

## AGENDA

### SURFACE TRANSPORTATION TECHNICAL COMMITTEE Friday, April 23, 2021 North Central Texas Council of Governments

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

- 1:30 – 1:35**      1. **Approval of March 26, 2021, Minutes**  
 Action             Possible Action     Information            Minutes:      5  
Presenter:        Brian Moen, STTC Chair  
Item Summary:    Approval of the March 26, 2021, meeting minutes contained in [Electronic Item 1](#) will be requested.  
Background:      N/A
- 1:35 – 1:40**      2. **Consent Agenda**  
 Action             Possible Action     Information            Minutes :      5
- 2.1. **Changes to the 2021-2024 Transportation Improvement Program and Statewide Transportation Improvement Program Resulting from Statewide Financial Constraints**  
Presenter:        Ken Bunkley, NCTCOG  
Item Summary:    A recommendation for Regional Transportation Council (RTC) approval of revisions to the 2021-2024 Transportation Improvement Program (TIP) will be requested, along with the ability to amend the Unified Planning Work Program (UPWP) and other planning documents with TIP-related changes.  
Background:      The Dallas-Fort Worth region, along with the other metropolitan planning organizations 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. 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). A few final changes were proposed that result in additional revisions to the 2021-2024 TIP, which are provided as [Electronic Item 2.1](#) 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.

Performance Measure(s) Addressed: Roadway, Transit

2.2. **Fiscal Year 2021 Education Campaigns for Transportation Initiatives: Phase 3**

Presenter: Hilary Nguyen, NCTCOG

Item Summary: Staff will seek the Committee's support for the Regional Transportation Council (RTC) to recommend North Central Texas Council of Governments (NCTCOG) Executive Board approval of \$326,000 in funding for education campaigns for Phase 3 transportation initiatives that will initiate in Fiscal Year (FY) 2021.

Background: Since 2014, the NCTCOG Executive Board has been authorizing annual large-scale advertising purchase and placement initiatives for the Transportation Department. Unfortunately, due to making sure we are sensitive in our messaging during the COVID-19 pandemic as well as experiencing impacts related to funding agreement availability, FY2021 campaigns will be approved in phases when deemed appropriate. [Electronic Item 2.2.1](#) explains the benefits of this initiative and showcases cost savings obtained from bulk education campaign purchasing for the Transportation Department, primarily from FY2019 since we do not have much data from FY2020. [Electronic Item 2.2.2](#) provides a reminder of Phase 1 and Phase 2 FY2021 budget previously approved as well as more information on Phase 3 FY2021 education campaign costs along with examples of past education campaigns. Education campaigns in Phase 3 will support Ozone Season Emissions Reduction Campaign, Regional Smoking Vehicle Program, Transit Pandemic Recovery, and Saving Money and Reducing Truck Emissions programs.

Performance Measure(s) Addressed: Air Quality, Transit

2.3. **Regional Vanpool Program Modifications to Improve Overall Efficiency**

Presenter: Dora Kelly, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of Regional Vanpool Program modifications to improve overall efficiency will be requested.

Background: The North Central Texas Regional Vanpool Program is operated by Dallas Area Rapid Transit (DART), Denton County Transportation Authority (DCTA), and Trinity Metro and achieves many regional benefits including lowering emissions by removing single-occupant vehicles off the road. The RTC previously approved funding to support vanpool services. Each transit agency operates its vanpool program slightly different, which can be confusing to the public. Staff recently began assessing the program to look for ways to modernize and improve overall efficiency. In

collaboration with staff from DART, DCTA, and Trinity Metro, various areas have been identified for improvement to help simplify the program, reduce rider confusion, avoid unintended competition among the transit agencies, and gain greater program efficiency.

The Committee will be asked to recommend RTC approval of Regional Vanpool Program updates including defined agency boundaries, temporary flexibility to the subsidy funding structure, and a regional cooperative vanpool procurement to create a more unified program that will benefit current and future riders. [Electronic Item 2.3](#) provides additional details.

Performance Measure(s) Addressed: Transit

2.4. **Public Transportation Agency Safety Plan Performance Measures**

Presenter: Shawn Dintino, NCTCOG

Item Summary: Recommendation of Regional Transportation Council (RTC) approval of Public Transportation Agency Safety Plan (PTASP) regional transit safety targets, new federally required performance measures relating to improving transit safety in the region, will be requested.

Background: The Public Transportation Agency Safety Plan Final Rule became effective on July 19, 2019. PTASP seeks to improve public transportation safety by requiring operators of public transportation who receive federal Section 5307 Urbanized Area Formula Program funding to more effectively and proactively manage safety risks in their systems through the development of safety plans, which include individual agency transit safety performance targets. Once individual plans and targets are submitted to the Metropolitan Planning Organization, the RTC must adopt regional transit safety targets within 180 days. Applicable regional providers provided their plans to the North Central Texas Council of Governments as of December 2020. The proposed regional targets will be used to track and report on the region's performance through existing documents, such as the Metropolitan Transportation Plan, and will be used in the planning process to implement programs to improve transit safety. Details can be found in [Electronic Item 2.4](#).

Performance Measure(s) Addressed: Transit, Safety

1:40 – 1:50

3. **“Trade Fair” Partnership with Lubbock and Rio Grande Valley Metropolitan Planning Organizations**

Action       Possible Action       Information      Minutes: 10

Presenter: Ken Bunkley, NCTCOG

Item Summary: The Committee will be briefed on a proposed “Trade Fair” partnership with Lubbock Metropolitan Planning Organization (MPO) and Rio Grande Valley MPO and will be asked to recommend Regional Transportation Council (RTC) approval of the partnership.

Background: The Lubbock MPO approached the North Central Texas Council of Governments (NCTCOG) with the proposal of creating a trade between the two agencies. The Lubbock MPO is requesting to borrow cash flow/allocation authority from the RTC/NCTCOG for a total of \$21,000,000 of Surface Transportation Block Grant Program (STBG) funds for two projects in FY2023 and FY2025. In turn, the Lubbock MPO would repay the full \$21,000,000 of STBG funds back over three years to NCTCOG in FY2028 - FY2030.

The Rio Grande Valley MPO approached NCTCOG with the proposal of creating a trade as well. The Rio Grande Valley MPO is requesting to borrow cash flow/allocation authority from RTC/NCTCOG for a total of \$14,578,845 of STBG funds in FY2022. In turn, the Rio Grande Valley MPO would repay the full \$14,578,845 of STBG funds back to NCTCOG in FY2026. The terms of the repayment are still to be determined.

[Electronic Item 3](#) contains additional information.

Performance Measure(s) Addressed: Roadway, Administrative

1:50 – 2:00

4. **American Rescue Plan Act Transit Funding Allocations: Round 3**

Action       Possible Action       Information      Minutes: 10

Presenter: Edgar Hernandez, NCTCOG

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

Background: The FTA announced April 2, 2021, a total of \$30 billion nationwide in additional federal funding allocations to help alleviate funding shortfalls for the nation’s largest public transportation systems due to the Coronavirus (COVID-19). Funding is provided through the American Rescue Plan Act of 2021 (ARP), signed by President Biden on March 11, 2021.

The primary objective of the funding is to ensure public transit agencies receive sufficient funding, when combined with Coronavirus Aid, Relief and Economic Security (CARES) Act and Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) apportionments, to equal at least 132 percent of the Urbanized Area’s (UZA) public transit operating costs based on 2018 expenses. The North Central

Texas Council of Governments (NCTCOG) is the designated recipient for the Dallas-Fort Worth-Arlington (DFWA) UZA and the Denton-Lewisville (DL) UZA.

The DFWA UZA will receive \$340,487,932 and the DL UZA was allocated \$14,115,131. 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. The DFWA UZA and DL UZA are receiving Urbanized Area Formula Program funding only because several transit agencies fall below the 132 percent threshold.

Staff will request a recommendation for RTC approval of funding allocations based on FTA's methodology for Urbanized Area Formula Program funds under the American Rescue Plan 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. **Director of Transportation Report on Selected 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: Efforts continue to advance transportation in the region. Staff will highlight the following:

- Changing Mobility: Data, Insights, and Delivering Innovative Projects during COVID Recovery ([Electronic Item 5.1](#)) ([www.nctcoq.org/pm/covid-19](http://www.nctcoq.org/pm/covid-19))
- Status Report on Proposed Resolution to the Regional Transportation Council regarding the North Texas Tollway Authority's (NTTA's) Desire to Place SH 360 South in the NTTA System (Action) ([Electronic Item 5.2](#))
- Status Report on Dallas City Council Resolution Regarding the D2 Alignment ([Electronic Item 5.3](#))
- Staffing Changes: Resignation of North Central Texas Council of Governments (NCTCOG) Program Manager Kevin Feldt
- NCTCOG Staff Received Dwight David Eisenhower Transportation Fellowship through the US Department of Transportation
  - 2020 – Catherine Osborn and Rachel Jenkins
  - 2021 – Vivian Fung and Nicholas Allen

Performance Measure(s) Addressed: Roadway, Transit

2:10 – 2:20

6. **Map Your Experience: Interactive Online Tool for Public Comments**

Action       Possible Action       Information      Minutes: 10

Presenter: James McLane, NCTCOG

Item Summary: Staff will present information on Map Your Experience, a new online mapping tool that allows the general public to submit comments on their transportation experiences at specific locations in the region.

Background: As the Metropolitan Planning Organization for the North Central Texas region, the North Central Texas Council of Governments (NCTCOG) has a robust public involvement framework for engaging the public in the planning process and accepting public comments. The ongoing pandemic has made in-person public involvement difficult and online tools are helping to fill the gap until traditional in-person activities can resume. While these new tools do not fully replace these public involvement activities, they are helping to bridge the gap and may become an integral component of public involvement processes going forward. Details are provided in [Electronic Item 6](#).

Performance Measure(s) Addressed: Administrative

2:20 – 2:30

7. **Regional Pedestrian Safety Action Plan (2021)**

Action       Possible Action       Information      Minutes: 10

Presenter: Matt Fall, NCTCOG

Item Summary: Staff will provide an update on the regional Pedestrian Safety Action Plan (PSAP), including the purpose, goals and recommended policies, regional data analysis, identified safety corridors, and a pedestrian public opinion survey.

Background: A regional Pedestrian Safety Action Plan was completed in early 2021 in response to the steadily increasing number of pedestrian fatalities across North Texas since 2010. Pedestrian fatalities in the North Texas region were well above state and national averages during that same time, leading the Federal Highway Administration to designate Texas as a focus State for pedestrian safety, and Dallas and Fort Worth as focus cities.

The purpose of the PSAP is to serve as a guide for improving pedestrian safety across the 12-county Metropolitan Planning Area. The PSAP was developed as one of the North Central Texas Council of Governments' many efforts to support the safety positions adopted by the Regional Transportation Council and the Texas Transportation Commission. Staff will provide an overview of the PSAP including goals, policy recommendations, and action items. The PSAP, including appendices, can be viewed at [www.nctcog.org/pedsafetyplan](http://www.nctcog.org/pedsafetyplan). Additional information is provided in [Electronic Item 7](#).

Performance Measure(s) Addressed: Safety

2:30 – 2:40

8. **2023-2026 Transportation Improvement Program Development**

Action       Possible Action       Information      Minutes: 10

Presenter: Cody Derrick, NCTCOG

Item Summary: Staff will brief the Committee on the 2023-2026 Transportation Improvement Program (TIP) development process, expectations, and upcoming meetings.

Background: A new TIP is developed every two years through a cooperative effort among the North Central Texas Council of Governments (NCTCOG), the Texas Department of Transportation (TxDOT), local governments, and transportation authorities. The TIP is a staged, multi-year listing of transportation projects with committed funding from federal, State, and local sources within the Dallas-Fort Worth Metropolitan Area.

For regionally significant projects to proceed to implementation, they must be included in the TIP listings correctly. To this end, NCTCOG staff will meet with local partners to receive input and updates on all their active projects. The data from these meetings will be assessed and organized into a draft project listing, which is financially constrained against the funding allocations identified in the Unified Transportation Program. Special attention will be placed on projects that are at risk of losing federal funds or on the RTC's MPO Milestone Policy list. Details on the 2023-2026 TIP Development process, timeline, and focus areas are available in [Electronic Item 8](#).

Performance Measure(s) Addressed: Roadway, Transit

2:40 – 2:50

9. **Legislative Update**

Action       Possible Action       Information      Minutes: 10

Presenter: Nicholas Allen, NCTCOG

Item Summary: Staff will provide an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. Legislative information to be covered include the following:

- Federal Infrastructure Bill Update
- Recent Committee Actions
- Bills of Interest in the Texas Legislature
- State Budget Update

Background: Transportation issues continue to be a focus for both the United States Congress and the Texas Legislature. The first session of the 117<sup>th</sup> US Congress convened on January 3, 2021. The 87<sup>th</sup> Texas Legislature convened on January 12, 2021.

Performance Measure(s) Addressed: Roadway, Transit

2:50 – 3:00

10. **Dallas-Fort Worth High-Speed Transportation Connections Study**

Action       Possible Action       Information      Minutes: 10

Presenter: Brendon Wheeler, 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 nearing completion of its 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. 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 (technology and alignment) to a minimum for more detailed analysis in the Phase 2 effort. The following items will be presented:

- Draft Preliminary Project Purpose
- Preliminary route screening results
- Preliminary mode screening results
- Technology update
- Engagement opportunities
- Project schedule

Performance Measure(s) Addressed: Transit, Safety

3:00 – 3:10

11. **Status Report on Engine Off North Texas**

Action       Possible Action       Information      Minutes: 10

Presenter: Huong Duong, NCTCOG

Item Summary: Staff will provide a brief overview and update on the Engine Off North Texas (EONT) program.

Background: Engine Off North Texas began as a program to support locally enforced idling restrictions encouraging local jurisdictions to execute the Texas Commission on Environmental Quality Memorandum of Agreement and adopt an ordinance or resolution for local enforcement of the State's motor vehicle idling limitation rule. The program focused on educating and providing resources to the general public, truck drivers, and local governments about idling policies and idle reduction strategies. Resources include a webpage, idling complaint hotline, local government guide, brochures, posters, and idle restriction regulatory signs. EONT continues to encourage idle reduction in the region, and an updated approach encourages the implementation of idle reduction policy, technology, and enforcement. In March 2021, EONT launched the revitalized program which includes a revamped webpage, local



government guide, brochure, and metal regulatory signs along with an education and outreach campaign. Please see [Electronic Item 11](#) for more information.

Performance Measure(s) Addressed: Air Quality

3:10 – 3:15

12. **North Texas Regional Integration of Sustainability Efforts Coalition**

Action       Possible Action       Information      Minutes: 5

Presenter: Chris Klaus, Transportation Department, NCTCOG and Tamara Cook, Environment and Development Department, NCTCOG

Item Summary: Staff will present information regarding the North Texas Regional Integration of Sustainability Efforts (RISE) Coalition.

Background: The Regional Integration of Sustainability Efforts Coalition existing membership of Cedar Hill, Dallas, Denton, Farmers Branch, Fort Worth, Lewisville, Plano, and Tarrant Regional Water District wishes to extend an invitation for all North Central Texas Council of Government members to collaborate with them in networking, leveraging regional resources, and sharing best practices. \The RISE Coalition, formerly the North Central Texas Stewardship Forum, works to engage interested local governments in peer-exchange opportunities to support sustainability and environmental initiatives. Currently, a Regional Emissions Inventory is under development. Near term topic areas of focus may include: Emissions Impact Analysis and Mitigation/Adaptation Strategy Development, Urban Heat Island Reduction Strategy Analysis, and Food Diversion and Waste Reduction Programs. Please see [Electronic Item 12](#) for more information.

Performance Measure(s) Addressed: Air Quality

3:15 – 3:15

13. **Fast Facts**

Action       Possible Action       Information      Minutes: 0

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

1. Auto Occupancy/High-Occupancy Vehicle Quarterly Subsidy Report ([Electronic Item 13.1](#))
2. East/West Equity Update ([Electronic Item 13.2](#))
3. Deadline to Submit Requests for Transportation Improvement Program Modifications through the August 2021 Cycle – April 23, 2021 (<https://rtrinternal.nctcog.org/login>)
4. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
5. Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)

6. Commercial Motor Vehicle Violations: Enforcement, Prosecution, and Reporting Training Opportunity for Prosecutors and Judges, May 18 and 19, 2021  
(<https://www.nctcog.org/trans/quality/safety/transportation-safety/commercial-vehicle-enforcement>)
7. Status of Texas Volkswagen Environmental Mitigation Program Funding Programs ([Electronic Item 13.3](#))
8. Status Report on Ozone Season ([Electronic Item 13.4](#))
9. March Online Input Opportunity Minutes ([Electronic Item 13.5](#))
10. Public Comments Report ([Electronic Item 13.6](#))
11. Written Progress Reports:
  - Local Motion ([Electronic Item 13.7](#))
  - Partner Progress Reports ([Electronic Item 13.8](#))
  
14. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.
  
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on May 28, 2021.***

**MINUTES**

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
March 26, 2021**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, March 26, 2021, 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 February 26, 2021, Minutes:** The minutes of the February 26, 2021, meeting were approved as submitted in Electronic Item 1. Daniel Vedral (M); Stanford Lynch (S). The motion passed unanimously.
2. **Consent Agenda:** There were no items included on the Consent Agenda.
3. **COVID-19 #00X Infrastructure Program (Round 4):** Brian Dell presented recommendations for the fourth round of the COVID-19 #00X Infrastructure Program. Due to the ongoing COVID-19 pandemic, there is interest to stimulate the economy through infrastructure investments. Proposed projects meet one or more of the policies outlined in Mobility 2045 and/or assist in reaching the region's federal performance measure targets. Project types include roadway, complete streets, bicycle/pedestrian, intersection improvements, and strategic partnerships. A summary of the eligibility and selection criteria was presented, and details were provided in the electronic handout version of Electronic Item 3.2. Also discussed was recent stimulus funding totaling \$9.8 billion that was set aside for transportation infrastructure as part of the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA). Of that amount, \$803 million was allocated to the Texas Department of Transportation (TxDOT) and \$164 million was allocated to Metropolitan Planning Organizations in Texas. Approximately \$54 million was allocated to the Dallas-Fort Worth region. Mr. Dell noted these funds would be added to the region's existing balance of Surface Transportation Block Grant (STBG) funds in Fiscal Year (FY) 2022 and FY2023 through the upcoming Unified Transportation Program. In addition, he noted staff proposed to incorporate these funds into existing project selection efforts through future rounds of COVID-19 #00X Infrastructure and the Regional 10-Year Plan. A summary of proposed funding recommended through COVID-19 #00X Infrastructure Round Four was highlighted by project type and funding category with overall total funding approximately \$175.65 million over the next several years. The list of proposed projects was provided in Electronic Item 3.1, with updates identified in the electronic handout version emailed to members. Also highlighted was the current west/east funding distribution, approximately 24.5 percent in the west and 75.5 percent in the east. It was noted approved projects would be included through the Transportation Improvement Program modification August submittal deadline cycle and Federal Highway Administration approval was anticipated in October 2021. Michael Morris noted it was important to highlight that west/east funding percentages changed from the original proposed list of projects to the revised listings and that the balances will be adjusted as additional projects are advanced. Committee Chair Brian Moen asked if the \$54 million coming to the region was included through this effort. Mr. Morris clarified that the \$54 million would not be available until FY2022. Shawn Poe asked how staff separated the context sensitive design/complete streets projects from the roadway projects in their evaluation since some projects could be evaluated in more than one category. Staff noted that for projects with overlap between two categories, staff evaluated in both categories to determine under which category the project scored higher. Chair Moen asked if another round of the COVID-19 Infrastructure Program was anticipated. Mr. Morris

noted that staff were currently focused on the Unified Transportation Program but would bring back another round of the program in approximately six months. A motion was made to recommend Regional Transportation Council approval of the proposed projects outlined in the revised tables provided to members via email in Electronic Item 3.1 and to also recommend approval for staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other administrative/planning documents as needed. John Polster (M); Shawn Poe (S). The motion passed unanimously.

4. **2021 Federal Transit Administration Low or No Emissions Grant Program:** Lori Clark presented details of a proposed regional submittal to the Federal Transit Administration (FTA) Low or No Emissions Grant Program. The program is expected to award \$180 million nationwide in funding for advanced technology transit projects that reduce energy consumption, harmful emissions, and direct carbon emissions. Eligible projects include acquisition of low- or no-emission buses, related equipment and facilities, and workforce development. The North Central Texas Council of Governments is an eligible applicant and staff proposed submittal of a project, on behalf of the region, to electrify the Trinity Railway Express (TRE) Link that connects the CentrePort Station to the Dallas Fort Worth International Airport. The project would include the purchase of battery electric buses, charging stations, and administrative costs. Ms. Clark noted that since the mail out, updated project cost estimates have been received, with anticipated award of approximately \$7.5 million in federal funds. Staff proposed the required match be covered with up to 1.5 million in regional Transportation Development Credits. The schedule for this effort was reviewed, including the application deadline of April 12, 2021. Details were provided in Electronic Item 4. A motion was made to recommend Regional Transportation Council approval of a proposed project application for the Fiscal Year 2021 Federal Transit Administration Low or No Emission Grant Program requesting up to \$7.5 million in Federal Transit Administration funds, including the use of up to 1.5 million regional Transportation Development Credits as match. Action also included a recommendation for RTC approval for staff to administratively amend the transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to include the proposed project, if awarded. Greg Royster (M); Jim O'Connor (S). The motion passed unanimously.
5. **Proposed Regional Single-Occupancy Vehicle Trip Reduction Target Development Resolution:** Caryn Sanders provided an overview of the proposed Regional Transportation Council (RTC) resolution that would establish a regional single-occupancy vehicle commute trip reduction target for the region. The North Central Texas Council of Governments' Travel Demand Management (TDM) goal is to reduce single-occupancy vehicle (SOV) travel on roadways by offering alternatives to driving alone. Traditional TDM strategies include telecommuting, transit, ridesharing, vanpools, and flexible work schedules. In October 2020, staff introduced the development of an RTC resolution in an effort to retain some of the positive benefits of reducing trips realized during COVID-19 restrictions and proposed a realistically achievable target that results in high benefits and reduced negative impacts. The Regional Single Occupancy Vehicle Trip Reduction resolution would seek to reduce all SOV trips with a specific target goal percentage to be maintained each year. Further information on the proposed resolution was provided in Electronic Item 5.1 and Electronic Item 5.2 contained the draft resolution. Ms. Sanders highlighted various sections of the resolution. The resolution outlines support for the establishment of a regional trip reduction target of 20 percent to reduce the number of SOV commute trips during the peak period, encourages public and private sector employers to reduce employees' SOV trips by implementing employer-specific trip reduction programs, encourages both public and private sector employers to monitor and track agency participation through an online commute tracking platform, and encourages use of [www.TryParkingIt.com](http://www.TryParkingIt.com) (or a comparable tracking platform)

to aid in tracking and monitoring activities. In addition, the RTC will evaluate public agencies' participation and implementation of the program through a new policy established as part of the Metropolitan Transportation Plan Policy Bundle with non-participation possibly impacting the level of Transportation Development credits received through the Policy Bundle Survey process. For private sector agencies, the RTC will monitor the agency's participation and implementation of the program through [www.TryParkingIt.com](http://www.TryParkingIt.com) or a comparable tracking platform, with participation possibly resulting in awarding regional funding for TDM-related efforts such as transit passes. Also outlined in the resolution, staff will provide the RTC with annual updates on the status of the trip reduction target to reduce SOV commute trips and include [www.TryParkingIt.com](http://www.TryParkingIt.com) usage rates, number of users, trips reduced, and emissions reduced. The schedule for this effort was highlighted. RTC action is expected to be requested on May 13, 2021. John Polster asked if the resolution would be mandatory for private-sector companies, and if not, did staff expect that it would eventually become mandatory. Michael Morris noted the policy would not be mandatory, but that there would be some incentives used such as including the policy in the Metropolitan Transportation Plan Policy Bundle program or by potentially providing transit passes. Committee Chair Brian Moen discussed the use of [www.TryParkingIt.com](http://www.TryParkingIt.com) and asked if the software was geared toward individuals or if there was an option for employers that have a telecommuting policy to demonstrate that in the tracking software. Mr. Morris noted the software was currently set up for individuals but upgrading the software to allow a representative from an agency submit monthly reports on behalf of their employees may be an option to consider. Mr. Polster asked if staff was looking to have public agencies provide to NCTCOG a policy showing it encourages/allows employees to telecommute, or would the agency need to provide documentation of those employees who actually follow the policy. He also discussed trip reduction strategies in the San Francisco area. Mr. Morris noted that he believed it would take into consideration that a public agency has a policy and not get into the details of what individual employees were actually telecommuting, but that staff would discuss. A motion was made to recommend Regional Transportation Council approval of the Resolution to Develop a Regional Single Occupancy Vehicle Trip Reduction Target to Reduce Drive Alone Vehicles Trips in North Central Texas, provided in Electronic Item 5.1. John Polster (M); Walter Shumac III (S). The motion passed unanimously.

6. **Fiscal Year 2021 Project Tracking Update:** Brian Dell provided an update on the Fiscal Year (FY) 2021 Project Tracking Initiative that was implemented to help reduce the region's carryover funding balances. As noted previously, there have been significant implementation delays on projects throughout the region and there is a need to draw down the region's carryover balances. In October 2020, staff provided the Committee a list of projects by phase that were scheduled to advance or obligate funds during the coming year. Agencies would be required to report project status on a more frequent basis and quarterly Surface Transportation Technical Committee (STTC)/Regional Transportation Council (RTC) presentations will provide opportunities to address issues that might be hindering progress on projects and ensure funds are being obligated in a more timely manner. A summary of FY2021 Congestion Mitigation and Air Quality Improvement Program (CMAQ), Surface Transportation Block Grant Program (STBG), and Transportation Alternatives (TA) Set-Aside funds allocated in the Unified Transportation Program for the region, as well as FY2020 carryover funds, were highlighted including a comparison of October 2020 and March 2021 information. The summary included FY2021 project phases, project phases obligated to date, and project phases past their original estimated start date. A list of the projects that were scheduled to begin in FY2021 and their current status was provided in Electronic Item 6.1. Mr. Dell noted that although FY2021 is halfway over, only 21 percent of CMAQ, 7 percent of STBG, and small portion of TA-Set Aside funds have been obligated. Since projects have not progressed as quickly as needed and STBG funds have the largest balance, staff will be proposing a STBG/Category 2 funding partnership as part of the

region's 10-Year Plan this spring. In addition, it was noted that approximately \$7 million of TA Set Aside funds are at risk of lapsing this year if the projects on the list do not obligate by the end of the fiscal year. Staff will continue to monitor project progress and work with project sponsors and the Texas Department of Transportation (TxDOT) to resolve issues that may be causing delays in project implementation. Additional details on the initiative were provided in Electronic Item 6.2. Committee members and staff discussed the causes of delay, which primarily seems to be underestimation of how long project phases take before a project is delivered particularly when considering federal portions of the process. Chad Edwards discussed past training and noted it may be helpful for some members to reeducate themselves. Mr. Dell noted in December 2020 NCTCOG, in partnership with TxDOT, provided Transportation Improvement Program training and that members would be provided a link to the training which also included discussion on local government project procedures. He noted staff was also working to compile a series of documents and materials for the website elaborating on the workshop that will be helpful to members. There was also discussion on whether training should be part of a prequalification process to received funds, if risk evaluations would be helpful, and whether addition funding allocations may be depended on an entity's timeliness on current project delivery. Mr. Polster asked if funded projects are ready earlier than scheduled, would those projects be eligible for earlier implementation compared to entities with projects that are behind. Mr. Morris noted that if a funded project is ready to go to construction, regardless of the year for which it is funded, the project will likely be expedited since more other projects are often delayed. He added this would be the case regardless of whether another entity is behind on its schedule. Staff noted there had been internal discussions on different approaches to encourage an entity to move projects forward, and that it seemed the Committee was willing for staff to be more assertive in its efforts to prevent the delay of projects. Staff will consider options to help projects move forward in a more timely manner if current efforts do not result in improvements.

- 7. Metropolitan Transportation Plan Schedule:** Amy Johnson presented efforts to update Mobility 2045, which was adopted by the Regional Transportation Council (RTC) in June 2018. Federal guidelines require the Dallas-Fort Worth region to update the region's long-range transportation plan a minimum of every four years. In addition, Transportation Conformity expires in November 2022. As a result, efforts to update Mobility 2045 have begun. The updated plan will include a base year of 2023, a horizon year of 2045, and use revised 2045 demographics and revenue forecasts. One of the major focus areas to be included in the updated plan will be performance measurement. Efforts will focus on lining up the vision, goals, and objectives of the plan to help go beyond the federal performance requirements and create the foundation to inform project selection, prioritization, and Mobility 2045 adoption. Ms. Johnson reviewed progress to date, as well as current staff efforts. A webpage has been created to allow for public involvement and is available at [www.nctcog.org/planinprogress](http://www.nctcog.org/planinprogress). In addition, staff has developed the Map Your Experience tool that will help take qualitative comments and put them into a data package for staff and is available as a full suite of input tools and process that will help with plan development. Current efforts include performance measures development, policy and program review, Policy Bundle review, agency and partner coordination, and development of the financial plan. Mobility Plan themes address mobility, quality of life, system sustainability, and implementation and include nine goals. The schedule for the Mobility Plan updated was highlighted with draft recommendations expected in early 2022. Details were provided in Electronic Item 7. John Polster discussed ongoing planning efforts in the northeast quadrant of Denton County and anticipated growth, as well as the need to specifically address the Outer Loop between Denton and Collin County. He asked if entities would have an opportunity to discuss demographics before final decisions are made. Dan Kessler noted staff have conducted a validation process through the forecasting model and are working

closely with the Research and Information System Department on new 2045 demographics which are expected to be available for local partner view between April and June 2021. He added that the demographic forecast methodology has been updated, so if there are areas that need further refinement based on local review, options will be discussed.

