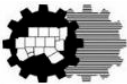


2017-2018 CMAQ/STBG* FUNDING: SUSTAINABLE DEVELOPMENT: PHASE 4

Surface Transportation Technical Committee
February 23, 2018

* Congestion Mitigation and Air Quality Improvement Program/
Surface Transportation Block Grant



North Central Texas
Council of Governments
Transportation Department

CMAQ/STBG FUNDING PROGRAMS

STATUS

PROGRAM

- Federal/Local Funding Exchanges
- Automated Vehicle Program (May bring back a Round 2 effort)
- Strategic Partnerships (May bring back a Round 2 effort)
- Planning and Other Studies
- 10-Year Plan/Proposition 1 Adjustments
- Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects**
- Transit Program
- Assessment Policy Programs/Projects
- Local Bond Program Partnerships
- Safety, Innovative Construction, and Emergency Projects
- Management and Operations (M&O), NCTCOG-Implemented, and Regional/Air Quality Programs

- = Project Selection Completed
- = Pending STTC/RTC Approval
- = Program Partially Completed

CMAQ/STBG FUNDING PROGRAM: SUSTAINABLE DEVELOPMENT PHASE 4

Description/ Purpose	To support sustainable development initiatives by providing funds for Turnback Partnerships, Context Sensitive Design, and TOD projects.
Initial Requests	<ul style="list-style-type: none">• Downtown Weatherford Turnback• Harwood Road in Bedford• Lewisville Turnback (Mill St./FM 1171)• Main Street in Crowley• SH 356 Couplet Turnback in Irving• Park Lane/Vickery Meadow in Dallas
Next Steps	Coordinate with partnering agencies and TxDOT. Anticipate action in Summer or Fall 2017.

SELECTION CRITERIA

- When selecting projects, the following criteria were taken into account by staff:
 - Partnership in TxDOT's Turnback Program (local governments take control of the facility and it is removed from the State system)
 - Opportunities for redevelopment
 - Payback mechanisms if applicable (Tax Increment Finance (TIF) Districts, Public Improvement Districts (PID), etc.)
 - Inclusion of context-sensitive design elements
 - Inclusion of transit-oriented development (TOD) elements
 - Inclusion of pedestrian-friendly streetscape elements

PROPOSED FUNDING BY AGENCY

DRAFT

PROJECT	AGENCY	PROPOSED RTC FUNDING¹
SH 356/Irving Blvd.	City of Irving	\$12,000,000
US 180 (Northern Loop)	City of Weatherford	\$11,552,000
DCTA Intermodal Transit Center	Denton County Transportation Authority	\$11,301,056
Bus 287/Ennis Avenue at UP Railroad	City of Ennis	\$9,000,000
Main Street	City of Crowley	\$4,500,000
College Street	City of Lewisville	\$3,000,000
	Total	\$51,353,056

1: All proposed funding amounts are federal with the exception of the City of Irving, to which staff is proposing to award Regional Toll Revenue (RTR) funds.

TIMELINE

MEETING/TASK	DATE
STTC Information	January 26, 2018
RTC Information	February 8, 2018
Public Meetings	February 2018
STTC Action	February 23, 2018
RTC Action	March 8, 2018

REQUESTED ACTION

- Recommend RTC approval of:
 - The proposed list of projects to fund through the 2017-2018 CMAQ/STBG: Sustainable Development Phase 4 Program (Electronic Item 3.1)
 - Administratively amending the 2019-2022 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents to incorporate these changes.

QUESTIONS?

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Auto Occupancy Detection and Verification Technology Update

Surface Transportation Technical Committee
February 23, 2018

Natalie Bettger, Sr. Program Manager



Project History

2012 – NCTCOG

Technology Approaches to HOV Occupancy Declaration and Verification, Texas A&M Transportation Institute (TTI)

2012 – NCTCOG

Request for Information (RFI) for IH 30 Managed Lane Technology

- Occupancy detection and verification
- Dynamic tracking of vehicles

2013 – NCTCOG

Reissue RFI with demonstration component

2014 – NCTCOG

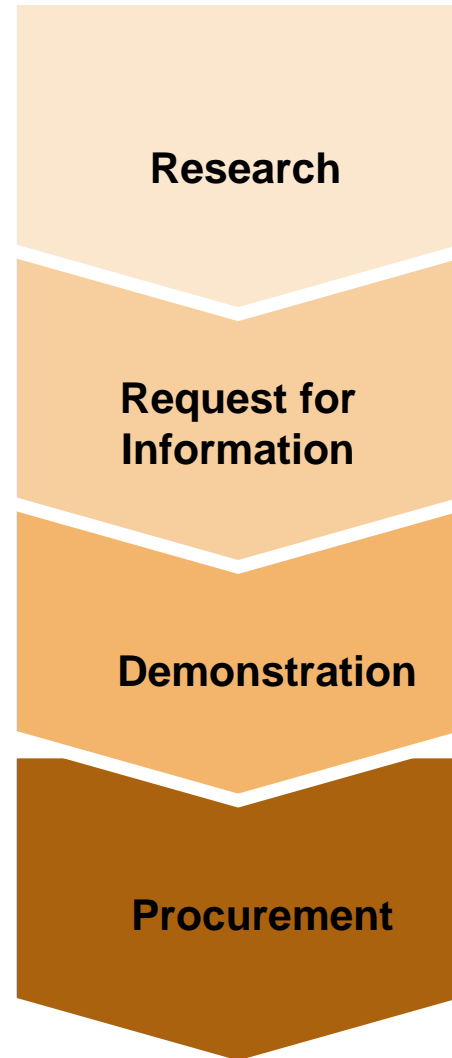
TTI Update to White Paper and Proof of Concept Testing of In-Vehicle Technology

2015 – TxDOT/NCTCOG

Request for Offer - Automated Vehicle Occupancy Detection Solution

2016 – NCTCOG/TxDOT

Request for Proposals for Auto Occupancy Detection and Verification Technology



Current HOV Enforcement

Register



Declare Every Trip



Occupancy Declaration Sent to Field



Officers Watch for Red Light



Violation: Legal Process



Toll Collected



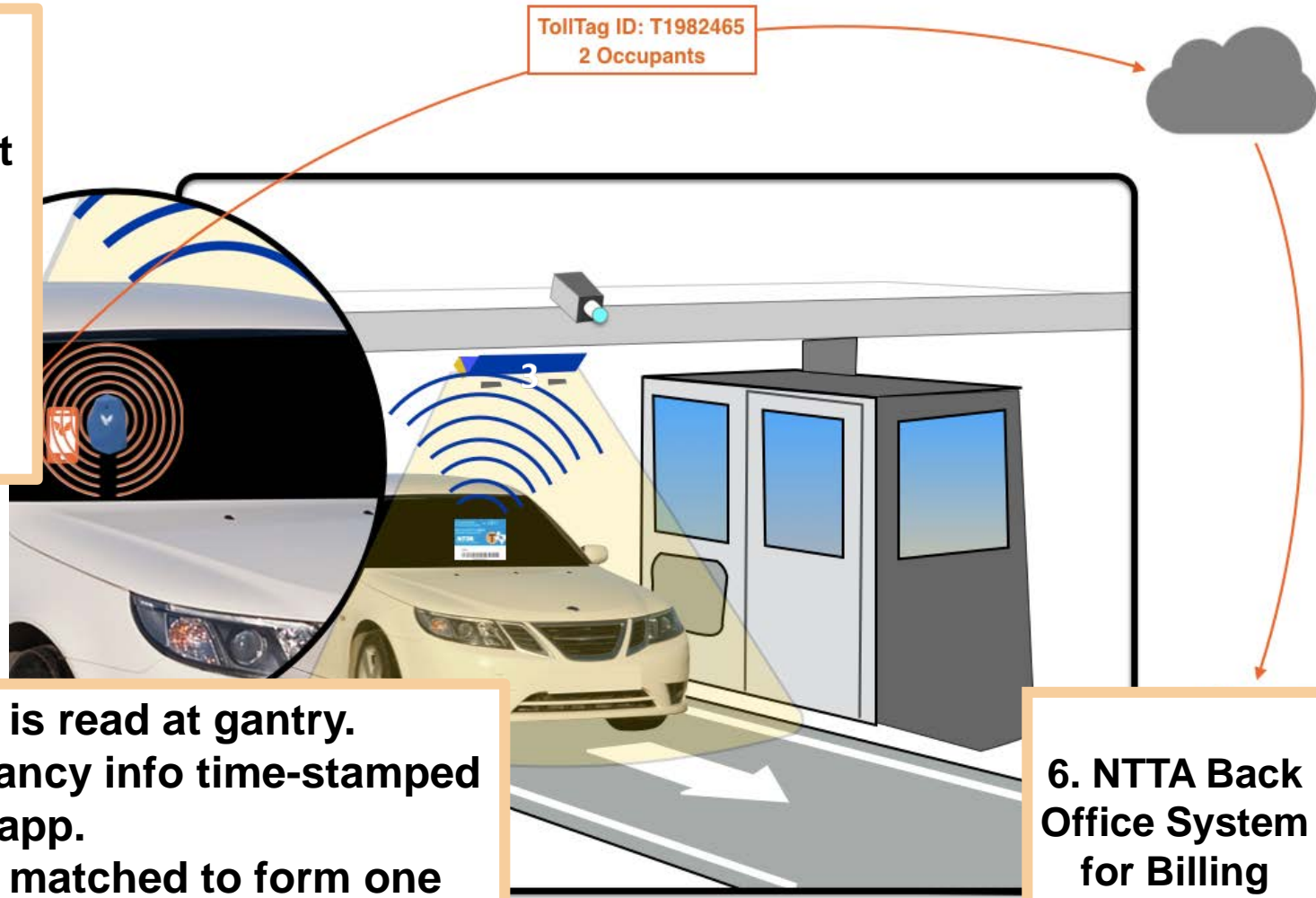
NTTA Back Office System for Billing

Technology Overview

How Carma's solution works

**1. Car beacon
“reads” cell
phone/occupant
beacon.**

**2. Number of
occupants
recorded within
app.**



3. Tolltag is read at gantry.

**4. Occupancy info time-stamped
within app.**

**5. Tolltag matched to form one
transaction.**

DFW Pilot Results

- 643 toll transactions generated by 10 of 17 recruited drivers
- 250 toll transactions include both a verified occupancy report as well as a user-completed end-of-trip occupancy survey to double verify vehicle occupancy
 - 98.4% exact match in reported occupancy
 - 1.6% indicate an “over count”; the Carma system reported an HOV2 (high-occupancy vehicle, 2 occupants) status, while the user reported an SOV (single-occupancy vehicle) status
- Successfully reported on occupancy for 591 toll transactions, with the 52 others being discounted due to:
 - Bluetooth being disabled
 - A Car Beacon configuration issue for one driver
 - A battery issue on one smartphone

