

Modifications to the FY2022 and FY2023 Unified Planning Work Program

**Surface Transportation Technical Committee
January 27, 2023**

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

Total Programming Increase in Other Funding Sources

UPWP Project	Funding Source	Additional UPWP Funding
Transportation Safety Planning	SPR - \$50,000	\$50,000
Regional Energy Management	DOE - \$100,000 RTC Local - \$20,000	\$120,000
Total Increase		\$170,000

Modification Schedule

January 27

Action by Surface Transportation Technical Committee

February 6

Initiation of Public Outreach

February 9

Action by Regional Transportation Council

February 23

Action by NCTCOG Executive Board

February 24

Submittal of Modifications to Texas Department of Transportation

Requested STTC Action

Recommend Regional Transportation Council Approval of:

- **Proposed UPWP modifications outlined in Electronic Item 2.1.1**
- **Direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications**

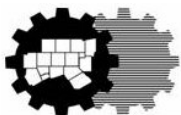
Unified Planning Work Program

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

<https://www.nctcog.org/trans/study/unified-planning-work-program>



NCTCOG PRESENTATION

FISCAL YEAR 2023 EDUCATION CAMPAIGNS FOR TRANSPORTATION INITIATIVES: PHASE TWO

MINDY MIZE | SURFACE TRANSPORTATION
TECHNICAL COMMITTEE | 1.27.2023



THE THREE E'S FOR EDUCATION CAMPAIGNS

Engineer - Develop initiative

Educate - Inform the audience on initiative

Enforce - Make sure initiative is being implemented



EDUCATION CAMPAIGNS OVERVIEW

Education campaigns for Transportation Initiatives allows for:

- Lower Media Buy Rates

- Increased and Targeted Audience Reach

- Increased Website Traffic and Engagement

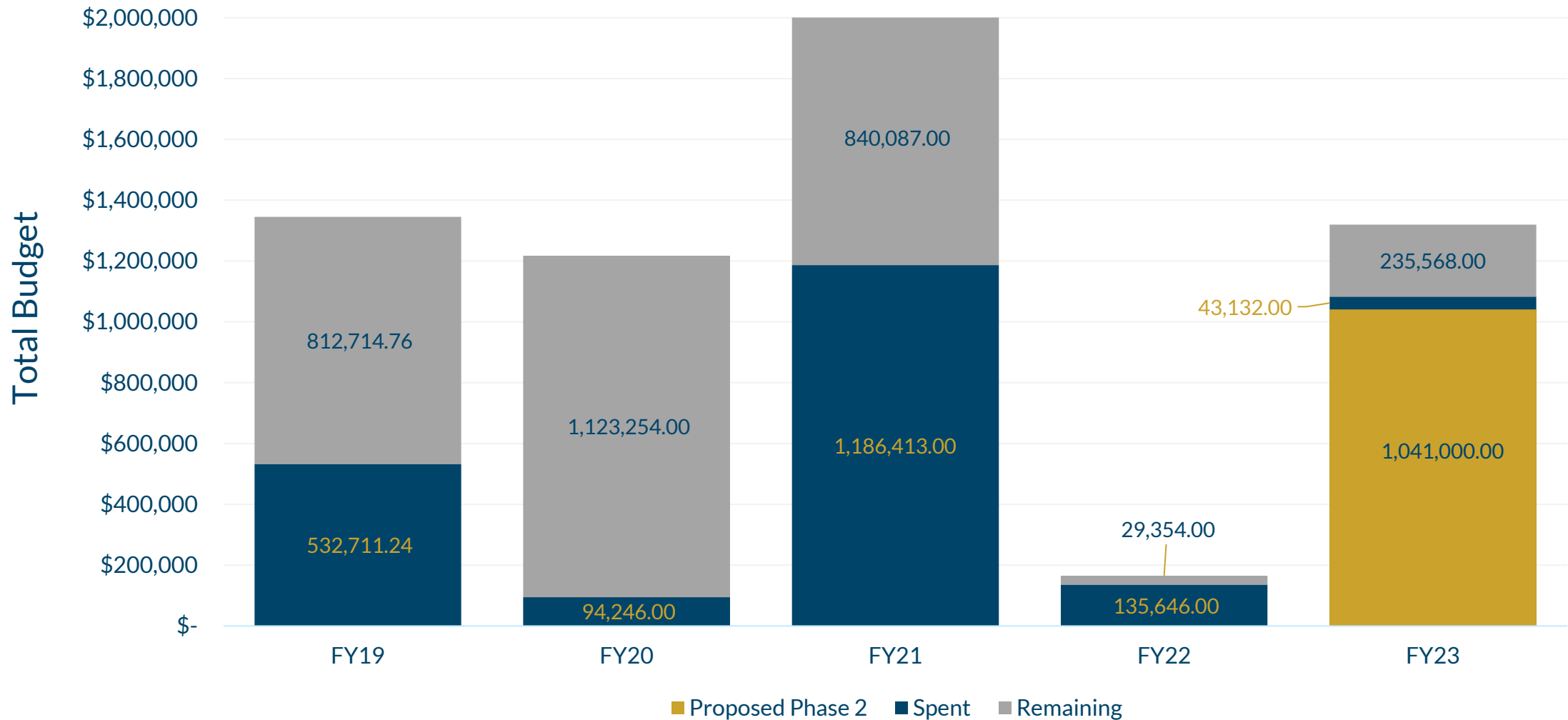
- Greater Public Participation

- Cross Communication for Campaigns

- Improved Efficiencies with Media Outlets



EDUCATION CAMPAIGN BUDGET OVERVIEW FROM 2019-2023



EXAMPLE EDUCATION CAMPAIGN PERFORMANCE MEASURES SUMMARY- TRY PARKING IT

Goal: Increase the number of North Texas commuters that visit and create an account on the TPI website. Increase the number of users that actively track their alternative commute information on the TPI website.

Strategy & Audience Breakdown:

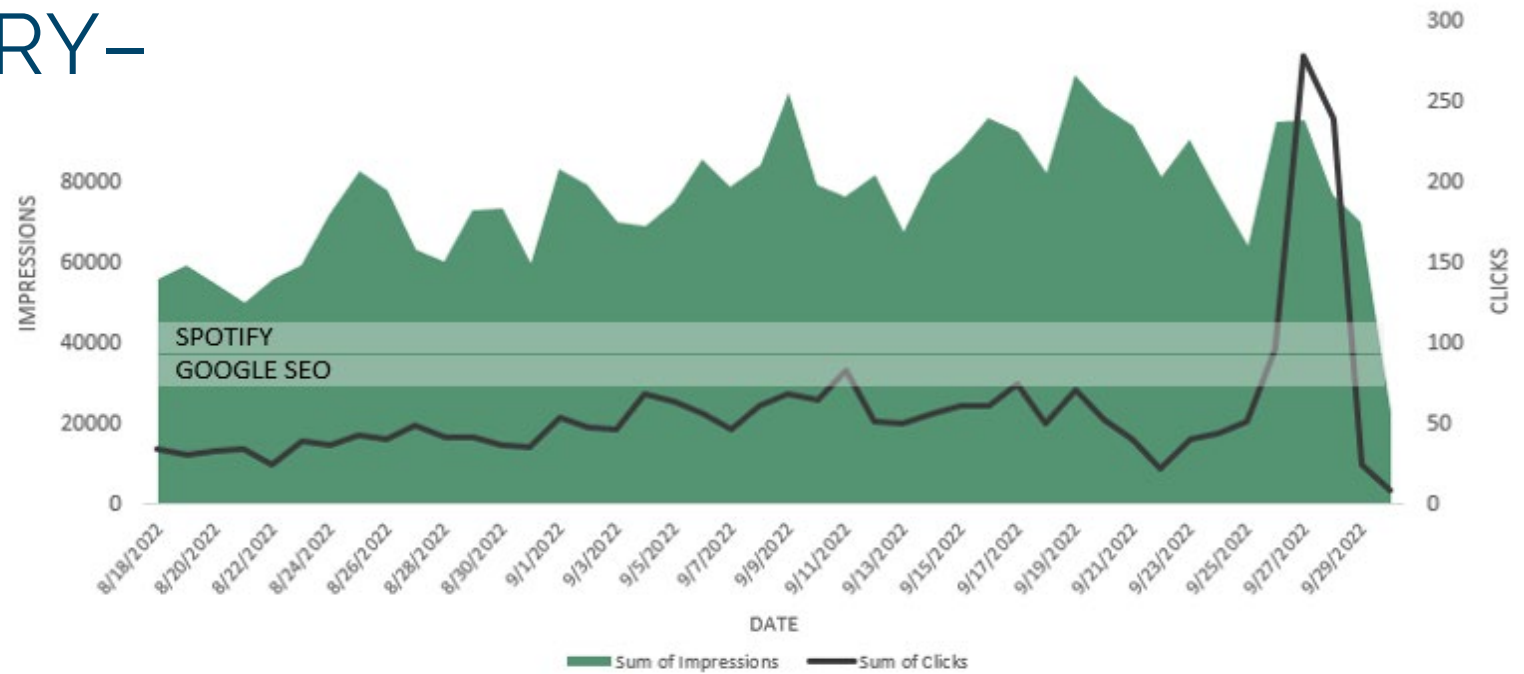
Commuters (drivers and passengers) in North Texas ages 18 and up.

Future Recommendations:

- Encourage TPI team to research with public involvement (PI) staff on chambers of commerce outreach as well as potential chamber memberships
- Continue paid outreach on Spotify to strengthen audience and analytics in FY23. Recommend a three-month minimum for streaming component of the campaign.
- Research opportunities for additional languages to promote Try Parking It.
- Continue improving Google Ads campaign set up for Google SEO and Google display options in advance of FY23 Try Parking It campaign. Set up meeting with a Google Business representative as needed.

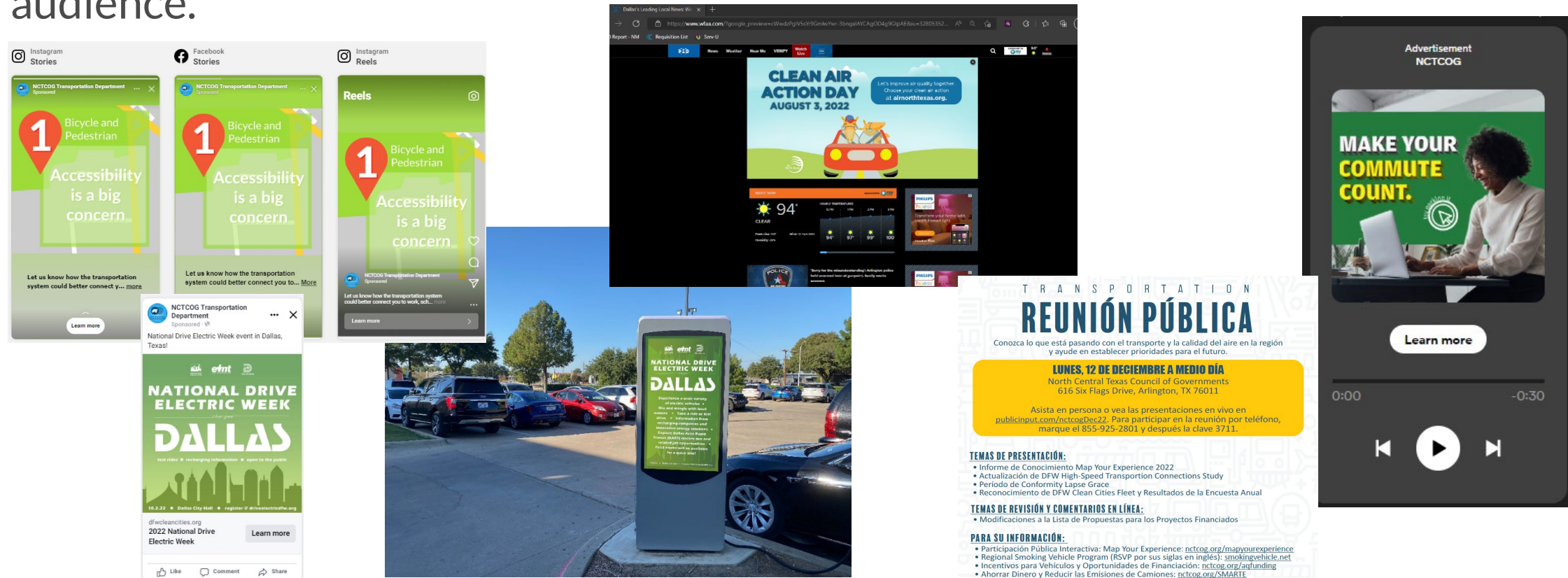
FY22 Budget: \$30,000

FY22 TRY PARKING IT OVERVIEW



EDUCATION CAMPAIGN STRATEGY AND EXAMPLES

Media procurements and placements are monitored and adjusted based on the current market environment and a campaign's key message(s) and target audience.



TRANSPORTATION EDUCATION CAMPAIGN OVERVIEW

Fiscal Year (FY) 2023 Educational Campaign for Transportation Initiatives: Phase 1 was approved by STTC, RTC, and Executive Board in November and December 2022.

Purchase and Placement of Education Campaigns for Transportation Initiatives for FY2023 - Phase 1					
Program Name	Funding Source	Funding Amount	Match Source	Match Total	Total
Public Involvement	TPF/STBG/RTC Local	\$ 78,700	TDCs	15,740	\$ 78,700
Congestion Management Program (Try Parking It)	STBG	\$ 200,000	TDCs	40,000	\$ 200,000
OVERALL TOTAL		\$ 278,700		55,740	\$ 278,700



TRANSPORTATION EDUCATION CAMPAIGN OVERVIEW

Purchase and Placement of Education Campaigns for Transportation Initiatives for FY2023 - Phase 2					
Program Name	Funding Source	Funding Amount	Match Source	Match Total	Total
Car Care Awareness	STBG	\$ 15,000	TDCs	3,000	\$ 15,000
Drive Aware North Texas	STBG	\$ 300,000	TDCs	60,000	\$ 300,000
Engine Off North Texas	STBG	\$ 21,000	TDCs	4,200	\$ 21,000
Freight North Texas	STBG	\$ 150,000	TDCs	30,000	\$ 150,000
HOV 2+ Incentive Program (GoCarma)	STBG	\$ 160,000	TxDOT	\$ 40,000	\$ 200,000
Know Before You Fly	RTC Local	\$ 10,000	NA	0	\$ 10,000
National Drive Electric Week	STBG	\$ 10,000	TDCs	2,000	\$ 10,000
Ozone Season Emissions Reduction Campaign (Air North Texas)	CMAQ	\$ 205,000	TDCs	41,000	\$ 205,000
Report Smoking Vehicles Program	STBG	\$ 15,000	TDCs	3,000	\$ 15,000
Saving Money and Reducing Truck Emissions	STBG	\$ 5,000	TDCs	1,000	\$ 5,000
Transit COVID Recovery Campaign	CMAQ	\$ 100,000	TDCs	20,000	\$ 100,000
Flexible Funding*	STBG/CMAQ/ TPF/FTA/RTR/L OCAL	\$ 10,000	TDCs/TBD	2,000	\$ 10,000
OVERALL TOTAL		\$ 1,001,000		\$40,000 in cash match and 166,200 in TDCs	\$ 1,041,000

*Flexible Funding for Public Involvement/Notifications Only - Specific funding source, including match source, will be determined by the project(s) using the Flexible Category, and could also include RTC Local.

Total up to \$1,041,000 to cover paid education campaign expenses for approval. Campaigns in the table above are included in the FY2022 and FY2023 Unified Planning Work Program, which was approved by the RTC and Executive Board.