8. **Director of Transportation Report on Selected Items:** Michael Morris highlighted slides from Changing Mobility: Data, Insights and Delivering Innovative Projects during COVID Recovery provided in Electronic Item 8.1. Additional details were also available at [www.nctcog.org/pm/covid-19](http://www.nctcog.org/pm/covid-19). He highlighted travel behavior by mode, and specifically noted that roadway patterns continue to differ from pre COVID-19 patterns. In addition, he highlighted financial implications of COVID-19 to transit sales tax, sales tax, motor fuels tax, and motor vehicle sales and rental tax. Also highlighted were funding impacts to toll roads in the region, as well as TEXpress lanes which continue to show improvement. Mr. Morris also discussed data from [www.TryParkingIt.com](http://www.TryParkingIt.com), lowered construction costs, and efforts to move projects forward in order to benefit from lower costs. He also discussed Legislative progress on the return of the \$2 billion. He noted two meetings have been held with James Bass regarding election by the Commission not to fund approximately \$2 billion into categories of projects in the region, most likely in Category 2 and 4. He noted that progress has been made on both the House and Senate sides to correct for the action by the Commission. Mr. Morris also discussed State requirements for Regional Transportation Council (RTC) meetings. Previous to COVID-19, the RTC met in person at the North Central Texas Council of Governments (NCTCOG) with both the Chair and members physically present at the meeting. As a result of the disaster declaration, State law has permitted both the RTC Chair and members to meet remotely and continue to conduct business. If the Governor of Texas were to no longer renew the disaster declaration, the RTC would still have flexibility by State law to have the RTC Chair in attendance physically at the NCTCOG office with RTC members continuing to meet remotely which is referred to as Phase 2. The desire is to eventually reach Phase 3 with both the RTC Chair and members meeting again physically at NCTCOG, but he noted there is no direction as to when that may occur due to the large membership of the RTC and the need to socially distance. John Polster noted that in conversations with members of the public, when explained how the gas tax works and how much an individual is contributing on average, many understand the need for additional tools. He asked if staff could put together some information about the mileage an average person in Texas drives, how much gas tax that person would pay, and how much of a bridge that could build. Mr. Morris noted that staff have prepared something similar in the past and can include in future presentations.
9. **Legislative Update:** Nicholas Allen provided an update on federal legislative actions. On March 11, 2021, President Biden signed the American Rescue Plan, the \$1.9 trillion COVID-19 relief bill. The bill provides \$30.5 billion in funding for public transit agencies, as well as \$25 billion to the aviation industry. In addition, the House Appropriations Committee announced it would bring back earmarks and similar discussion is occurring in the Senate. The House Appropriations Committee is accepting project requests from members of Congress for Fiscal Year (FY) 2022. Each member will be limited to ten project requests, projects must have community support, and other measures will ensure transparency and accountability. Funding to for-profit entities will be banned. Likewise, the House Transportation Infrastructure Committee will accept earmark requests for highway and transit projects in the next reauthorization bill. Mr. Allen also provided an update on State legislative actions. Bill filing ended March 12 and the Texas Legislature will adjourn on May 31, 2021. The Senate Finance and House Appropriations Committee recently met on various articles of the budget, including the Texas Commission on Environmental Quality and Texas Department of Transportation funding. Bill topics related to the Regional Transportation Council (RTC) Legislative Program were highlighted. Related to

transportation funding, bills have been filed that would increase or index gas and diesel taxes, create additional fees at the time of registration for electric vehicles, propose changes to usage of the State Highway Fund, and authorize obligation from the Texas Mobility Fund. Bills filed related to tolling and comprehensive development agreements (CDAs) include those that would require tolls would no longer be collected once a project has been paid, toll collection enforcement, and requirements of non-tolled lanes adjacent to tolled projects. In addition, a few bills have been introduced that would create CDA for projects, most notably IH 35 in Austin. Air quality-related bill topics include a bill filed that would allow counties that had participated in LIRAP to use those funds on other air quality improvements, the Texas Emissions Reduction Plan and electric vehicle infrastructure. A number of bills have also been introduced regarding roadway safety. Some bills would allow local communities more autonomy to reduce speed limits and others would help make roadways safer for cyclists and pedestrians. In addition, several high-speed rail bills have been filed related to eminent domain and recreating a committee to advise the legislature on issues related to high-speed rail. These bills are similar to what we saw last session, none have been heard in committee at this time. Legislative updates will continue to be provided to members during the legislative session.

10. **Regional Transit Performance Measures: Public Transportation Agency Safety Plan and Transit Asset Management:** Shawn Dintino provided an update on proposed Public Transportation Agency Safety Plan (PTASP) performance measures. He highlighted recent presentations by the North Central Texas Council of Governments (NCTCOG) regarding the various federal performance measures and their statuses. PTASP regional safety performance measures are new, and targets will be set on a four-year schedule. Recent Federal Transit Administration (FTA) regulations require operators of public transit who receive section 5307 Urbanized Area funds to adopt and implement safety plans, which include safety targets. All the providers in the region adopted their individual plans/targets by December 2020, which began a 180-day clock for the Metropolitan Planning Organization to adopt transit safety targets at a regional level. NCTCOG staff recommended the targets be consistent with those adopted by transit providers, with seven targets relating to the four measures: fatalities, injuries, safety events (collision, derailment, fire, etc.) and system reliability (mean distance between major mechanical failures). Proposed targets include the total number of fatalities and the rate of fatalities per 100,000 vehicle revenue miles (VRM), the total number of injuries and the rate per 100,000 VRM, the total number of reportable safety events and the rate per 100,000 VRM, and the mean distance between major mechanical failures. All targets strive for a reduction, except the average distance between breakdowns for which an increasing number indicates improvement. Mr. Dintino described the process staff used to develop regional targets and a baseline for Fiscal Year 2023 targets. The baseline average for the seven targets were highlighted, as well as the initial proposed regional targets. Most targets recommend a 5 percent improvement over the baseline to be achieved by FY2023. For fatalities, the recommended target was proposed in line with the established regional safety position that even one death on the transportation system is unacceptable. Existing efforts to improve transit safety have been put in place by providers and NCTCOG and include a recent cooperative camera procurement that put cameras on buses for small providers throughout the region, grade crossing improvements, employee safety training, vehicle inspections, between-car barriers, and solar-powered bus stop lighting. Potential future efforts include enhanced vehicle lighting, infrastructure monitoring, and sidewalk improvements. Details were provided in Electronic Item 10.

Ezra Pratt provided an update on regional Transit Asset Management (TAM) targets and performance. TAM is a business model that prioritizes funding based on the condition of transit assets to achieve or maintain transit networks in a state of good repair. TAM supports a series of practices including, but not limited to, regular maintenance, inspections, tracking



asset condition over time, planning for maintenance and replacement cost, and replacing each asset at the appropriated time. NCTCOG coordinated with public transportation providers in the region to ensure all agencies either developed their own TAM plan or participated in a group-sponsored plan offered by NCTCOG or the Texas Department of Transportation. Regional targets for the four TAM performance measures, adopted by the RTC in 2018, were highlighted. All targets were approved at 0 percent of the various metrics: rolling stock, percent of transit vehicles that meet or exceed the industry standard defined as the FTA's default useful life benchmark; infrastructure, percent of rail track segments are under performance restrictions; equipment (any non-revenue vehicle owned and operated by providers) percent that meet or exceed the industry standard also defined by the FTA useful life benchmark; and facilities (buildings, stations, park and rides, etc.) percent of transit facilities rated below adequate on the industry standard Transit Economic Requirements Model (TERM) scale. Regional performance, as reported in the National Transit Database for each of the four measures was highlighted and details were provided in Electronic Item 10. Rolling stock performance has been consistent or improved for several of the asset types. However, there has been a decline in performance for the small bus asset type. Mr. Pratt noted that a Request for Proposals is currently underway for vendors as part of the cooperative vehicle procurement program with subrecipients. Staff expects small bus performance to greatly improve over the next couple of years as vehicles that exceed the useful life are replaced. For infrastructure, regional performance has improved significantly, particularly for commuter rail and hybrid rail modes. Equipment, non-revenue vehicles, have seen a large decline in performance between FY2018 and FY2019 for all three asset types. This target will be revisited, and staff will be coordinating with providers in the region to discuss the performance. Finally, overall transit facilities meet or nearly meet the regional target as measured by the TERM assessment tool. It was noted that 65.5 percent of total facilities have undergone a conditions assessment since FY2018. Every year, approximately 25 percent are assessed so over time there will be a broader picture of the facilities in the region. The timeline for this effort was highlighted, with Committee action on the proposed PTASP targets expected at the April 23, 2021, meeting. Phil Dupler asked if NCTCOG's and the transit agencies targets/TAM plans must be the same. He also asked if there were consequences for not meeting the regional targets. Mr. Pratt noted that the NCTCOG and transit agency targets are not required to be the same; however, consistent targets within the region would be preferred and this topic is something that will be revisited in the coming months. In addition, he noted there are currently no consequences when regional targets are not met but added that the targets lay the groundwork for performance-based planning and identify areas of priority for investment and improvement.

11. **Regional Vanpool Program Modifications to Improve Overall Efficiency:** Dora Kelly presented information on the North Central Texas Regional Vanpool Program operated by Dallas Area Rapid Transit (DART), Trinity Metro, and the Denton County Transportation Authority (DCTA). The group recently began assessing the Regional Vanpool Program to identify ways to modernize and improve the program's overall efficiency. Each of the agencies operates their program differently, which can be confusing to users. North Central Texas Council of Governments (NCTCOG) staff has proposed to revise efforts into one regional program to ensure consistency throughout the region. Ms. Kelly reviewed the vanpool service areas covered by each transit agency, as well as the vanpool vehicle all agencies have in common and their cost. She noted costs per van by agency can vary among the programs due to differences in contracts with vendors. Although there are several concerns such as unclear boundaries and varying costs to riders that make it difficult for riders to decipher among the programs, of greatest concern is the competition of the current structure. Ms. Kelly also reviewed service area boundaries, noting that modification of the vanpool boundaries was being proposed to address funding apportionments, contested trips, inconsistent messaging to riders, and by request from DART to formally

define. A map of the proposed origination-based boundaries was provided in Electronic Item 11. Also highlighted were funding and subsidies. Funding through FY2020 has an approved subsidy of 35 percent. When each agency begins using FY2021 funding, the new approved subsidy will be 30 percent. The subsidy percentage is based on the funding year being used by each agency, not by fiscal year. With variation on vendor costs to transit authorities, rider groups experience a wide range of prices. Temporary flexibility was proposed to the subsidy to assist riders while NCTCOG pursues a cooperative regional vanpool procurement with the transit providers. No additional funding would be needed as funding was previously approved by RTC to accommodate the temporary fluctuation in the subsidy. Funding by fiscal year was highlighted and it was noted there is no funding programmed for 2019 and 2020 funds were returned since there were 2018 funds still available to be utilized. Phase 1 of the proposed temporary subsidy structure would be for June 2021 through May 2022. The additional subsidy is proposed to bring the cost to riders down to be consistent across the region until the regional procurement is in place. In Phase 2, proposed from June 2022 to January 2025, Ms. Kelly noted the proposed subsidy and that an increase in vanpools over time has been included in the calculation increasing the subsidy in Phase 2 by 20 percent. The timeline for the regional procurement was highlighted, as well as the upcoming schedule which includes Committee action on April 23 and Regional Transportation Council action on May 13, 2021. Details were provided in Electronic Item 11. Robert Woodbury asked if staff has looked into transit services outside of the three large transit providers. Ms. Kelly noted that no work has been done beyond the areas of the three transit agencies. Michael Morris encouraged members who may have individuals in need a vanpool services outside of the three transit agencies to contact staff.

12. **Air Quality Program Report:** Nicholas Van Haasen presented information on the results of the region's 2020 ozone season and information regarding the 2021 ozone season. The close of the 2020 ozone season marked the end of a three-year monitoring period for both the 2008 and 2015 National Ambient Air Quality Standards (NAAQS). Based on data from the three-year period, the region failed to meet the design values, which are the designated regulatory tests for regional attainment, of equal to or less than 75 parts per billion (ppb) for the 2008 NAAQS and equal to or less than 70 ppb for the 2015 NAAQS. He noted that the region has unofficially failed to meet attainment and is expected to be reclassified to a stricter classification for both standards. After reclassification, the region will have until no later than July 20, 2027, to meet the new attainment deadline for the 2008 NAAQS and August 3, 2024, for the 2015 NAAQS. Mr. Van Haasen highlighted the federal attainment requirements for the region and the values at the ozone monitors for 2019, 2020, and the current 2021 values. In addition, he also highlighted the 8-hour ozone NAAQS historical trends for the region. Details were provided in Electronic Item 12. For the 2021 ozone season, he noted the region's current design value was 68 ppb and that no exceedance days have been experienced to date. If maintained, the current design value would satisfy both the 2008 and 2015 NAAQS. North Central Texas Council of Governments staff will continue to investigate pertinent areas of interest that may impact higher ozone readings, contributors to exceedance days, and potential areas to help further improve air quality and reach attainment. Members with ideas for plans and projects that may have air quality benefits were encouraged to contact staff, and additional information was made available to members at [www.nctcog.org/trans/quality/air/ozone](http://www.nctcog.org/trans/quality/air/ozone).

Anthony Moffa provided an overview of the improper use of Texas temporary tags and the impacts to the region. A temporary tag is intended to be used as a temporary form of vehicle registration until permanent plates are issued for a vehicle, should be tied to the sale of a vehicle, and are only valid for 60 days. Access to creation, distribution, and use of temporary tags is not well regulated. Abuse has become widespread since implementation of the Two Steps on Sticker program, elimination of the Mobile Emissions Task Force, through abuse of

the Texas Department of Motor Vehicles (DMV) database, and easy access to online merchants of temporary tags. Abuse of temporary tags circumvents mandatory emissions inspections, allows users to avoid tolls, leads to state revenue loss, increases risk to officer safety, funds illegal activities, and conceals the identify when used in crimes. Data from the Travis County Constables office from January 2019 to March 2021 estimates that over 1.1 million fraudulent tags have been created resulting in nearly \$80 million in lost revenue. Some potential solutions to this problem include rule changes within the DMV, limiting the number of tags that can be created, contacting online merchants selling fraudulent temporary tags. In addition, bills have been introduced at the Texas Legislature that would allow the DMV flexibility to deny dealers access to the database and adds temporary tags to the penal code. Resuming the Mobile Emissions Task Force may also be a potential solution, which could be achieved through Local Initiative Projects appropriations that would distribute back funds paid by counties into the Clean Air Account or through a Regional Transportation Council backstop. Additional details were provided in Electronic Item 12.

13. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.
  1. Spring 2021 'Virtual' Traffic Incident Management Executive Level Course Announcement (Electronic Item 13.1)
  2. Road Safety Audit Virtual Workshop for Pedestrian Safety (Electronic Item 13.2) ([www.nctcog.org/rsaworkshop](http://www.nctcog.org/rsaworkshop))
  3. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
  4. Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
  5. Status of Texas Volkswagen Environmental Mitigation Program Funding Programs (Electronic Item 13.3)
  6. February Online Input Opportunity Minutes (Electronic Item 13.4)
  7. April Online Input Opportunity Notice (Electronic Item 13.5)
  8. Public Comments Report (Electronic Item 13.6)
  9. Written Progress Reports:
    - Local Motion (Electronic Item 13.7)
    - Partner Progress Reports (Electronic Item 13.8)
14. **Other Business (Old and New):** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on April 23, 2021.

The meeting adjourned at 3:45 pm.

## CHANGES TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

### How to Read the Project Listing

The attached changes were requested by the Texas Department of Transportation (TxDOT) during submittal of the 2021-2024 Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) to remain within Statewide financial constraints prior to the State submittal of the 2021-2024 TIP/STIP to the Federal Highway Administration. Each field on the table is described below.

<b>DISTRICT:</b>	The TxDOT district in which the project is located; either Dallas, Fort Worth, or Paris.
<b>TIP CODE:</b>	The number assigned to a TIP project, which is how NCTCOG identifies a project.
<b>CSJ:</b>	The Control Section Job (CSJ) number is a TxDOT-assigned number given to track projects.
<b>PROJECT SPONSOR:</b>	Identifies the lead public agency or municipality responsible for the project.
<b>FACILITY:</b>	Project or facility name or location (i.e., highway number); some HWY labels used for non-highway projects in the TIP are: VA (various), CS (city street), MH (municipal highway), and SL (state loop).
<b>LIMITS FROM:</b>	Cross-street or location identifying the beginning or starting limits of a project.
<b>LIMITS TO:</b>	Identifies the ending point of the project.
<b>SCOPE:</b>	Brief description of work to be performed on the project.
<b>TIP FY:</b>	Identifies the fiscal year in which the project is expected to begin.
<b>PHASE:</b>	Identifies the phases approved for funding. ENG is Engineering, ENV is Environmental, ROW is Right-of-Way Acquisition, UTIL is Utility Relocation, and CON is construction.
<b>FUNDING CATEGORY:</b>	Identifies the sources that are used to fund the project. Chapter III of the TIP/STIP provides description of the different funding categories and outlines abbreviations commonly used for the categories: <a href="http://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Fund/TIP/21-24TIP/Chapter-3.pdf">www.nctcog.org/nctcg/media/Transportation/DocsMaps/Fund/TIP/21-24TIP/Chapter-3.pdf</a>
<b>FUNDING SHARES:</b>	Provides the total funding shares (federal, state, regional, and/or local) for all fiscal years, funding categories, and phases.
<b>COMMENTS:</b>	Brief description of the changes being made.

**Note:** Changes are shown in red, with the currently approved project information as red strikethroughs.

**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
<b>Changes to 2021-2024 TIP Development Requested by TxDOT Transportation, Planning &amp; Programming (TPP) Division to Maintain Statewide Financial Constraints</b>																
DALLAS	13033	0195-03-090	TXDOT-DALLAS	IH 35	IH 35W	US 380	RECONSTRUCT INTERCHANGE AND EXISTING 4 TO 4/8 LANE FRONTAGE ROADS	2021	ENG	SW PE	\$ -	\$ -	\$ 7,000,000	\$ -	\$ 7,000,000	Delay construction phase from FY2023 to FY2025
								<del>2023</del> <del>2025</del>	CON	12 - STRATEGIC PRIORITY	\$ 111,700,446	\$ -	\$ 27,925,112	\$ -	\$ 139,625,558	
DALLAS	55198	0195-03-087	TXDOT-DALLAS	IH 35	US 380	US 77 NORTH OF DENTON	RECONSTRUCT AND WIDEN 4 TO 6 LANE RURAL FREEWAY WITH RAMP MODIFICATIONS AND 4 LANE TO 4/6 LANE FRONTAGE ROADS	2021	ENG	SW PE	\$ -	\$ -	\$ 10,248,220	\$ -	\$ 10,248,220	Delay construction phase from FY2023 to FY2025
								2021	ROW	SW ROW	\$ 18,868,761	\$ -	\$ 2,096,529	\$ -	\$ 20,965,290	
								<del>2023</del> <del>2025</del>	CON	12 - STRATEGIC PRIORITY	\$ 143,767,540	\$ -	\$ 35,941,885	\$ -	\$ 179,709,425	
<b>Changes to TIP Modification Requests after RTC Approval on January 15, 2021</b>																
DALLAS	13012	0196-03-282	TXDOT-DALLAS	IH 35E	IH 635	DENTON COUNTY LINE	RECONSTRUCT EXISTING 2 MANAGED LANES TO 2 MANAGED LANES	2021	ENG	CAT 3 - DESIGN BUILD FUNDING	\$ 11,576,000	\$ -	\$ 2,894,000	\$ -	\$ 14,470,000	Change Cat 2M funding match from regional to state
								2021	CON	2M - METRO CORR	\$ 63,585,386	<del>\$ 15,896,346</del>	<del>\$ 15,896,346</del>	\$ -	\$ 79,481,732	
DALLAS	40076	0918-47-321	DALLAS COUNTY	VA	ROWLETT RD MULTIMODAL IMPROVEMENTS; ALONG DUCK CREEK DR/ROWLETT RD FROM DUCK CREEK TRAIL AT GREENBELT PARKWAY	GARLAND EASTERN CITY LIMITS	CONSTRUCT NEW SEPERATED BICYCLE LANES, SIDEWALKS, AND SHARED-USE PATH ALONG ROWLETT RD/DUCK CREEK DR	2021	ENG	LOCAL CONTRIBUTION	\$ -	\$ -	\$ -	\$ 1,071,409	\$ 1,071,409	Decrease Local Contribution funding in FY2023
								2023	UTIL	LOCAL CONTRIBUTION	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	
								2023	CON	LOCAL CONTRIBUTION	\$ -	\$ -	\$ -	<del>\$ 756,375</del> <del>\$ 756,375</del>	<del>\$ 756,375</del> <del>\$ 756,375</del>	
								2023	CON	9 TA Set Aside	\$ 3,745,450	\$ -	\$ 936,363	\$ -	\$ 4,681,813	
								2023	CON	9 TA Set Aside	\$ 434,255	\$ -	\$ 408,563	\$ -	\$ 842,818	

# CHANGES TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

## Grouped Project CSJs

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-950	PE-Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right-of-Way Acquisition	Right-of-Way (ROW) acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done within existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, non-added capacity) or drainage improvements associated with rehabilitation.
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity.
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation System (ITS) Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/Intelligent Vehicle Highway System (IVHS) programs.
5000-00-916	Bicycle and Pedestrian	Construction or rehabilitation of bicycle and pedestrian lanes, paths and facilities.

**CHANGES TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM**

**Grouped Project CSJs (continued)**

5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas and truck weigh stations.
5000-00-918	Transit Improvements and Programs	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities and bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, acquisition of third-party transit services, transit marketing, and mobility management/coordination. Additionally includes the purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet [See Note 3].

Note 1: Projects funded with ~~Transportation Alternatives Program (TAP), Transportation Enhancement, and~~ Congestion Mitigation Air Quality Improvement Program funding require a Federal eligibility determination and are not approved to be grouped.

Note 2: Projects funded as part of the Recreational Trails Program (RTP) consistent with the revised grouped project category definitions may be grouped. RTP projects that are not consistent with the revised grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP).

Note 3: In PM10 and PM2.5 nonattainment or maintenance areas, such projects may be grouped only if they are in compliance with control measures in the applicable implementation plan.

## **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 3**

## **Surface Transportation Technical Committee**

**Hilary Nguyen**

**Transportation Education and Outreach**

**April 23, 2021**



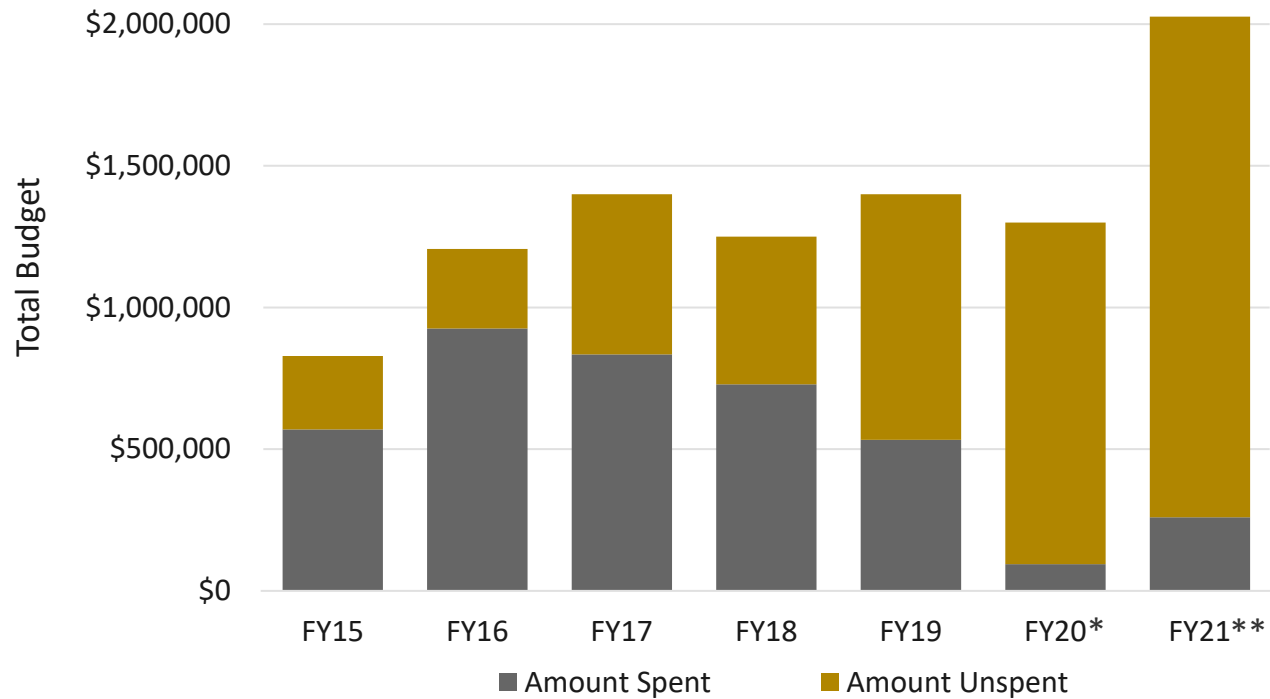
# The Three E's for Education Campaigns

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 through 3. Funding is 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

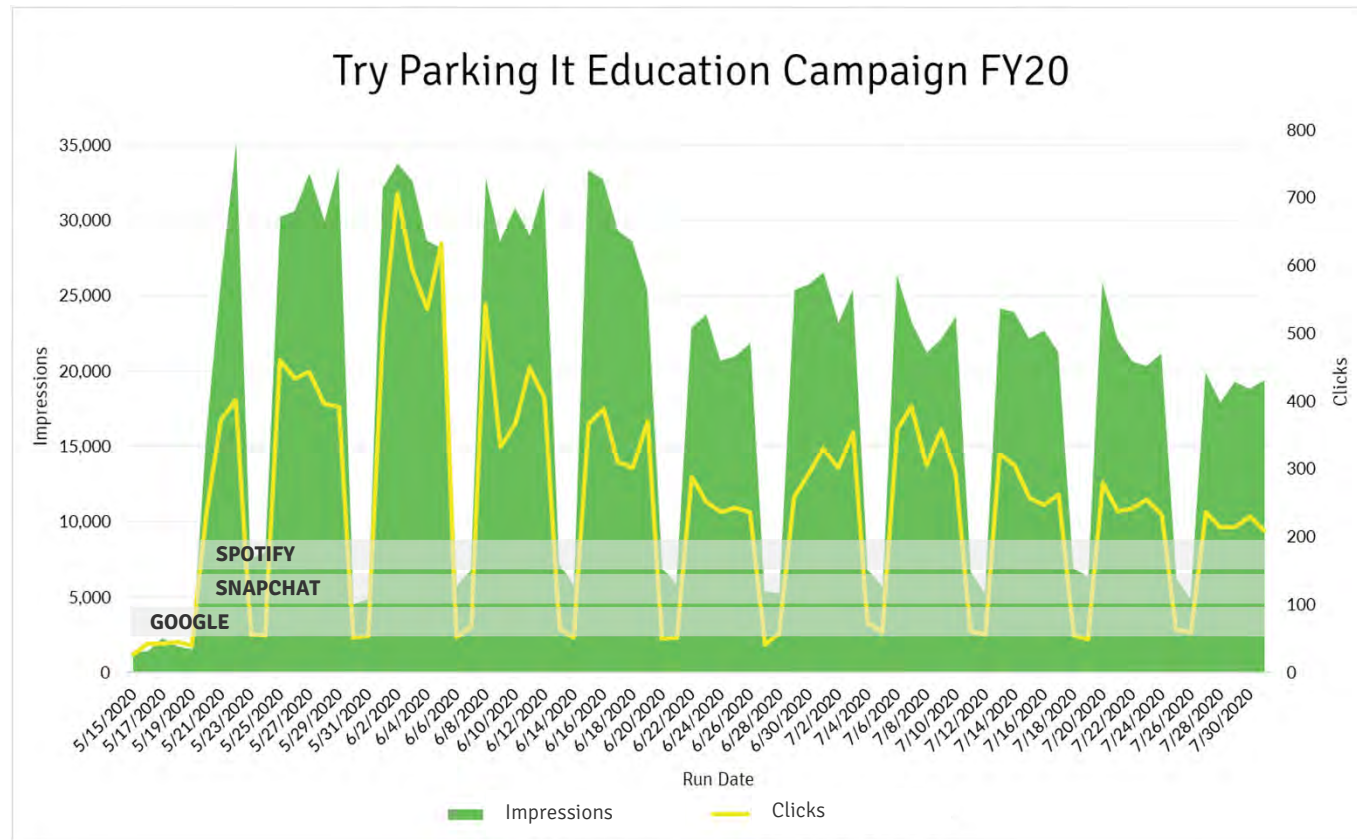
## Targeted Audience Examples:

- **Truck Drivers and Fleet Owners**
- **General Public**
- **Commuters**
- **Motorists and Transit Users**

## Key Performance Indicator Examples:

- **Clicks, Impressions, and Reach**
- **Website Visits and Actions Taken**
- **Number of Registrants and Participants**
- **Number of Online Submissions**

# 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 was approved by STTC, RTC, and Executive Board in January and February 2021.