Current Funding in TIP

Year	Technology	Marketing	Integration	Total	Federal	State Match
2017	\$2,000,000	\$0	\$0	\$2,000,000	\$1,600,000	\$400,000
2018	\$0	\$0	\$400,000	\$400,000	\$320,000	\$80,000
Total	\$2,000,000	\$0	\$400,000	\$2,400,000	\$1,920,000	\$480,000

Contingency Funding TIP Request

Year	Technology	Marketing	Integration	Total	Federal	State Match
2018	\$1,600,000	\$1,000,000		\$2,600,000	\$2,080,000	\$520,000
2019	\$1,600,000	\$750,000		\$2,350,000	\$1,880,000	\$470,000
2020	\$1,600,000	\$500,000		\$2,100,000	\$1,680,000	\$420,000
2021	\$1,600,000	\$250,000		\$1,850,000	\$1,480,000	\$370,000
2022	\$1,600,000	\$150,000		\$1,750,000	\$1,400,000	\$350,000
2023	\$1,600,000	\$150,000		\$1,750,000	\$1,400,000	\$350,000
2024	\$1,600,000	\$100,000		\$1,700,000	\$1,360,000	\$340,000
2025	\$1,600,000	\$50,000		\$1,650,000	\$1,320,000	\$330,000
2026	\$1,600,000	\$25,000		\$1,625,000	\$1,300,000	\$325,000
2027	\$1,600,000	\$25,000		\$1,625,000	\$1,300,000	\$325,000
Total	\$16,000,000	\$3,000,000	\$0	\$19,000,000	\$15,200,000	\$3,800,000

Direct Cost Comparison

Estimated Direct Costs with Existing System	
Manual Enforcement	\$15,245,452
Enhancement to TEXPress Application	\$5,927,285
Marketing and Education	\$2,000,000
Total	\$23,172,737
Contingency Funding TIP Request	
New Technology Cost Including Pilot	\$21,400,000

Indirect Benefits

- Safety (Police Officers and Travelers)
- Congestion
- Ease of Use
- Air Quality Benefits
- Savings in Court Cost
- Compliance
- Transition to Rewards Program

Occupancy Verification Implementation Status

Pilot on DFW Connector	October 2017 – December 2017
Regional Transportation Council Workshop How the technology works	February 8
Surface Transportation Technical Committee - How the technology works/Results of Pilot Study - Recommend RTC approval of funding for full implementation	February 23
Regional Transportation Council Meeting - Results of Pilot Study - Request RTC approval of funding for full implementation	March 8
Public Meeting	April 2018
TIP Modification approval FHWA	Late May/Early June
Partner Integration, Violation Process, Transition Plan	January to May
Begin System-Wide Deployment Testing	June
System-Wide Deployment	Fall

Action Requested

Recommend RTC Approval of:

- The proposed funding request for full implementation of the auto occupancy detection and verification technology, contingent on all remaining tests being met.
- Administratively amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP), Unified Planning Work Program (UPWP) and any other documents as appropriate to include this project.

Contact Information

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Dan Lamers

Senior Program Manager

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Access North Texas

Surface Transportation Technical Committee

Kelli Schlicher, AICP

February 23, 2018

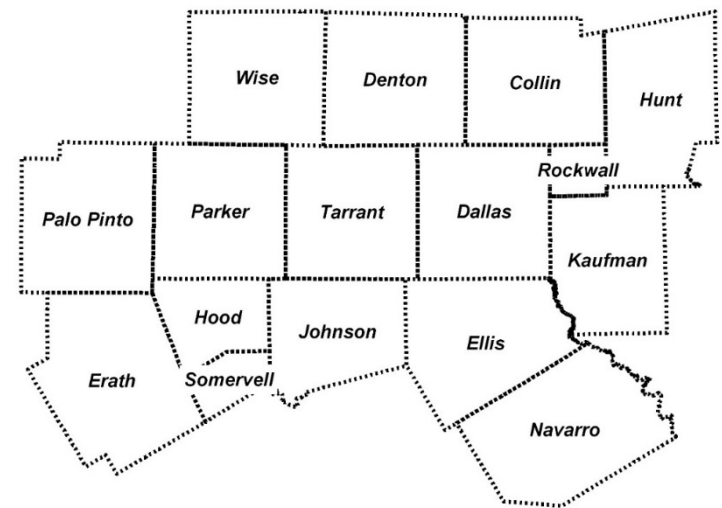
Background

Regional public transportation coordination plan to:

Identify the public transportation needs of older adults, individuals with disabilities, low-income individuals and others with transportation challenges

Specify strategies to address needs and current challenges

Avoid duplication of transit services, eliminate gaps in service and meet federal and State requirements for transit coordination in 16 counties



Regional Themes

Availability

Address gaps in service

Explore non-traditional ways to deliver public transit

Complexity

Improve seamlessness for regional trips

Pursue simplified regional fares

Affordability

Increase affordability of fares for individuals most in need

Integrate transit funding sources

Advocacy

Recruit influential champions for public transit

To review county-specific strategies visit AccessNorthTexas.org

Next Steps

Request Regional Transportation Council approval of Access North Texas and Executive Board endorsement

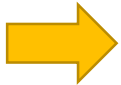
Transmit document to the Texas Department of Transportation

Regional partners will implement strategies identified in the plan

Future projects that seek funding under the Regional Transportation Council Transit Call For Projects must be included in Access North Texas

Schedule

Date	Deliverable
August 19, 2016	Kick-Off Meeting
September 2016 – July 2017	Outreach Meetings; Stakeholder and Public Involvement
July 2017 – December 2017	Additional Stakeholder Coordination
January 26, 2018	STTC: Information Item
February 5-13, 2018	Public Meetings
February 8, 2018	RTC: Information Item (not presented)
February 23, 2018	STTC: Action Item
March 8, 2018	RTC: Action Item
March 22, 2018	Executive Board: Action Item



Requested Action

Recommend Regional Transportation Council approval of Access North Texas, the region's locally developed, coordinated public transit-human services transportation plan

Questions or Comments

Contact:

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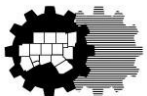
Mobility 2045 Update

Surface Transportation Technical Committee

February 23, 2018

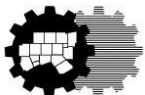


Agenda Review

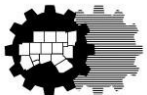


Agenda

- 1. Roadway Recommendations**
- 2. Public Transportation Recommendations**
- 3. Draft Financial Plan**
- 4. Selected Recommended Policies**
- 5. Public Meeting Comments**
- 6. Schedule and Next Steps**

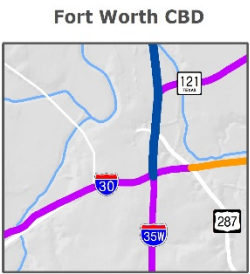
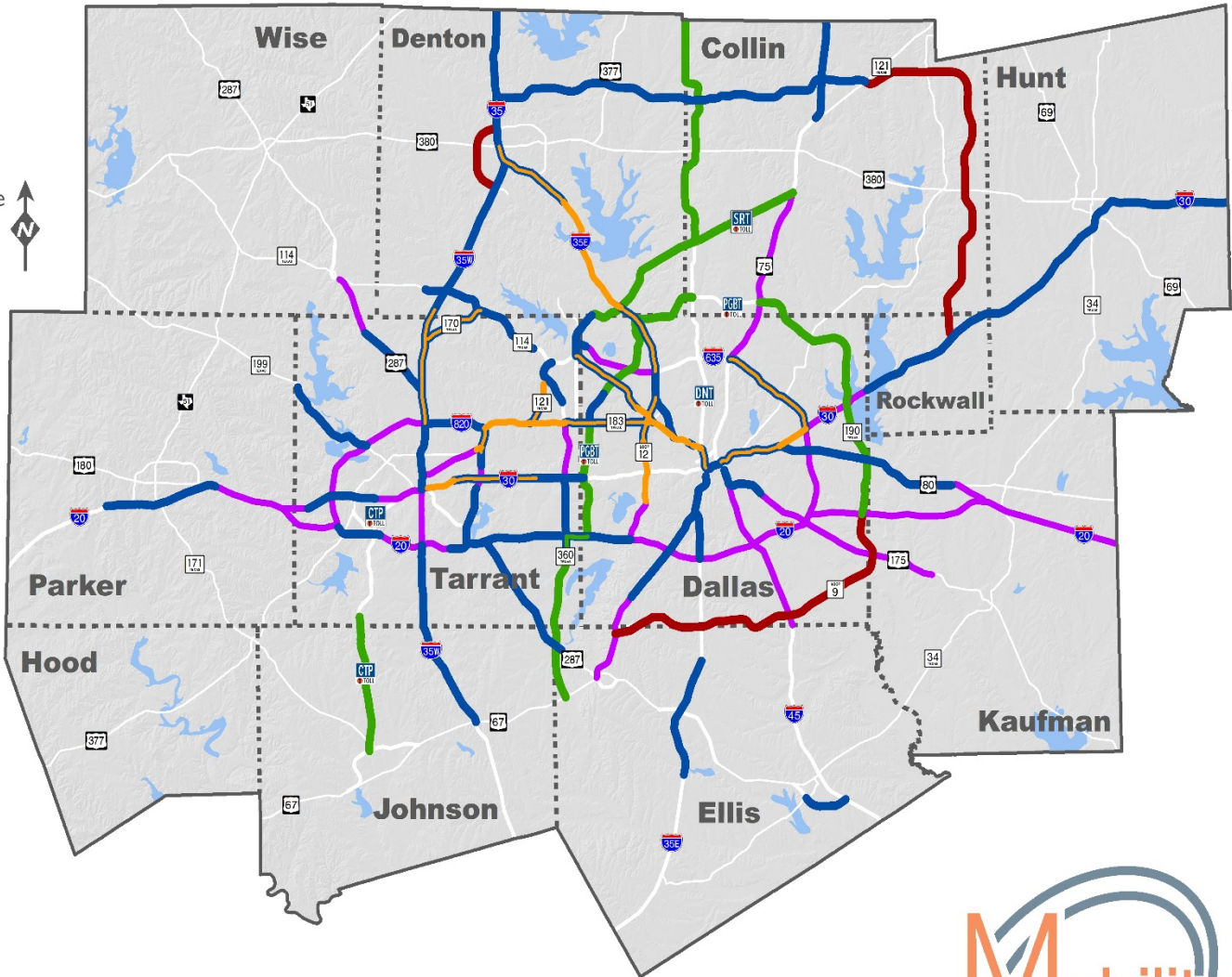


