGURE INTERSECTION WITH SIDEWALK IMPROVEMENTS	2016	ENG	SBPE	\$ -	\$ -	\$ 500,000	\$ -	\$ 500,000	Revise 2M - Metro Corr funding to 100% State funded
								2019	ROW	SW ROW	\$ 2,400,000	\$ -	\$ 300,000	\$ 300,000	\$ 3,000,000	
								2019	UTIL	SW ROW	\$ -	\$ -	\$ -	\$ -	\$ -	
								2021	CON	2M - METRO CORR	\$800,000 \$0	\$ -	\$200,000 \$1,000,000	\$ -	\$ 1,000,000	
								2021	CON	5 - CMAQ	\$ 5,600,000	\$ -	\$ 1,400,000	\$ -	\$ 7,000,000	
DALLAS	55256	1217-01-019	2019	FM 1641	FM 548	FM 148	RECONSTRUCT AND WIDEN 2 LANE TO 4 LANE URBAN DIVIDED	2021	ENG	SW PE	\$ -	\$ -	\$ 2,000,000	\$ -	\$ 2,000,000	Increase ROW funding in FY2021
								2021	ROW	SW ROW	\$24,000,000 \$7,200,000	\$ -	\$3,000,000 \$900,000	\$3,000,000 \$900,000	\$30,000,000 \$9,000,000	
DALLAS	55014	0261-01-041	TXDOT-DALLAS	US 67	AT LAKE RIDGE PARKWAY		CONSTRUCT GRADE SEPARATION - PHASE 1	2009	ENG	Congressional Earmark	\$ 2,804,130	\$ -	\$ 701,033	\$ -	\$ 3,505,163	Increase ROW funding in FY2022; increase construction funding in FY2025
								2022	ENG	SW PE	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000	
								2022	ROW	SW ROW	\$28,800,000 \$7,280,000	0	\$3,600,000 \$910,000	\$3,600,000 \$910,000	\$36,000,000 \$9,100,000	
								2025	CON	2M - METRO CORR	\$28,092,206 \$22,400,000	0	\$7,023,052 \$5,600,000	0	\$35,115,258 \$28,000,000	

Changes to the 2021-2024 Transportation Improvement Program

DISTRICT	TIP CODE	CSJ	PROJECT SPONSER	FACILITY	LIMITS FROM	LIMITS TO	SCOPE	TIP FY	PHASE	CATEGORY	FEDERAL	REGIONAL	STATE	LOCAL	TOTAL	COMMENTS
DALLAS	55242	0081-13-050	TXDOT-DALLAS	IH 35W	SH 114	IH 35W/IH 35E INTERCHANGE	WIDEN AND RECONSTRUCT 4 LANE RURAL TO 6 LANE URBAN FREEWAY	2022 2021	ENG	SW PE	\$ -	\$ -	\$ 20,000,000	\$ -	\$ 20,000,000	Delay to engineering and ROW phases to FY2022; increase ROW funding in FY2022; Change scope
							WIDEN AND RECONSTRUCT 4 LANE RURAL TO 6 MAIN LANE URBAN FREEWAY AND RECONSTRUCT 2/4 TO 4/6 LANE FRONTAGE ROADS	2022 2021	ROW	SW ROW	\$63,000,000 \$45,000,000	\$ -	\$7,000,000 \$5,000,000	\$ -	\$70,000,000 \$50,000,000	
Projects That Advanced to FY2020 and Can Now Be Removed From The 2021-2024 TIP/STIP																
DALLAS	11618.1	0918-00-345	TXDOT-DALLAS	VA	REGIONAL MOBILITY ASSISTANCE PATROL (DALLAS DISTRICT)		MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS	2020 2021	IMP	7 - STBG	\$ 3,400,000	\$ -	\$ 850,000	\$ -	\$ 4,250,000	Funding obligated in FY 2020
DALLAS	11635.1	0918-00-285	NCTCOG	VA	IMPLEMENTATION AND ADMINISTRATION OF AIR QUALITY AND TRANSPORTATION PROJECTS FUNDED WITH RTR FUNDS		IMPLEMENTATION AND ADMINISTRATION OF AIR QUALITY AND TRANSPORTATION PROJECTS FUNDED WITH RTR FUNDS	2020 2021	IMP	RTR 121 - East Set Aside 1	\$ -	\$ 670,000	\$ -	\$ -	\$ 670,000	Funding obligated in FY 2020
DALLAS	11661	0918-00-334	NCTCOG	VA	EXPEDITE SECTION 404 AND 408 PERMITS AND IMPLEMENT REGIONAL MITIGATION BANK		EXPEDITE SECTION 404 AND 408 PERMITS AND IMPLEMENT REGIONAL MITIGATION BANK	2020	IMP	RTR 121 - DA1	\$ -	\$ 200,000	\$ -	\$ -	\$ 200,000	Funding obligated in FY 2020
								2020 2021	IMP	RTR 121 - DA1	\$ -	\$ 200,000	\$ -	\$ -	\$ 200,000	
								2020 2022	IMP	RTR 121 - DA1	\$ -	\$ 200,000	\$ -	\$ -	\$ 200,000	
								2020 2023	IMP	RTR 121 - DA1	\$ -	\$ 200,000	\$ -	\$ -	\$ 200,000	
DALLAS	55102	0549-03-028	TXDOT-DALLAS	SH 121	SOUTH OF SH 160	NORTH OF SH 160	RECONSTRUCT AND WIDEN FROM TWO LANE TO FOUR LANE RURAL DIVIDED	2020 2021	ENG	SW PE	\$ -	\$ -	\$ 900,000	\$ -	\$ 900,000	Construction let in FY2020
								2020 2021	CON	1 - PREV MAINT	\$ 2,000,000	\$ -	\$ 500,000	\$ -	\$ 2,500,000	
								2020 2021	CON	11 - DIST DISCR	\$ 13,009,385	\$ -	\$ 3,252,346	\$ -	\$ 16,261,731	
								2020 2021	CON	Local Contribution	\$ -	\$ -	\$ -	\$ -	\$ -	
DALLAS	11693	0918-00-312	NCTCOG	VA	SMART TRANSIT CORRIDORS AND WALKABLE PLACES		DEVELOP AND IMPLEMENT MULTIMODAL STRATEGIES TO INCREASE NON-SINGLE OCCUPANT VEHICLE TRANSPORTATION OPTIONS THROUGH COORDINATED LAND USE AND TRANSPORTATION PLANNING IN PRIORITY TRANSIT CORRIDORS AND WALKABLE NEIGHBORHOODS	2020	IMP	7 - STP-MM	\$ 312,000	\$ -	\$ -	\$ -	\$ 312,000	Funding obligated in FY 2020
								2020	IMP	TDC (MPO)	\$ -	\$ 62,400	\$ -	\$ -	\$ 62,400	
								2020 2021	IMP	7 - STBG	\$ 364,000	\$ -	\$ -	\$ -	\$ 364,000	
								2020 2021	IMP	TDC (MPO)	\$ -	\$ 72,800	\$ -	\$ -	\$ 72,800	
								2020 2022	IMP	7 - STBG	\$ 468,000	\$ -	\$ -	\$ -	\$ 468,000	
								2020 2022	IMP	TDC (MPO)	\$ -	\$ 93,600	\$ -	\$ -	\$ 93,600	

Changes to the 2021-2024 Transportation Improvement Program

DISTRICT	TIP CODE	CSJ	PROJECT SPONSER	FACILITY	LIMITS FROM	LIMITS TO	SCOPE	TIP FY	PHASE	CATEGORY	FEDERAL	REGIONAL	STATE	LOCAL	TOTAL	COMMENTS
DALLAS	11913	0918-00-353	TXDOT-DALLAS	VA	DIGITAL VIDEO PROJECT		PURCHASE NEW DIGITAL VIDEO SOFTWARE AND HARDWARE FOR TRAFFIC MANAGEMENT CENTER TO ALLOW FOR DIGITAL VIDEO TO BE INTEGRATED INTO THE TMC SOFTWARE, DISPLAYS, AND SHARING WITH PARTNER AGENCIES; INTELLIGENT TRANSPORTATION SYSTEM	2020 2021	IMP	5 - CMAQ	\$ 1,200,000	\$ -	\$ 300,000	\$ -	\$ 1,500,000	Funding obligated in FY 2020
DALLAS	11913.2	0918-00-356	TXDOT-DALLAS	VARIOUS	DIGITAL VIDEO PROJECT; ON ALL STATE FACILITIES	IN THE DALLAS DISTRICT	UPGRADE ITS CCTV ANALOG CAMERAS LOCATED THROUGHOUT THE DALLAS DISTRICT (APPROXIMATELY 576) WITH DIGITAL CAMERAS TO BE COMPATIBLE WITH UPGRADED DALTRANS TRAFFIC MANAGEMENT CENTER VIDEO EQUIPMENT	2020 2021	IMP	1 - PREV MAINT	\$ 2,100,000	\$ -	\$ 525,000	\$ -	\$ 2,625,000	Funding obligated in FY 2020
								2020 2021	IMP	5 - CMAQ	\$ 2,300,000	\$ -	\$ 575,000	\$ -	\$ 2,875,000	
DALLAS	13015	0549-03-024	TXDOT-DALLAS	SH 121	COLLIN COUNTY OUTER LOOP	NORTH OF FM 455	RECONSTRUCT AND WIDEN FROM 2 LANE TO 4 LANE RURAL DIVIDED; CONSTRUCT 0 TO 4 LANE DISCONTINUOUS ACCESS ROAD AND FM 455 INTERCHANGE	2016	ENG	SBPE	\$ -	\$ -	\$ 2,500,000	\$ -	\$ 2,500,000	Funding obligated in FY 2020
								2017	ROW	S102	\$ 17,600,000	\$ -	\$ 2,200,000	\$ 2,200,000	\$ 22,000,000	
								2019	UTIL	S102	\$ 1,600,000	\$ -	\$ 200,000	\$ 200,000	\$ 2,000,000	
								2020 2021	CON	4 - STATEWIDE CONNECTIVITY	\$ 43,339,755	\$ -	\$ 10,834,939	\$ -	\$ 54,174,694	
DALLAS	20076.2	0549-03-035	TXDOT-DALLAS	SH 121	NORTH OF SH 160	CR 635 (FANNIN COUNTY LINE)	RECONSTRUCT AND WIDEN FROM 2 LANE TO 4 LANE RURAL DIVIDED	2018	ROW	S102	\$ 20,000,000	\$ -	\$ 2,500,000	\$ 2,500,000	\$ 25,000,000	Funding obligated in FY 2020
								2020 2021	CON	11 - DIST DISCR	\$ 5,520,000	\$ -	\$ 1,380,000	\$ -	\$ 6,900,000	
DALLAS	20076.3	0549-03-033	TXDOT-DALLAS	SH 121	NORTH OF FM 455	SOUTH OF SH 160	RECONSTRUCT AND WIDEN FROM 2 LN TO 4 LN RURAL DIVIDED; CONSTRUCT 0 TO 2 LN DISCONTINUOUS FRTG RD AND FM 2862 INTERCHANGE	2021	CON	11 - DIST DISCR	\$ 10,400,000	\$ -	\$ 2,600,000	\$ -	\$ 13,000,000	Funding obligated in FY 2020
								2021	ENV	SW PE	\$ -	\$ -	\$ 2,000,000	\$ -	\$ 2,000,000	
								2021	ROW	SW ROW	\$ 6,400,000	\$ -	\$ 800,000	\$ 800,000	\$ 8,000,000	
								2020 2021	CON	11 - DIST DISCR	\$ 11,927,846	\$ -	\$ 2,981,962	\$ -	\$ 14,909,808	
								2022	CON	Local Contribution	\$ -	\$ -	\$ -	\$ -	\$ -	
								2023	CON	11 - DIST DISCR	\$ 7,200,000	\$ -	\$ 1,800,000	\$ -	\$ 9,000,000	
DALLAS	20200	0918-00-349	NCTCOG	VA	SUSTAINABILITY FOR TRANSIT		TRANSIT OPERATIONS REGIONAL COORDINATION	2020	IMP	RTR 121 - East Set Aside 2	\$ -	\$ 750,000	\$ -	\$ -	\$ 750,000	Funding obligated in 2020
								2020 2021	IMP	RTR 121 - East Set Aside 2	\$ -	\$ 750,000	\$ -	\$ -	\$ 750,000	
								2020 2021	IMP	RTR 121 - East Set Aside 2	\$ -	\$ 750,000	\$ -	\$ -	\$ 750,000	

Changes to the 2021-2024 Transportation Improvement Program

DISTRICT	TIP CODE	CSJ	PROJECT SPONSER	FACILITY	LIMITS FROM	LIMITS TO	SCOPE	TIP FY	PHASE	CATEGORY	FEDERAL	REGIONAL	STATE	LOCAL	TOTAL	COMMENTS
DALLAS	40037	0918-25-025	HEATH	CS	SRTS TRAIL PROJECT - SMIRL & HUBBARD; EXISTING PATH AT FM 740 TRAIL	EXISTING PATH WEST OF DUNFORD DRIVE	CONSTRUCT A SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS ALONG HUBBARD DR	2018	ENG	9 TA Set Aside	\$ 57,082	\$ -	\$ -	\$ 14,271	\$ 71,353	Funding obligated in 2020
								2018	ENV	9 TA Set Aside	\$ 8,000	\$ -	\$ -	\$ 2,000	\$ 10,000	
								2020 2021	CON	9 TA Set Aside	\$ 296,711	\$ -	\$ -	\$ 74,178	\$ 370,889	
								2020 2021	CON	Local Contribution	\$ -	\$ -	\$ -	\$ -	\$ -	
								2020 2021	CONENG	9 TA Set Aside	\$ 18,435	\$ -	\$ -	\$ 4,609	\$ 23,044	
DALLAS	40048	0918-47-205	DALLAS	VA	TRINITY STRAND TRAIL PHASE 2; EXISTING TRINITY STRAND TRAIL AT THE INTERSECTION OF MARKET CNTR BLVD & TURTLE CREEK BLVD	INWOOD/LOVE FIELD DART STATION	CONSTRUCT BICYCLE AND PEDESTRIAN IMPROVEMENTS INCLUDING SHARED-USE PATH, ON STREET BIKEWAY, BICYCLE/PEDESTRIAN SIGNALS, CROSSWALKS, SIGNAGE, AND BICYCLE/PEDESTRIAN TRAFFIC COUNT EQUIPMENT	2017	ENG	Local Contribution	\$ -	\$ -	\$ -	\$ -	\$ -	Funding obligated in FY 2020
								2020 2021	CON	9 TA Set Aside	\$ 4,742,746	\$ -	\$ -	\$ 1,185,686	\$ 5,928,432	
								2020 2021	CON	Local Contribution	\$ -	\$ -	\$ -	\$ -	\$ -	
								2020 2021	CONENG	9 TA Set Aside	\$ 257,254	\$ -	\$ -	\$ 64,314	\$ 321,568	
DALLAS	54005	2351-01-017	TXDOT-DALLAS	FM 2478	US 380	FM 1461	WIDEN TWO LANE RURAL HIGHWAY TO FOUR LANE DIVIDED; REALIGN INTERSECTION AT FM 1461; SIX LANE ULTIMATE	2016	ENG	Local Contribution	\$ -	\$ -	\$ -	\$ -	\$ -	Funding obligated in 2020
								2016	ENG	SBPE	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000	
								2018	ROW	S102	\$ 10,400,000	\$ -	\$ 1,300,000	\$ 1,300,000	\$ 13,000,000	
								2020 2021	CON	2M - METRO CORR	\$ 27,834,595	\$ -	\$ 6,958,649	\$ -	\$ 34,793,244	
DALLAS	54005.1	2351-02-0014	TXDOT-DALLAS	FM 2478	FM 1461	NORTH OF FM 1461	WIDEN TWO LANE RURAL HIGHWAY TO FOUR LANE DIVIDED (SIX LANE ULTIMATE); REALIGN INTERSECTION OF FM 1461	2016	ENG	SBPE	\$ -	\$ -	\$ 200,000	\$ -	\$ 200,000	Funding obligated in 2020
								2017	ROW	S102	\$ 595,242	\$ -	\$ 74,405	\$ 74,405	\$ 744,052	
								2020 2021	CON	2M - METRO CORR	\$ 3,188,440	\$ -	\$ 797,110	\$ -	\$ 3,985,550	
DALLAS	55120	0197-02-124	TXDOT-DALLAS	US 175	EAST OF E. MALLOY BRIDGE RD	KAUFMAN COUNTY LINE	RAMP MODIFICATIONS, MILL AND INLAY EXISTING FRONTAGE ROADS	2016	ENG	SW PE	\$ -	\$ -	\$ 106,000	\$ -	\$ 106,000	Funding obligated in 2020
								2020 2021	CON	1 - PREV MAINT	\$ 800,000	\$ -	\$ 200,000	\$ -	\$ 1,000,000	
								2020 2021	CON	2M - METRO CORR	\$ 1,730,560	\$ -	\$ 432,640	\$ -	\$ 2,163,200	
								2020 2021	UTIL	SW ROW	\$ 1,600,000	\$ -	\$ 200,000	\$ 200,000	\$ 2,000,000	
DALLAS	55134	0197-03-074	TXDOT-DALLAS	US 175	DALLAS COUNTY LINE	WEST OF FM 1389	RAMP MODIFICATIONS, MILL AND INLAY FRONTAGE ROADS	2016	ENG	SBPE	\$ -	\$ -	\$ 200,000	\$ -	\$ 200,000	Funding obligated in 2020
								2020 2021	CON	1 - PREV MAINT	\$ 800,000	\$ -	\$ 200,000	\$ -	\$ 1,000,000	
								2020 2021	CON	2M - METRO CORR	\$ 1,730,400	\$ -	\$ 432,600	\$ -	\$ 2,163,000	
DALLAS	55252	0549-03-034	TXDOT-DALLAS	SH 121	AT FM 2862		CONVERT 2 LANE FACILITY TO 4 LANE DIVIDED	2020	ENG	SBPE	\$ -	\$ -	\$ 43,209	\$ -	\$ 43,209	Funding obligated in FY 2020
								2021	CON	1 - PREV MAINT	\$ 240,000	\$ -	\$ 60,000	\$ -	\$ 300,000	
								2020 2021	CON	8 - SAFETY	\$ 793,645	\$ -	\$ 88,183	\$ -	\$ 881,828	

Changes to the 2021-2024 Transportation Improvement Program

DISTRICT	TIP CODE	CSJ	PROJECT SPONSER	FACILITY	LIMITS FROM	LIMITS TO	SCOPE	TIP FY	PHASE	CATEGORY	FEDERAL	REGIONAL	STATE	LOCAL	TOTAL	COMMENTS
FORT WORTH	11612.2	0902-00-233	NCTCOG	VARIOUS	REGION-WIDE EMPLOYER TRIP REDUCTION PROGRAM (ETR)	TRACK AND IMPLEMENT ETR STRATEGIES THROUGH COMMUTER/EMPLOYER OUTREACH; MANAGEMENT/OVERSIGHT OF TRYPARKINGIT.COM	PERFORMANCE MONITORING/REPORTING; MAINTAIN/UPDATE THE TDM TOOLKIT, TRIP REDUCTION MANUAL FOR EMPLOYERS, OUTREACH MATERIALS; MANAGED LANE REIMBURSEMENT; ADMINISTRATION OF VANPOOL PROGRAM; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	2020	IMP	7 - STBG	\$ 861,000	\$ -	\$ -	\$ -	\$ 861,000	Funding obligated September 2020
								2021								
FORT WORTH	11613.2	0902-00-272	NCTCOG	VARIOUS	REGIONAL GOODS MOVEMENT/CORRIDOR STUDIES; CONDUCT GENERAL CORRIDOR STUDIES & PLANNING ACTIVITIES IN SUPPORT OF THE	REGION'S GOOD MOVEMENT INCL; NCTCOG STAFF TIME & CONSULTANT ASSISTANCE TO ASSESS IMPACT OF TRUCK, RAIL, & OTHER FREIGHT	MOVEMENT, DATA COLLECTION & ANALYSIS, SAFETY, COORD WITH PRIVATE SECTOR PARTNERS IN FREIGHT BUSINESS; MONITORING TRUCK LANE CORRIDORS, HAZMAT, ECON ANALYSIS, LAND USE COMPATIBILITY, PASSENGER & FREIGHT RAIL INTEGRATION, PUBLIC OUTREACH/EDUCATION	2020	IMP	7 - STBG	\$ 657,000	\$ -	\$ -	\$ -	\$ 657,000	Funding obligated in September 2020
								2021								
FORT WORTH	11619.1	0902-90-124	TXDOT-FORT WORTH	VA	REGIONAL MOBILITY ASSISTANCE PATROL (FORT WORTH DISTRICT)		MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS	2020	CON	7 - STBG	\$ 2,125,000	\$ -	\$ 531,250	\$ -	\$ 2,656,250	Funding obligated August 2020
								2021								
FORT WORTH	11621.1	0902-00-266	NCTCOG	VA	PLANNING STUDIES AND STREAMLINED PROJECT DELIVERY (REGIONAL)		PROVIDE MPO PLANNING SUPPORT AND TECHNICAL ASSISTANCE FOR SURFACE TRANSPORTATION PROJECTS WITHIN THE METROPOLITAN PLANNING AREA INCLUDING PLANNING STUDIES AND EXPEDITE ENVIRONMENTAL REVIEW PROCESS	2020	IMP	7 - STBG	\$ 1,248,000	\$ -	\$ -	\$ -	\$ 1,248,000	Funding obligated September 2020
								2021								
FORT WORTH	11650	0902-00-262	NCTCOG	VA	CORRIDOR STUDIES AND CAPITAL ASSET MANAGEMENT	IDENTIFY STRATEGIES TO EXTEND OPERATIONAL LIFE OF TRANSPORTATION FACILITIES BY PROMOTING USE OF STRATEGIC MAINTENANCE,	REPAIR, AND EXPANSION; INCLUDES CONTINUED DEVELOPMENT, MONITORING, AND TECHNICAL ASSISTANCE TO REGIONAL PARTNERS TO BALANCE PRESERVATION VS. UPGRADE OF ASSETS	2020	IMP	7 - STBG	\$ 280,000	\$ -	\$ -	\$ -	\$ 280,000	Funding obligated in September 2020
								2021								
FORT WORTH	11650	0902-00-262	NCTCOG	VA	CORRIDOR STUDIES AND CAPITAL ASSET MANAGEMENT	IDENTIFY STRATEGIES TO EXTEND OPERATIONAL LIFE OF TRANSPORTATION FACILITIES BY PROMOTING USE OF STRATEGIC MAINTENANCE,	REPAIR, AND EXPANSION; INCLUDES CONTINUED DEVELOPMENT, MONITORING, AND TECHNICAL ASSISTANCE TO REGIONAL PARTNERS TO BALANCE PRESERVATION VS. UPGRADE OF ASSETS	2020	IMP	TDC (MPO)	\$ -	\$ 56,000	\$ -	\$ -	\$ 56,000	Funding obligated in September 2020
								2021								

Changes to the 2021-2024 Transportation Improvement Program

DISTRICT	TIP CODE	CSJ	PROJECT SPONSER	FACILITY	LIMITS FROM	LIMITS TO	SCOPE	TIP FY	PHASE	CATEGORY	FEDERAL	REGIONAL	STATE	LOCAL	TOTAL	COMMENTS
FORT WORTH	11654.1	0902-00-236	NCTCOG	VA	TECHNICAL AND LEGAL SUPPORT FOR INNOVATIVE FINANCING ON TRANSPORTATION AND AIR QUALITY PROJECTS IN THE DALLAS-	FORT WORTH REGION	INCLUDING RESEARCHING, DEVELOPING, AND NEGOTIATING LEGAL MECHANISMS TO IMPLEMENT PROGRAMS AND INITIATIVES TO ENSURE COMPLIANCE WITH FEDERAL, STATE, AND POLICY BODY REQUIREMENTS	2020	IMP	RTR 121 - East Set Aside 2	\$ -	\$ 150,000	\$ -	\$ -	\$ 150,000	RTR funds were advanced in FY 2020
								2020 2021	IMP	RTR 121 - East Set Aside 2	\$ -	\$ 150,000	\$ -	\$ -	\$ 150,000	
								2020 2022	IMP	RTR 121 - East Set Aside 2	\$ -	\$ 150,000	\$ -	\$ -	\$ 150,000	
FORT WORTH	11684	0902-00-283	NCTCOG	VA	REGION WIDE PROJECT TO ASSIST LOCAL PARTNERS AS THEY IMPLEMENT AV DEPLOYMENTS BY PROVIDING FUNDING FOR COSTS RELATED	TO DEPLOYMENTS AND SUPPORTING COSTS OF ACTIVE AUTOMATED VEHICLE DEPLOYMENTS IN PARTNERSHIP WITH THE PRIVATE SECTOR;	INCLUDES LOCAL GOVERNMENT STAFF & CONSULTANT TIME, INFRASTRUCTURE UPGRADES (EX: SIGNAL, STRIPING, DSRC & 5G CONNECTIVITY), LEGAL SERVICES, PUBLIC ED, SAFETY (EX: COORD W/ FIRST RESPONDERS); SOFTWARE & TECH EXPERTISE; NCTCOG ADMINISTRATION	2020 2021	IMP	7 - STBG	\$ 2,120,000	\$ -	\$ -	\$ -	\$ 2,120,000	Funding obligated in July 2020
								2020 2021	IMP	TDC (MPO)	\$ -	\$ 424,000	\$ -	\$ -	\$ 424,000	
FORT WORTH	11685	0902-00-281	NCTCOG	VA	REGION WIDE PROJECT TO PROVIDE AV RELATED PLANNING ASSISTANCE TO LOCAL PARTNERS;	INCLUDES STAFF AND CONSULTANT TIME, AND NCTCOG ADMIN; AUTOMATED TRANSPORTATION PLANNING RESOURCES FOR CITIES	PLANNING ACTIVITIES MAY INCLUDE: TRAFFIC MODELING; IDENTIFYING USE CASES; POLICY DEVELOPMENT; PUBLIC OUTREACH & ED; SCENARIO PLANNING; LAND USE PLANNING	2020 2021	IMP	7 - STBG	\$ 850,000	\$ -	\$ -	\$ -	\$ 850,000	Funding obligated in July 2020
								2020 2021	IMP	TDC (MPO)	\$ -	\$ 170,000	\$ -	\$ -	\$ 170,000	
FORT WORTH	11893.5	0902-00-259	NCTCOG	VA	511 TRAVELER INFORMATION SYSTEM (ITS)		DEVELOP AND IMPLEMENT TRAVELER INFORMATION SYSTEM IN REGION	2020 2021	IMP	7 - STBG	\$ 780,000	\$ -	\$ 195,000	\$ -	\$ 975,000	Funding obligated September 2020
FORT WORTH	14059	2208-01-070	TXDOT-FORT WORTH	SS 303	COLLINS ST	SH 360	CONSTRUCT NEW SIDEWALK, RECONSTRUCT EXISTING SIDEWALK, ADD LIGHTING, AND SIGNAGE	2018	ENG	5 - CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -	Funding obligated in August 2020 and let September 2020
								2018	ENG	SW PE	\$ -	\$ -	\$ 350,000	\$ -	\$ 350,000	
								2020	ROW	S102	\$ 80,000	\$ -	\$ 20,000	\$ -	\$ 100,000	
								2020 2021	CON	5 - CMAQ	\$ 3,144,000	\$ -	\$ 786,000	\$ -	\$ 3,930,000	
								2020 2021	UTIL	SW ROW	\$ 40,000	\$ -	\$ 10,000	\$ -	\$ 50,000	
FORT WORTH	25026	0902-00-245	NCTCOG	VA	WETLANDS/TREE MITIGATION PROJECT		COORDINATE WITH TRANSPORTATION PARTNERS TO PROMOTE MITIGATION EFFORTS IDENTIFIED DURING THE PLANNING PROCESS; COLLECTION AND ANALYSIS OF ENVIRONMENTAL DATA RELEVANT TO MITIGATION	2020	IMP	RTR 121 - East Set Aside 2	\$ -	\$ -	\$ -	\$ -	\$ -	RTR funds have been advanced
								2020 2021	IMP	RTR 121 - East Set Aside 2	\$ -	\$ -	\$ -	\$ -	\$ -	
								2020 2021	IMP	RTR 121 - West Set Aside 2	\$ -	\$ 300,000	\$ -	\$ -	\$ 300,000	
								2020 2022	IMP	RTR 121 - East Set Aside 2	\$ -	\$ -	\$ -	\$ -	\$ -	

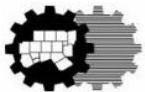
Changes to the 2021-2024 Transportation Improvement Program

DISTRICT	TIP CODE	CSJ	PROJECT SPONSER	FACILITY	LIMITS FROM	LIMITS TO	SCOPE	TIP FY	PHASE	CATEGORY	FEDERAL	REGIONAL	STATE	LOCAL	TOTAL	COMMENTS
FORT WORTH	40054	0902-90-076	TXDOT-FORT WORTH	CS	WALNUT CREEK ELEMENTARY PEDESTRIAN WALKWAY; ALONG STRIBLING DR/STRIBLING DR N FROM TIMBEROAKS DR TO STRIBLING CIR	ALONG HIGH CREST DR FROM STRIBLING DR TO WALNUT CREEK DR	SAFE ROUTES TO SCHOOL; PEDESTRIAN IMPROVEMENTS INCLUDING SIDEWALKS AND CROSSWALKS	2018	ENG	9 TA Set Aside	\$ 44,059	\$ -	\$ -	\$ 11,015	\$ 55,074	Funding obligated in July 2020 and let August 2020
								2020 2021	CON	5 - CMAQ	\$ 250,421	\$ -	\$ -	\$ 62,605	\$ 313,026	
								2020 2021	CONENG	5 - CMAQ	\$ 6,636	\$ -	\$ -	\$ 1,659	\$ 8,295	
FORT WORTH	25060	0902-90-036	TXDOT-FORT WORTH	CS	ON CHEEK SPARGER RD FROM SH 26	BROWN TRAIL	OVERLAY AND PAVEMENT MARKINGS; INSTALL SIDEWALKS, INCREASE SUPER ELEVATION, CONSTRUCT PAVED SHOULDERS (FROM SAN BAR LN TO E OF OAKBRIAR LN)	2019	ENG	Local Contribution	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000	Funding obligated in FY 2020
								2020 2021	CON	5 - CMAQ	\$ 351,869	\$ -	\$ -	\$ 87,967	\$ 439,836	
								2020 2021	CONENG	7 - STBG	\$ 1,189,882	\$ -	\$ -	\$ 297,470	\$ 1,487,352	
FORT WORTH	40060	0902-90-081	TXDOT-FORT WORTH	CS	RICHLAND HILLS TRE CONNECTION; GLENVIEW DRIVE ON THE NORTH	INTERSECTION OF SH 121 WESTBOUND FRONTAGE ROAD AND HANDLEY-EDERVILLE ROAD ON THE SOUTH	CONSTRUCT BICYCLE AND PEDESTRIAN IMPROVEMENTS INCLUDING SHARED-USE PATH, BIKEWAYS, SIDEWALKS, CROSSWALKS, AND SIGNAGE	2019	ENG	5 - CMAQ	\$ 321,833	\$ -	\$ -	\$ 80,458	\$ 402,291	Funding obligated in FY 2020
								2020 2021	CON	5 - CMAQ	\$ 1,117,774	\$ -	\$ -	\$ 279,444	\$ 1,397,218	
								2020 2021	CON	9 TA Set Aside	\$ 161,281	\$ -	\$ -	\$ 40,320	\$ 201,601	
								2020 2021	CONENG	9 TA Set Aside	\$ 76,233	\$ -	\$ -	\$ 19,058	\$ 95,291	
FORT WORTH	14010	1601-01-032	TXDOT-FORT WORTH	FM 730	AT EAST LOOP		INTERSECTION IMPROVEMENTS, INCLUDING ADDITIONAL LEFT TURN LANES AND DEICATED RIGHT TURN LANES AND NEW SIGNAL IMPROVEMENTS	2018	ENG	Local Contribution	\$ -	\$ -	\$ -	\$ 250,000	\$ 250,000	Funding obligated in FY 2020
								2020 2021	CON	Local Contribution	\$ -	\$ -	\$ -	\$ 155,000	\$ 155,000	
								2020 2021	CONENG	5 - CMAQ	\$ 980,000	\$ -	\$ 245,000	\$ -	\$ 1,225,000	
FORT WORTH	14011	0008-03-119	TXDOT-FORT WORTH	US 180	AT EAST LOOP		INTERSECTION IMPROVEMENTS INCLUDING NEW TRAFFIC SIGNALSAND CONSTRUCTION OF DEDICATED TURN LANES	2017	ENG	Local Contribution	\$ -	\$ -	\$ -	\$ 250,000	\$ 250,000	Funding obligated in FY 2020
								2020 2021	CON	Local Contribution	\$ -	\$ -	\$ -	\$ 155,000	\$ 155,000	
								2020 2021	CONENG	5 - CMAQ	\$ 980,000	\$ -	\$ 245,000	\$ -	\$ 1,225,000	

UPDATE ON THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

JANUARY 22, 2021



North Central Texas
Council of Governments
Transportation Department

DELAYS TO APPROVAL OF THE NEW TIP/STIP

- The 2021-2024 TIP/Statewide TIP (STIP) was submitted to the Texas Department of Transportation (TxDOT) in June 2020.
- Approval of the 2021-2024 STIP was delayed due to issues balancing project programming to available revenues statewide.
- In order to resolve this issue, the TxDOT Transportation Planning and Programming Division requested several changes to project fiscal years for selected projects.
- Until this issue can be resolved, the 2019-2022 TIP/STIP will remain in effect.