PROPOSED ACTION

Support an RTC Recommendation to NCTCOG Executive Board to Approve Funding up to \$1,041,000 for Education Campaigns for Transportation Initiatives that will initiate in FY2023 for Phase 2, such as:

Car Care Awareness

Drive Aware North Texas

Engine Off North Texas

Freight North Texas

HOV 2+ Incentive Program (GoCarma)

Know Before You Fly

National Drive Electric Week

Ozone Season Emissions Reduction Campaign (Air North Texas)

Report Smoking Vehicles Program

Saving Money and Reducing Truck Emissions

Transit COVID Recovery Campaign

Flexible Funding for Public Involvement/Notifications



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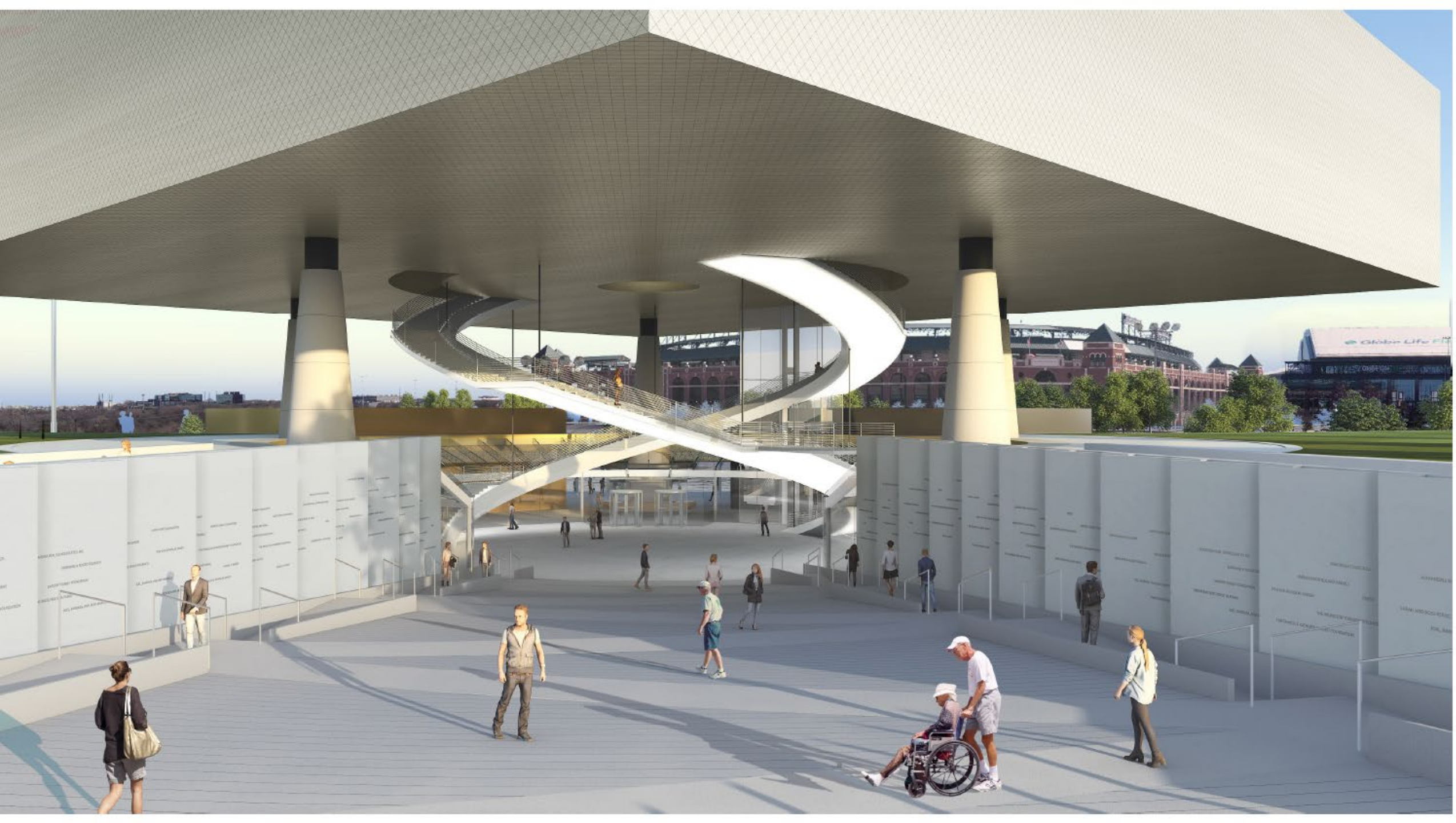
Endorsement of
National Medal of Honor Museum
Partnership Program:
Leadership Institute

Michael Morris
Surface Transportation Technical Committee
January 27, 2023

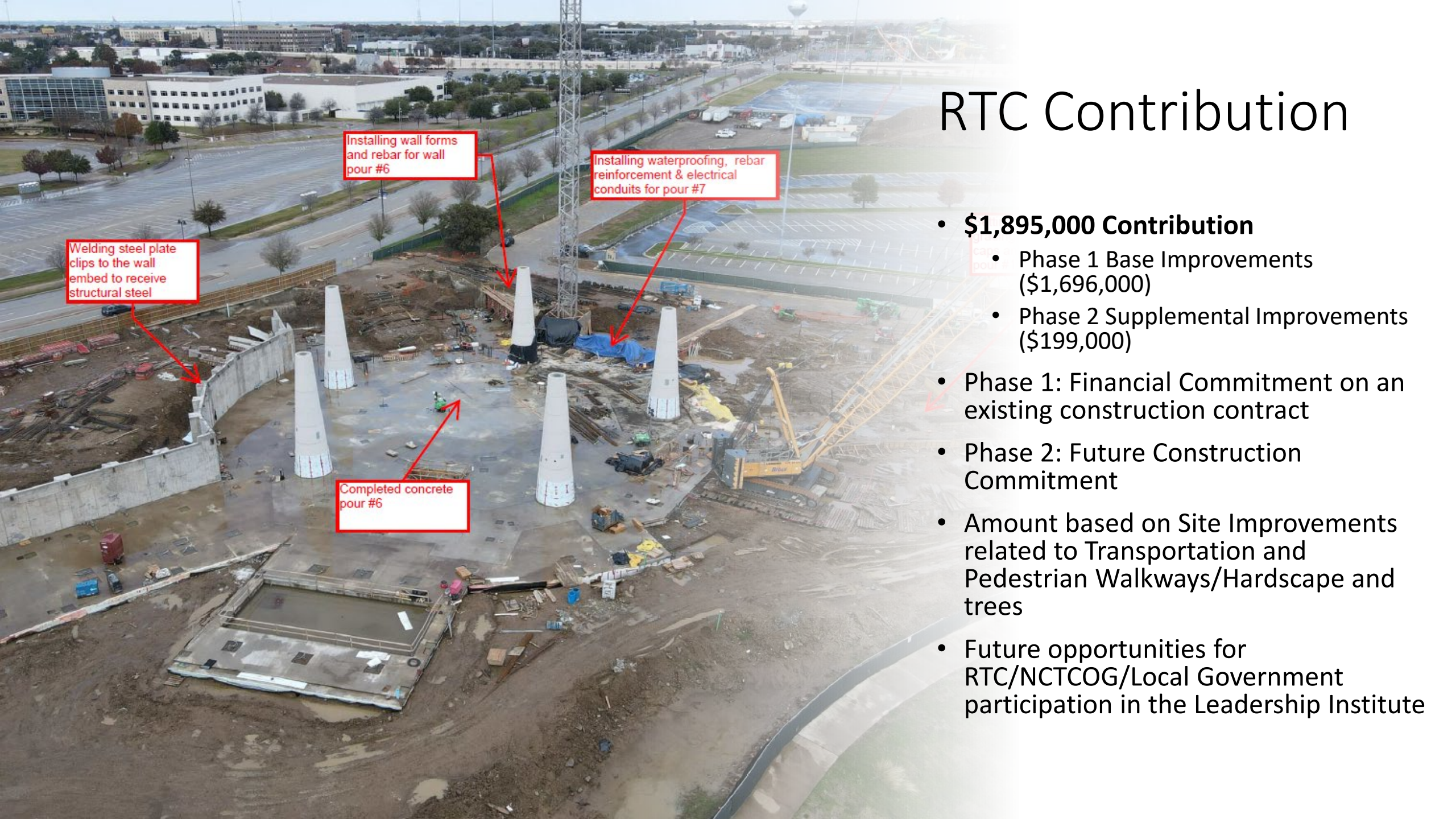
Background

- National Medal of Honor Museum
- Dedicated to the stories, impact, and legacy of the service members who went on to become Medal of Honor recipients
- Includes Medal of Honor Institute
 - Leadership for Character Excellence (Youth)
 - Leadership in Action (Adults)
 - Elevation of Honor (Overarching)
- Arlington Entertainment District
- Regional Benefit





RTC Contribution



- **\$1,895,000 Contribution**

- Phase 1 Base Improvements (\$1,696,000)
- Phase 2 Supplemental Improvements (\$199,000)
- Phase 1: Financial Commitment on an existing construction contract
- Phase 2: Future Construction Commitment
- Amount based on Site Improvements related to Transportation and Pedestrian Walkways/Hardscape and trees
- Future opportunities for RTC/NCTCOG/Local Government participation in the Leadership Institute

Proposed RTC Funding Contribution

Museum Phase 1 Base Improvement	Value	Phase 2 Supplemental Improvement	Value
Walk Ramp at N edge of site	\$ 262,000	Amphitheatre Plaza and stepped seating	\$ 142,000
Trees (44 total)	\$ 145,000	Leadership and Retail Terraces	\$ 57,000
Amphitheatre Patio- 10-ft base scope	\$ 15,000		
Leadership and Retail Terraces 10-ft base scope	\$ 20,000		
Entry Plaza	\$ 37,000		
Stramp	\$ 1,217,000		
SubTotal	\$ 1,696,000		\$ 199,000

Phase 1 total (existing contract)	\$ 1,696,000
Phase 2 total (supplemental)	\$ 199,000
	\$ 1,895,000

Endorsement Action

Recommend Regional Transportation Council approve:

- \$1,895,000 contribution in RTC Local Funds to support the Medal of Honor Institute, the leadership component of the National Medal of Honor Museum.
- To administratively amend the TIP/STIP and other planning/administrative documents to incorporate these changes.

Cotton Belt Trail Phase 1 and Phase 2 Partnership



Kevin Kokes

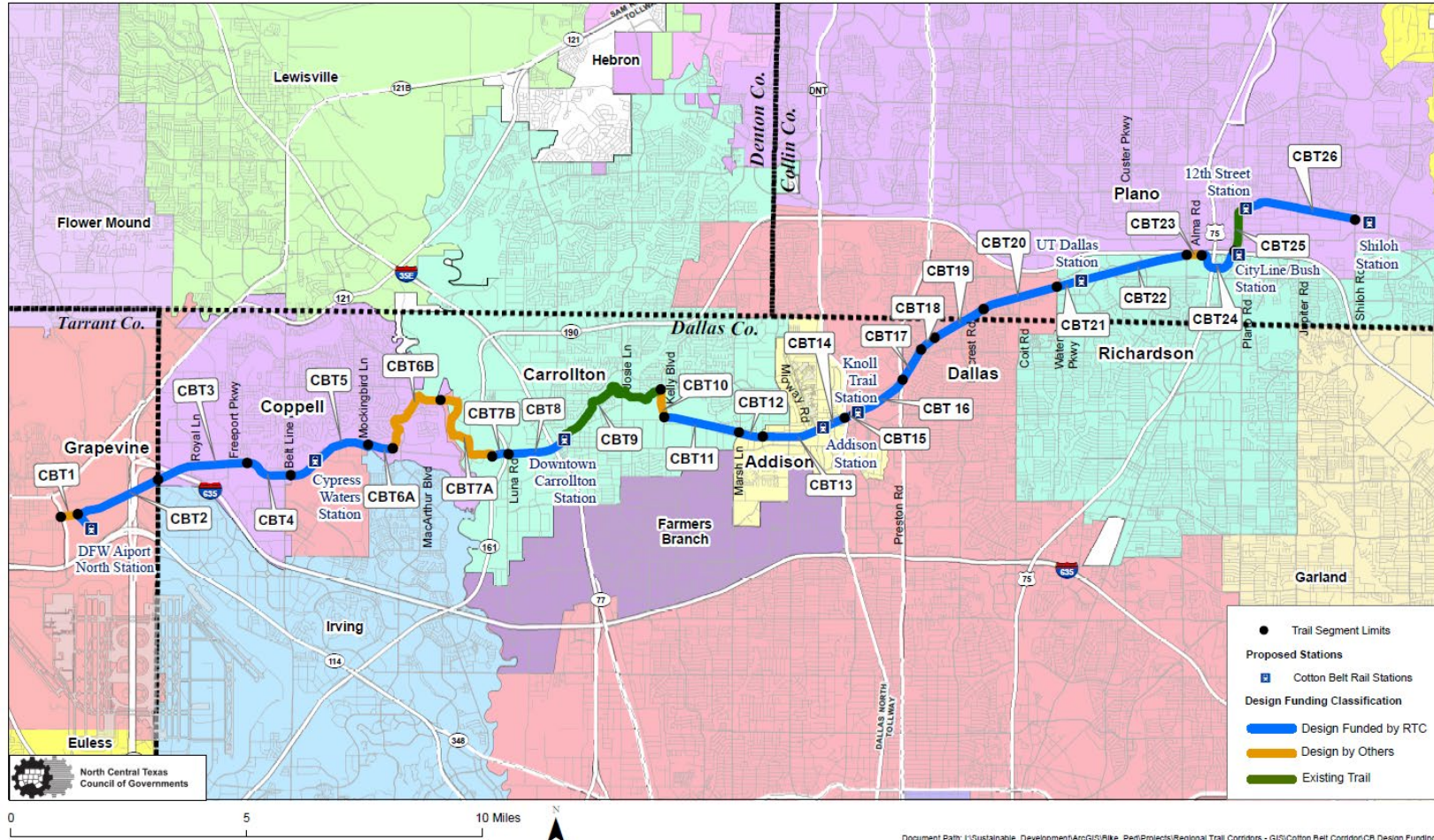
Surface Transportation Technical Committee

January 27, 2023



History

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



- Regional priority
- Seven cities in three counties
- 24+ miles of trail
- DART partnership to implement with the Silver Line Rail
- Engineering design currently underway
- Increasing construction costs

Background/Timeline

Date	
2018 (Oct)	RTC approved funding for design (\$8.2M) and construction of the Cotton Belt Trail “critical” sections (\$19.46M federal and \$1.81M local)
2018 (Sept)	Dallas Co. approved funding for other trail sections (\$5.2M)
2019 (June)	RTC approved Transportation Alternatives funding for other trail sections (\$8.5M federal and \$1.9M local)
2020 (Sept)	RTC approved additional funding for design (\$8.2M to \$14.9M)
2020 (Nov)	Notice to Proceed Trail engineering design
2022 (Dec)	RTC approved Transportation Alternatives funding for trail bridges at Midway Rd and Jupiter Rd

Phase 1: Priority Projects for Construction

Phase 1 Design/Build Contractor (AWH)	Funding Needed
Critical Bridges (Dallas): DNT, White Rock Creek, Preston Green Park, Hillcrest Rd	\$13.25M
Trail Intersection Crossings of Silver Line Rail line and Engineering Services	\$4.5M
Total	\$17.75M

Phase 2: Priority Projects for Construction

DART Partnership Focus:

Construction, utility relocation, and project support of the remaining trail bridges and the associated trail sections in the eastern portion of the corridor (prior to Silver Line Rail Revenue Service)

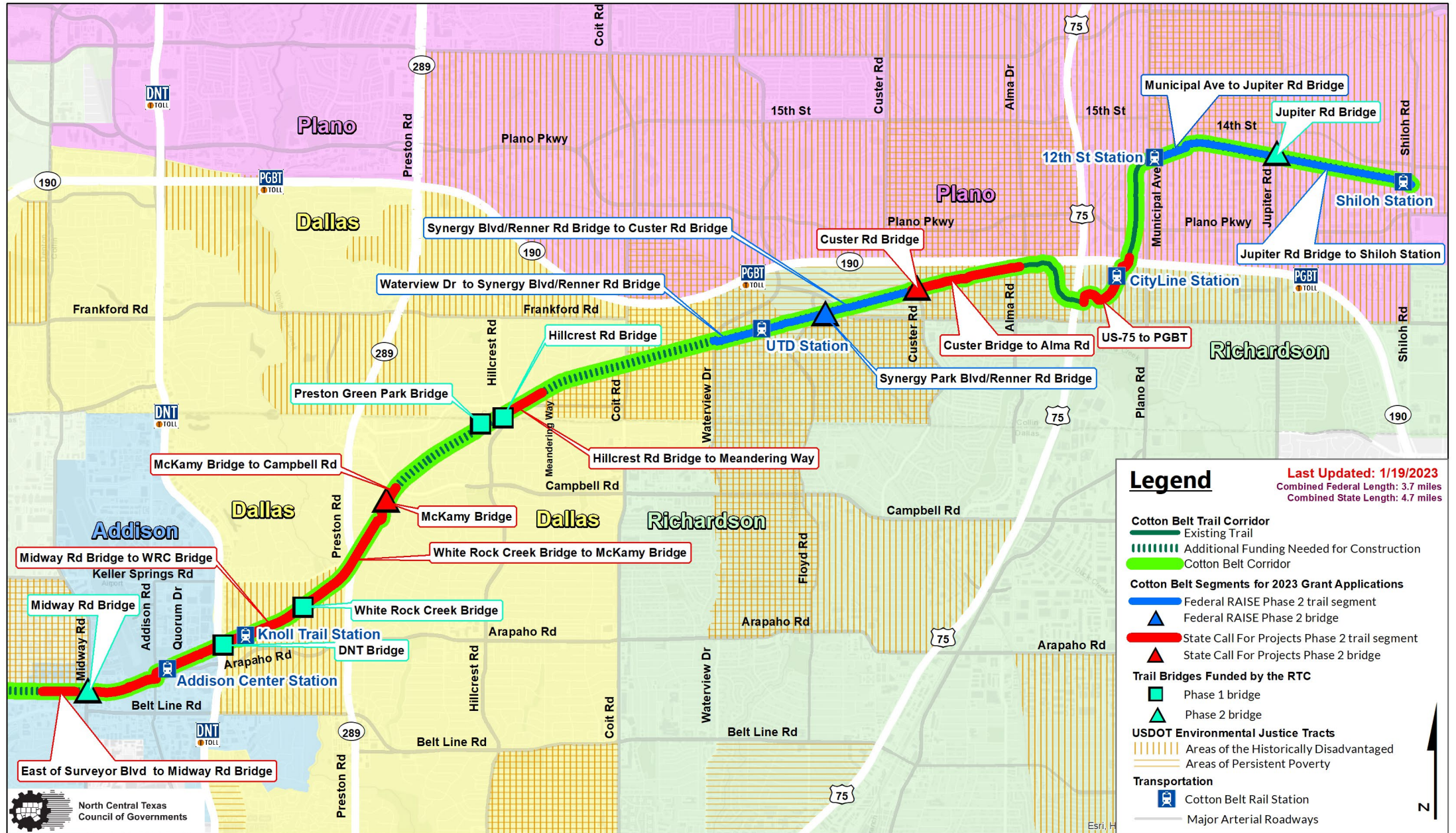
Phase 2 Contractor:	Funding Approach
Trail Bridges (FUNDED): <ul style="list-style-type: none">• Midway Rd (Addison)• Jupiter Rd (Plano)	2022 NCTCOG Urbanized Area TA Call for Projects <u>RTC Awarded funding on Dec. 8, 2022</u>
Trail Bridges and Approaches (PENDING): <ul style="list-style-type: none">• McKamy (Dallas)• Synergy Park Blvd/Renner Rd (Richardson),• Custer Rd (Richardson)• Various connecting trail segments between bridges, crossings and signals	<ul style="list-style-type: none">• <u>Application</u>: 2023 USDOT RAISE Grant*• <u>Application</u>: 2023 TxDOT Statewide Transportation Alternatives Program Call for Projects*

*If federal funding is not awarded; will return to RTC for support

DRAFT

Cotton Belt Regional Veloweb Trail

Highlighted Segments for Funding: Addison to Plano



Phase 2: Grant Applications

PROJECT		SUBMITTAL (Agency)	COST/FUNDING STATUS				
TITLE	DESCRIPTION/LIMITS		TOTAL COST	GRANT FUNDS	LOCAL FUNDS	NEW RTC FEDERAL FUNDS TO FLEX WITH DART LOCAL FUNDS	LEVERAGED / AVAILABLE FUNDS
2023 RAISE Discretionary Grant Program	Construct trail segments, bridges, signals, and crossings in Richardson and Plano	DART	\$40.2 M	\$25.0 M	\$1.1 M	\$7.5 M	\$6.6 M
2023 TxDOT Statewide Transportation Alternatives Program Call for Projects	Construct trail segments, bridges, signals, and crossings in Addison, Dallas, Richardson, and Plano	DART	\$52.7 M	\$30.0 M	\$3.6 M	\$3.9 M	\$15.2M
Total			\$92.9 M	\$55.0 M	\$4.7 M	\$11.4 M	\$21.8 M

Schedule

Date	Task
Jan 27	STTC Action
Jan 27	Preliminary Application deadline (TxDOT TA Call for Projects)
Feb 9	RTC Action
Feb 28	Application deadline (USDOT RAISE grant)
March 27	TxDOT notifies project sponsors of eligibility and provides detailed application
June 5	Detailed Application deadline (TxDOT TA Call for Projects)
June 28	Anticipated USDOT RAISE Grant Award Notice
Oct 26	Anticipated Texas Transportation Commission (TTC) Award Notice
Oct 27	TIP Modifications deadline
March/April 2024	FHWA TIP approval (anticipated)

Long Term Strategy and Phase 3 Partnership



- **DART to lead trail construction**
 - Contractor procurement
 - Manage contractor, flagging, inspections, etc. during construction phases
 - Funding transfer from FHWA to FTA and DART
- **Local obligation**
 - Partner with DART to expedite the project quickly
 - No unnecessary delays in permit approvals
 - No required additional improvements to other unrelated infrastructure beyond the scope of the trail project
- Continue to prioritize the Regional Cotton Belt Trail for other funding opportunities, focusing on an East to West implementation approach (constructability, meets environmental justice criteria for federal grant, etc.)
- Continue to partner with cities to advance additional segments until fully funded for construction

Silver Line Rail Support

- \$500,000 in construction funding is needed by DART to ensure continuation of the betterment walls in the rail corridor adjacent to the Plano ISD property in Dallas (North of Sugar Cane Wy generally between Pinyon Ln and Sage Ln).
- The Silver Line Rail design/build contractor will construct the walls with the rail project.