Roadway Recommendations



Major Roadway Recommendations

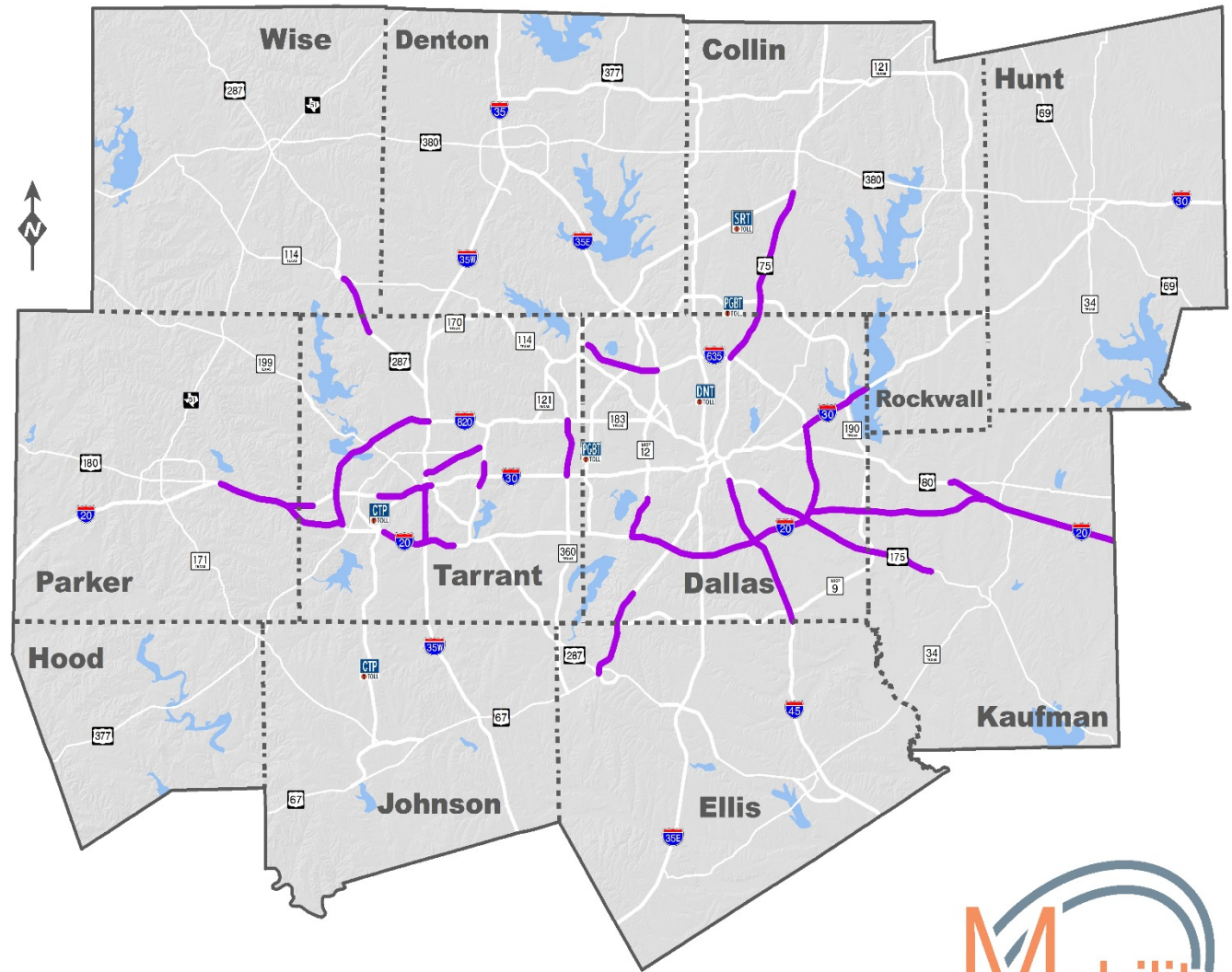
-  New or Additional Freeway Capacity
-  New or Additional Managed Lane Capacity
-  New or Additional Toll Road Capacity
-  Staged Facility (Frontage Roads)
-  Asset Optimization



DRAFT



Asset Optimization Recommendations



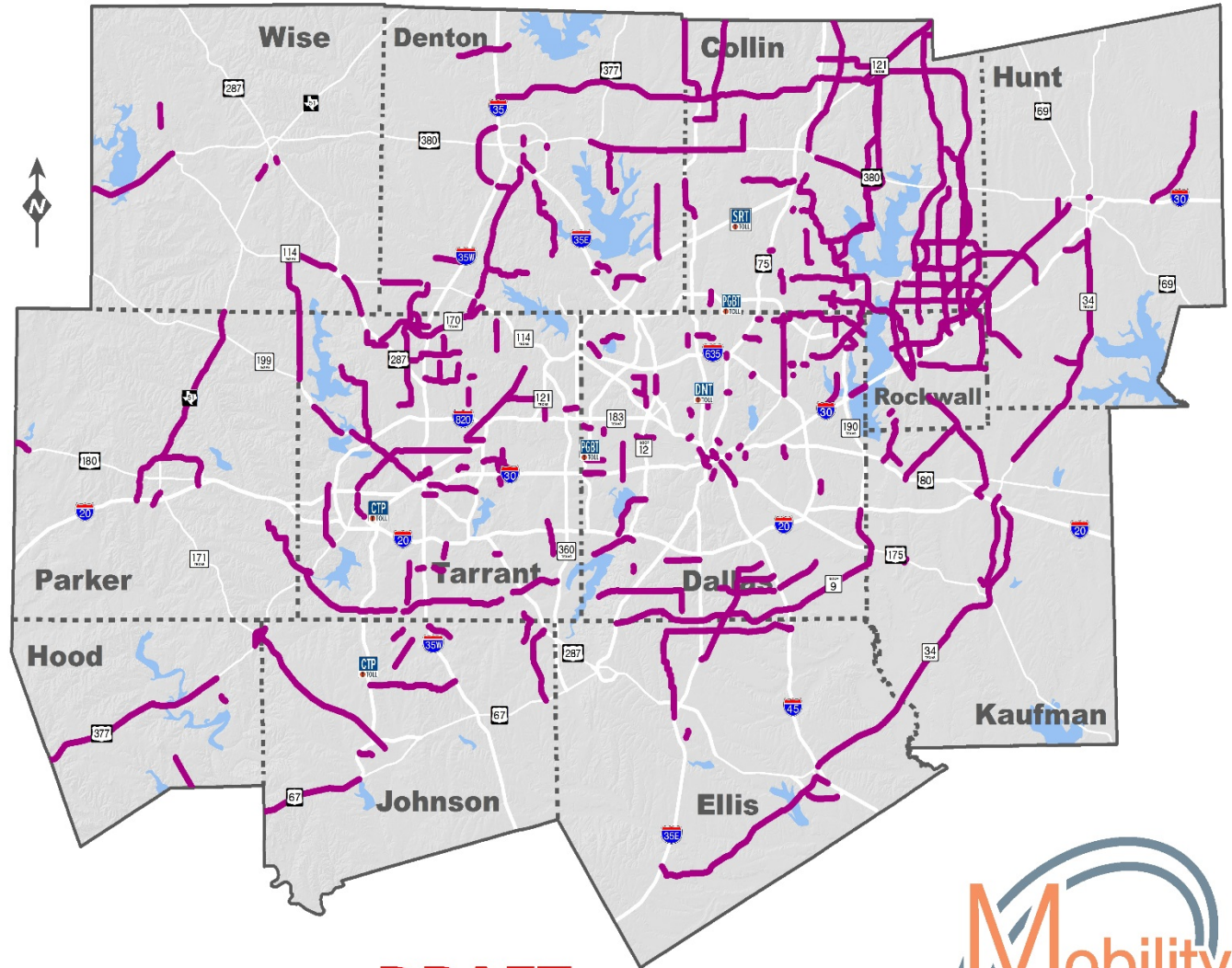
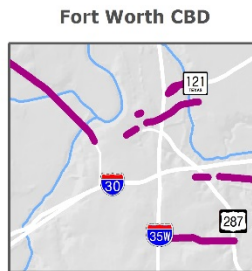
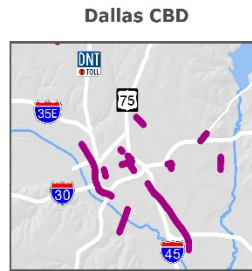
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Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.