IMPACTS OF TIP/STIP APPROVAL DELAY

- The delay in approval will primarily impact projects that were newly added or changed substantially in the 2021-2024 TIP, as funding agreements or new federal/State actions for these projects will not be executed until the STIP is approved.
- Due to delays in TIP/STIP approval, changes requested through the November 2020 TIP modification cycle have also been delayed, and therefore have not been processed and approved by TxDOT or the US DOT.
- The February 2021 TIP modification cycle will also be impacted.

RESOLUTION AND UPDATED TIMELINE FOR TIP/STIP APPROVAL

- November 2020 and February 2021 TIP revisions are being incorporated into the original 2021-2024 TIP/STIP submission for TxDOT and FHWA in January/February 2021.
- Additional changes recommended by TxDOT to balance statewide fiscal constraints will also be incorporated into the listings in February 2021.
- TxDOT approval of the updated 2021-2024 TIP/STIP document is anticipated in late March 2021.
- The document will then be forwarded to the US DOT with approval anticipated in May 2021.

ADDITIONAL IMPACTS OF THE APPROVAL DELAY

- As the US DOT will likely still be reviewing the new TIP/STIP concurrently, TxDOT anticipates cancelling the May 2021 STIP Revision Cycle (which would normally start in January)
- Assuming this plan holds, the next deadline for TIP modifications to be submitted to TxDOT would be the August 2021 cycle
 - Modification requests for that cycle are due April 26, 2021 to NCTCOG staff
 - Resulting STIP revisions would be submitted to the State in late July 2021
 - US DOT approval is anticipated in late September or early October 2021
- This timeline means that new projects in FY 2021 are extremely limited and most new funding would not be available until FY 2022.

IDENTIFIED UPDATES TO THE TIP/STIP

- 13 projects TxDOT identified as needing to be moved due to financial constraints are not yet approved by the RTC.
- Since the 2021-2024 TIP/STIP project listing was approved by the RTC, 34 projects have obligated and no longer need to be “double listed” in the new TIP.
- 3 revisions from the November cycle were initially processed administratively, but have been amended and now require RTC approval
- 1 change to the original listing needs RTC approval

REQUESTED ACTION

- Recommend RTC approval of:
 - The changes to projects in the 2021-2024 TIP/STIP requiring RTC action
 - Administratively amending other planning and administrative documents, as needed.

CONTACT/QUESTIONS?

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FEDERAL TRANSIT ADMINISTRATION FUNDING ALLOCATIONS IN RESPONSE TO COVID RELIEF 2.0 FUNDING AUTHORIZATION

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
JANUARY 22, 2021**

**EDGAR HERNANDEZ, SENIOR TRANSPORTATION PLANNER,
TRANSIT MANAGEMENT & PLANNING**

CORONAVIRUS RESPONSE AND RELIEF SUPPLEMENTAL APPROPRIATIONS ACT OF 2021

- This is the second round of emergency relief funding provided to the transit industry following the [Coronavirus Aid, Relief and Economic Security \(CARES\) Act](#), which was signed at the end of March 2020 and provided \$25 billion to the industry
- Primary objective is to ensure that public transit agencies receive sufficient funding under this bill, when combined with their CARES Act apportionments, to equal at least 75 percent of urbanized areas' public transit operating costs
- For North Texas, this impacts only the largest transit providers in the region
- NCTCOG will not be retaining any funds for administrative purposes to direct the maximum amount available to the transit providers

CORONAVIRUS RESPONSE AND RELIEF SUPPLEMENTAL APPROPRIATIONS ACT OF 2021

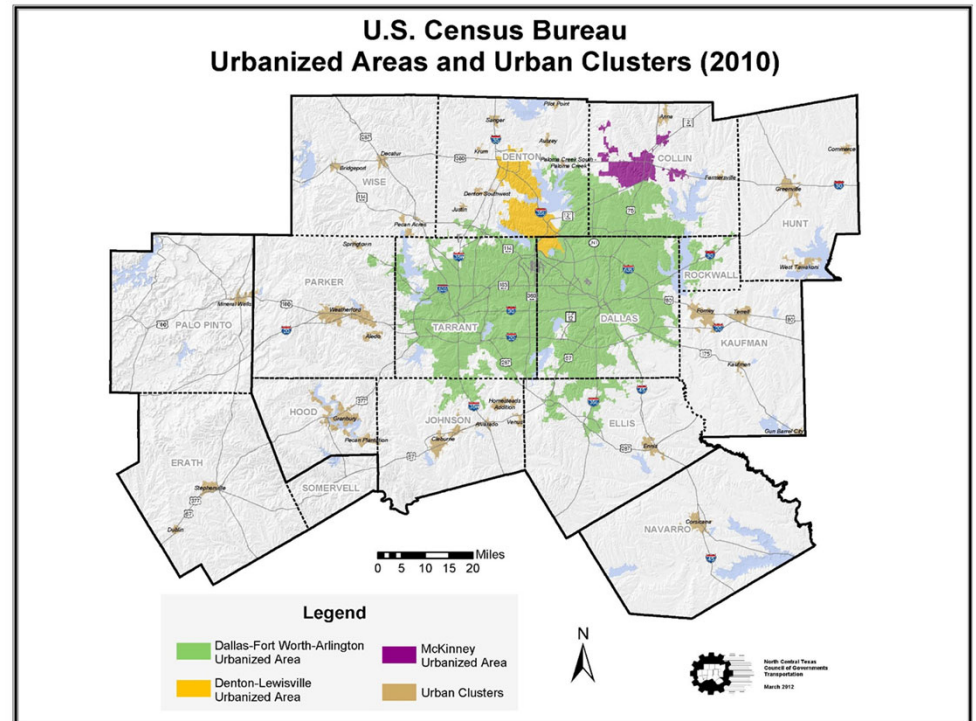
- The Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) was signed by President Donald J. Trump on December 27, 2020; providing \$14 billion nationwide in additional emergency funds to help alleviate funding shortfalls for the nation's largest public transportation systems due to the COVID-19 public health emergency and provides a small amount of funding under the Enhanced Mobility of Seniors and Individuals with Disabilities Program (i.e., Section 5310)
- Funding is being provided at 100-percent federal share, with no local match required, and prioritizes the use of funds for operational and payroll needs but also supports expenses traditionally eligible under the funding programs to prevent, prepare for, and respond to COVID-19. Expenses incurred on or after January 20, 2020 are eligible for reimbursement
- Seeking RTC action as soon as possible; CRRSAA funding is not required to be included in the Transportation Improvement Program (TIP), but will be added later for informational purposes
- Projects awarded under the Section 5310 Program must be included or be consistent with the coordinated public transit-human services transportation plan ([Access North Texas](#))

CORONAVIRUS RESPONSE AND RELIEF FUNDING FOR THE REGION

NCTCOG: Designated Recipient of FTA Urbanized Area (UZA) Formula funds for North Texas¹

Available Funding for North Texas

UZA	Section 5307	Section 5310	TOTAL
DFW-Arlington	\$128,511,228	\$661,250	\$129,172,478
Denton-Lewisville	\$0	\$41,938	\$41,938



¹McKinney UZA was not allocated any funding by the FTA

ALLOCATION METHODOLOGY

- Qualifying recipients will receive Section 5307 funding based on their 2018 Operating Expenses
 - Section 5307 Emergency Assistance¹ funding for urbanized areas may not exceed 75% of total 2018 Operating Expenses
 - DART is only transit provider that has not exceeded 75% of 2018 operating expenses
 - All other transit providers exceed 75% of 2018 operating expenses due to CARES Act Funding
- Qualifying recipients will receive Section 5310 funding based on eligibility and overall need
 - Projects must be included or be consistent with Access North Texas
 - Project selection to be determined and will follow normal TIP process
- Apportionment Data
 - 2018 National Transit Database (NTD) Operating Expenses
 - CARES Act sub-allocation tables

¹Emergency Assistance funding includes both CARES Act and CRRSAA apportionments

5307 ALLOCATION METHODOLOGY CONT.

DFW-Arlington UZA	2018 Operating Expenses	75% of 2018 Operating Expenses	CARES Act Allocation	Recommended for CRRSAA Funding?
City of Arlington	\$3,291,878	\$2,468,909	\$10,955,694	No
City of Grand Prairie	\$801,084	\$600,813	\$3,852,375	No
City of Mesquite	Reported to NTD by STAR Transit	N/A	\$3,442,401	No
City/County Transportation	\$310,255	\$232,692	\$899,600	No
Community Transit Services	\$193,513	\$145,135	\$1,781,036	No
Dallas Area Rapid Transit	\$527,011,156	\$395,258,367	\$229,627,520	Yes
Trinity Metro/ Fort Worth Transportation Authority (FWTA)	\$54,709,434	\$41,032,076	\$55,161,034	No
North Central Texas Council of Governments	N/A	N/A	\$796,572	No
Northeast Transportation Services	Reported to NTD by FWTA	N/A	\$4,813,723	No
Public Transit Services	\$472,239	\$354,180	\$396,081	No
Span, Inc.	\$1,026,700	\$770,025	\$2,204,136	No
STAR Transit	\$3,869,114	\$2,901,836	\$4,698,957	No
Denton-Lewisville UZA	2018 Operating Expenses	75% of 2018 Operating Expenses	CARES Act Allocation	Recommended for CRRSAA Funding?
Denton County Transportation Authority	\$28,350,849	\$21,263,137	\$23,461,867	No

SCHEDULE

ACTION	DATE
CRRSA Act Signed into Law	December 27, 2020
FTA Released Funding Allocations	January 11, 2021
STTC Action	January 22, 2021
RTC Action	February 11, 2021

ACTION REQUESTED

STTC Approval:

- Recommendation for RTC approval of funding allocation
- To revise administrative documents as appropriate to incorporate additional funds

REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2) RECOMMENDATION LIST

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	CSJ	PROJECT SPONSOR	CITY	EST. START DATE	FISCAL YEAR	NEW ESTIMATED/ ACTUAL START DATE	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	RECENT POLICY BOARD ACTION SUPPORT?	MATCH AVAILABLE?	UPDATED PROJECT SCHEDULE?	COMMENTS	RECOMMENDATION
PROJECTS PROPOSED FOR CANCELLATION																
2005 PARTNERSHIP PROGRAM 2	11544	0902-48-805	TRINITY METRO	FORT WORTH	11/2021	2011	N/A	TRE CROSSING AT HALTOM ROAD	UPGRADE TO QUAD GATES AND RESURFACE CROSSING	\$50,000	STBG	NO	N/A	N/A	PROJECT TO BE FUNDED WITH ANOTHER SOURCE (TXDOT SECTION 130 FUNDS); TRINITY METRO REQUESTS REPROGRAMMING OF FUNDS TO ANOTHER PROJECT	<u>DE-OBLIGATE UNSPENT FUNDS FROM PROJECT AND REPROGRAM TO TIP 14078 (DUE TO FTA RESTRICTIONS ON HOW THE OLDER FUNDS CAN BE USED).</u> CANCEL PROJECT AND RETURN FUNDS TO REGIONAL POOL
2005 PARTNERSHIP PROGRAM 2	11548	0902-48-809	TRINITY METRO	FORT WORTH	02/2021	2011	N/A	TRE CROSSING AT JUDKINS STREET (SOUTH)	UPGRADE TO QUAD GATE	\$93,600	STBG	NO	N/A	N/A	TRINITY METRO NO LONGER HAS PLANS FOR IMPROVEMENTS AT THIS LOCATION; TRINITY METRO REQUESTS REPROGRAMMING OF FUNDS TO ANOTHER PROJECT	<u>DE-OBLIGATE UNSPENT FUNDS FROM PROJECT AND REPROGRAM TO TIP 14078 (DUE TO FTA RESTRICTIONS ON HOW THE OLDER FUNDS CAN BE USED).</u> CANCEL PROJECT AND RETURN FUNDS TO REGIONAL POOL
2005 PARTNERSHIP PROGRAM 2	11549	0902-48-806	TRINITY METRO	FORT WORTH	05/2021	2011	N/A	TRE CROSSING AT RIVERSIDE DRIVE	REPLACE CROSSING AND ADD 2ND TRACK	\$32,500	STBG	NO	N/A	N/A	PROJECT TO BE FUNDED WITH ANOTHER SOURCE (TXDOT SECTION 130 FUNDS); PROJECT NO LONGER INCLUDES ADDING A SECOND TRACK; TRINITY METRO REQUESTS REPROGRAMMING OF FUNDS TO ANOTHER PROJECT	<u>DE-OBLIGATE UNSPENT FUNDS FROM PROJECT AND REPROGRAM TO TIP 14078 (DUE TO FTA RESTRICTIONS ON HOW THE OLDER FUNDS CAN BE USED).</u> CANCEL PROJECT AND RETURN FUNDS TO REGIONAL POOL
2005 PARTNERSHIP PROGRAM 2	11593	0902-90-142	TRINITY METRO	VARIOUS	06/2020	2020	N/A	16 TRE GRADE CROSSINGS THROUGHOUT TARRANT COUNTY	UPGRADE CROSSINGS BY PROVIDING NEW CROSSING PANELS, NEW AND LONGER CROSSING ARMS, NEW RAILROAD SIGNALS, AND A NON-MOUNTABLE CURB MEDIAN	\$1,054,223	CAT 12(S)	NO	N/A	N/A	<u>IMPROVEMENTS AT ALL LOCATIONS HAVE ALREADY BEEN COMPLETED. WILL BE COMPLETED WITH OTHER FUNDS, OR ARE NO LONGER NEEDED.</u>	<u>DE-OBLIGATE UNSPENT FUNDS FROM PROJECT AND REPROGRAM TO TIP 14078 (DUE TO FTA RESTRICTIONS ON HOW THE OLDER FUNDS CAN BE USED).</u> CANCEL PROJECT AND RETURN FUNDS TO REGIONAL POOL
2006-2008 LOCALLY FUNDED	82399	0000-18-022	FLOWER MOUND	FLOWER MOUND	02/2022	2022	N/A	COLLEGE PKWY AT TIMBER CREEK	SIGNAL INSTALLATION	\$215,000	LOCAL CONTRIBUTION	NO	N/A	N/A	THE TOWN OF FLOWER MOUND REQUESTS CANCELLATION; PROJECT CANCELED VIA THE 2021-2024 TIP DEVELOPMENT EFFORT	N/A - CANCELLATION ALREADY APPROVED THROUGH A CONCURRENT PROCESS
2008-2011 LOCALLY FUNDED	83052	0000-18-026	DALLAS COUNTY	MESQUITE	10/2020	2021	N/A	LAWSON RD FROM MILAM RD TO CLAY-MATHIS RD	WIDEN FROM 2 LANES TO 4 LANES	\$10,500,000	LOCAL CONTRIBUTION	YES	N/A	N/A	DALLAS COUNTY AND THE CITY OF MESQUITE REQUEST CANCELLATION OF THIS PROJECT	CANCEL PROJECT
2008-2011 LOCALLY FUNDED	83112	0000-18-027	FRISCO	FRISCO	10/2024	2025	N/A	LEBANON RD FROM COIT RD TO INDEPENDENCE PKWY	WIDEN FROM 2 LANES TO 4 LANES	\$5,800,000	LOCAL CONTRIBUTION	NO	N/A	N/A	CITY OF FRISCO REQUESTS THAT THE PROJECT BE REMOVED FROM THE TIP DUE TO THE PROJECT NOT BEING IN ITS 5 YEAR CAPITAL IMPROVEMENT PROGRAM (CIP) PLAN	CANCEL PROJECT
2008-2011 TXDOT SELECTED	53138.2	0495-01-064	TERRELL	TERRELL	03/2026	2026	N/A	SP 557 AT LAS LOMAS PARKWAY (CR 305)	CONSTRUCT PHASE 1 (4-LANES) OF ULTIMATE 8 LANE BRIDGE PLUS CONNECTIONS TO LAS LOMAS PARKWAY	\$2,961,583	LOCAL CONTRIBUTION	NO	N/A	N/A	CITY REQUESTS CANCELLATION OF THIS PROJECT	CANCEL PROJECT
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20115	0081-03-047	TXDOT DALLAS	ARGYLE	09/2024	2025	09/2024	US 377 FROM SOUTH OF FM 1171 TO CRAWFORD ROAD	RECONSTRUCT AND WIDEN ROADWAY FROM 2 LANE RURAL TO 4 LANE DIVIDED URBAN	\$52,007,246	RTR, SW PE, SW ROW, LOCAL CONTRIBUTION	YES	YES	YES	CONSTRUCTION IS NOT FULLY FUNDED; READY TO LET DATE IS 01/2022 ONCE FUNDING IS SECURED; APPROXIMATELY \$76M IS NEEDED TO FULLY FUND CONSTRUCTION ON THIS PROJECT	CANCEL PROJECT AND RETURN FUNDS TO THE RTR POOL
2009 CONGRESSIONAL EARMARK	83219	0918-47-073	IRVING	IRVING	07/2018	2018	N/A	IRVING BOULEVARD/2ND STREET FROM SOWERS ROAD TO LEE STREET	PLANNING AND IMPLEMENTATION STUDY FOR IRVING BOULEVARD/2ND STREET TO MOVE FROM TXDOT ON-SYSTEM TO CITY OF IRVING CONTROL; IMPLEMENTING COMPLETE STREETS THROUGH THE DOWNTOWN CORE	\$380,000	CAT 10 (CONGRESSIONAL EARMARK)	N/A	N/A	N/A	EARMARK FUNDS ARE AT RISK OF RESCISSION BY FHWA; CITY REQUESTS CANCELLATION OF THIS PROJECT	CANCEL PROJECT AND RETURN FUNDS
2009 SUSTAINABLE DEVELOPMENT CFP	20236	0918-47-023	DALLAS	DALLAS	06/2018	2018	N/A	OMNI CONVENTION HOTEL AND CONVENTION CENTER DART STATION IMPROVEMENT PROJECT ON LAMAR STREET; FROM ROSS ST TO CANYON ST	PEDESTRIAN IMPROVEMENTS; LANDSCAPING; AND TRAFFIC SIGNALIZATION	\$2,696,052	RTR	NO	N/A	N/A	PROJECT HAS BEEN CLOSED OUT WITH NCTCOG STAFF THROUGH A CONCURRENT PROCESS; \$750,000 WAS SPENT; REMAINING BALANCE TO BE RETURNED TO REGIONAL SUSTAINABLE DEVELOPMENT CALL FOR PROJECTS (SD CFP) POOL	CANCEL PROJECT AND RETURN UNSPENT FUNDS TO THE SD CFP POOL

REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2) RECOMMENDATION LIST

DRAFT

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	CSJ	PROJECT SPONSOR	CITY	EST. START DATE	FISCAL YEAR	NEW ESTIMATED/ ACTUAL START DATE	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	RECENT POLICY BOARD ACTION SUPPORT?	MATCH AVAILABLE?	UPDATED PROJECT SCHEDULE?	COMMENTS	RECOMMENDATION
PROJECTS UNDER CONSTRUCTION OR COMPLETE																
1992 CALL FOR PROJECTS	3089	N/A	GARLAND	GARLAND	10/2019	2020	10/2019	CITY WIDE BOTTLENECK IMPROVEMENTS	CONSTRUCT INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN CITY OF GARLAND	\$3,202,833	LOCAL CONTRIBUTION	NO	YES	N/A	PROJECT ORIGINALLY FUNDED FEDERALLY AND WAS DEFEDERALIZED THROUGH THE 2013-2016 TIP DEVELOPMENT PROCESS; PROJECT CONSISTS OF 14 INTERSECTIONS AND IS BEING IMPLEMENTED IN PHASES; CONSTRUCTION ON THE FIRST INTERSECTION BEGAN OCTOBER 2019 AND HAS BEEN COMPLETED	CONTINUE MONITORING PROGRESS OF THE REMAINING INTERSECTIONS THAT ARE PART OF THIS PROJECT
2004 RAILROAD CROSSING RELIABILITY PARTNERSHIP PROGRAM	11263.2	0902-48-645	HALTOM CITY	HALTOM CITY	06/2020	2014	10/2020	UNION PACIFIC RAILROAD CROSSING AT NORTH HALTOM ROAD AND GLENVIEW DRIVE	INSTALL NON-TRANSVERSABLE MEDIANS ON NORTH HALTOM AND NON-TRANSVERSABLE MEDIANS AND OFF-SETTING FOUR QUADRANT GATES AT GLENVIEW DR	\$550,000	STBG, CAT 12(S), LOCAL CONTRIBUTION	YES	YES	YES	FUNDING HAS BEEN OBLIGATED AND WORK AT ONE LOCATION (HALTOM ROAD) STARTED IN OCTOBER 2020; WORK AT THE OTHER LOCATION (GLENVIEW) IS PENDING APPROVAL BY UNION PACIFIC	N/A; <u>CONTINUE MONITORING PROGRESS OF REMAINING INTERSECTION CONSTRUCTION</u>
2004 PARTNERSHIP PROGRAM 1	11527	0581-02-124	TXDOT DALLAS	IRVING	05/2020	2021	05/2020	SL 12 AT SH 183	RECONSTRUCT INTERCHANGE (PH 2)	\$232,100,000	SBPE, S102, CAT 1, CAT 12	YES	YES	YES	PROJECT LET IN MAY 2020	N/A
2005 PARTNERSHIP PROGRAM 2	11559	0902-48-799	TRINITY METRO	FORT WORTH	02/2020	2013	02/2020	TRE CROSSING AT CALLOWAY CEMETERY	UPGRADE TO QUAD GATES AND RESURFACE CROSSING	\$1,313,233	STBG	NO	N/A	N/A	PROJECT BEGAN CONSTRUCTION FEBRUARY 2020	N/A
2006-2008 LOCALLY FUNDED	82389	0000-18-021	FLOWER MOUND	FLOWER MOUND	01/2020	2020	01/2020	SILVERON BLVD AT FM 2499	SIGNAL INSTALLATION	\$405,000	LOCAL CONTRIBUTION	YES	YES	YES	PROJECT COMPLETED APRIL 2020	N/A
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20261	0918-47-064	GARLAND	GARLAND	07/2020	2020	05/2020	MGR BIKEWAY FROM JUPITER & APOLLO TO SOUTH CITY LIMITS AT DUCK CREEK	CONSTRUCT BIKEWAY/TRAIL CONNECTING MESQUITE AND RICHARDSON, BRIDGE OVER DUCK CREEK, TRAIL CONNECTOR UNDER IH 30, DUCK CREEK GREENBELT, DUCK CREEK BRIDGE ADJACENT TO CENTERVILLE, ON/OFF STREET GLENBROOK/KINGS BRIDGE/APOLLO CONNECTOR, LINKS TO VELOWEB	\$3,620,086	RTR, LOCAL CONTRIBUTION	YES	YES	YES	PROJECT LET IN MAY 2020; CONSTRUCTION BEGAN NOVEMBER 2020	N/A
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20058	0918-24-156	PLANO	PLANO	07/2020	2020	09/2020	PARKER ROAD AT COIT ROAD AND ALMA ROAD	ADD DUAL LEFT AND RIGHT TURN LANES	\$1,734,842	RTR	YES	YES	YES	PROJECT LET IN SEPTEMBER 2020; CONSTRUCTION IS EXPECTED TO BEGIN BEGAN IN NOVEMBER 2020	N/A
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20059	0918-24-155	PLANO	PLANO	06/2020	2020	05/2020	PARK BOULEVARD FROM COIT ROAD TO JUPITER ROAD	INTERSECTION IMPROVEMENTS TO INCLUDE SIGNAL MODIFICATIONS, REMOVAL OF ROAD HUMPS, MAXIMIZING LEFT LANE LENGTHS, RIGHT TURN LANES AND DUAL LEFT TURN LANES ALONG PARK BLVD AT COIT RD, CUSTER RD, ALMA DR, K AVE AND JUPITER RD	\$3,247,097	RTR	YES	YES	YES	PROJECT LET IN MAY 2020 AND CONSTRUCTION BEGAN IN AUGUST 2020	N/A
PROJECTS LOCAL AGENCIES INDICATED WOULD BE IMPLEMENTED IN FY 2021																
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20261.2	0918-47-297	MESQUITE	MESQUITE	07/2020	2020	01/2021	MGR TRAIL AT MESQUITE CITY LIMITS NEAR DUCK CREEK TO MESQUITE HERITAGE TRAIL NEAR NORTHWEST DR	CONSTRUCT NEW HIKE/BIKE TRAIL FROM MESQUITE HERITAGE TRAIL TO CONNECTING MGR TRAIL IN GARLAND; CONNECTS ACROSS IH 30 AND DUCK CREEK	\$827,115	RTR, LOCAL CONTRIBUTION	YES	YES	YES		CONFIRM FUNDING IN FY 2021
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20060	0918-24-154	PLANO	PLANO	10/2020	2021	02/2021 05/2021	LEGACY DRIVE FROM INDEPENDENCE PARKWAY TO K AVENUE	ADD RIGHT TURN LANES AND DUAL LEFT TURN LANES	\$2,015,500	RTR, LOCAL CONTRIBUTION	YES	YES	YES		CONFIRM FUNDING IN FY 2021
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20066	2374-03-074	TXDOT DALLAS	DALLAS	05/2021	2021	05/2021	IH 20 AT BONNIE VIEW RD	IMPROVE APPROACH, WIDEN BRIDGE TO ADD TURN LANES, AND REPLACE TRAFFIC SIGNAL SYSTEM	\$2,988,645	STBG, LOCAL CONTRIBUTION	YES	YES	YES	CITY OF DALLAS RESPONSIBLE FOR ANY COST OVERRUNS	CONFIRM FUNDING IN FY 2021
2009 SUSTAINABLE DEVELOPMENT CFP	20240	0918-47-027	DALLAS	DALLAS	11/2020	2021	06/2021	COLLECTIVE MIXED USE DEVELOPMENT	BICYCLE LANES, SIDEWALKS, PEDESTRIAN AND INTERSECTION IMPROVEMENTS BOUNDED BY FORT WORTH AVE, BAHAMA DR, IH 30, AND PLYMOUTH ROAD; AND CONNECTION TO COOMBS CREEK TRAIL ALONG PLYMOUTH RD	\$2,482,813	RTR	NO	YES	YES	PHASE 1 OF PROJECT HAS BEEN COMPLETED (NO INVOICES RECEIVED YET); DESIGN FOR PHASE 2 EXPECTED TO BE COMPLETED IN DECEMBER 2020; PHASE 2 CONSTRUCTION ANTICIPATED TO BEGIN SUMMER 2021	CONFIRM FUNDING IN FY 2021

REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2) RECOMMENDATION LIST

DRAFT

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	CSJ	PROJECT SPONSOR	CITY	EST. START DATE	FISCAL YEAR	NEW ESTIMATED/ ACTUAL START DATE	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	RECENT POLICY BOARD ACTION SUPPORT?	MATCH AVAILABLE?	UPDATED PROJECT SCHEDULE?	COMMENTS	RECOMMENDATION
PROJECTS LOCAL AGENCIES INDICATED WOULD BE IMPLEMENTED IN FY 2022																
2004 PARTNERSHIP PROGRAM	11237.2	0918-45-812	IRVING	IRVING	02/2021	2023	03/2022 N/A	CONFLANS RD FROM SH 161 TO VALLEY VIEW LANE	CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH	\$13,057,834	STBG, LOCAL CONTRIBUTION	YES	YES	YES	RESPONSE FROM IRVING DOES NOT INCLUDE A TIMELINE; NEED TO FINALIZE TIMELINE AND FUNDING SOURCE FOR SHORTFALL; PROJECT HAS A FUNDING GAP OF \$17,819,887	CONFIRM EXISTING FUNDING IN FY 2022; CITY IS REQUESTING THAT THE RTC COVER THE FUNDING GAP; NCTCOG STAFF IS NOT IN AGREEMENT WITH THE CITY'S CURRENT PROPOSAL TBD - POSSIBLY CANCEL PROJECT AND RETURN TO REGIONAL POOL (NEED TO FINALIZE TIMELINE AND FUNDING SHORTFALL)
2005-2006 PARTNERSHIP PROGRAM 3	11726.4	0918-47-168	DALLAS COUNTY	DALLAS	02/2021	2021	06/2022 04/2021	RIVERFRONT BLVD FROM CADIZ STREET TO UNION PACIFIC RAILROAD	RECONSTRUCT 6/8 LANE TO 6 LANE WITH BIKE/PEDESTRIAN IMPROVEMENTS AND INTERSECTION IMPROVEMENTS	\$49,400,000	RTR, LOCAL CONTRIBUTION	YES	YES	YES	DESIGN IS NEARING COMPLETION AND THE CONSTRUCTION LET DATE IS JANUARY 2021 CONTINGENT ON THE ONGOING EMINENT DOMAIN PROCESS BETWEEN THE CITY OF DALLAS AND UNION PACIFIC RAILROAD. PROJECT IS SCHEDULED TO BEGIN IN MAY 2021; PROJECT HAS EXPERIENCED DELAYS AND IS NOW EXPECTED TO LET JUNE 2022	CONFIRM FUNDING IN FY 2024 2022
2006-2008 LOCALLY FUNDED	83129.1	0000-18-030	FLOWER MOUND	FLOWER MOUND	07/2020	2020	07/2022	DENTON CREEK BLVD AT GRAHAM BRANCH	BUILD NEW LOCATION 0 TO 4 LANE BRIDGE	\$7,000,000	LOCAL CONTRIBUTION	YES	YES	YES		CONFIRM FUNDING IN FY 2022
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20111	0918-46-239	LEWISVILLE	LEWISVILLE	11/2020	2021	05/2022 04/2021	CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO FM 2281	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 5	\$6,843,921	RTR, LOCAL CONTRIBUTION	YES	YES	YES	PROPOSED LET DATE UPDATED FROM WHAT WAS ORIGINALLY SUBMITTED AFTER DISCUSSIONS WITH CITY OF LEWISVILLE	CONFIRM FUNDING IN FY 2024 2022
DECEMBER 2009 EMERGENCY RTR FUNDING CHANGES	20213	0918-47-051	DALLAS COUNTY	GRAND PRAIRIE	12/2020	2021	06/2022 04/2021	WILDLIFE PARKWAY FROM SH 161 TO BELT LINE RD	CONSTRUCT 0/2 LANE RURAL TO 2/4 LANE DIVIDED INCLUDING BRIDGE OVER TRINITY RIVER	\$44,510,339	RTR, LOCAL CONTRIBUTION	YES	YES	YES	PROJECT HAS EXPERIENCED DELAYS AND IS NOW EXPECTED TO LET JUNE 2022	CONFIRM FUNDING IN FY 2024 2022
PROJECTS LOCAL AGENCIES INDICATED WOULD BE IMPLEMENTED IN FY 2023																
2004 PARTNERSHIP PROGRAM 1	11572	0902-48-579	TXDOT FORT WORTH	VARIOUS	10/2022	2023	01/2023	US 81/US 287 AT FM 3479/HARMON ROAD/NORTH TARRANT PARKWAY	CONSTRUCT NORTH TARRANT PARKWAY OVER US 287 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 287; RECONSTRUCT EXISTING SB ENTRANCE RAMP TO US 287 W/AUXILIARY LANE	\$7,553,702	STBG, LOCAL CONTRIBUTION	YES	YES	YES	PROJECT IS RELATED TO TIP 53029, 53030, 53031, AND 53032; PROJECT IS PARTIALLY FUNDED; PROJECT HAS AN \$8,333,204 FUNDING GAP	CONCURRENTLY REQUESTING RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY 2023
2004 PARTNERSHIP PROGRAM 1	53029	0014-15-033	TXDOT FORT WORTH	FORT WORTH	10/2022	2023	01/2023	US 81/US 287 FROM FM 3479 (HARMON ROAD) TO SOUTH OF NORTH TARRANT PARKWAY CROSSOVER	RECONSTRUCT NORTHBOUND FRONTAGE ROAD AND EXIT RAMP SOUTH OF FM 3479	\$2,041,669	SW PE, CAT 2M	YES	YES	YES	PROJECT IS RELATED TO TIP 53029, 53030, 53031, AND 53032; PROJECT IS PARTIALLY FUNDED; PROJECT HAS A \$6,016,331 FUNDING GAP	CONCURRENTLY REQUESTING RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY 2023
2004 PARTNERSHIP PROGRAM 1	53030	0014-15-034	TXDOT FORT WORTH	FORT WORTH	10/2022	2023	01/2023	US 81/US 287 FROM FM 3479 (HARMON ROAD) TO SOUTHBOUND ENTRANCE RAMP	CONSTRUCT TURNAROUND FROM NB TO SB AT NORTH TARRANT PARKWAY; RECONSTRUCT EXISTING SOUTHBOUND FRONTAGE ROAD FROM FM 3479 TO US 287	\$2,038,179	SW PE, CAT 2M	YES	YES	YES	PROJECT IS RELATED TO TIP 53029, 53030, 53031, AND 53032; PROJECT IS PARTIALLY FUNDED; PROJECT HAS A \$7,227,821 FUNDING GAP	CONCURRENTLY REQUESTING RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY 2023
2004 PARTNERSHIP PROGRAM 1	53031	0014-15-035	TXDOT FORT WORTH	FORT WORTH	10/2022	2023	01/2023	US 81/US 287 FROM NORTH ENTRANCE/EXIT RAMP NORTH TO FM 3479 (HARMON ROAD)	RECONSTRUCT NB FRONTAGE ROAD FROM FM 3479 TO RAMP AND SOUTHBOUND FRONTAGE ROAD FROM RAMP TO FM 3479	\$2,038,179	SW PE, CAT 2M	YES	YES	YES	PROJECT IS RELATED TO TIP 53029, 53030, 53031, AND 53032	CONFIRM FUNDING IN FY 2023
2004 PARTNERSHIP PROGRAM 1	53032	0014-15-036	TXDOT FORT WORTH	FORT WORTH	10/2022	2023	01/2023	US 81/US 287 FROM NORTH OF FM 3479 TO NORTH OF IH 35W INTERCHANGE	CONSTRUCT AUXILIARY LANE FROM NORTHBOUND ENTRANCE FROM FM 3479 AND IH 35W TO NORTH TARRANT PARKWAY; AUXILIARY LANE FOR SOUTHBOUND EXIT TO FM 3479 AND ENTRANCE FROM NORTH TARRANT PKWY	\$2,056,479	SW PE, CAT 2M	YES	YES	YES	PROJECT IS RELATED TO TIP 53029, 53030, 53031, AND 53032	CONFIRM FUNDING IN FY 2023

REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2) RECOMMENDATION LIST

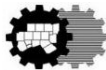
DRAFT

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	CSJ	PROJECT SPONSOR	CITY	EST. START DATE	FISCAL YEAR	NEW ESTIMATED/ ACTUAL START DATE	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	RECENT POLICY BOARD ACTION SUPPORT?	MATCH AVAILABLE?	UPDATED PROJECT SCHEDULE?	COMMENTS	RECOMMENDATION
2005-2006 PARTNERSHIP PROGRAM 3	11734	0902-90-034	DFW AIRPORT	VARIOUS	10/2021	2022	12/2022	EAST-WEST CONNECTOR FROM SH 360 TO RENTAL CAR DRIVE	CONSTRUCTION OF EAST-WEST CONNECTOR 0 TO 2 LANES DIVIDED URBAN WITH INTERSECTIONS AT SH 360, 20TH AVE, AND RENTAL CAR DRIVE	\$37,597,032	STBG, LOCAL CONTRIBUTION	YES	YES	YES	PROPOSED LET DATE UPDATED FROM WHAT WAS ORIGINALLY SUBMITTED AFTER DISCUSSIONS WITH TXDOT	CONFIRM FUNDING IN FY 2023
2006-2008 LOCALLY FUNDED	82384	0000-18-019	FLOWER MOUND	FLOWER MOUND	06/2022	2022	10/2022	KIRKPATRICK LN (PHASE III) FROM FM 1171 TO BELLAIRE BLVD	CONSTRUCT 0 TO 4 LANE ROADWAY	\$9,500,000	LOCAL CONTRIBUTION	YES	YES	YES	DESIGN ON PROJECT IS SCHEDULED FOR OCTOBER 2021 WITH CONSTRUCTION FOLLOWING IN OCTOBER 2022.	CONFIRM FUNDING IN FY 2023
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20108	0918-46-238	LEWISVILLE	LEWISVILLE	01/2021	2021	12/2022 05/2024	CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO ELM FORK TRINITY RIVER BRIDGE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 4	\$15,502,609	RTR, LOCAL CONTRIBUTION	YES	YES	YES	PROPOSED LET DATE UPDATED FROM WHAT WAS ORIGINALLY SUBMITTED AFTER DISCUSSIONS WITH CITY OF LEWISVILLE	CONFIRM FUNDING IN FY 2024 2023
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20113	0918-46-240	LEWISVILLE	LEWISVILLE	11/2020	2021	12/2022 03/2024	CORPORATE DRIVE FROM FM 544 TO JOSEY LANE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 6	\$19,164,449	RTR	YES	YES	YES	PROPOSED LET DATE UPDATED FROM WHAT WAS ORIGINALLY SUBMITTED AFTER DISCUSSIONS WITH CITY OF LEWISVILLE	CONFIRM FUNDING IN FY 2024 2023
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20131	0918-46-236	LEWISVILLE	LEWISVILLE	11/2020	2021	12/2022 05/2024	CORPORATE DRIVE FROM ELM FORK TRINITY RIVER BRIDGE TO DGNO RR	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 2	\$11,812,679	RTR, LOCAL CONTRIBUTION	YES	YES	YES	PROPOSED LET DATE UPDATED FROM WHAT WAS ORIGINALLY SUBMITTED AFTER DISCUSSIONS WITH CITY OF LEWISVILLE	CONFIRM FUNDING IN FY 2024 2023
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20152	0918-46-237	LEWISVILLE	LEWISVILLE	01/2021	2021	12/2022 05/2024	CORPORATE DRIVE AT ELM FORK TRINITY RIVER BRIDGE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 3	\$21,844,715	RTR; LOCAL CONTRIBUTION	YES	YES	YES	PROPOSED LET DATE UPDATED FROM WHAT WAS ORIGINALLY SUBMITTED AFTER DISCUSSIONS WITH CITY OF LEWISVILLE	CONFIRM FUNDING IN FY 2024 2023
PROJECTS LOCAL AGENCIES INDICATED WOULD BE IMPLEMENTED IN FY 2024 OR BEYOND																
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20084	0047-14-053	TXDOT DALLAS	VARIOUS	08/2025	2028	09/2023	US 75 FROM NORTH OF CR 370 TO CR 375 (GRAYSON COUNTY LINE)	RECONSTRUCT AND WIDEN FROM 4 LANE TO 6 LANE FREEWAY AND RECONSTRUCT EXISTING 4 LANE TO 4/6 LANE FRONTAGE ROADS	\$27,000,000	SW PE, S102, RTR	YES	YES	YES	PROJECT IS PARTIALLY FUNDED; CATEGORY 12 FUNDS HAVE BEEN REQUESTED IN THE PAST FOR THIS PROJECT, BUT NOT RECEIVED; DESIGN IS COMPLETE AND RIGHT-OF-WAY HAS BEEN ACQUIRED; UTILITIES WILL BE RELOCATED UPON CONFIRMATION OF FUNDING COMMITMENT; PROJECT IS PARTIALLY FUNDED WITH \$5,000.00 RTR ACCT 1 FUNDS	CONTINUE MONITORING PROJECT PROGRESS AND CONTINUE TO REQUEST TTC APPROVAL OF CATEGORY 12 FUNDS FOR THIS PROJECT
2010 CONGRESSIONAL EARMARK	53079	0902-50-104	BURLESON	BURLESON	05/2022	2025	09/2023 03/2023	ALSBUARY FROM HULEN ST TO CR 1020 (APPROXIMATELY 0.2 MILES)	CONSTRUCTION OF A 4 LANE EXTENSION OF ALSBUARY BOULEVARD	\$1,287,880	CAT 10 (CONGRESSIONAL EARMARK), LOCAL CONTRIBUTION	YES	YES	YES	EARMARK FUNDS ARE AT RISK OF RESCISSION BY FHWA; PROPOSED LET DATE UPDATED FROM WHAT WAS ORIGINALLY SUBMITTED AFTER DISCUSSIONS WITH TXDOT	CONFIRM FUNDING IN FY 2024 2023
TOTAL FUNDING										\$610,527,034						

METROPOLITAN PLANNING ORGANIZATION (MPO) MILESTONE POLICY IMPLEMENTATION (ROUND 2)

Surface Transportation Technical Committee

January 22, 2021



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- ❖ The Regional Transportation Council (RTC) has been selecting projects since 1992.
- ❖ The first round of the MPO Milestone Policy was adopted by the RTC in June 2015, and it reviewed projects selected from 1992 to 2005 that had not yet gone to construction.
- ❖ That initiative was successful in getting 51 out of 57 projects to construction.
- ❖ A second round of the Milestone Policy was initiated to review projects currently over 10 years old that have not been implemented.
- ❖ In November 2019, the second round of Milestone Policy Projects was introduced.

INTENDED OUTCOMES OF THE MILESTONE POLICY

- ❖ Providing a realistic assessment of project status for decision-making
- ❖ Balancing project construction schedule capacity within the current financial constraints
- ❖ Increasing the amount of available funds for priority, “ready-to-go” projects, rather than long delayed projects
- ❖ Getting old projects to construction/implementation

MILESTONE POLICY ROUND 2 OVERVIEW

❖ Affected projects:

- Funded between 2006 and 2010 that had not let or obligated as of December 2019
- Funded prior to 2006 that had let, but have had implementation issues (e.g., re-bid, utility delays)
- Funded with RTC-selected sources
- Locally funded and added to the Transportation Improvement Program (TIP) prior to 2010
- Funded with Congressional Earmarks that are subject to rescission

❖ 41 projects needed to be reconfirmed or cancelled

THE REAPPROVAL PROCESS

- ❖ Agencies with projects on the Milestone Policy Project List were notified via letter (in addition to STTC & RTC agenda items in 2019)
- ❖ Agencies were required to reconfirm the projects as a priority by:
 - Providing a realistic and achievable schedule, which must receive NCTCOG & TxDOT concurrence
 - Providing documentation of policy board support
 - If projects are advancing imminently or have policy board approval within the last six months, new action was not needed (just submit latest approval documentation)
 - If policy support documentation is greater than six months old, new action was requested
 - Documenting the availability of local matching funds

PROJECTS SUMMARY

PROJECT CATEGORIES	NUMBER OF PROJECTS	TOTAL FUNDING OF PROJECTS
Proposed for Cancellation	11	\$75,790,204
Under Construction or Complete	8	\$246,173,091
Scheduled Letting FY 2021	4	\$8,314,073
Scheduled Letting FY 2022	5	\$120,812,094
Scheduled Letting FY 2023	11	\$131,149,692
Scheduled Letting FY 2024 or Beyond	2	\$28,287,880
Total	41	\$610,527,034

Note: Some projects have let but actual construction has not begun. Staff will continue to monitor those projects.

UPDATES TO THE MILESTONE POLICY PROCEDURES

- ❖ In the Round 1 effort, the action included a one-year grace period after the fiscal year in which each agency indicated their project would be ready.
 - Now that the program is established and agencies understand the implications of setting their schedules, staff proposes that this grace period not be continued.

- ❖ Also, when NCTCOG staff briefed STTC and RTC about the status of projects in Round 1, further extensions were offered to projects that had missed their deadlines.
 - Now that the program is fully understood, staff proposes that failure to meet the schedules set forth will result in automatic removal of funding from a project.

ACTION REQUESTED

- ❖ Recommend RTC approval of:
 - The proposed recommendations outlined in the electronic item including:
 - Cancellation of certain projects
 - Established deadlines for each project (i.e., the end of the fiscal year in which it is scheduled to let)
 - Revised Milestone Policy procedures
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other administrative/planning documents as needed

TIMELINE

- ❖ January 2020 – Notification to project sponsors
- ❖ July 31, 2020 – Formal responses due to NCTCOG staff
- ❖ December 4, 2020 – STTC Information Item
- ❖ December 10, 2020 – RTC Information Item
- ❖ December 2020 – Public Meeting
- ❖ January 22, 2021 – STTC Action Item
- ❖ February 11, 2021 – RTC Action Item

QUESTIONS?

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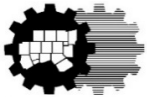
2021 TOP 10 TRANSPORTATION TECHNOLOGY INITIATIVES: RECENT PRESENTATIONS

Surface Transportation Technical Committee

January 22, 2021

Michael Morris, P.E.

Director of Transportation



North Central Texas
Council of Governments

TRANSPORTATION TECHNOLOGY PROJECTS FOR 2021

(Pick One to Adopt) (Are They at Risk?)

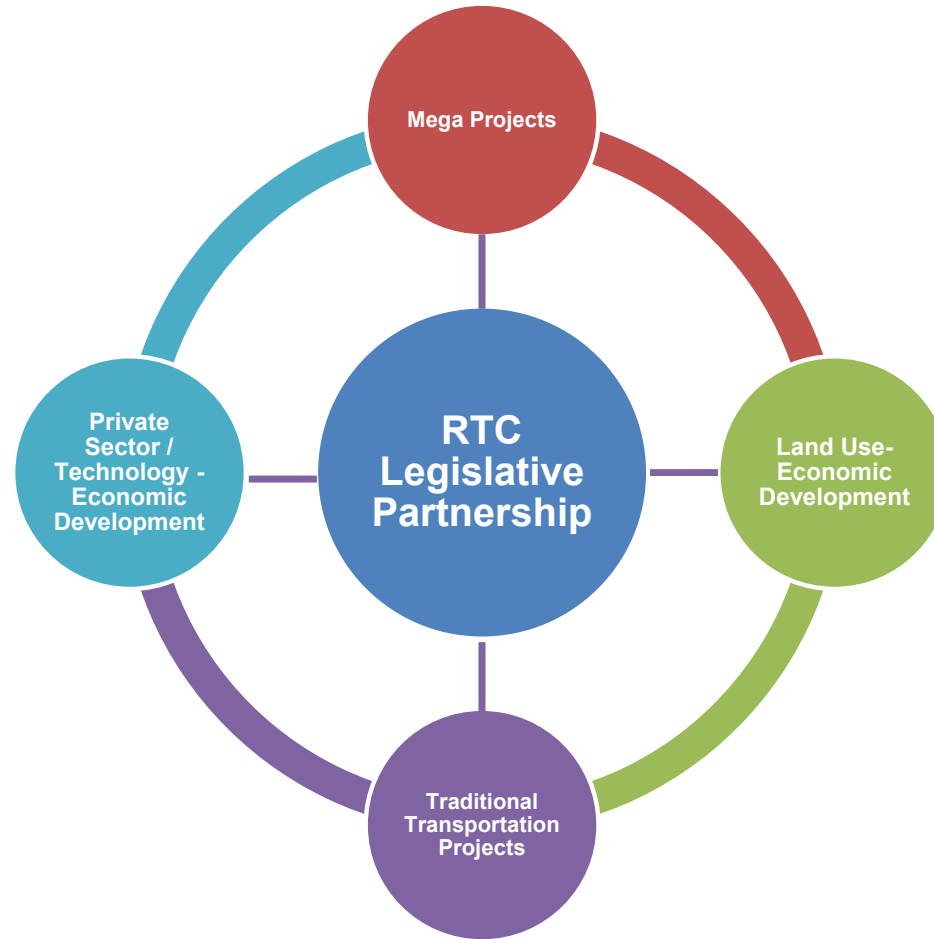
- 1) Internet For All (Education, Food Deserts)
- 2) Dynamically Priced Managed Lanes (Section 2E, 5G)
- 3) High-Speed Rail (Fort Worth, Arlington, Dallas, Houston)
- 4) Unmanned Aircraft System (Bell +)
- 5) Autonomous People Mover (Tarrant, Arlington to DFW Airport)

TRANSPORTATION TECHNOLOGY PROJECTS FOR 2021

(Pick One to Adopt) (Are They at Risk?)

- 6) IH 30 Next Generation Freeway Design
- 7) Toyota/GM (Hydrogen Fuel Cell/Electric)
- 8) Autonomous Heavy-Duty Vehicles
- 9) Alliance Mobility Innovation Zone (Hillwood)
- 10) Induction Loop in Pavement for Electric Vehicles

DALLAS-FORT WORTH MIRACLE: FOUR (RTC) PROGRAMS



REINFORCEMENT OF TRTC PRESENTATION

RTC Position and Senator Nichols Position

RTC: Formula Allocation and Reimbursement (\$2B)

Can Be Done With One P3

Nichols: Supports Formula Allocation (July 22, 2016 Letter)

Does Not Support P3's

CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING
INNOVATIVE PROJECTS DURING COVID
RECOVERY

Surface Transportation Technical Committee
January 2021

Michael Morris, P.E.
Director of Transportation



POLICY METRICS: CHANGING MOBILITY

METRIC 1: Travel behavior response to COVID-19

METRIC 2: Financial implications to traditional revenue sources

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

METRIC 4: Prioritization of infrastructure improvements that offset unemployment increases

Metric 1: TRAVEL BEHAVIOR RESPONSE TO COVID-19

TRAVEL BEHAVIOR BY MODE



Bicycle/Pedestrian (+42%, November)



Freeway Volumes (-9%, November)

Toll Road (-18.5%, October)

Airport Passengers (-43%, October)

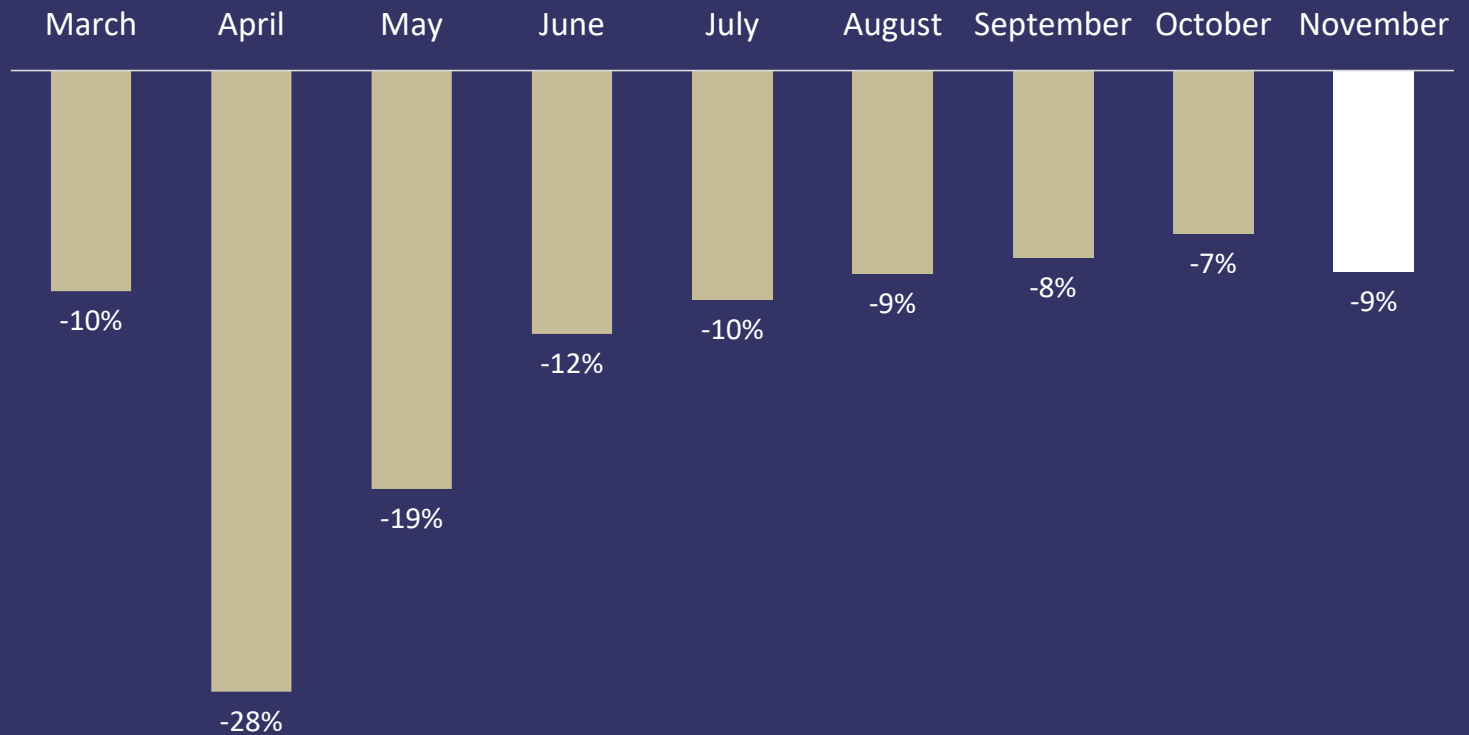
Transit Ridership (-50%, November)



ROADWAY TRENDS

Average
Weekday
Freeway
Volumes

Traffic Decrease vs 2019

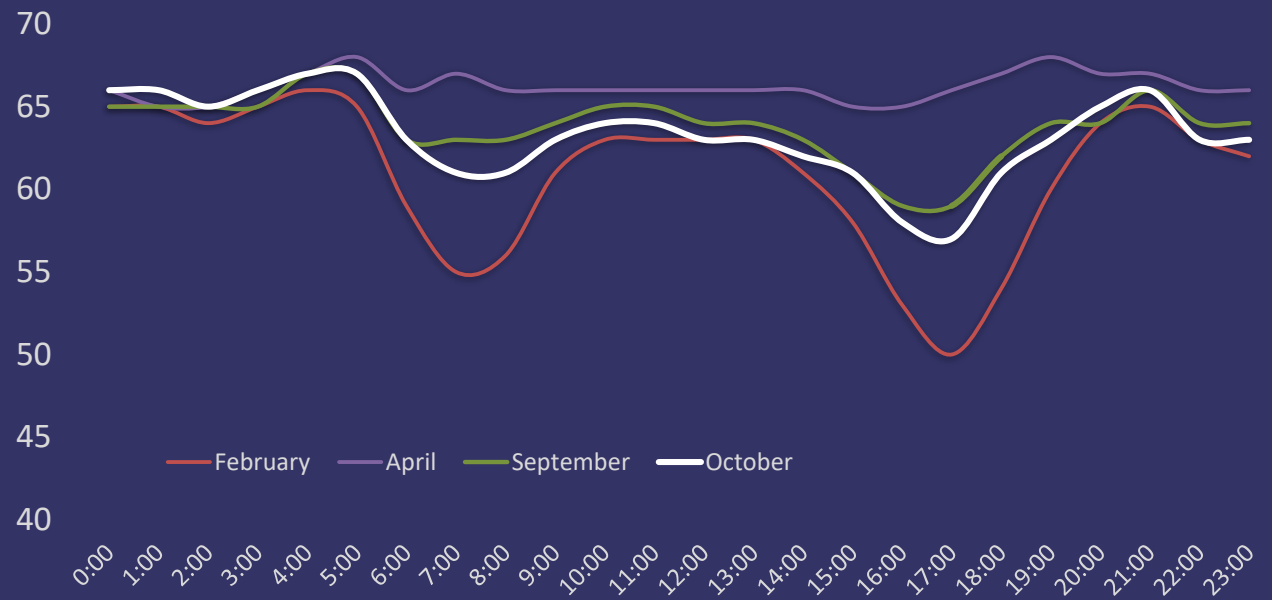


Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters. As of October 2020 growth calculations are based on Fort Worth locations.