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
<b>Total</b>		<b>\$1,325,500</b>			<b>\$ 1,485,500</b>

\*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 approved.**



# Transportation Education Campaign Overview

FY2021 Educational Campaign for Transportation Initiatives: Phase 3 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 3

Program Name	Funding Source	New Funding Amount	Match Source*	New Match Amount	Total
Ozone Season Emissions Reduction Campaign	CMAQ	\$205,000	TDCs	41,000	\$ 205,000
Regional Smoking Vehicle Program	STBG	\$10,500	TDCs	2,100	\$ 10,500
Transit Pandemic Recovery	CMAQ	\$100,000	TDCs	20,000	\$ 100,000
SMARTe	STBG	\$10,500	TDCs	2,100	\$ 10,500
<b>Total</b>		<b>\$326,000</b>			<b>\$ 326,000</b>

\*TDCs in the amount of 65,200 may be used as match but are not included in the total dollar amount.

**Total up to \$326,000 to cover education campaign expenses for approval.**

# Education Campaign Strategy and Example

Media procurements and placements are monitored based on the current market 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
- Revised creative to promote a “households ride together” message

**TRANSPORTATION UPDATES**  
COMPILED BY VALERIE WOOD COWORTH

**ONGOING PROJECT**

**Sam Rayburn Tollway widening**  
Construction continues on an additional lane in each direction of the Sam 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 Carls 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**

**McKenzie Henry neighborhood street improvement project**  
The city of Lewisville is finishing design on a project to rebuild portions of McKenzie, 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 to 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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2020 PRESIDENT'S AWARD WINNER

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Download GoCarma for Apple or Android devices in the App Store or Google Play. Register once, then just drive! You'll pay half price on TEXPRESS LANES when riding together during weekday rush-hour periods by using GoCarma, and you'll help improve air quality in your community.

[gocarma.com/dfw](http://gocarma.com/dfw)

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
STTC Action on Education Campaigns for Transportation Initiatives FY2021 Phase 3	April 23, 2021
RTC Action on Education Campaigns for Transportation Initiatives FY2021 Phase 3	May 13, 2021
Executive Board Authorization of Education Campaigns for Transportation Initiatives FY2021 Phase 3	May 27, 2021

# Proposed Action

**Support an RTC Recommendation to NCTCOG Executive Board to Approve Funding up to \$326,000 for Education Campaigns for Transportation Initiatives that will initiate in FY21, such as:**

- **Ozone Season Emissions Reduction Campaign**
- **Regional Smoking Vehicle Program**
- **Transit Pandemic Recovery**
- **Saving Money and Reducing Truck Emissions Program**

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# **Regional Vanpool Program Modifications To Improve Overall Efficiency**

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE**

**APRIL 23, 2021**

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# Background/ Overview

- 
- NCTCOG and Transit Agencies Reviewed Current Program
  - Several Areas Identified for Improvement
  - Temporary Flexibility Needed During Transition to One Regional Program (no new funding needed)
  - Goal
    - Improve Overall Efficiency & Effectiveness
    - Reduce Rider Confusion
    - Eliminate Unintended Competition Between Transit Agencies

# Proposed Modifications

1. Establish Clear Provider Boundaries
2. Address Rider Equity Concerns Through Temporary Flexible Subsidies
3. Issue Regional Cooperative Vanpool Procurement: One Regional Program Administered by the Three Transit Agencies



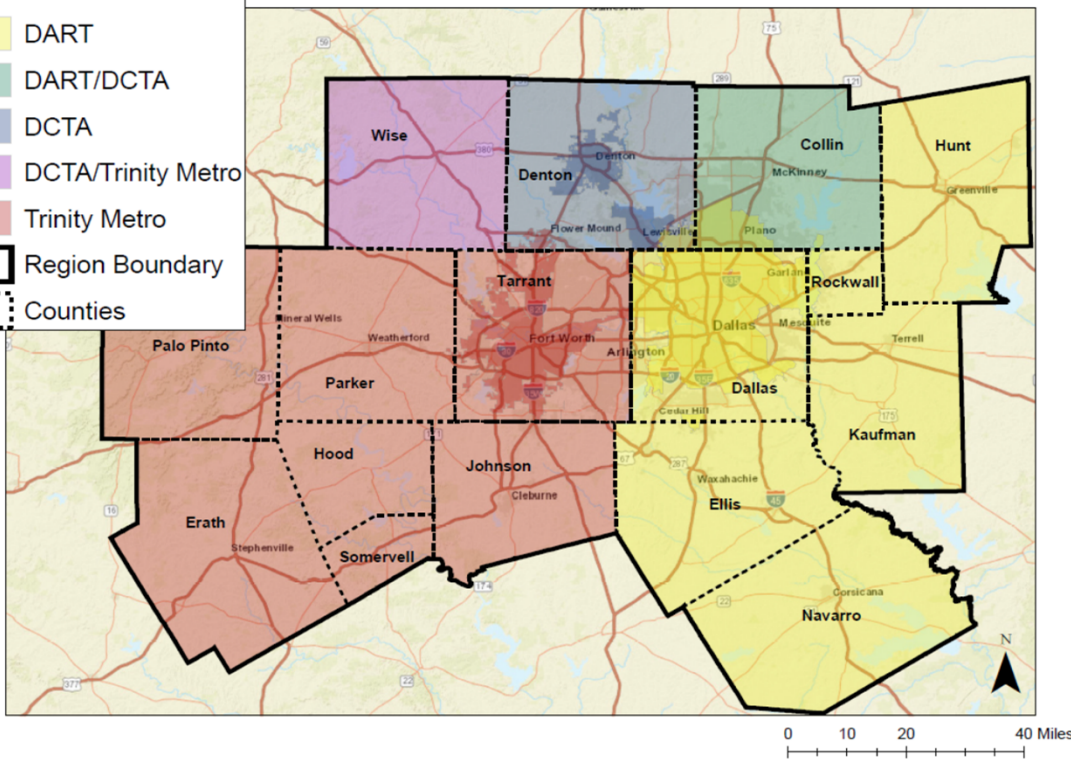
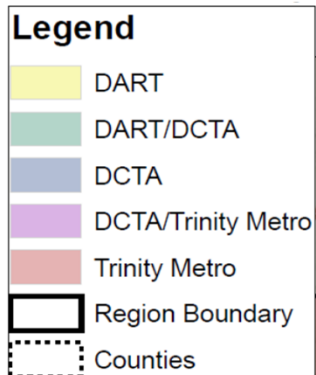
# Boundary Modifications

Correct Funding Apportionments for Urbanized Areas

Eliminate Contested Trips

Deliver Consistent Messaging to Riders

# Proposed Origination-Based Boundaries



Transit Agency	Origination	Destinations
DART	Dallas, Ellis, Hunt, Kaufman, Navarro & Rockwall Counties	Throughout DFW
	Collin County	Throughout DFW except Denton County
Trinity Metro	Tarrant, Johnson, Parker, Hood, Erath, Somervell & Palo Pinto Counties	Throughout DFW
	Wise County	Throughout DFW except Denton County
DCTA	Denton	Throughout DFW
	Collin and Wise Counties	Denton County

# Proposed Temporary Subsidy Correction

## Subsidy

- RTC currently subsidizes 30%-35% depending on funding year (decreases over time)
- Covers portion of program costs: staffing, vehicle lease cost, and emergency ride home services

## Impact to Rider Cost

- Due to contract timing, subsidy disproportionate: variation on vendor costs to transit authorities, rider groups experience wide range of prices
- Seeking a temporary flexibility to subsidy to assist riders while NCTCOG pursues a Cooperative Regional Vanpool procurement with the transit providers
- No additional or new funding needed; funding previously approved by RTC will accommodate temporary fluctuations in subsidies

# Regional Cooperative Procurement

Gain Consistency Between the Three Transit Agencies

Lower Costs for the Riders

Reduce Administrative Costs

Eliminate Confusion

# Schedule

Milestone	Estimated Timeframe
Meetings with Transit Authorities to review items	December 2020-February 2021
STTC Information	March 26, 2021
RTC Information	April 8, 2021
STTC Action	April 23, 2021
RTC Action	May 13, 2021
Implement Updated Vanpool Boundaries	Late Spring/Early Summer 2021
Issue Regional Cooperative Procurement	Late Summer 2021

## Action Requested

### STTC Approval to Recommend RTC Approval:

- To adjust service area boundaries based on vanpool origination.
- To allow providers flexibility to utilize current funds to provide equitable vanpool subsidies to rider groups until agencies are integrated into a regional vanpool program.
- To revise administrative documents as appropriate to incorporate project modifications.

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# **PUBLIC TRANSPORTATION AGENCY SAFETY PLAN PERFORMANCE MEASURES**

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

APRIL 23, 2021

Shawn Dintino  
Transportation Planner III  
Transit Management and Planning



# FEDERAL MEASURES SCHEDULE

Measures	Upcoming RTC Action	Next Anticipated RTC Action	Target-Setting Schedule
PM3: System Performance, Freight, and CMAQ	October 2020 ✓	Late 2022	Biennial
PM2: Pavement and Bridge	November 2020 ✓	Late 2022	Biennial
PM1: Roadway Safety	February 2021 (Information) ✓	Early 2022	Annual
TAM: Transit Asset Management	April 2021 (Information) ✓	Early 2022	Every 4 years
PTASP: Public Transportation Agency Safety Plan	April 2021 (Information) May 2021 (Action)	Early 2025	Every 4 years

# TRANSIT SAFETY TARGETS

- Recommend Public Transportation Agency Safety Plans (PTASP) regional transit safety targets be consistent with transit providers, with 7 targets under the following measures:
  - **Fatalities** – Death confirmed within 30 days, excluding suicide, trespassers, illness, or natural causes
  - **Injuries** – Harm to person that requires immediate medical attention away from the scene
  - **Safety Events** – Collision, derailment, fire, hazardous material spill, or evacuation
  - **System Reliability** – Major mechanical failure preventing vehicle from completing or starting scheduled trip
- Recommend **zero** fatality targets in line with established regional safety position:
  - **Even one death in the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating fatalities across all modes of travel.**
- Recommend **5% improvement** from FY 2016 – FY 2019 baseline average in other targets to be achieved by FY 2023

# TRANSIT SAFETY TARGETS

Measure	Targets
Fatalities	1. Total number of reportable <b>fatalities</b> 2. Rate per 100K vehicle revenue miles
Injuries	3. Total number of reportable <b>injuries</b> 4. Rate per 100K vehicle revenue miles
Safety Events	5. Total number of reportable <b>safety events</b> 6. Rate per 100K vehicle revenue miles
System Reliability	7. Mean distance between <b>major mechanical failures</b>

## PROPOSED TRANSIT SAFETY TARGETS

Target	Baseline Average	Proposed Target
1. Fatalities - Total Number	6.00	0.00
2. Fatalities - Rate per 100k Miles	0.01	0.00
3. Injuries - Total Number	150.50	142.98
4. Injuries - Rate per 100k Miles	0.23	0.22
5. Safety Events - Total Number	516.00	490.20
6. Safety Events - Rate per 100k Miles	0.81	0.77
7. System Reliability - Miles Between Major Mechanical Failures	18,896.00	19,841.00

## **ACTION REQUESTED**

### STTC Approval:

- Recommend RTC approval of FY 2023 PTASP regional transit safety targets
- Allow revision of administrative documents as appropriate to address safety targets

**REGIONAL  
PERFORMANCE  
MEASURES  
SCHEDULE**

Date	Action
January 26	Regional Transit Safety Targets Provider Meeting
March 26	STTC Info on PTASP and TAM <ul style="list-style-type: none"><li>• Propose PTASP Targets</li><li>• Update Regional TAM Performance</li></ul>
April 8	RTC Info on PTASP and TAM
April 23	STTC Action on PTASP
May 13	RTC Action on PTASP

## CONTACT INFORMATION

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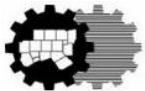
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# “Trade Fair” Partnerships with Lubbock Metropolitan Planning Organization and Rio Grande Valley Metropolitan Planning Organization (MPO)

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**SURFACE TRANSPORTATION TECHNICAL COMMITTEE**

**APRIL 23, 2021**



North Central Texas  
Council of Governments  
Transportation Department



# Status of Surface Transportation Block Grant (STBG) Funds

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- Given the large carryover balance of STBG funds, NCTCOG staff has been working on solutions to reduce the balance to a more manageable level, including:
  - The RTC Milestone Policy, Round 2
  - Quarterly project tracking
- As part of the region's 10 Year Plan this year, a proposal to advance projects currently funded with Category 2 with STBG funds will be brought forth.
- Additionally, today NCTCOG staff is proposing two "Trade Fair" partnerships to enable other regions to advance projects while our implementing agencies finish getting projects ready for construction.

# Background/Historical Context

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- TxDOT has a previous history of coordination among regions to expedite project delivery as a part of the development of the Unified Transportation Program (UTP).
- After each region selected projects for inclusion in the UTP in years past, TxDOT Headquarters held periodic “trade fair” meetings.
- In these meetings, different regions of the state “negotiated” or “balanced” project readiness with the availability of funding and “traded” annual allocation amounts.
- This process moved funding allocations around, instead of being evenly distributed each year.
- It enabled projects to proceed in the year in which funds were needed vs. the year in which funds were individually available to any given region (so long as the total allocation was balanced statewide each year).


# Policy Objectives Supporting this Proposal

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- Underscores that formula allocation at the State level is necessary to ensure equitable distribution of funding across regions
  - Once each region is certain that their total allocations will not change, they are more likely to be willing to negotiate innovative programs and partnerships to expedite projects
- Continues the long-standing tradition of “Trade Fairs” with other partners in the State
- Buys down carryover balances and reduces risk within the region’s Surface Transportation Block Grant (STBG) program

# AAMPO “Trade Fair” in Progress

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- In early 2018, NCTCOG had discussions with the Alamo Area Metropolitan Planning Organization (AAMPO) regarding a funding partnership for a feasibility study for High-Speed Transportation from Dallas-Fort Worth to Laredo.
  - Initially, it was determined that the RTC would contribute \$300,000 in federal funds, and AAMPO would provide a \$200,000 local match.
  - It was later determined that moving local funds between regions is challenging.
  - In the fall of 2018, the RTC agreed to program \$500,000 in RTC Local funding for a NCTCOG led feasibility study regarding High-Speed Transportation from Dallas-Fort Worth to Laredo; in return, AAMPO agreed to allocate \$200,000 in CMAQ funding to the DFW region.
- 

# Proposed Lubbock MPO “Trade Fair” Partnership

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- The Lubbock MPO has approached NCTCOG staff about a potential trade fair partnership between our regions.
- Lubbock MPO receives \$6 million of STBG funding per year.
- In order to cashflow priority projects, the Lubbock MPO needs an additional \$10.5 million in FY 2023 and additional \$10.5 million in FY 2025 for two separate projects.
- Proposal:
  - The RTC will “loan” the Lubbock MPO \$21 million in STBG cashflow in the years noted above.
  - In turn, the Lubbock MPO will transfer back \$21 million of STBG allocations over three years (FY2028, FY2029, FY2030) until fully repaid

# Proposed Rio Grande Valley MPO “Trade Fair” Partnership

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- In addition, the Rio Grande Valley MPO has approached NCTCOG staff about a potential trade fair partnership between our regions.
- Rio Grande Valley MPO receives \$25 million of STBG funding per year.
- In order to cashflow priority projects, the Rio Grande Valley MPO needs an additional \$14.6 million in FY 2022
- Proposal:
  - The RTC will “loan” the Rio Grande Valley MPO \$14.6 million in STBG cashflow in the year noted above.
  - In turn, the Lubbock MPO will transfer back \$14.6 million of STBG allocations in FY2026.

# Overview of “Trade Fair” Partnership Plan

Fiscal Year	Lubbock MPO	NCTCOG	RGVMPO
2022	-	(\$14,578,845)	\$14,578,845
2023	\$10,500,000	(\$10,500,000)	-
2025	\$10,500,000	(\$10,500,000)	-
2026	-	\$14,578,845	(\$14,578,845)
2028	(\$6,903,818)*	\$6,903,818	-
2029	(\$6,994,465)*	\$6,994,465	-
2030	(\$7,101,717)*	\$7,101,717	-

\*Amounts returned in FY2028 and FY2029 will be the full amounts Lubbock MPO receives in the UTP for those years. Any remaining amount not covered in these years will come from FY2030 (or future year) allocations.

# Requested Action


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- Recommend RTC Approval:
  - Of a “Trade Fair” Partnership with the Lubbock MPO of transferring:
    - \$10,500,000 in STBG cash flow/allocation in FY 2023
    - \$10,500,000 in STBG cash flow/allocation in FY2025
    - Receiving \$6,903,818 back in FY 2028
    - Receiving \$6,994,465 back in FY 2029
    - Receiving \$7,101,717 back in FY 2030
  - Of a “Trade Fair” Partnership with the Rio Grande Valley MPO of transferring:
    - \$14,578,845 in STBG cash flow/allocation in FY 2022
    - Receiving \$14,578,845 back in FY 2026



## Requested Action, cont.

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- Directing staff to enter into interlocal agreements with the Lubbock MPO and Rio Grande Valley MPO that outlines the terms of agreement
  - Directing staff to monitor the funds transfer agreement process at TxDOT to ensure that the terms of agreements are honored over time
- 

# CONTACT/QUESTIONS?

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# **AMERICAN RESCUE PLAN ACT TRANSIT FUNDING ALLOCATIONS**

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
APRIL 23, 2021**

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

# AMERICAN RESCUE PLAN ACT OF 2021

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- The American Rescue Plan (ARP) Act of 2021 was signed by President Biden on March 11, 2021 and provides \$30.5 billion nationwide in additional emergency funds to help alleviate funding shortfalls for the nation's public transportation systems due to the COVID-19 public health emergency. Also provides a small amount of funding under the Enhanced Mobility of Seniors and Individuals with Disabilities Program (i.e., Section 5310)
- This is the third round of emergency relief funding provided to the transit industry following the [Coronavirus Aid, Relief, and Economic Security \(CARES\) Act](#) and [Coronavirus Response and Relief Supplemental Appropriations Act \(CRRSAA\)](#), which provided \$39 billion to the industry
- Seeking RTC action as soon as possible; ARP 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](#))

# AMERICAN RESCUE PLAN ACT OF 2021

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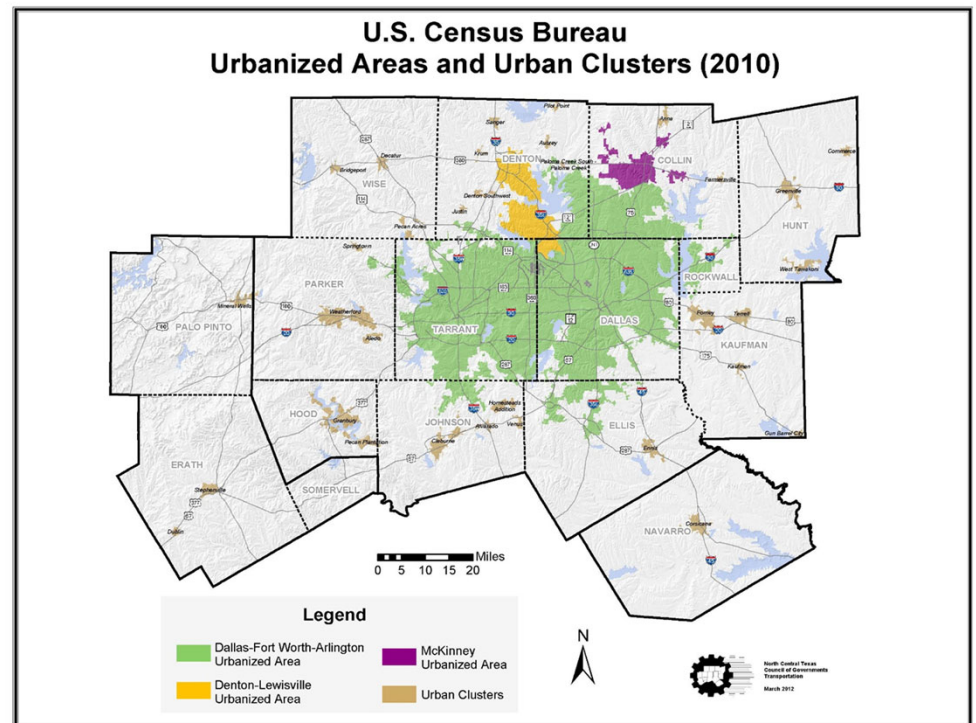
- Funding is being provided at 100-percent federal share, with no local match required, and prioritizes the use of funds for operational and payroll needs but also supports expenses traditionally eligible under the funding programs to prevent, prepare for, and respond to COVID-19. Expenses incurred on or after January 20, 2020 are eligible for reimbursement. Funding must be obligated by 9/30/2024 and disbursed by 9/30/2029.
- Primary objective is to ensure that public transit agencies receive sufficient funding; under this bill, when combined with their CARES Act & CRRSAA apportionments, to equal at least 132 percent of urbanized areas' public transit operating costs
- NCTCOG will not be retaining any funds for administrative purposes to direct the maximum amount available to the transit providers
- For North Texas, this impacts only five (5) transit providers in the region

# AMERICAN RESCUE PLAN FUNDING

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

## Available Funding for North Texas<sup>1</sup>

UZA	Section 5307	Section 5310	TOTAL
DFW-Arlington	\$339,826,672	\$661,260	\$340,487,932
Denton-Lewisville	\$14,073,192	\$41,939	\$14,115,131



<sup>1</sup> FTA funding for the McKinney UZA is administered through TxDOT

# ALLOCATION METHODOLOGY

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- Qualifying recipients will receive Section 5307 funding based on their 2018 Operating Expenses
  - Section 5307 Emergency Assistance<sup>1</sup> funding for urbanized areas may not exceed 132% of total 2018 Operating Expenses
  - DART, DCTA, Trinity Metro, PTS, and STAR are the transit providers that fall below the 132% threshold
  - All other transit providers exceed 132% 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 & CRRSAA sub-allocation tables

<sup>1</sup>Emergency Assistance funding includes both CARES Act and CRRSAA apportionments

# METHODICAL REVIEW OF FORMULA ALLOCATIONS

---

- Did the RTC correctly allocate CARES Act and CRRSAA funding and account for TRE?
  - **Yes**
- Did Congress allocate any ARP funding to North Texas because any agencies were below the 132% threshold?
  - **Yes**
- Were DART, Trinity Metro, PTS, STAR, and DCTA below the 132% threshold?
  - **Yes**
- Does the RTC have discretion on how to distribute ARP funds?
  - **Yes**



# 5307 ALLOCATION METHODOLOGY CONT.

DFW-Arlington UZA	2018 Operating Expenses	132% of 2018 Operating Expenses	CARES Act + CRRSAA Allocation	Recommended for ARP Funding?
City of Arlington	\$3,291,878	\$4,345,279	\$10,955,694	No
City of Grand Prairie	\$801,084	\$1,057,431	\$3,852,375	No
City of Mesquite	Reported to NTD by STAR Transit	N/A	\$3,442,401	No
City/County Transportation	\$310,255	\$409,537	\$899,600	No
Community Transit Services	\$193,513	\$255,438	\$1,781,036	No
<b>Dallas Area Rapid Transit</b>	<b>\$510,268,560*</b>	<b>\$673,554,500</b>	<b>\$358,138,748</b>	<b>Yes</b>
<b>Trinity Metro/ Fort Worth Transportation Authority (FWTA)</b>	<b>\$71,452,030*</b>	<b>\$94,316,680</b>	<b>\$55,161,034</b>	<b>Yes</b>
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
<b>Public Transit Services</b>	<b>\$472,239</b>	<b>\$623,356</b>	<b>\$396,081</b>	<b>Yes</b>
Span, Inc.	\$1,026,700	\$770,025	\$2,204,136	No
<b>STAR Transit</b>	<b>\$3,869,114</b>	<b>\$5,107,231</b>	<b>\$4,698,957</b>	<b>Yes</b>
Denton-Lewisville UZA	2018 Operating Expenses	132% of 2018 Operating Expenses	CARES Act + CRRSAA Allocation	Recommended for ARP Funding?
<b>Denton County Transportation Authority</b>	<b>\$28,350,849</b>	<b>\$37,423,121</b>	<b>\$23,461,867</b>	<b>Yes</b>

\*Accounts for TRE operating expenses, which are reported by DART to NTD  
 NTD: National Transit Database

## 5307 ALLOCATION METHODOLOGY CONT.

<b>DFW-Arlington UZA</b>	<b>2018 Operating Expenses</b>	<b>132% of 2018 Operating Expenses</b>	<b>Recommended ARP Allocation</b>	<b>Total Recommended COVID Relief<sup>1</sup></b>	<b>Percent of 2018 Operating Expenses (Total COVID Relief )</b>
Dallas Area Rapid Transit	\$510,268,560	\$673,554,500	\$300,035,477	\$658,174,225	129%
Trinity Metro/ Fort Worth Transportation Authority (FWTA)	\$71,452,030	\$94,316,680	\$39,155,646	\$94,316,680	132%
Public Transit Services	\$472,239	\$623,356	\$227,275	\$623,356	132%
STAR Transit	\$3,869,114	\$5,107,231	\$408,274	\$5,107,231	132%
<b>Denton-Lewisville UZA</b>	<b>2018 Operating Expenses</b>	<b>132% of 2018 Operating Expenses</b>	<b>Recommended ARP Allocation</b>	<b>Total Recommended COVID Relief<sup>1</sup></b>	<b>Percent of 2018 Operating Expenses (Total COVID Relief )</b>
Denton County Transportation Authority	\$28,350,849	\$37,423,121	\$14,073,192	\$37,534,988	132%

<sup>1</sup>Total COVID Relief includes the aggregate of CARES Act, CRRSAA, and ARP Funding Allocations

# SCHEDULE

---

<b>ACTION</b>	<b>DATE</b>
ARP Act Signed into Law	March 11, 2021
FTA Released Funding Allocations	March 29, 2021
STTC Action	April 23, 2021
RTC Action	May 13, 2021
NCTCOG Executive Board Action for Subrecipients	May 27, 2021
Subrecipient Agreement Execution	June 2021

## **ACTION REQUESTED**

---

### STTC Approval:

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

# CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING  
INNOVATIVE PROJECTS DURING COVID  
RECOVERY

Surface Transportation Technical Committee  
April 2021

Michael Morris, P.E.  
Director of Transportation



Imagery Provided By Getty

## 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

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Bicycle/Pedestrian (+36%, December)



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Freeway Volumes (-17%, February)

Toll Road (-20%, January)

Airport Passengers (-48%, January)

Transit Ridership (-51%, January)

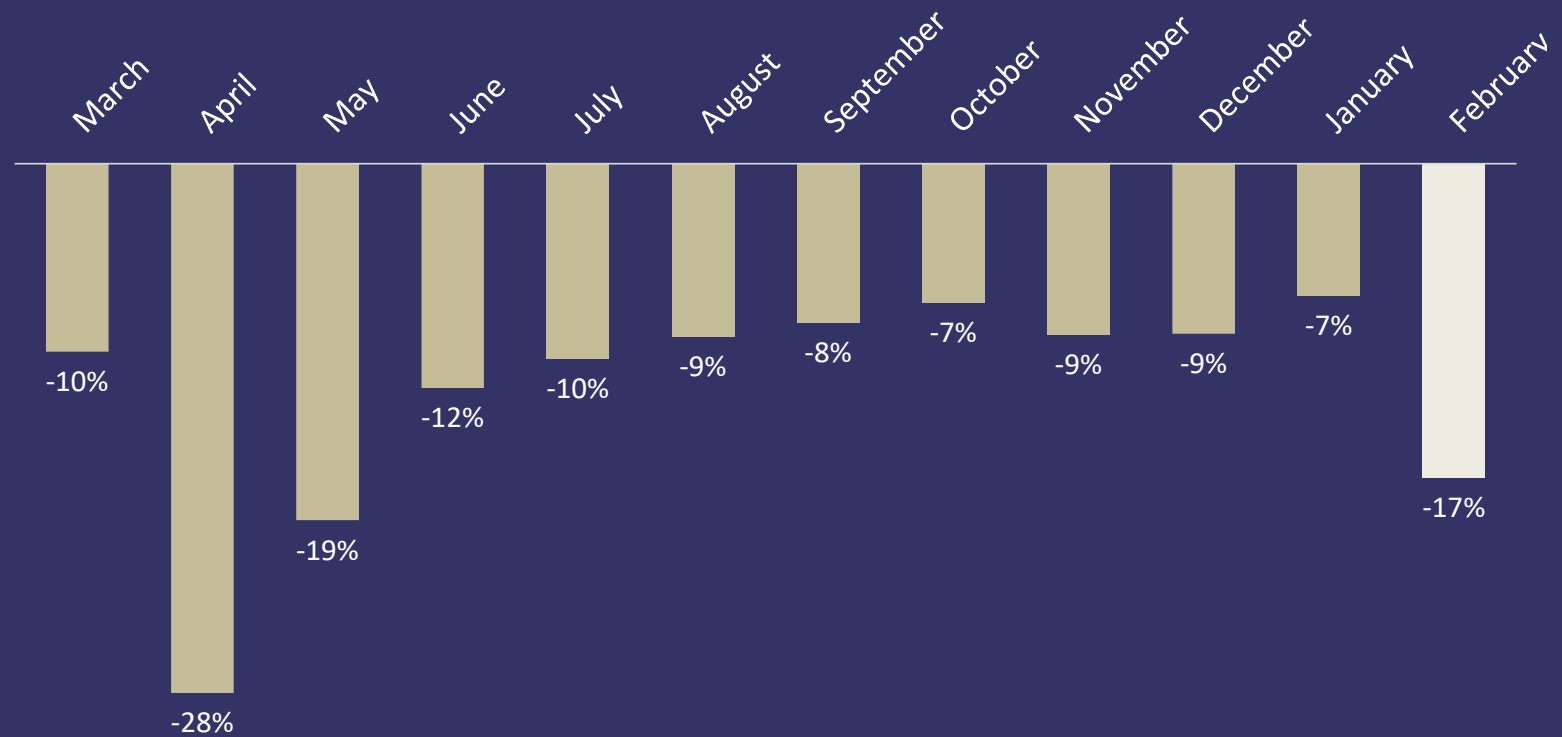




# ROADWAY TRENDS

Average  
Weekday  
Freeway  
Volumes

## Traffic Decrease vs 2019



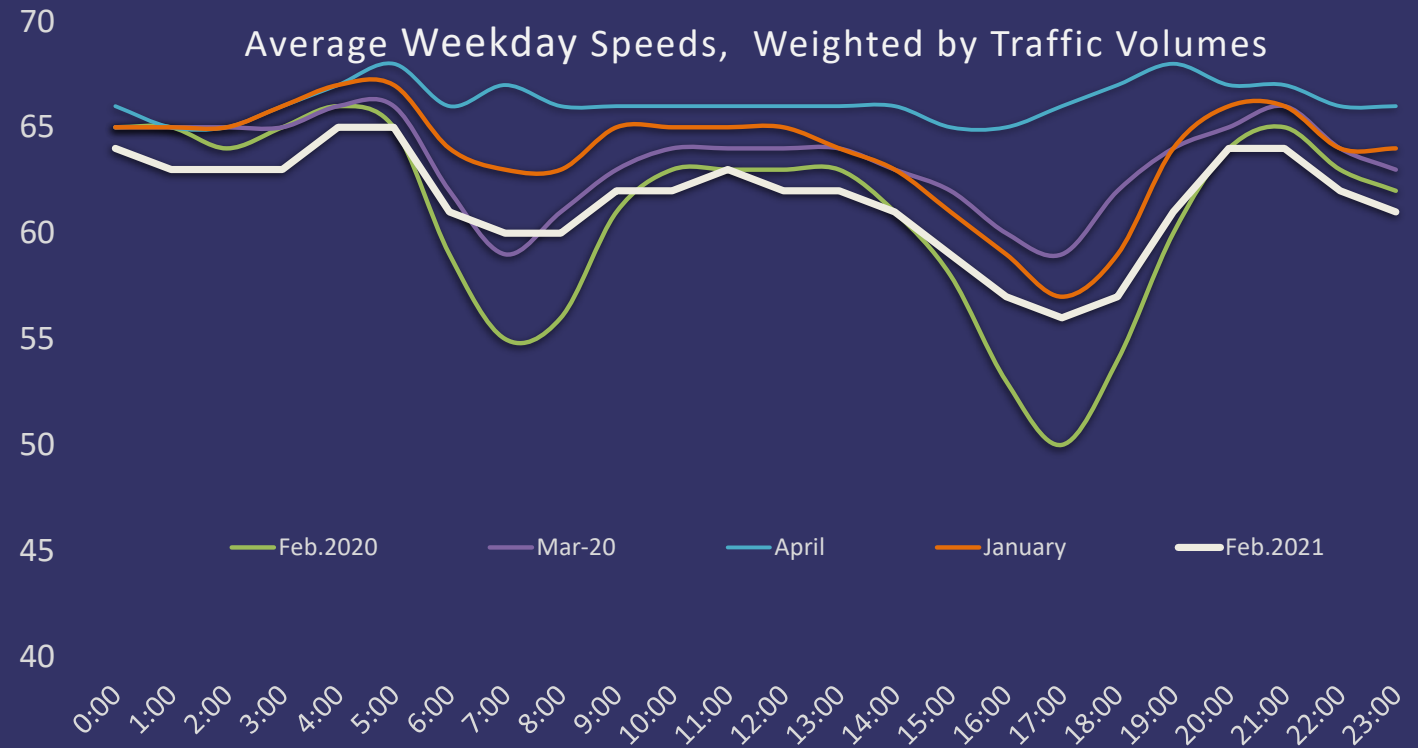
Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters.