Arterial Capacity Improvements

Disclaimer: Lines indicate arterials with funds for improvement.





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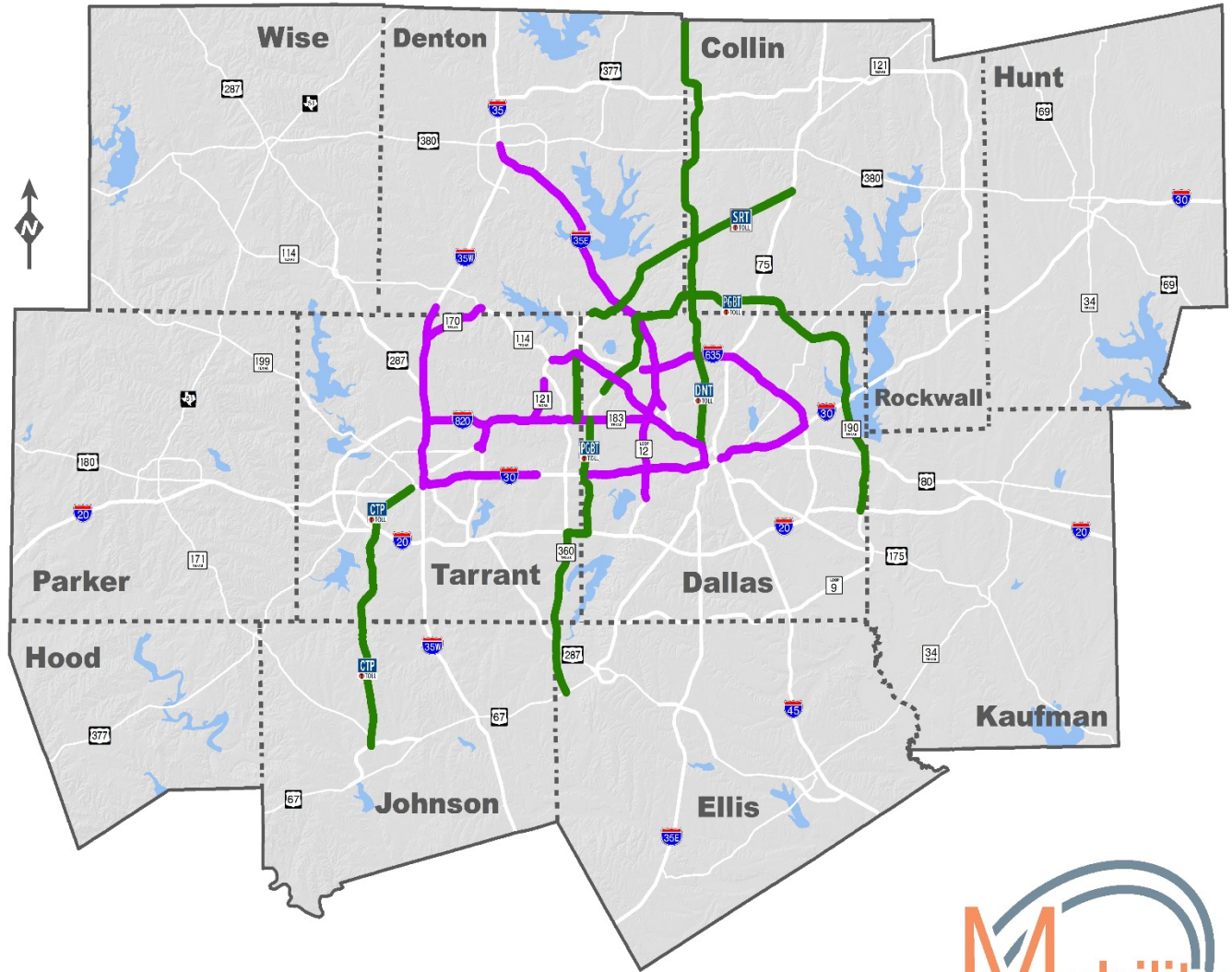


North Central Texas
Council of Governments

Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.

Priced Facility Recommendations

-  Managed Lanes
-  Toll Roads





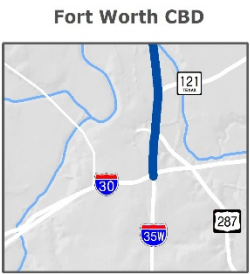
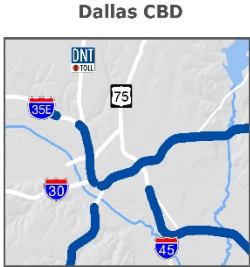
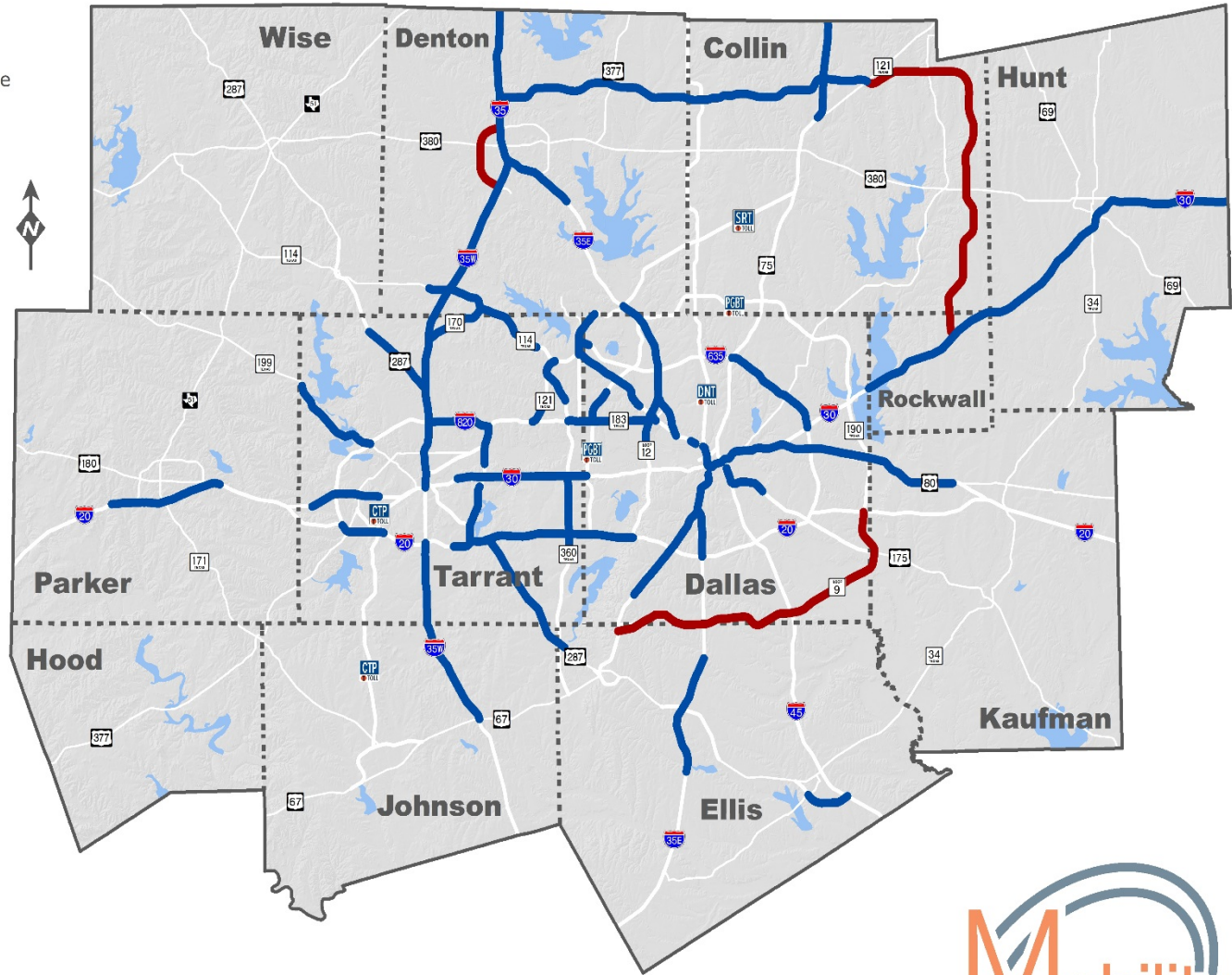
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Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.