Requested Action

Recommend Regional Transportation Council Approval:

- \$17.75 Million with 3.55 Million Regional Transportation Development Credits for Phase 1 Cotton Belt Trail Priority Projects
- \$500,000 with 100,000 Regional Transportation Development Credits for Silver Line Rail betterment wall extension at the Plano ISD property
- To administratively amend the TIP/STIP and other planning/administrative documents to incorporate these changes
- Support the DART partnership submittal of the TxDOT Statewide TA Call for Projects application and funding contribution of \$3.9M federal for Phase 2 Projects
- Support the DART partnership submittal of the USDOT 2023 RAISE grant application and funding contribution of \$7.5M federal for Phase 2 Projects

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Surface Transportation Technical Committee

Regional Safety Performance Targets Update - 2023-2027

Kevin Kroll | Senior Transportation Planner

January 27, 2023

Recent and Upcoming Federal Performance Measure Action

Rulemaking	Upcoming RTC Target-Setting Action	Next Anticipated RTC Target-Setting Action	Target-Setting Schedule
Transit Safety (PTASP)	May 2021 	Early 2025	Every 4 Years
Transit Asset Management (TAM)	September 2022 	Late 2026	Every 4 Years
PM3 – System Performance, Freight, and CMAQ	September 2022 	Late 2024	Biennial
PM1 – Roadway Safety	February 2023	Early 2024 (Information/Update)	Targets established as reductions over 5-year period
PM2 – Pavement and Bridge	Spring 2023	Late 2024	Biennial

Safety Performance Targets

- Regional Transportation Council (RTC) approval of current performance targets established through 2022
- Need to seek approval of new five-year targets
- MPOs have the option to support State targets or adopt our own targets
- Identified to monitor through the Statewide Safety Task Force

Number of Fatalities

Rate of Fatalities*

Number of Serious Injuries

Rate of Serious Injuries*

Bicyclist and Pedestrian Fatalities and Serious Injuries

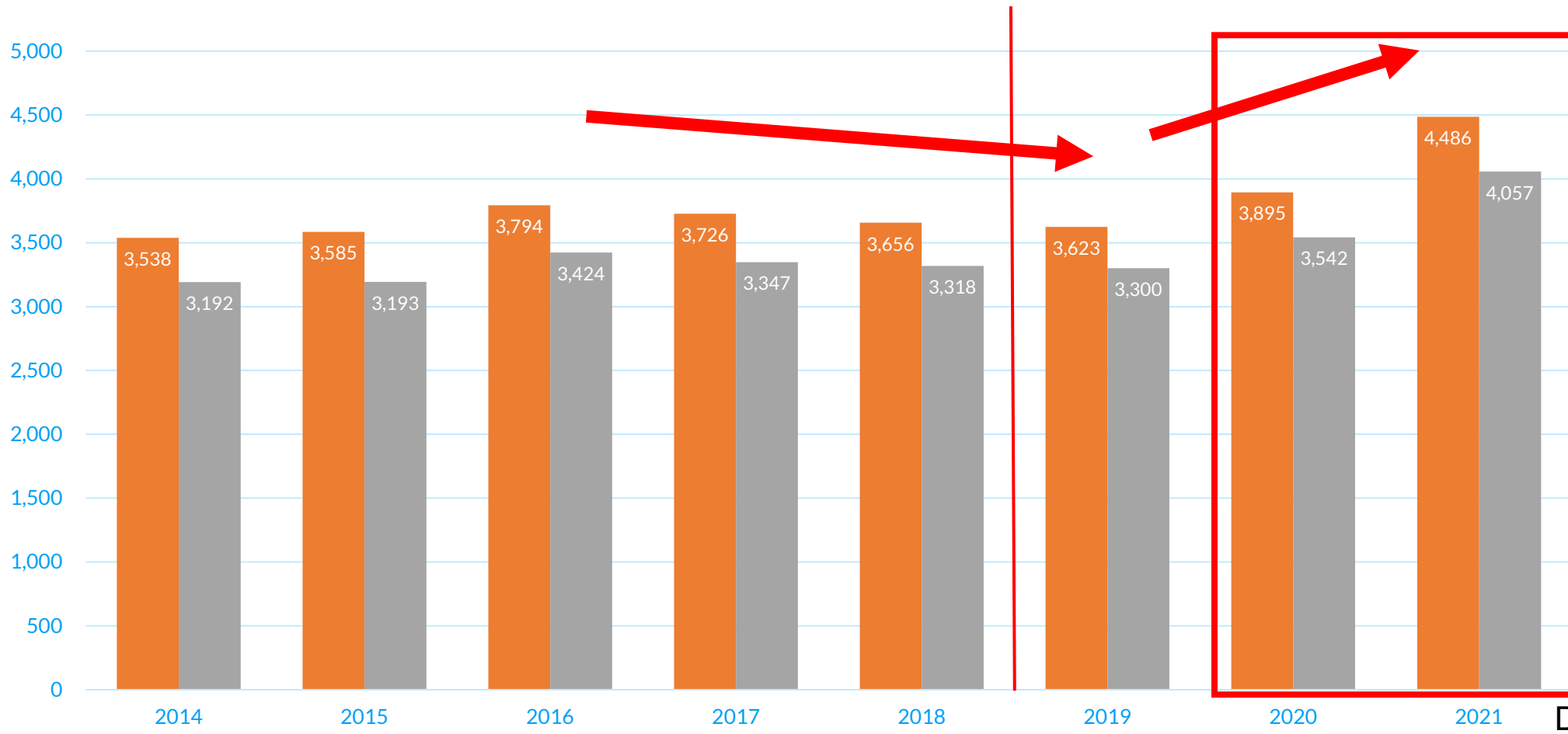
*Rates calculated per 100 million vehicle miles traveled



Texas Fatalities and Fatal Crashes 2014 - 2021



Road to Zero
May 2019



In 2021, traffic-related fatalities were at 4,486 compared with 3,895 lives lost on Texas roadways in 2020. (15% increase)

Data as of 03/28/2022



Fatalities Fatal Crashes

Preliminary NCTCOG Safety Performance Update for 2021

Safety Performance Measures	Original 2021 Target	PY2021 Actual Performance	PY2015-2019 Baseline Performance	Met Target?	Better than the Baseline?	Met or Made Significant Progress?
Number of Fatalities	572.4	614.2	557.2	No	No	No
Rate of Fatalities	0.762	0.814	0.781	No	No	
Number of Serious Injuries	3,375.3	3,647.6	3,663.1	No	Yes	
Rate of Serious Injuries	4.485	4.843	5.200	No	Yes	
Number of Non-Motorized Fatalities and Serious Injuries	592.3	617.0	569.8	No	No	

Original 2021 Target was calculated in early 2021 and included observed data for 2017-2019 and projected data for 2020-2021. PY2021 actual performance includes 2017-2021 observed data



Safety Performance Targets Past and Future

Past

TxDOT

Two percent reduction across each of the five performance targets by target year 2022

In 2021, TxDOT updated fatalities, fatality rates, and bike and pedestrian fatalities to 50 percent reduction by 2035 and zero by 2050

NCTCOG

Two percent reduction across each of the five performance targets by target year 2022

Future

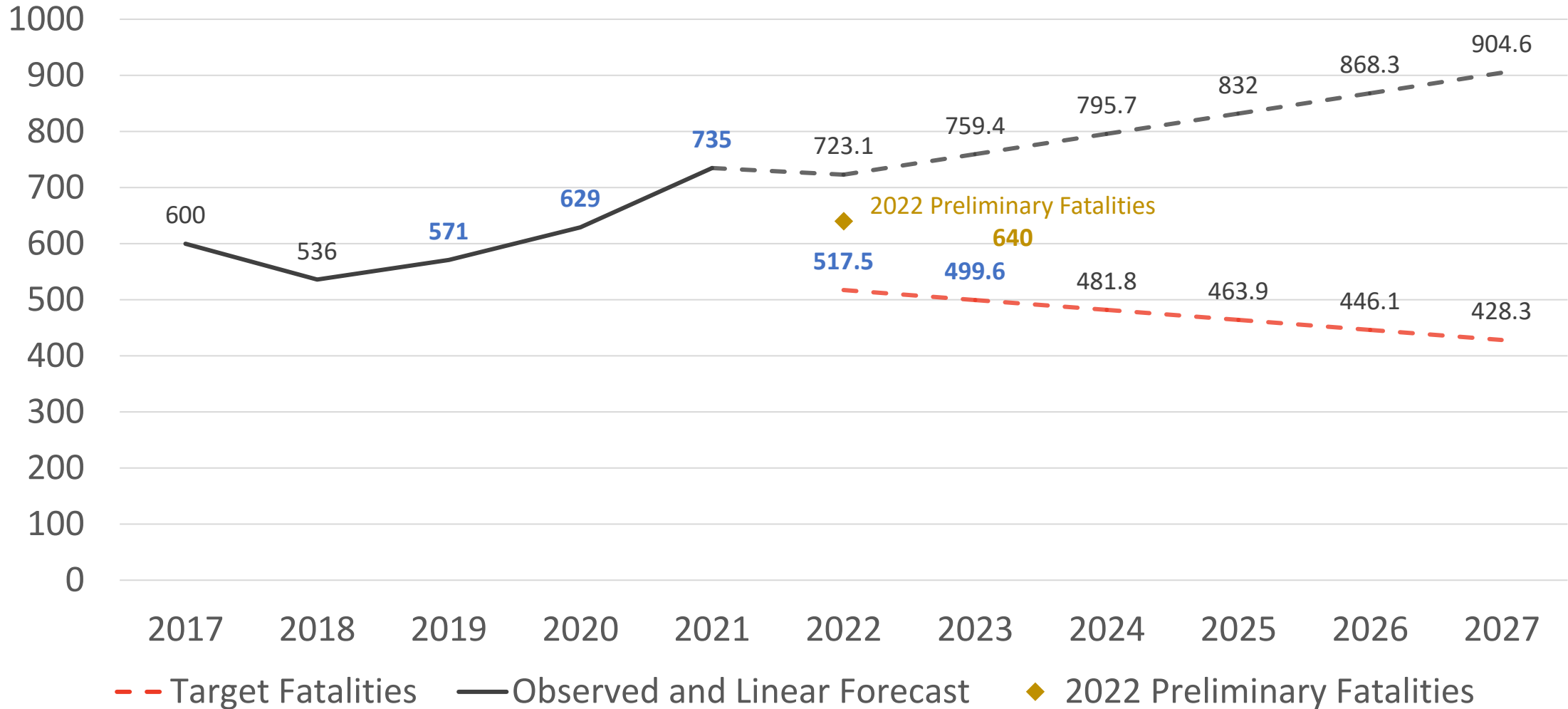
TxDOT

Fatalities, fatality rates, and bike and pedestrian fatalities to 50 percent by 2035 and zero by 2050

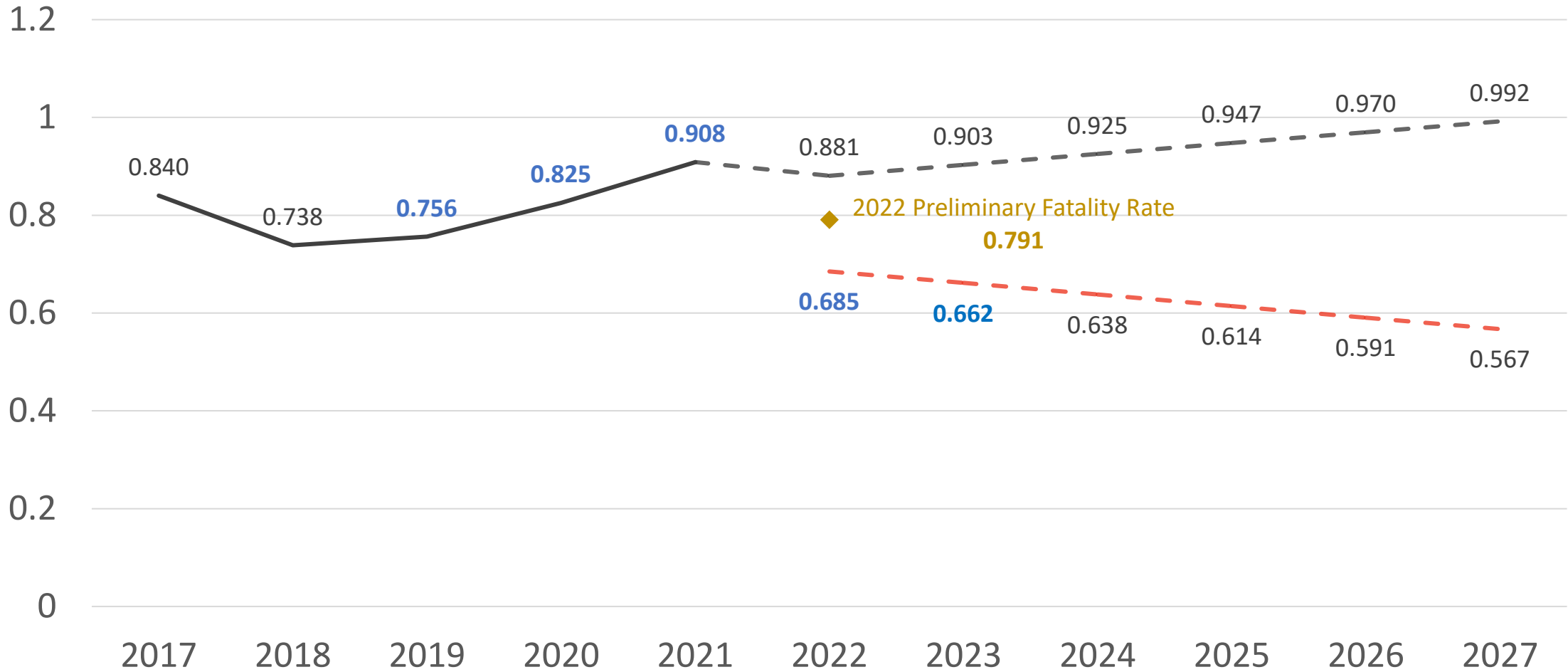
Serious injuries, serious injury rates, and bike and pedestrian serious injuries two percent reduction every year



Observed, Projected and Proposed Target Fatalities (2017-2027)