ROADWAY TRENDS

Regional Average
Freeway Speeds

Average Weekday Speeds, Weighted by Traffic Volumes

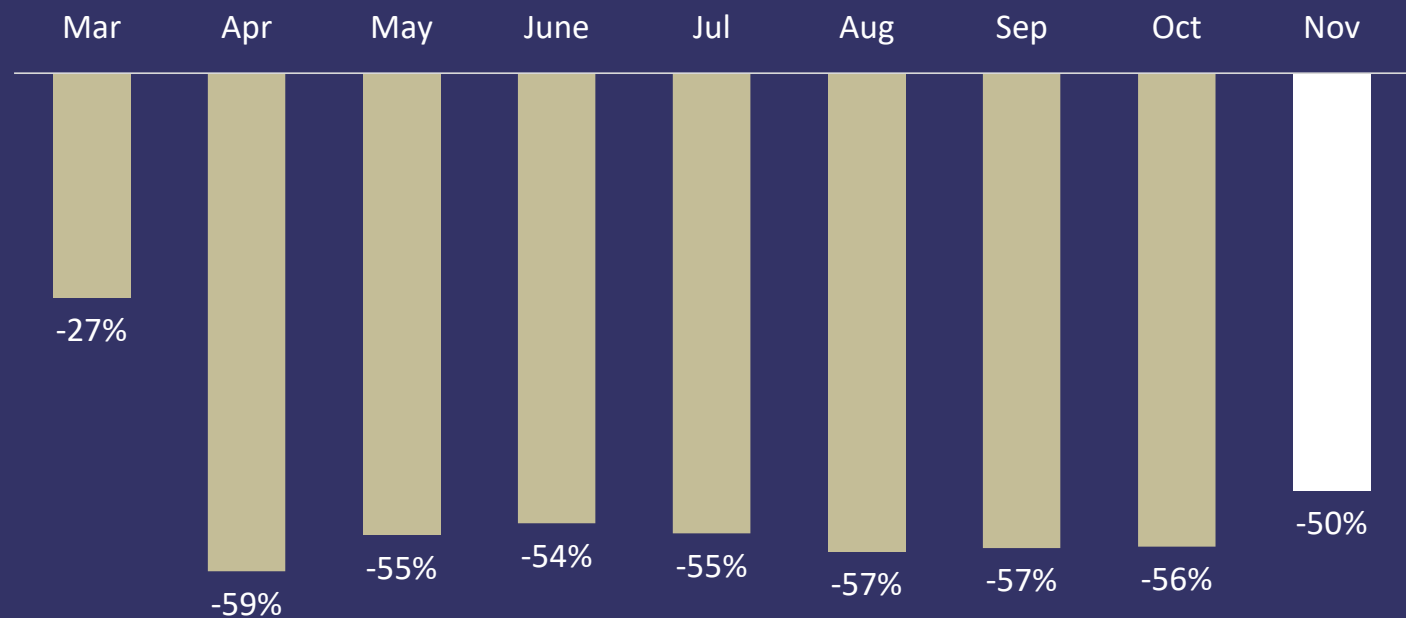


Source: TxDOT Sidefire Devices

TRANSIT IMPACTS

Weekday
Ridership

Passenger Decrease : 2019 vs 2020

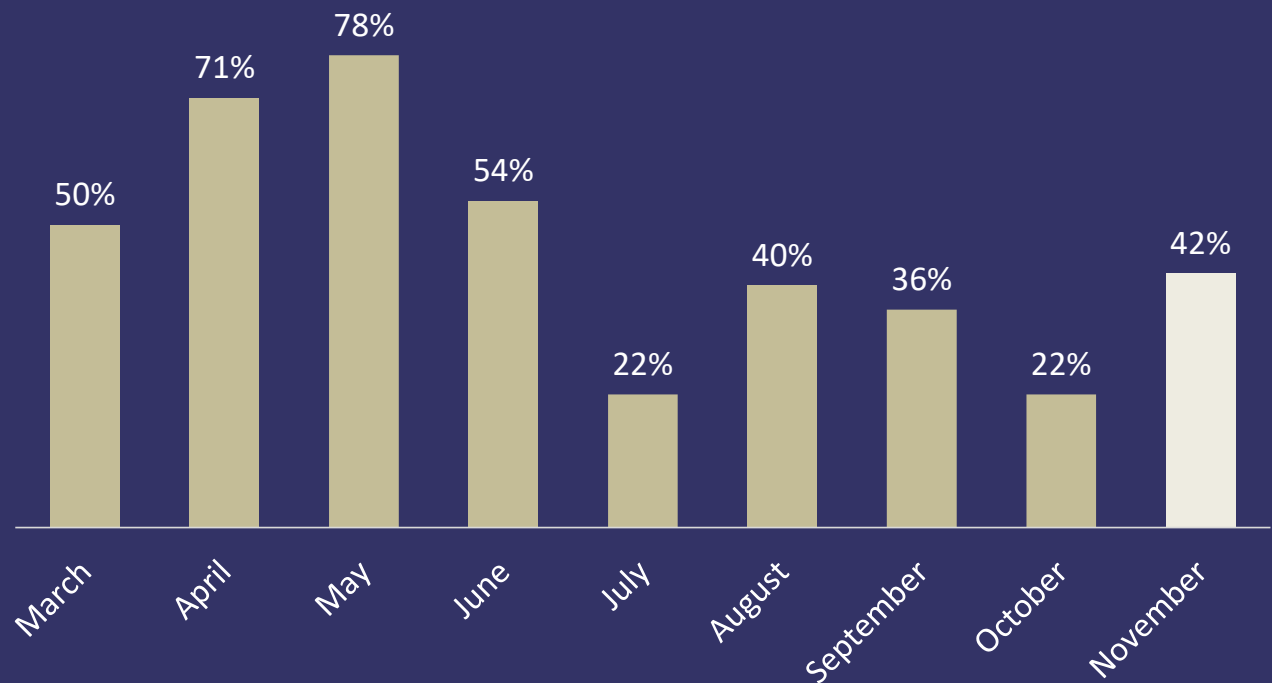


Source: DART, DCTA, and Trinity Metro

BICYCLE AND PEDESTRIAN IMPACTS

Trail Counts

Increase in Full Week Trail Usage : 2019 vs 2020



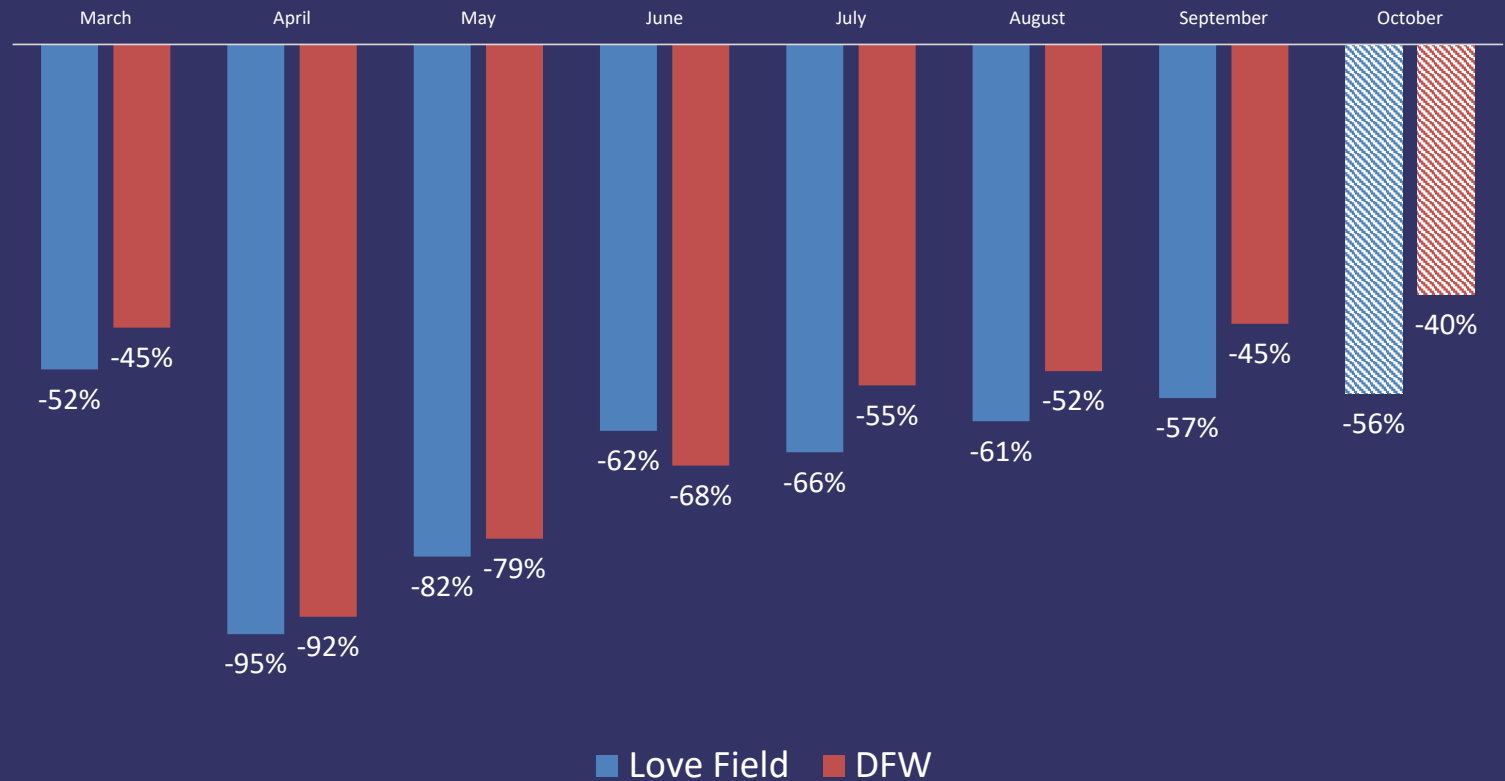
Source: NCTCOG - collected at 8 sites located in Plano, North Richland Hills, Denton, Dallas, Fort Worth, and Allen.

Note: No adjustments for weather were applied.

AIRPORT TRENDS

Passengers

Change in Airport Passengers - 2019 vs 2020

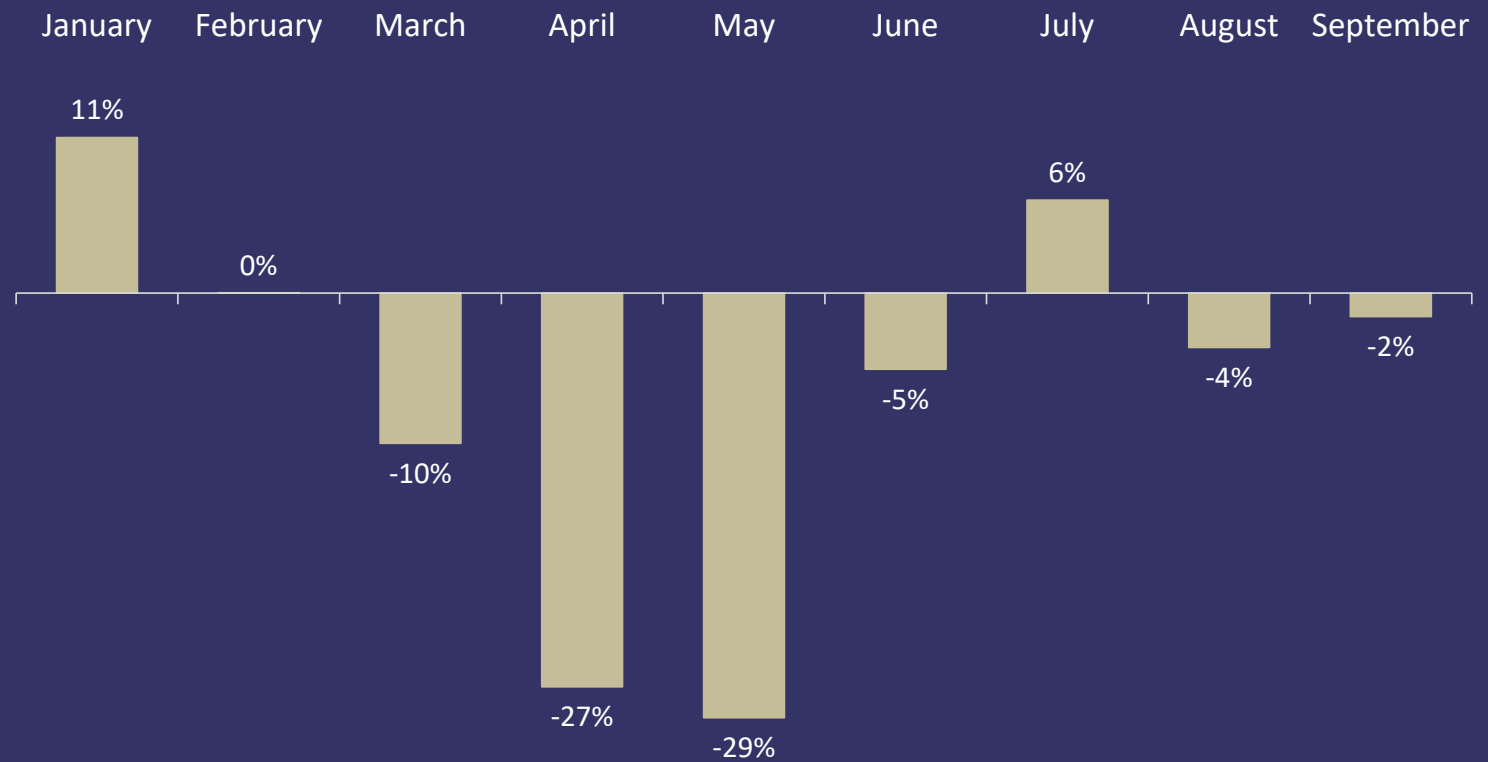


Source: Dallas Love Field and DFWIA Websites

ROADWAY TRENDS

Crashes

Percentage Difference in Crash Rates - 2019 vs 2020



Metric 2: FINANCIAL IMPLICATIONS TO TRADITIONAL TRANSPORTATION REVENUE

FINANCIAL IMPLICATIONS



Motor Vehicle Sales and Rental Tax (2.7%, December)
Transit Sales Tax Allocations (0.34%, September)

0

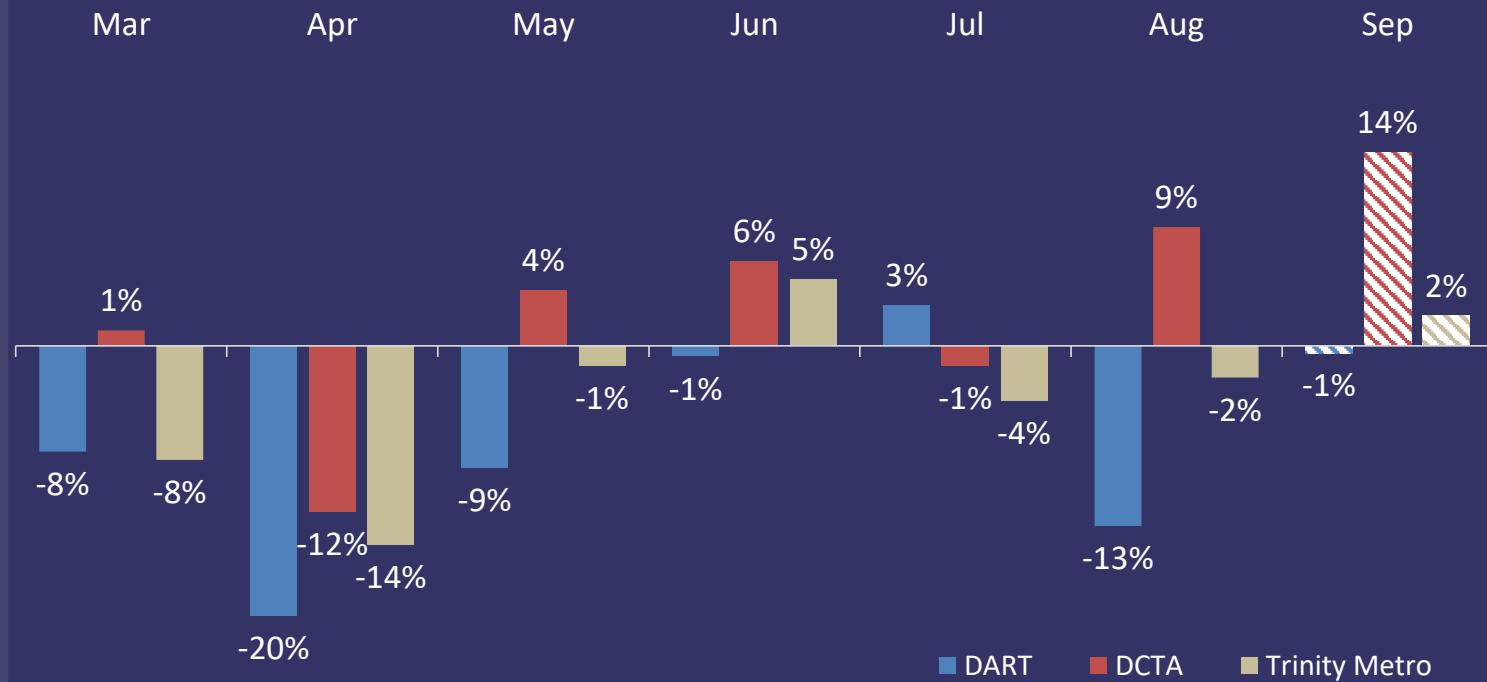
Sales Tax (-5%, December)
Motor Fuel Tax (-10.6%, December)



FUNDING IMPACT

Transit - Sales Tax Allocations

Sales Taxes Allocated For Transit: 2019 vs 2020

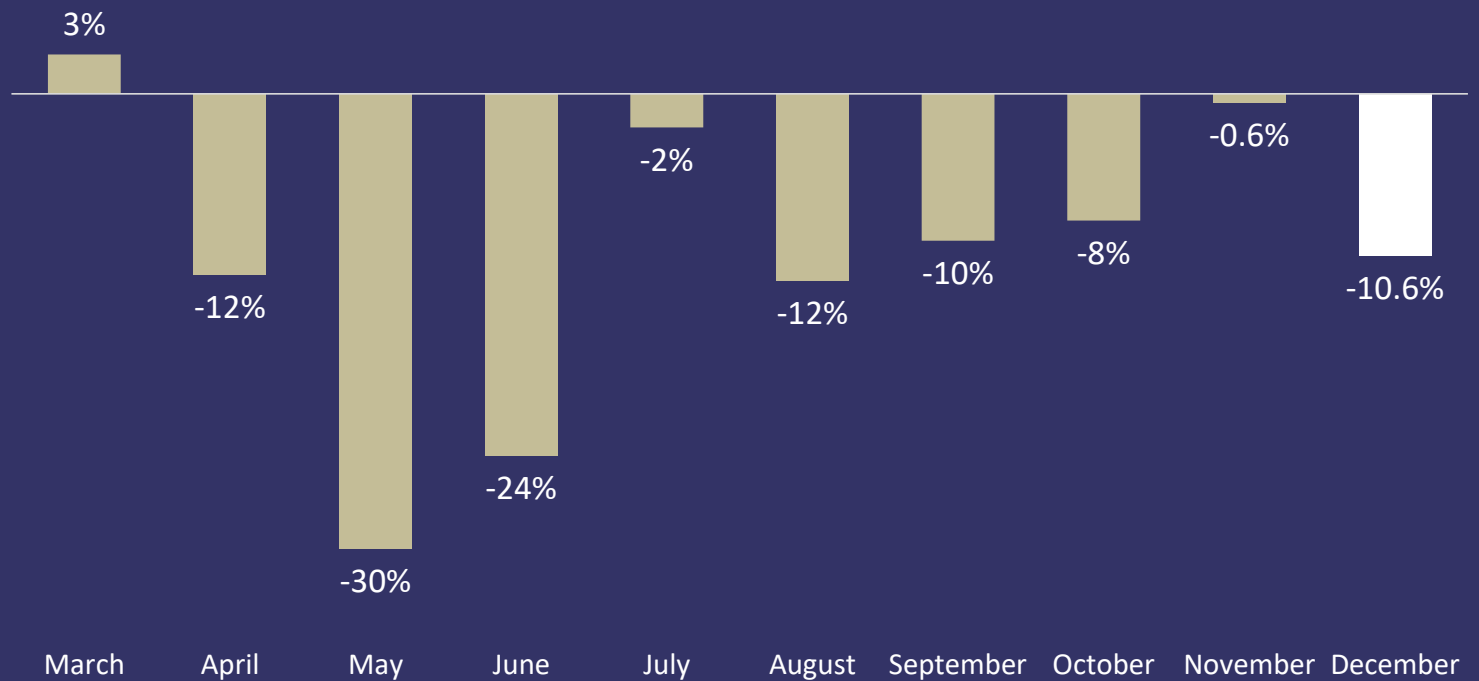


Source: DART, DCTA, and Trinity Metro

FUNDING IMPACT

Motor Fuel
Tax Decrease

Change in Motor Fuel Tax: 2020 vs 2019

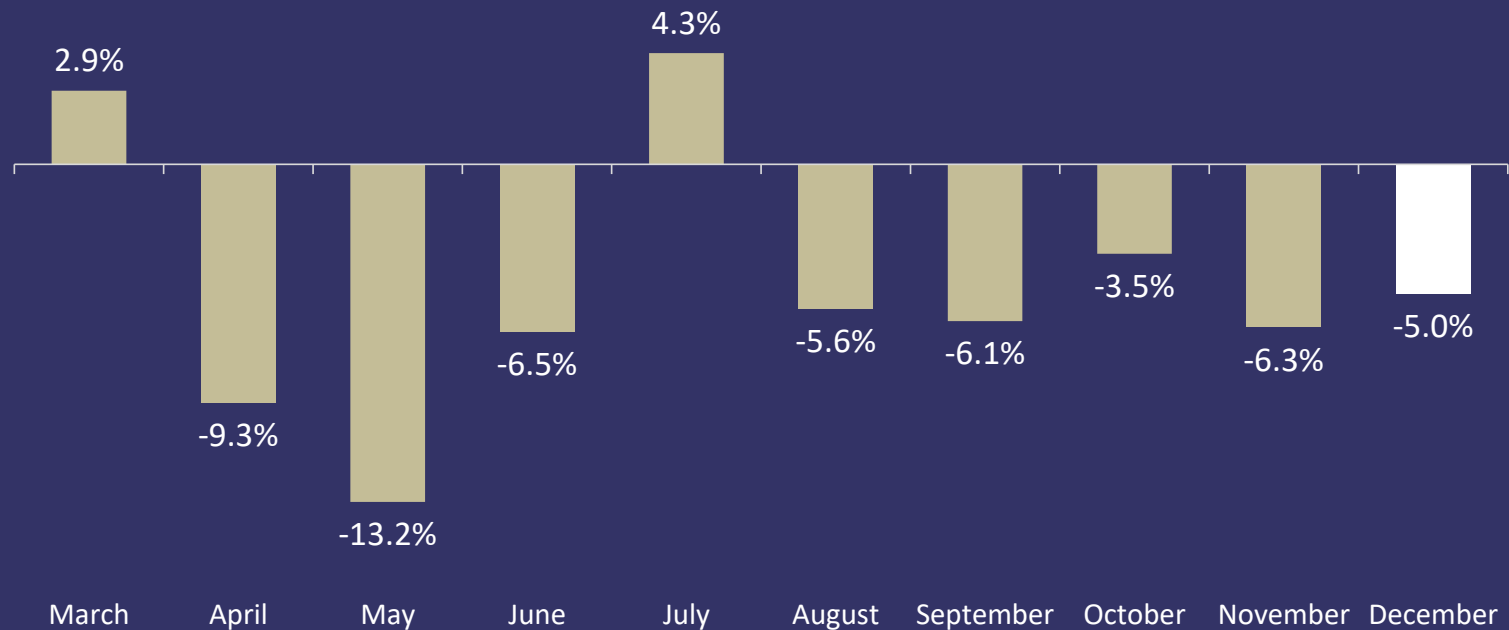


Source: Texas Comptroller of Public Accounts
Month reflects reporting data, not collection date

FUNDING IMPACT

Sales Tax
(Component of
Proposition 7¹)

Change in Fuel Tax: 2019 vs 2020



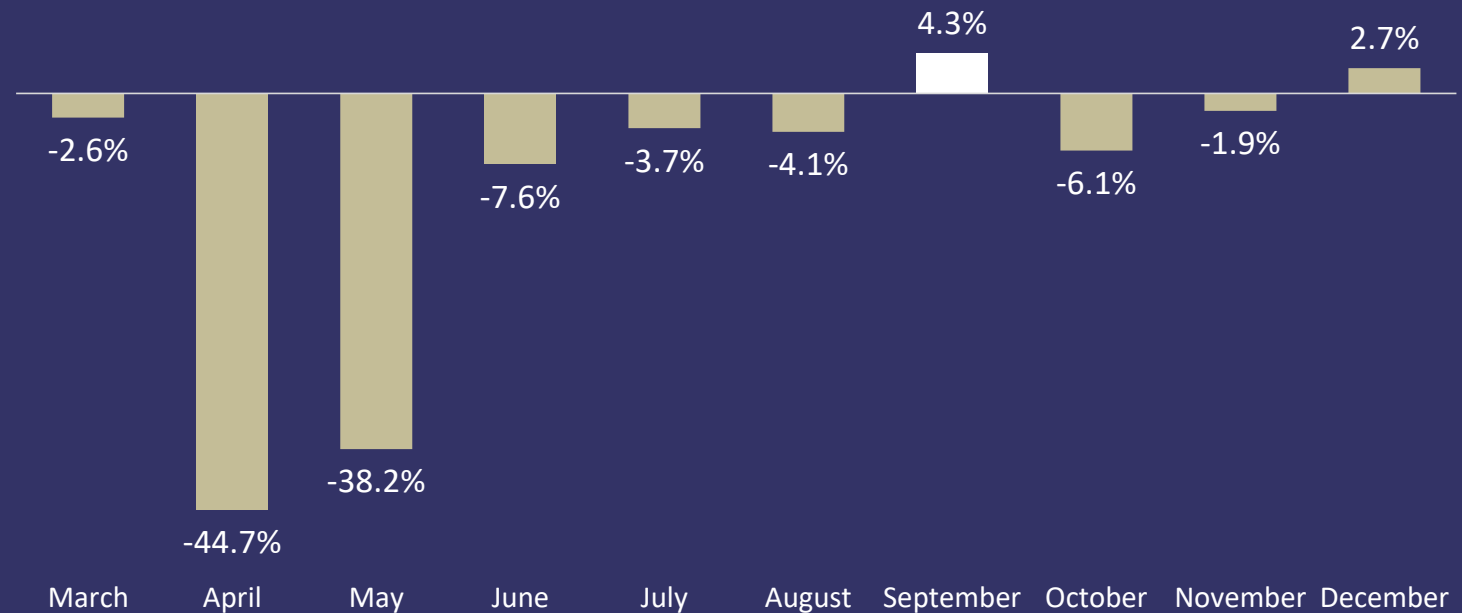
Source: Texas Comptroller of Public Accounts

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

FUNDING IMPACT

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

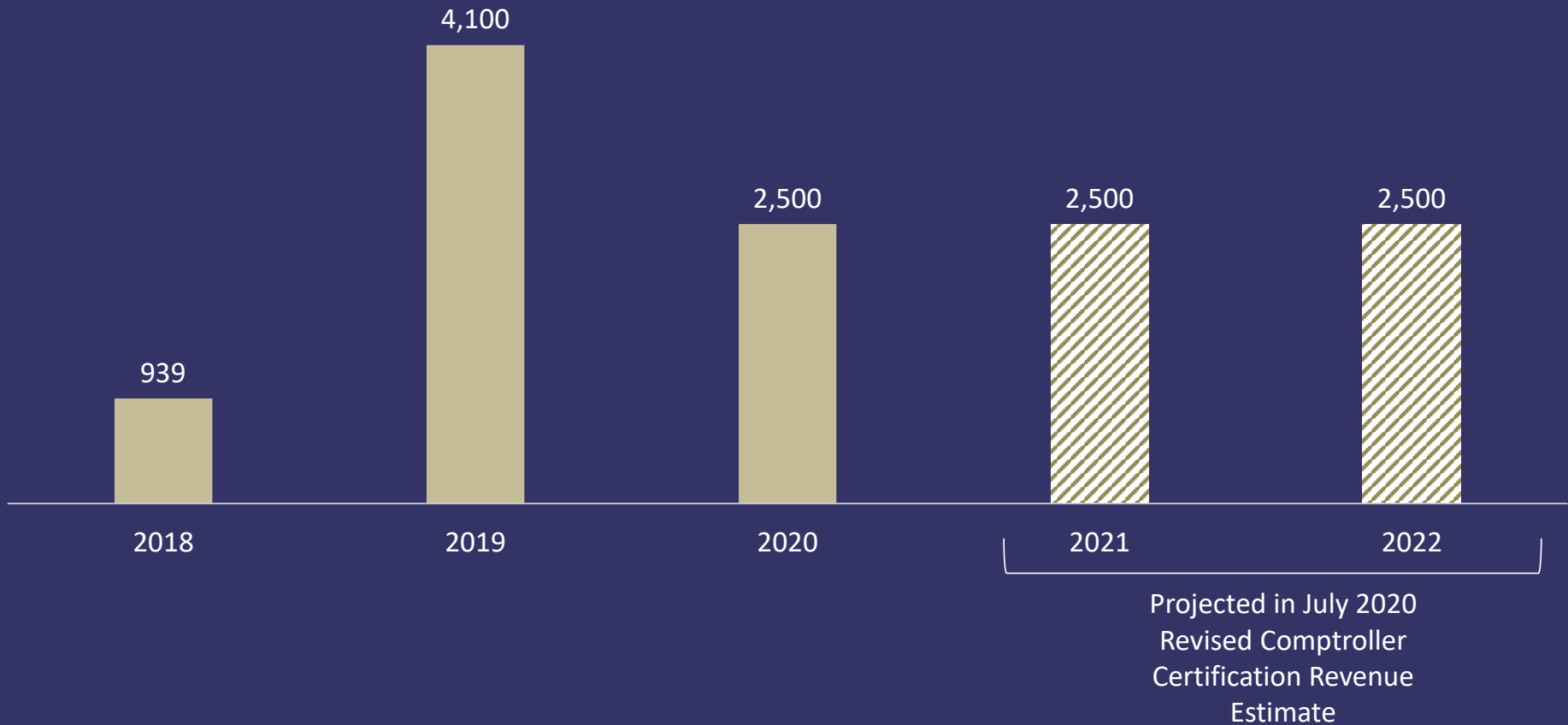
Motor Vehicle Sales and Rental Tax Change: 2020 vs 2019



Source: Texas Comptroller of Public Accounts

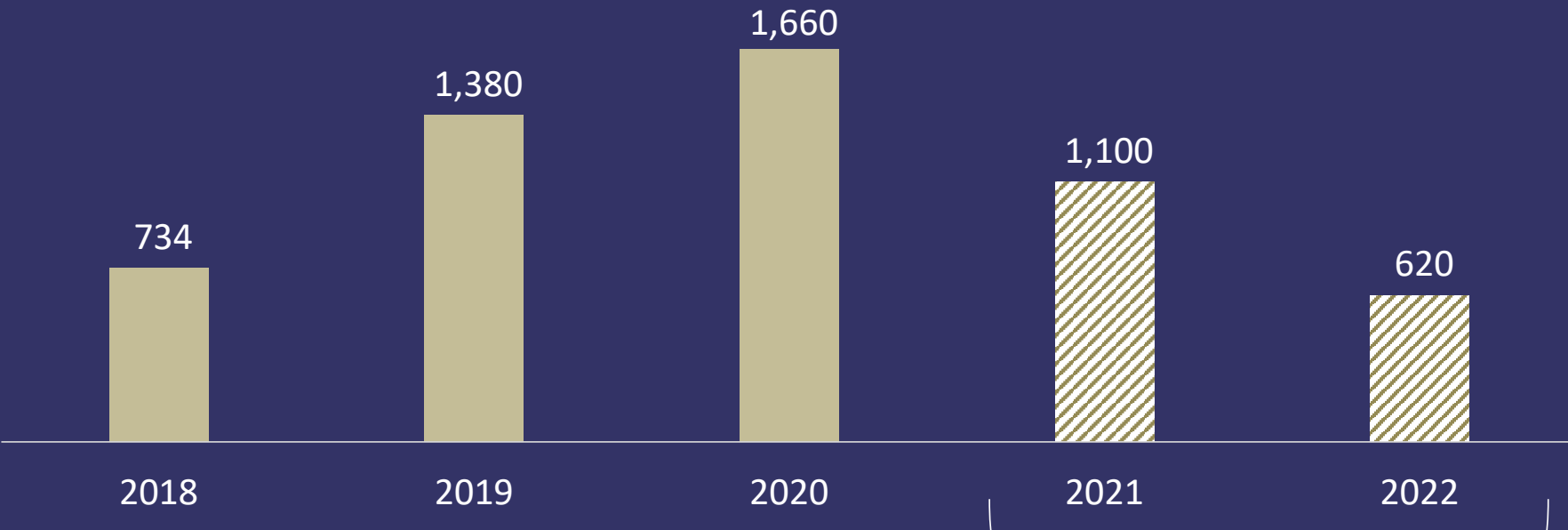
¹ Proposition 7 includes General State Sales Tax and Motor Vehicle Sales Tax
Month reflects reporting date, not collection date