Freeway Recommendations

-  New or Additional Freeway Capacity
-  Staged Facility (Frontage Roads)



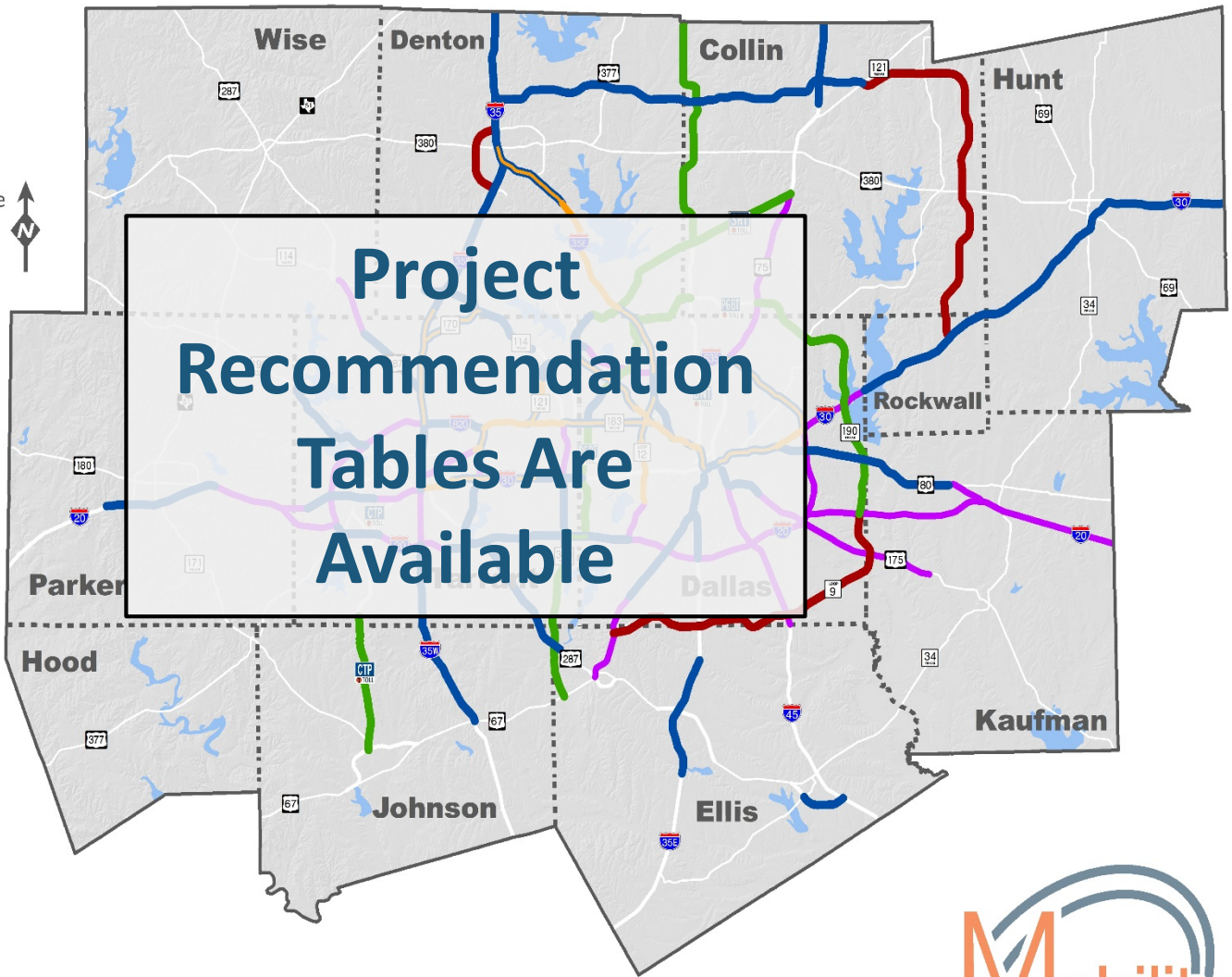
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Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.

Major Roadway Recommendations

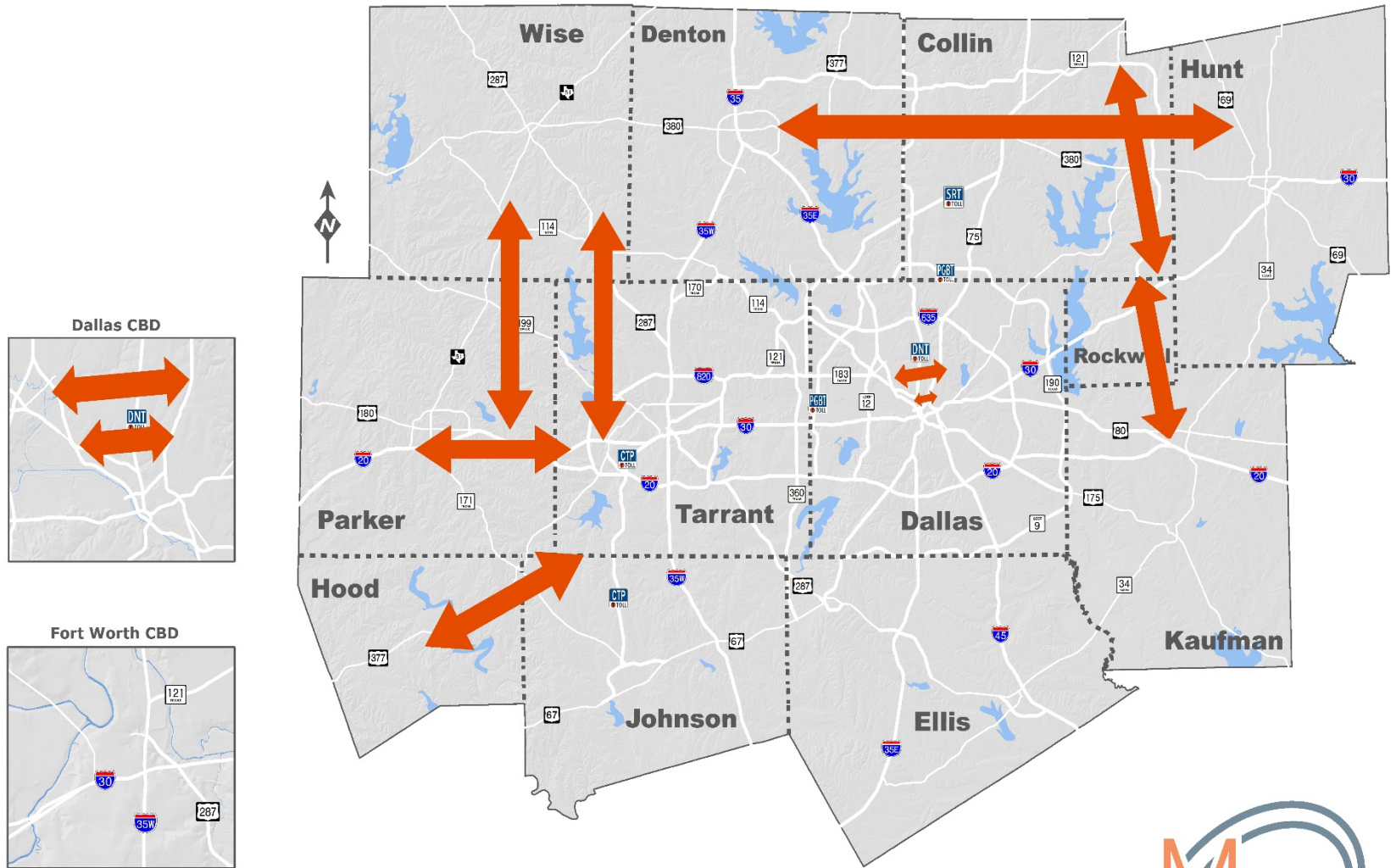
-  New or Additional Freeway Capacity
-  New or Additional Managed Lane Capacity
-  New or Additional Toll Road Capacity
-  Staged Facility (Frontage Roads)
-  Asset Optimization



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Roadway Corridors for Future Evaluation



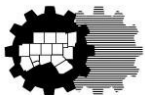
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Illustrative roadway corridors indicate an identified transportation need and do not represent recommendations or specific alignments. Recommendations may be developed for future MTPs through feasibility analyses, thoroughfare plans, and environmental studies.

Additional Plan Components

- ✓ Sustainable Development
- ✓ Bicycle and Pedestrian Facilities
- ✓ People Movers
- ✓ Freight
- ✓ Aviation
- ✓ Transportation Demand Management
- ✓ Transportation System Management
- ✓ Transportation System Safety and Security



Additional Plan Components

✓ Environmental Considerations

- ✓ Natural Environment – Extreme Weather Resiliency
- ✓ Environmental Justice

✓ High-Speed Rail

✓ Social Considerations

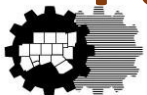
✓ Financial Plan

✓ Technology

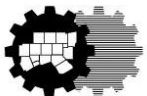
✓ Policies

✓ Programs

✓ Public Transportation



Public Transportation Recommendations



Mobility 2045 Transit Programs

State and National Transit Connections Program

- High-speed rail, intercity bus, intercity train, next generation magnetic levitation

Regional Connections: Next Generation Transit Program

- High-intensity bus, guaranteed transit, stacked commuter rail, regional rail, light rail

Last-Mile Transit Connections Program

- People mover and goods movement, circulator, streetcar, local bus

Community Access Transit Program

- Specialized services for community access including autonomous vehicles

Transit Enhancements and Mobility Improvements Program

- Improvements to safety and security, capacity, operations, technology, and accessibility



Transit Corridor Recommendations

Rail

- 1 - Cotton Be
- 2 - Cotton Belt East Extension
- 3 - Downtown Dallas 2nd Alignment (D2)
- 4 - Dallas Streetcar
- 5 - A-train Extension
- 6 - Frisco Line
- 7 - Mansfield Line
- 8 - McKinney Line
- 9 - Midlothian Line
- 10 - Green Line Extension
- 11 - Cleburne Line
- 12 - Southwest TEX Rail
- 13 - Scyene Line
- 14 - Waxahachie Line