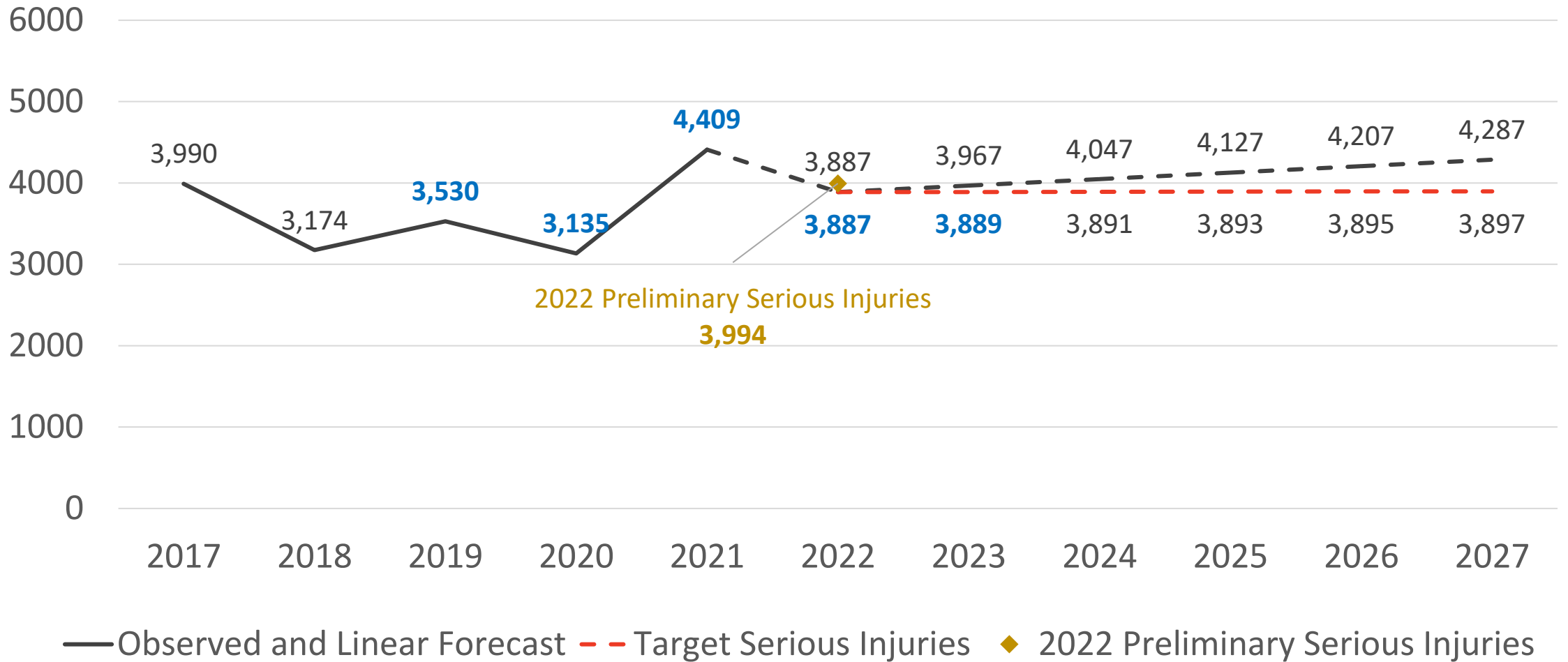
Observed, Projected and Proposed Fatality Rates (2017-2027)



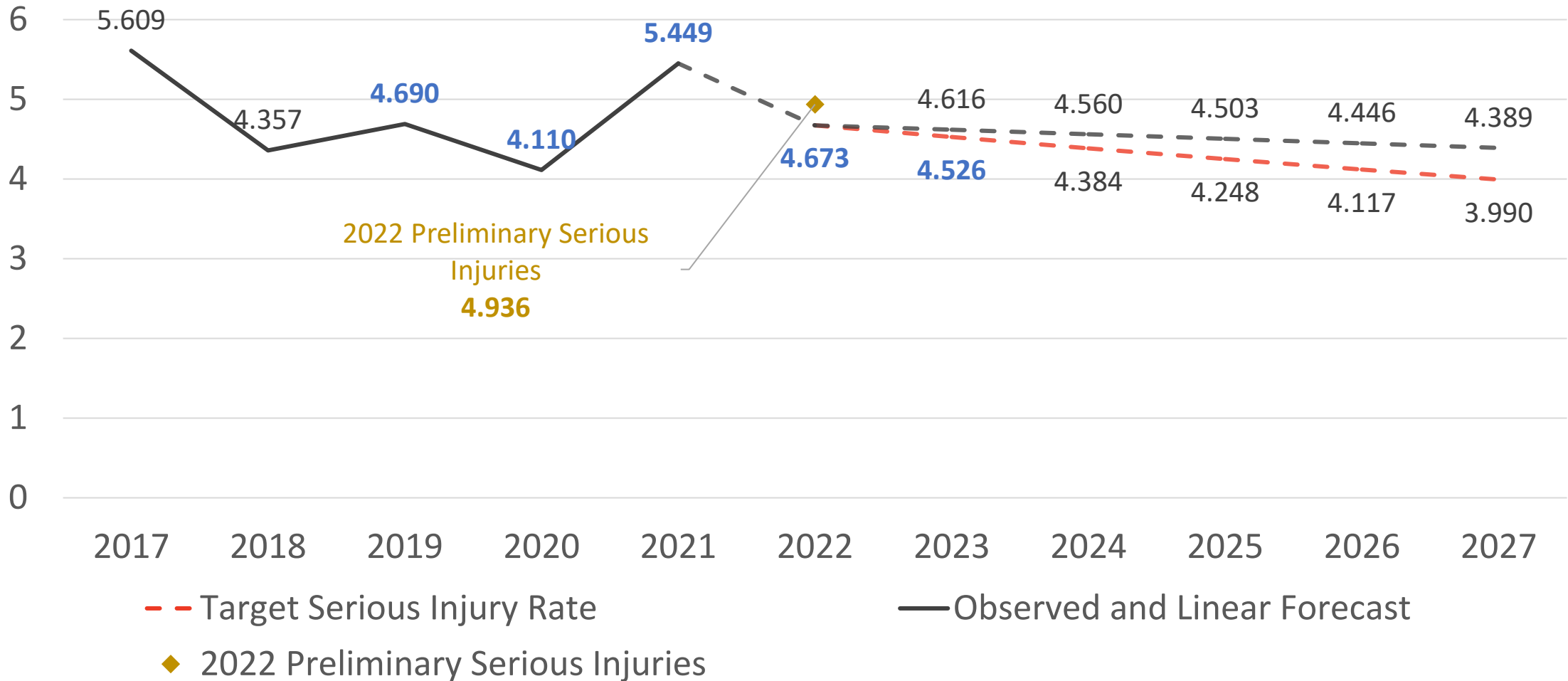
- - Target Fatality Rate — Observed and Linear Forecast ◆ 2022 Preliminary Fatality Rate



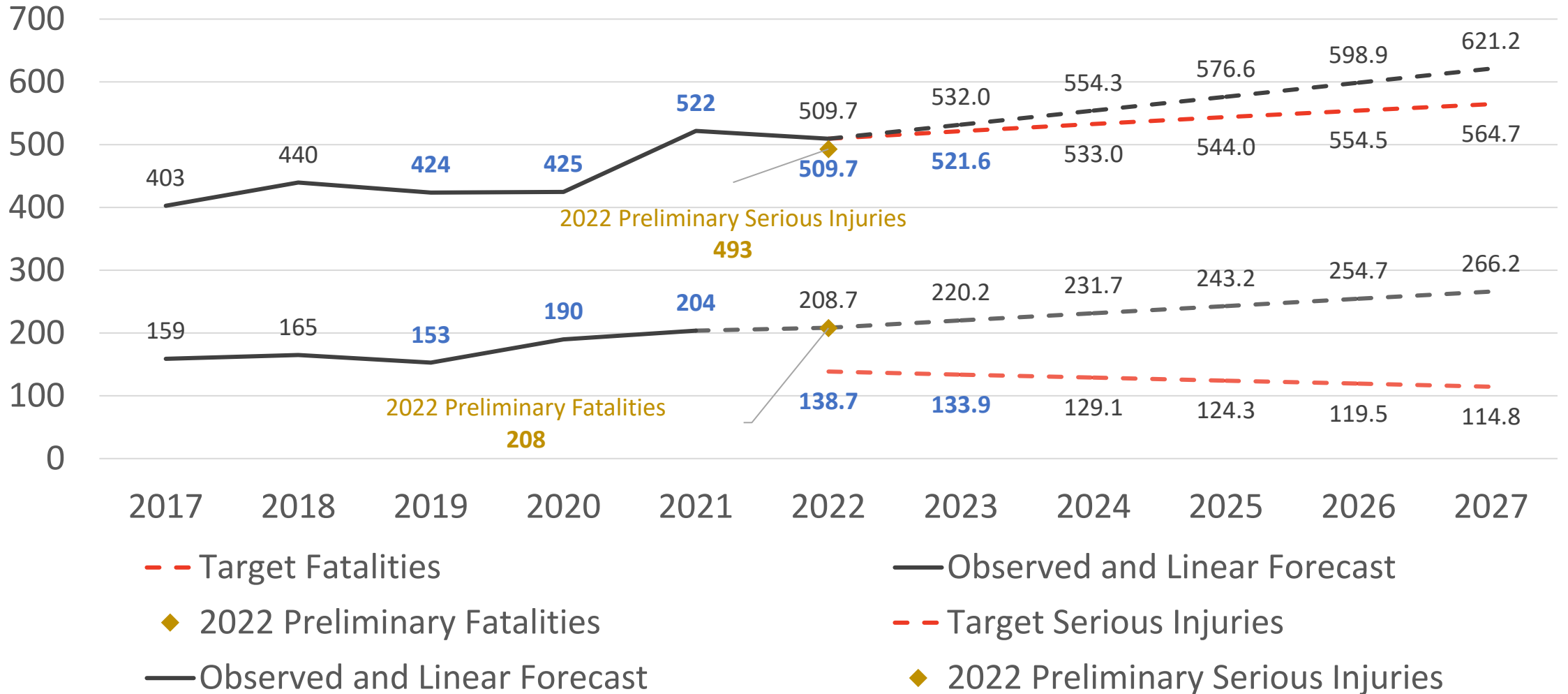
Observed, Projected and Proposed Serious Injuries (2017-2027)



Observed, Projected and Proposed Serious Injury Rates (2017-2027)



Observed, Projected and Proposed Bike/Ped Fatalities and Serious Injuries (2017-2027)



Proposed NCTCOG Safety Performance Target Setting for 2023-2027

Targets: Number of Fatalities and Fatality Rate	
Year	Percentage Reduction*
2023	3.4%
2024	3.6%
2025	3.7%
2026	3.8%
2027	4.0%

Targets: Number of Serious Injuries and Serious Injury Rate	
Year	Percentage Reduction
2023	2%
2024	2%
2025	2%
2026	2%
2027	2%

The number of non-motorized fatalities and serious injuries target will use both reduction percentages to calculate the combined measures.

*Based on linear trendline of 50 percent reduction by 2035 and zero by 2050.



Proposed NCTCOG Safety Performance Targets 2023

Safety Performance Targets	2022 Adopted Targets	Proposed 2023 Targets	Target Reduction
No. of Fatalities	579.5	590.4	50% by 2035
Fatality Rate	0.755	0.767	50% by 2035
No. of Serious Injuries	3,032.9	3,711.5	2% per year
Serious Injury Rate	3.939	4.615	2% per year
No. of Non-motorized Fatalities and Serious Injuries	594.7	637.3	50% by 2035 for fatalities, 2% per year for serious injuries



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Certification of Emerging and Reliable Transportation Technology

Swyft

BRENDON WHEELER, P.E.
SURFACE TRANSPORTATION TECHNICAL COMMITTEE
JANUARY 27, 2023



RTC Policy P22-02

Purpose

- Provide transparent process for RTC coordination with providers
- Periodic solicitation/opportunity for new technology applications
- Ensure level playing field for providers and local governments

Guiding Principles

- Must serve long-range transportation need (MTP)
- Technology provider responsible for certification process
- NCTCOG will facilitate mutual cooperation
- Local governments to consider contingency needs, implementation timeframe, and public use goals and expectations



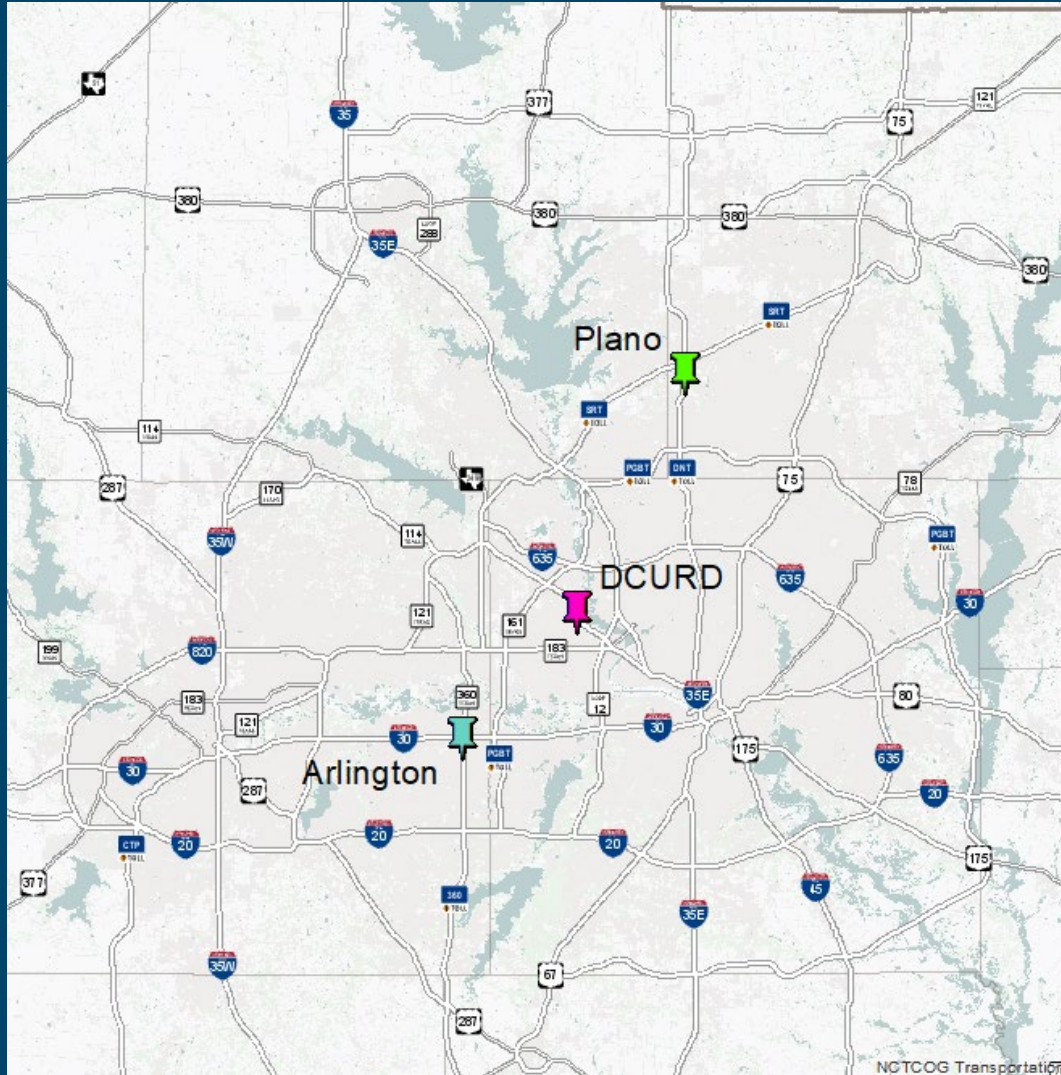
RTC Policy P22-02

Process:

- 1) NCTCOG staff to ensure technology solution conforms to policy guidance and long-range transportation need (MTP).
- 2) NCTCOG staff to brief RTC; RTC to take action on initiating process.
- 3) Solicit local government interest in submitting potential locations.
- 4) Technology provider to determine preferred location to pursue.
- 5) RTC to initiate development activities; NCTCOG staff to provide support.



CERTT Round 1 Results



TransPod:
Arlington

JPods:
Arlington
Dallas County Utility & Reclamation
District (DCURD)
Plano



CERTT

Round 2 Applicant Status

Applicant/ Technology Provider	Technology/Mode	Market Solution	Purpose/Benefit	Application Status
The Boring Company	Tunnel Solutions (subgrade transportation)/ Personal Rapid Transit	Regional/Local	People, Goods, Utility/Air Quality, and Congestion Reduction	Application rescinded by provider
Swyft	Personal Rapid Transit (elevated pod/modern gondola)	Local/Sub-Regional	People/Air Quality and Congestion Reduction	Proposal submitted; staff review complete



Swyft

Personal rapid transit (PRT) system using overhead fixed-cable gondola-like pods (6 passengers/pod)

Low-speed network that runs along/within existing public right-of-way

Proofs of concept in Mountain View, CA and Christchurch, NZ

Using private financing and can support planning of special districts, P3s, etc.



Swyft: Route Considerations

Supports first/last-mile transit connections,
can function as a fixed-guideway ATS

Phased deployment beginning with 1 to 2
miles and 2 to 5 stations, connecting to
mass transit and activity centers

Contingency incorporates funds for
removal of structures into project budget;
open to investigating other means of
solving first/last-mile needs



Next Steps

- Pending STTC action, RTC to consider initiating Step 3 on February 9, 2023
- Step 3: Local governments may submit potential sites for either technology
- Staff is available for questions or to discuss opportunities on locations that may traverse multiple jurisdictions
- Staff will arrange for pre-submittal meeting with NCTCOG, cities, and technology provider to address detailed questions
- Staff to develop Submittal Package for interested local governments



Requested STTC Action

Staff requests STTC recommend RTC initiate Step 3 of RTC Policy P22-02 to allow local governments to submit potential locations of interest for Swyft to consider.