As of October 2020 growth calculations are based on Fort Worth locations.

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

# ROADWAY TRENDS

Regional Average  
Freeway Speeds

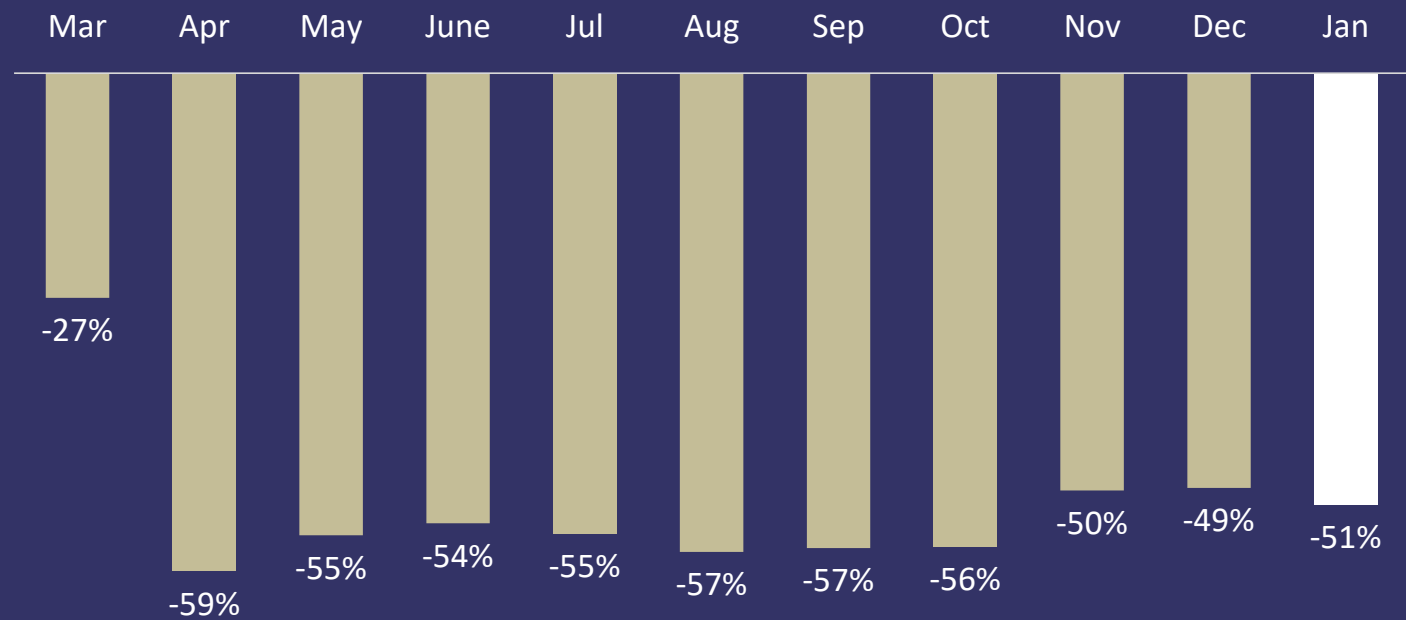


Source: TxDOT Sidefire Devices

# TRANSIT IMPACTS

Weekday Ridership

## Passenger Decrease : 2019 vs 2020

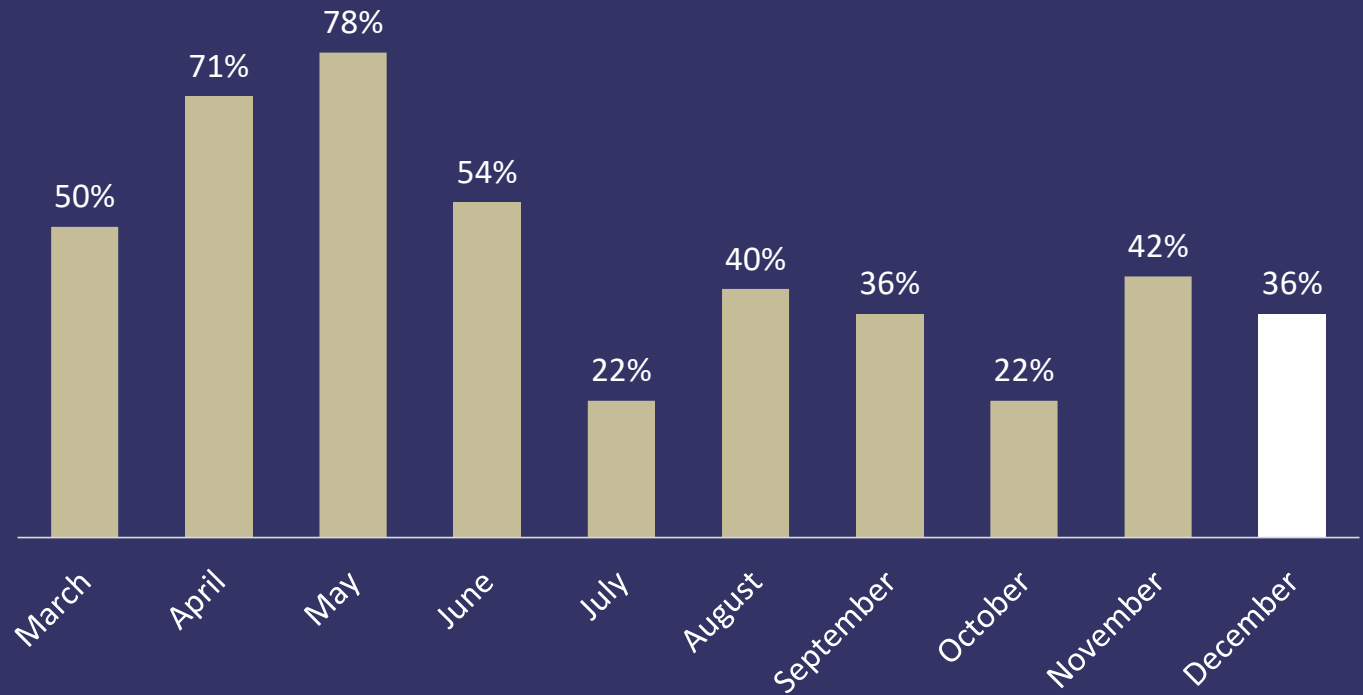


Source: DART, DCTA, and Trinity Metro

# BICYCLE AND PEDESTRIAN IMPACTS

## Trail Counts

Increase in Full Week Trail Usage : 2019 vs 2020

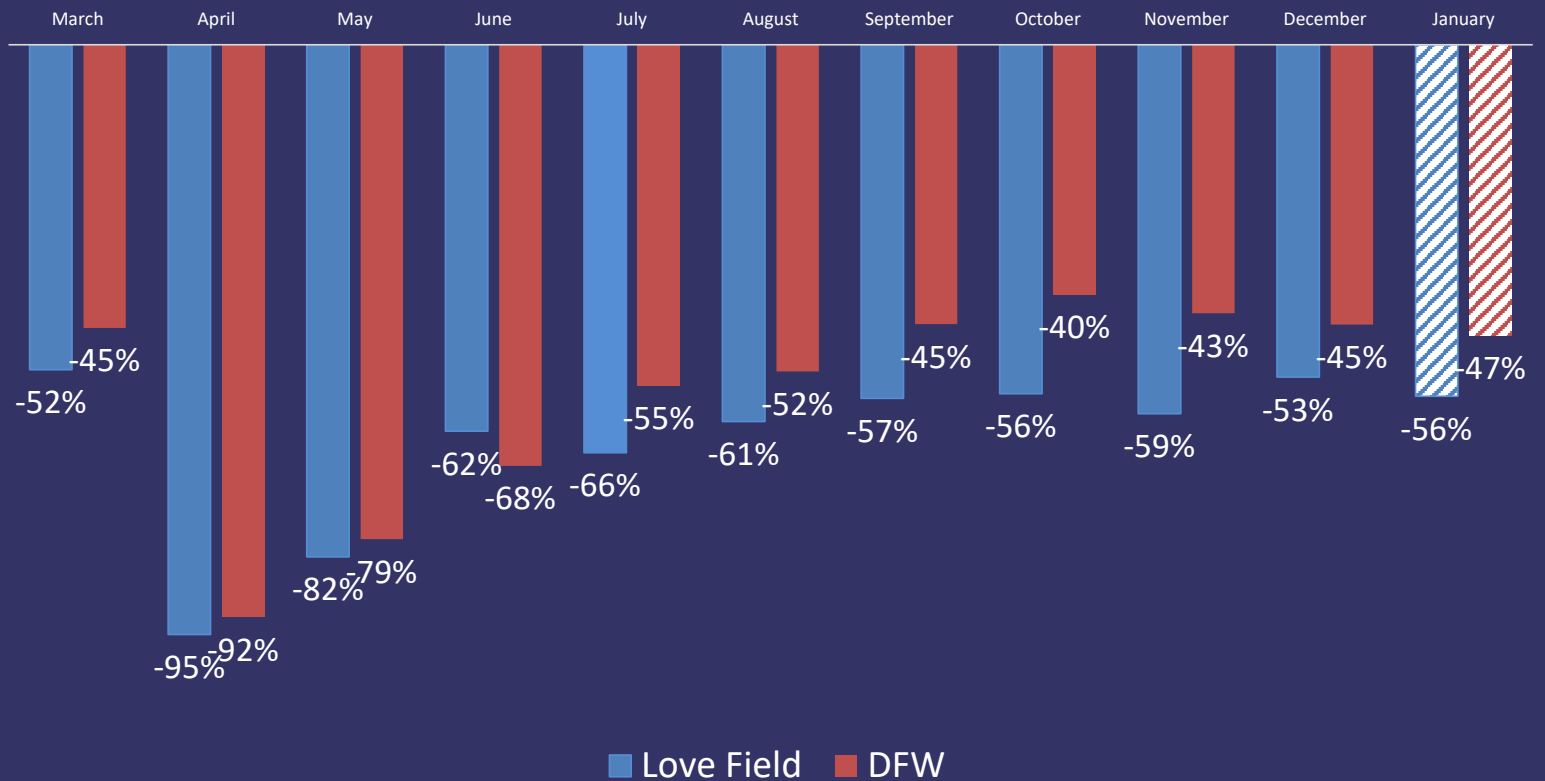


Source: NCTCOG - collected at 8 sites located in Plano, North Richland Hills, Denton, Dallas, Fort Worth, and Allen.  
Note: No adjustments for weather were applied.

# AIRPORT TRENDS

Passengers

## Change in Airport Passengers - 2019 vs 2020



Source: Dallas Love Field and DFWIA Websites

---

# Metric 2: FINANCIAL IMPLICATIONS TO TRADITIONAL TRANSPORTATION REVENUE

# FINANCIAL IMPLICATIONS

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0



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Transit Sales Tax Allocations (-2%, December)

Motor Fuel Tax (-5.2%, February)

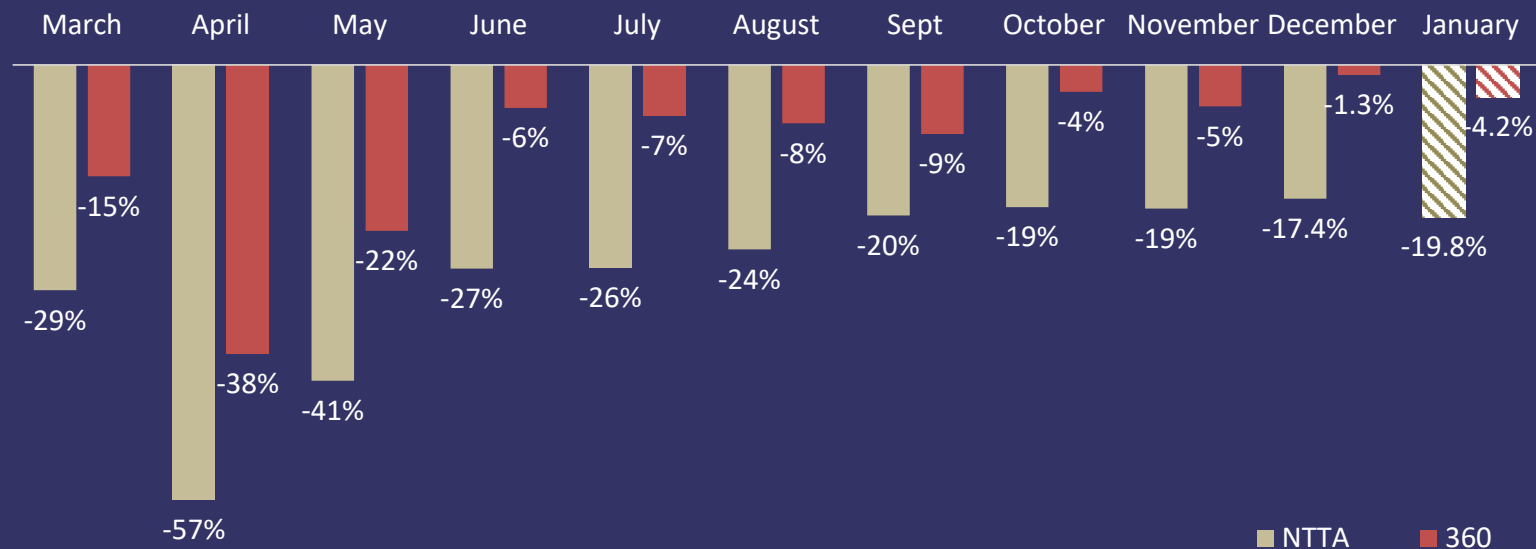
Sales Tax (-13.3%, February)

Motor Vehicle Sales and Rental Tax (-13.8%, February)

# FUNDING IMPACT

NTTA  
Transactions,  
Including  
SH 360

## Change in Tollway Transactions: 2019 vs 2020



Source: NTTA

Note: Change for NTTA includes 360 Tollway

Additional Note: Despite decline in transactions, the revenues are sufficient to meet debt service for SH 360.

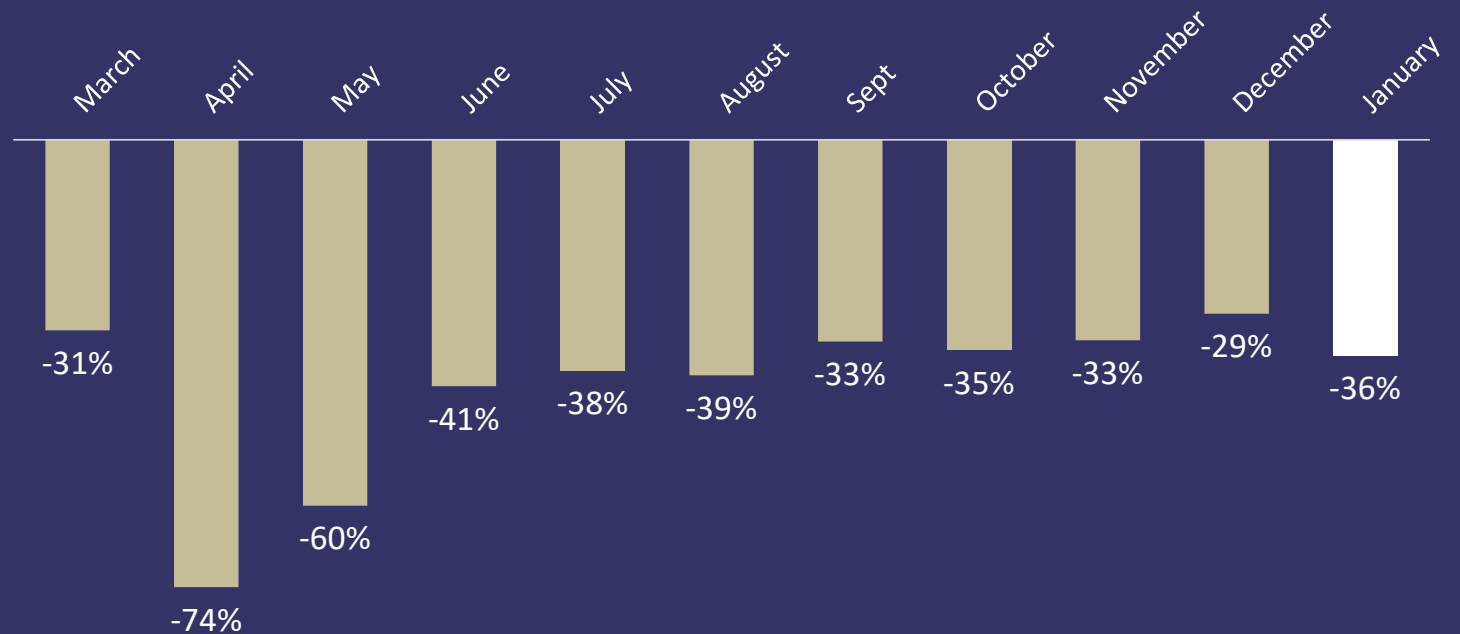
No current impact to RTC backstop expected.



# FUNDING IMPACT

## I-35E TEXpress Lane Transactions

Change in Transactions: 2019 vs 2020



Source: TxDOT

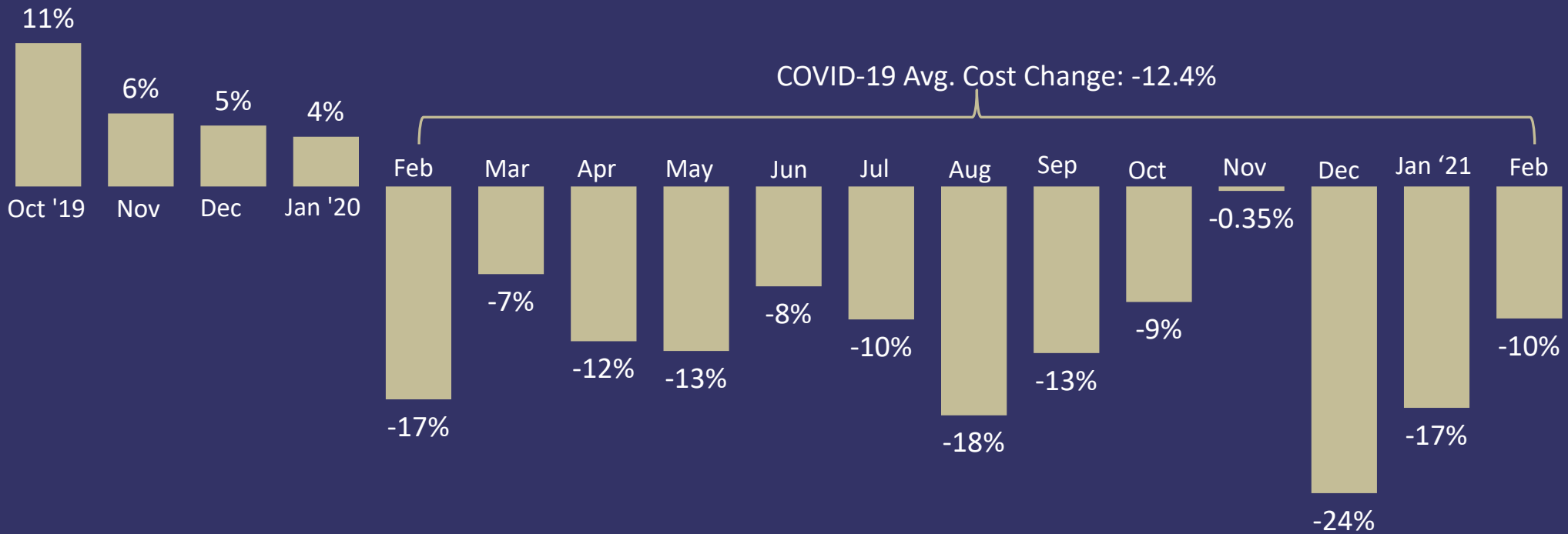
Note: TIFIA loan not impacted at this time as interest only payment period does not begin until May 2022

---

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

# Construction Cost Changes October 2019 to February 2021

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



Sources: TxDOT Connect and Monthly TxDOT Letting Reports

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

---

# 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

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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



Imagery Provided By Getty

# DASHBOARD PLATFORM

[www.nctcog.org/pm/covid-19](http://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



**ELEMENTS OF PROPOSED RTC RESOLUTION  
REGARDING SH 360 NTTA LOAN  
REPAYMENT TO TXDOT**

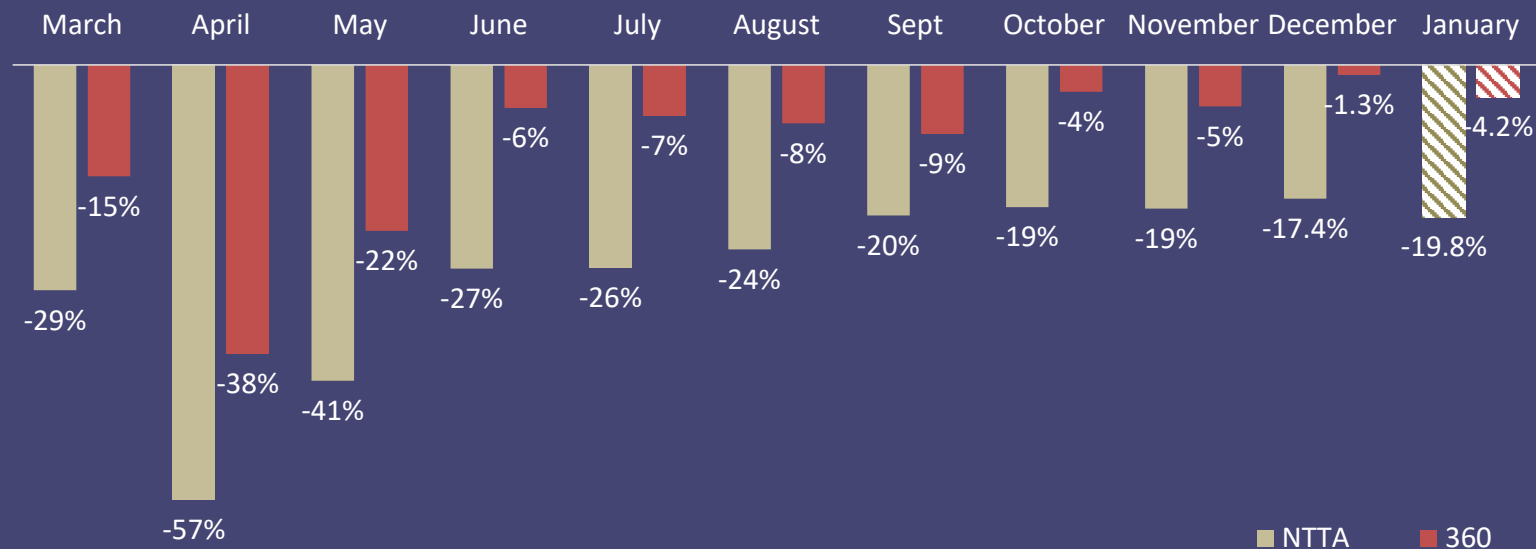
**Surface Transportation Technical Committee**  
April 23, 2021



# 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.

## **Elements of Proposed RTC Resolution Regarding SH 360 NTTA Loan Repayment to TxDOT (Approximately from Green Oaks to US 287)**

- 1) Context: Urgency is due to increasing interest rates (currently 4.25% to  $\approx$  3.25%) = \$50M savings)  
Part of a larger re-financing
- 2) Agreements (i.e., Two of Them)
  - Project agreement (NTTA and TxDOT)
    - \$300M loan/today's payment is \$330M
  - Backstop agreement (TxDOT, NTTA and RTC)
- 3) Benefits:
  - Relieves the requirement of the RTC financial backstop
  - Releases \$15M in RTC contingency funds for project selection (i.e., STBG federal funds)
  - Elimination of possibility of SH 360 toll rate increases due to RTC step-in
  - Possibility of next stage SH 360 improvement happening sooner
  - Some portion of \$330M selected by the Commission for the DFW region

## **Elements of Proposed RTC Resolution Regarding SH 360 NTTA Loan Repayment to TxDOT (Approximately from Green Oaks to US 287)**

### **4) Remaining Items Being Negotiated/Discussed**

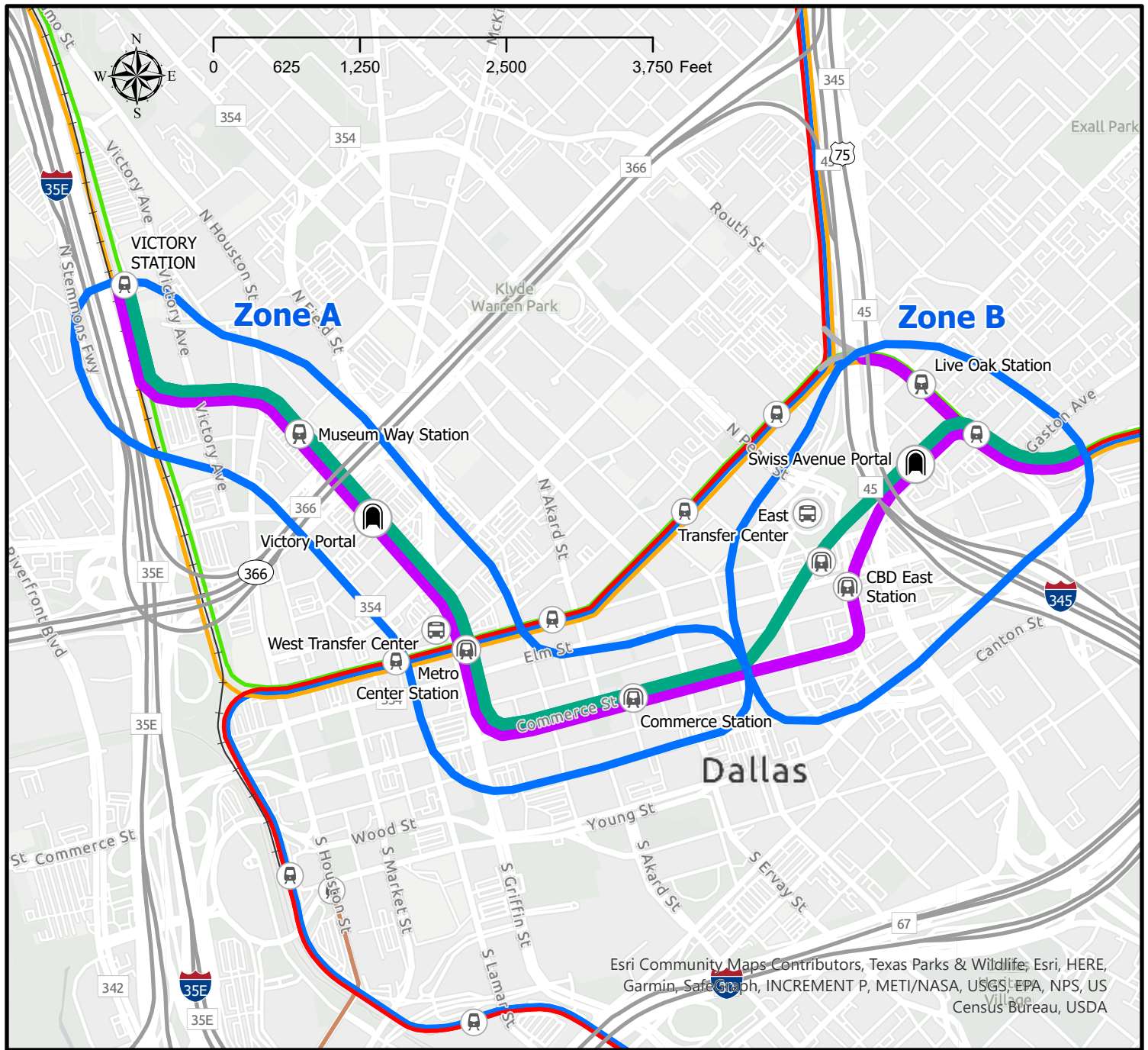
- Extending wayfinding signing pilot program from 5 to 10 years (local government meeting scheduled for April 19, 2021)
- Advancing a partnership program that memorializes the advancement of certain transportation improvements in the SH 360 corridor, (specifically SH 360 T Elbow, widening, interchange at US 287, and SH 360 T Section 2) while solidifying revenue sharing to begin no later than 2053

### **5) Next Steps:**

- Local government meeting April 19 (Tarrant County, Grand Prairie, Arlington and Mansfield)
- TxDOT Action
- NTTA Action
- STTC Action in April/RTC Action in May

# Attachment 1 DART D2 Project Council District 2, 14

- █ Locally Preferred Alternative - City Council Resolution September 2017
  - █ DART's Current Proposed Alternative
- |  |  |  |                 |
|--|--|--|-----------------|
| <span style="color: blue; font-weight: bold;">█</span> BLUE LINE     | <span style="color: red; font-weight: bold;">█</span> RED LINE                 |  | TRINITY RAILWAY |
| <span style="color: green; font-weight: bold;">█</span> GREEN LINE   | <span style="color: gray; font-weight: bold;">█</span> MCKINNEY AVENUE TROLLEY |  |                 |
| <span style="color: orange; font-weight: bold;">█</span> ORANGE LINE | <span style="color: brown; font-weight: bold;">█</span> DALLAS STREETCAR       |  |                 |



Esri Community Maps Contributors, Texas Parks & Wildlife, Esri, HERE, Garmin, SafeGraph, INCREMENT P, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

# MAP YOUR EXPERIENCE PUBLIC COMMENT TOOL

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SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
APRIL 23, 2021

## WHAT IS MAP YOUR EXPERIENCE?

- Online mapping tool to gather public comments
- Users click on a point and describe an issue they experience as users of the region's transportation system at that location
- Focus on specific issues, not projects
  - Desire to quantify needs holistically
- Fits into data-driven planning initiatives

# WHAT IS MAP YOUR EXPERIENCE?

The screenshot displays the 'Map Your Experience!' application interface. The main map shows Texas with numerous yellow circular markers indicating user-reported issues, primarily concentrated in the Dallas-Fort Worth and Austin areas. The sidebar on the right contains three categories:

- Comment on Roadway Issues** (represented by an orange car icon)
- Comment on Transit, Microtransit, and Other Modes** (represented by a blue bus icon)
- Comment on Pedestrian/Bicycle Issues** (represented by a green bicycle icon)

The interface includes a top navigation bar with the title 'Map Your Experience!' and a search icon. A left sidebar contains standard map controls: zoom in (+), home, zoom out (-), location, search, and a menu icon. The bottom of the map features the text 'POWERED BY esri' and 'Esri, HERE, NPS | Esri, HERE, NPS'.