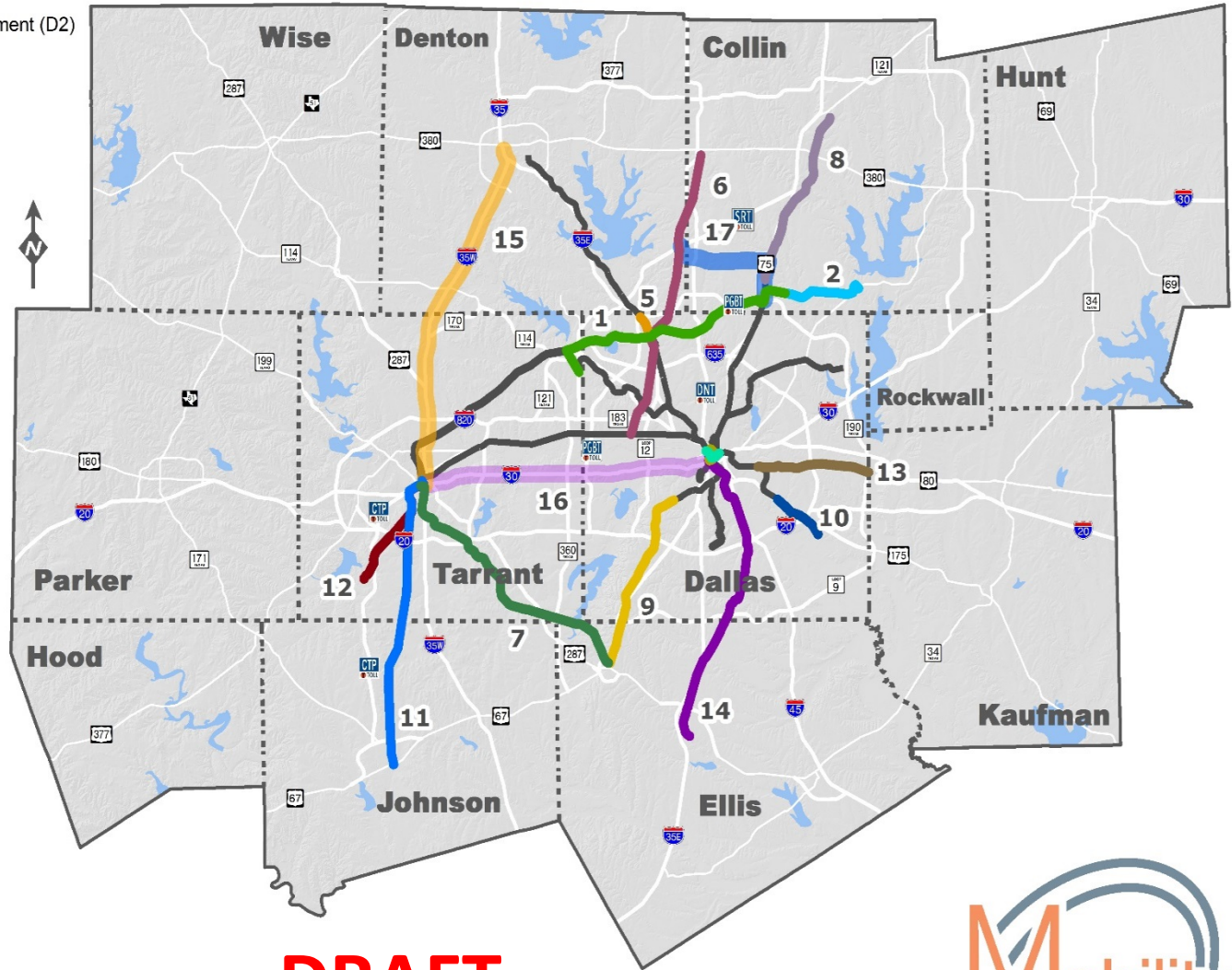
High-Intensity Bus

- 15 - IH 35W Express
- 16 - IH 30 Express
- 17 - Spring Creek Parkway
- Existing Rail

Dallas CBD



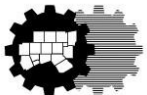
Fort Worth CBD



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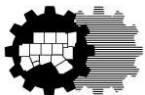


Draft Financial Plan



Mobility 2040 vs Mobility 2045

	Mobility 2040	Mobility 2045
Planning Horizon	2016 – 2040 (25 Years)	2018 – 2045 (28 Years)
Legislative Action Revenue	Propositions 1 & 7 revenues estimated	Propositions 1 & 7 now integrated into UTP and TIP
Innovative Revenue	Toll and tolled managed lane facilities scaled back	Continue to use toll managed tools in select corridors based on new regional toll policy boundary
Enhancement Revenue	Needs outpace ability to pay for improvements; included state, federal, and local revenue enhancements	Needs outpace ability to pay for improvements; continuing assumptions of federal, state, and local revenue enhancements



Financial Assumptions

Traditional Funds are Insufficient

Multiple Scenarios and Options to Generate Additional Funds

Continue Toll Roads and Toll Managed Lanes as a Long Term Strategy

Not Approving a Specific Scenario

Future Available Funding Sources Unknown

New Federal Infrastructure Initiative

Approving Equivalent Magnitude Funding Amount



Financial Assumptions

Funding Strategy	Mobility 2040 (Final)	Mobility 2045 (DRAFT)
State Fuel Tax (per gallon)	Existing State Motor Fuel Tax +\$0.05 in 2020 +\$0.07 in 2030	Existing State Motor Fuel Tax +\$0.05 in 2025 +\$0.07 in 2035
State Fuel Tax Indexing	No	No
Federal Fuel Tax (per gallon)	Existing Federal Motor Fuel Tax +\$0.05 in 2020 +\$0.05 in 2030	Existing Federal Motor Fuel Tax +\$0.05 in 2025 +\$0.05 in 2035
Average Vehicle Registration Fee	Existing Fee +\$10 in 2020 +\$10 in 2030	Existing Fee +\$10 in 2025 +\$10 in 2035
Tollroads, Managed Lanes, CDA, and PPP	Currently Funded Facilities	Currently funded projects + select, strategic facilities based on new toll area policy
Other Assumptions	Utilize New Revenues from 84 th Legislature (~\$34.5B to region over time)	New revenues from 84 th legislature, now allocated in UTP/TIP, will continue through horizon year
Total Revenue (\$B)	\$118.9	\$135.5

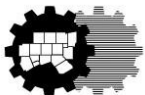


Funding Estimates (in \$billion)

Roadway Funds		
	Traditional Federal and State	\$ 42.9
	Tolled/Managed (Local)	\$ 9.3
	Subtotal*	\$ 52.2
Transit Funds		
	Traditional (Federal and Local)	\$ 37.7
	Innovative (State and Local)	\$ 19.8
	Subtotal*	\$ 57.5
Revenue Enhancements		
	State	\$ 3.3
	Federal	\$ 3.9
	Local	\$ 2.4
	Subtotal*	\$ 9.6
Local Funds		
	Local Spending and Local Match	\$ 16.2
Grand Total*		\$ 135.5

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* Actual dollars in billions. Values may not sum due to independent rounding.

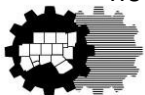


Prioritization and Expenditures

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		2040	2045
Maximize Existing System	Infrastructure Maintenance Maintain & Operate Existing Facilities Bridge Replacements	\$37.4	\$ 38.7
	Management and Operations Improve Efficiency & Remove Trips from System Traffic Signals and Bicycle & Pedestrian Improvements	\$7.2	\$ 9.6
	Growth, Development, and Land Use Strategies More Efficient Land Use & Transportation Balance	\$3.6	\$ 3.2
Strategic Infrastructure Investment	Rail and Bus Induce Switch to Transit	\$27.2	\$ 33.4
	HOV/Managed Lanes Increase Auto Occupancy	\$43.4	\$ 50.6
	Freeways/Tollways and Arterials Additional Roadway Capacity		
Total Expenditures*		\$118.9	\$ 135.5

* Actual dollars, in billions. Values may not sum due to independent rounding.