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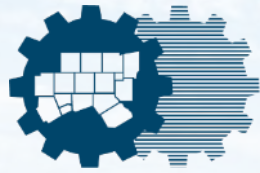


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NCTCOG PRESENTATION

REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE) – FY 23

JEFFREY C. NEAL – SENIOR PROGRAM MANAGER

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE (STTC) –
ACTION ITEM**

January 27, 2023

FY 23 RAISE GRANT PROGRAM – OVERVIEW

Funding Availability

\$115 Million
Planning Grants

\$2.16 Billion
Capital Grants

50% / 50%
Urban / Rural Areas

Cost Sharing (Federal)

Up to 80%
Urban Areas

Up to 100%

- a. Rural Areas
- b. Areas of Persistent Poverty
- c. Historically Disadvantaged

Maximum Award

\$25 Million
– per Project (All)

\$45 Million
– per Project (FY 23 only)

\$345 Million
– per State (\leq 15%)

Minimum Award

\$5 Million
Urban Areas (Capital)

\$1 Million
Rural Areas (Capital)

No Minimum
Planning Grants

Applicant Eligibility

1. State / Territorial Government (or political subdivision)
2. Metropolitan Planning Organization (MPO)
3. Local / Tribal Government (or political subdivision)
4. Public Agency / Chartered Authority
5. Public Special Purpose District (including Port)
6. Multi-Jurisdictional Group of Above Entities

Application Limit – Three per Agency

Project Eligibility

1. Highway, Bridge, or Road (Title 23)
2. Public Transportation (Chapter 53 of Title 49)
3. Passenger / Freight Rail / Intermodal
4. Port Infrastructure (incl. inland / land ports of entry)
5. Airport Surface Transportation (pt. B, subtitle VII, Title 49)
6. Stormwater Runoff Improvement (aquatic species habitat)
7. Tribal Surface Facility (vested Federal title / maintenance)
8. TOD / Non-Motorized / Mobility On-Demand

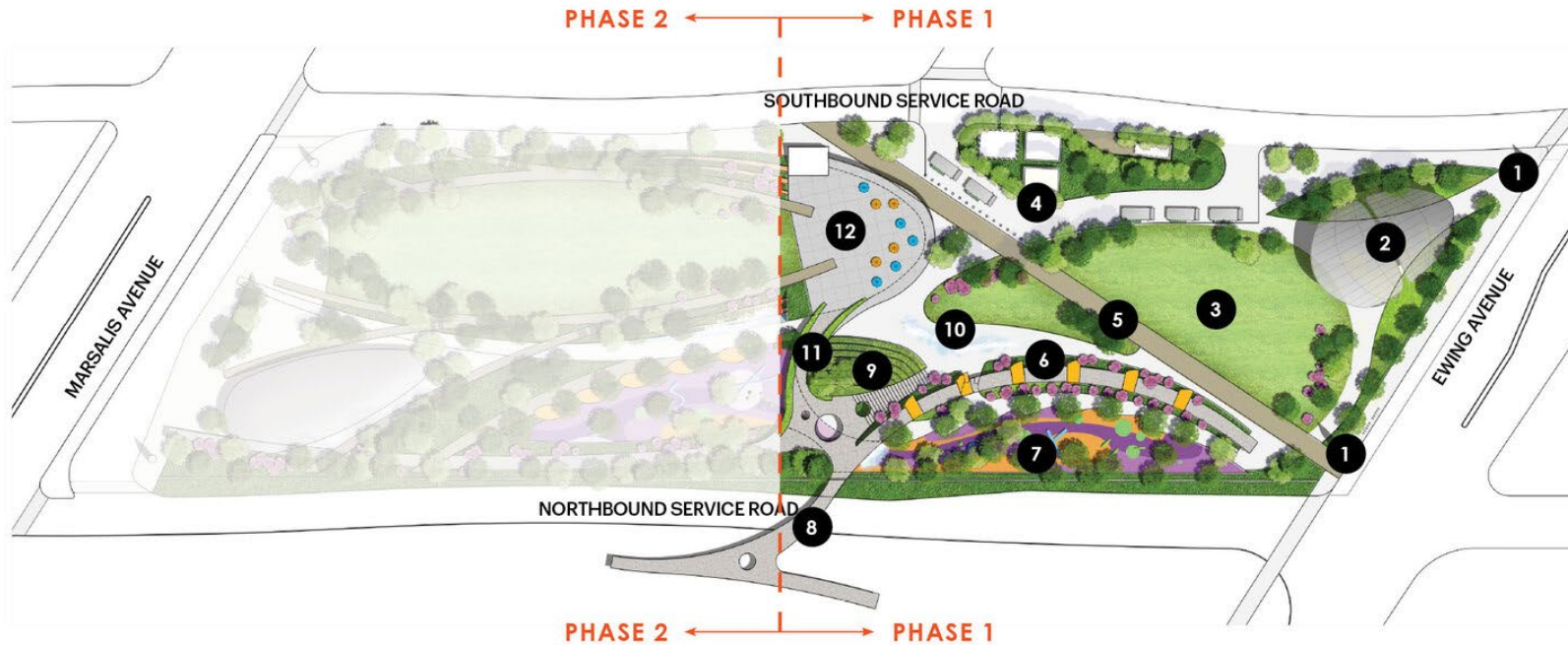
Other Details

FY 22 RCP “Reconnecting Extra” projects with “recommended” overall merit rating & at least one “high” merit criteria score will automatically advance to FY 23 RAISE 2nd tier analysis.

Application Deadline – February 28, 2023
Award Announcement – June 28, 2023
Obligation Deadline – September 30, 2027
Expenditure Deadline – September 30, 2032



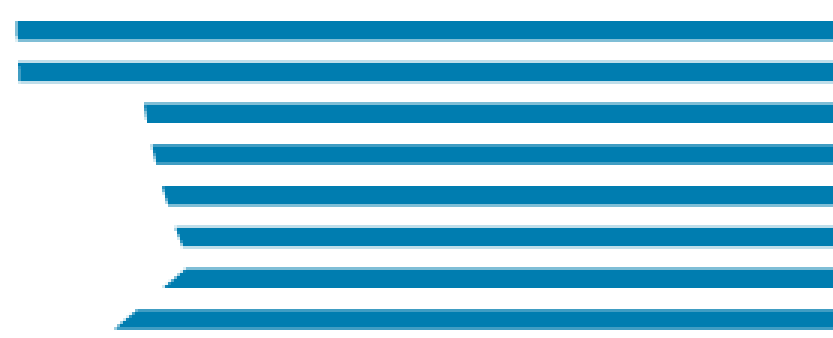
FY 23 RAISE CANDIDATE #1- SOUTHERN GATEWAY DECK PARK- PHASE 2.0



- | | | | |
|------------------|----------------------------|------------------|------------------|
| 1 Iconic Element | 4 Park Drive (Food Trucks) | 7 Play | 10 Water Feature |
| 2 Stage Pavilion | 5 12th Street Entrance | 8 Zoo Bridge | 11 Restrooms |
| 3 Lawn | 6 Escarpment Feature | 9 History Stairs | 12 Flex Building |



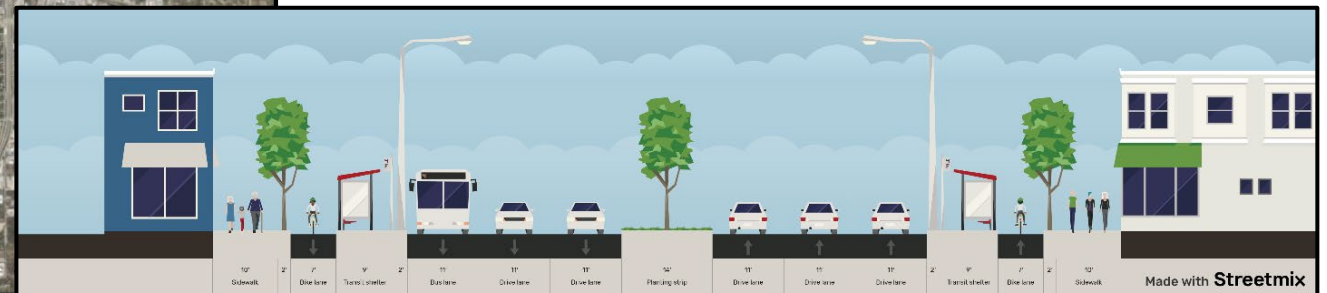
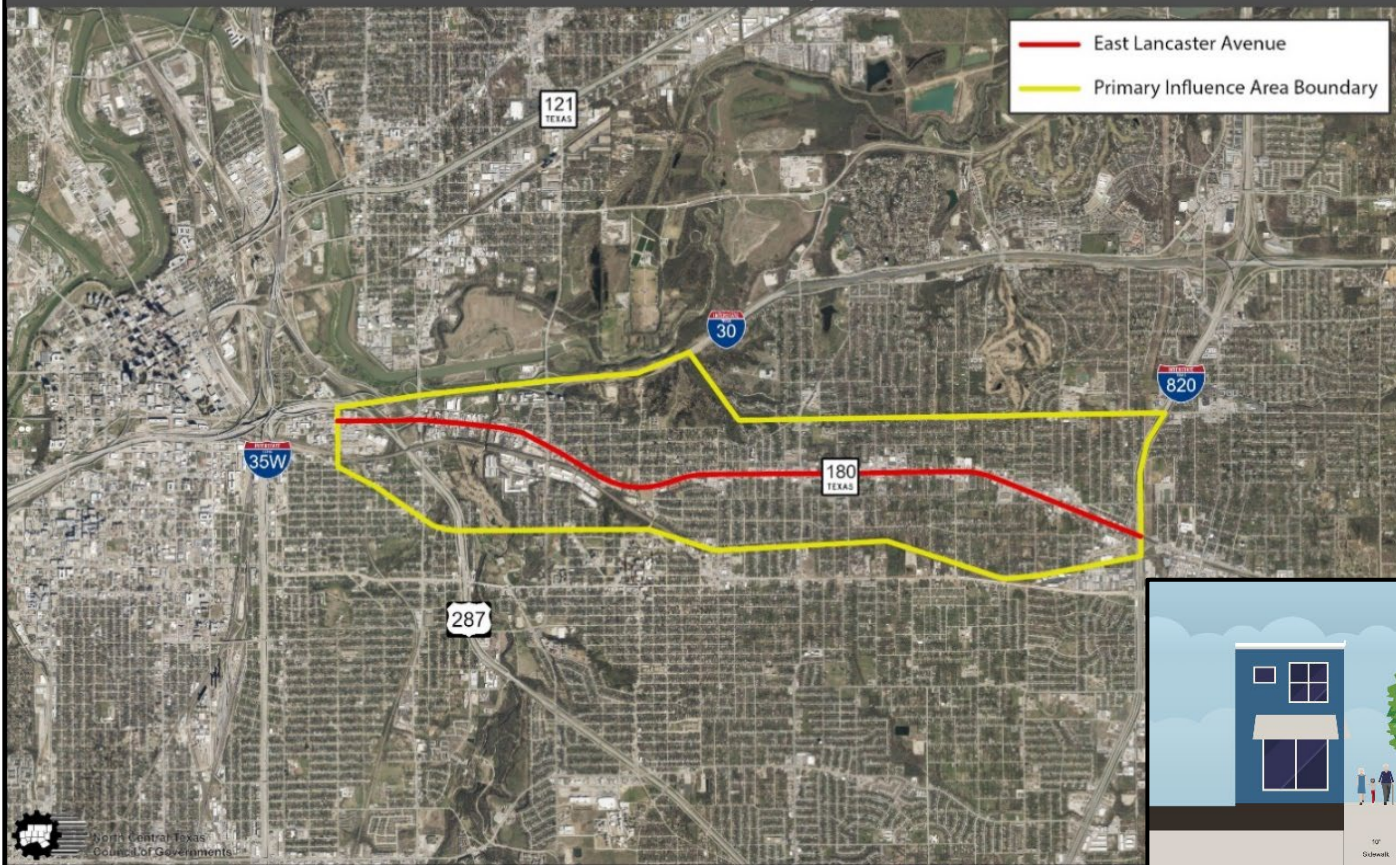
FY 23 RAISE CANDIDATE #2- KLYDE WARREN PARK - PHASE 2.0



FY 23 RAISE CANDIDATE #3- EAST LANCASTER AVENUE COMPLETE STREETS & TRANSIT TECHNOLOGY PROJECT



East Lancaster Avenue - Primary Influence Area



FY 23 RAISE GRANT PROGRAM – CANDIDATE PROJECTS & FUNDING REQUESTS

PROJECT			COST / FUNDING STATUS						
TITLE	DESCRIPTION / LIMITS	E / W	NON-FEDERAL			FEDERAL			TOTAL COST
			NCTCOG / TxDOT	Local / Private	%	NCTCOG / TxDOT	RAISE Grant	%	
FY 23 RAISE CANDIDATE PROJECTS – NCTCOG									
Southern Gateway Deck Park – Phase 2	Construct foundational structural, safety, multimodal transportation, & hardscape elements to expand deck park over to Marsalis Avenue bridge.	EAST	N/A	\$20,000,000 ¹	30%	\$7,000,000 ²	\$40,000,000	70%	\$67,000,000
Klyde Warren Park – Phase 2	Construct foundational structural, safety, multimodal transportation, & hardscape elements for Pavilion Deck / 2 nd Level Plaza & West Lawn Deck.	EAST	N/A	\$18,045,600 ³	23%	\$36,800,000 ⁴	\$24,968,890	77%	\$79,814,490
East Lancaster Avenue Complete Streets & Transit Technology Project	Reconstruct aging East Lancaster Avenue (Pine Street – IH 820) into a context-sensitive multimodal corridor, with accommodations for an integrated high-capacity bus transit service, to revitalize a critical economic and socially significant asset for East Fort Worth.	WEST	\$30,000,000 ⁵	\$12,000,000 ⁶	23%	\$115,000,000 ⁷	\$25,000,000	77%	\$182,000,000
FY 23 RAISE CANDIDATE PROJECT – LOCAL/REGIONAL PARTNERS (with NCTCOG funding requests)									
Cotton Belt Trail – DART / NCTCOG Partnership ⁸	DART / NCTCOG partnership to construct Cotton Belt Trail segments in Richardson & Plano connecting to / from multiple DART Silver Line Rail stations.	EAST	N/A	\$10,480,000	26%	\$4,720,000	\$25,000,000	74%	\$40,200,000

- Construction:** Combined funds from City of Dallas, Dallas County, & Southern Gateway Park Foundation
- Engineering:** Surface Transportation Block Grant (STBG) + Transportation Development Credits (TDC) for match
- Construction:** \$7,899,100 – City of Dallas; \$1,300,900 – Dallas County; \$8,845,600 – Woodall Rodgers Park Foundation
- Construction:** \$36,800,000 STBG (includes \$10,000,000 of RTC's contribution to be paid back over time)

- Engineering, Right-of-Way (ROW), & Utilities:** TxDOT State Funds
- Utilities:** \$2,000,000 (Franchise); **Construction:** \$10,000,000 City of Fort Worth (2022 Bond Program)
- Construction:** \$40,000,000 Existing TxDOT Federal (Cat 2) + \$75,000,000 New TxDOT Federal (Cat 2) to be requested in Unified Transportation Program (UTP)/10-Year Plan
- Per STTC Action – Item #4 (January 2023):
Cotton Belt: \$10,480,000 = \$1,950,000 local match + \$1,030,000 betterments + \$7,500,000 DART (exchanged for RTC Federal)
NCTCOG: \$4,720,000 = previously awarded Transportation Alternative (TA) Set-Aside funds



FY 22 FEDERAL GRANT OUTCOMES – STATUS OF SUBMITTED NCTCOG PROJECTS

- International Parkway Advanced Mobility Program (NCTCOG / DFW Airport)
 - Not selected for FY 22 RAISE
 - Additional local funds identified to expedite project with local design-build procurement
- South Dallas County Inland Port (SDCIP) Multimodal Connectivity
 - Not selected for FY 22 Multimodal Discretionary Grant Program (MPDG) INFRA / RURAL
 - Plan to resubmit for FY 23 MPDG INFRA / RURAL (Spring 2023)
- IH 30 Downtown Dallas “Canyon” (NCTCOG / TxDOT)
 - Not selected for FY 22 MPDG INFRA / MEGA
 - Will coordinate with TxDOT on plan to resubmit for FY 23 MPDG INFRA / MEGA (Spring 2023)
- Ultimate IH 35W / SH 121 Interchange Phase One – Sylvania Avenue Bridge
 - USDOT review ongoing for FY 22 Bridge Investment Program (BIP) – Small Bridge Projects (< \$100M)
- Martin Luther King, Jr. / Cedar Crest Boulevard
 - USDOT review ongoing for FY 22 Safe Streets and Roads For All (SS4A) Program
- Prairie Creek Road / Union Pacific Rail (UPRR) Grade Separation
 - USDOT review ongoing for FY 22 Railroad Crossing Elimination Program (RCEP)



FY 23 RAISE GRANT PROGRAM – SCHEDULE

November 30, 2022	FY 23 RAISE Notice of Funding Opportunity (NOFO) Released
January 12, 2023	RTC Information – Director’s Report (Item #7)
January 27, 2023	STTC Action – FY 23 RAISE Projects
February 9, 2023	RTC Action – FY 23 RAISE Projects
February 10, 2023	Deadline to Request RTC Letters of Support (Nicholas Allen – nallen@nctcog.org)
February 23, 2023	Executive Board Action
February 28, 2023	FY 23 RAISE Application Deadline
June 28, 2023	FY 23 RAISE Award Announcement Deadline (USDOT)



FY 23 RAISE GRANT PROGRAM – REQUESTED STTC ACTION

- Request Regional Transportation Council (RTC) approval of:

Submittal of proposed projects for funding consideration through FY 23 RAISE Discretionary Grant Program, as defined on slide #6 (green)

Administratively amend NCTCOG / State Transportation Improvement Programs (TIP / STIP) and other planning / administrative documents to include proposed projects, if selected for FY 23 RAISE Grant awards



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USDOT Bipartisan Infrastructure Law (BIL): <https://www.transportation.gov/bipartisan-infrastructure-law>
USDOT RAISE Grant Program: <https://www.transportation.gov/RAISEgrants>





LEGISLATIVE UPDATE

NICHOLAS ALLEN

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Surface Transportation Technical Committee

January 27, 2023

FEDERAL UPDATE

FISCAL YEAR 2023 APPROPRIATIONS

- \$1.7 trillion Consolidated Appropriations Act of 2023 Approved December 23
- Appropriates \$30 billion for the U.S. Department of Transportation (Discretionary Appropriations)
- No change to IIJA funds
- \$800 million for RAISE grants, \$25 million more than FY22