# CATEGORIES



## Roadway

- Traffic
- Signal Timing
- Parking
- Freight/Delivery
- Road Condition
- Safety
- Noise Pollution
- Air Pollution
- Other



## Transit

- Stops/Stations
- Shelters
- Connections
- Service Frequency
- Travel Time
- Facility Condition
- Safety
- Lighting
- Other



## Bicycle/Pedestrian

- Lanes, Stripes, Markings
- Sidewalk/Trail Availability
- Sidewalk/Trail Condition
- Traffic Signals
- Crosswalks
- Safety
- Lighting
- Other





# LAUNCH

- Initially created to engage the public at in-person community events
- Beta tested from March to August 2020
- Became important online strategy as in-person events were cancelled
- Publicized through public involvement channels:
  - Department's monthly online input opportunities
  - Social media (Facebook & Twitter accounts)
  - Newsletter articles
  - Press release

## RECENT DEVELOPMENTS AND NEXT STEPS

- Continuous processing of incoming comments through existing public comment framework
- Spanish translation
- Dashboards and other summary tools
- Tweaks and adjustments to interface as needed
- Additional promotion of tool through Mobility 2045 Update public involvement processes





## OVERCOMING POTENTIAL ISSUES

- Additional exposure will move comments closer to being a representative sample
- Upcoming Mobility Plan campaign seeking diverse participation with focus on EJ groups
- Tools like this have proven to be popular engagement strategies during the pandemic
  - Looking for future opportunities and in-person variations while avoiding duplication



# APPLYING RECEIVED COMMENTS

## HOW COMMENTS ARE VALUABLE TO US

Holistically evaluating policy, program, and project recommendations in our plans

- Are draft recommendations meeting needs?
- If not, how (and where) can they be adjusted?
- Do we need additional programs to address recurring issues?

## HOW COMMENTS ARE VALUABLE TO YOU

Directly assessing and addressing transportation needs in communities

- Where are issues occurring in your jurisdictions?
- Which specific issues are most important for the public?



## HOW WE CAN CONNECT YOU WITH COMMENTS

- Online dashboards (upcoming)
- Maps
- Customized reports
- Exported comment data
- Direct connections to comment data feed
- Analyses and reports from other teams

# CONTACT US



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



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



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*Transportation Planner III*  
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(817) 704-5608

**Carli Baylor**  
*Communications Specialist II*  
cbaylor@nctcog.org  
(817) 608-2365

**James McLane**  
*Senior Information Analyst*  
jmclane@nctcog.org  
(817) 704-5636

# USER EXPERIENCE

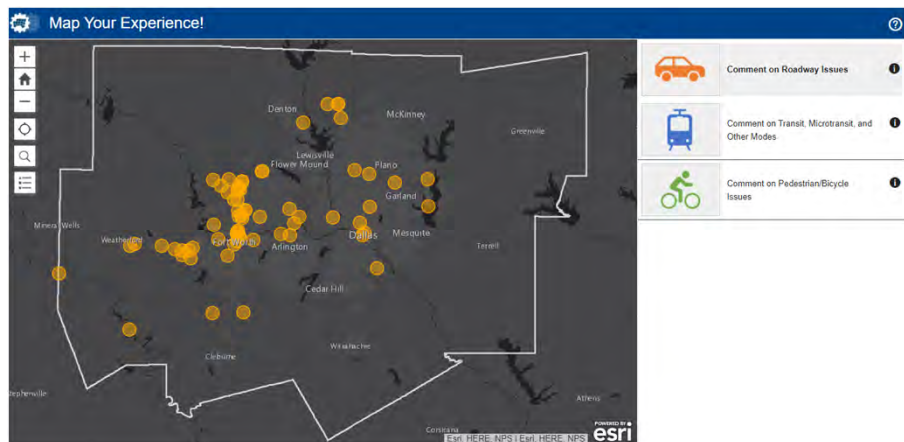
# USER EXPERIENCE



1. Orientation page

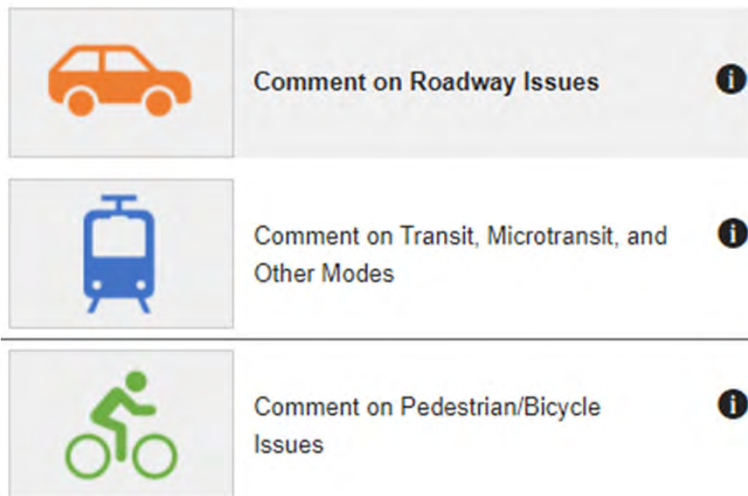


# USER EXPERIENCE



1. Orientation page
2. Application home

# USER EXPERIENCE



1. Orientation page
2. Application home
3. Select Category

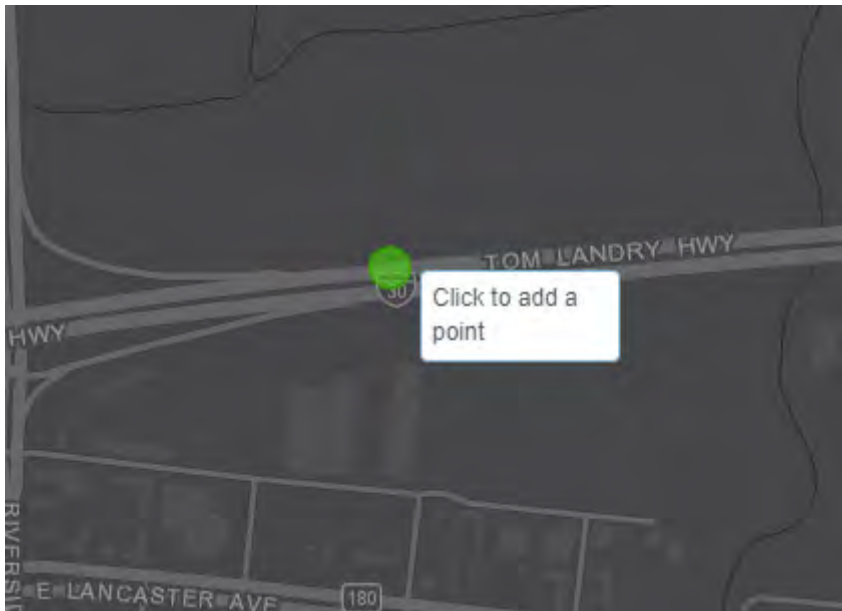
# USER EXPERIENCE

< Pedestrian/Bicycle Comments

+ Submit Comment

1. Orientation page
2. Application home
3. Select Category
4. Click "Submit Comment"

# USER EXPERIENCE



1. Orientation page
2. Application home
3. Select Category
4. Click "Submit Comment"
5. Click point on map

# USER EXPERIENCE

**Details**

Category (required)

Comment (5000 characters max.) (required)

Commenter Name (optional)

Zip Code (required)

Age Range (optional)

Email Address (If you'd like NCTCOG staff to follow up)

Date Submitted

**Location**

Click the map to draw the location.

1. Orientation page
2. Application home
3. Select Category
4. Click "Submit Comment"
5. Click point on map
6. Fill out form and click "Report It"



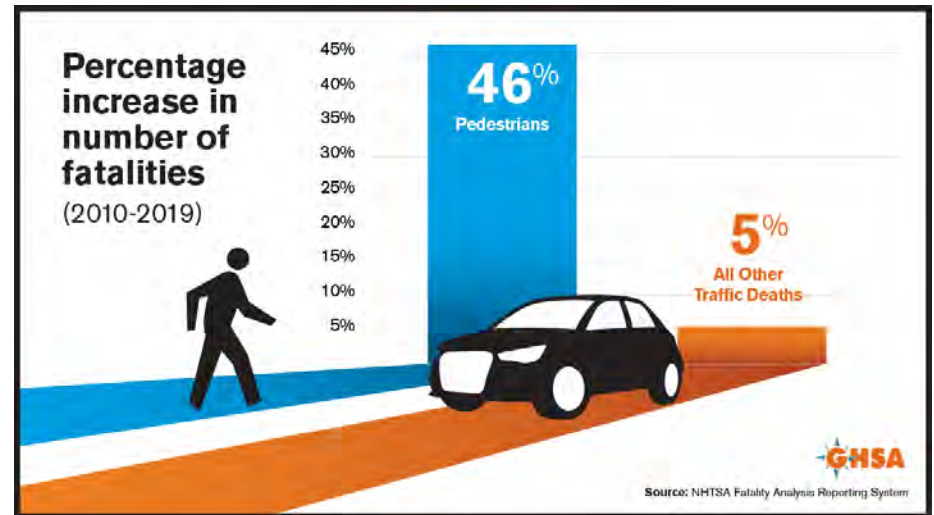
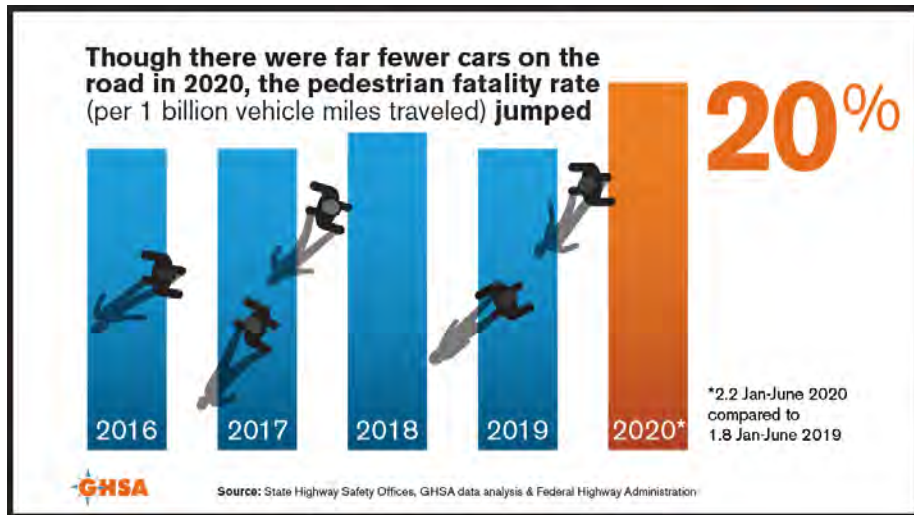
# REGIONAL PEDESTRIAN SAFETY ACTION PLAN

**Surface Transportation Technical Committee**  
April 23, 2021



Matt Fall, Sr. Planner, Active Transportation, Sustainable Development

# Pedestrian Traffic Fatalities: 2020 U.S. Preliminary Data



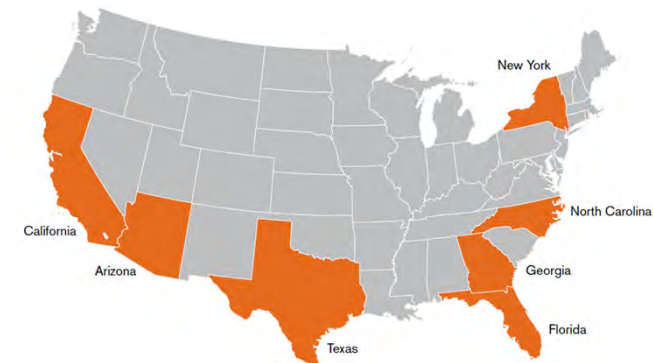
# Regional Pedestrian Safety Action Plan

- **Dallas and Fort Worth** are designated by FHWA as **Pedestrian Safety Focus Cities**
- NCTCOG initiated the regional Pedestrian Safety Action Plan (PSAP) in response to a decade of increasing numbers of reported pedestrian-involved crashes and fatalities

## BENEFITS OF THE PLAN

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

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



Source: State Highway Safety Offices



# Key Elements of the Regional Plan



1. **Demographics and contributing factors** based on reported crashes
2. **Crash density maps** as a visual aid in identifying crashes per square mile
3. **Priority Pedestrian safety corridors**: based on density of highest reported crash history
4. **Goals and Policies** in support of RTC safety position and regional coordination:
  - *RTC “encourages the implementation of all reasonable pedestrian safety countermeasures that enable the region to achieve adopted safety performance targets” [From PSAP: RTC action item to come]*
5. **Action Plan** to guide projects and programs that will address pedestrian safety issues

# 7,072

TOTAL PEDESTRIAN  
CRASHES IN MPA from  
**2014-2018**

Source: TxDOT's Crash Records Information System (CRIS)  
for MPA region from 2014-2018

# 672

TOTAL PEDESTRIAN  
FATALITIES  
REGIONWIDE from  
**2014-2018**



Source: TxDOT's Crash Records Information System (CRIS)  
for MPA region from 2014-2018

## Pedestrian Crashes and Fatalities 12-County MPA


**1 in 5**  
of ALL FATALITIES  
for all modes of travel  
is a  
  
**PEDESTRIAN**

Source: TxDOT's Crash Records Information System (CRIS) for MPA region from 2014-2018

AGE RANGE with the  
highest number of FATAL  
AND SERIOUS INJURY  
PEDESTRIAN CRASHES is

**23-29**  
for **MALES**   
and  
 **25-33**  
for **FEMALES**

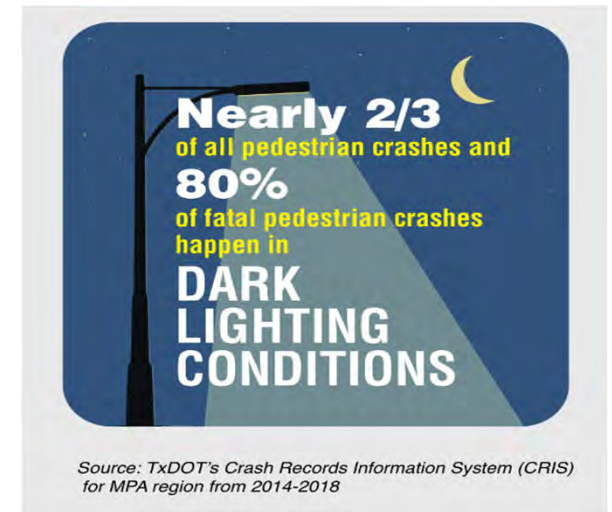
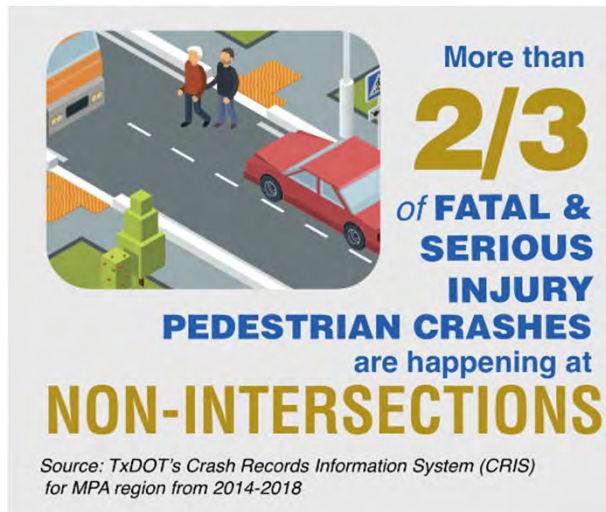
Source: TxDOT's Crash Records Information System (CRIS)  
for MPA region from 2014-2018

**70%**   
of All Fatal &  
Serious Injury  
Pedestrian Crashes involve  
**MALES**

Source: TxDOT's Crash Records Information System (CRIS)  
for MPA region from 2014-2018

# Pedestrian Crashes and Fatalities

## 12-County MPA



# Pedestrian Safety Opinion Survey

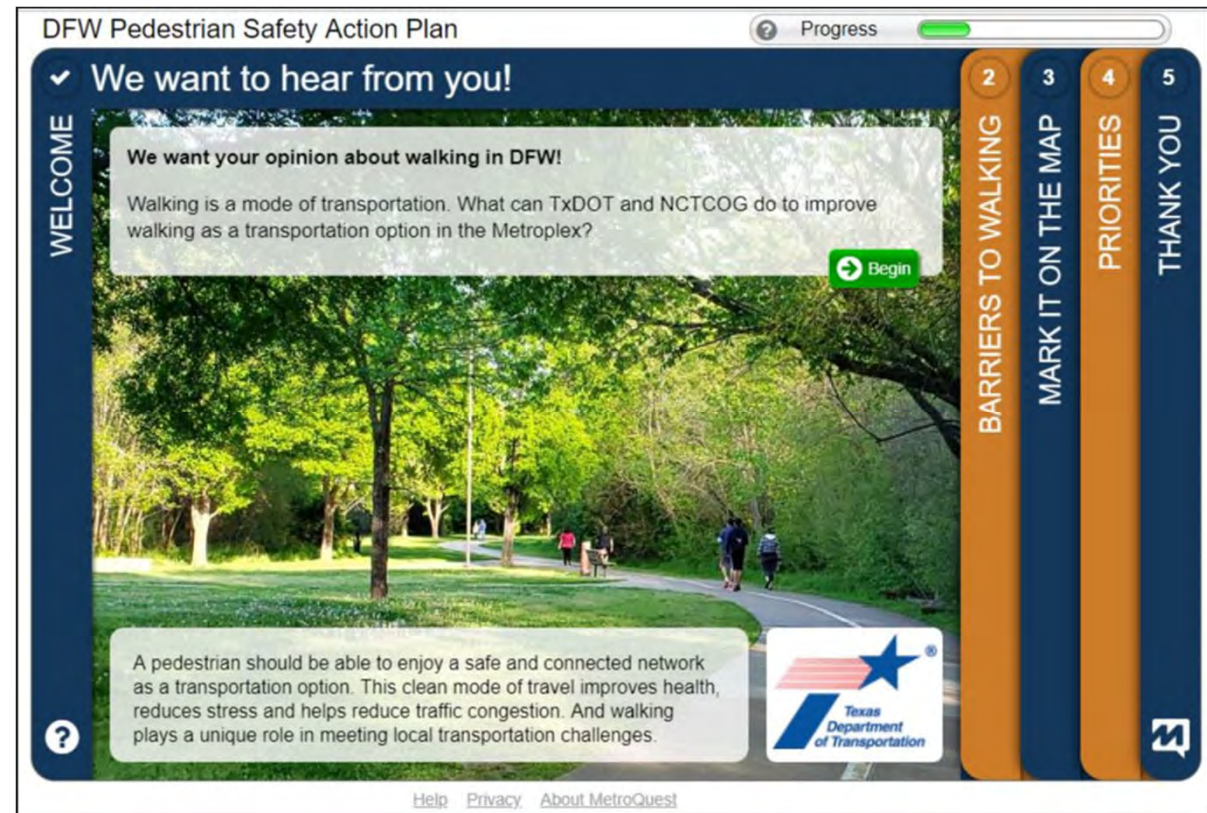
Online MetroQuest survey facilitated by TxDOT was conducted during:  
**May – July 2019**

Five sections to complete: **5-7 minutes**

Number of Participants: **1,045**

Gender of respondents:  
**56% Female, 44% Male**

Age of Respondents evenly distributed between **25-64**



# Opinion Survey: Key Results

---

## Respondents noted:

...they would like to **TRAVEL MORE ON FOOT**

...they would walk more if there were **MORE SIDEWALKS AND TRAILS**

...the **ABSENCE** of sidewalks and trails is the most significant **BARRIER** to walking more often

...they are **NOT COMFORTABLE** using paved shoulders (prefer **WIDE SIDEWALKS** and **SHARED-USE PATHS**)

... all **SAFETY MEASURES** are **HIGHLY PREFERRED**

(crosswalk striping, midblock pedestrian signals, pedestrian lighting & vertical separations from traffic)

...**EDUCATIONAL OUTREACH** should be aimed at **ALL** roadway users (pedestrians, bicyclists, drivers)



## North Texas Bicycle and Pedestrian Crash Analysis

*Research Report (R1)*

Project 0-6983

Conducted for  
Texas Department of Transportation  
P.O. Box 5080  
Austin, Texas 78763

August 2020

Center for Transportation Infrastructure Systems  
The University of Texas at El Paso  
El Paso, TX 79968  
(915) 747-6925

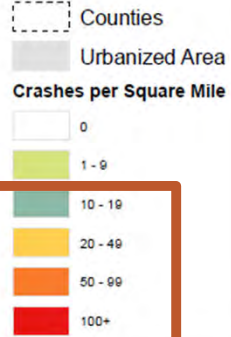
## TxDOT Research Project: NORTH TEXAS BICYCLE AND PEDESTRIAN CRASH ANALYSIS (R1-6983)

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- Led by TxDOT's Research and Technology Implementation Division
- Manually coded five years of crash records from TxDOT's Crash Records Information System using *FHWA's Pedestrian and Bicycle Crash Analysis Tool*
- Identified the most common crash types, locations, contributing factors, and demographics of individuals involved in crashes
- Methodology to identify "High-Risk Incidence Crash Corridors"
- Identified a list of possible countermeasures for each corridor, based on the identified crash types/attributes

# Urbanized Area Pedestrian Crashes per Square Mile (2014 - 2018)

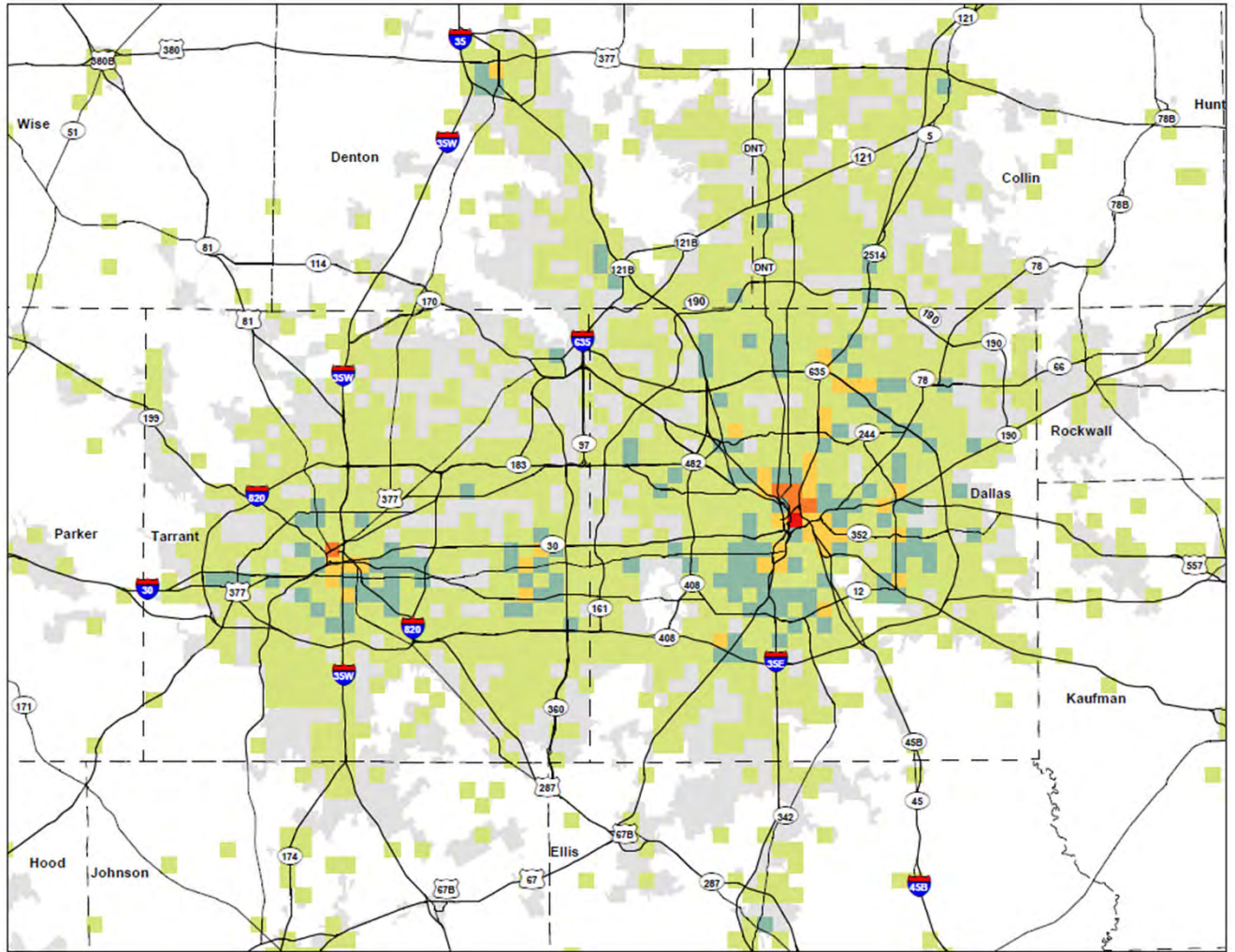
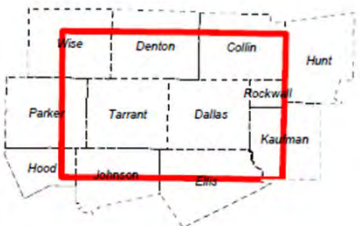
## Legend



Areas examined for high-risk crash corridors



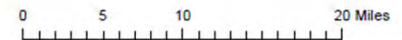
## NCTCOG 12 County Metropolitan Planning Area



- 1.) Source: TxDOT's Crash Records Information System - 2014 - 2018 data is current as of January 2019. All TxDOT disclaimers apply.
- 2.) Data displayed contains reportable crashes with latitude and longitude information. Additional crashes may have occurred.
- 3.) This data is composed of TxDOT "Reportable Crashes" that occurs or originates on a traffic way, results in injury to or death of any person, or damage to the property of any person to the apparent extent of \$1,000.