Proposition 7 (Sale & Use/MV Sales & Rental Taxes) Transfers to the State Highway Fund, Millions



Source: Texas Comptroller of Public Accounts

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



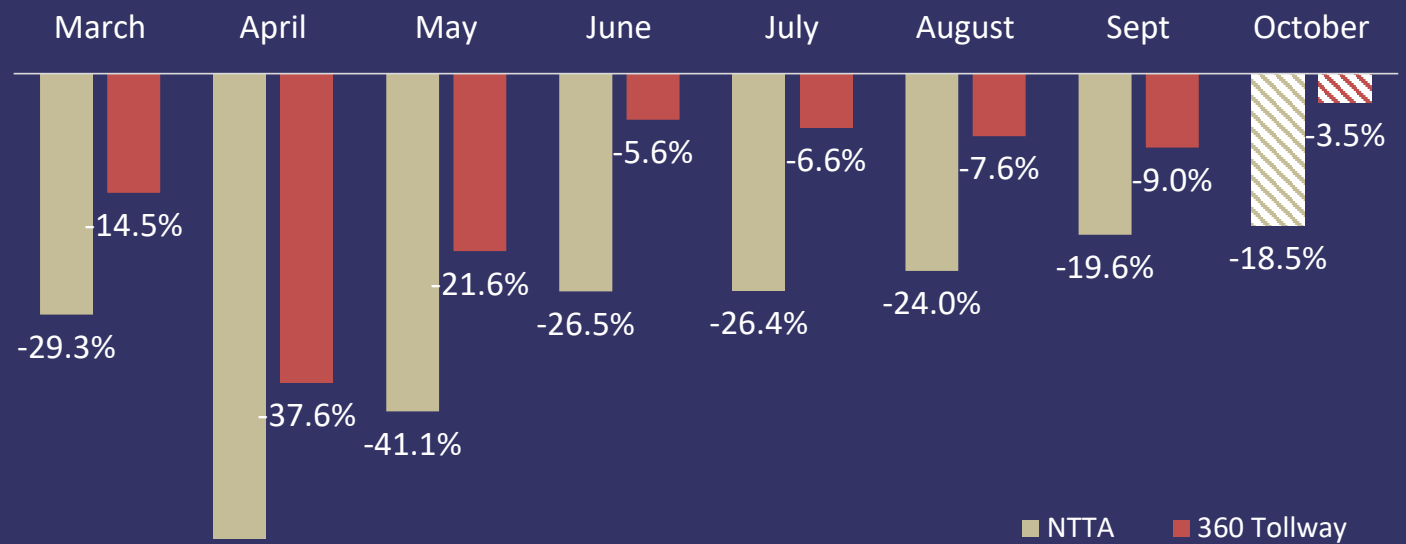
Projected in July 2020
Revised Comptroller
Certification Revenue
Estimate

Source: Texas Comptroller of Public Accounts

FUNDING IMPACT

NTTA
Transactions,
Including SH 360

Change in Tollway Transactions: 2019 vs 2020



Source: NTTA

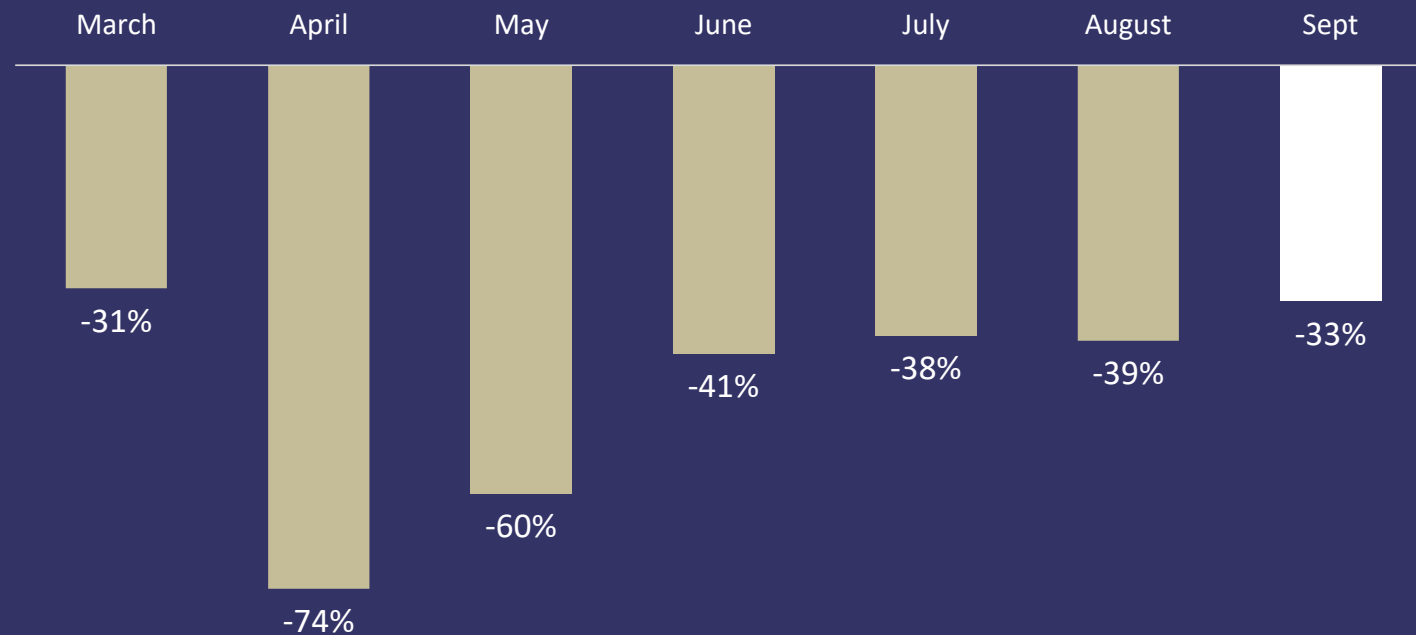
Note: Change for NTTA includes 360 Tollway

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

FUNDING IMPACT

I-35E TEXpress
Lane Transactions

Change in Transactions: 2019 vs 2020



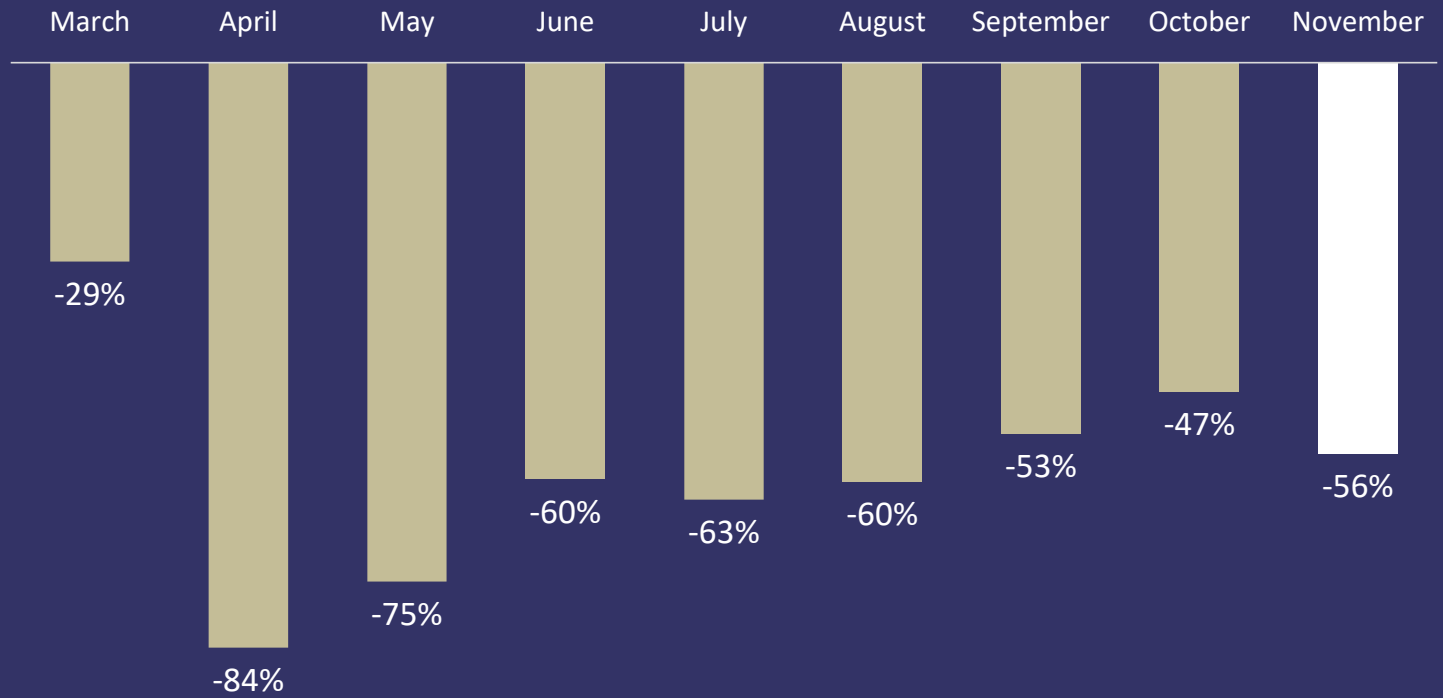
Source: TxDOT

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

MANAGED LANES DISCOUNTS

GoCarma
Transactions

Transaction Decrease vs February 2020



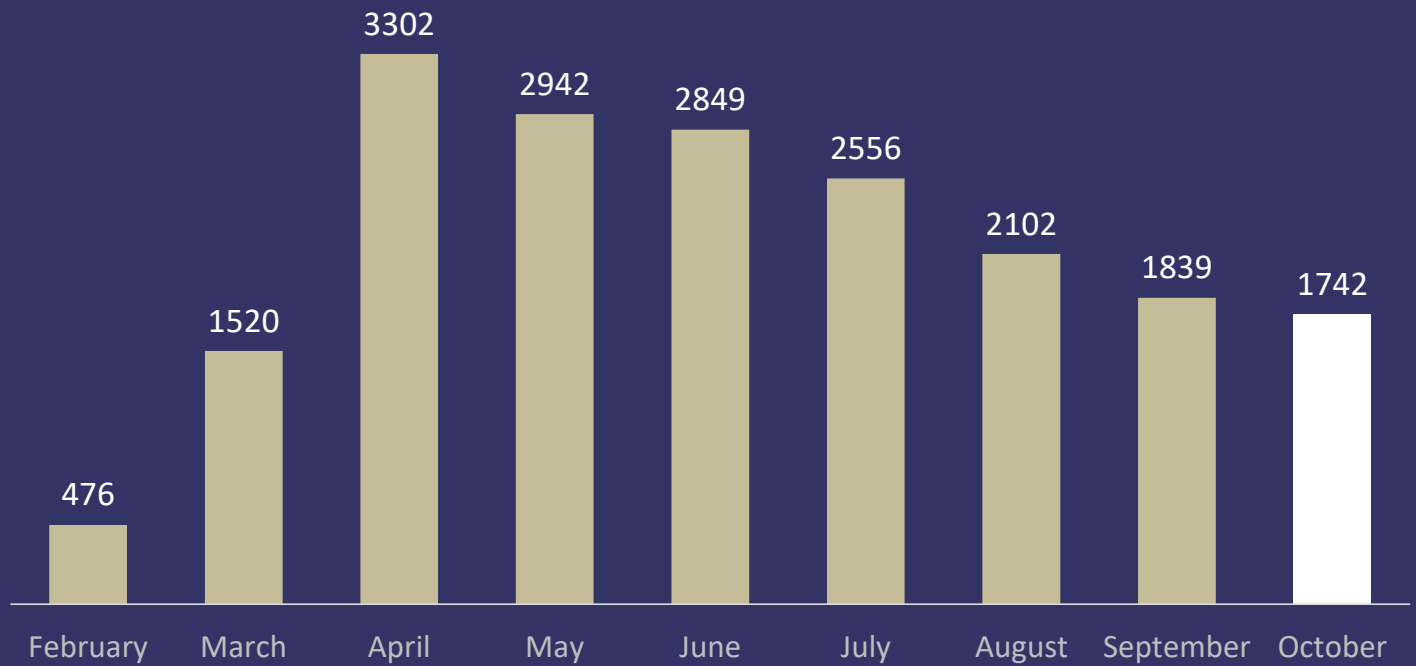
Source: GoCarma Dashboard

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

COMMUTER TRENDS

Telecommuters

2020 Try Parking It Commuter Tracking During COVID-19



Data current as of 11/06/2020

Increased Truck Travel Time Reliability

Reliability has improved since March over 2019

Improvement is due to the reduced traffic volumes causing less non-reoccurring delays

Explanation: Due to COVID – 19 truck travel times have improved. This is likely due to the reduced number cars traveling on the region's roadways, improving bottleneck locations, and a decrease in the total number of crashes, which are causes of non-reoccurring congestion

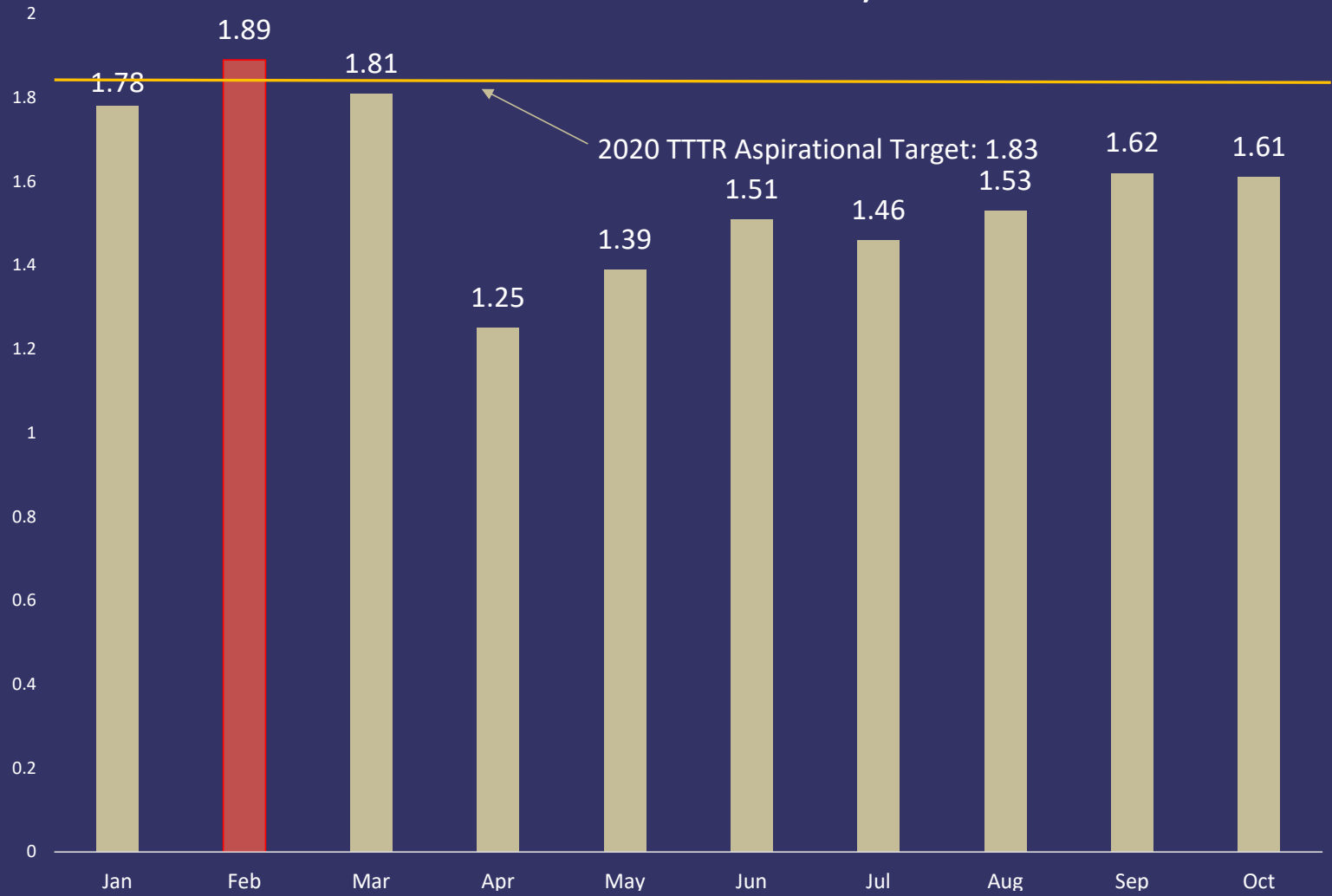
Post COVID – 19 Expectations: Continue to see improvement of the Truck Travel Time Reliability which has been established since the pandemic and lockdowns began in the first half of 2020.

Policies that could achieve a continuation of the outcome include:

- **FP3-001** – Foster regional economic activity through safe, efficient, reliable freight movement while educating elected officials and the public regarding freight's role in the Dallas-Fort Worth region's economy.
- **FP3-002** – Encourage the freight industry to participate in freight system planning and development to improve air quality and delivery time reliability.

Truck Travel Time Reliability 2020

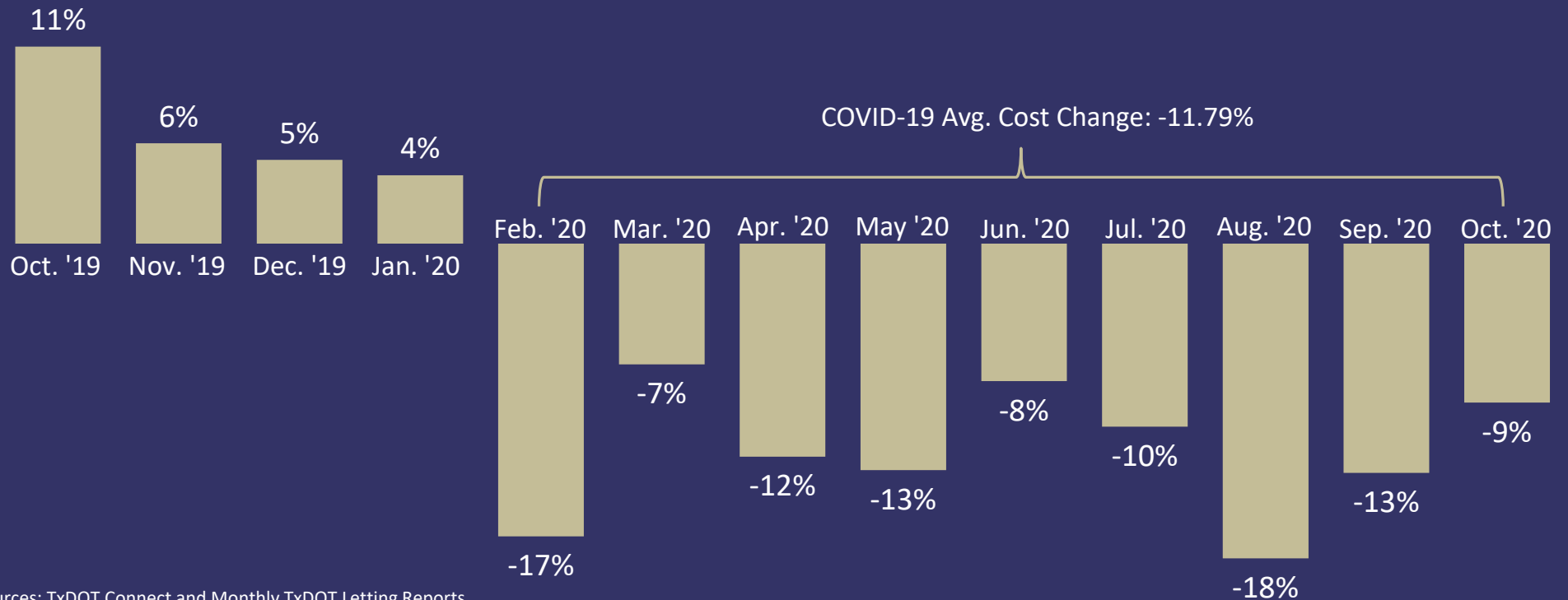
Lower is Better
Remain below
1.83 to achieve
target



2020 TTTR Aspirational Target: 1.83

October 2019 to October 2020 Construction Cost Changes

Monthly Average Construction Cost Changes
(Letting Low Bid vs. Sealed Engineer's Est.)



Sources: TxDOT Connect and Monthly TxDOT Letting Reports

Notes: Does not include CSJ 2266-02-151; Includes grouped and non-grouped projects; Includes Dallas and Fort Worth District data

Metric 4:

Prioritization of

infrastructure improvements

that offset unemployment

increases

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

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

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

Transportation impact on the economy

CANDIDATE PROJECTS

High Speed Rail: Dallas to Houston

High Speed Rail: Dallas to Fort Worth

Autonomous Transit (Tarrant, Midtown)

Technology (Freeway Induction Loops)

State Highway 183 (Section 2E+)

Y Connector (IH820/IH20)

COVID-19 #00X Program



DASHBOARD PLATFORM

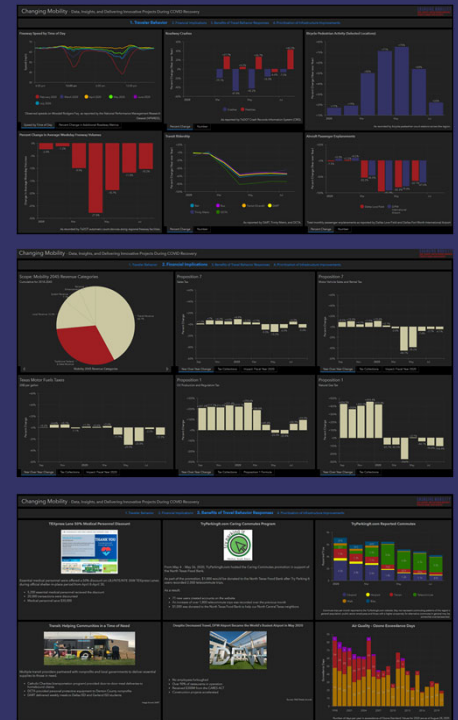
www.nctcog.org/pm/covid-19

Newly launched online dashboard to display Changing Mobility information to the public

Replicates material presented to committees with enhanced interactivity

Separate dashboard for each metric tracked

Clean layout to help the public understand the story of the metrics at a glance



April Leger

From: April Leger
Sent: Wednesday, January 13, 2021 1:04 PM
To:

Subject: Comments on Proposed Amendments to the MUTCD

STTC Members-

A notice of proposed amendments to the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) was recently published in the Federal Register. The proposed changes would promote uniformity, safety, efficiency, and incorporate technology advances. NCTCOG Senior Program Managers will be submitting comments in their areas of expertise before the March 15, 2021 deadline. We are happy to share our comments upon completion. The Federal Register notice can be found at: [2020-26789.pdf \(govinfo.gov\)](#). Feel free to reach out to Rebekah Hernandez at rhernandez@nctcog.org if you have any questions.

Thank you,

April Leger

Transportation Program Assistant
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, TX 76011
817-695-9246

DRAFT

**RESOLUTION SUPPORTING THE SAFE AND EFFICIENT
INTEGRATION OF UNMANNED AIRCRAFT SYSTEMS INTO THE DFW REGIONAL
TRANSPORTATION SYSTEM
(R21-01)**

WHEREAS, the North Central Texas Council of Governments (NCTCOG) has been designated as the Metropolitan Planning Organization (MPO) for Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

WHEREAS, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments and has been and continues to be the regional forum for cooperative decision on transportation; and,

WHEREAS, the Fixing America's Surface Transportation (FAST) Act assigns the MPO the responsibility for carrying out the metropolitan planning process, in cooperation with the State and public agencies; and,

WHEREAS, 23 USC §134 encourages MPOs to consult with officials responsible for other types of planning activities that are affected by transportation in their metropolitan area; and,

WHEREAS, 23 USC §134(h) provides support for coordination of UAS (Unmanned Aircraft Systems) planning activities into the MPO process by supporting the economic vitality, increasing the safety of motorized and nonmotorized users, increasing the accessibility and mobility of people and for freight, and enhancing the integration and connectivity of the transportation system, across and between modes, for people and freight; and,

WHEREAS, Unmanned Aircraft Systems (UAS) are an unmanned aircraft and associated elements, including communication links and the components that control the unmanned aircraft, that are required for the pilot in command to operate safely and efficiently in the national airspace system; and,

WHEREAS, Approximately 1.32 million recreational UAS aircraft and 990,000 recreational pilots are registered in the United States; and,

WHEREAS, Over 900,000 commercial UAS aircraft are registered in the United States; and,

WHEREAS, the initial Air Taxi Operations are projected to begin in 2023; and,

WHEREAS, the integration of surface transportation with air transportation is essential to provide seamless transfers and safe and reliable transport for regional travelers; congestion mitigation is an integral element of a reliable and safe transportation system; and,

WHEREAS, UAS technology is integral to the development of smart cities, systems, and environments.

NOW THEREFORE, BE IT RESOLVED THAT:

Section 1. The RTC supports a continuous, comprehensive, and cooperative transportation planning process to integrate land-based and aerial-based transportation systems in a safe and cost-effective fashion to maximize economies of scale and improve mobility.

- Section 2.** The RTC supports safe and responsible UAS activity within the region, including, but not limited to, medical supplies and package delivery, air taxi, public safety use, accident reconstruction, surveying, and other activities as identified in the future.
- Section 3.** The RTC encourages agencies to support their public safety services use of Unmanned Aircraft Systems.
- Section 4.** The RTC encourages agencies to work with the UAS industry to adopt “pilot” programs to demonstrate the technologies properly operated in and around a metropolitan area.
- Section 5.** The RTC encourages educational institutions in North Texas to provide UAS-oriented educational offerings to help prepare the transportation workforce of the future.
- Section 6.** The RTC supports the development of UAS aircraft pilot certification standards and efforts to position North Texas as a center for UAS aircraft pilot training.
- Section 7.** The RTC encourages agencies to participate in the North Texas UAS Safety and Integration Task Force. This working group provides a forum that will allow cities to share their current use cases and policies, and also learn about other UAS use cases that can be employed by cities.
- Section 8.** This Resolution shall be transmitted to the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, National Aeronautics and Space Administration, Texas Department of Transportation, and counties and cities within the Metropolitan Planning Organization planning boundary.
- Section 9.** This resolution shall be in effect immediately upon its adoption.

Roger Harmon, Chair
Regional Transportation Council
County Judge, Johnson County

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on February 11, 2021.