FEDERAL COMMITTEE ASSIGNMENTS

House Transportation & Infrastructure Committee

- Congressman Sam Graves (R-MO) has been selected as Chair
- Congressman Lance Gooden (R-TX) has become a new member

House Appropriations Committee

- Congresswoman Kay Granger (R-TX) has been selected as Chair



STATE BUDGET

Comptroller Revenue Estimates

- \$188.2 billion of Available General Revenue for FY24-25
- \$32.7 billion Surplus, Limited by Constitutional Spending Limit
- Rainy Day Fund expected to have an all time high of \$27.1 billion

Senate Bill 1 and House Bill 1

Statewide Total for FY24-25:

- \$288.1 billion All Funds
- \$136.4 billion are Dedicated Funds

TxDOT Total for FY24-25:

- \$35.6 billion, includes:
 - Prop 1: \$6.2 billion
 - Prop 7: \$5.4 billion



TEXAS SENATE COMMITTEE ASSIGNMENTS

Senate Committee on Transportation

- Robert Nichols, Chair
- Royce West, Vice Chair
- Carol Alvarado
- Sarah Eckhardt
- Kelly Hancock
- Phil King
- Boris Miles
- Tan Parker

**North Texas Members are Highlighted; House Committee Assignments Not Determined Yet*



BILLS OF INTEREST

TRANSPORTATION FUNDING

- Proposes an additional \$200/\$100 fee for the registration of electric/hybrid vehicles to the State Highway Fund. (HB 820)
- Proposes an additional \$100 registration fee of electric vehicles to State Highway Fund. (HB 960)
- Proposes an additional \$400 registration fee on most new electric vehicles; \$200 registration renewal fee for all existing electric vehicles to State Highway fund. (SB 505)
- Proposes gas tax increases. (SB 254, HB 321)



BILLS OF INTEREST

Temporary Paper Tags

- Would End Paper Tags through Dealer Issued License Plates (HB 718)
- Adds Additional Penalties to Temp Tag Violators (HB 914)

Safety

- Hands Free Cell Phone Usage (SB 41)
- School Bus Passing (HB 648)
- Move Over Law Penalties (HB 898)
- Driving Under the Influence (Multiple)

LIRAP/LIP Funds

- Would Redistribute LIRAP Funds to Counties (HB 1175; HB 1351; SB 607)



BILLS OF INTEREST

Broadband

- Creates the Texas Connectivity Fund (SJR 27)

Air Quality

- TERP Changes (SB 104)
- Allowing EV Charging on State Property/State Park (HB 821)
- Climate Change Reporting (HB 57) (HB 846)

Bicycle/Pedestrian

- Requires 3/6 Foot When Passing (HB 421)



ADDITIONAL PRIORITIES OF THE LEGISLATURE

- State Budget Surplus
- Property Tax Relief
- Border Security
- Electric Grid Reliability
- School Security
- Education, School Vouchers
- Election Laws



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Nick Allen

Communications Coordinator

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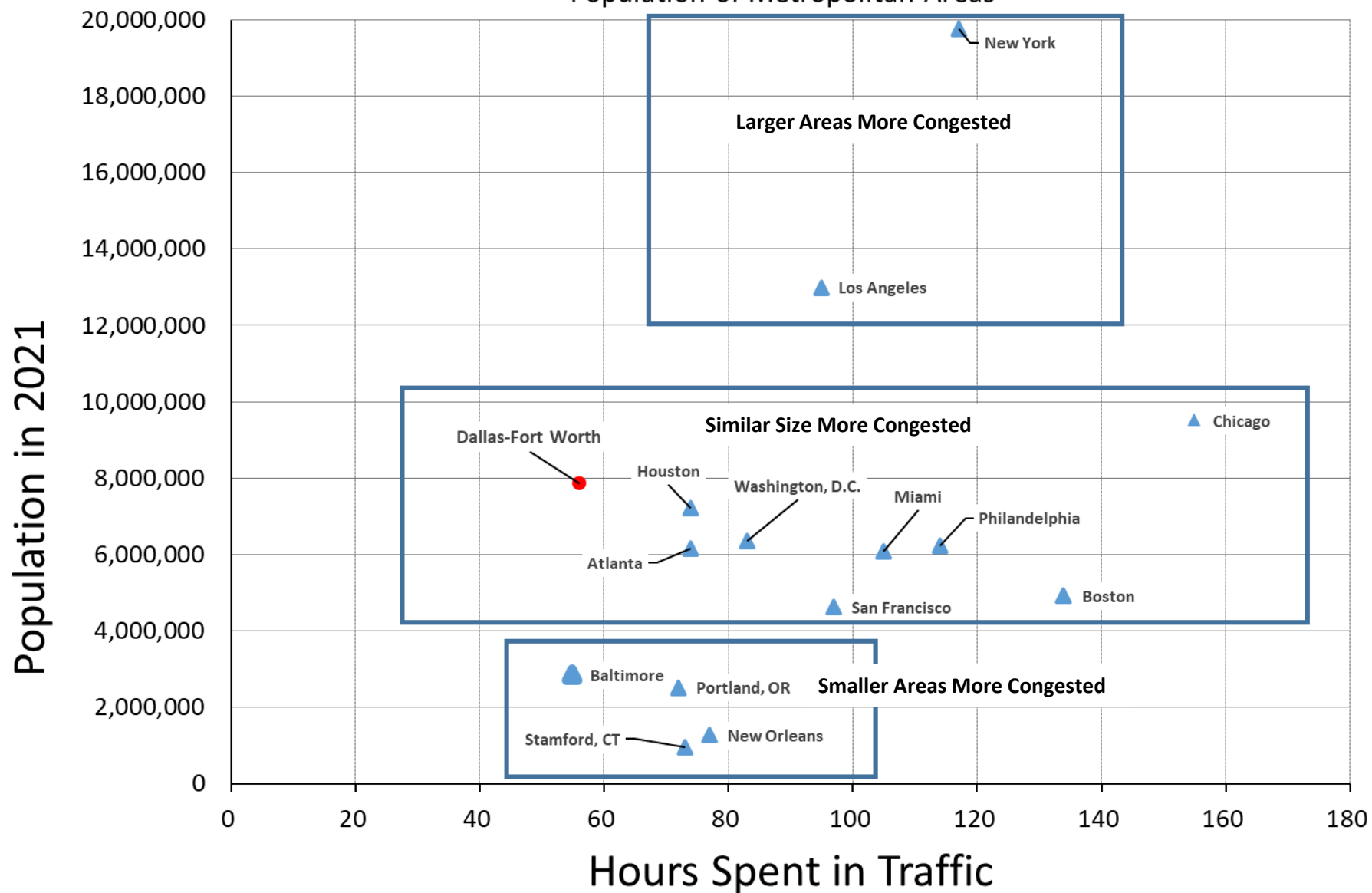
NCTCOG Legislative Updates: www.nctcog.org/legislative

Texas Legislature Online: <https://capitol.texas.gov/>



15 Most Congested Regions

Comparison of Hours Spent in Traffic and Population of Metropolitan Areas





STATUS OF 2022 TRANSPORTATION CONFORMITY DETERMINATION - RECEIVED

Jenny Narvaez, Program Manager

Amy Johnson, Principal Transportation Planner

Surface Transportation Technical Committee

January 27, 2023



TIMELINE

June 9, 2022 – RTC Approval (allows for post 90-day consultation review)

June 15, 2022 – Documentation Submittal to Consultation Partners

October 7, 2022 – Federal Highway Administration (FHWA) Submits First Installment of Comments

November 3, 2022 – NCTCOG Replies to FHWA Comments

November 17, 2022 – FHWA Formally Communicates Lapse Grace Period

December 2, 2022 – STTC Made Aware of Lapse Grace Period

December 8, 2022 – FHWA Submits Second Installment of Comments

December 12, 2022 – FHWA Submits Final Installment of Comments

December 16, 2022 – U.S. Department of Transportation (US DOT) Determination Letter Received



2022 TRANSPORTATION CONFORMITY DETERMINATION

Applies to Mobility 2045 – 2022 Update and 2023 – 2026 Transportation Improvement Program (TIP)

Restarts four-year time clock for the Metropolitan Transportation Plan (MTP) – December 15, 2026

Satisfies the following requirements

Demonstrates that projected emissions from transportation projects are within emission limits (Motor Vehicle Emissions Budgets) established by the State Implementation Plan (SIP)

Ensures federal funding and approval is applied to transportation projects that are consistent with air quality planning goals

Ensures that transportation control measures in approved SIPs are given priority for federal funding



CONFORMITY ACHIEVED

Conformity Review: dotting *I*'s and crossing *T*'s

- Ensuring Consistency: MTP recommendations with TIP and Conformity networks
- Editorial Refinements: project recategorization and adjustments to project costs, limits, and phasing to align with TIP

What Changed?

Refinements include:

- Roadway recommendations maps and tables
- Transit recommendations table
- Financial plan expenditures table
- Associated performance metrics with final networks forecasting

www.nctcog.org/PlanInProgress



FINAL FINANCIAL PLAN EXPENDITURES

MAXIMIZE EXISTING SYSTEM

Infrastructure Maintenance

Maintain and operate existing transit and roadway facilities

~~\$39.5 B~~ \$42.8 B

Management and Operations

Improve efficiency and remove trips from system

\$9.6 B

Growth, Development, and Land Use Strategies

Improve transportation and land use balance

\$1.5 B

STRATEGIC INFRASTRUCTURE INVESTMENT

Rail and Bus

Encourage switch to transit

\$44.9 B

HOV/Managed Lanes

Increase auto occupancy

~~\$52.8 B~~ \$49.5 B

Freeways/Tollways and Arterials

Add vehicle capacity

TOTAL

\$148.3 B



*Still
Financially
Constrained*



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Mobility Plan



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Amy Johnson
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Status of Conformity Determination

Air Quality



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Jenny Narvaez
Program Manager
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817-608-2342



The logo features the text "DRIVE AWARE" in large, bold, orange capital letters, with "north texas" in smaller, lowercase orange letters below it. The text is set against a dark, textured background that resembles a road surface or a map of North Texas.

**DRIVE
AWARE**
north texas

NCTCOG Roadway Safety Plan

Surface Transportation Technical Committee

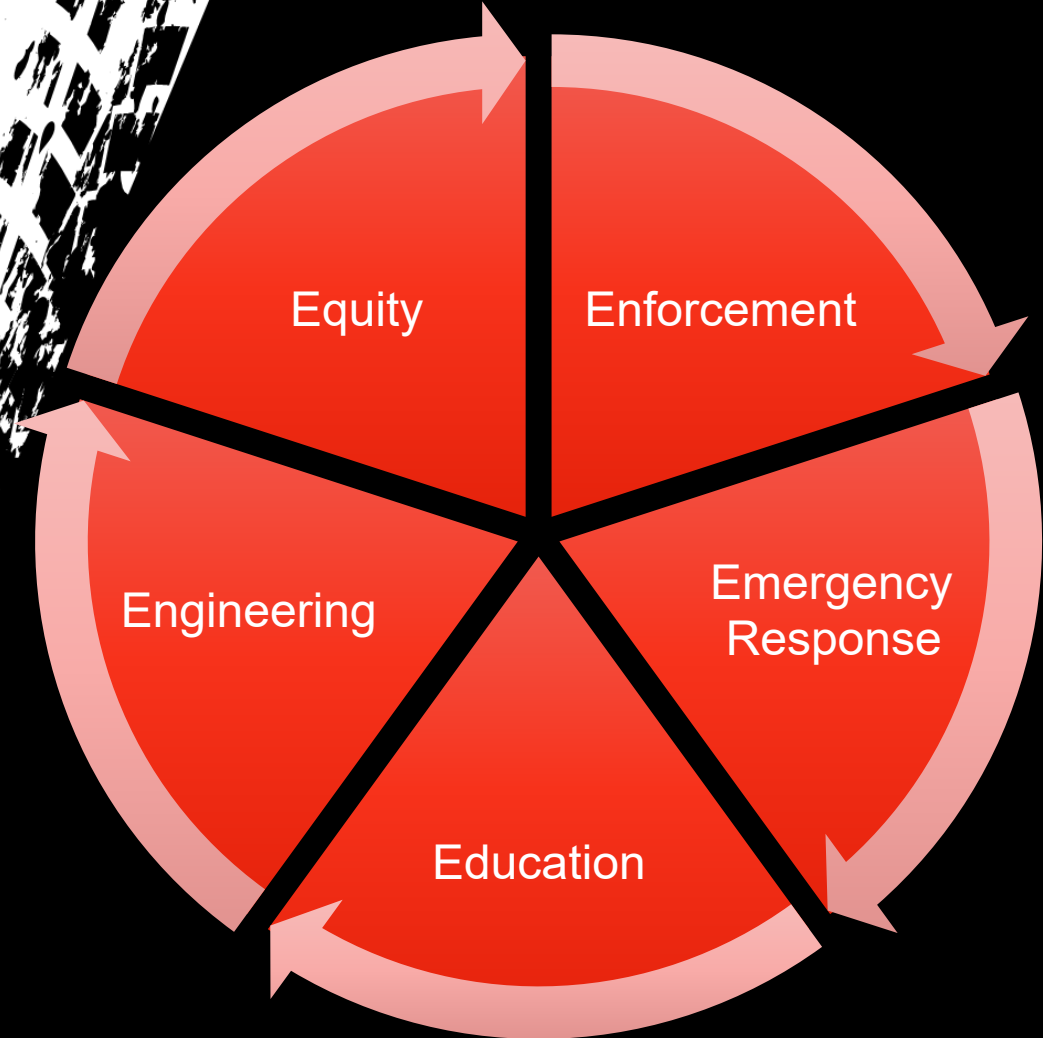
January 27, 2023

Kevin Kröll, Senior Transportation Planner

Roadway Safety Program Area

What is a Roadway Safety Plan?

- A Roadway Safety Plan provides a framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads.
- It serves as a guide to identify crash factors which contribute to a high number of fatal and serious injuries.
- Appropriate safety projects and countermeasures are then selected.
- The overall goal is to eliminate fatal crashes by 2050.



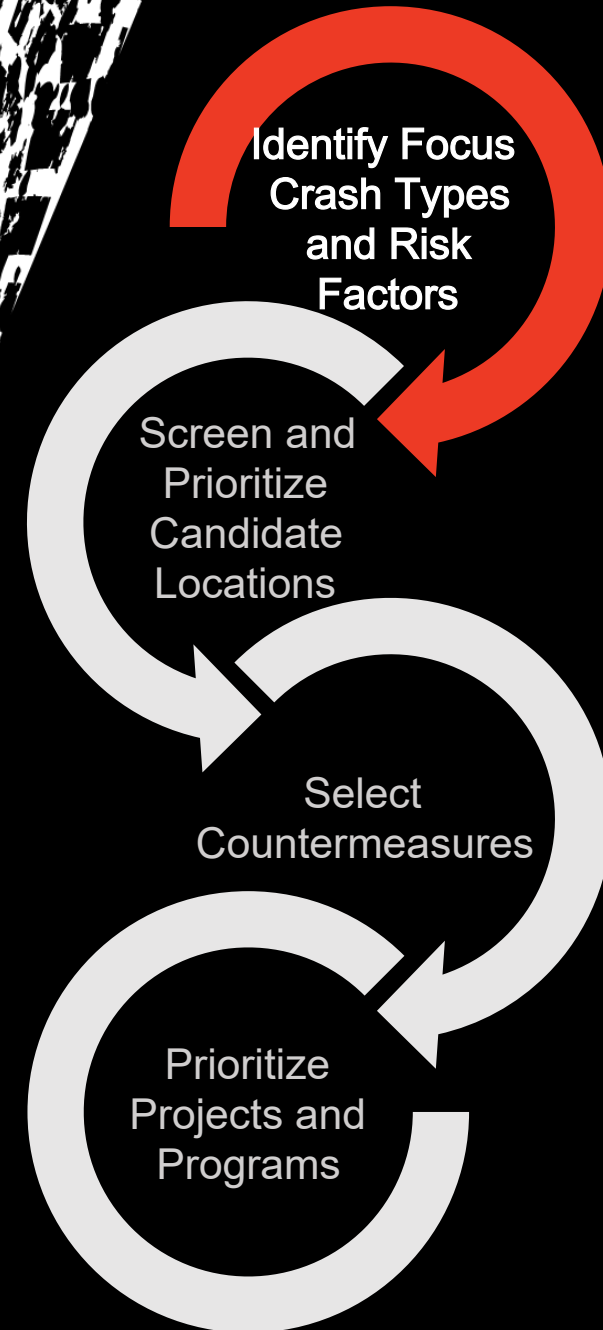
Systemic Safety Analysis Approach

The Systemic Safety Analysis approach evaluates crash risk across an entire roadway system instead of managing risk at specific locations.

This method helps identify what types of roadways and roadway characteristics produce fatal and serious injuries in the future.

Systemic Safety Guiding Principles:

- Deaths and serious injuries are unacceptable
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Redundancy is crucial



Roadway Safety Plan Goals



Eliminate fatal crashes from all modes of travel by 2050.



Prioritize safety in roadway project selection and provide guidance on countermeasure development to partner agencies.



Fund and implement safety projects and policies equitably to ensure safe transportation access for all road users.



Work with partners to foster a culture of safety that utilizes the safe systems approach; and develop behavioral and educational countermeasures to address dangerous driving behaviors.