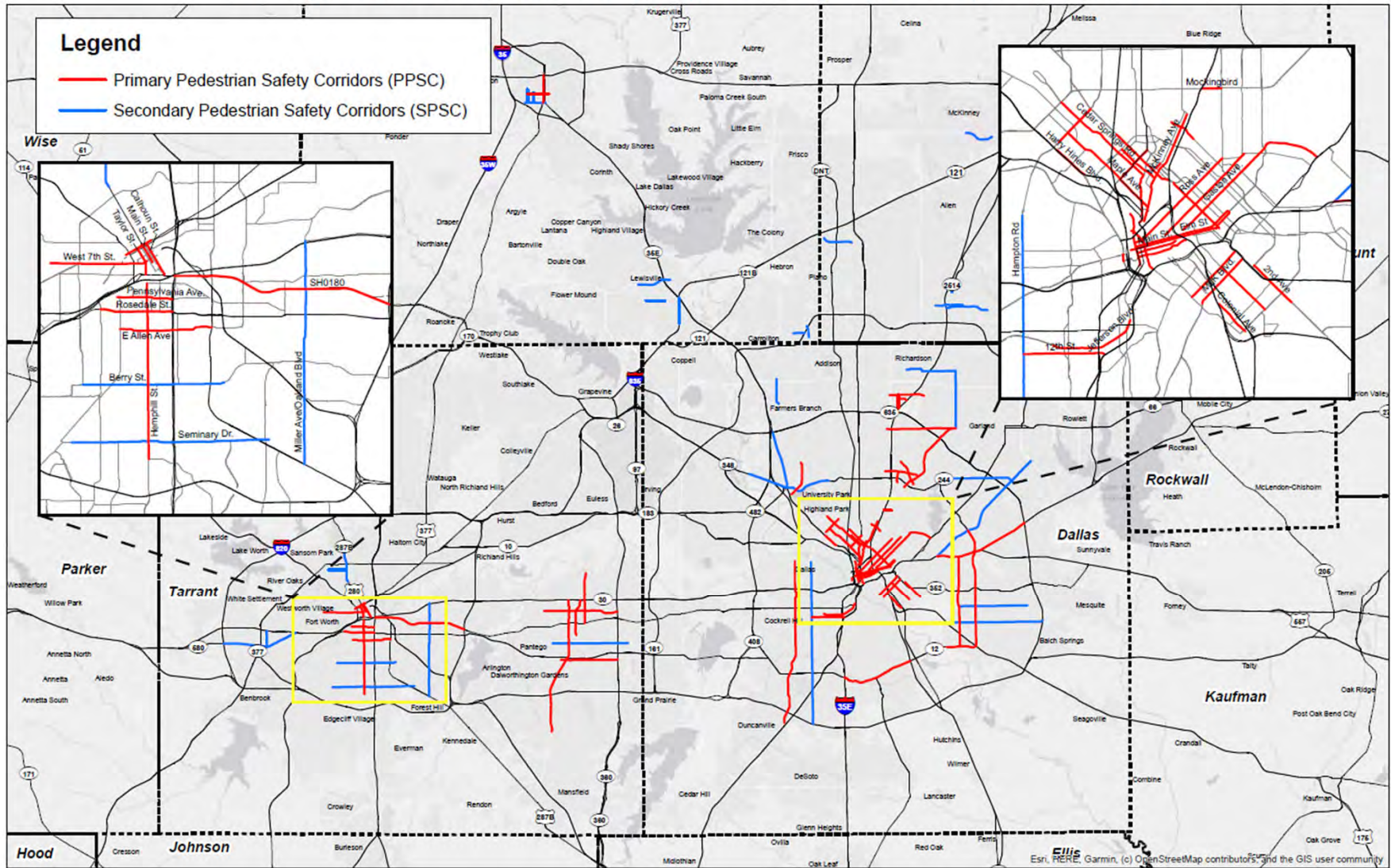


North Central Texas  
Council of Governments



Date: 12/14/2020

# Primary and Secondary Pedestrian Safety Corridors (PPSC/SPSC) Urbanized Area





# Plan Goals:

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

# Plan Policies:

(Infrastructure and Non-Infrastructure Projects and Programs)

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

# Plan Action Items:

(Infrastructure and Non-Infrastructure Projects and Programs)


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

# Top 5 Takeaways:



- Residents desire to walk more. They want a more connected, safe, and comfortable pedestrian network.
- Target projects based on common conditions in crashes, and programs towards demographics frequently involved in crashes (findings from crash data analysis).
- Pedestrian Level of Service should be considered and prioritized within future roadway design.
- Regionally significant (high-risk) corridors should be prioritized in project selection.
- Local Governments are encouraged to develop local PSAPs.

# Project Schedule

<b>April 2019:</b>	PSAP Stakeholder Committee Meeting #1
<b>May 6 – July 5, 2019:</b>	Online public opinion safety survey
<b>May 2020:</b>	PSAP Stakeholder Committee Meeting #2
<b>January 2021:</b>	PSAP Stakeholder Committee Meeting #3 (Final)
<b>February 24, 2021:</b>	BPAC Briefing
 <b>April 23, 2021:</b>	<b>STTC Information</b>
<b>May 13, 2021:</b>	RTC Information
<b>May 28, 2021:</b>	STTC Action
<b>June 10, 2021:</b>	RTC Action
<b>2021-2022:</b>	Road Safety Audits for Select Corridors
<b>2022:</b>	Integration into Mobility Plan (2045 Update)

# Thank You!



## Contacts

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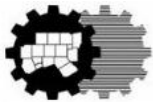
[rkozub@nctcog.org](mailto:rkozub@nctcog.org)

# DEVELOPMENT OF THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Information and Upcoming Schedule

Surface Transportation Technical Committee

April 23, 2021



North Central Texas  
Council of Governments  
Transportation Department

# TIP DEVELOPMENT PROCESS

1. Review all existing projects and gather information on additional locally funded projects
2. Make needed revisions to existing project scopes, schedules, and/or funding
3. Develop revised project listings
4. Financially constrain project listings based on estimated revenue
5. Conduct Mobility Plan and Air Quality review
6. Solicit public review (process, draft listings, final listings)
7. Finalize project listings and submit to partners



# MEETING EXPECTATIONS

- **Meetings to Discuss Individual Projects will be:**
  - In-Person (pending COVID restrictions) or Microsoft Teams Calls
  - “Clustered”
- **Who Needs to Attend?**
  - Staff from appropriate departments (Transportation/Public Works/Engineering, Parks, etc.) that can answer questions about the status of projects in question
  - Fiscal managers to answer questions about expenditures, agreements, and invoicing
  - Texas Department of Transportation (TxDOT) staff will be present to help set realistic expectations regarding timing and process

# MEETING EXPECTATIONS:

## Project Status Updates

- **Information is Needed by Phase**
  - Engineering
  - Environmental Clearance
  - Right-of-Way (ROW)
  - Utilities
  - Construction/Implementation
- **Start and End Dates**
  - Estimated dates if phase has not been started/completed
  - Actual dates if phase has been started/completed
  - Dates provided must be realistic given the realities of project implementation steps
  - Please be prepared to provide a month and year of implementation for each phase
- **Local Match Availability**
  - When will the local match be available? (If required)

# **MEETING EXPECTATIONS:**

## **Project Financial Information**

- **Status of Agreements**
  - Advance Funding Agreements (AFA) with TxDOT
  - Interlocal agreements with North Central Texas Council of Governments (NCTCOG)
- **Invoicing**
  - Timely billings to TxDOT (Federal/State funds)
  - Monthly invoicing and reporting to the Revenue and Project Tracking System (RAPTS) for Regional Toll Revenue (RTR) projects

# **MEETING EXPECTATIONS:**

## **Requests for Project Modifications**

- **Venue for Requesting:**
  - Changes to project scope or limits
  - Funding Changes
    - Advancing or delaying a project (subject to financial constraint)
    - Requests for additional funding will be taken during the meetings, and reviewed against funding availability
    - Cost savings at project completion
    - Certain changes may or may not be possible depending on available funds
  - Changes to Implementing Agency

# FOCUS AREAS

- Timely Implementation of Projects:
  - Projects on the MPO Milestone Policy List
  - Projects on the Federal Highway Administration (FHWA) Inactive List
  - Projects on the FHWA Preliminary Engineering (PE) Audit List
  - Projects in the Transportation Alternatives Program (TAP)/ Transportation Alternatives Set-Aside (TA) Program (to avoid lapses)
- Requests for projects to be placed in the first year of the new TIP (FY 2023)
- Closing out completed projects with RTR Funds

# TIMELINE/ACTION

Meeting/Task	Date
Meeting with Implementing Agencies	May-September 2021
Data Input, Financial Constraint, and Analysis	June 2021-January 2022
Draft Listings - STTC Information	February 2022
Draft Listings - RTC Information	March 2022
Public Meetings - Draft Listings	March 2022
Final Listings - STTC Action	April 2022
Final Listings - RTC Action	May 2022
Submit Final Document to TxDOT	Summer 2022
Anticipate TxDOT Commission Approval (for STIP)	August/September 2022
Anticipate Federal/State Approval (STIP)	October/November 2022

# QUESTIONS/COMMENTS?

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# Status Report on Engine Off North Texas

Surface Transportation  
Technical Committee

April 23, 2021

Huong Duong  
Air Quality Planner



North Central Texas  
Council of Governments





# 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:

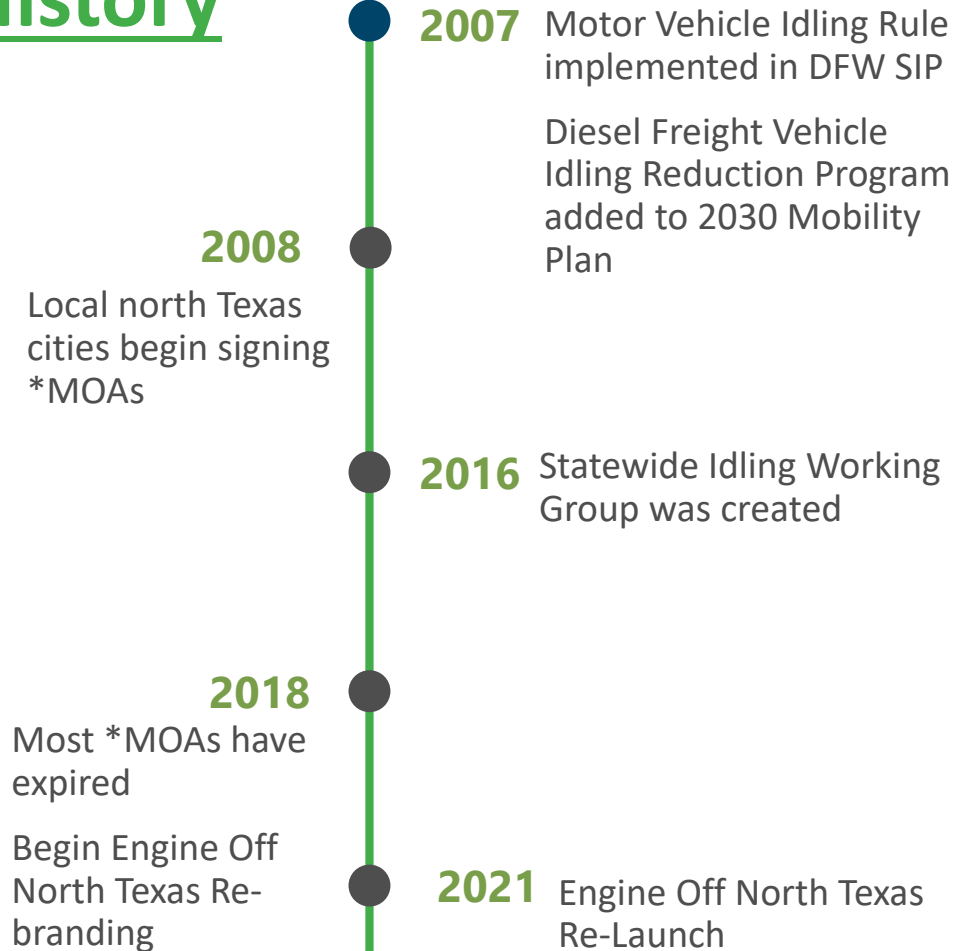
Air Quality Policy AQ2-005:

Efforts to improve air quality are enhanced by policies which provide guidance on best practices to minimize fleet emissions impacts through acquisition, operation, and/or maintenance behaviors.

Mobility 2045 Chapter 4 – Environmental Considerations

Appendix C – Environmental Considerations

# History



## Purpose

- Improve air quality by decreasing emissions associated with unnecessary idling

## Strategy

- Outreach to local government to encourage and help facilitate adopting an ordinance or resolution and/or signing agreement with the Texas Commission on Environmental Quality (TCEQ).
- Encourage the general public to report idling heavy-duty vehicles
- Educate drivers and fleets on local idling restrictions and idle reduction strategies

\*MOA-Memorandum Of Agreement with the TCEQ for the local enforcement of the state's motor vehicle idling limitations

# NORTH TEXAS

HEAVY-DUTY VEHICLE IDLING RESTRICTIONS

LOCAL GOVERNMENT GUIDE



## Local Government Guide

Updated information and data statistics

Offer multiple options for implementing an idle restriction policy and enforcement strategies



## Brochure

Redesign of layout  
Easier to read

## Poster

More streamlined messaging  
Focus on steps to report an idling  
complaint

# WARNING

## NO IDLING



**PER CITY ORDINANCE**

**Report Violations at 1-877-689-4353  
or EngineOffNorthTexas.org**

## Regulatory Sign

Removed state idling rule

Added reference to city ordinance

## Website

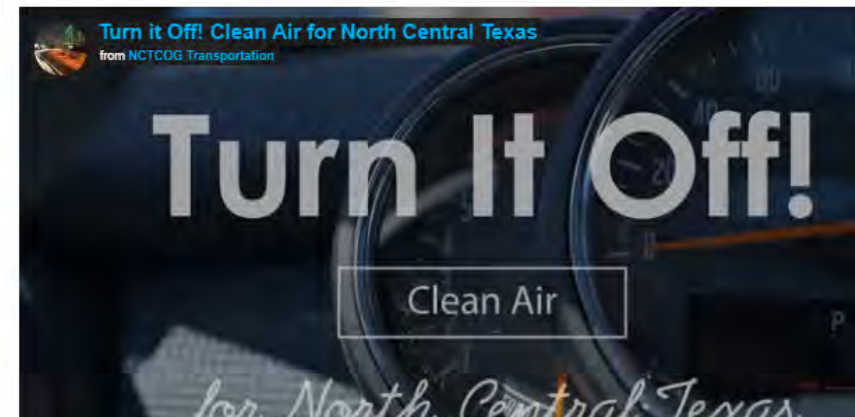
Updated content  
User-friendly layout

Home > Transportation

## Engine Off North Texas



Engine Off North Texas (EONT) is a regional initiative dedicated to reducing the impacts associated with the unnecessary idling of vehicles. EONT is focused on expanding the adoption of anti-idling ordinances implemented by local governments, providing idle reduction technology options, and promoting various idle reduction strategies across the region.



Resource	Audience	Purpose
Regulatory Signs	Truck Drivers	Deter truck drivers from idling in high idling areas
Brochures	Truck Drivers	Inform truck drivers of anti-idling ordinances, idling negative effects, and anti-idling strategies
Posters	General Public	Provide information about idling complaint hotline, can be posted at truck stops and public buildings
Local Government Guide	Local Government	Provide guidance regarding implementation of an idling policy in local jurisdiction
Infographic	Truck Drivers, General Public, Local Government	Use in presentations or website to provide information for truck drivers, general public, law enforcement, and local government
Complaint Hotline 877-689-4353	General Public	Submit idling complaint to NCTCOG
Engine Off North Texas Website <a href="http://www.EngineOffNorthTexas.org">www.EngineOffNorthTexas.org</a>	Everyone	Access to all resource and provides information to all audiences

## Engine Off North Texas Toolkit

Request Form can be found at [www.engineoffnorthtexas.org](http://www.engineoffnorthtexas.org)

Email form to [engineoffnorthtexas@nctcog.org](mailto:engineoffnorthtexas@nctcog.org)

**NCTCOG staff will coordinate with contact person to pick up/deliver items that cannot be mailed.**

# Cities and Counties with Idling Restrictions

## Legend

### Electrified Parking Spaces

- ★ Pilot Travel Center #434  
2400 Alliance Gateway  
Fort Worth, TX, 76177  
I-35 Exit 65
- ★ Flying J Travel Center #726  
7425 Bonnie View Road  
Dallas, TX, 75241  
I-20/I-35 Exit 472
- ★ Payless Fuel Travel Center  
8181 S. Lancaster Road  
Dallas, TX, 75241  
I-20/I-35 Exit 470

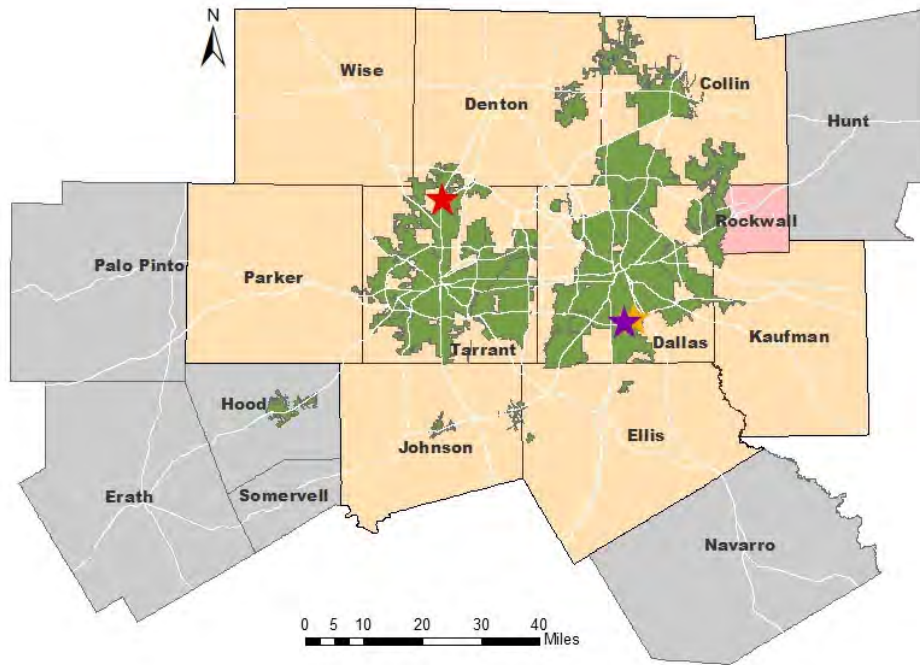
### Cities With Idling Restrictions

- |             |                      |
|-------------|----------------------|
| Arlington   | Lancaster            |
| Benbrook    | Little Elm           |
| Cedar Hill  | McKinney             |
| Celina      | Mesquite             |
| Dallas      | North Richland Hills |
| Duncanville | Pecan Hill           |
| Euless      | Plano                |
| Fort Worth  | Richardson           |
| Granbury    | Rowlett              |
| Hurst       | University Park      |
| Keene       | Venus                |
| Lake Worth  | Westlake             |
|             | Wylie                |

### Counties Designated Nonattainment Under 8-Hour Ozone NAAQS

- 2008 and 2015
- 2008 only

## North Texas Idling Restrictions and Electrified Truck Stops



## Next Steps:

1. Partner with local governments and businesses
2. Share resources and information about Engine Off North Texas
3. Encourage implementing and enforcing an idling restriction policy

We request Committee Members help provide appropriate contacts within member cities or counties.

# Contact Us



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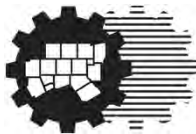
[cklaus@nctcog.org](mailto:cklaus@nctcog.org)

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North Central Texas  
Council of Governments







# North Texas Regional Integration of Sustainability Efforts (RISE) Coalition

## Surface Transportation Technical Committee

April 23, 2021

## Purpose

To engage interested local governments in peer-exchange opportunities to support sustainability and environmental initiatives.

**Align regional  
partner initiatives**

**Leverage regional  
resources and share  
best practices**

**Provide networking  
and capacity  
building  
opportunities**

**Identify funding  
opportunities for  
projects**

**Provide mentorship**

**Collaborate as a  
group on regional  
sustainability  
projects and  
initiatives**



North  
Texas  
**RISE**  
Coalition

## Current Focus Topics

RISE Coalition is guided by a Work Program that is adopted annually

### Current RISE Voting Members

- Cedar Hill
- Dallas
- Denton
- Farmers Branch
- Fort Worth
- Lewisville
- Plano
- Tarrant Regional Water District

Key topics for FY2021 and beyond, include, but are not limited to:

- Regional Emissions Assessment
- Emissions Impact Analysis and Mitigation/Adaptation Strategy Development
- Urban Heat Island Reduction Strategy Analysis
- Food Diversion and Waste Reduction Programs



North  
Texas  
**RISE**  
Coalition

## Membership

Local government members in North Central Texas are invited to join the RISE Coalition.

Quarterly in-person meetings are posted on the NCTCOG Events Calendar and on the RISE Coalition website.

<sup>2</sup><sub>2</sub>

The Coalition is guided by Bylaws.

A **Frequently Asked Questions** (FAQ) has been developed to clarify membership options and participation opportunities.

Please visit the **RISE Membership** page to learn more.

<https://www.nctcog.org/envir/development-excellence/rise-coalition/rise-membership>

North  
Texas  
**RISE**  
Coalition

## Get Involved

### **RISE Public Meeting**

Friday, April 26, 2021

10:30 – 11:30 a.m.

Virtual Meeting – Posted at

<https://www.nctcog.org/envir/committees/regional-integration-of-sustainability-efforts-ris>

### **NCTCOG's Free E-Mail Lists and Committee Updates**

<https://www.nctcog.org/stay-informed?ext=>

<https://www.nctcog.org/envir/mail>

### **RISE Website:**

<https://www.nctcog.org/envir/development-excellence/rise-coalition>



North  
Texas  
**RISE**  
Coalition

## Contacts

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# High-Occupancy Vehicle Quarterly Report

Surface Transportation Technical  
Committee Meeting

April 23, 2021



North Central Texas  
Council of Governments

# Managed Lane System

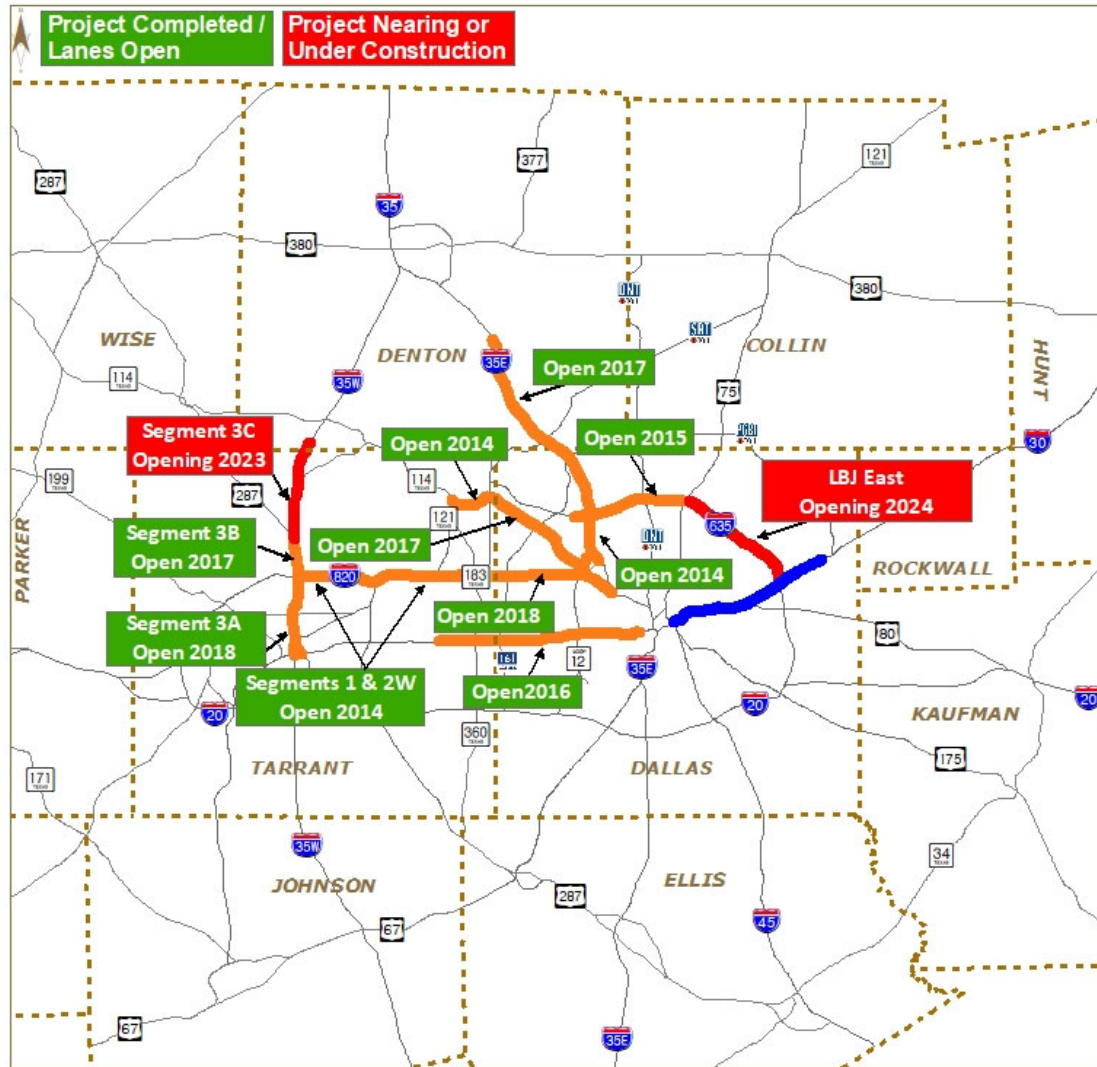
**Current Express/HOV + New Managed Lanes**

-  Current Express/HOV Lanes
-  Current TEXpress Managed Lanes
-  TEXpress Managed Lanes Under Construction
-  Major Roadways

Fort Worth CBD



Dallas CBD





# Toll Managed Lane Data Monitoring

*Cumulative December 2013 – February 2021*

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

*\$ 6,124,691 as of February 2021*

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

*\$ 12,407 from October 2014 – March 31st, 2021*

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 – February 2021*

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
<b>North Tarrant Express</b> <ul style="list-style-type: none"> <li>• SH 183/121 from IH 35W to SH 121</li> <li>• IH 35W from IH 30 to US 287</li> </ul>	\$2,887,740	Negligible	0
<b>LBJ Express</b> <ul style="list-style-type: none"> <li>• IH 635 from Preston Road to Greenville Avenue</li> <li>• IH 35E from Loop 12 to IH 635</li> </ul>	\$3,236,951	Negligible	0
<b>DFW Connector</b> SH 114 from Kimball Avenue to Freeport Parkway	N/A	Negligible	0
<b>IH 30 Managed Lanes</b> IH 30 from SH 161 to Westmoreland Road	N/A	Negligible	0
<b>IH 35E Managed Lanes</b> IH 35E from FM 2181 (Teasley) to LBJ	N/A	Negligible	0



Update

Automated Vehicle Occupancy Verification

Through Wednesday,  
March 31, 2021



## HOV Users

January 24, 2020 – March 31, 2021

Users: 37,345

Vehicles: 39,269

Occupant Passes: 6,710



# Total and HOV Transactions

January 24, 2020 – March 31, 2021

Total Transactions – 1,185,624

LBJ/NTE Partners – 763,124

TxDOT – 422,500

Total HOV Transactions – 479,081 (~40%)

LBJ/NTE Partners – 294,458

TxDOT – 184,623

Unique Transactions – 30,738



## 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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As of March 2021

**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 January 2021

STTC Fast Fact  
April 23, 2021

ELECTRONIC ITEM 13.2



As of March 2021

**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 March 2021				26.57%	73.43%

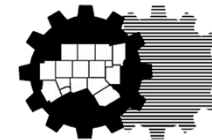
Cumulative East-West Equity Share	Cumulative Total	
	West	East
Cumulative Total	\$1,315.14	\$3,633.86
Cumulative Percentage Shares	26.57%	73.43%
RTC Approved Target Shares	32%	68%

No changes since last presentation in January 2021

STTC Fast Fact  
April 23, 2021

# STATUS OF TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM FUNDING

**Surface Transportation Technical Committee  
April 23, 2021**



North Central Texas  
Council of Governments

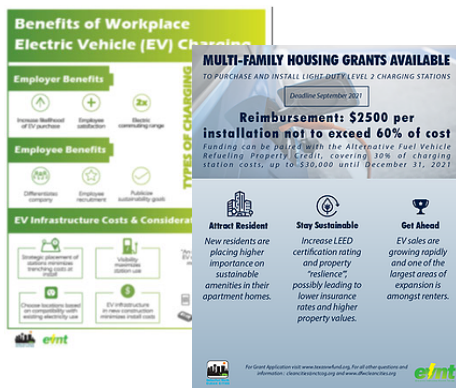
# KEY TAKEAWAYS



**NCTCOG Region Remains the Only Region That Has Requested All Available Funding for Diesel Replacements**



**Slow Demand for Level 2 Rebates; Assistance Needed Promoting the Incentives and Raising Awareness Among Regional Multi-Unit Dwellings, Workplaces, and Publicly Available sites**