Ann Zadeh, Secretary
Regional Transportation Council
Councilmember, City of Fort Worth

Dallas-Fort Worth Clean Cities Fleet Recognition and Annual Survey Results

Amy Hodges, Senior Air Quality Planner

Surface Transportation Technical Committee



January 22, 2021



Relevance to Regional Planning

Air Quality Emphasis Areas:

- High-Emitting Vehicles/Equipment
- Idling
- Hard Accelerations
- Low Speeds
- Cold Starts
- Vehicle Miles of Travel
- Energy and Fuel Use

Performance Measure:

Air Quality

Mobility 2045:

Air Quality Policy AQ3-004:

Support and implement strategies that promote energy conservation, reduce demand for energy needs, reduce petroleum consumption, and/or decrease greenhouse gas emissions

[Mobility 2045 Chapter 4 – Environmental Considerations](#)

[Appendix C – Environmental Considerations](#)

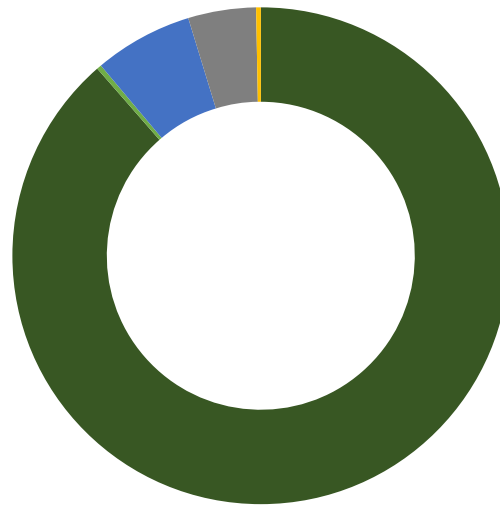
DFW Clean Cities Impacts – Results from 2019 Survey

42 Fleets Reporting
9,871 Alternative Fuel Vehicles and Equipment

*Impacts Over Calendar Year 2019

dfwcleancities.org/annualreport

~26.03 Million Gasoline Gallon Equivalent (GGE) Reduced*



- Alternative Fuel Vehicles
- Hybrid Vehicles
- Fuel Economy Improvements
- Idle Reduction
- Alt Fuel Non-Road Equipment

~420.104 Tons Ozone-Forming Nitrogen Oxides (NO_x) Reduced*



~1.6 Tons/Day
For Comparison: RTC Initiatives Credited in Conformity = ~2.12 Tons/Day

72,094 Tons Greenhouse Gas (GHG) Emissions Reduced*

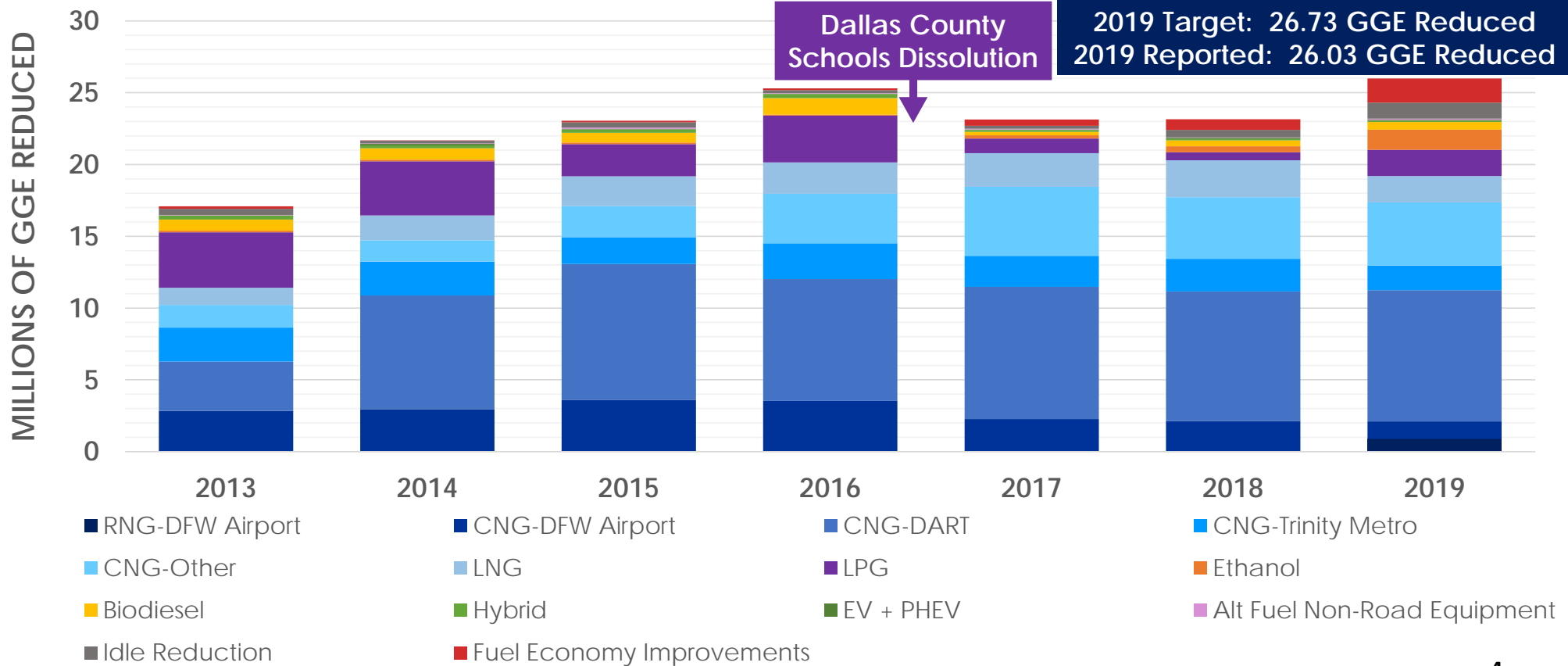
Equivalent to Eliminating



Tanker Trucks of Gasoline

Trends in Annual Energy Impact

Goal per Department of Energy: Increase Reductions 15% Year Over Year

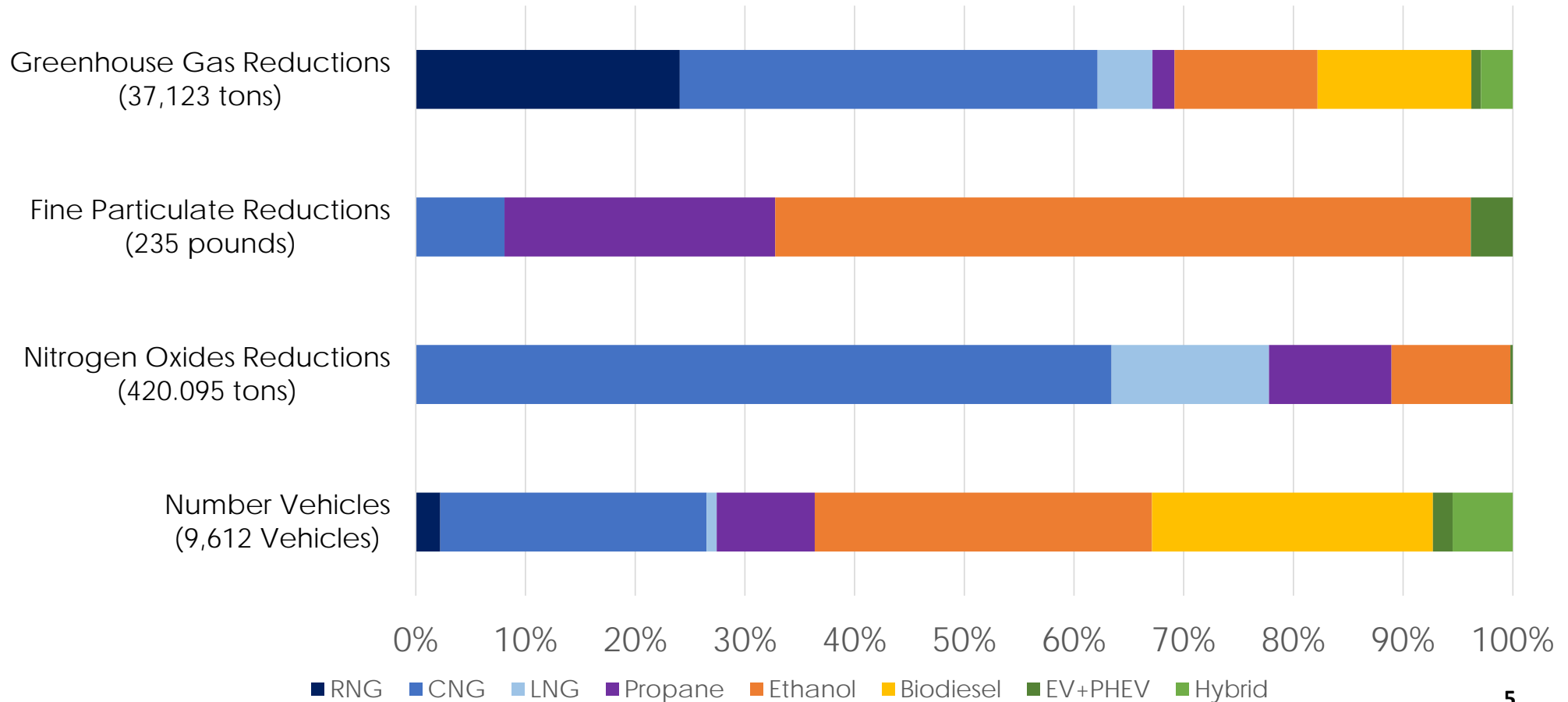


2019 Target: 26.73 GGE Reduced
2019 Reported: 26.03 GGE Reduced

Dallas County Schools Dissolution

RNG-Renewable Natural Gas; CNG- Compressed Natural Gas; LNG- Liquefied Natural Gas; LPG- Liquefied Propane Gas; EV- Electric Vehicle; PHEV-Plug-In Hybrid Electric Vehicle

Impact of Various Fuel Types



RNG-Renewable Natural Gas; CNG- Compressed Natural Gas; LNG- Liquefied Natural Gas; LPG- Liquefied Propane Gas; EV- Electric Vehicle; PHEV-Plug-In Hybrid Electric Vehicle

Fleet Recognition Awards

Based on 2019 Report



Recognition Criteria – Up to 100 Points

Up to 45 Points – Emissions Reduction

Up to 25 Points – Reducing Fuel Consumption

Up to 20 Points – Partnering with DFW Clean Cities

Up to 10 Points – Ensuring Familiarity with Fleet Goals

Bronze Fleet Winners

City of Arlington
City of Frisco
City of North Richland Hills
City of Watauga
Tarrant County
Town of Addison
Town of Flower Mound
Trinity Metro



Silver Fleet Winners

City of Bedford

City of Coppell

City of Irving

City of Mesquite

Denton ISD

Prosper ISD



Gold Fleet Winners

City of Carrollton
City of Dallas
City of Denton
City of Euless
City of Lewisville
City of Southlake
Dallas Area Rapid Transit (DART)
DFW Airport



Shining Stars

Greatest Progress in NO_x Reduction



DFW Airport
27.5 tons of NO_x Reduced



North Richland Hills
93% Increase in Reductions

Greatest Progress in GGE Reduction



City of Denton
698,000 GGE Reduced



SPAN Transit
97% Increase in Reductions

Greatest Progress in Transitioning to Alternative Fuels



Trinity Metro
79% Alternative Fuel Vehicles



Denton ISD
+36 LPG Vehicles

2020 Annual Survey

Goal:

29,933,670 GGE Reduced
(15% Increase Relative to 2019)

Priority Outreach:

Clean Fleet Policy Adoptees

Private Sector Fleets

Former Dallas County Schools Customer Fleets



Submit to DFWCC by February 26, 2021

dfwcleancities.org/annualreport

25th Anniversary in 2020

dfwcleancities.org



CONTACT

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Clean Cities Coordinator
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Jared Wright

Air Quality Planner
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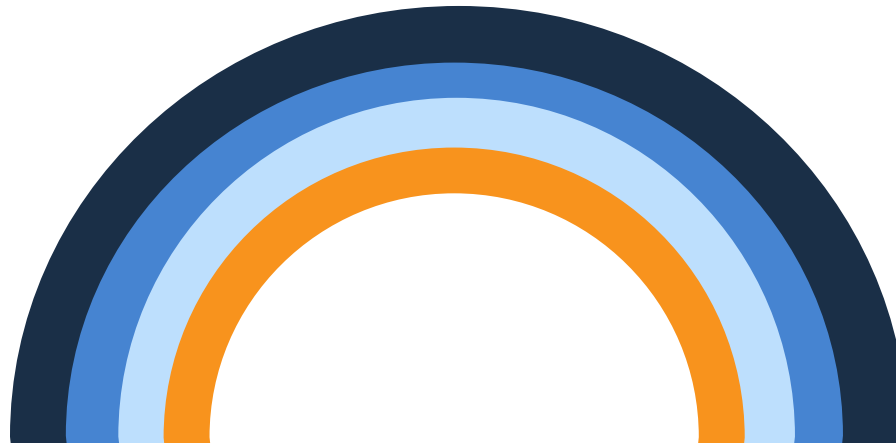
Amy Hodges

Senior Air Quality Planner
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North Central Texas
Council of Governments



Dallas-Fort Worth
CLEAN CITIES



High-Occupancy Vehicle Quarterly Report

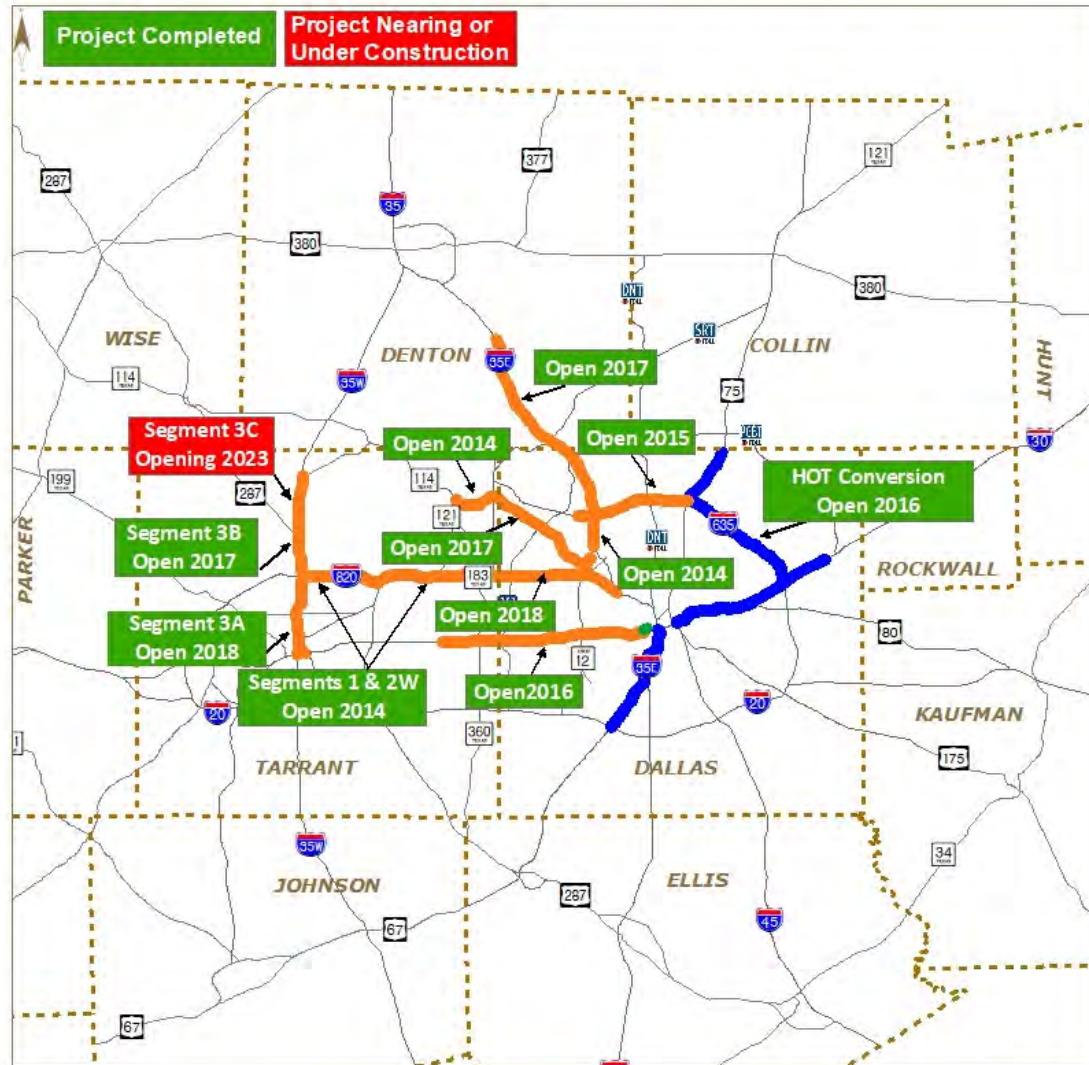
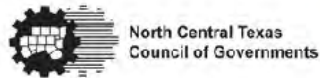
Surface Transportation Technical
Committee Meeting
January 22, 2021



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 – November 2020

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

\$ 5,999,030 as of November 2020

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

\$ 12,407 from October 2014 – July 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 – July 2020

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
North Tarrant Express <ul style="list-style-type: none"> • SH 183/121 from IH 35W to SH 121 • IH 35W from IH 30 to US 287 	\$2,816,331	Negligible	0
LBJ Express <ul style="list-style-type: none"> • IH 635 from Preston Road to Greenville Avenue • IH 35E from Loop 12 to IH 635 	\$3,182,699	Negligible	0
DFW Connector SH 114 from Kimball Avenue to Freeport Parkway	N/A	Negligible	0
IH 30 Managed Lanes IH 30 from SH 161 to Westmoreland Road	N/A	Negligible	0
IH 35E Managed Lanes IH 35E from FM 2181 (Teasley) to LBJ	N/A	Negligible	0



Update

Automated Vehicle Occupancy Verification

Through Thursday, December 31,
2020



HOV Users

January 24 – December 31, 2020

Users: 35,942

Vehicles: 37,828

Occupant Passes: 6,479



Total and HOV Transactions

January 24 – December 31, 2020

Total Transactions – 976,242

LBJ/NTE Partners – 613,110

TxDOT – 363,132

Total HOV Transactions – 417,184 (~43%)

LBJ/NTE Partners – 247,968

TxDOT – 169,216

Unique Transactions – 32,521



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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Program Manager

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Berrien Barks

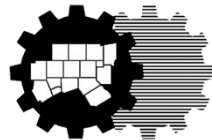
Program Manager

bbarks@nctcog.org

817-695-9282

STATUS OF TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM FUNDING PROGRAMS

**Surface Transportation Technical Committee
January 22, 2021**



North Central Texas
Council of Governments

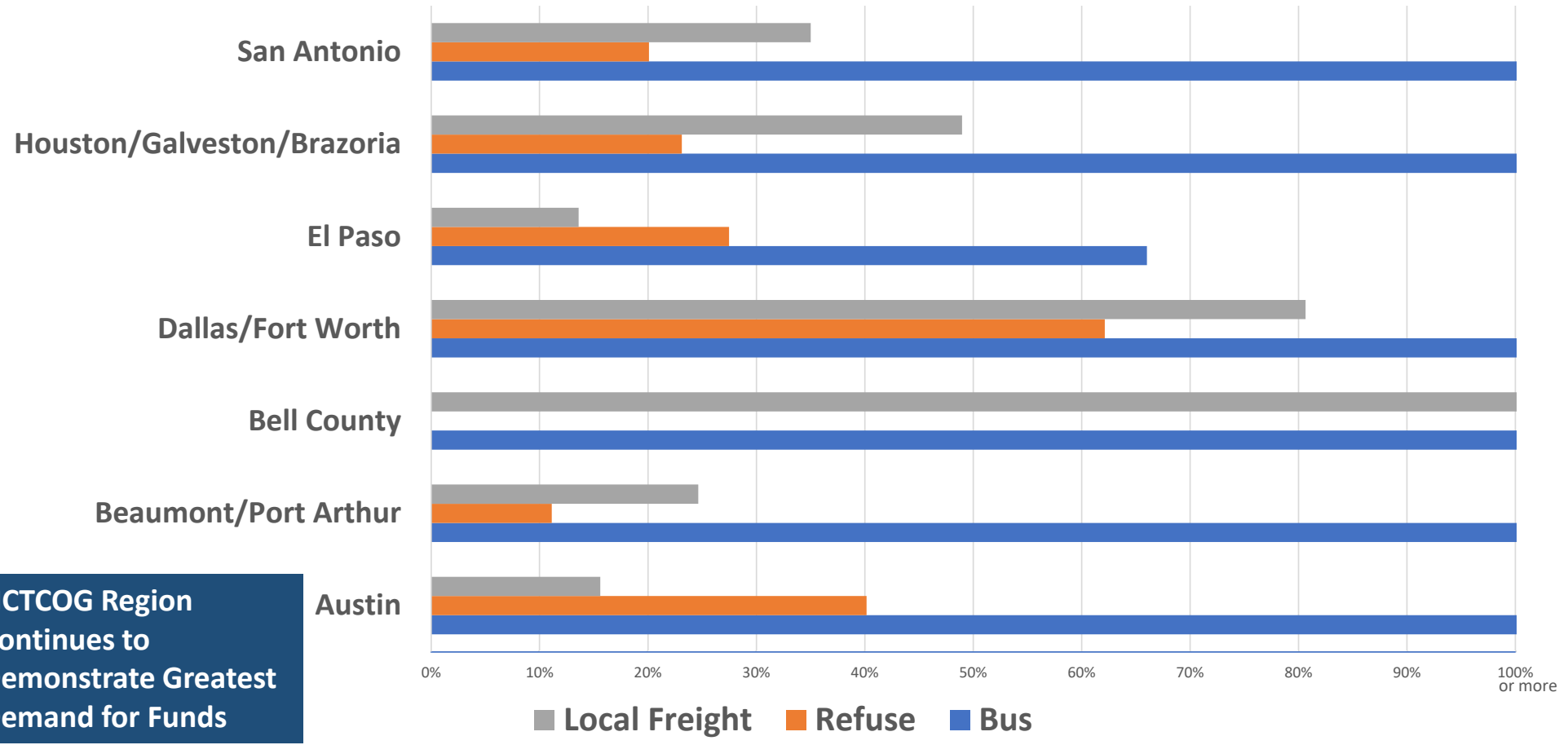
TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM

Statewide Allocation	Program	DFW Area Allocation	Schedule	Status (as of December 21, 2020)
~\$169.5 Million	School, Shuttle, and Transit Buses	\$11,684,806	Closed	All Funds Awarded; Over \$17.3 Million Requested
	Refuse Vehicles	\$8,346,290	Open; First-Come First Served Until 1/27/2021	\$5,185,598 Requested* \$3,160,692 Available
	Freight & Port Drayage Vehicles	\$6,677,032	Open; First-Come First-Served Until 1/27/2021	\$5,384,776 Requested* \$1,292,256 Available
	Electric Forklifts and Port Cargo-Handling Equipment	\$6,677,032	To Be Determined	
	Electric Airport Ground Support Equipment			
	Ocean-Going Vessel Shore Power			
~\$35.5 Million	ZEV Infrastructure - Level 2 Rebate	\$10,465,958 (Statewide)	Open; First-Come First Served Until 9/9/2021	\$362,500 Requested* \$10,103,458 Available
	ZEV Infrastructure – DC Fast Charge Funding	~\$25 Million (Statewide)	May Open Late 2020/Early 2021	

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

PROGRESS OF FUNDING BY REGION

Percent Available Funds Requested by Funding Round

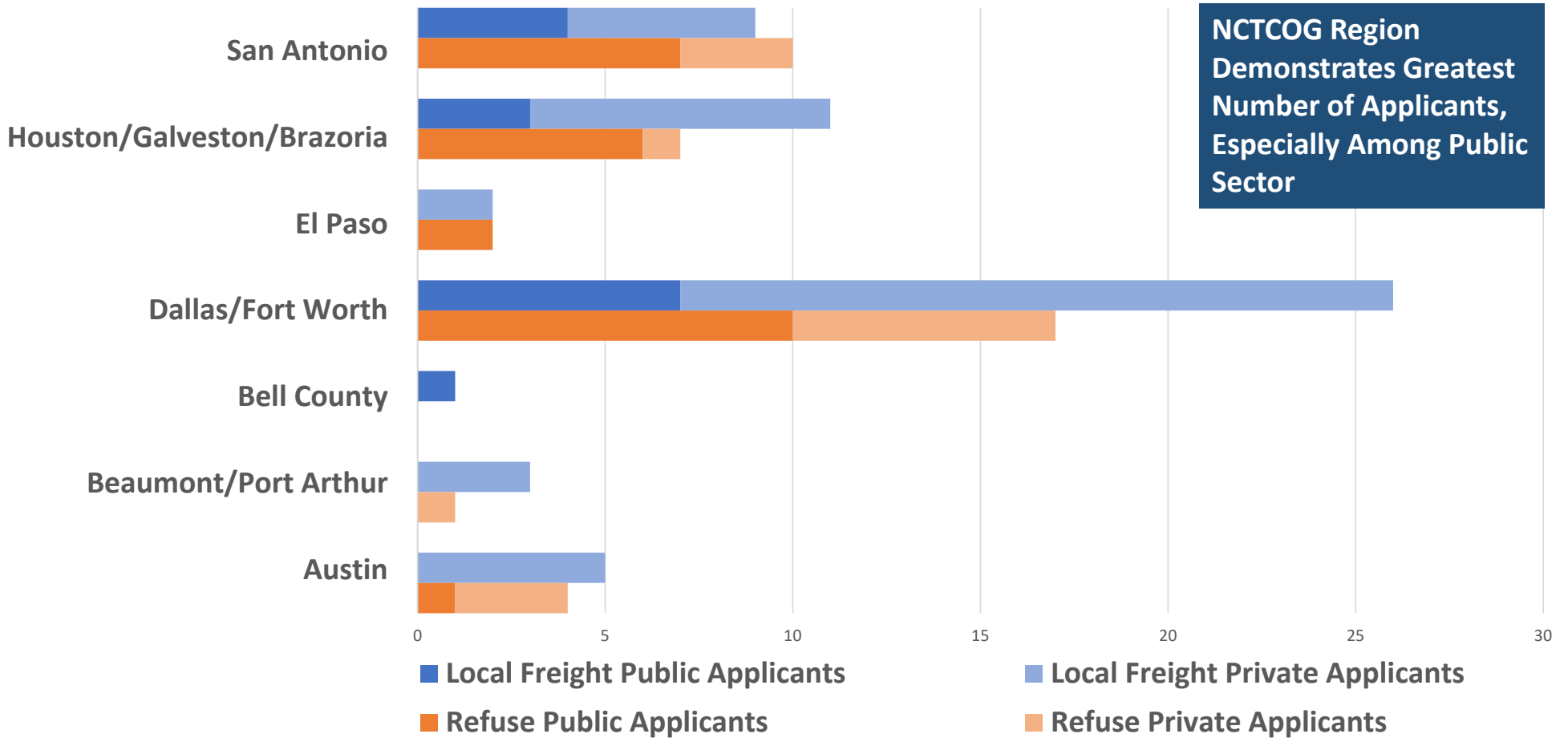


**NCTCOG Region
Continues to
Demonstrate Greatest
Demand for Funds**

Data sourced from www.texasvfund.org on December 21, 2020

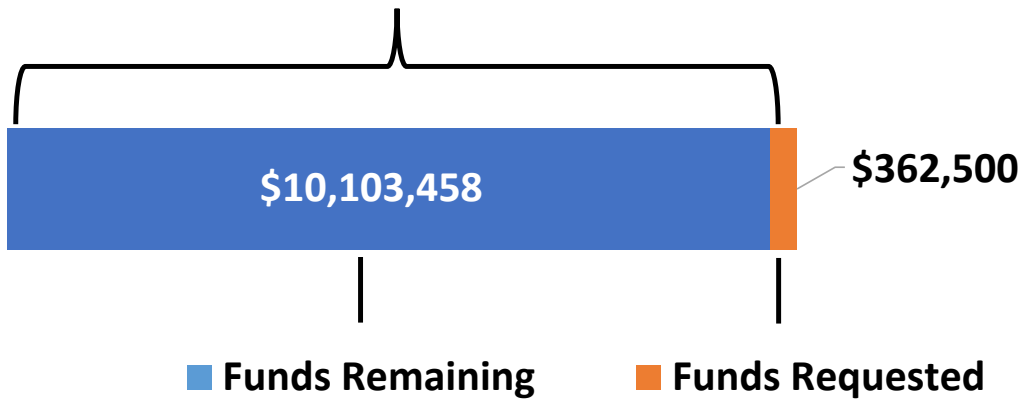
PUBLIC AND PRIVATE APPLICANTS BY REGION

Local Freight and Refuse Vehicle Applicants



TxVEMP ZEV Infrastructure Level 2 Rebate

Total Statewide Allocation of Funds = **\$10,465,958**

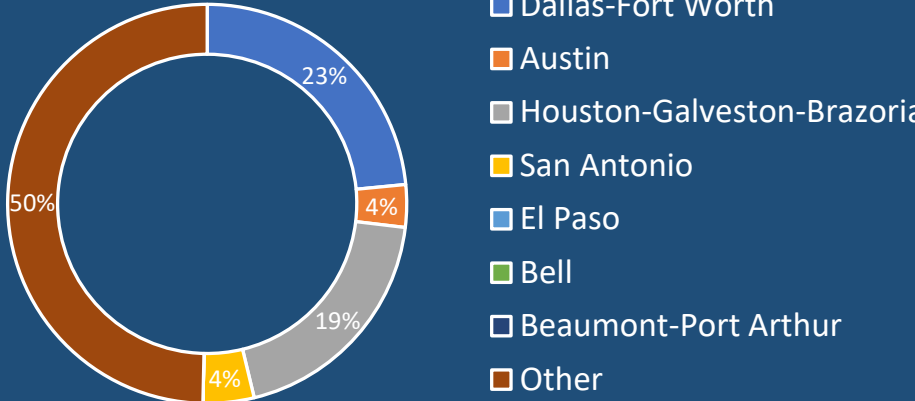


All Rebates First Come, First Served
DEADLINE: 9/9/2021 or until funds run out, whichever is first

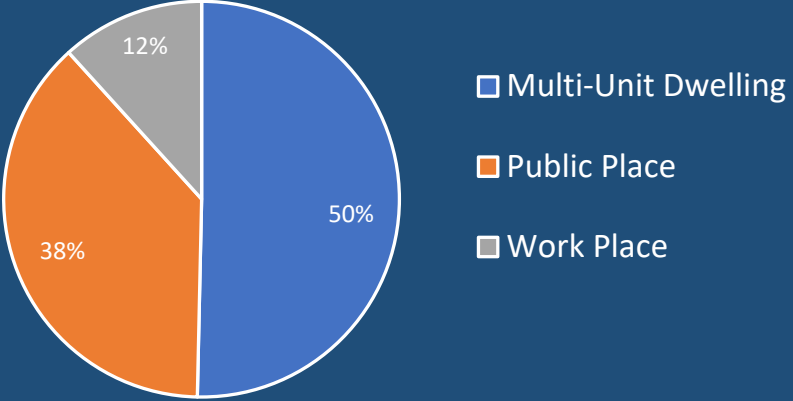
Data sourced from www.texasvwfund.org on December 21, 2020
 *Geographic assignment based on "Priority Area" counties in TxVEMP.

Quick Facts

Geographic Distribution to Date



Infrastructure Distribution To Date



FOR MORE INFORMATION

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



**North Central Texas
Council of Governments**

As of December 2020

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

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

No changes since last presentation in October 2020

STTC Fast Fact
January 22, 2021

ELECTRONIC ITEM 14.3

As of December 2020

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

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

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

No changes since last presentation in October 2020

STTC Fast Fact
January 22, 2021

Repaso en Breve

Dallas-Fort Worth Área de Incumplimiento

Muchos de los condados del área de Dallas-Fort Worth no cumplen con la regulación del EPA para la contaminación por ozono, lo que esto significa es de que la región tiene responsabilidades ambientales adicionales al completar las mejoras en el transporte. Los condados de incumplimiento son Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, y Wise.

¿Qué es ozono?

El Ozono (O₃) es un gas que se forma en la atmosfera cuando se combinan tres átomos de oxígeno. El ozono se encuentra tanto en las alturas de la estratósfera y cerca del suelo. El ozono a nivel del suelo es dañino para nuestra salud, se forma cuando los óxidos de nitrógeno (NO_x por sus siglas en inglés) y los compuestos orgánicos volátiles (VOC por sus siglas en inglés) son liberados en el aire y se mezclan en presencia de luz solar. Altas concentraciones de ozono suelen producirse durante el verano.

¿De dónde viene?

Las emisiones de ozono provienen de muchas fuentes. En DFW, las fuentes móviles (vehículos, equipo de construcción, locomotoras, aeronaves, etc.) representan con alrededor del 67 por ciento de las emisiones de NO_x.