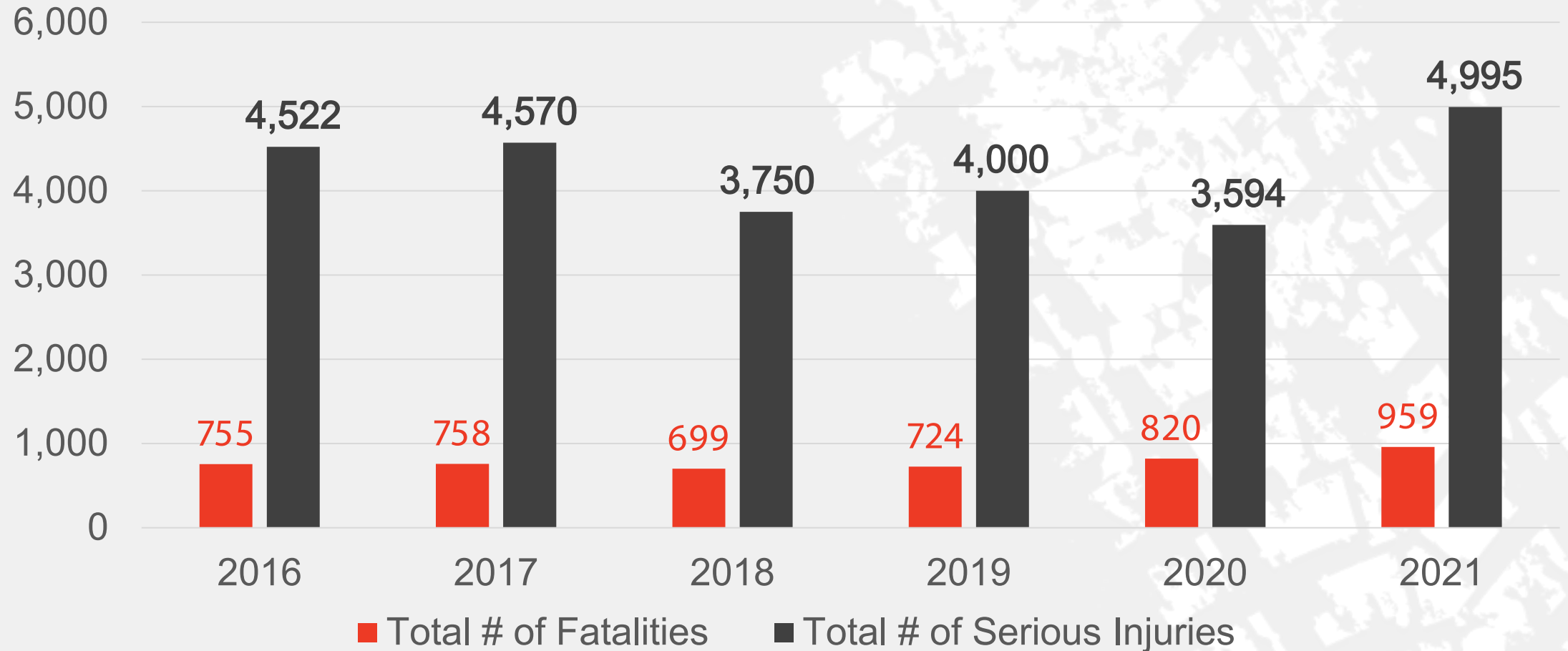


Implement a proactive approach to roadway safety to identify problems before they occur.



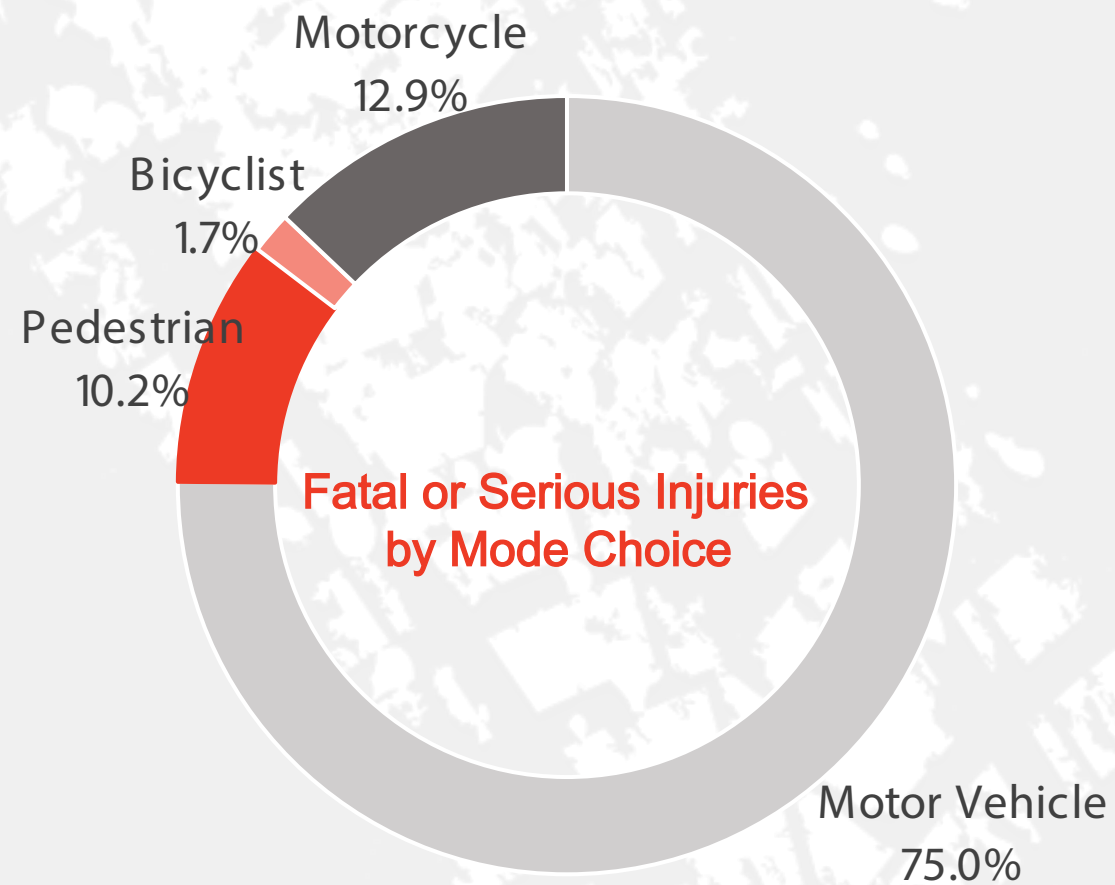
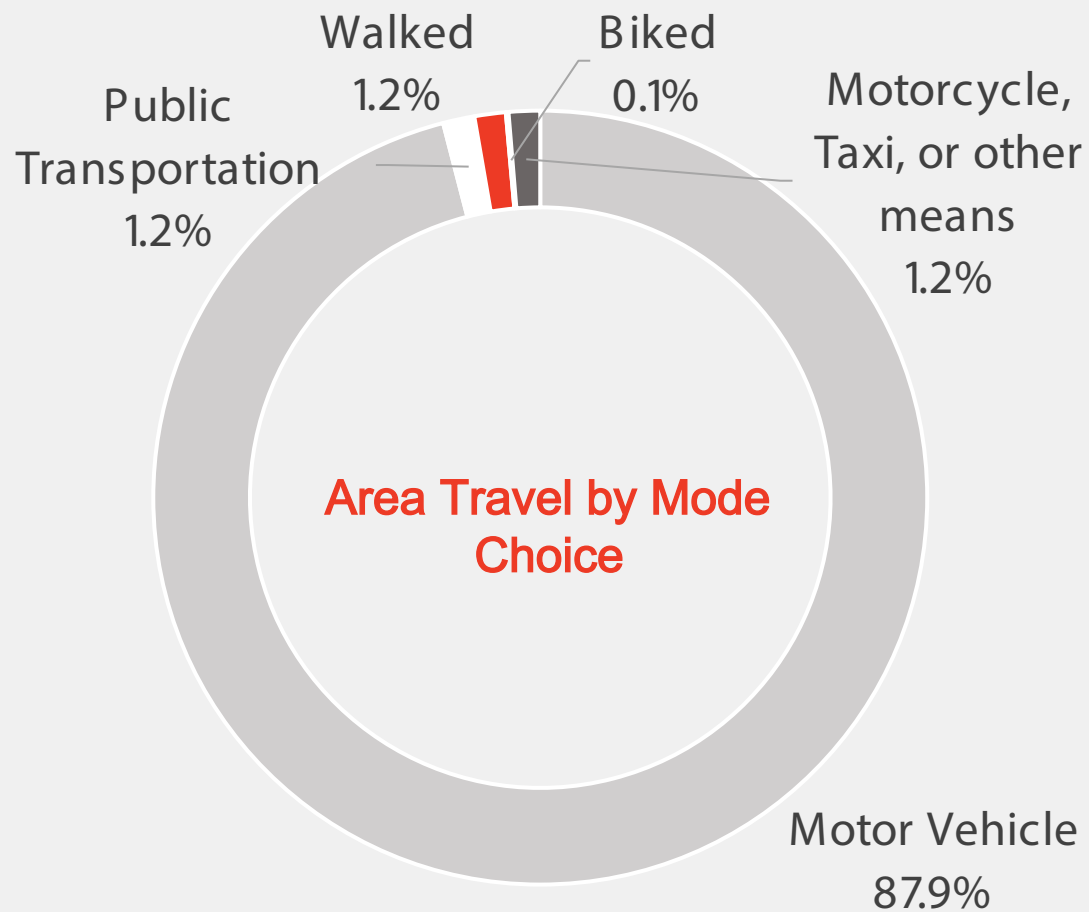
Work with police to effectively enforce traffic rules and traffic management professionals to improve quick clearance strategies.

Fatal and Serious Injuries Within the 12-County Area (2016-2021)



Region-wide Analysis

Percentage Fatal and Serious Injuries by Travel Mode (2016-2020)



Regional Safety Plan Emphasis Areas Based on Overrepresentation Analysis

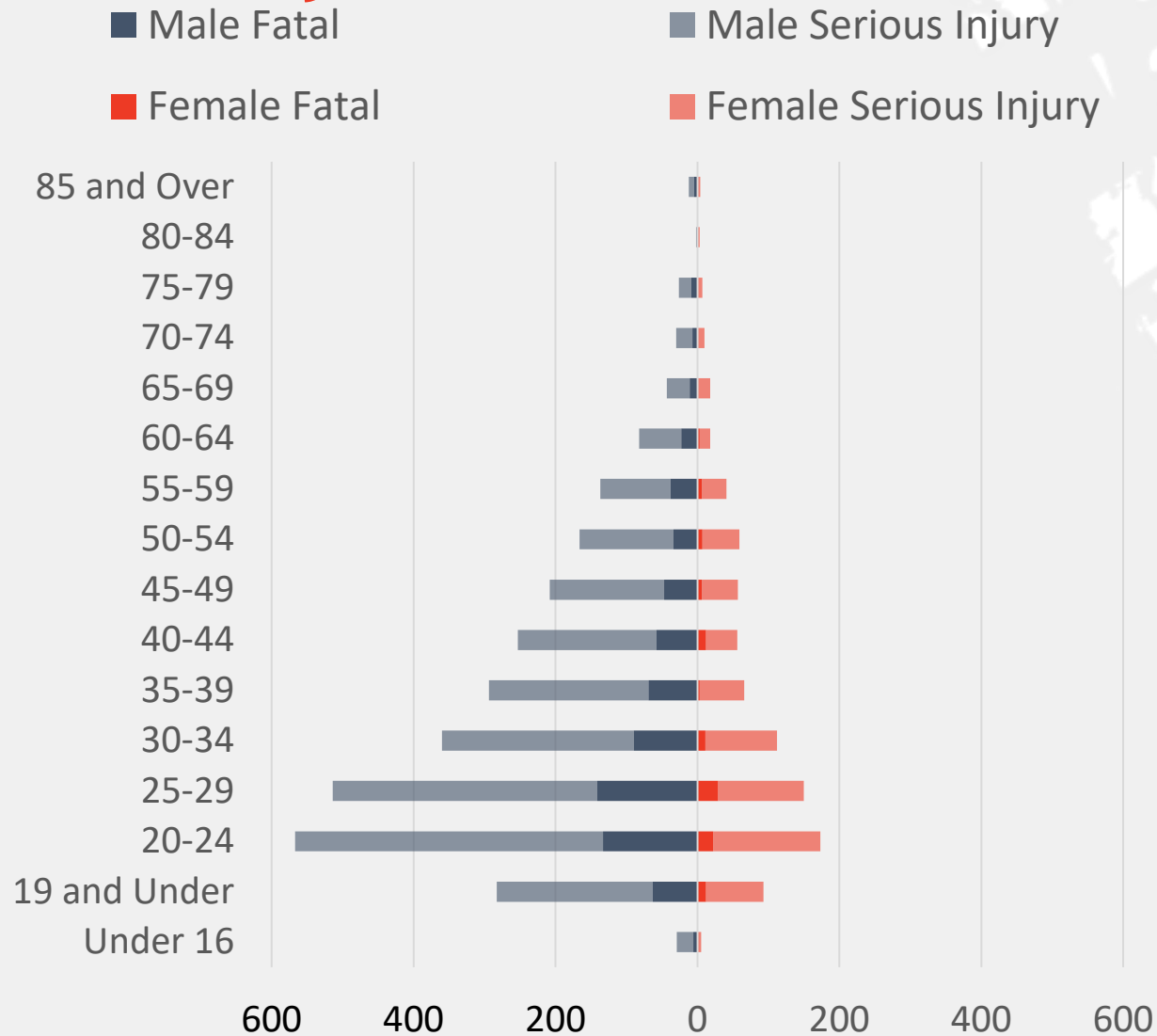
Regional Emphasis Areas

- Speeding
- Distracted driving
- Impaired driving
- Intersection safety
- Bicyclist and pedestrian safety
- Roadway and lane departures
- Occupant protection
- Motorcycles

Additional “Areas of Concern”

- Wrong way driving
- Crashes occurring at night*
- Younger drivers*
- Older road users (65+)*

Emphasis Area Example: Speeding Related Fatal and Serious Injuries



24%

Of SPEEDING related fatal and serious injuries were cited as **NOT** having worn a seatbelt

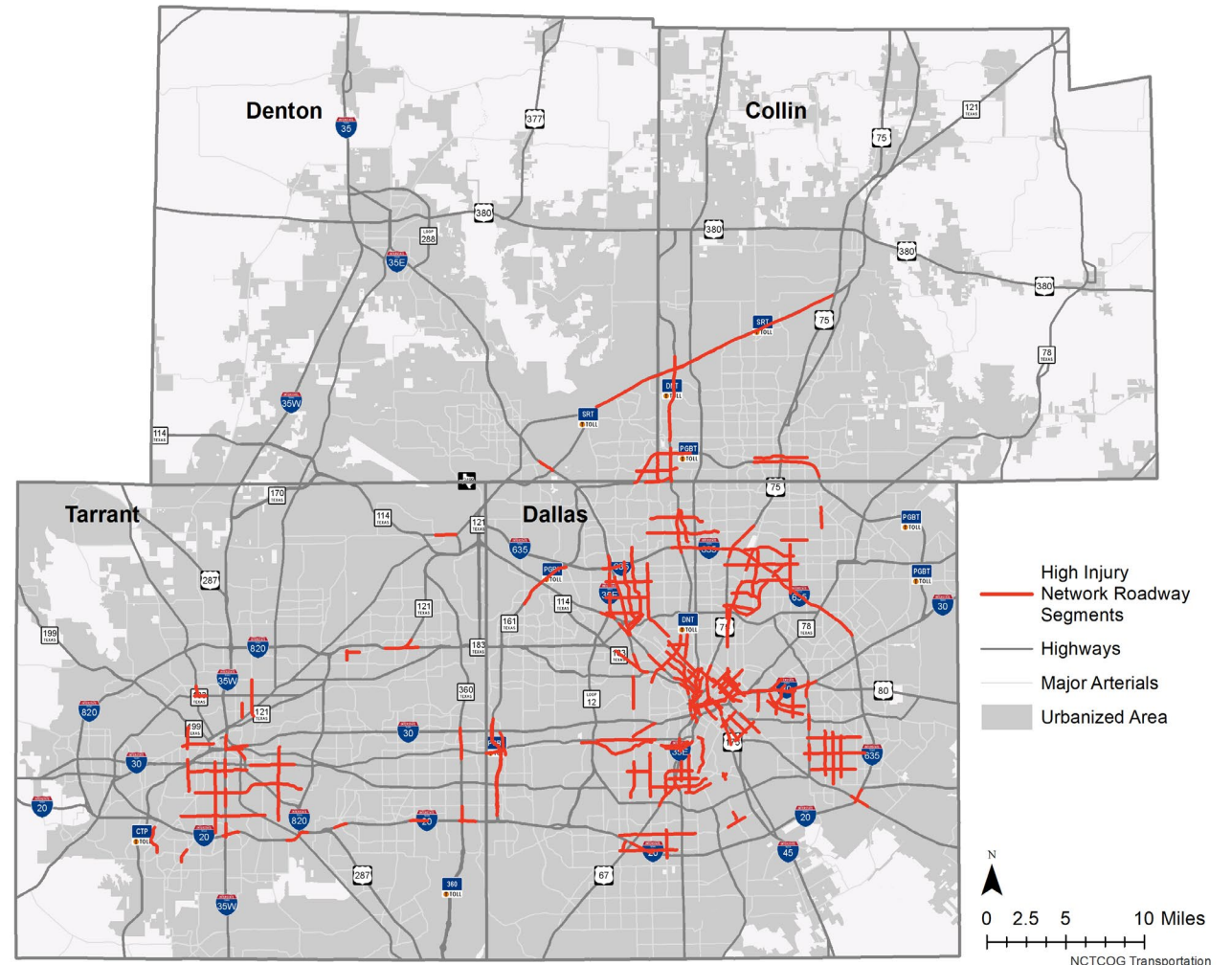


High Injury Network

The Systemic Safety Analysis approach evaluates risk across an entire roadway system versus managing risk at specific locations.

However, it is also helpful to identify roadways that have a history of a high number of fatal and serious injuries.