**Multi-family Charging Resources Including Free Informational Flyers At:**  
[www.dfwcleancities.org/multifamily](http://www.dfwcleancities.org/multifamily)

**Workplace Charging Resources Including Free Informational Flyers At:**  
[www.dfwcleancities.org/workplace-charging](http://www.dfwcleancities.org/workplace-charging)

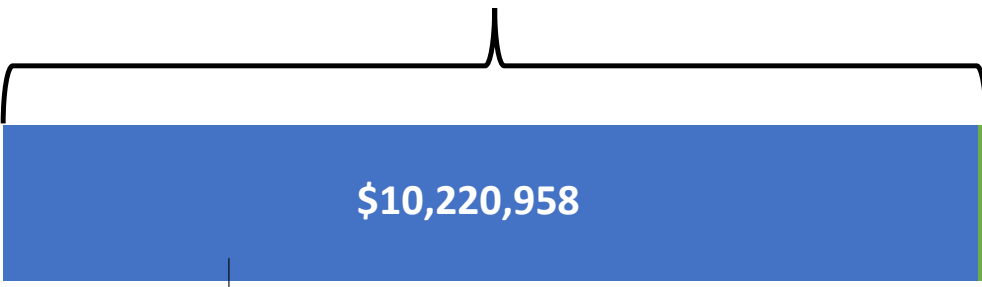
# TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM

Statewide Allocation	Program	DFW Area Allocation	Schedule	Status*
~\$169.5 Million	School, Shuttle, and Transit Buses	\$11,684,806	Closed	>\$17.3 Million Requested All Available Funds Awarded
	Refuse Vehicles	\$8,346,290	Closed	\$9,363,508 Requested \$3,724,066 Awarded
	Freight & Port Drayage Vehicles	\$6,677,032	Closed	\$8,850,532 Requested \$4,234,154 Awarded
	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	\$532,500 Requested \$245,000 Awarded <b>\$10,220,958 Available</b>
	ZEV Infrastructure – DC Fast Charge Funding	~\$25 Million (Statewide)	Possible Opening Spring/Summer 2021	

\*Data reflects information posted at [www.texasvfund.org](http://www.texasvfund.org) as of April 9, 2021

# TxVEMP ZEV Infrastructure Level 2 Rebate

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



■ Funds Remaining

■ Funds Awarded  
\$245,000

**All Rebates First Come, First Served**

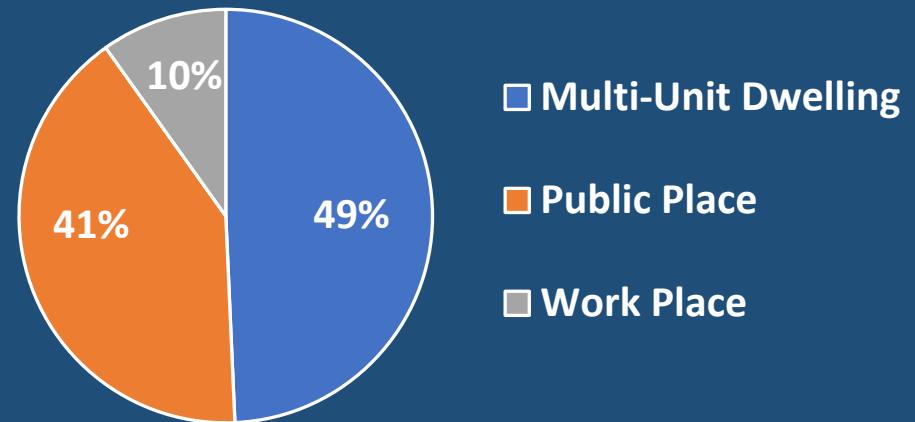
**DEADLINE: 9/9/2021 or until funds run out, whichever is first**

## Quick Facts

# 213

Activities Requested  
For Total of \$532,500

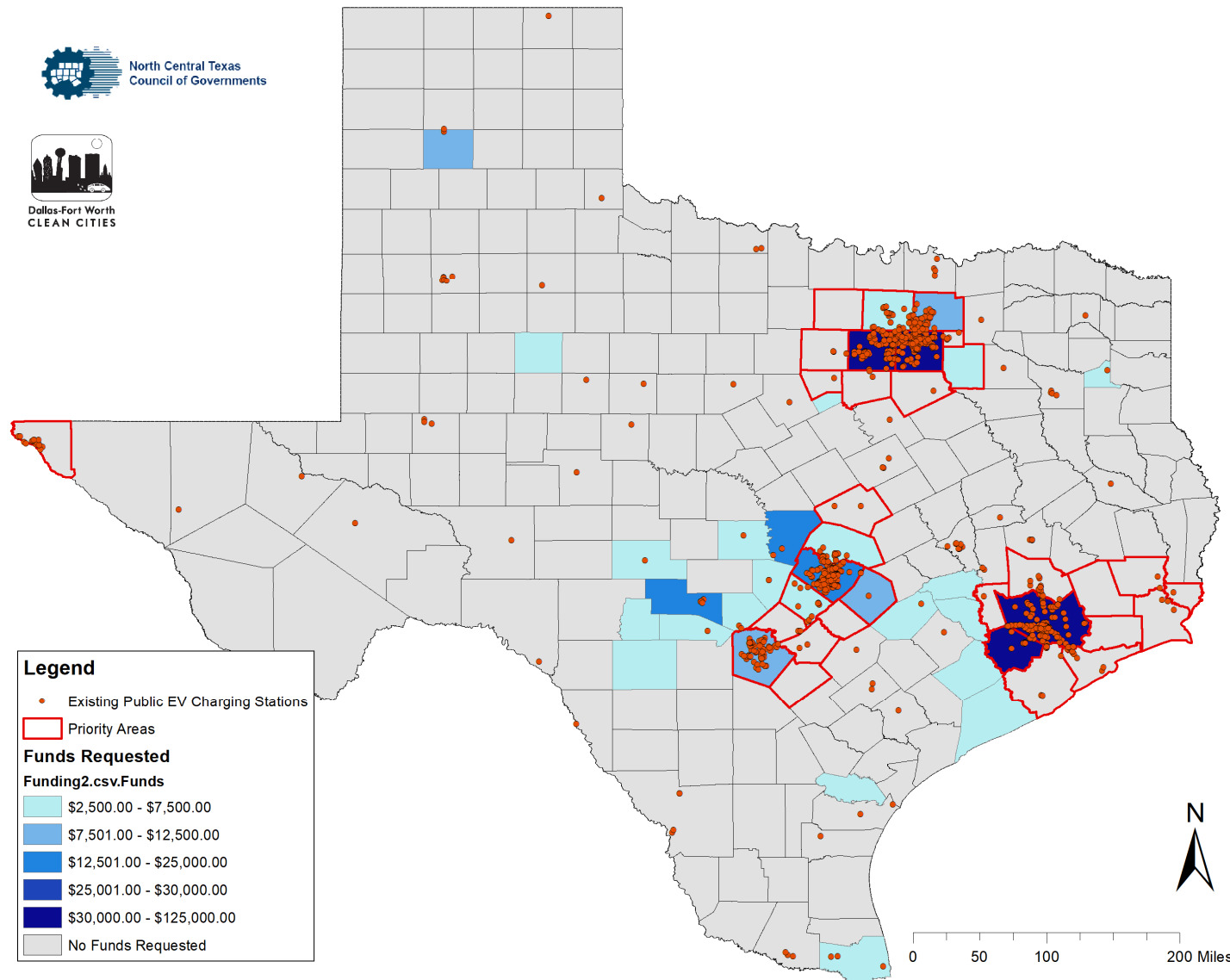
## Infrastructure Distribution to Date



# GEOGRAPHIC DISTRIBUTION OF ZEV LEVEL 2 FUNDING REQUESTS

## Priority Areas

Area	Counties
Dallas-Fort Worth Area	Collin, Dallas, Denton, Ellis, Hood, Johnson, Kaufman, Parker, Rockwall, Tarrant, Wise
Houston-Galveston-Brazoria Area	Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, Waller
San Antonio Area	Bexar, Comal, Guadalupe, Wilson
Austin Area	Bastrop, Caldwell, Hays, Travis, Williamson
El Paso County	El Paso
Bell County	Bell
Beaumont-Port Arthur Area	Hardin, Jefferson, Orange



# PERCENT FUNDING REQUESTED BY REGION

## Percent Available Funds Requested by Funding Round



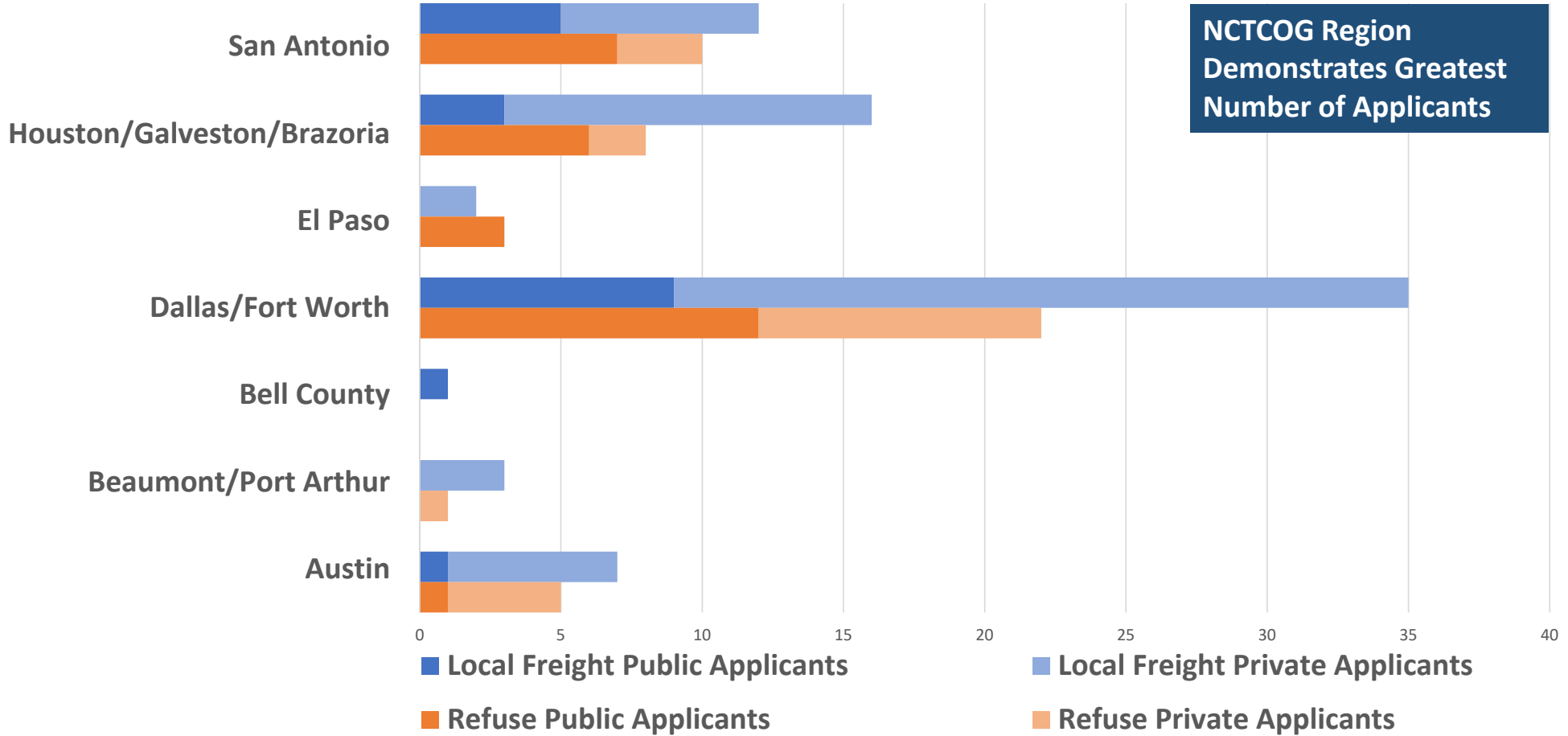
All Available Funds Requested in DFW



Data reflects information posted at [www.texasvfwfund.org](http://www.texasvfwfund.org) as of April 9, 2021

# NUMBER OF APPLICANTS BY REGION

## Local Freight and Refuse Vehicle Applicants



**NCTCOG Region  
Demonstrates Greatest  
Number of Applicants**



## FOR MORE INFORMATION

**Bailey Muller**  
**Senior Air Quality Planner**  
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**Jared Wright**  
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**Amy Hodges**  
**Senior Air Quality Planner**  
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**ahodges@nctcog.org**

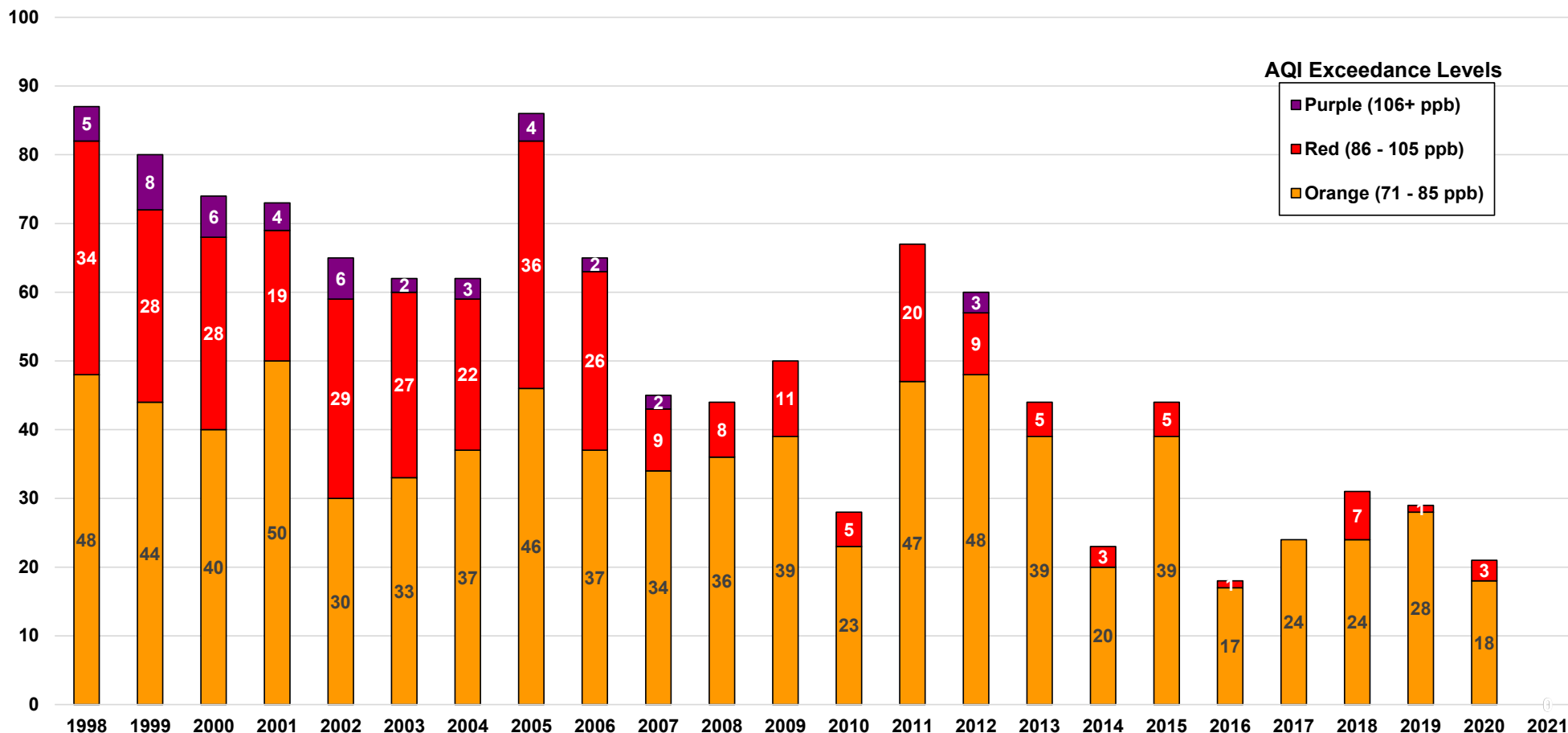
[www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding), “Hot Topics”



North Central Texas  
Council of Governments

# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on  $\leq 70$  ppb (As of April 9, 2021)



AQI Exceedance Levels

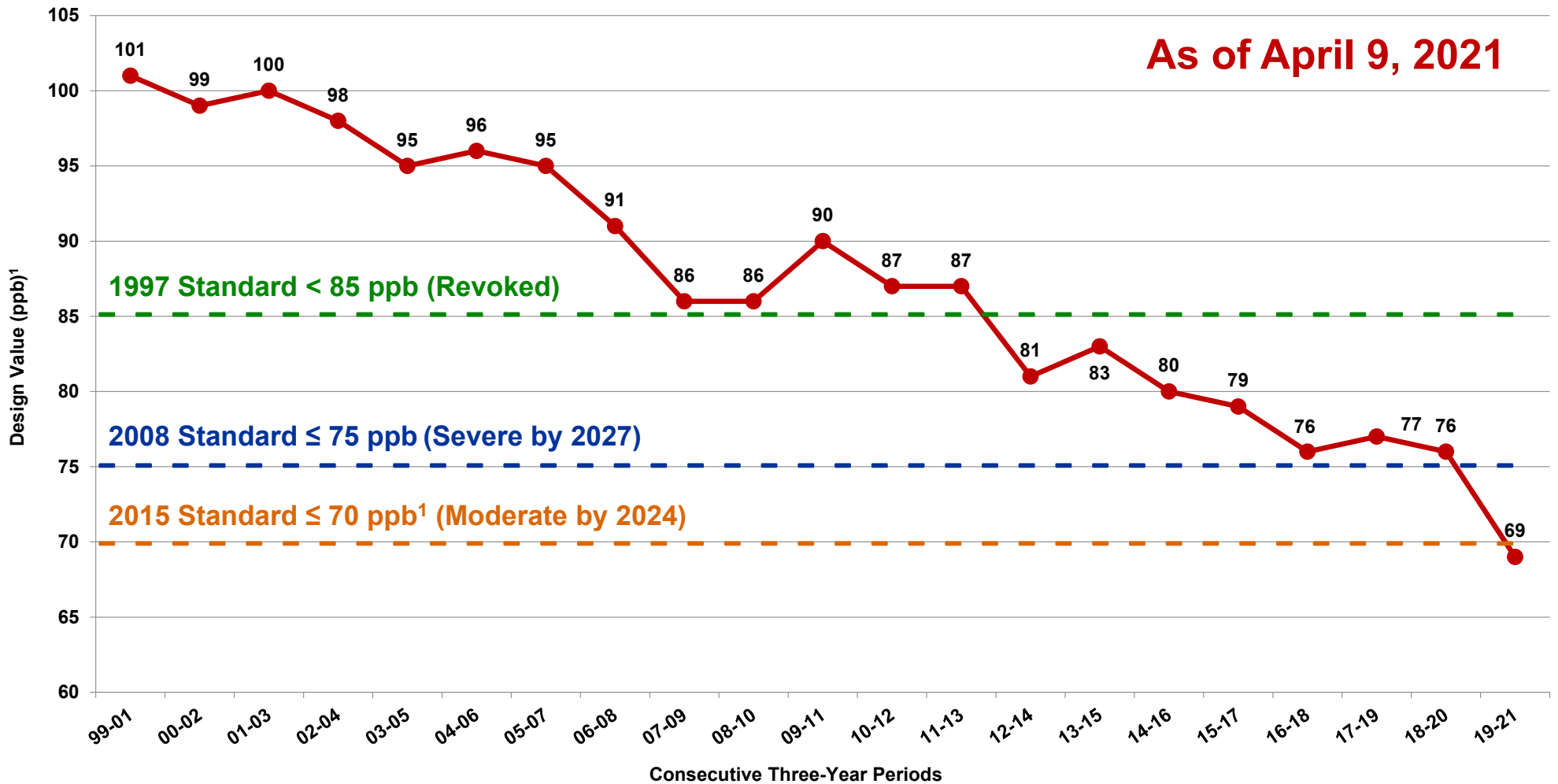
- Purple (106+ ppb)
- Red (86 - 105 ppb)
- Orange (71 - 85 ppb)

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

Source: TCEQ, [http://www.tceq.state.tx.us/cqi-bin/compliance/monops/8hr\\_monthly.pl](http://www.tceq.state.tx.us/cqi-bin/compliance/monops/8hr_monthly.pl)  
 ppb = parts per billion

# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

As of April 9, 2021



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

## FOR MORE INFORMATION

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

**MINUTES**

**REGIONAL TRANSPORTATION COUNCIL ONLINE INPUT OPPORTUNITY**

**Mobility 2045 Update**

**Look Out Texans Campaign**

**DFW Clean Cities Update: 2019 Impacts and Fleet Recognition Awards**

**Online Public Input Opportunity Dates**

Monday, March 8, 2021 - Wednesday, April 7, 2021 – The North Central Texas Council of Governments (NCTCOG) posted information at [www.nctcog.org/input](http://www.nctcog.org/input) for public review and comment.

**Purpose and Topics**

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

1. Mobility 2045 Update
2. Look Out Texans Campaign
3. DFW Clean Cities Update: 2019 Impacts and Fleet Recognition Awards

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

**Summary of Presentations**

***Mobility 2045 Update presentation:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/03/MTP.pdf>

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

The Plan was adopted by the Regional Transportation Council (RTC) on June 14, 2018, and Transportation Conformity was achieved on November 21, 2018. Mobility 2045 has nine goals and its vision is to improve the region's mobility today and tomorrow by embracing technology and innovation.

NCTCOG staff is currently working on an update to Mobility 2045 and focused on updating travel and demographic data, refining projects, building upon a performance-based planning framework and launching virtual public involvement tools that encourage feedback from the public.

Public involvement and plan development efforts will take place throughout the 2021 calendar year and spring 2022. The official comment period for the Mobility 2045 update will take place in April and May of 2022. The RTC will take action on the update in June 2022.

***Look Out Texans Campaign presentation:***

[https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2021/03/L  
OT.pdf](https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2021/03/LOT.pdf)

Use of Dallas-Fort Worth regional biking and walking trails increased by 70 percent at the beginning of the pandemic. Due to high crash fatalities, both Dallas and Fort Worth were named Pedestrian-Bicycle Focus Cities by the Federal Highway Administration. Because of these two events, NCTCOG staff is re-launching Look Out Texans (LOT), a regional bicycle and pedestrian safety campaign.

Research conducted for the Pedestrian Safety Action Plan found that young adults aged 23 to 33 as well as minority populations are most likely to be involved in pedestrian crashes and fatalities. This information was used to craft targeted messaging for the LOT campaign, and promotional efforts will include paid advertising with BCycle, Facebook, Spotify, YouTube, DART and Trinity Metro.

More information, resources and safety tips can be found at [www.LookOutTexans.org](http://www.LookOutTexans.org).

***DFW Clean Cities Update: 2019 Impacts and Fleet Recognition Awards presentation:***

[https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2021/03/D  
FWCC-Fleet-Rec.pdf](https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2021/03/D<br/>FWCC-Fleet-Rec.pdf)

NCTCOG is the host organization for Dallas-Fort Worth Clean Cities (DFWCC), a US Department of Energy initiative to reduce total energy impacts in the transportation sector. As part of these efforts, DFWCC surveys local fleets each year about alternative fuel use and other fuel-saving activities.

Forty-two fleets participated in the 2019 Annual Survey and assisted in reducing approximately 420 tons of ozone-forming nitrogen oxides and approximately 72,094 tons of greenhouse gas emissions. To view the 2019 Annual Report and for more information on the 2020 Annual Survey, visit [www.dfwcleancities.org](http://www.dfwcleancities.org).

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

Please see attachment for comment submitted via mail.

March 28, 2021

Carli,

Attached are my comments & justifications on the presentations that you set me on March 12. The due date is April 7.

Mobility 2045

2022 Update Presentation

Comment - Pg. 9 - I am pleased to see these goals & I trust that achieving these goals will be carefully monitored. With <sup>the</sup> ever-increasing population in the North Texas area, innovations in mobility become ever more important.

→ Question

Re Transportation Conformity & Conformity expires - what does "conformity" refer to?

In much of your literature, conformity refers to conformity of air & water quality standards, but I don't believe that it refers to this here.

Lookout Texas

Comment This is a great piece for awareness. I would like to see this circulated widely into the community.

DFW Clean Cities Fleet Recognition & Annual Survey Results

Comment - I find it very encouraging that progress has been made within some organizations over →

→ Question - Pg. 9. Greatest Progress in GGR

Reduction - SPAN Transit - what does SPAN  
stand for and where is this transit  
system? 97% increase in ridership is  
quite an accomplishment.

Thank you

Phyllis Arline



RECEIVED

APR - 2 2021

TRANSPORTATION



## PUBLIC COMMENTS REPORT

### WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

#### Purpose

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

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

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

In addition, comments were accepted through a new, online map tool. Users can drop a pin on a location in the region and leave a detailed comment. The tool was in test mode and was open to the public through August 2020. This month, there were 6 bicycle and pedestrian comments, five transit comments and 21 roadway comments. To read them, visit:

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

#### Aviation

##### Facebook –

1. Want to learn what local communities are doing with drones? Attend our free and virtual March 6th workshop from 10 am – 12 pm CST and learn from actual public safety officials. To register visit: [knowbeforeyoufly.eventbrite.com](https://knowbeforeyoufly.eventbrite.com). To learn more about UAS in DFW, visit [www.northtexasuas.com](http://www.northtexasuas.com). #Drones #NorthTexasDrone – NCTCOG Transportation Department



When is the next workshop? – Michelle Ebanks

Hi, Michelle! The next one will be April 3 from 10 a.m. to 2 p.m. We host these workshops on the first Saturday of each month, so if you can't make that one, there will be others! – NCTCOG Transportation Department

## Bicycle & Pedestrian

### Twitter –

1. @NorthavenTrail Bridge construction over Central Expy contract awarded @TxDOTDallas @DallasParkRec @CityOfDallas @DallasCountyTx @NCTCOGtrans @TMD\_DallasComm @cmjsgates @AdamMcGoughD10 @JJKoch – Ministry of Happiness - Dallas (@DallasHappiness)



awesome – Jedworks (@Jedworks)

## High-Speed Transportation

### Twitter –

1. @NCTCOGtrans are studying alternatives for a proposed high-speed transportation system between Dallas and Fort Worth. Watch their presentation and leave your feedback by March 9. Visit <http://nctcog.org/trans/involve/meetings/february-public-input>. #transitmatters #transportation #dfw #fortworth #tarrantcounty – Tarrant Transit Alliance (@TarrantTransit)
2. you ever just think about the high speed rail system :,) – Sunrise Movement 🇺🇸 (@sunrisemvmt)

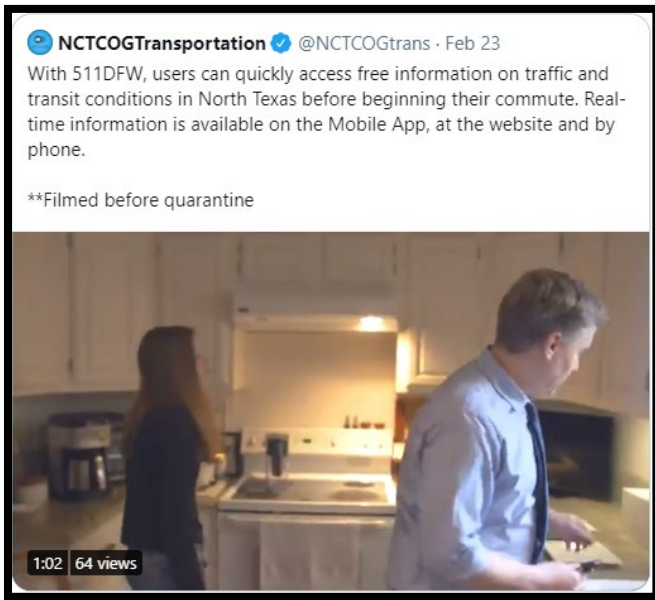


Have to show separate city stops in Fort Worth and Dallas. As you show in DC & Baltimore. Yes, would be awesome to have high speed rail among these places.  
 @NCTCOGtrans @NCTCOG\_Official @TrinityMetro – Andrew Blake (@andrewccblake)

**Programs**

**Twitter –**

1. Wow. Get transit info on 511DFW? – Peter J LeCody (@railadvo)



Yep, that's right! 😊 – NCTCOGTransportation (@NCTCOGtrans)

**Project Planning**

**Email –**

1. Nate Simmons

Hello,

I was told by a representative from the City of Lake Worth that when TXDOT presented their multi year plans to Connect Hwy 199 with Hwy 820 the City denied their plans.

I am not sure how a city has the power to deny plans presented by TXDOT. I was told that the City of Lake Worth informed TXDOT they did not want any Elevated Roadways in their City.