La Calidad de Aire es Esencial para el Transporte en DFW

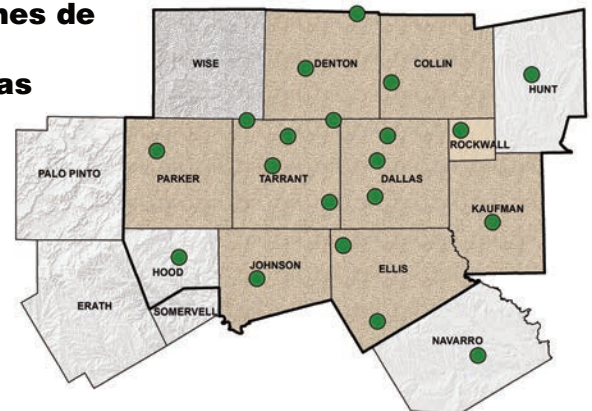
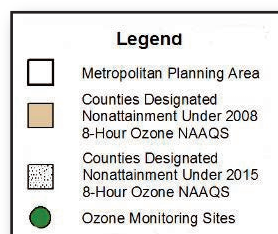
El sistema de transporte del norte de Texas es un activo costoso de mantener. Para el 2045, la región de rápido crecimiento espera gastar aproximadamente \$136.4 billones en un esfuerzo por mejorar la confiabilidad de sus carreteras, transporte, y otros elementos de transporte.

En el norte de Texas, los planificadores de transporte tienen más en que pensar además de cómo las personas pueden llegar a sus destinos de manera más eficiente. Diez condados del área de Dallas-Fort Worth (DFW por sus siglas en inglés) no cumplen con los estándares de ozono del Environmental Protection Agency (EPA por sus siglas en inglés) en el 2008 75 partes por billón (ppb por sus siglas en inglés), mientras nueve de esos condados (el condado de Rockwall está excluido) no cumplen con el estándar de ozono 2015 de la EPA de 70 ppb. Aunque existen numerosas razones para esto, los profesionales de transporte deben asegurarse de que puedan realizar mejoras en la movilidad sin impactar negativamente el aire. La región debe implementar medidas para mejorar su calidad del aire o enfrentar con futuras sanciones del EPA y potencialmente perder la financiación para el transporte. Con una población de rápido crecimiento y con una infraestructura vieja, el área de DFW necesita más fondos, no menos.

El North Central Texas Council of Governments (NCTCOG por sus siglas en inglés) trabaja en estrecha colaboración con los socios regionales para desarrollar e implementar estrategias, políticas, y programas para mejorar la calidad del aire. NCTCOG permite periódicamente que las entidades públicas y privadas compitan por la financiación destinada a reducir las emisiones de sus flotas y comprar equipos más limpios.

NCTCOG también utiliza programas que permiten al público participar en el proceso. Las estrategias de Travel Demand Management y Transportation Systems Management también ayudan a NCTCOG a mejorar la calidad del aire.

Áreas con Ubicaciones de Monitoreo con Incumplimiento de las Normas de Ozono



Para datos de monitoreo en tiempo real, visite <https://www.airnorthtexas.org/signup>

El valor de diseño, que determina el estado de cumplimiento de un condado o región, es el promedio de tres años del cuarto valor más alto registrado en un monitor determinado. El National Ambient Air Quality Standard (NAAQS por sus siglas en inglés) de 8 horas de 2008 para el ozono se excede cuando el Design Value (DV por sus siglas en inglés) es más de 75 ppb y el NAAQS de 8 horas de 2015 se excede cuando el DV es más de 70 ppb.

Hoja de Hechos

Categorías de Fuentes de Emisión

ÁREA - Panaderías, talleres de pinturas, tintorerías

FUENTES FIJAS - Construcción, agricultura

MÓVIL NO CARRETERAS - Aeronaves, locomotoras

MÓVIL EN RUTA - vehículos, camiones, autobuses

PUNTUAL- Instalaciones de cemento, plantas eléctricas

PETRÓLEO Y GAS - Producción, equipos de perforación

BIOGÉNICOS - Vegetación, incendios forestales

HISTORIAL - Emisiones transportadas a la región

¿Como es Dañino el Ozono?

El ozono en la atmosfera superior, “buen ozono”, es beneficiosa y sirve como una capa protectora que bloquea los rayos ultravioletas dañinas del sol. El ozono a nivel del suelo es potencialmente dañino. Estudios indican que los niveles elevados de este “mal ozono” pueden dificultar la respiración, aumentar la frecuencia de episodios asmáticos, reducir la capacidad del cuerpo para resistir infecciones respiratorias, y representar un riesgo al medio ambiente, a la fauna silvestre, agricultura, y estructuras fabricadas en la región.

Historia

Ozono es uno de los seis contaminantes que se rigen por las normas del National Ambient Air Quality Standards (NAAQS por sus siglas en inglés) establecidas por el EPA. El área de DFW está sujeta a dos normas de ozono, es decir el área grave de incumplimiento de 10 condados bajo el 2008 NAAQS de ozono de 75 ppb y el área marginal de incumplimiento de nueve condados bajo NAAQS de ozono del 2015 de 70 ppb. NCTCOG se compromete en trabajar con los socios regionales en planes, programas, proyectos, políticas y asociaciones para la reducción de las emisiones y formación de ozono en la región de DFW, satisfacer con las NAAQS de ozono de la EPA y ayudar a los residentes respirar con facilidad.

Esfuerzos Regionales

NCTCOG administra varios programas sobre la calidad del aire como retirar/reparar vehículos/equipo de alta emisión, eliminando ralenti innecesario, impulsar la modernización de flota y proveer incentivos económicos.

Para más información, visite www.nctcog.org/trans/quality/air

Sistema de Alarma de la Contaminación del Aire

Es importante mantenerse informado de la información diaria sobre la calidad del aire en el norte de Texas. Residentes pueden inscribirse para recibir alertas sobre la contaminación de aire cuando se pronostican altos niveles de ozono. Estas alertas

indican que es probable que la calidad del aire alcance niveles insalubres dentro de las 24 horas. Estas alertas por correo electrónico informan a los residentes, empresas, e industrias de los días esperados con un alto nivel de ozono que puedan tomar decisiones que contribuyan a un aire más limpio.

Se recomienda que las personas permanezcan dentro o se limiten las actividades al aire libre cuando los niveles de ozono estén elevados. Los ancianos y niños, así como aquellos con problemas respiratorios, podrían sufrir problemas de salud severos debido a la exposición prolongada, incluso cuando la calidad del aire sólo este moderadamente insalubre. Los residentes también pueden hacer cambios de comportamiento durante todo el año, así como viajes compartidos, transporte público, o teletrabajo, para ayudar a reducir los niveles de emisiones y disminuir la cantidad de días malos debido a los altos niveles de ozono.

Para inscribirse en los correos electrónicos de alerta sobre la contaminación del aire, visite www.airnorthtexas.org/signup

Color	Calidad del Aire	Acciones para proteger su salud
	Bueno	Nada es necesario
	Moderado	Inusualmente personas sensibles deben considerar limitar el esfuerzo prolongado al aire libre
	Insalubre para	Niños y personas activas con enfermedad respiratoria, como asma, deben limitar ser exposición prolongada al aire libre
	Insalubre	Niños y personas activas y con enfermedad respiratoria, como asma debe de evitar el esfuerzo prolongado al aire libre, los demás especialmente niños deben limitar el esfuerzo prolongado al aire libre
	Muy Insalubre	Niños y personas activas y con enfermedad respiratoria, como asma debe de evitar todo esfuerzo prolongado al aire libre, los demás especialmente niños deben limitar el esfuerzo prolongado al aire libre
	Peligroso	La población completa es probable que se vea afectado

Source: EPA



North Central Texas Council of Governments

Teléfono: 817-695-9240

Fax: 817-640-3028

Correo electrónico: transinfo@nctcog.org

NCTCOG.org/trans

Facebook.com/nctcogtrans

Twitter.com/nctcogtrans

YouTube.com/nctcogtrans

Instagram.com/nctcogtrans

MINUTES

REGIONAL TRANSPORTATION COUNCIL ONLINE INPUT OPPORTUNITY

MPO Milestone Policy: Round 2

End of 2020 Ozone Season, Compliance With Federal Requirements & Future Outlook

2020 Changes in Regional Trail & Shared Bicycle Use

Regional Rail Information System (RRIS)

Proposed Modifications to the List of Funded Projects

Online Public Input Opportunity Dates

Monday, December 14, 2020 - Tuesday, January 12, 2021 – The North Central Texas Council of Governments (NCTCOG) posted information at www.nctcog.org/input for public review and comment.

Purpose and Topics

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

1. MPO Milestone Policy: Round 2
2. End of 2020 Ozone Season, Compliance With Federal Requirements & Future Outlook
3. 2020 Changes in Regional Trail & Shared Bicycle Use
4. Regional Rail Information System (RRIS)
5. Proposed Modifications to the List of Funded Projects

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

Summary of Presentations

MPO Milestone Policy: Round 2 presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2020/12/Milestone-Policy-Pres.pdf>

Recommended Project List:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2020/12/Milestone-Policy-Recommendation-List.pdf>

The MPO Milestone Policy was adopted by the Regional Transportation Council (RTC) in June 2015 and reviewed projects selected from 1992 to 2005 that had not yet gone to construction. The initiative was successful in getting 51 out of 57 projects to construction and in October 2019, a second round of projects was introduced.

Intended outcomes of the MPO Milestone Policy include:

- Providing a realistic assessment of project status for decision-making
- Balancing project construction schedule capacity within the current financial constraints
- Increasing the amount of available funds for “ready-to-go” projects rather than long delayed projects
- Getting old projects to construction and implementation

Forty-one projects needed to be reconfirmed or cancelled during the second round, and agencies with projects on the project list were notified via letter to reconfirm projects as priorities by:

- Providing a realistic and achievable schedule with NCTCOG & TxDOT concurrence
- Providing documentation of policy board support
- Documenting the availability of local matching funds

The RTC will take action on round two of the MPO Milestone Policy on February 11, 2021.

End of 2020 Ozone Season, Compliance With Federal Requirements & Future Outlook presentation:

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2020/12/End-of-Ozone.pdf>

Ozone is a gas composed of three atoms of oxygen and occurs both in the Earth’s upper atmosphere and at ground level. Ground-level ozone is commonly referred to as “bad ozone” and forms when emission sources emit nitrogen oxides and/or volatile organic compounds that react in the presence of sunlight. Ozone can make it more difficult to breathe, aggravate lung diseases, and inflame and damage the airway.

North Texas is currently under two ozone standards, one for 2008 and one for 2015. The 2020 ozone season ended on November 1, 2020, marking the end of a three-year monitoring period for both standards. Because the region did not meet attainment for either standard, NCTCOG staff is preparing for the region to be reclassified from marginal to moderate under the 2015 standard and from serious to severe under the 2008 standard.

The reclassification of the 2008 standard from serious to severe requires staff to conduct additional analysis. This analysis, which is called VMT Growth Offset, assesses if existing transportation control strategies are sufficient to offset anticipated emission increases. If the existing strategies do not offset, additional ones will be required. Examples of these strategies include telecommuting, traffic signal improvements and public transit, among others.

The official reclassification of the 2008 and 2015 standards is still to be determined. Staff expects the attainment deadline for the new classifications to be no later than July 20, 2027 for the 2008 standard and no later than August 3, 2024 for the 2015 standard.

For more information on regional air quality, visit <https://www.nctcog.org/trans/quality/air/ozone>.

2020 Changes in Regional Trail & Shared Bicycle Use presentation:

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2020/12/Active-TR.pdf>

The COVID-19 pandemic has had unprecedented effects on our regional transportation system. To better understand these effects, NCTCOG staff has been collecting and analyzing real-time data, including regional bicycle and pedestrian trail usage.

This presentation features data collected during the height of the pandemic at eight different bicycle and pedestrian trail locations in Allen, Dallas, Denton, Fort Worth, North Richland Hills and Plano. The data suggests significant increases in the use of these trails throughout 2020, specifically in May. For a breakdown of the data and to view the full presentation, visit www.nctcog.org/input

Regional Rail Information System (RRIS) presentation:

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2020/12/RRIS.pdf>

NCTCOG staff is working with regional rail partners to develop and implement a Regional Rail Information System (RRIS). This system will maximize efficiency on shared-use freight and passenger rail networks by allowing all rail agencies to:

- Exchange timely, accurate and actionable information on regional train movements
- Assist with freight and passenger train interactions
- Identify rail bottlenecks
- Enhance long-term Mobility Plan projects
- Identify infrastructure projects to increase rail capacity throughout the region

NCTCOG has published a Request for Proposals to solicit interest from potential consultants, and the submission deadline is January 8, 2021 at 5 pm.

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

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2020/12/TIP-Handout.pdf>

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

The current modification cycle includes project updates and adjustments for transportation initiatives in Burleson, Dallas, Granbury, Irving, Kaufman County, McKinney, Midlothian and Joshua, among others. Additionally, financial adjustments related to services managed by public transportation agencies, including Denton County Transportation Authority (DCTA), Trinity Metro and Dallas Area Rapid Transit (DART), are also included.

COMMENTS SUBMITTED BY WEBSITE, MAIL, EMAIL and SOCIAL MEDIA

Please see attachment for comment submitted via mail.

January 3, 2021

Carli,

Happy New Year to you! It is my hope that we can all come together in person some day soon. I always enjoy a live presentation from the members of the COE to go over these items.

In the meanwhile, enclosed are my comments & questions due January 12. I know that the mail is slower than I hope this gets to you in ample time.

Thank you.

Phyllis Wilson



Comments / Questions - Regional Transportation RM11.5
Silu

Public Input Opportunity - Due 1/12/2021
COVID-19 Impacts on Active Transportation

Comment - It is refreshing that there has been a positive aspect to COVID-19 - People spending more time outdoors walking + bicycling

End of Ozone Season, Compliance with Federal Requirements, and Future Outlook

Comments: It is disheartening that (1) air quality is not improving at a faster rate and (2) periodic inaccurate ozone alerts for predicted exceedances are at a high rate.

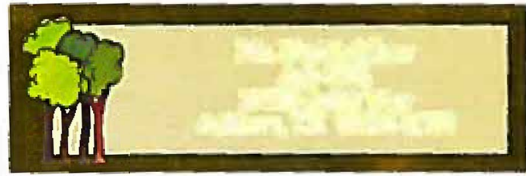
I would also like to suggest that within each packet, at the first occurrence of an acronym that the acronym be defined. I realize this is everyday language for the experts, but members of the public are not as familiar with the terminology and ^{just} concepts. For example what is VMT Growth Offset (Page 6)?

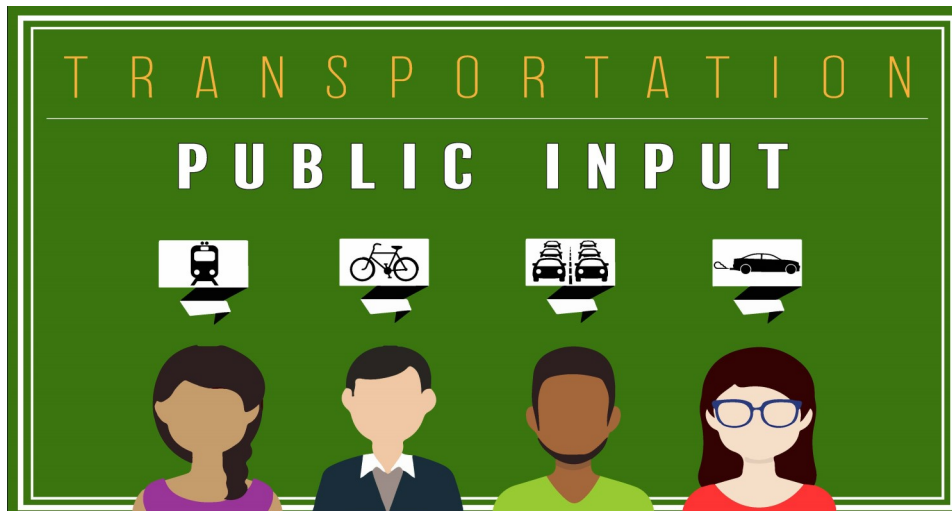
In reviewing the Project Modification Listing - Transit I began to think about the poor communication ^{Section} to passengers riding the DART train when it's stuck in the ^{DART} tunnel before or after Citiplace station -

Can there be a project to improve the communication so that passengers will know the cause of the delay and the duration of the delay? I personally have not rode the train in a while, but I understand that there still may be Wi-Fi problems in the tunnel. I expect that a telecommunications project can get this resolved for everyone's safety.

Phyllis Silver
Phyllis Silver

1/3/2021





WHAT DO YOU THINK? TELL US.

Information will be posted online at www.nctcog.org/input for public review and comment **January 11 - February 9, 2021**. To request printed copies of the information, call 817-608-2365 or email cbaylor@nctcog.org.

CHANGES MADE TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) REQUIRING REGIONAL TRANSPORTATION COUNCIL APPROVAL.

(No presentation; Information posted online for public review and comment only)

Changes were requested by the Texas Department of Transportation (TxDOT) in order to remain within Statewide financial constraints prior to the State submittal of the 2021-2024 TIP/STIP to the Federal Highway Administration. Requested changes not requiring RTC approval are also included for informational purposes.

RESOURCES AND INFORMATION

- Regional Smoking Vehicle Program: www.smokingvehicle.net
- Vehicle Incentives & Funding Opportunities: www.nctcog.org/aqfunding

WWW.NCTCOG.ORG/INPUT



NCTCOGtrans



North Central Texas
Council of Governments

REGIONAL TRANSPORTATION ONLINE INPUT OPPORTUNITY

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

Submit comments and questions to NCTCOG:

Email: transinfo@nctcog.org

Website: www.nctcog.org/input

Fax: 817-640-3028

Phone: 817-695-9240

Mail: P.O. Box 5888

Arlington, TX 76005-5888

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

Reasonable accommodations will be made.

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

Se harán las adaptaciones razonables.

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 Friday, November 20, through Saturday, December 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

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

Air Quality

Twitter –

1. "Clean cities" and a focus on highways rather than ways of fostering less autodependent communities; the poison of our #autocentric culture. – Loren S. (@txbornviking)



2. Thanks, @NCTCOGtrans! You're a valued #EPASmartWay partner! – EPA Region6 (@EPARegion6)



No question, together you've made DFW air quality what it is today. – Downwinders at Risk (@cleanerair)

Facebook –

1. Today the City of Denton, TX - City Hall was awarded the 🏆 Arlo Ambassador Award by NCTCOG Transportation Department for the City of Denton Sustainability air quality efforts. For more information, visit AirNorthTexas.org. – City of Denton Sustainability



2. The Dallas-Fort Worth Clean Cities coalition is celebrating 25 years as a Department of Energy program, helping north Texas improve air quality through initiatives and partnerships that reduce transportation emissions, improve efficiency, and strengthen the local economy. The coalition's work has resulted in over 2 million pounds of ozone forming nitrogen oxide (NOx) reductions in the past 3 years, as well as 68,000 tons of greenhouse gas reductions annually. Watch more here: <https://youtu.be/vaGw6TWQ0Uo>. – NCTCOG Transportation Department



Happy anniversary!! – Rock Robinson IV

Thank you! 😊 – NCTCOG Transportation Department

Looking forward to helping with sustainable transportation in Texas! –
NCTCOG Transportation Department

Bicycle & Pedestrian

Twitter –

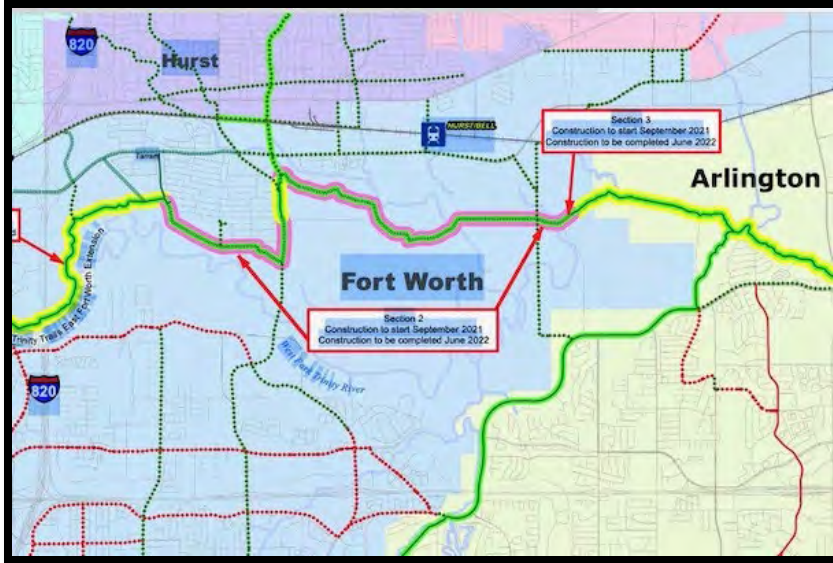
1. Find a @LewisvillePard trail in and go for a ride this weekend.
<https://playlewisville.com/parks/hike-and-bike-trails> – City of Lewisville (@LewisvilleTexas)



2. Happy Go for a Ride Day!! – BikeDFW (@BikeDFW)

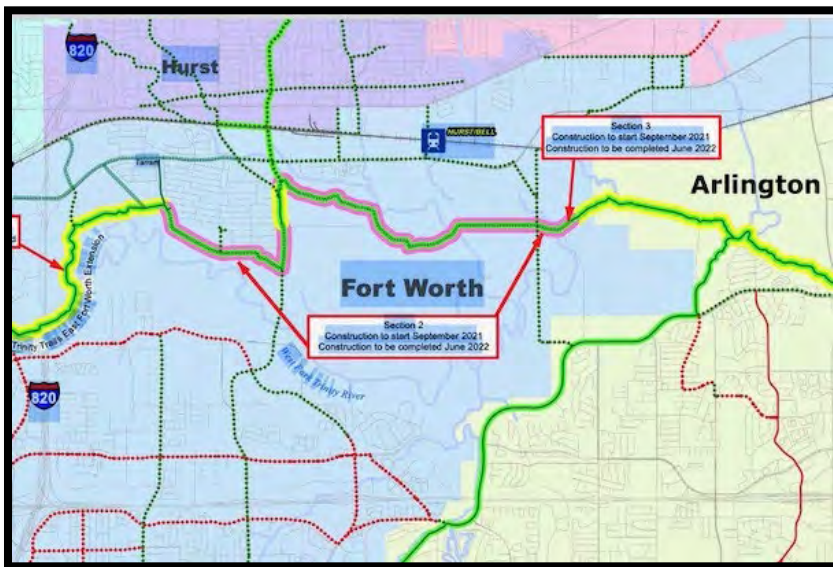


3. Arlington vote brings dream of biking between Dallas and Fort Worth closer: <http://bit.ly/38cSavV>. – NCTCOGTransportation (@NCTCOGtrans)



Good luck with the robbery and murder along the way. – NBF (@Whitemantyping)

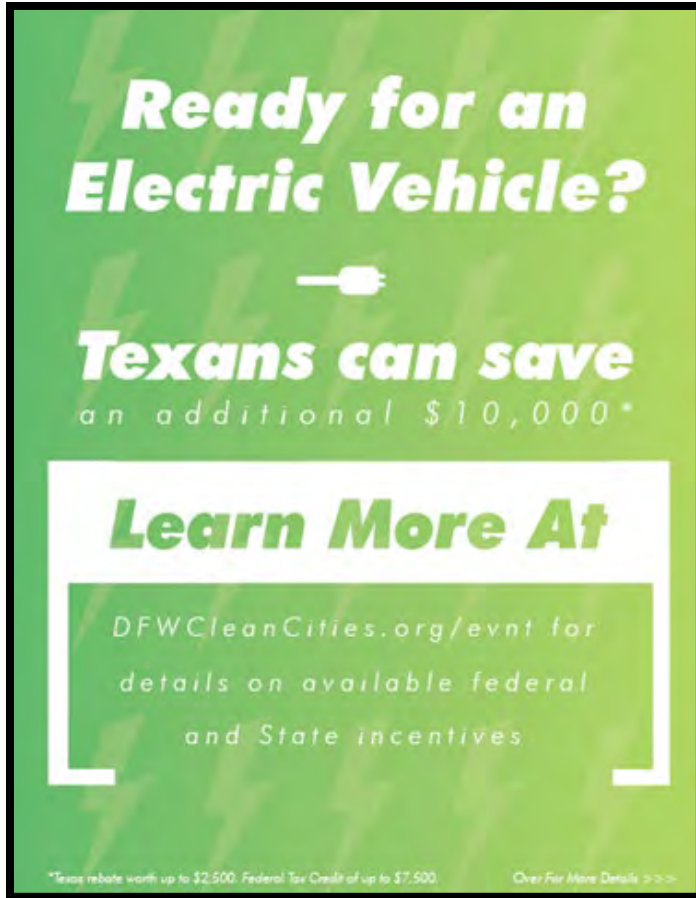
4. So exciting! – Natalie Tull (@Flixtress)



Electric Vehicles

Twitter –

1. TX EV rebate expires on Jan 7, 2021. For battery electric or plug-in hybrid vehicles, get up to \$2500 back. Apply if you purchased or leased btw 9/1/19-1/7/21. 871 rebates remain. Combo with federal tax incentives. Details at <https://tceq.texas.gov/airquality/terp/ld.html>
 @NCTCOGtrans #AirNorthTexas - Green Dallas (@GreenDallas)



Any prospect of an program to support the purchase of e-bikes in 2021?

Now that's something I'd love to partake in! – Loren S. (@txbornviking)

That would be cool! Let me see if I can find an answer for you. –

NCTCOGTransportation (@NCTCOGtrans)

Hi, Loren! Did some asking around and, unfortunately, there are no programs that provide funding or assistance with purchasing bikes of any kind. –

NCTCOGTransportation (@NCTCOGtrans)

High-speed Rail

Twitter –

1. Dear Santa 🎅...

cc @PeteButtigieg 🗨️ – Jonathan Berkie (@berkie1)



Mayor (Secretary?) Pete, let's make sure any HSR network goes through both Downtown Fort Worth and Downtown Dallas, not just one, not out in the suburbs, but in center of both cities. @TrinityMetro @NCTCOGtrans – Andrew Blake (@andrewccblake)

Project Planning

Email –

1. Ned Woodbridge

To the Transportation department of NCTCOG,

This email is to provide comments on the proposed US 380 alignments as presented by TxDOT in the Virtual Public Meeting held December 2, 2020, attached hereto. I understand NCTCOG has been involved with this study as well. I refer to the alternative alignments by their colors in the above-referenced presentation pages 19-24.

I am writing in favor of the proposed blue alignment along the existing US 380. The Orange alignment is second-best as an alignment to address future growth when & if it develops. To be clear, I am strongly opposed to the purple and yellow alignments for environmental, mobility and economic cost reasons.

The presentation of December 2, 2020 laid out alternatives being considered and the key Evaluation Criteria to be considered, including Engineering/Mobility, Environmental and Economic. The proposed blue alignment by far maximized these priorities, and should be chosen.

Engineering/Mobility

Expanding the existing 380 roadbed in the blue alignment best optimizes the serving of existing communities and the future growth pattern – the shortest, cheapest and most convenient

distance is a straight line! (best serving the communities along 380). Second, 380 is a major east-west corridor that extends from Greenville (connecting with I-30) all the way west through Texas and through much of New Mexico – the straight line optimizes where people will want to travel. Safety and the crash rate are best with the blue alignment. The purple and yellow routes are unnecessary and would add undue traffic and congestion onto FM 428 and its feed into the 288 Loop.

Environmental

The Greenbelt and Clear Creek flood plain are ecological, environmental and recreational treasures to be preserved and on which the impact should be minimized to the greatest extent possible. There is little need to create another alignment such as the purple and yellow so close to the blue. These latter alignments would bifurcate and destroy Environmentally Sensitive Areas which are critical to habitat and water quality in the area.

Impact on existing businesses in the blue alignment can be minimized by engineering creativity: by moderately altering the route as shown, PLUS creating either sunken through-traffic lanes in the congested areas (only a mile or so) or elevated lanes (which I prefer less) to displace as few existing businesses as practical. By sunken lanes, I refer to the LBJ expressway in Dallas where express lanes were excavated, compressing the total ROW required yet creating the necessary traffic capacity.

Economic

The length, construction costs, and acquired right of way all are maximized by the blue alignment, as outlined in the presentation. Impact on existing businesses in the blue alignment can be minimized by engineering creativity, as noted above.

In conclusion, the blue alignment by far represents the optimal solution, followed by the orange alignment. US 380 should remain the primary east-west route to handle Collin and Denton Counties as well as the cross traffic further east or west. The purple and yellow alignments should be ruled out completely. The teal alignment is undesirable in that it would funnel traffic to a choke point, create significant congestion at the intersection of FM 428 and the 288 Loop, and create a major separation of communities in the northern part of the City of Denton by a highway; instead, if done at all (I think it unnecessary), this outer loop should remain an outer loop and connect due west to I-35 north of Milam Rd.

Thank you for your consideration.

Twitter –

1. Help develop a vision for better transportation access and recreational opportunities in NW Dallas. Take the Bachman Area survey from @NCTCOGtran.
<https://docs.google.com/forms/d/e/1FAIpQLSdNbEJWo03vRCNTTjEwHekWMBhncb4WrTWPnCE4qd056-C-wg/viewform>. – Jeff Kitner (@JeffKitner)

Bachman Lake & Love Field Area Planning

Help craft a vision for better transportation access and recreational opportunities in Northwest Dallas - [Take the Community Survey](#)

The North Central Texas Council of Governments (NCTCOG) is leading a transportation and land use study of the Bachman Lake/Northwest Highway area, in collaboration with the City of Dallas and coordinating with the National Park Service (NPS) on the Love Field Loop Trail project.

Potential focus areas for this ongoing project include:

- Safety for walking and bicycling
- Access to parks and trails
- Changes to DART Buses and trains
- Access to Love Field
- Other transportation projects

Love Field Loop Trail Project

The National Park Service (NPS) is assisting the City of Dallas as they create a concept plan for the [Love Field Loop Trail](#), which will identify a route around airport property, local neighborhoods, and public parks to connect residents to destinations and recreational services.