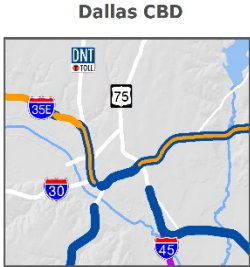
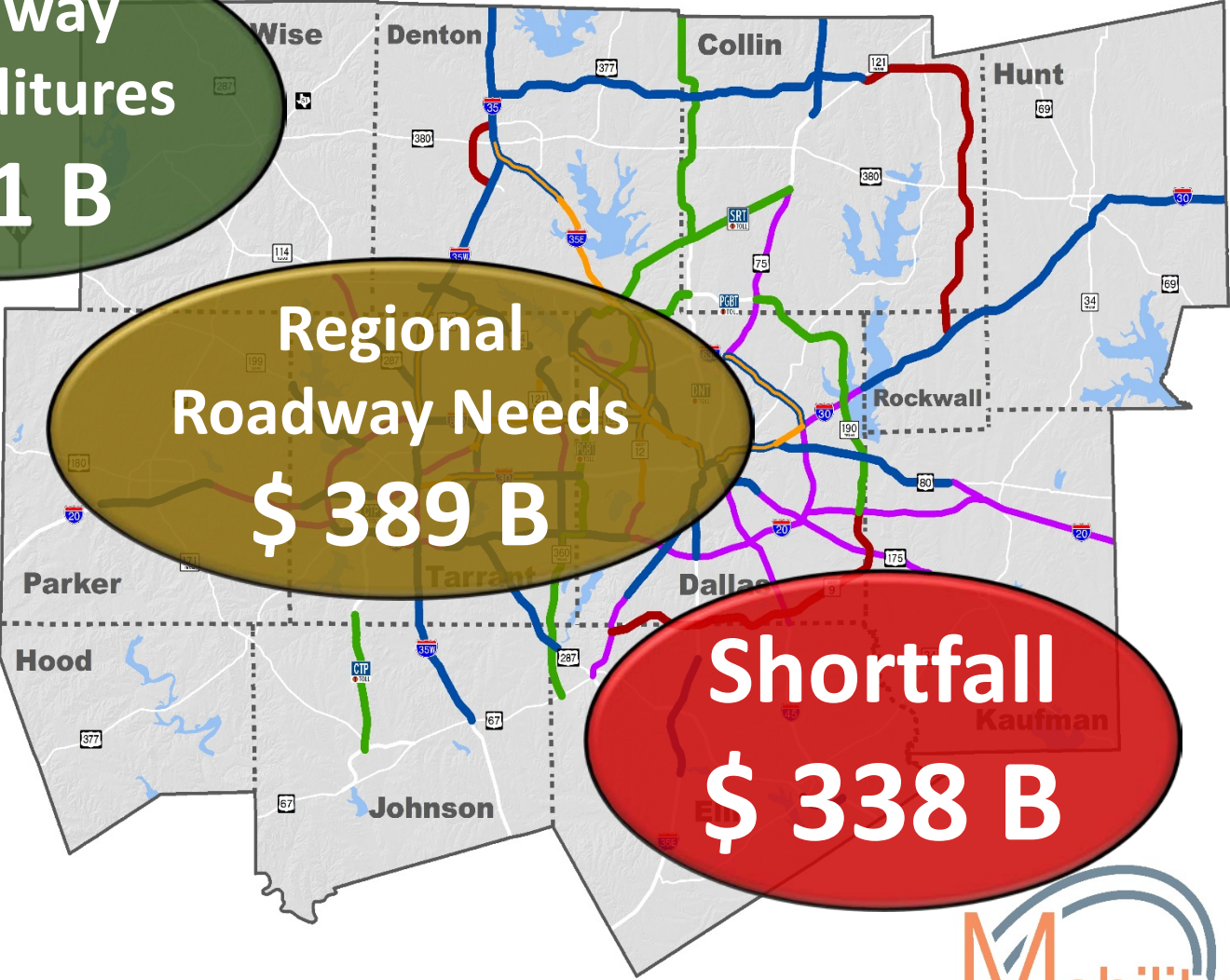
Regional Funding

Roadway Expenditures \$ 51 B

- New or Additional Freeway Capacity
- New or Additional Major Arterial Capacity
- New or Additional Toll Road Capacity
- Staged Facilities (Fringe Roads)
- Asset Optimization

Regional Roadway Needs \$ 389 B

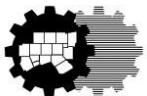
Shortfall \$ 338 B



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Selected Recommended Policies



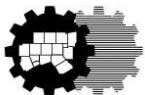
Selected Proposed Policy Additions

Freight

Encourage Regional Railroads to Participate in Regional Planning

Active Transportation Mode Share

Support Active Transportation Measurable Share of all Transportation Modes



Selected Proposed Policy Additions

Technology

Encourage Data Sharing

Encourage Automated Vehicles

Support Infrastructure Maintenance

Encourage Ridesharing

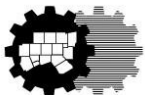
Asset Optimization

Resiliency

Develop Strategies to Address Vulnerabilities

Roadway Maintenance

Support Asset Management Policies



Selected Proposed Policy Additions

General

Support Ability to Modify Mobility Plan for
Emergency Operational Improvements

Technology Lanes

Managed Lanes

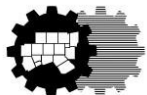
Access Ramps

Auxiliary Lanes









Managed Toll Lane System

Support Implementation within a Tolled
Managed Lane Policy Area



Toll Managed Lane System Policy Boundary

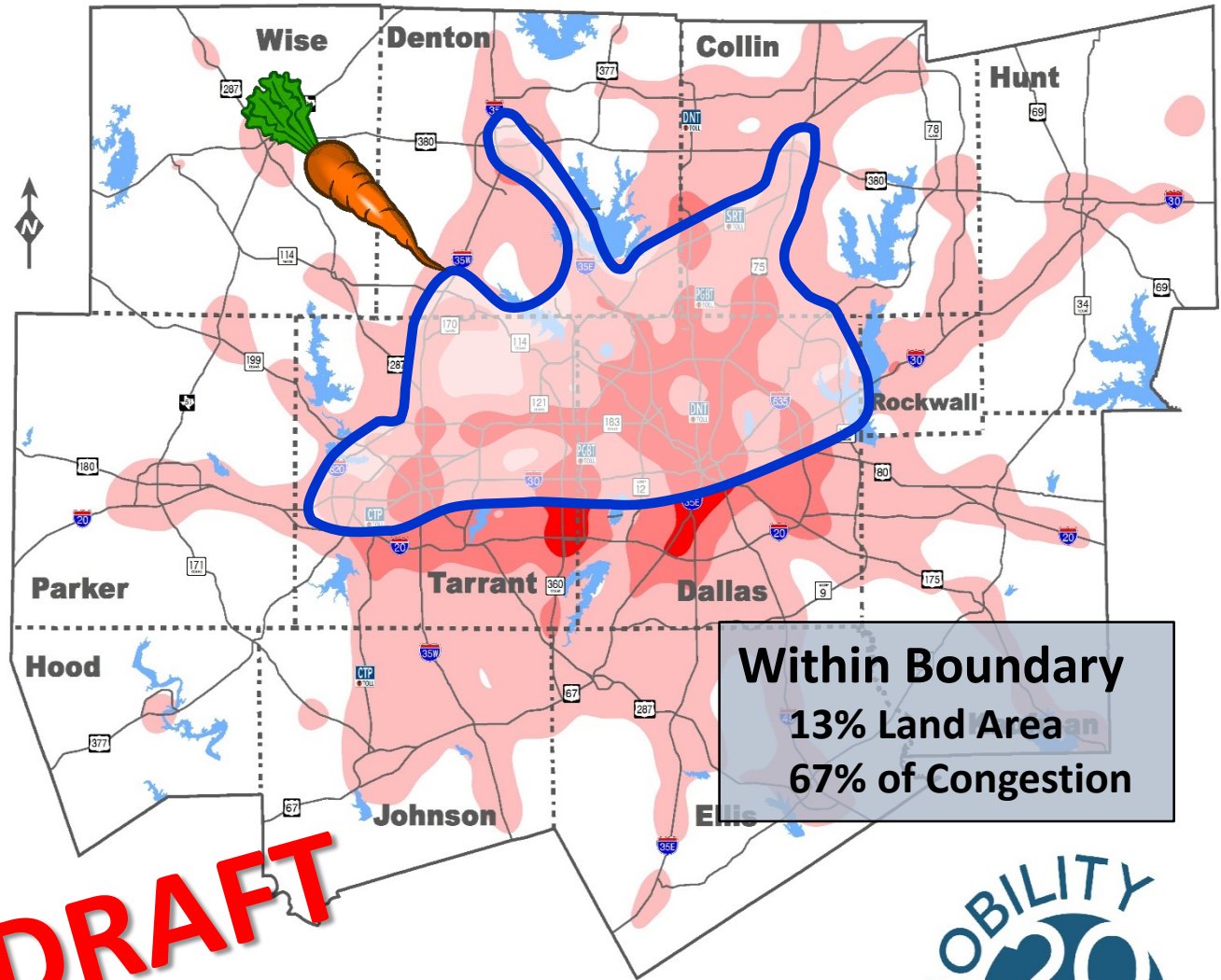
Congestion Index*

-  No Congestion
-  Light Congestion
-  Moderate Congestion
-  Severe Congestion
-  Major Roads
-  Toll/Managed Lane Policy Boundary

Dallas CBD



Fort Worth CBD



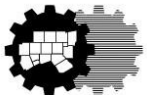
DRAFT



Cost of Congestion/Delay: \$25.3 billion

*Congestion Index is based on a percent increase in travel time.

Public Meeting Comments



Public Comment Topics

October 2017

Eminent Domain

Lake Corridor Project in Collin County

January 2018

Funding

Hyperloop and Bullet Train

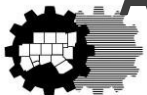
Backup Plan for Toll Road Funding

Arterial Needs Assessment

Draft Plan Available When?