- Network of designated road segments where the highest concentrations of fatal and serious injury crashes occur
- Five-year range of crash data from 2016-2020
- Can be used to help prioritize safety improvements in the region and be used in tandem with the findings of our systemic analysis



Countermeasure Selection

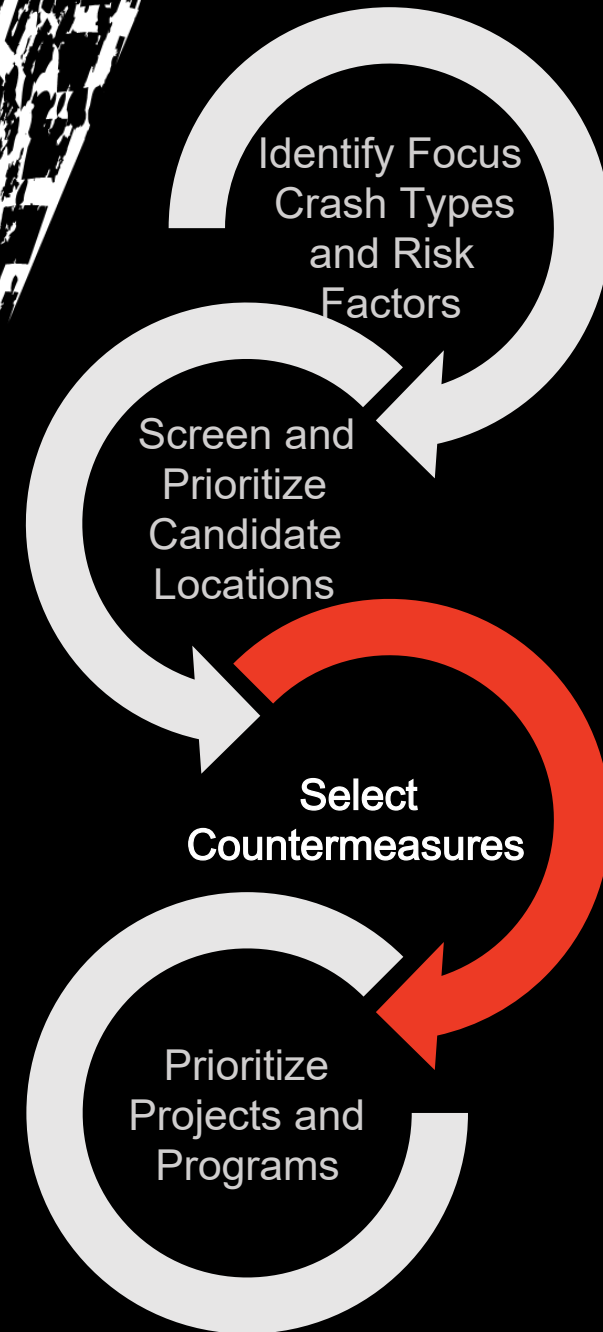
The third step in the Systemic Safety Analysis approach identifies potential countermeasures for each of the eight emphasis areas.

What are safety countermeasures?

Safety countermeasures can be any action undertaken to decrease the risk of a crash occurring or to reduce the severity of a crash.

Countermeasures may involve engineering upgrades, behavioral education campaigns, traffic enforcement programs, or emergency response.

Countermeasure selection should be data-driven and risk-based.



Example Countermeasures: Speeding

Countermeasure	Category	Estimated Reduction in Fatal and Serious Injuries	Cost to Benefit Ratio
Improve the effectiveness of educational techniques, tools, and strategies for speeding- younger male drivers	Education	9%	9 to 1
Increase and sustain high-visibility speeding enforcement	Enforcement		
Appropriate speed limits for all road users	Engineering	26%	
Variable speed limits	Engineering	51%	9 to 1- 40 to 1
Pull out/Enforcement zones	Engineering		
Speed safety cameras	Engineering, Enforcement	20-47%	
Build or redesign roadways with traffic calming countermeasures and "selfenforcing" speed	Engineering		

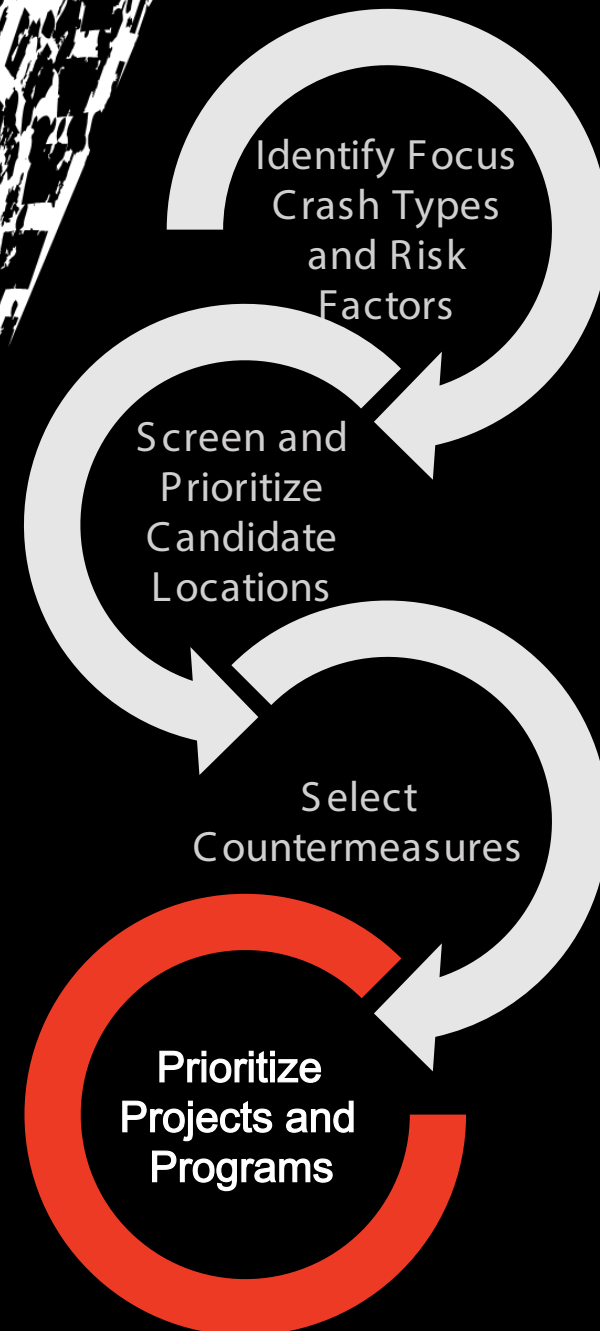
The Roadway Safety Plan includes countermeasures for all regional emphasis areas

Next Steps - Prioritize Safety Projects, Programs, and Policies

Develop a list of high-priority safety improvement projects scheduled for implementation. This considers both high-crash locations and system-wide analysis. Note that this step will occur after the Roadway Safety Plan itself is completed.

Main Tasks within the final step of the Systemic Safety Analysis

1. Create decision process for selecting countermeasures
2. Develop safety projects, programs, and policies
3. Prioritize project implementation



NCTCOG Safety Coordination and Efforts

Emphasis Areas	NCTCOG Roadway Safety Plan	NCTCOG Regional Ped Safety Action Plan	Statewide TxDOT/MPO Safety Task Force	RTC M&O Safety Funding	RTC Legislative Program
Speeding	X	X	X	X	X
Distracted Driving	X	X		X	X
Impaired (DUI)	X	X	X	X	X
Intersections	X	X		X	
Bicycle/Pedestrian	X	X	X	X	X
Roadway Lane Departure	X				
Occupant Protection (Seatbelts)	X		X	X	
Motorcycles	X		X	X	
Workzones			X		X
Wrong Way Driving	X			X	
Crashes Occurring at Night	X	X		X	
Roadway Illumination		X		X	
Younger Drivers	X			X	
Older Road Users (65+)	X				
Freight				X	X

RTC Regionwide Safety Program Funding Summary (FY 24-26)

Includes funding for:

- Bike/Pedestrian Education and Engineering - \$12 million
- Roadway Operations, Engineering, and Intercity Connections - \$25 million
- Speed Education and Enforcement - \$9 million
- \$4 million for other safety projects and programs

	2024	2025	2026	Total
Grand Totals	\$15,855,000	\$16,220,000	\$17,925,000	\$50,000,000
Staff	\$ 1,505,000	\$ 1,670,000	\$ 1,490,000	\$ 4,665,000
Pass Through	\$14,350,000	\$14,550,000	\$16,435,000	\$45,335,000

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HIGH-SPEED



TRANSPORTATION

Dallas-Fort Worth

1-27-2023 Surface Transportation Technical Committee

Brendon Wheeler, P.E.



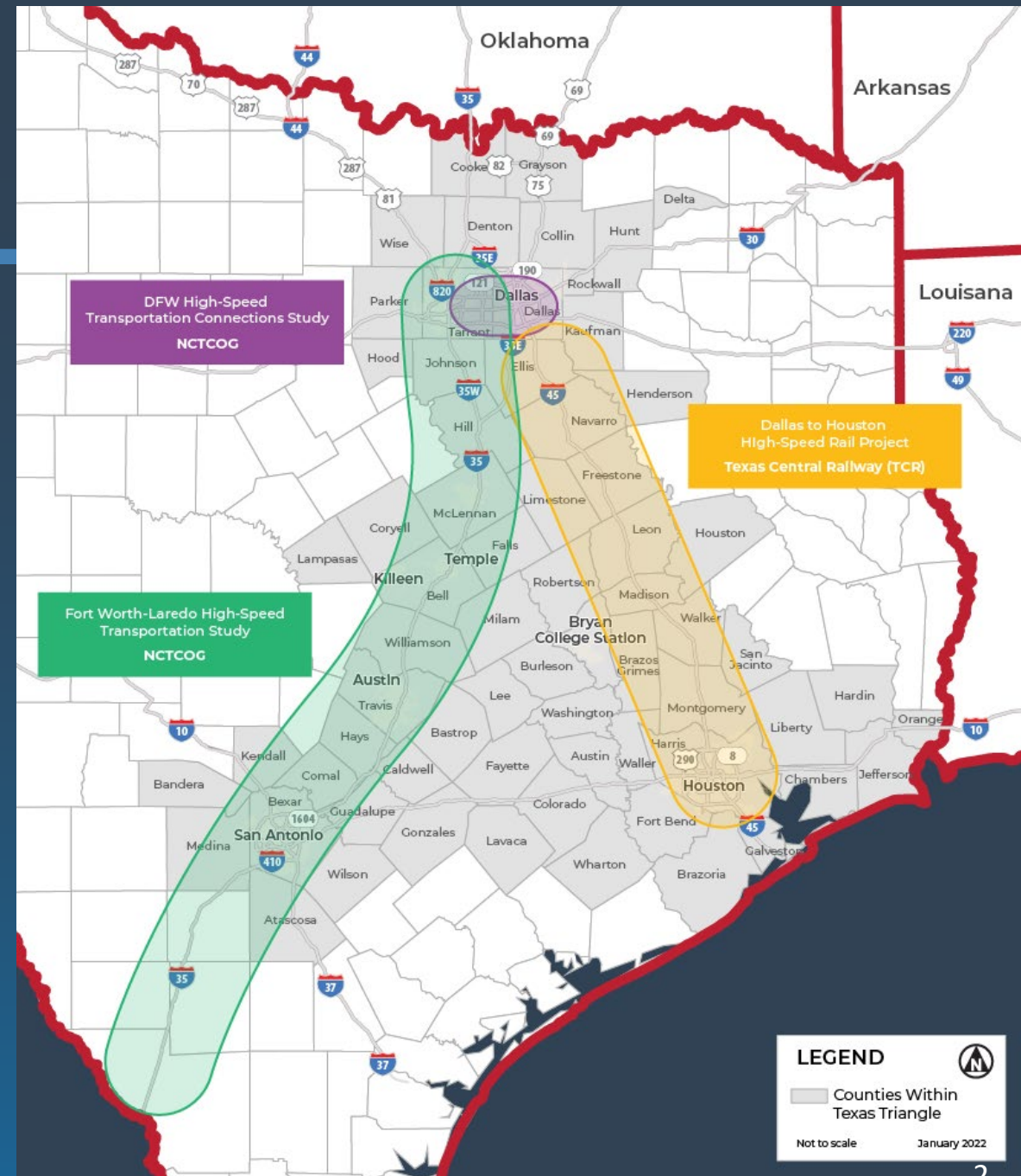
**North Central Texas
Council of Governments**

Objective of this Study

Evaluate high-speed transportation alternatives (both alignments and technology) to:

- Connect Dallas-Fort Worth to other proposed high-performance passenger systems in the state
- Enhance and connect the Dallas-Fort Worth regional transportation system

Obtain federal environmental approval of the viable alternative





Phased Approach

Phase 1 – Alternative Development

- Public and Agency Engagement
- Alternative Development
- Alternative Screening

COMPLETE

Goal for Phase 1

Identify technologies and alignments to be carried into Phase 2

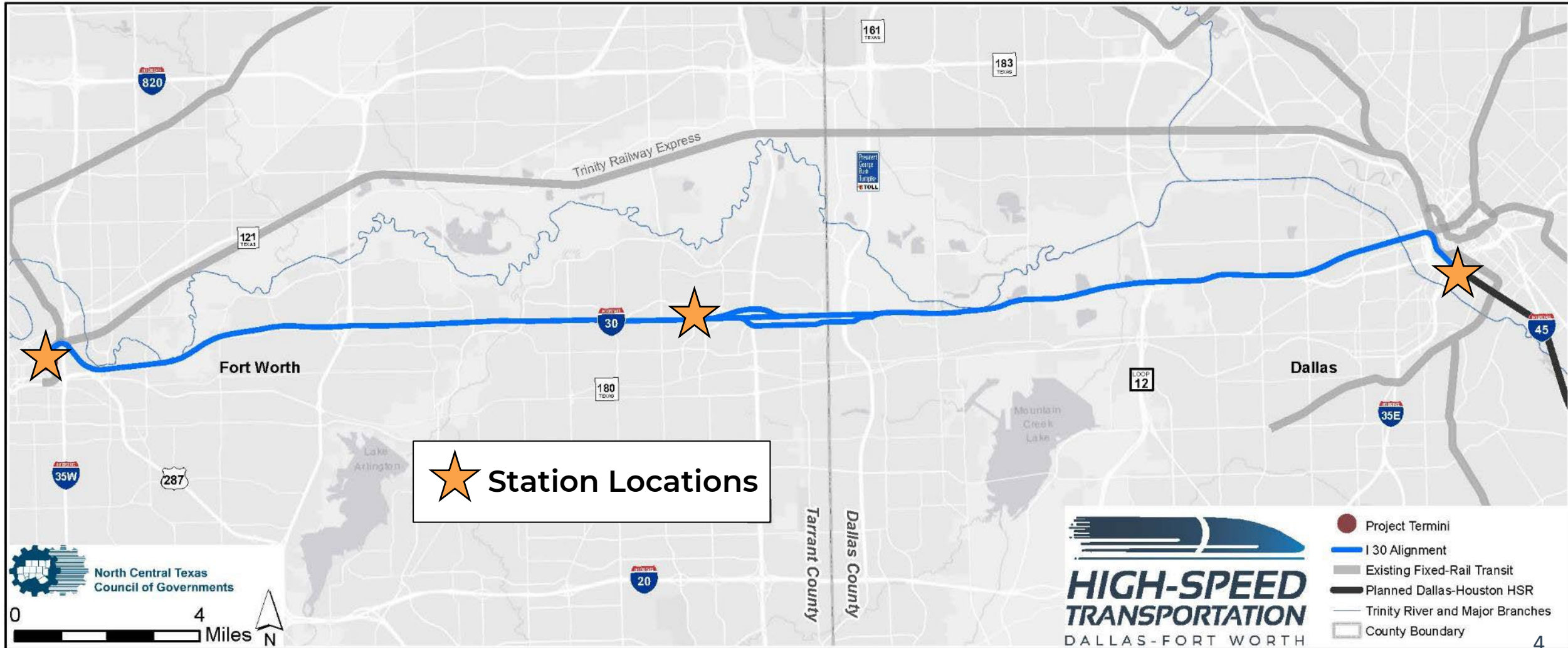
Phase 2 – Engineering & Environmental

- Preliminary Engineering
- National Environmental Policy Act Documentation and Approval
- Financial and Project Management Plans
- Public and Agency Engagement

Goal for Phase 2

Federal environmental approval of alignment and technology

Recommended Phase 1 Alignments



Phase 1 Results (Mode)

Conventional



Higher-Speed



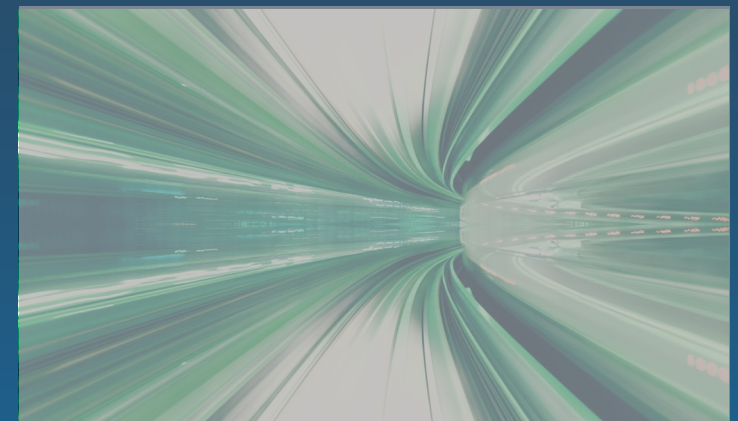
High-Speed



Maglev



Hyperloop



Emerging Technologies



Phase 2 Activities

Pre-NEPA

Conceptual Engineering

Reducing station and alignment alternatives

Continued Coordination with:

Federal partners on structure of process

TxDOT, local governments, and stakeholders

6- to 9-Month Process

NEPA

Preliminary Engineering

Environmental Documentation

Anticipated Class of Action:
Environmental Assessment (EA)

Goal: Finding of No Significant Impact

Financial and Project Management Plans

Public and Agency Engagement

Within 12 months of Initiation



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www.nctcog.org/dfw-hstcs