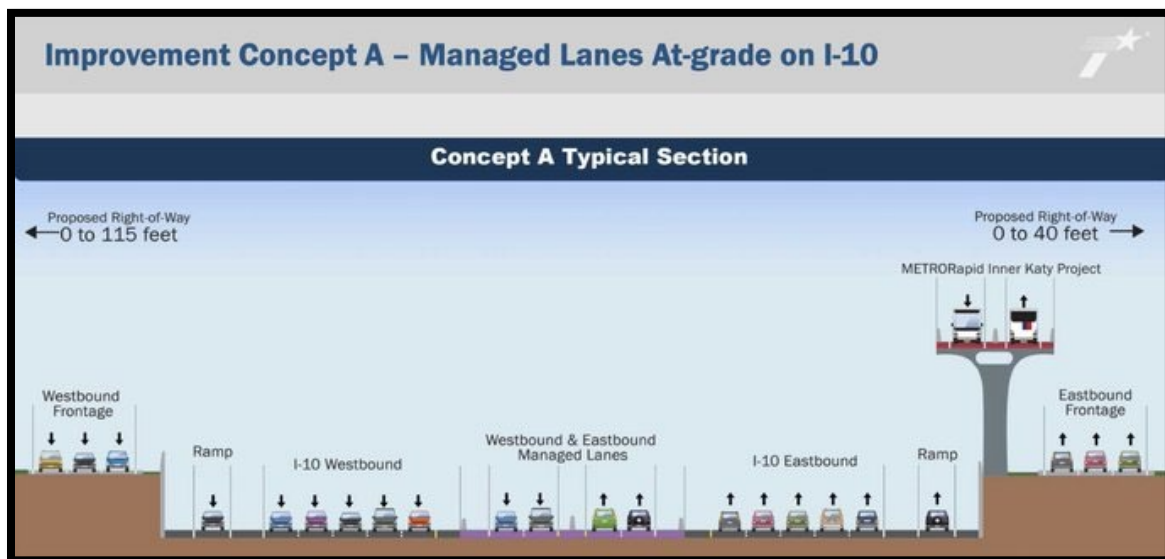
Is there a work around to alleviate the major bottle neck in the Hwy 199 transportation corridor inside the City of Lake Worth?

Anyone who drives this corridor knows the growing traffic count and feels it every day. Navigation Apps that many drivers use now re-route drivers onto Side Streets to circumvent the bottleneck along Hwy 199 between the Lake Worth Bridge to the North and Hwy 820.

The City does not want to loose traffic to their businesses but it is hurting the entire region. I feel this has to be addressed at the highest level and I hope to see some positive changes soon. For now it looks as if the City of Lake Worth has damaged the reputation of the entire region by not being forward thinking in their growth strategies.

**Twitter –**

1. The next TxDOT proposal for Houston: widening I-10 through the Heights. – Christof Spieler (@christofspieler)



@WalkableDFW @NCTCOGtrans @NCTCOG\_Official Are highway funds allocated to urban regions in TX (HOU, D/FW, SA/AUS) so each receives roughly similar % of funds as as the % they put in (via regional taxes)? Or do we tend to have some who are net contributors or net recipients? – Andrew Blake (@andrewccblake)

generally, but then the \$ get moved around, horse-traded, etc. For example, \$2 billion of the Austin 35 expansion was originally designated for North Texas and b/c it was "more of a priority" and "more ready," there it went. – patrick.kennedy (@WalkableDFW)

2. If it doesn't include removing I-345, I'm not interested. 😞 – Boots v2.0: Titanium Edition 🤖 (@bootsified)



3. City of NRH is grateful for partnership with @US\_EDA and assistance from @NCTCOGtrans to improve Iron Horse Blvd. Engineering design work will begin later this year, with construction to commence in 2022. – North Richland Hills (@CityofNRH)



Why dont yall use some money and fix bedford eules along 820. – smeeeebs 🇺🇸 (@smeeeebs)

Reconstruction of Bedford Eules Road is included in NRH 2020 Steet Bond Program. Engineering design work for that project has begun. Construction will commence early next year. <http://nrhtx.com/2020bond> – North Richland Hills (@CityofNRH)

**Public Input**

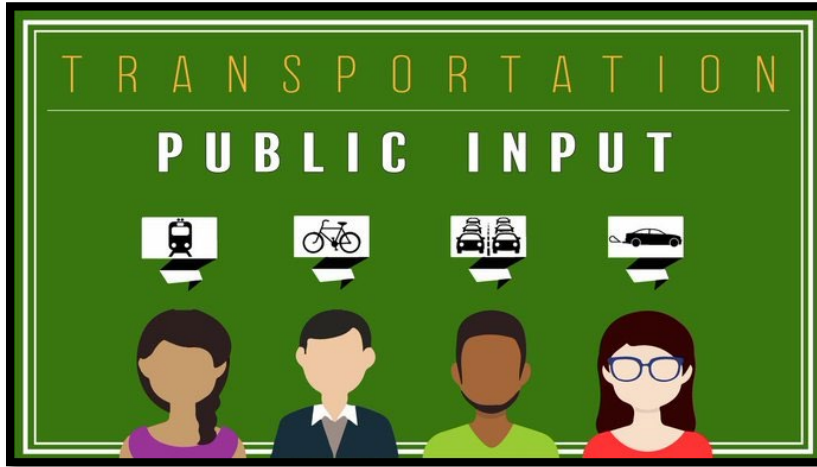
**Twitter –**

1. NCTCOG Transportation Department (@NCTCOGtrans) launched a new interactive mapping tool for North Texans to provide input on transportation needs to help NCTCOG staff develop innovative solutions for transportation issues.

“Map Your Experience” today! – Tarrant Transit Alliance (@TarrantTransit)



2. We have made a few updates to our Mobility 2045 plan, a plan for how people may travel around the Metroplex in 2045. We want to hear your thoughts on it! View the presentation and tell us what you think! <https://nctcog.org/trans/involve/meetings/march-public-input> – NCTCOGTransportation (@NCTCOGtrans)



Here's what I think without reading - you won't care what we think and everything will be tolled. Am I close? – Chris Paul (@ChrisAPaul)

Hi, Chris! We absolutely do care! We take comments from the public regularly and provide them to decision makers and our policy board, the Regional Transportation Council. – NCTCOGTransportation (@NCTCOGtrans)

...and do the public continue to demand more toll roads? They must. – Chris Paul (@ChrisAPaul)

Comments range from specific suggestions to general requests for transportation improvements. We work with state and local partners to identify funding, but many of the projects that are needed are underfunded, so options for building them cost effectively become limited. – NCTCOGTransportation (@NCTCOGtrans)

### Roadway

#### Email –

##### 1. Nate Simmons

Hello,

Why is it that when the NTTA Express Lane were installed there is a continual bottleneck when traveling West on 121/183 and taking the 820 West exit? When this project was designed this was a known high traffic count area.

Any time night or day that you travel this way and take the exit onto 820 West there is a back up.

Is there a solution in the works to resolve this constant bottleneck?

## 2. Jon Donhy

FYI: some city traffic lights are still not coordinated. I sat at a vacant intersection in Allen the other day, like we used to wait.

### Transit

#### Email –

##### 1. D.J. Gee

Absolutely not. We do not want public transportation in DeSoto or Cedar Hill. Traffic is already bad enough without making things worse.

#### Facebook –

1. DART in collaboration with the North Central Texas Council of Governments will conduct a fare equity survey to gather a range of customer data from public transit users beginning on Monday, March 22. <https://www.dart.org/news/news.asp?ID=1575>

NCTCOG Transportation Department – Dallas Area Rapid Transit (Official DART page)



Stop making the buses late or not showing up at all provide better service – Richard Granger

It's quite simple DART NEEDS TO LOWER THEIR FARE PRICES they are the most expensive in texas – Joshua Omuruy

#### Twitter –



1. Dallas' DART transit system to save \$190 million in interest costs from @USDOT's first railroad rehab loan under Pres. Joe Biden & Secretary @PeteButtigieg  
<https://contractornews.com/109/usdot-loans-more-than-900-million-for-dallas-regional-rail-project> @DARTDallas @DARTAlerts @dartmedia @Plano\_TX @trtcmobility @NCTCOGtrans @TxDOT @TxDOTDallas – Contractor News (@news\_contractor)



2. DART in collaboration with the North Central Texas Council of Governments will conduct a fare equity survey to gather a range of customer data from public transit users beginning on Mon, March 22. <https://dart.org/news/news.asp?ID=1575> – dartmedia (@dartmedia)





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

## April 2021

### NCTCOG drone session set for April 3

The North Central Texas Council of Governments and the North Texas UAS Task Force are holding a virtual workshop at 10 am Saturday, April 3 to discuss the opportunities drones provide for video/photography as well as real estate.

Additionally, speakers will be on-hand to discuss FAA regulations, best practices, and available careers. The workshop is open to all experience levels and those who want to understand the latest FAA rules to practice safe operations and learn about the FAA Know Before You Fly campaign and policies. Register [here](#).

Another workshop is scheduled for Saturday, May 1.

### Virtual outreach to continue this spring

Sunny days, mild temperatures and greener gardens have arrived. Spring is in the air. For the past year, North Texans have been battling the COVID-19 pandemic. Despite events shifting from in-person to online, North Central Texas Council of Governments staff and partner organizations continue to maintain a dialogue with the public.

NCTCOG staff participates in outreach events every spring, visiting with residents about transportation and air quality programs such as Air North Texas, Try Parking It, Look Out Texans and aviation education. Virtual spring outreach season kicked off on March 29 when staff members provided information related to the Try Parking It program for the University of North Texas virtual housing fair. The event helps connect students with representatives from area properties and housing resources.

Several virtual events are scheduled for April. For example, Dallas Fort Worth International Airport is celebrating Earth Day by posting online videos, science experiments and art activities for students in grades K-12 throughout the month.

The University of Texas at Dallas is hosting a digital Earth Week for students, faculty and staff beginning April 19. The University of North Texas is also celebrating Earthfest on April 15. Additionally, the City of Plano will conduct a Great American Clean-up drive-thru event at 11 am April 17 at Chase Oaks Church.

Outreach Event	Details
<a href="#">UNT Virtual Housing Fair</a>	March 29 - April 11
<a href="#">DFW International Airport Earth Day (Grades K-12)</a>	April 1 - April 30
<a href="#">UNT EarthFest</a>	April 15
<a href="#">UT Dallas Digital Earth Day</a>	April 19 - April 23
<a href="#">City of Plano Great American Clean-up</a>	April 17, 11am-1:30pm



North Central Texas  
Council of Governments

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

## North Texans encouraged to be 'car care aware' in April

Are you Car Care Aware? April is national Car Care Awareness Month and that means taking a few extra steps to make sure your vehicle is in good operation.

This may not only prolong the life of your car but can also save you time and keep you and your passengers safe.

As we enter spring, the temperature is rising and so is the stress on your vehicle's cooling system. Make sure your coolant levels are topped off with antifreeze to prevent your car from overheating and leaving you stranded. Additionally, keeping that check engine light off ensures your car is running cleaner, meaning better air quality for the region.

Before those April showers can bring May flowers, you may have to drive through some wet weather. Make sure your windshield wipers are doing their job and are not brittle and hard to the touch. Wipers also should be replaced if they leave streaks as they wipe, affecting visibility.

While your tires may be doing their job when it is dry, worn treads on a tire can seriously impact a car's ability to handle and stop in the rain. If your tread depth is less than 4/32 inches, consider replacing the tires.

Also, if you hear squeaking brakes, that is your vehicle's way of telling you that there may be an issue that needs attention. Stay safe and remember to be Car Care Aware!

For more information, visit [www.ntxcare.org](http://www.ntxcare.org).

## Mandate requires face coverings on transit vehicles, airplanes

North Texas' transit agencies have been sanitizing surfaces, promoting social distancing and requiring face coverings for months as they try to keep employees and passengers safe and healthy during the pandemic.

Now, the federal government is requiring masks in an effort to slow the spread of COVID-19. The Centers for Disease Control and Prevention issued an order requiring face coverings on trains and buses, as well as airplanes, taxis and rideshare vehicles. The mandate also applies to transportation hubs such as airports and transit stations.

Last month, Governor Greg Abbott ended the statewide mask mandate that had been in effect since the summer. This decision did not affect the CDC's rule, as transit users and airline passengers must still wear a mask. More on the mask requirement is available [here](#).



NCTCOG photo

NCTCOG encourages drivers to remember to maintain their vehicles. Routine maintenance helps keep them safe and can lead to better air quality.

## **TRANSIT**

### **DART launches voluntary ridership survey**

Dallas Area Rapid Transit, in collaboration with NCTCOG, is conducting a demographic survey to gather a range of customer data from public transit users.

Passengers will be randomly selected for a socially distanced interview or paper survey, which can also be accessed by scanning a QR code.

The survey effort began March 22 and is expected to continue through mid-May.

DART bus, rail and Trinity Railway Express customers who participate will answer questions to help the transit agency collect demographic information and details about their use of public transportation, including fare payment and trip-making behaviors.

Survey staff will ride buses and trains to administer surveys as well as be at rail stations and transit centers.

Riders wishing to take the survey should look for staff wearing blue vests with "SURVEY TEAM" written on the back. They will also carry badges with the DART and TRE logos.

All surveys are voluntary, and answers will be kept confidential.

Participants are eligible for a drawing for a \$500 Visa Cash Card for their time.

## **REGIONAL**News

### **Arlington introduces AV shuttle for downtown trips**

The City of Arlington has introduced another innovative way for residents to get around.

In March, the city launched RAPID (Rideshare, Automation and Payment Integration Demonstration) to provide autonomous vehicle rides in Downtown Arlington and on the University of Texas at Arlington's campus. Customers of Via Arlington, the rideshare service that recently expanded citywide, may now choose to travel through downtown and UTA in an automated vehicle. A fleet of five vehicles can transport up to three passengers or one wheelchair each.

Although the vehicles are self-driving and come equipped with collision-avoidance systems that can detect other vehicles, cyclists, pedestrians and obstacles, a safety attendant is on board.

These vehicles can travel at speeds up to 25 mph and will follow city-posted speed limits. Residents who want to try this new service are required to wear masks due to the COVID-19 pandemic, and additional safety measures are in place to protect riders and the attendant.

RAPID is programmed to operate on streets in the area bounded by Division Street to the north, Mary Street to the east, Mitchell Street to the south, and Davis Drive to the west. The service is fully on-demand, and available from 7 am to 7 pm weekdays.

RAPID is currently providing rides at the same standard fare as VIA. However, a limited number of free rides will be provided to UTA students as part of the pilot. Riders must be 13 years or older to ride without an adult.

Rides can be scheduled by using the Via app or by calling 817-784-7382. This pilot project is funded through a \$1.7 million grant the city received from the Federal Transit Administration last year as part of its Integrating Mobility Innovation Program.

This is not the first time the city has tested AVs. Previous partnerships allowed residents to experience the technology in and around the city's Entertainment District.

This pilot program is currently expected to run through March 2022. Learn more about this service [here](#).

## Transportation Resources

### Facebook

Facebook.com/nctcogtrans

### Twitter

Twitter.com/nctcogtrans

### YouTube

YouTube.com/nctcogtrans

### Instagram

Instagram.com/nctcogtrans

### Publications

NCTCOG.org/trans/outreach/publications.asp

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## Partners

**Dallas Area Rapid Transit**  
DART.org

**Denton County Transportation Authority**  
DCTA.net

**North Texas Tollway Authority**  
NTTA.org

**Texas Department of Transportation**  
TxDOT.gov

**Trinity Metro**  
RideTrinityMetro.org

## By the Numbers

### **\$1.7 million**

Federal grant received by Arlington to assist with the deployment of its RAPID AV pilot project.

# **PUBLIC** *Involvement*

## **Provide transportation input online starting April 12**



North Texans are encouraged to comment on multiple transportation projects and programs during the next public input opportunity, which begins April 12 and continues through May 11.

The NCTCOG staff will present details on the fourth round of the COVID-19 #00X Transportation Infrastructure Program, which awards federal and regional funding to projects across Dallas-Fort Worth to expedite transportation actions that help stimulate the local economy.

Staff will also present information related to a proposed single-occupancy trip reduction resolution that establishes a regional trip reduction target to reduce drive-alone commute trips through Travel Demand Management strategies such as teleworking, ridesharing, active transportation and transit.

Additionally, information related to several regional air quality initiatives will be provided. The 2021 ozone season began March 1 and runs through November 30. Currently, Dallas-Fort Worth does not meet federal air quality standards for the pollutant ozone.

Staff will present an introduction to the pollutant, an overview of the region's progress and information on how the public can contribute to the regional air quality solution by keeping their cars in good condition. More information on tips to keep vehicles well-maintained is available at [www.ntxcare.org](http://www.ntxcare.org).

Finally, modifications to the 2021-2024 TIP Development Project Listing will be posted online for review and comment.

The Map Your Experience tool, Regional Smoking Vehicle Program, and vehicle incentive opportunities will also be highlighted.

For more information and an audio recording of the presentations, visit [www.nctcog.org/input](http://www.nctcog.org/input). To request hard copies of the information, call 817-608-2365 or email Carli Baylor at [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org).

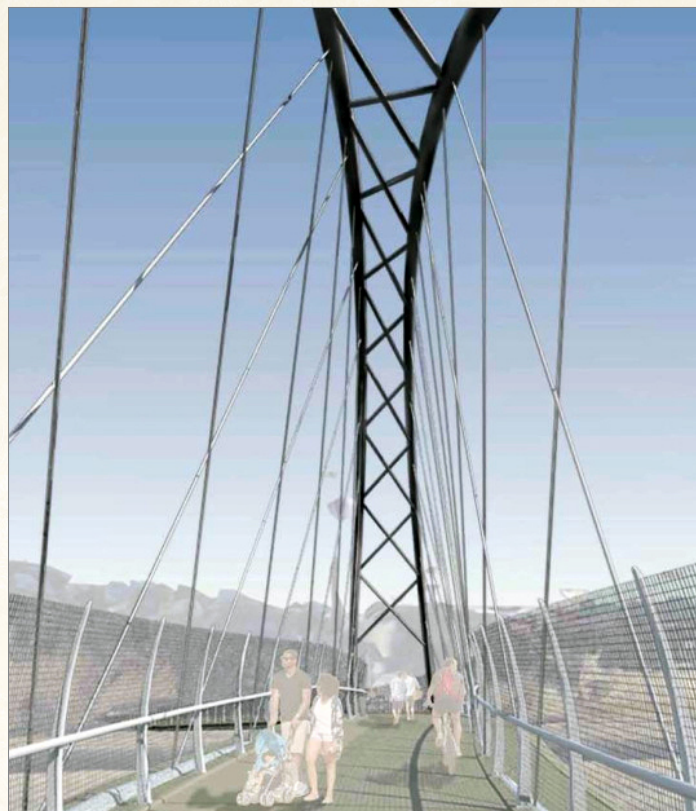
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Prepared in cooperation with the US Department of Transportation (Federal Highway Administration and Federal Transit Administration) and the Texas Department of Transportation. The contents of this report reflect the views of the authors who are responsible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

CONTINUED FROM COVER: Conceptual Renderings of the new Northaven Trail Bridge Over US 75



Preliminary renderings of the Northaven Trail Bridge over US 75.



TxDOT graphics

# 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.

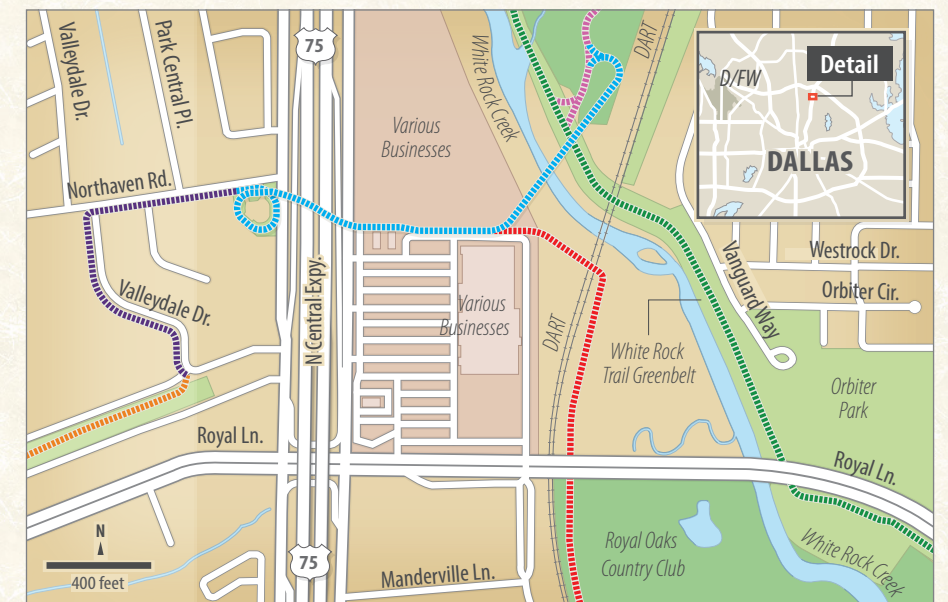
## BRIDGING THE DIVIDE BETWEEN NORTH TEXAS TRAILS

Northaven Trail Bridge over US 75 Will Begin Construction This Spring

**NORTH DALLAS** – Bicyclists, runners and dog walkers rejoice: The Northaven Trail bridge over US 75 will begin construction this spring. The \$9.3 million bridge will provide a safe connection between bicycle and pedestrian trails in Dallas to extend recreational opportunities and reduce barriers to alternative methods of transportation. The project will join the Northaven Trail that runs from Denton Drive to US 75 to the White Rock Creek and Cottonwood Creek trails east of US 75. This will provide a safe and reliable link in the trail system.



“This project is a great example of how local collaboration can have a direct impact on the quality of life for North Texans,” said Texas Transportation Commissioner Robert C. Vaughn. “I’d like to thank our partners at the City of Dallas, Dallas County and the North Central Texas Council of Governments for their effort at improving mobility for all modes of transportation. TxDOT is proud to join that effort. Furthermore, pedestrian and cycling networks support safety, TxDOT’s mission of **Connecting You with Texas**, economic development and public health. Those networks also reduce congestion and provide commuting options with enhanced environmental factors. So,



LEGEND			
	Proposed New Segment		White Rock Creek Trail
	Proposed Connecting Trail		Proposed SOPAC Trail Extension
	Cottonwood Creek Trail		Northaven Trail

SOURCE: Texas Department of Transportation

TxDOT graphic

let us keep encouraging more focus on further developing these alternative transportation networks – it is a win, win, win for communities statewide!”

The new segment of the Northaven Trail is about 0.5 miles in length. Construction is expected to begin later this spring and

is expected to be complete in early 2023.

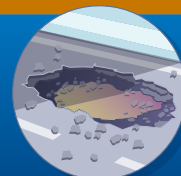
New connecting trails are already in the works including one that will run along Valleydale Drive up to Northaven Road and turn east toward US 75 as well as the proposed SoPac Trail extension shown in red on the map. ■

More on the BACK PAGE...



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

FOR MORE INFORMATION:  
214-320-4480  
dalinfo@txdot.gov  
www.txdot.gov



REPORT A POTHOLE:  
Visit [www.txdot.gov/contact-us/formhtml?form=Report\\_a\\_Pothole](http://www.txdot.gov/contact-us/formhtml?form=Report_a_Pothole) or call 800.452.9292. Progress report can be downloaded at <http://www.txdot.gov/inside-txdot/district/dallas/progress.html>

## MARCH 2021 LET PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST EST. (M)	BID (M)	(%)	EST. TOTAL COST (M) <sup>3</sup>	CONTRACTOR	
1	0009-11-241	IH 30	Bass Pro Dr. to Dalrock Rd.	Constru. 0 to 6-lane frontage roads (FRs), Bayside Bridge and ramp mods, Reconstru. Dalrock interchange (IC)	\$138.09	\$142.40	3.12%	\$201.16	Sema Construction, Inc.
2	0574-02-021	FM 636	FM 1129 to CR 4666/ Morgan Springs Rd.	Restoration of existing pavement and add shoulders	\$9.82	\$7.99	-18.64%	\$12.98	Knife River Corp. - South
3	2352-02-023	FM 2449	0.2 mile east of FM 156 to 0.7 mile west of IH 35W	Milled edgeline rumble strips, provide additional paved surface width	\$6.48	\$5.90	-8.94%	\$11.58	Eurovia Atlantic Coast LLC
<b>EST. MARCH 2021 TOTALS</b>					\$154.39	\$156.29	1.23%	\$225.72	
<b>DISTRICT FY ACCUMULATIVE LETTINGS</b>					\$446.19	\$404.28			
<b><sup>2</sup>DALLAS DISTRICT FY LETTING VOLUME CAP</b>					<b>\$1,451.35 M<sup>1</sup></b>				

\*Unmapped.

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

<sup>2</sup>District Volume Cap subject to change pending final FIN Division Approval.

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

## APRIL 2021 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	
1	0918-47-212	Zang Blvd.	Zang Blvd. at Clarendon Dr.	Improve traffic signal, install sidewalks	\$0.27
2	0918-47-213	Jefferson Blvd.	Jefferson Blvd. at Marsalis Ave.	Improve traffic signal, install sidewalks	\$0.25
3	0918-47-214	Lake June Rd.	Lake June Rd. at Masters Dr.	Improve traffic signal, install sidewalks	\$0.29
4	0918-47-216	Polk St.	Polk St. at Red Bird Ln.	Improve traffic signal, install sidewalks	\$0.26
5	0918-47-219	Jefferson Blvd.	Jefferson Blvd. at Crawford St.	Improve traffic signal, install sidewalks	\$0.20
6	0918-47-220	Westmoreland Rd.	Westmoreland Rd. at Gannon Ln.	Improve traffic signal, install sidewalks	\$0.26
7	0918-47-223	Camp Wisdom Rd.	Camp Wisdom Rd. at Hampton Rd.	Improve traffic signal, install sidewalks	\$0.29
8	0918-48-002	Beckley Ave.	Beckley Ave. at Clarendon Dr.	Improve traffic signal, install sidewalks	\$0.21
<b>ESTIMATED TOTAL</b>				<b>\$2.03 M</b>	

## COMPLETED CONSTRUCTION PROJECTS (FROM MARCH 1-31, 2021)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE	
1	0047-07-230	US 75	At Forest Lane	Improve traffic signals	\$1.66	3/2/2021
2	0095-13-043	IH 20	IH 635 to Kaufman C/L	Full depth concrete repair & overlay eb and wb	\$24.44	3/12/2021
3	0081-05-046	FM 428	North of SL 288 (Long Rd.) to FM 3524	Seal coat & pavement markings	\$14.21	3/23/2021
4	2250-02-017	SL 288	IH 35 to FM 2164	Install median concrete barriers	\$3.18	3/23/2021
5	0918-11-089	CR	CR 301 at Bachelor Creek	Replace bridge & approaches	\$0.64	3/23/2021
6	0092-06-107	IH 45	North of Bus 287 to Ellis C/L	Full depth concrete repair	\$1.13	3/16/2021
7	0121-08-019	FM 55	SH 31 to 3rd Street in Blooming Grove	Rehabilitate existing pavement and add shoulders	\$7.34	3/16/2021
<b>ESTIMATED TOTAL</b>				<b>\$52.6 M</b>		

SOURCE: Texas Department of Transportation.

TxDOT graphics

## DALLAS DISTRICT PROJECTS MAP

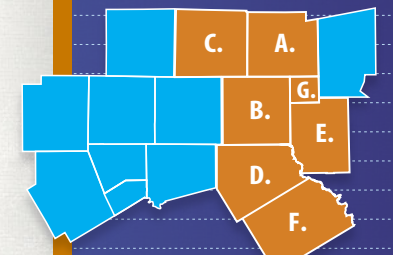
Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in **March**, are projected to let in **April**, or have recently been **completed**.



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

LEGEND
<span style="color: orange;">■</span> LET
<span style="color: blue;">■</span> PROJECTED
<span style="color: green;">■</span> COMPLETED
<span style="color: yellow;">■</span> TOLL ROAD

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



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

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

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

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



TxDOT photo

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

### PROJECT HISTORY

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

### PROJECT PROGRESS

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

### PROJECT DETAILS

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

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

### PROJECT DESCRIPTION

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

### ESTIMATED COSTS

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

\*Subject to change.

TxDOT graphic

### ESTIMATED FUNDING

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

\* Congestion Relief Funding

TxDOT graphic



Official 2018 logo design for TSG project.



A Texas Clear Lanes project: [www.TexasClearLanes.com](http://www.TexasClearLanes.com)





NOTE: Highlighted areas are not drawn to scale.

TxDOT graphic

**PROJECT CONTACTS**



**Texas Department of Transportation**  
 4777 East Highway 80 • Mesquite, TX 75150  
 214-320-6100



[www.TexasClearLanes.com](http://www.TexasClearLanes.com)



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

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**Tony Hartzel** – TxDOT Dallas District  
 Public Information Supervisor  
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 Mesquite, TX 75150  
 (214) 320-4481

# 635 EAST PROJECT

## TxDOT PROJECT TRACKER

DALLAS DISTRICT

| Connecting You With Texas



### OVERVIEW:

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

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



TxDOT photo

### PROJECT HISTORY

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

### PROJECT PROGRESS

- **Jan. 2021** – Construction of the Galloway Avenue bridge over I-30 reached the halfway point
- **Feb. 2021** – Partial bridge demo at Abrams Road and Forest Lane cross streets

- **March 2021** – Partial bridge demo at Oates Drive and Galloway Avenue bridges over I-635
- **March 2021** – I-635 bridge demo at Walnut Hill Lane/Kingsley Road underpasses
- **Work Scheduled for 2021 Includes:**
  - Spring 2021 – I-635 bridge demo at Garland Avenue, Jupiter Road and Plano Road underpasses
  - Summer 2021 – Begin installation of bridge substructures for the future eastbound I-30 mainlanes at Gus Thomasson Road
  - End of 2021 – Long-term closure of Gus Thomasson Road overpass bridge at I-30

### PROJECT DETAILS

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

- **Right Of Way:** Acquisition is 100% complete
- **Project**
  - Reconstruct the general purpose lanes and construct one additional lane in each direction
  - Construct continuous frontage roads consisting of two or three lanes in each direction
  - Reconstruct the I-635/I-30 interchange
  - Reconstruct the existing single tolled managed lane in each direction between US 75 and I-30
  - Reconstruct the Skillman St. bridge

### TEXAS CLEAR LANES

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

### PROJECT SCHEDULE

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



NOTE: Highlighted areas are not drawn to scale.

TxDOT graphic

**PROJECT CONTACTS**



**Texas Department of Transportation**  
 4777 East Highway 80 • Mesquite, TX 75150  
 214-320-6100



www.TexasClearLanes.com  
 www.635east.com



**EAST**

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