Use UPRR From Fort Worth to Dallas for Commuter Rail

Alternate Roads, Do Not Expand Other Modes



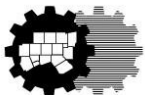
Public Comment Topics

February 2018

Policy Foundation for Mobility 2045

Transportation Assistance for South Dallas County

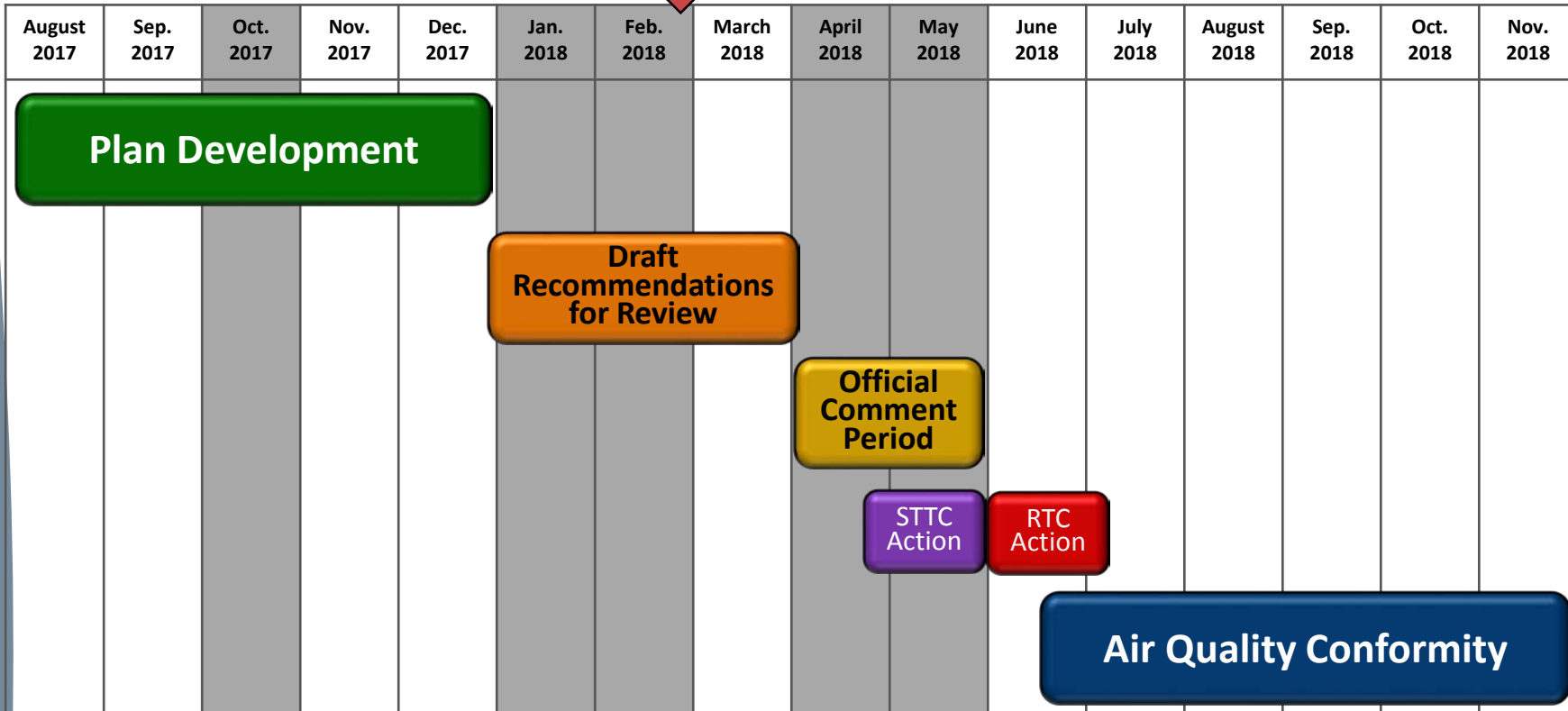
Transit Funding



Schedule and Next Steps

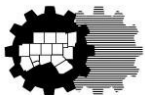


Mobility 2045 Schedule



Notes:

- Public meetings held during highlighted months.
- Regional Transportation Council action on Mobility 2045 Plan scheduled for June 14, 2018.



Next Steps

Official Public Comment Period

April through May

Revise Recommendations

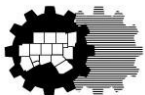
Draft Final Document – April 1

STTC Updates in March and April

Review and Action

STTC – May 25

RTC – June 14



Questions?

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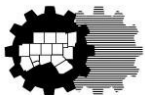
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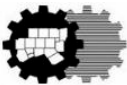
www.nctcog.org/mobility2045



2017-2018 CMAQ/STBG* FUNDING: SAFETY, INNOVATIVE CONSTRUCTION, AND EMERGENCY PROJECTS

Surface Transportation Technical Committee
February 23, 2018

* Congestion Mitigation and Air Quality Improvement Program/
Surface Transportation Block Grant



North Central Texas
Council of Governments
Transportation Department

CMAQ/STBG FUNDING PROGRAMS

STATUS

PROGRAM

- Federal/Local Funding Exchanges
- Automated Vehicle Program (May bring back a Round 2 effort)
- Strategic Partnerships (May bring back a Round 2 effort)
- Planning and Other Studies
- 10-Year Plan/Proposition 1 Adjustments
- Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects**
- Transit Program
- Assessment Policy Programs/Projects
- Local Bond Program Partnerships
- Safety, Innovative Construction, and Emergency Projects**
- Management and Operations (M&O), NCTCOG-Implemented, and Regional/Air Quality Programs

- = Project Selection Completed
- = Pending STTC/RTC Approval
- = Program Partially Completed

SAFETY, INNOVATIVE CONSTRUCTION, AND EMERGENCY PROJECTS

Description/ Purpose	To support operations, safety, innovative construction, and emergency improvements.
Initial Requests	<ul style="list-style-type: none">• Wycliffe Avenue Flooding Project• Shady Shores Bridges

SELECTION CRITERIA

- When evaluating projects, the following criteria were taken into account by staff:
 - Project addresses a safety issue (pedestrian safety at risk, history of vehicle crashes, etc.)
 - Project involves an innovative construction element (e.g. modular bridges)
 - Project addresses an emergency situation
 - Flooding issues that affect system resilience
 - Project includes incident management/first responder safety benefits
 - Projects that implement recommendations from regional safety plan

PROPOSED FUNDING BY AGENCY

DRAFT

PROJECT/PROGRAM	AGENCY	PROPOSED RTC FUNDING
Regional Safety Program	NCTCOG	\$15,000,000
South Shady Shores Road	Denton County, City of Lake Dallas, Town of Shady Shores	\$10,000,000
Wycliff Avenue	Town of Highland Park	\$5,000,000
IH 30 Managed Lane Access Gates	TxDOT Dallas	\$1,200,000
Meacham Airport Improvements	City of Fort Worth	\$380,800
	Total	\$31,580,800

TIMELINE

MEETING/TASK	DATE
STTC Information	February 23, 2018
RTC Information	March 8, 2018
Public Involvement (Online Opportunity to be held in place of meetings)	March 2018
STTC Action	March 23, 2018
RTC Action	April 12, 2018

QUESTIONS?

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2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM DRAFT LISTINGS

Surface Transportation Technical Committee

Adam Beckom, AICP

North Central Texas Council of Governments

February 23, 2018

2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP): DEVELOPMENT PROCESS

- Review existing projects and gather information on additional locally funded projects.
- Make needed revisions to existing project schedules, funding, and/or scope.
- Develop revised project listings.
- Financially constrain project programming based on estimated future revenues.
- Conduct Mobility Plan and Air Quality conformity review.
- Solicit public input.
- Finalize project listings and submit to the Texas Department of Transportation (TxDOT) and Federal Highway Administration (FHWA).

2019-2022 TIP DEVELOPMENT: FOCUS AREAS

- Milestone Policy Implementation
 - The TIP Team has been tracking projects that are part of the MPO Milestone Policy list approved by the Regional Transportation Council (RTC) in April 2016.
 - When meeting with local agencies, project schedules were discussed to ensure that agencies meet the deadlines set forth and avoid the cancellation of funding.
 - RTC funds programmed to projects that were required to go to construction by the end of FY 2017 and were not able to do so will be cancelled through TIP Development or the November 2018 TIP Modification Cycle.
- Draft Project Information
 - Reflects updates to projects provided by agencies as well as updates from recent/pending TIP Modifications where applicable
 - Financially constrained to the 2018 Unified Transportation Program (UTP) allocations

2019-2022 TIP DEVELOPMENT: FOCUS AREAS (CONT'D)

- Fiscal Year (FY) 2019 Surveys
 - Surveys have been sent to agencies that have a project or phase in FY 2019, the first year of the new TIP.
 - Responses provide more clarity on project schedules to help NCTCOG staff determine which projects will truly be ready in FY 2019.
 - Failure to provide a survey response will lead to your project being pushed to a later year.
 - Doing this work now can help prevent the need for additional TIP Modifications in the future.

2019-2022 TIP DEVELOPMENT: FOCUS AREAS (CONT'D)

- Regional Toll Revenue (RTR) Exchanges and Closeouts
 - Adjustments are being made to RTR project funding levels as they are closed out by staff and excess funding is remitted to TxDOT.
- Mobility 2045
 - In addition to a new TIP, a new Metropolitan Transportation Plan (MTP) is being developed.
 - The TIP team and the MTP team are working closely together to ensure that projects in the TIP are consistent with the new MTP.
- 10-Year Plan Projects
 - Projects approved by the RTC as part of the Regional 10-Year Plan initiative continue to be tracked and updated through the TIP Development process.

2019-2022 TIP: SCOPE OF PROGRAMMING

- \$5.24 Billion in the 2019-2022 TIP (Roadway and Transit)
 - \$2.81 Billion in Federal Commitments
 - \$0.83 Billion in State Commitments
 - \$0.14 Billion in Regional Commitments
 - \$1.06 Billion in Local Commitments
 - \$0.40 Billion in Transit Commitments
- 1,078 Active Projects (Roadway and Transit)
- 71 Implementing Agencies (Roadway and Transit)

TIMELINE

May – October 2017	Conducted meetings with implementing agencies
August 2017 – February 2018	Data entry and financial constraint
February 2018	Present draft listings to STTC for Information
March 2018	Present draft listings to RTC for Information
March 16, 2018	Deadline for providing comments on draft listings
April 2018	Conduct public meetings
	Present final listings to STTC for Action
May 2018	Present final listings to RTC for Action
June 2018	Transmit final document to TxDOT
	Executive Board endorsement
August 2018	Anticipated approval of the STIP by Texas Transportation Commission
October/November 2018	Anticipated federal approval of the STIP

REQUEST FOR REVIEW

- Please review the listings for projects being implemented by your agency and within your jurisdiction and verify:
 - Start and end dates of each phase
 - Fiscal years of each phase
 - Scope
 - Limits
 - Funding amounts
- If a project does not have funding in FY 2019, 2020, 2021, or 2022, it will not be in the new TIP.
 - FY 2018 projects will not automatically carry over. We must determine now if projects should be “double-listed” in FY 2019 if they could be delayed.
 - Projects in FY 2023 and later will be in the environmental clearance appendix of the TIP.

2019-2022 TIP DEVELOPMENT: QUESTIONS/COMMENTS

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