Get Involved

Tell us about your transportation needs in the Bachman/Love Field area: [community survey](#)
 Help us develop our public engagement ideas and reach the community:
[public engagement feedback form](#)

For more information, visit: www.NCTCOG.org/BachmanArea





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North Central Texas
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2. Lonestarsuv.com 📞 469-265-4527

Who is based just N. Of #US380 in #DentonCounty understands the importance of regional management of public transportation needs. The issue is resulting in too many fatal accidents and injuries on this road. – Lonestarsuv.com #SUV & #Limo Transportation (@LoneStarSUVLimo)

Public Meetings & Forums

Twitter –

1. REGISTER for the #PROPANE #AUTOGAS SCHOOL BUS WEBINAR on 12/17/20 hosted by the @PropaneCouncil & @NCTCOGtrans #DFW Clean Cities. LEARN more about low emission school buses, school bus grants, reduced maintenance & more. REGISTER at <http://ow.ly/UZrs50CGPw7> #schooltransportation – Propane:FuelingTexas (@FuelingTexas)



2. Technology in Transportation panel! We're now hearing from @TexasCentral's Carlos Aguilar, @Toyota's Jamie Boone, and @NCTCOGtrans' Michael Morris. Moderated by @NTxCommission's Chris Wallace! #NDCC – North Dallas Chamber (@NDCC)



3. REGISTER for the #PROPANE #AUTOGAS SCHOOL BUS WEBINAR on Thursday, 12/17/20 hosted by the @PropaneCouncil & @NCTCOGtrans #DFW Clean Cities.LEARN more about low emission school buses and school bus grants.REGISTER at <http://ow.ly/UZrs50CGPw7> #schooltransportation #betterourbuses – Propane:FuelingTexas (@FuelingTexas)



Transit

Email –

1. Robert Brown (Re: Rural Healthcare & Transportation)

Is there a topic or agenda item where this issue is measured?

I am suffering from chronic pain related to spinal cord damage from a syrinx running T3 to T11. Weather like today impacts me terribly. I also have HIV, Diabetes, High Blood Pressure, Tachycardia, Anxiety, Depression.

Because my spinal cord damage went undiagnosed for years, I lost my IT job with our US National Archives supporting Fort Worth, Chicago, and Atlanta. It wouldn't be until HIV finding in 2017 that I had a path back into our terrible healthcare system. Oh don't get me wrong, it's great when your employed but without a job and a payor, we're left out in the cold. And the double slap in the face for me was an unreported rape in 1999 from someone I had trusted.

Yeah, I've been through the wringer. Lost my home in NRH in 2017 and had to be back home to Dad's land in Greenville. Well, out here, good luck finding the specialists I need to manage everything I have to worry about.

That leads me to the terrible lack of transportation to medical providers in this day and age where pain management practices barely understand even the smallest syrinx can cause big pain. My experience with The Connection here in Greenville to my pain management office in Carrollton is cost-prohibitive at \$125 each way. SSDI does not pay that much and as I move from Obamacare to Medicare, my brunt of the cost for healthcare is going UP UP UP UP.

The lack of disability support from my State leaves me extremely angry. I can't even get affordable transportation once a quarter. Why is Texas so lacking with this type of support and what has to be done to get it addressed?

2. Tim Purvis

Hi,

I was thrilled when the Tex-Rail made it through RH and the Iron Horse areas. I live in Watauga. I still must drive my car to get to a station. I know more stations=more money, but I think something needs to be addressed about "last mile" access to the trains. I used to work in Europe (Sweden) and rarely was there a time I could not walk to a local station that connected with a larger transportation train system. Not here in Texas. Never. Only for a few fortunate people that live near

a station.

Has this issue ever been considered? Perhaps a per station roving driverless shuttle that had a sub-route for every station. One that could be summoned by an app? Or interim, a stationed shuttle with driver that (for a fee) would cover an area around the station?

There are many near people that cannot or will not drive or leave their car overnight at these stations.

I really think this should be a part of all planning. You are getting close, but missing many people because of this. Fairly simple solutions for interim and future. I am sure this would increase ridership if you would get the word out. I know it would in my neighborhood.

Twitter –

1. To quote @TamikaButler - "we are all dependent on the people who are transit-dependent. So, we're all transit-dependent." #SavePublicTransit – Rachel Jenkins, AICP Candidate (@raqueljenkins)



Other

Email –

1. **Andrea Gomez**

I just wanted to take a sec to let someone know how helpful the NCTCOG Transportation education page

<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.nctcog.org%2Ftrans%2Fabout%2Feducate%2Ftransportation-activities&data=04%7C01%7Ccbaylor%40nctcog.org%7C43e22a8f316c4cd6636808d8a0fefb98%7C2f5e7ebc22b04fbe934caabddb4e29b1%7C0%7C0%7C637436364295036772%7CUnknwn%7CTWFpbGZsb3d8eyJWljoimC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCI6Mn0%3D%7C3000&reserved=0&sdata=QagdpKabOtofBCvccoqW9Yz4TyymrhUGI4HwqjnCSJE%3D&reserved=0> has been for my family and me.. My mother moved in with us before the COVID outbreak, and then with twin girls we've definitely had our hands full LOL.. But, I was able to find some excellent online resources to use with them (their school district is back to remote learning right now) Amy and Alexandra especially enjoy the virtual field trips.. they loved the national parks ones. Its been wonderful grandma/granddaughter bonding time !

The girls suggested that we should send a thank you note...or e-mail I guess haha. It does feel like a good opportunity to put a little positivity into the world and I figured you'd appreciate knowing someone was benefiting from it so here we are =) Thanks!!

And we also wanted to share another resource to repay the favor, so Alex, Amy, and GG all helped to pick out a great resource for virtual field trips, at <https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.titlemax.com%2F>

titles%2Froad-trip-from-home-virtual-field-trips%2F&data=04%7C01%7Ccbaylor%40nctcog.org%7C43e22a8f316c4cd6636808d8a0fefb98%7C2f5e7ebc22b04fbe934caabddb4e29b1%7C0%7C0%7C637436364295036772%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Iik1haWwiLCJXVCi6Mn0%3D%7C3000&sdata=XtK%2Fzam99Fp5FPeKKyrCgYWB%2BLPW1nl6n9GKB%2B6TCBY%3D&reserved=0 . It has awesome virtual trips and tours from all over the world.. They thought you'd want to add it to your educational resources, so that other families can use it! Hopefully its helpful..

Thank you again, Carli and have a good day. If you are able to add their suggestion to your page I'll make sure to show them.. everyone was excited to see if you liked it so I'm thinking they'll be proud seeing it on there. Stay safe and happy holidays! Thanks.



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

January 2021

Provide online input on transportation planning initiatives

Beginning January 11, North Texans are invited to comment online on changes to the 2021-2024 Transportation Improvement Program and Statewide Transportation Improvement Program.

The changes were requested by the Texas Department of Transportation in order to remain within Statewide financial constraints prior to the State submission of the 2021-2024 TIP/STIP to the Federal Highway Administration. Requested changes not requiring RTC approval are also included for informational purposes.

The Regional Smoking Vehicle Program and vehicle incentive opportunities will also be highlighted during this online input opportunity.

Comments will be accepted through February 9 and can be made by visiting www.nctcog.org/input.



North Central Texas
Council of Governments

Grand Prairie named top air quality partner

The COVID-19 pandemic has resulted in many changes to how North Texans have sought to improve air quality, but it has not changed the resolve of many to work towards cleaner air. NCTCOG recognized five cities for their commitment to this essential effort through the annual Air North Texas Partner Awards at the Dec. 10 Regional Transportation Council meeting.

The City of Grand Prairie was awarded the Air North Texas Partner of the Year, for the fifth year in a row. Amidst the challenging COVID-19 pandemic, the city employed informative and engaging use of social media and advertising. Providing residents with a wide-ranging approach to social distancing strategies while promoting clean air strategies.

The City of Dallas received the award for outstanding outreach. Its use of inventive digital strategies helped engage residents and businesses. The city hosted its first virtual Clean Air Action Day celebration via WebEx, due to the pandemic. Topics included regional and local air monitoring, electric vehicles, and transportation in a post-COVID world.

The City of Garland received the award for outstanding initiative. Garland created a dedicated air quality page on its website that includes air quality facts, links to Air North Texas, and a list of clean air actions residents can take.

The City of Plano received the award for outstanding advertising. Plano used a multi-tiered approach to release information that encouraged residents to take the Clean Air Action Day pledge and provided strategies to help reduce air pollution associated with vehicle travel. Finally, the City of Denton received the Arlo Ambassador Award for the second year. The city advanced the Air North Texas message through the campaign mascot, Arlo the Airmadillo.

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

DFW moves closer to compliance with air quality standards

Ozone season concluded November 30, with Dallas-Fort Worth (DFW) having made progress in its effort to comply with the Environmental Protection Agency's standards by improving regional air quality. But the region's design value of 76 parts per billion (ppb) fell short of the 2008 standard of 75 ppb and, therefore, also missed the 2015 standard of 70 ppb.

As the region has tentatively failed attainment for ozone, DFW will likely be reclassified under both standards, resulting in more requirements, as well as additional time to reach attainment.

DFW is expected to be bumped to severe under the 2008 standard, and moderate under the 2015 standard. The region would be given until 2027 to meet the 2008 standard and 2024 comply with the 2015 standard.

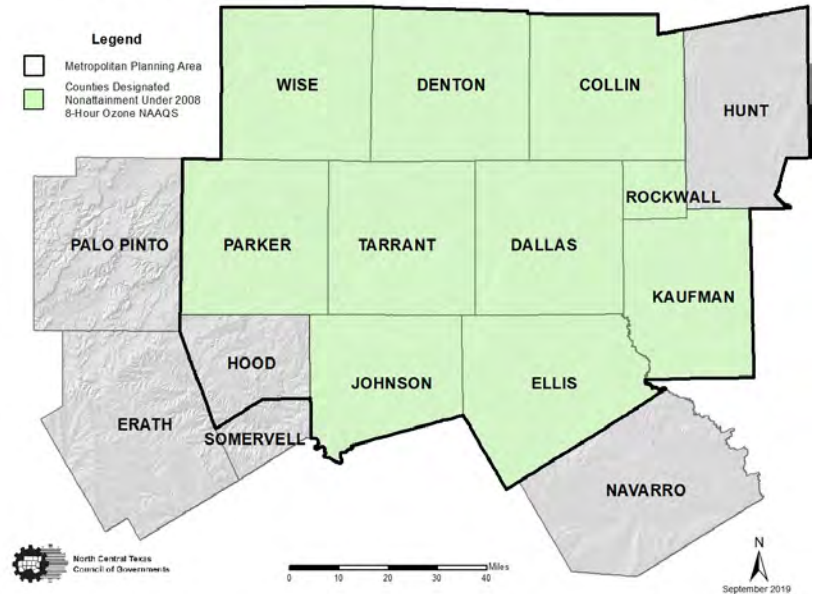
Because North Texas is in nonattainment for ozone pollution, transportation system improvements must be made without negatively impacting air quality. The region has made significant progress over the past two decades, seeing its design value improve from 102 ppb in 1998 to 76 ppb in 2020. NCTCOG works closely with regional partners to create tactics, policies, and programs to enhance regional air quality to establish a healthier community and to reach attainment. Community involvement is available via participation through regional air quality campaigns such as Air North Texas.

Air North Texas is a public awareness campaign encouraging individuals, businesses, and governments to make small changes to their routines to help reduce harmful pollutants from being emitted. For more information on NCTCOG's efforts through Air North Texas, visit www.airnorthtexas.org.

COVID-19 has resulted in some improvement to air quality, but questions have also emerged. Though fewer cars occupied the roads as work shifted from office buildings to homes beginning in March, and as stay-at-home orders were enacted, there were some unexpected emission increases in May, June, and August.

Planners will examine why a greater improvement in air quality was not seen, despite the change in commuting patterns. They will also study the impacts of background ozone emissions and the potential that other states' and regions' activity is having more of an effect on Dallas-Fort Worth's air quality than originally believed. For an updated look at how the pandemic is affecting air quality and transportation, visit the Changing Mobility dashboard at www.nctcog.org/pm/covid-19.

2008 8-Hour Ozone NAAQS Nonattainment Area



Virtual drone workshop scheduled for Jan. 9

NCTCOG's next Know Before You Fly Your Drone workshop is scheduled for 10 a.m. Saturday, January 9.

With the COVID-19 pandemic continuing, this FREE session will again be virtual. It is open to both professionals and hobbyists and will cover the rules and regulations involved in piloting these popular aircraft. It will also include instruction on best practices and the best places to fly drones.

The upcoming workshops, which are expected to continue through 2022, will have a variety of focus topics. This session's focus will be "How to Start a Drone Business."

The use of drones by everyone from hobbyists to the public and private sectors has been growing for the past few years, a trend that is expected to continue.

As the technology has improved and become cheaper, what had been primarily used by the military is now more common among governments and emergency response providers.

To fly a drone for anything other than recreation requires a license, which is among the topics scheduled to be discussed during the workshop.

For information and to register for the virtual workshop, visit www.northtexasuas.com.

REGIONAL News

Peak-hour lane added to relieve SH 121 congestion

The Texas Department of Transportation opened new peak hour lanes on northbound and southbound State Highway 121 from SH 183 to Glade Road in December.

The project reconstructed the inside shoulder to accommodate motorists and improve traffic flow during peak travel times.

The shoulder from Glade Road to Harwood Drive will be open to traffic during assigned operating hours providing three lanes in both directions. The new lanes will be managed through dynamic message signs that will indicate when the inside shoulder is open for use.

When the lanes are not open for use, the inside shoulder will remain available for emergencies and disabled vehicles.

The peak hour lanes project is an effort to address traffic congestion on SH 121 that has grown substantially over the past decade, especially at peak travel times.

An interim step to a longer-term solution, the three-mile project will relieve main lane congestion and enhance safety and mobility in one of the most heavily traveled areas of North Texas.

A similar approach was used to lessen congestion on SH 161 until permanent lanes could be constructed. — By TxDOT

Deadline to provide energy feedback Jan. 8

NCTCOG is requesting assistance from member governments to identify the region's most significant energy management needs and prioritize the development of appropriate resources.

Local governments are asked to take a survey to provide their feedback on previous energy topics and workshops and identify energy management topics most important to their organizations.

The deadline to respond to the survey is January 8. The results will allow NCTCOG to continue helping entities with their energy goals and management needs.

The [survey](#) should take approximately 15 minutes to complete.

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

76 parts per billion

The Dallas-Fort Worth area's ozone design value in 2020.

PUBLIC *Involvement*

Study of DFW high-speed options continues

The DFW High-Speed Transportation Connections Study is continuing, with two opportunities in January for the public to comment.

NCTCOG has scheduled virtual public meetings for noon Wednesday, January 27, and 6 pm Thursday, January 28 to give residents an opportunity to learn more about the study and provide input to planners.

The study is evaluating high-speed transportation alternatives to modernize and enhance travel between Dallas, Arlington and Fort Worth. The effort outlines potential transportation choices to accommodate the expected population growth from 7.5 million today to more than 11 million by 2045.

Among the options are traditional high-speed rail, magnetic levitation trains and hyperloop. High-speed transportation would reduce congestion on DFW roadways and decrease travel time between Dallas and Fort Worth.

The technology selected will offer a connection to other planned high-speed transportation systems, eventually connecting other regions in Texas and beyond.

The public meeting presentation may be viewed at the following: www.nctcog.org/dfw-hstcs. Residents without access to the internet may call 855-756-7520 during the meetings to listen and weigh in. Those choosing the call-in option should use extension 70384# January 27 and extension 70385# January 28.

Comments and questions can be submitted before or after the public meeting by email at, hst_dfw@nctcog.org or online at www.nctcog.org/dfw-hstcs. Presentation materials will be posted for review one week in advance of the meetings at www.nctcog.org/dfw-hstcs. Comments received between January 22 and February 22 will be considered and included as part of the official public meeting record. Comments received after February 22 will be considered but will not be included in the official record.

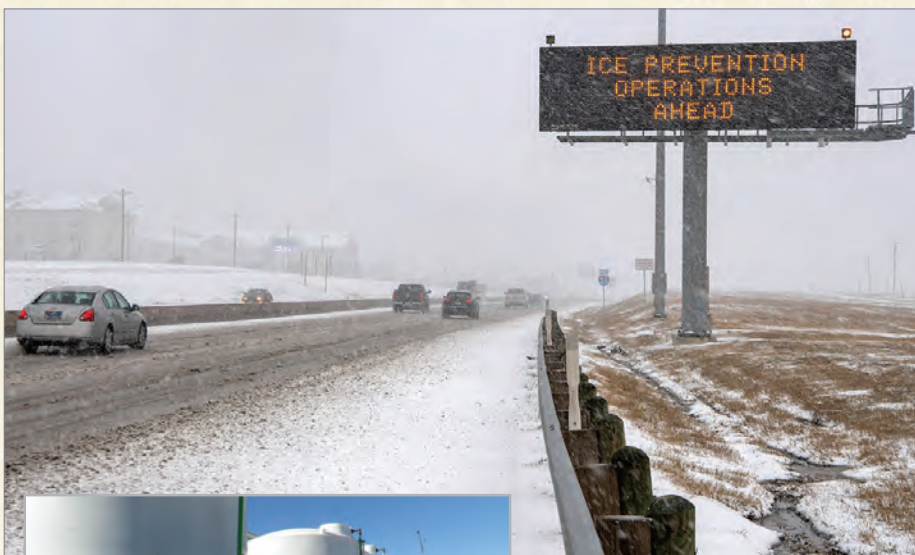
Residents can also request printed copies of the information by calling 817-608-2365 or by email to Carli Baylor at cbaylor@nctcog.org.

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.

Be Safe. Drive Smart.

Our top priority at TxDOT is your safety, which is why we always advise motorists to stay off the roads during severe weather. If you must travel, check www.DriveTexas.org, or call 1-800-452-9292 to get the latest information on road conditions across the state. Hazardous weather can change unexpectedly, so reduce your speed, give yourself plenty of time to reach your destination and be courteous to others on the road to ensure everyone arrives safely. If you encounter TxDOT crews while traveling, give them plenty of room to operate and slow down when approaching them. As always, wearing a seat belt is one of the best ways drivers and passengers can protect themselves in any driving condition.



TxDOT photos



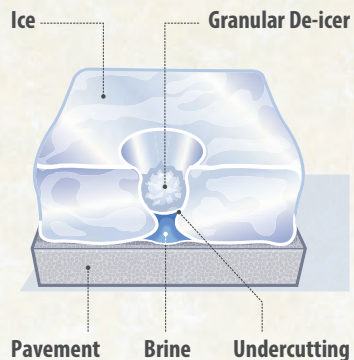
Above, a Dynamic Messaging System (DMS) board keeps drivers up-to-date on conditions, and at left, salt brine in these storage tanks is always ready to be supplied to TxDOT crews to help keep roads ice-free.

TxDOT WINTER WEATHER PREPARATION

HOW DO THE CHEMICALS WORK?

Granular De-icer

A granular de-icer – salt for instance – lowers the freezing point of water from 32 °F to about 15 °F (depending on how much you use). When salt makes contact with ice, melting begins immediately and spreads out from that point, creating a salt/water mix (brine) that continues melting the ice, undercutting the bond between the ice and the road.



Melting Ice Takes Time

The temperature and the amount of ice or snow on the road determine de-icing material amounts and melting rates. As temperatures drop, the amount of de-icer needed to melt a given quantity of ice increases significantly.

WHICH MATERIALS ARE USED ON THE ROADS?



Before an ice/snow event

- Liquid salt-based anti-icers help prevent ice formation



During an ice/snow event

- Various salt-based granular de-icers are used to help melt ice already formed on the road

AFTER SNOW/ICE EVENT

- Stockpiles/supplies are replenished (multi-day storm)
- Roadways are swept/cleaned of excess aggregate
- Winter plan effectiveness is evaluated and adjusted
- Roadway repairs are scheduled (potholes, guardrails, structures, etc.)
- Equipment is serviced and prepared for the next winter storm

SOURCE: Texas Department of Transportation

TxDOT graphics by DEAN HOLLINGSWORTH/Information Specialist

TxDOT IS READY TO RESPOND TO WINTER WEATHER

STATEWIDE – Most Texans know that we can experience all four seasons of weather in just one day! That's why the Dallas District must be ready to respond



to inclement weather at any time. Leaving little chance to the forecast, TxDOT has spent

the past few months gearing up for the upcoming winter, updating response plans and restocking inventory. Last month, the Dallas and Fort Worth districts held a joint media event to highlight TxDOT's winter preparations. Dallas District officials have been coordinating with other agencies, local governments and school districts as well. A thorough check of inventory is complete and de-icing materials have been restocked. TxDOT uses a variety of material during a winter weather event. TxDOT will also monitor weather reports and roadways to determine the best way to respond to a winter weather event.

1 BEFORE an ice/snow event (pretreat):

If conditions allow, anti-icing materials help prevent ice formation. Bridges and overpasses are most the are most vulnerable to icing over during winter events and will be treated first.

2 DURING an ice/snow event:

TxDOT uses various materials during a winter weather event depending on the situation. Salt based de-icers, sand, brine, or a combination of materials are all tools that TxDOT can use. Traction materials such as sand and gravel can also be effective.

3 AFTER an ice/snow event:

Stockpiles and supplies are replenished, roadways are swept/cleaned of excess aggregate, roadways are repaired if necessary, and equipment is serviced and prepared for the next storm.

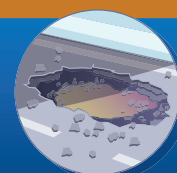
The Dallas District has nearly **480** employees on hand and **184** pieces of equipment including brine trucks and plows to respond around the clock as necessary to over **6,500** priority lane miles of roadway.



SOURCE: TxDOT

TxDOT graphic/photo

More on BACK PAGE...



DECEMBER 2020 LET PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST EST. (M)	BID (M)	(%)	EST. TOTAL COST (M) ³	CONTRACTOR
1	0596-02-040	FM 66	At Coffee Branch and Mesquite Branch	Replace bridge and approaches	\$2.45	\$2.49	1.84%	\$3.05	Knife River Corp. – South
2	2352-02-023	FM 2449	East of FM 156 to West of IH 35W	Milled edgeline rumble strips, provide additional paved surface width and add shoulders	\$8.13	\$6.59	-18.98%	\$10.35	Texas Materials Group, Inc.
3a – 3e	0196-06-033	VA	Various locations in the city of Dallas	Improve traffic signals	\$1.53	\$1.44	-5.75%	\$1.93	Durable Specialties, Inc.
EST. DECEMBER 2020 TOTALS					\$12.10	\$10.52	-13.10%	\$15.33	
DISTRICT FY ACCUMULATIVE LETTINGS					\$258.34	\$218.13			
²DALLAS DISTRICT FY LETTING VOLUME CAP					\$2,057.70 M¹				

¹District FY 2021 Letting Volume Cap includes the IH 35 Phase II project for \$708,268,750.

²District Volume Cap subject to change pending final FIN Division Approval.

³Est. Total Project Costs includes est. PE, ROW, E&C, Indirect Costs and Potential Change Order Costs at the time of bid.

JANUARY 2021 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)
1	3236-02-012	FM 3133	FM 2862 South to Grayson County Line	Provide additional paved surface width, safety treat fixed objects, restore existing pavement and add shoulders	\$7.41
*	0918-47-279	VA	Various intersections in Rockwall and Dallas Counties	ADA curb ramps and sidewalk implementation	\$2.24
ESTIMATED TOTAL					\$9.65 M

*Unmapped.

COMPLETED CONSTRUCTION PROJECTS (FROM DECEMBER 1-31, 2020)

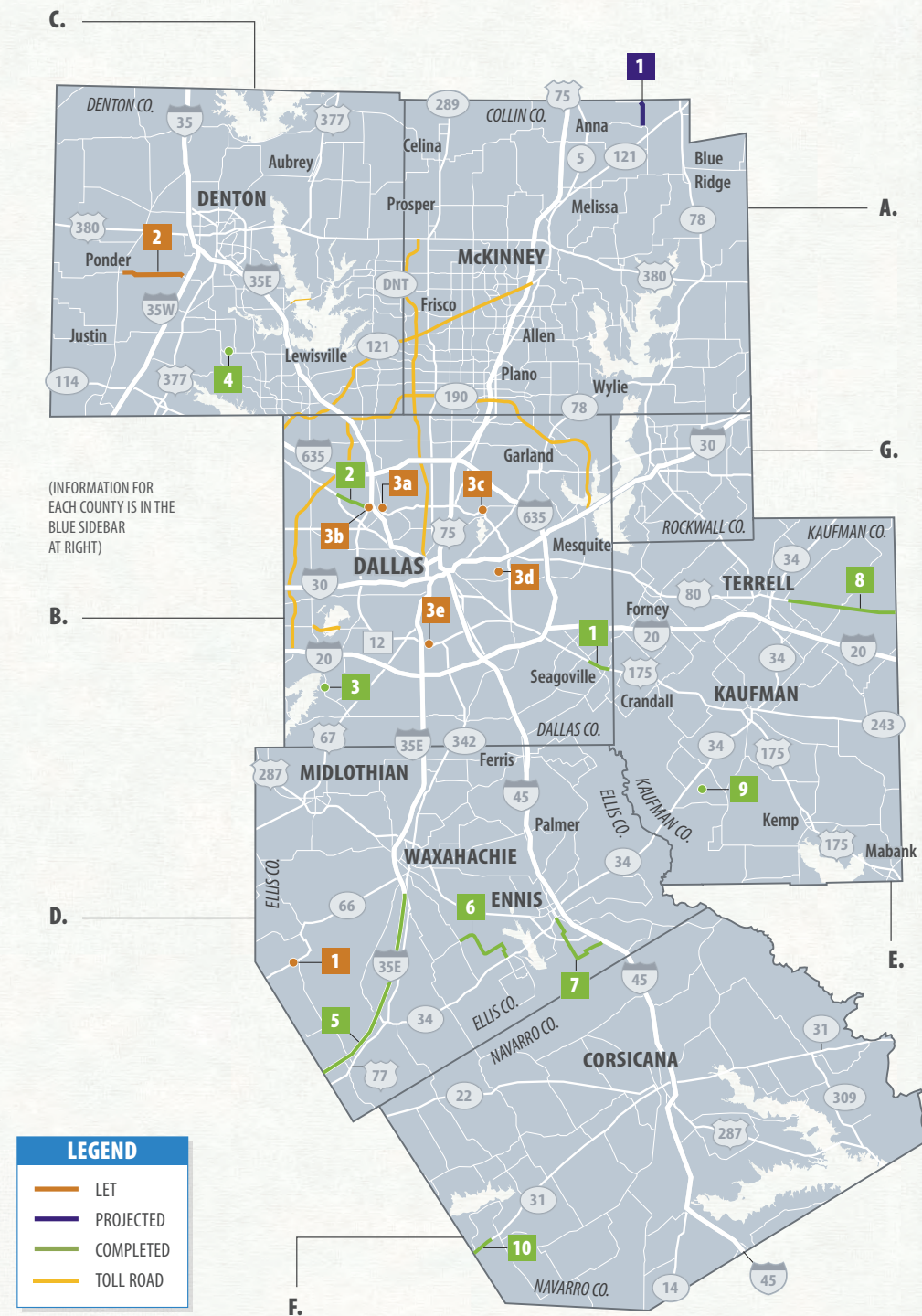
	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	0197-02-121	US 175	Seagoville Rd. to Malloy Bridge Rd.	Slope failure repair	\$11.43	12/10/2020
2	0353-04-106	SS 348	SH 114 to SL 12	Concrete full depth repair, overlay and pavement markings	\$12.97	12/29/2020
3	1047-03-070	FM 1382	At Cedar Hill State Park Spine Rd.	Install traffic signals, hike and bike trails	\$6.05	12/15/2020
4	1950-01-039	FM 407	Lantana Trail to 450 E of East Caruth Ln.	Landscape treatment of medians and row	\$0.86	12/08/2020
5	0048-08-052	IH 35E	Hill C/L to US 77 South	Full depth concrete repair and pavement markings	\$1.02	12/15/2020
6	1211-02-019	FM 984	FM 877 to SH 34	Reconstruct existing pavement and add shoulders	\$7.14	12/22/2020
7	1317-01-015	FM 1183	SH 34 in Ennis to IH 45	Reconstruct existing pavement and add shoulders	\$8.15	12/09/2020
8	0095-05-059	US 80	0.23 miles E of FM 429 to Van Zandt C/L	Install median cable barriers	\$4.11	12/22/2020
9	0918-11-090	CR	CR 4083 at Coal Iron Creek	Replace bridge and approaches	\$1.39	12/15/2020
10	0162-03-042	SH 31	Hill C/L to 0.221 miles W of NW CR 3180	Install median cable barriers	\$4.89	12/03/2020
*	0918-22-157	VA	At various locations	Replace turndowns and guardrail	\$4.53	12/22/2020
ESTIMATED TOTAL					\$62.54 M	

*Unmapped.

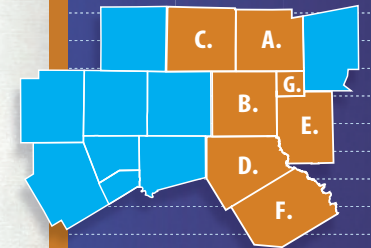
TxDOT graphics

DALLAS DISTRICT PROJECTS MAP

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



SOURCE: TxDOT research.
*POPULATION ESTIMATE: NCTCOG.



2021 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,451,460
*POPULATION ESTIMATE | 5,046,435
LANE MILES | 10,945,063

A. | COLLIN COUNTY

VEHICLE REGISTRATION: 815,746
*POPULATION ESTIMATE: 1,033,046
LANE MILES: 1,554,718

B. | DALLAS COUNTY

VEHICLE REGISTRATION: 2,006,193
*POPULATION ESTIMATE: 2,647,576
LANE MILES: 3,374,238

C. | DENTON COUNTY

VEHICLE REGISTRATION: 694,485
*POPULATION ESTIMATE: 886,563
LANE MILES: 1,665,964

D. | ELLIS COUNTY

VEHICLE REGISTRATION: 665,303
*POPULATION ESTIMATE: 188,464
LANE MILES: 1,541,650

E. | KAUFMAN COUNTY

VEHICLE REGISTRATION: 128,716
*POPULATION ESTIMATE: 135,410
LANE MILES: 1,207,916

F. | NAVARRO COUNTY

VEHICLE REGISTRATION: 47,117
*POPULATION ESTIMATE: 52,013
LANE MILES: 1,252,710

G. | ROCKWALL COUNTY

VEHICLE REGISTRATION: 93,900
*POPULATION ESTIMATE: 103,363
LANE MILES: 347,867